

ACCESS REPORT

PROJECT: **Hickson Road Upgrade, Stage 3 & 4**
PROJECT NO: **GDL230396 and GDL240556**
PREPARED FOR: **Lendlease and Infrastructure NSW**
REVISION: **C**
DATE: **31.10.2025**

www.groupdla.com.au



REVISION HISTORY



Revision	Date	Details	Authorised	
			Name/Position	Signature
A	12.09.2025	Stage 3 and 4 combined for REF Approval	Prepared: Bonnie Chang, Access Consultant, ACAA No. 930	--
			Reviewed: Elisa Moechtar, Technical Director – Access, ACAA No. 198	--
B	31.10.2025	Updated with comments	Prepared: Bonnie Chang, Access Consultant, ACAA No. 930	--
			Reviewed: Elisa Moechtar, Technical Director – Access, ACAA No. 198	--
C	31.10.2025	Updated with comments on markups	Prepared: Bonnie Chang, Access Consultant, ACAA No. 930	
			Reviewed: Elisa Moechtar, Technical Director – Access, ACAA No. 198	

Table 1 – Revision History

© Group DLA. All rights reserved

Group DLA has prepared this document for the sole use of the Client and for a specific purpose, each as expressly stated in the document. No other party should rely on this document without the prior written consent of Group DLA. Group DLA undertakes no duty, nor accepts any responsibility, to any third party who may rely upon or use this document. This document has been prepared based on the Client's description of its requirements and Group DLA's experience, having regard to assumptions that Group DLA can reasonably be expected to make in accordance with sound professional principles. Group DLA may also have relied upon information provided by the Client and other third parties to prepare this document, some of which may not have been verified. Subject to the above conditions, this document may be transmitted, reproduced or disseminated only in its entirety.

TABLE OF CONTENTS

1.0	EXECUTIVE SUMMARY	4
1.1	Introduction	4
1.2	Assessment	5
1.3	Further information for future design development	7
2.0	INTRODUCTION	9
2.1	Report Purpose	9
2.2	Legislative and Project Brief Requirements	9
2.3	Additional Design Guidelines	11
2.4	Access Strategy Objectives	11
2.5	Limitations	12
3.0	PROJECT PARTICULARS	13
3.1	New Works: Site	13
3.2	New Works: Scope	13
3.3	New Works: Building Classifications	14
4.0	ACCESSIBILITY ASSESSMENT	15
4.1	New Buildings – Entrances	15
4.2	Paths of Travel & Circulation Requirements	15
4.3	Paths of Travel – Kerb Ramps	16
4.4	Paths of Travel – Pedestrian Crossings	18
4.5	Accessible Taxi Rank and Drop-Off [UPDATED TO 5 MINUTE PARKING, SEE SECTION 4.6]	20
4.6	Accessible Car Parking and Drop-Off	22
4.7	Tactile Indicators	22
4.8	Paths of Travel – Accessible Floor Surface Requirements	23
4.9	Furniture	24
4.10	Signage	25
	APPENDIX A – DOCUMENTATION ASSESSED	26
	APPENDIX B – MARKUPS	27

1.0 EXECUTIVE SUMMARY

1.1 Introduction

This report has been prepared by Group DLA to support the Review of Environmental Factors (REF) for the Hickson Road South upgrade and refurbishment (the Activity).

The **Hickson Road South** (refer locality plan – Hickson Road South 240059-00-REF-C01.31 in Appendix B) upgrade and refurbishment design comprises of the upgrade of Hickson Road from the northern side of the Napoleon Street intersection connecting to the existing road upgrade north of the High Street Steps, along with utility upgrades running adjacent to Barton Street and intersection upgrades.



Figure 1.1.1 – Locality plan
 (Source: Extract from supplied drawing 240059-00-REF-C01.31[3] by Enspire)

The Access Report has been prepared to document the accessibility provisions and requirements of the proposed new works and the compliance strategy to ensure that the design is capable of meeting the objectives of the Federal Disability Discrimination Act 1992 (DDA) with respect to access for people with a disability to the public domain.

Wherever applicable, the Access Report has also been prepared with reference to the access requirements of the Federal Disability Standards for Accessible Public Transport 2002 ('DSAPT'), the Federal Disability (Access to Premises – Buildings) Standards 2010 ('Premises Standards'), the access provisions of Volume 1 of the Building Code of Australia 2022 Amendment 2 ('BCA') and referenced Australian Standards.

The Review of Environmental Factors prepared by Ethos Urban provides a full description of the proposed works. A description of these works is provided at Section 3.2 of this report.

Based on the identification of potential issues, and an assessment of the nature and extent of the impacts of the proposed development, it is determined that:

- The extent and nature of potential impacts are low, and will not have significant adverse effects on the locality, community and the environment;
- Potential impacts can be appropriately mitigated or managed to ensure that there is minimal effect on the locality, community and environment.

1.2 Assessment

Upon review it is the opinion of Group DLA Access that, with ongoing detailing of the access provisions, design requirements and recommendations outlined within Chapter 4.0 Accessibility Assessment of this Report, the proposed design is capable of compliance with the accessibility requirements outlined above.

Further development and refinement of detailed design requirements, will be included within future construction documentation and assessed prior to the Design Approval/Construction Certificate stage.

The items in the table below have been noted as items of relevance at this stage of the review. The items that have been considered non-compliant require further review against the detailed design. refer to Appendix B for marked-up comments on drawings.

No.	Item	Query or DtS Non-Compliance	Suggested Resolution	References	BCA Performance Requirement(s)
<i>PUBLIC DOMAIN – DDA / ADVISORY RECOMMENDATIONS</i>					
1.	<i>CLOSED 31.10.2025 Kerb ramp design - general</i>	<i>The top and base of the kerb ramps are not perpendicular to the path of travel to cross the road</i>	<i>Recommend re-orienting kerb ramp design to provide 90 degrees at top and base.</i>	<i>AS1428.1</i>	<i>DDA/Advisory</i>
2.	<i>CLOSED 31.10.2025 Kerb ramp design – general</i>	<i>Ensure 2000mm w x 1200mm d min. level landings provided at the top of each kerb ramp. Note: It has been advised by the design team that the proposed kerb ramp design has been maintained to meet City of Sydney design requirements.</i>	<i>Provide detail of grade at kerb ramp top landing. Splay at pedestrian crossings is too shallow as currently shown.</i>	<i>AS1428.1</i>	<i>D1P1 (DP1)</i>

No.	Item	Query or DtS Non-Compliance	Suggested Resolution	References	BCA Performance Requirement(s)
		<i>The angle of splayed portions are to be 45 degrees. Ensure other geometries incl. gradient are compliant with the Standard.</i>			
3.	<i>TGSIs – general</i>	<i>Directional TGSIs to start at building line.</i>	<i>Extend extent of directional TGSIs to meet building line</i>	AS1428.1 AS1428.4.1	D1P1 (DP1)
4.	<i>TGSIs – Pedestrian crossing</i>	<i>If kerb ramp at 1x crossing is a fully compliant kerb ramp designed to be 1:8 - 1:8.5 gradient, TGSIs are not required here. Otherwise TGSIs, if required, are to be 300mm from hazard edge. Directional TGSIs to start at building line and adjoin hazard TGSIs.</i>	<i>Confirm grade of kerb ramp. Ensure TGSIs if required are compliantly located</i>	AS1428.1 AS1428.4.1	D1P1 (DP1)
5.	CLOSED 31.10.2025 <i>Strip drains – general</i>	<i>Openings are to be no greater than 8mm width if the slots are in the direction of travel or no greater than 13mm width if the longer dimension is transverse to the dominant direction of travel Strip drains to achieve a P4 min. slip rating for external areas to meet AS1428.1</i>	<i>Confirm locations and properties of strip drains</i>	AS1428.1	D1P1 (DP1)
6.	not incorporated 31.10.2025 <i>Parking / drop off areas</i>	<i>Proposed width of parking / drop off areas are less than that required for accessible passenger loading zone</i>	<i>Recommend at least one (1) vehicle space allocation with 7200mm L x 3200mm W, at the rear of the drop off area to meet AS2890.6 requirements for an accessible parallel parking space.</i>	AS2890.5 & AS2890.6	DDA/Advisory
7.	not incorporated 31.10.2025 <i>Parking / drop off areas</i>	<i>No kerb ramp proposed for step free access at parking / drop off areas between roadway and footpath</i>	<i>Recommend a kerb ramp at the rear of the accessible passenger loading zone.</i>	AS1428.2 AS1428.1	DDA/Advisory
DSAPT – Transport Standards – DDA / ADVISORY RECOMMENDATIONS					

No.	Item	Query or DtS Non-Compliance	Suggested Resolution	References	BCA Performance Requirement(s)
8.	<i>Taxi rank updated to 5 minute parking space, not incorporated 31.10.2025 Taxi Rank</i>	<i>Taxi zone vehicular spaces (7000mm Lx 3100mm W) are less than that required for accessible passenger loading zone</i>	<i>Recommend at least one (1) vehicle space allocation with 7200mm L x 3200mm W, at the rear of the taxi rank to meet AS2890.6 requirements for an accessible parallel parking space.</i>	<i>DSAPT AS2890.5 & AS2890.6</i>	<i>DDA/Advisory</i>
9.	<i>Taxi rank updated to 5 minute parking space, not incorporated 31.10.2025 Taxi Rank</i>	<i>No kerb ramp proposed for step free access at taxi rank between roadway and footpath</i>	<i>Recommend a kerb ramp at the rear of the accessible passenger loading zone.</i>	<i>DSAPT AS1428.2 AS1428.1</i>	<i>DDA/Advisory</i>

Table 1.2.1 – Key queries and recommendations

1.3 Further information for future design development

In order to confirm the design complies with the accessibility provisions of the Premises Standards and the BCA, the following items listed in Table 1.3 below are required to be clarified, submitted, illustrated, etc, during design development stage:

No.	Item	Comment	Premises Standards / BCA Reference
A	Walkway, Gradient and crossfall Details	<p>Generally, the accessways, walkways and level landings are consistent with all relevant requirements. Further details on accessways, walkways and level landings are required for further assessment.</p> <p>The details are to include compliant dimensioning of all relevant components, i.e. with nominated gradients, crossfall, lengths, unobstructed widths, achieved landing size etc. along the required accessible /step free path/s of travel.</p> <p>Particular note to be made of the 2000mm min. vertical height clearance FFL on required accessways when adjacent to tree branches that may overhang and/or take time to mature/grow.</p>	AS1428.2
B	Kerb ramp Details	<p>Large scale details of proposed kerb ramps are required for further assessment.</p> <p>The details are to include compliant dimensioning of all relevant components, i.e. gradients, lengths, unobstructed widths, landings (1200mm minimum if no turning, 1500mm minimum for 90 degree turning), TGSIs where required etc.</p>	AS1428.1 AS1428.2 AS1428.4.1
C	TGSI setout Details	Further details on all proposed TGSI locations, dimensioned setout, and design type to meet AS1428.4.1 design requirements.	AS1428.4.1

No.	Item	Comment	Premises Standards / BCA Reference
		<p>TGSI selections to achieve adequate luminance contrast values against the back-ground surface/s, compliant with AS1428.4.1:</p> <ul style="list-style-type: none"> • Integrated TGSI's (i.e. tiles) require 30% min. luminance contrast; and • Discrete TGSI's (i.e. buttons) require 45% min. luminance contrast; and • Composite TGSI's with 2 materials/colours requires 60% min. luminance contrast. 	
D	Ground/Floor Surfaces & Slip resistance Details	<p>Details to be provided of all proposed floor and ground surface finishes, including line-marking on required accessways to ensure traversable finish and appropriate min. slip resistance rating of all ground surfaces using a Wet Pendulum Method compliant with AS458 and Standards Australia Handbooks HB197 & 198.</p> <p>Slip test certificates/test are to be conducted by NATA accredited professionals to AS4586:2013 to obtain "P" ratings that satisfy min. requirements.</p>	AS1428.1 AS4586:2013

Table 1.3.1 – Detailed information to be supplied in future detail design stages

2.0 INTRODUCTION

2.1 Report Purpose

This report has been prepared by Group DLA to support the Review of Environmental Factors (REF) for the Hickson Road South upgrade and refurbishment (the Activity).

The Hickson Road South (refer locality plan – Hickson Road South 240059-00-REF-C01.31 in Appendix B) upgrade and refurbishment design comprises of the upgrade of Hickson Road from the northern side of the Napoleon Street intersection connecting to the existing road upgrade north of the High Street Steps, along with utility upgrades running adjacent to Barton Street and intersection upgrades.

The Access Report has been prepared to document the accessibility provisions and requirements of the proposed new works and the compliance strategy to ensure that the design is capable of meeting the objectives of the Federal Disability Discrimination Act 1992 (DDA) with respect to access for people with a disability to the public domain.

Wherever applicable, the Access Report has also been prepared with reference to the access requirements of the Federal Disability Standards for Accessible Public Transport 2002 ('DSAPT'), the Federal Disability (Access to Premises – Buildings) Standards 2010 ('Premises Standards'), the access provisions of Volume 1 of the Building Code of Australia 2022 Amendment 2 ('BCA') and referenced Australian Standards.

The Report is based on assessment of the documentation listed in **Appendix A – Documentation Assessed** to this report, and the information provided by the client, and is intended for their use only.

It is to be noted that the design assessment has been made of the new works to the extent required to support the **REF Design**. Further assessment of detailed architectural documentation will be required following design development and detailing to ensure access compliance is included in construction documentation for assessment at Construction Certificate stage.

2.2 Legislative and Project Brief Requirements

This development submission is subject to the Environmental Planning and Assessment Act 1979 (NSW).

This present access report has considered the following legislation and referenced access standards:

- Federal Disability Discrimination Act 1992 (DDA);
- Federal Disability Standards for Accessible Public Transport 2002 (DSAPT);
- Federal Disability (Access to Premises – Buildings) Standards 2010 (Premises Standards);
- Building Code of Australia 2022 – Amendment 2 (BCA; and
- Australian Standards: AS1428.1:2021, AS1428.2:1992, AS1428.4.1:2009, AS1735.12:1999, AS2890.6:2009

The following table summarises the key statutory issues relating to the BCA access provisions and the DDA Premises Standards in relation to the assessment and certification of new infrastructure, buildings.

Issue	Legislative Reference	Comment
New Work	BCA (EPAR 145)	All new works must comply
Access to Premises	Federal Disability (Access to Premises – Buildings) Standards 2010	Upgrade of the 'Affected Part' of existing building/s to provide access for people with disabilities - triggered by new work requiring Building Approval and Crown development.
Access to public transport	Federal Disability Standards for	Upgrade of existing public transport infrastructure is required in accordance with DSAPT.

Issue	Legislative Reference	Comment
	Accessible Public Transport 2002	
Potential DDA Complaints	Federal Disability Discrimination Act (DDA)	Regardless of any new works, the development is subject to the Federal Disability Discrimination Act 1992 (DDA) which applies nationally.

Table 2.2.1 – Access Regulatory Framework Summary

A summary outline of these key reference documents is included below:

- The **DDA** objectives focus on the provision of equitable, independent, and dignified access to services, facilities and premises for people with mobility, sensory and cognitive disability. The DDA makes it is unlawful to discriminate against people on the grounds of disability.

“Premises” is broadly defined under the DDA, Section 23 to include not only buildings but many other aspects of the built environment, including streetscapes and open space areas as well as non-building elements like furniture, fixtures and fittings. The DDA covers existing buildings, including heritage buildings, those under construction and future premises. The DDA applies nationally and is a complaints-based legislation administered by the Australian Human Rights Commission (AHRC).

- The **Disability Standards for Accessible Public Transport** is a statutory instrument made under the DDA. It specifies minimum accessibility design and performance requirements in relation to public transport infrastructure. Providers of public transport infrastructure are required to progressively upgrade that infrastructure in accordance with a prescribed schedule.
- The **Premises Standards** is a statutory instrument made under the DDA to outline how DDA obligations can be met for new building work. Its purpose is to ensure that dignified, equitable, cost-effective and reasonably achievable access to buildings and facilities, and services within buildings, is provided for people with disability and to give certainty to the people responsible for compliance that if the Standards are met, that they cannot be subject to a successful complaint under the DDA in relation to the matters covered by the Standards.
- The Premises Standards includes an **Access Code** for Buildings that is mirrored in the access provisions of the **Building Code of Australia (BCA)** in Parts D4, E3D7, E3D8, F4D5, F4D6, F4D7, and F4D12. Under the Premises Standards, new building work and the “Affected Part” of existing buildings must comply in the same manner as it is required to comply with the BCA, by meeting Deemed to Satisfy (DtS) provisions or by adopting a performance solution that achieves the relevant performance requirements. The DtS provisions reference Standards, including parts of the AS1428 suite to outline technical criteria and minimum requirements to achieve reasonable access provisions for people with disability.
- It is important to note that compliance with the Premises Standards and the Access Code will ensure that DDA non-discrimination requirements are met for all matters/areas covered by the Standards. However, for any matters/areas that are not covered by the Premises Standards, the over-arching DDA legislation will still apply and it cannot be guaranteed that a successful complaint cannot be lodged. Any DDA/Advisory/Best practice options noted within the report may assist in minimising the risk of a complaint being made under the DDA, however we cannot confirm or certify for DDA compliance because this can only be determined by the Courts.
- **AS1428 Suite – Design for Access and Mobility** provides technical criteria and minimum requirements related to accessible design for the independent use of people with disability. It focuses on the provision of continuous accessible paths of travel, circulation spaces, facilities and access features for people using wheelchairs, with ambulant disabilities and with sensory (vision and hearing) disabilities.
 - **Part 1: AS1428.1-2021** is referenced by the BCA and includes mandatory access requirements for the provision of access for people with disability for new developments. The 2021 (and preceding 2009) revision of AS 1428.1 adopted the increased circulation requirements of AS 1428.2-1992 that were developed to satisfy the needs of 90% of people with disability between the ages of 18 to 60.

- **Part 4: AS1428.4.1-2009** is referenced by the BCA and contains mandatory access requirements for Tactile Ground Surface Indicators (TGSIs) to assist the orientation of people with vision impairment.
- **AS2890.6-2009** is referenced by the BCA and contains mandatory access requirements for accessible car parking (off-street) for people with disability.

2.3 Additional Design Guidelines

The Report also considers other relevant access design guidelines and/or advisory Standards (that do not form part of a formal Premises Standards/BCA assessment) to promote equity and dignity in line with the primary objectives of the DDA and a Universal Design approach, including:

- Centre for Excellence in Universal Design - Universal and Inclusive Design Principles
- Australian Human Rights Commission (AHRC) Advisory Note on Streetscape, Public Outdoor Areas, Fixtures, Fittings and Furniture – 8 February 2013

Note:

- This document provides information on parts of the built environment not covered by the DDA Access to Premises Standards that continue to be subject to potential DDA discrimination complaints by people with disability if they experience an access barrier

A summary outline of key design planning considerations from the above guidelines is included below:

- The seven Universal Design Principles for consideration in the ongoing design of the development include:
 - Principle 1: Equitable Use
 - Principle 2: Flexibility in Use
 - Principle 3: Simple and Intuitive Use
 - Principle 4: Perceptible Information
 - Principle 5: Tolerance for Error
 - Principle 6: Low Physical Effort
 - Principle 7: Size and Space for Approach and Use

Universal Design provides numerous benefits for associated businesses, individual users and society in general. An inclusive environment that can be accessed, understood and used by as many people as possible makes good business sense, is more sustainable for the environment and is socially progressive.

2.4 Access Strategy Objectives

This report is a key element in developing an Access Strategy for the development to ensure reasonable access for people with disability within the built environment. The Access Strategy will consider anticipated user groups that will include members of the Public and potential staff/personnel, retail patrons of nearby buildings.

Within these user groups, the Access Strategy seeks to deliver equality, independence, and functionality to people with disability, inclusive of:

- People with mobility impairments
- People with sensory impairment
- People with intellectual disabilities and cognitive impairment
- People with dexterity impairments

2.5 Limitations

- This Report assesses the access provisions of the proposed development in general and does not include nor imply any assessment for design outside the minimum access provisions of the Federal Disability (Access to Premises – Buildings) Standards 2010 (Premises Standards), and accessibility provisions of the BCA.
- This Report does not provide comment on detailed design issues, and cannot be considered sufficient for construction approval stage. Further assessment of the developing design and detailed architectural documentation would be required to verify access compliance for the purposes of construction approval.
- This assessment is limited to a desktop review of the documentation provided at the date of this report and as referenced within **Appendix A – Documentation Assessed** to the Report.
- The Report represents the opinions of Group DLA Access based on the facts and matters known at the time of preparation of this document. Opinions, judgments, and recommendations detailed in this document, which are based on our understanding and interpretation of current statutory and regulatory obligations and standards, should not be interpreted as legal opinion.

3.0 PROJECT PARTICULARS

3.1 New Works: Site

The site of the new works is located at Hickson Road in Sydney NSW 2000. The extent of the new works is shown in plan in the figure below.

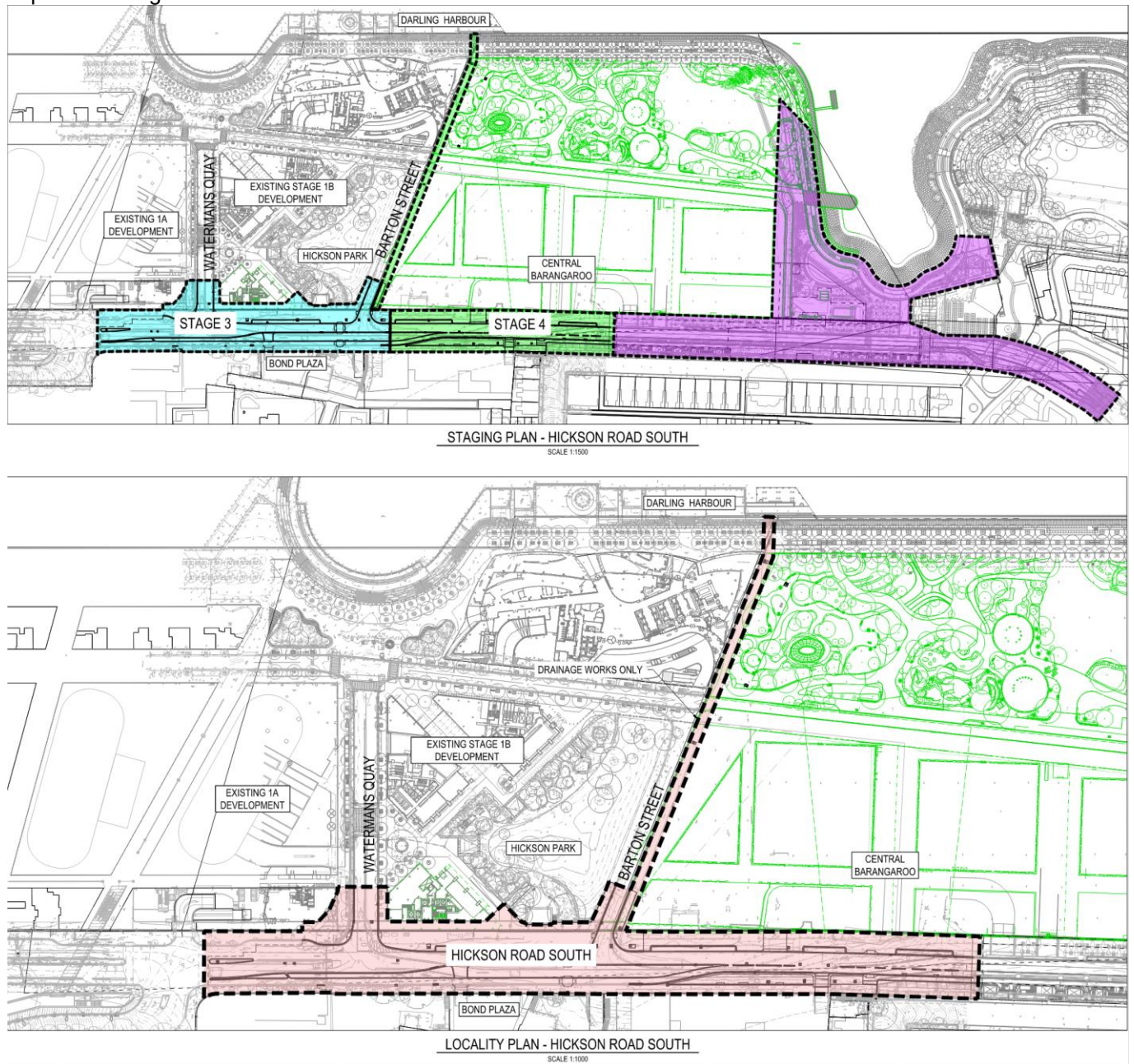


Figure 3.1.1 – Locality plan
(Source: Extract from supplied drawing 240059-00-REF-C01.31[3] by Enspire)

3.2 New Works: Scope

This report accompanies a Review of Environmental Factors that seeks approval for the Hickson Road upgrade and refurbishment, which involves the following works:

- Adjustment to horizontal geometry of the existing Hickson Road, enabling the provision of:
 - Additional short term parking bays along the western side of the roadway;
 - A new two-way separated cycleway along the eastern edge of the roadway;
- Provision of two (2) un-signalised pedestrian crossings along Hickson Road, creating a pedestrian connection to Hickson Park and Central Barangaroo;
- Adjustments to two (2) existing un-signalised pedestrian crossing intersections along Waterman’s Quay and Barton Street respectively;
- Installing of a formal left turn slip lane into Waterman’s Quay from the north-bound approach on Hickson Road ;
- Constructing new footpaths on the western and eastern sides of Hickson Road to match the already completed footpath works to the north and south of the existing extent of proposed works;
- Provision of permeable paving to accommodate existing trees;
- Landscaping works including the establishment of low-median planting between the eastern edge of the road carriageway and eastern footpath and installation of additional medium sized trees along both the eastern and western footpaths and within the landscape medians;
- Relocation and augmentation of utilities where necessary, including electrical, gas, water and telecommunications;
- Final roadworks, including kerb and gutters, road and footpath pavements, signage, lighting and line marking;
- Installation of new stormwater drainage pit and pipe infrastructure, including a trunk drainage line running adjacent Barton Street to an existing outlet to Sydney Harbour;
- Ancillary works for the project including, but not limited to, road furniture, tie-in works, earthworks, adjustments to existing stormwater drainage infrastructure and flood mitigation works

3.3 New Works: Building Classifications

The table below sets out the building classifications of the new building works according to BCA 2022 Amendment 2.

Level	Classification	Description
Ground Level	N/A	Public domain – no building classification

Table 3.3.1 – Building classifications and accessibility requirements of new works

4.0 ACCESSIBILITY ASSESSMENT

4.1 New Buildings – Entrances

References – Premises Standards 2010 / BCA Parts D4D2, D4D3, AS1428.1

Requirement:

To meet the Premises Standards / BCA requirements for accessible entry for people with disability into the building, access is required through the principal pedestrian entrance (or parts of a building when building has separate functions/use), and:

- Through not less than 50% of all pedestrian entrances (except those serving only areas exempted by BCA Part D4D5); and
- A non-accessible pedestrian entrance must not be located more than 50m from an accessible pedestrian entrance (building more than 500m² total floor area), except for pedestrian entrances serving only areas exempted by BCA Part D4D5.
- Each accessible entrance is to have clear circulation spaces on both sides of doorways that are level, with an 850mm minimum clear opening width for the active leaf, compliant with AS1428.1.

Assessment:

The scope of the new works does not include the construction of any new buildings. In this sense, there would be no requirement to consider the provision of accessible building entrances for people with a disability.

There are various existing commercial and retail properties on both sides of the Hickson Road streetscape. There is also new mixed-use residential development (One Sydney Harbour – Stage 1B), and the proposed new Hickson Park on the western side of Hickson Road, between Waterman's Quay and Barton Street. As a general rule, the entrances into those buildings/ properties are set back from the property line/s of those lots and the public footpath.

The scope of the new works is related however does not, directly, touch on pedestrian access to any of those existing commercial and retail properties or the proposed new mixed-use development. That is, the extents of the new works are, in all instances, offset a few metres from building entrances that are located within their respective property boundary.

Insofar as the scope of new works does not touch on pedestrian access into the existing properties, there would be no requirement to consider the provision of access for people with a disability into those properties as part of this present assessment.

4.2 Paths of Travel & Circulation Requirements

References – AS1428.1

Requirement:

The Premises Standards 2010 and the BCA pertain to buildings, and to the paths of travel that lead to buildings. They do not pertain to external landscaping areas that are not directly associated with a building.

External landscaping areas would, however, be subject to the Federal Disability Discrimination Act 1992. The objectives of the DDA include to eliminate as far as possible discrimination on the grounds of a person's disability.

It would, therefore, be recommended for any external landscaping areas to be examined for accessible design.

In general, accessways require the following minimum circulation areas to comply with AS1428.1:

- 1000mm minimum clear width path of travel (for linear direction), compliant with AS1428.1, with increased clear width areas required for doorway circulation, turning, etc;
- All doors to common-use areas require 850mm minimum clear opening width (generally 920mm minimum door leaf) with provision of clear door circulation space on both sides and level threshold transitions, compliant with AS1428.1;
- Turning spaces (1500mm x 1500mm) compliant with AS1428.1 where users are required to turn through 90 degrees;
- Passing spaces (1800mm W x 2000mm L) compliant with AS1428.1 at 20m maximum intervals where a direct line of sight is not available; and
- Turning spaces (1540mm W x 2070mm L) compliant with AS1428.1 within 2m of the end of accessways (including corridors or the like) and at 20m maximum intervals along an accessway.
- Required accessways are to provide at least 2000mm min. vertical height clearance FFL.

Assessment:

Group DLA Access has reviewed the documentation for the purposes of this submission. Upon review, it is found that the design of the new works, as shown in the supplied documentation, is capable of achieving reasonable access for people with disability to meet the above requirements with the constraints of the existing falls of the streetscape.

Further design detail and access review will be required during design development stage and prior to CC stage to ensure that appropriate access outcomes are achieved.

4.3 Paths of Travel – Kerb Ramps

References – AS1428.1, AS1428.4.1

Requirement:

Under the Premises Standards and BCA, there are mandatory code requirements with respect to the provision of kerb ramps that are located within, or otherwise associated with, buildings that are required to be accessible. They do not pertain to kerb ramps that are not directly associated with a building.

External kerb ramps would, however, be subject to the Federal Disability Discrimination Act 1992. The objectives of the DDA include to eliminate as far as possible discrimination on the grounds of a person's disability.

It would, therefore, be recommended for any external kerb ramps to be examined for accessible design.

Kerb ramps can provide a continuous path of travel from roadway surface and smooth transition between footpath areas for wheelchair users, people with limited mobility, parents with prams and delivery drivers. Consistent kerb ramp design and installation is required to provide safe and dignified passage and to enable a person who is blind or with low vision to orient themselves to the direction of travel across the road.

For accessibility, the following design requirements would apply to kerb ramps:

- Kerb ramps to provide a maximum 1:8 gradient, 190mm maximum height, 1000mm minimum clear width (1200mm preferred) & 1520mm maximum length.
Note: Under AS1428.4.1 kerb ramps with gradients less than 1:8.5 are not generally detectable by people with vision impairment without the provision TGSIs, therefore recommended to be between 1:8 – 1:8.5 gradient.
- Kerb ramp sides to include 45-degree splayed or appropriate tapered side profile; the angle base at roadway interface to be 166 degrees.
- Wherever possible, a level landing should be provided across the full width of the top of each kerb ramp; with dimensions as follows:

- When exiting in direction of travel, 1200mm minimum length required
- When exiting & making 90-degree turn, 1500mm minimum length required
- Level areas are to be no steeper than 1:40 gradient/crossfall.
- Centreline of kerb ramps should align across the road or vehicular driveway.
- Top and base of kerb ramps to be aligned at 90 degrees to path of travel across the road.
- Consideration to provide 30% minimum luminance contrast between kerb ramp and adjacent surfaces to aid detection of the change in grade (AS1428.2, Cl 8.4.5)

Assessment:

The scope of the new works includes new kerb ramps at the following locations:

- Across Waterman’s Quay, near the intersection of Waterman’s Quay and Hickson Road
- Across Hickson Road connecting to designated raised crossings that traverse Hickson Road carriageway and new cycleway on eastern side of Hickson Road, near the intersection of Hickson Road and Barton Street. (Refer Section 4.4 below)
- Across Barton Street, near the intersection of Barton Street and Hickson Road. (Refer Section 4.4 below)
- Across Hickson Road, providing connection to Central Barangaroo.

The new kerb ramps across Waterman’s Quay and Barton Street (that do not form part of designated pedestrian crossings) are shown in the figure below. *Note: It is understood from the design team that the potential kerb ramps across Barton Street is under review and not yet confirmed to be part of this new work development – to be confirmed.*

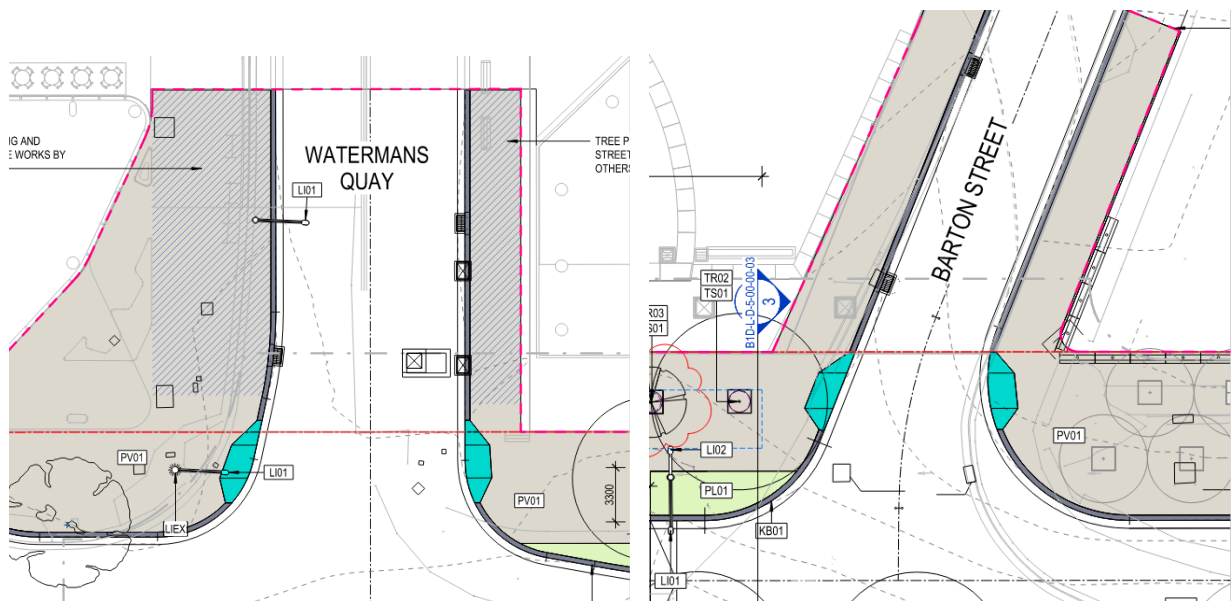


Figure 4.3.1 – Plan of new kerb ramps across Waterman’s Quay and Barton Street, shown highlighted in blue

The following access issues are noted and should be reviewed by the design team for consideration in the developing design to meet DDA objectives and requirements/recommendations outlined above:

- The top and base of the kerb ramps are not perpendicular to the path of travel to cross the road. Re-orienting the kerb ramp design to provide 90 degrees at top and base in accordance with AS1428.1:2009 Figure 23b is recommended. *Note: It has been advised by the design team that the proposed kerb ramp design has been maintained to meet City of Sydney design requirements.*
- The angle of splayed portions of the kerb ramps at pedestrian crossings are to be 45 degrees – too shallow as it is currently drawn.

Further design detail and access review will be required during design development stage and prior to CC stage to ensure that appropriate access outcomes are achieved.

4.4 Paths of Travel – Pedestrian Crossings

References – AS1428.1, AS1428.4.1

Requirement:

Under the Premises Standards and BCA, there are mandatory code requirements with respect to the provision of access across pedestrian crossings that are located within, or otherwise associated with, buildings that are required to be accessible. They do not pertain to external crossings that are not directly associated with a building.

External pedestrian crossings would, however, be subject to the Federal Disability Discrimination Act 1992. The objectives of the DDA include to eliminate as far as possible discrimination on the grounds of a person's disability.

It would, therefore, be recommended for any external pedestrian crossings to be examined for accessible design.

Designated pedestrian crossings on roadways can promote access and assist people with disability if they are designed to be accessible, detectable, and safe. This is particularly important for people who are blind or have low vision, people using wheelchairs or mobility scooters as well as people using prams or delivery trolleys.

For accessibility, the following design requirements would apply to pedestrian crossings:

- Where the pedestrian footpath is raised above the vehicular aisle, provide a 1:8 – 1:8.5 gradient kerb ramp at the crossing.
- Each kerb ramp requires a minimum clear width of 1000mm, with a minimum width of 1200mm preferred.
- Each kerb ramp should have 45-degree splayed sides.
- Wherever possible, a level landing should be provided across the full width of the top of each kerb ramp.
- Level areas are to be no steeper than 1:40 gradient/crossfall.
- On-grade pedestrian crossings will require warning tactile ground surface indicators ('TGSIs') offset 300mm from the edge of the vehicular aisle.
- TGSIs are to be designed and installed in compliance with AS1428.4.1.
- For signalised crossings, the crossing pushbuttons should be located adjacent to hardstand flooring.

Assessment:

The scope of the new works includes new designated pedestrian crossings at the following locations:

- Across Hickson Road near the intersection of Hickson Road and Barton Street – raised crossings that traverse Hickson Road carriageway and new cycleway on eastern side of Hickson Road.
- Across Hickson Road, providing connection to Central Barangaroo.

All new crossings are proposed as unsignalised crossings and are shown in the figures below.

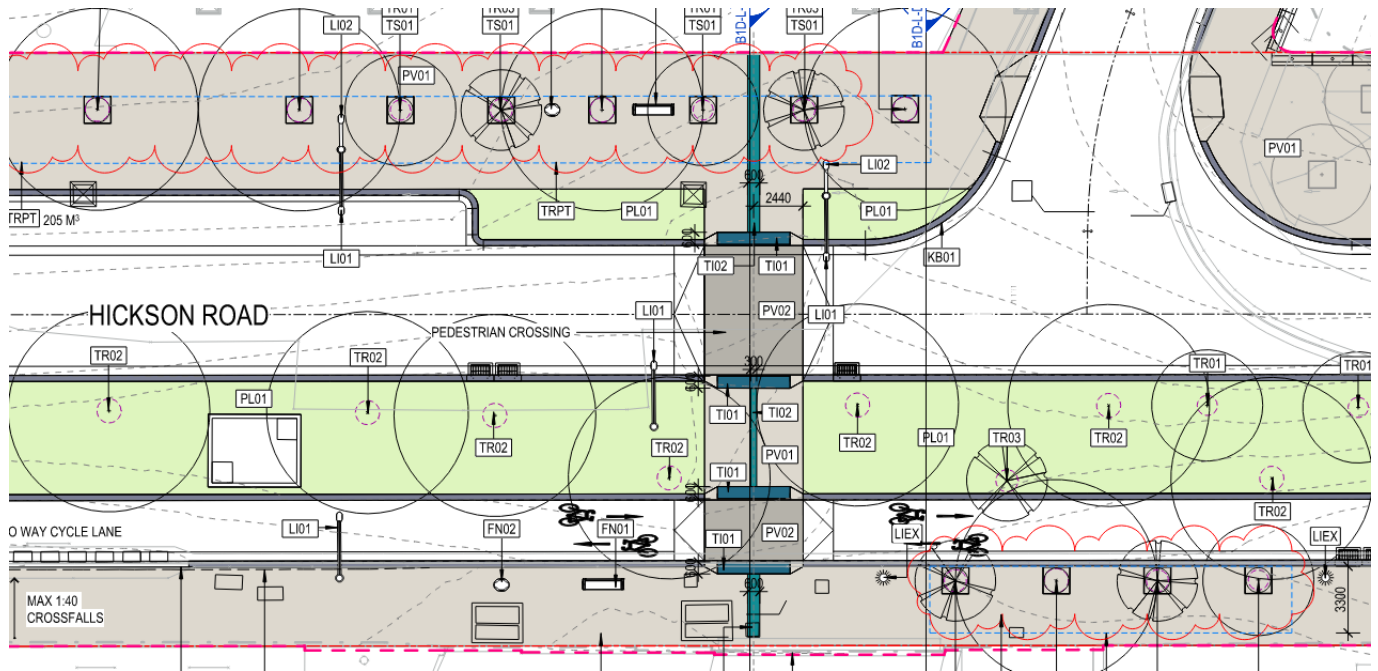


Figure 4.4.1 – Plan of new raised Hickson Road double pedestrian crossings near Barton Street

Hickson Road near Barton Street:

The designated crossings are raised above the carriageway and cycleway; however, they are lower than the adjacent footpath areas. They are step-free for pedestrians, being accessed via short kerb ramps (approx. 600-640mm length).

The pedestrian path of travel across the crossings requires hazards to be traversed. The minimal length/height kerb ramps may be difficult to detect even if designed to 1:8-1:8.5 gradient. Provision of 600mm depth warning TGSIs on the kerb ramps on either side of either crossing for compliance with AS1428.4.1 also been documented.

The designated crossings are located more than 3000mm distance from the building /property line. Provision of directional tactile ground surface indicators to connect to the kerb ramps at the crossing/road entry and between the consecutive crossings to assist location/detection by a person with vision impairment for compliance with AS1428.4.1 has been documented. Provision of 600mm depth directional TGSIs to the kerb ramps from the building/property line has been documented on the western side and is to fully extend to the building/property line has been on the eastern side of Hickson Road.

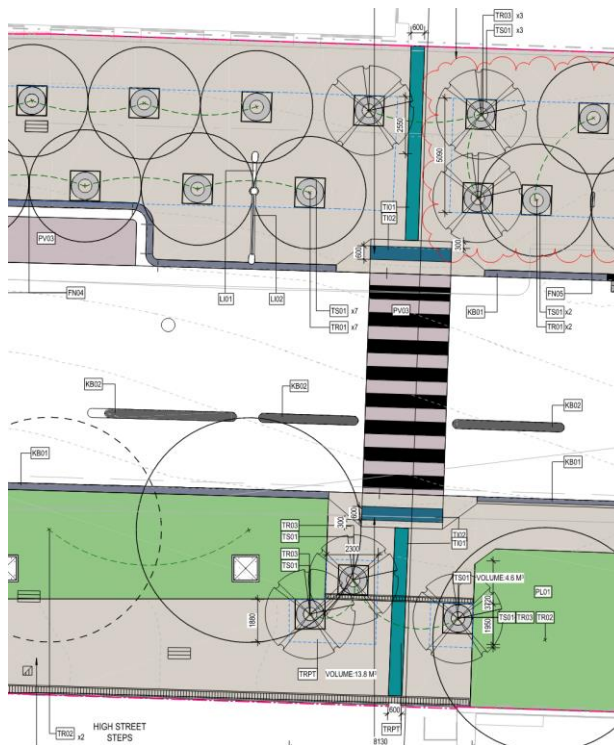


Figure 4.4.2 – Plan of new Hickson Road pedestrian crossing to Barangaroo Central

Hickson Road connection to Barangaroo Central:

The designated crossing is lower than the adjacent footpath areas. They are step-free for pedestrians, being accessed via kerb ramps (approx. 1200-1570mm length).

If kerb ramps at this crossing are fully compliant and designed to be 1:8 - 1:8.5 gradient, TGSIs are not required here as this appears to be more typical arrangement (i.e. with no additional hazards of bike crossing etc.)

The following access issues are noted and should be reviewed by the design team for consideration in the developing design to meet DDA objectives and requirements/recommendations outlined above:

- Ensure that the 600mm depth directional TGSIs to the kerb ramp on the eastern side of Hickson Road near Barton Street fully extends to building/property line and adjoin hazard TGSIs at the kerb ramps.
- If TGSIs are required on kerb ramps at the Barangaroo Central pedestrian crossing, ensure the TGSIs are set back 300mm from the hazard edge.
- Ensure any line-marking meets slip requirements.

Further design detail and access review will be required during design development stage and prior to CC stage to ensure that appropriate access outcomes are achieved.

4.5 Accessible Taxi Rank and Drop-Off [UPDATED TO 5 MINUTE PARKING, SEE SECTION 4.6]

References – Federal Disability Standards for Accessible Public Transport 2002, AS1428.2, AS2890.5, AS2890.6

Requirement:

The Federal Disability Standards for Accessible Public Transport 2002 ('DSAPT') is federal law. DSAPT applies to public transport infrastructure. This includes taxi ranks and boarding points that serve public transport taxi services. However, the Transport Standards does not currently include requirements on how to make taxi ranks accessible.

The absence of requirements for accessible taxi ranks has been identified by key Stakeholders as an accessibility issue and is currently under review through the Transport Standards review process. As outlined by the Australian Government reform of the DSAPT 2002 – Stage 2 Decision Regulation Impact Statement, issued in 2023:

“Mobility aid passengers and Wheelchair Accessible Taxi (WAT) drivers encounter a number of barriers when using taxi ranks, including matters relating to unbroken kerbs, kerb ramps, the location of taxi ranks and signage”.

For accessibility, the following design requirements are recommended for accessible taxi ranks in order to meet the intent of DSAPT and DDA obligations:

- Connecting accessway to taxi rank boarding point that is a minimum of 1200mm clear width path of travel.
- On-street passenger loading zones for accessible taxis should be designed to the requirements for on-street disability parking spaces as per the relevant Australian Standard AS2890.5 (and/or off-street AS2890.6).
- Provide dimensions of at least 7800mm length x 3200mm width for accessible loading zone/drop off in accordance with AS2890.5 Fig 4.2.
- A compliant kerb ramp should be provided in an accessible passenger loading zone vehicle space for step-free access from the roadway to footpath, the ramp must be placed to rear of the designated space.
- If an accessible passenger loading zone vehicle space is at the same grade as the adjacent footpath, bollards, and warning TGSIs in accordance with AS1428.4.1 should be installed for the length of the same grade section.

Assessment:

The scope of the new works proposes a new potential taxi rank zone for seven (7) vehicles on Hickson Road, near the intersection of Hickson Road and Waterman’s Quay. The taxi zone is directly in front of the One Sydney Harbour development. *Note: It is understood from the design team that the potential taxi rank provision is under review and not yet confirmed to be part of this new work development – to be confirmed*

The taxi zone serves public taxi services. As such, if provided as part of the new works it will require compliance with the Federal Disability Standards for Accessible Public Transport 2002 (‘DSAPT’).

The potential new taxi zone is shown in the figure below.

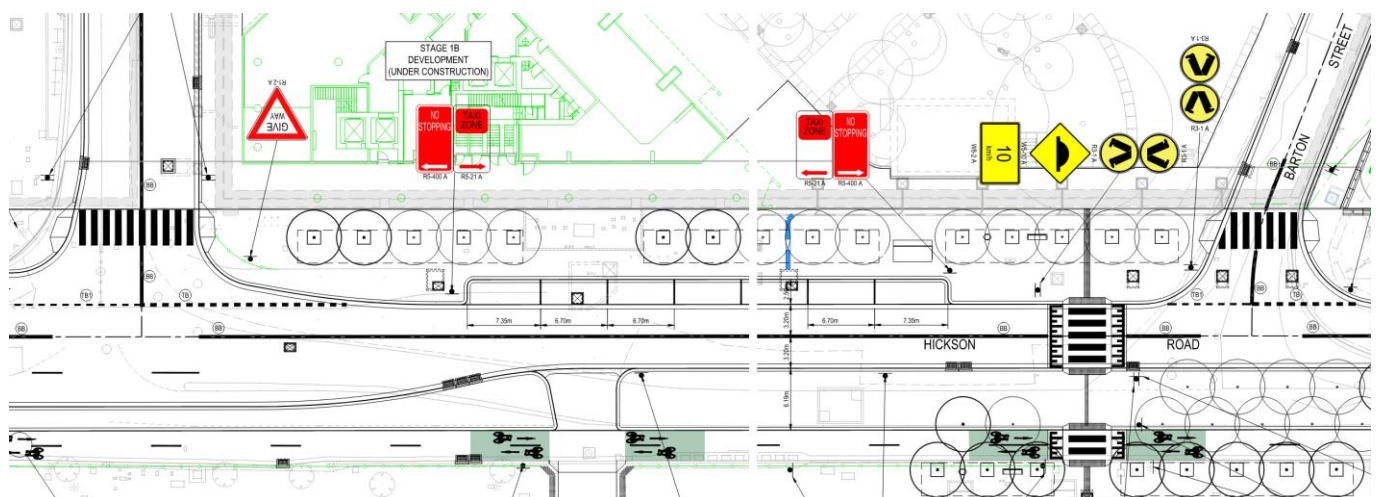


Figure 4.7.1 – Plan of potential new northbound taxi zone on Hickson Road, indicated by signage.

The following access issues are noted and should be reviewed by the design team for consideration in the developing design to meet DSAPT intent and DDA obligations and requirements/recommendations outlined above:

- The current dimensions of the seven (7) taxi zone vehicular spaces (6700mm Lx 2500mm W) are less than that required for accessible passenger loading zone. Provide at least one (1) vehicle space allocation with 7800mm L x 3200mm W, at the rear of the taxi rank.
- There is no kerb ramp proposed for step free access at taxi rank between roadway and footpath. Provide AS1428.1:2009 compliant kerb ramp at the rear of the accessible passenger loading zone.
- Consider designating the accessible passenger loading zone with appropriate line marking and signage in accordance with relevant Australian Standard AS2890.5 (and/or off-street AS2890.6).

Further design detail and access review will be required during design development stage and prior to CC stage to ensure that appropriate access outcomes are achieved.

4.6 Accessible Car Parking and Drop-Off

References – AS2890.5, AS2890.6

Requirement:

Under the Premises Standards and BCA, there are mandatory code requirements with respect to the provision of off-street accessible car parking that is associated with buildings of specific building classifications.

By contrast, there are no mandatory code requirements for the provision of accessible car parking that is not associated with any particular building. Further, there are no mandatory code requirements with respect to the provision of accessible parking in an on-street context.

Finally, there are no mandatory code requirements for the provision of accessible on-street drop-off facilities.

Assessment:

There is a series of four (4) new on-street car parking or drop-off areas with varying number of bays each within the Stage 4 area of the scope of works.

In view of there being no accepted standard for the appropriate design of accessible on-street drop-off bay, the following design considerations are recommended for DDA obligations:

- Provide dimensions of at least 7800mm length x 3200mm width for accessible loading zone/drop off in accordance with AS2890.5 Fig 4.2.
- A compliant kerb ramp should be provided in an accessible passenger loading zone vehicle space for step-free access from the roadway to footpath, the ramp must be placed to rear of the designated space.
- If an accessible passenger loading zone vehicle space is at the same grade as the adjacent footpath, bollards, and warning TGSIs in accordance with AS1428.4.1 should be installed for the length of the same grade section.

Note: The recommendation has been reviewed and discussed but it has been advised by the design team that the proposed accessible drop-off bay and kerb ramp design will not be incorporated into the design.

4.7 Tactile Indicators

References –AS1428.1, AS1428.4.1

Requirement:

Under the Premises Standards and BCA, there are mandatory code requirements with respect to the provision of tactile ground surface indicators ('TGSIs') to and within buildings that are required to be accessible.

Outside of buildings that are required to be accessible, the provision of TGSIs should, notwithstanding, be considered as a matter of accessibility best practice.

This is given that the functions of TGSIs include the provision of warning against safety hazards for people with a vision impairment. Such hazards are no less applicable outside of buildings than within; indeed, in some instances, the hazards can be comparatively greater.

Further, TGSIs can provide orientation way-finding assistance for people with vision impairment. The requirements of orientation and wayfinding in the public realm are not less applicable outside of building as compared to within.

Assessment:

The scope of the new works pertains solely to the public streetscape along Hickson Road. That is, it does not include any building that is required to be accessible. The provision of TGSIs within the public domain is considered below.

The scope of the new works will include new raised pedestrian crossings. The new crossings are shown in the figures 4.4.1, 4.4.2 above.

Under AS1428.4.1, warning tactile ground surface indicators are required in certain circumstances to warn of a potential hazard, in the absence of other physical cues. For example: on either side of a raised crossing or at on-grade pedestrian and roadway/driveway interface areas or where kerb ramps are not designed in accordance with AS1428.1. This is to provide warning for people with vision impairment on the footpath that they are about to step out into a roadway or to warn of a potential hazard. As outlined in Section 4.4 above, warning TGSIs have been recommended accordingly.

There is an existing vehicular driveway into a building on the eastern side of Hickson Road near 38 Hickson Road and at 30 Hickson Road. A future driveway is also proposed on the western side of Hickson Road leading into Central Barangaroo. The vehicular driveways intersect the adjacent at-grade pedestrian, and at any given time, the driveway may contain either a stationary or moving motor vehicle. The vehicular driveway would be safety hazard for passing pedestrians with a vision impairment. 600mm depth warning TGSIs on either side of on-grade driveway have been included to assist in mitigating the above safety hazard, and for compliance with AS1428.4.1 to warn of the potential hazard.

Further design detail and access review will be required during design development stage and prior to CC stage to ensure that appropriate access outcomes are achieved.

4.8 Paths of Travel – Accessible Floor Surface Requirements

References –AS1428.1, AS4586, HB198

Requirement:

Accessways require suitable ground and floor surfaces that comply with AS1428.1 to be traversable by people with disability including:

- Level abutment between surfaces with a smooth transition (i.e. 0mm with construction tolerance of 3mm vertical or 5mm with chamfered/rounded edge permitted)
- ~~Carpet pile height to not exceed 11mm and carpet backing thickness not more than 4mm~~
- Grates with minimised opening size i.e. circular openings 13mm maximum diameter, slotted openings 13mm maximum wide and not greater than 150mm long and oriented with long dimension transverse to dominant direction of travel. Linear openings shall be oriented so that the longer dimension is transverse to the dominant direction of travel, except where linear openings are less than 8mm wide. Where linear openings are less than 8mm wide, orientation is optional. (Heelguard grates 8mm maximum width recommended/preferred)

- All floor surfaces (inclusive of any applied sealers and/or line-marking) to be slip resistant, compliant with AS1428.1 with minimum slip ratings to BCA Table D2.14, AS4586 and Australian Standards Handbooks HB 197 & HB 198 (wet pendulum method) to suit context/location.
- External locations will require the “wet” min. slip resistance value to be achieved.
- The following table includes the minimum slip resistance classifications required for some common locations:

Building Element/Area	Surface Condition	
	Wet Pendulum Test - Dry	Wet Pendulum Test - Wet
Ramp steeper than 1:14	P4	P5
Walkways and Ramps not steeper than 1:14	P3	P4
Wet Areas e.g. Toilets	–	P3
Transitional Areas e.g. Entry Lobby	P2	P3 (Preferred)
Dry Areas e.g. Internal room	P1	–
Stair tread and landings	P3	P4
Stair nosing and landing edge strip	P3	P4
Drainage grate /service pit lid / tree grate covers	--	P4

Assessment:

It is noted that a permeable stone-set paving finish (paving type 03) is proposed around 4 x existing fig trees to be retained. The finish is proposed to be comprised of a bonded finish of small stones that will require a level/flush finish to adjacent pavers and maximum gap of 8mm to meet AS1428.1 access requirements above.

Group DLA Access has reviewed the documentation for the purposes of this submission. Upon review, it is found that, subject to the implementation of the requirements and recommendations above, the design of the new works, as shown in the supplied documentation, is capable of achieving reasonable access for people with disability.

Further design detail and access review will be required during design development stage and prior to CC stage to ensure that appropriate access outcomes are achieved.

4.9 Furniture

References – AS1428.1, AS1428.2

Requirement:

The Premises Standards 2010 and the BCA pertain to buildings, and to the paths of travel that lead to buildings. They do not pertain to external landscaping areas that are not directly associated with a building. This would be inclusive of any fixed street furniture in such areas.

External landscaping areas could, however, be subject to the Federal Disability Discrimination Act 1992. The objectives of the DDA include to eliminate as far as possible discrimination on the grounds of a person’s disability.

It would, therefore, be recommended for any fixed street furniture to be examined for accessible design. *Note: It has been advised by the design team that any street furniture e.g. benches will be provided in line with City of Sydney standard designs.*

Assessment:

There is currently various street furniture proposed within the area of the scope of works, including benches and single seats, bicycle hoops and bins.

The following advisory notes should be taken into consideration for equitable and safe use of the public domain:

- Seating should incorporate options with backrests and armrests to support a wide range of users, including older people and those with mobility limitations.
- Placement of seating should ensure adequate circulation space around the seating (minimum 1200mm clear width) so that people using mobility aids can pass without obstruction. Avoid locating benches in direct circulation paths where they may create a hazard.
- Bicycle hoop installations should be placed to the side of main pedestrian travel routes and not within required accessible paths of travel. Spacing between hoops should allow for safe manoeuvring of bicycles without encroaching into pedestrian clearways.
- Bicycle hoops should be visually contrasted against the surrounding pavement to assist people with low vision in identifying them.
- Ensure water fountains are located outside of main pedestrian flow lines to avoid creating obstacles.
- Waste and recycling bins should be located adjacent to but not within accessible paths of travel. Ensure that bins are operable from a standing position and within reach ranges consistent with AS1428.2 (generally 900–1200mm AFFL).

4.10 Signage

References – Premises Standards 2010 / BCA Part D4D7, Specification 15

Requirement:

The Premises Standards / BCA have requirements for the provision of accessible signage for specific facilities, features and services within carparks and buildings to ensure access for people with disability including:

- Braille and tactile signage complying with BCA Specification D3.6 and incorporating the International Symbol of Access, or Deafness as appropriate, to identify:
 - Sanitary facilities including Accessible Unisex Sanitary Facilities, accessible showers, ambulant toilets and Accessible Adult Change Facilities; and
 - Rooms and space with a hearing augmentation system; and
 - Door required by E4D4 to be provided with an exit sign and state “Exit” and “Level” and either:
 - (aa) The floor level number; or
 - (bb) A floor level descriptor; or
 - (cc) A combination of (aa) and (bb).
- Accessible carparking compliant with Part D4D6 and AS2890.6.
- There are additional detailed Premises Standards 2010 / BCA signage requirements that outline how to identify and differentiate between specific accessible features and/or types of facilities as well as directional signage requirements to alternate entrances, sanitary facilities, lifts, etc, if/when not accessible.

Assessment:

Group DLA Access has reviewed the documentation for the purposes of this submission. Upon review, it is noted that the scope of works does not include any new or modification statutory signage that will require compliance with accessibility codes.

APPENDIX A – DOCUMENTATION ASSESSED

This access report has been prepared with reference to the following supplied documentation:

Drawing No.	Title	Prepared By	Rev	Date
HICKSON ROAD UPGRADE - STAGE 3				
B1D-L-D-2-00-00-02	GENERAL ARRANGEMENT PLAN	Hassell	D	02/09/2025
B1D-L-D-2-00-00-03	GENERAL ARRANGEMENT PLAN	Hassell	D	02/09/2025
B1D-CD2-200010	ALIGNMENT CONTROL PLAN AND SETOUT SHEET 01	Enspire	6	07/10/2025
B1D-CD2-200011	ALIGNMENT CONTROL PLAN AND SETOUT SHEET 02	Enspire	6	07/10/2025
HICKSON ROAD - STAGE 4				
L_1001	GENERAL ARRANGEMENT - SHEET 1 OF 3	Hassell	C	02/09/2025
L_1002	GENERAL ARRANGEMENT - SHEET 2 OF 3	Hassell	C	02/09/2025
L_1003	GENERAL ARRANGEMENT - SHEET 3 OF 3	Hassell	C	02/09/2025
240059-01-CC-C02.51	ALIGNMENT CONTROL PLAN AND SETOUT SHEET 01	Enspire	5	07/10/2025
240059-01-CC-C02.52	ALIGNMENT CONTROL PLAN AND SETOUT SHEET 02	Enspire	5	07/10/2025

Table 5.1 – Documentation Assessed

APPENDIX B – MARKUPS

GDLA_01A CLOSED 31.10.2025
 Recommend that top and base of kerb ramps are reoriented to be perpendicular with path of travel to cross the road. Refer AS1428.1 Fig 23b
 Kerb ramp to have between 1:8 - 1:8.5 gradient to assist people with vision impairment locate and be informed of change in environment (without needing to use warning TGSIs)

NOTES:
 1. Centreline of kerb ramps and pedestrian refuges shall align across the road or vehicular driveway within the building/property alignment.
 2. Top and bottom of kerb ramps shall have a sharp gradient transition.
 3. For requirements for tactile ground surface indicators see AS 1428.4.1.
 4. For requirements for pedestrian lights and push-button assemblies see AS 1742.14.

(D) 45° road intersection
 DIMENSIONS IN MILLIMETRES
 FIGURE 23 (in part) ALIGNMENT OF KERB RAMP

EXISTING 1A DEVELOPMENT

TREE PLANTING AND STREETSCAPE WORKS BY OTHERS

WATERMANS QUAY

TREE PLANTING AND STREETSCAPE WORKS BY OTHERS

ONE SYDNEY HARBOUR - STAGE 1B DEVELOPMENT

GDLA_09
 Taxi rank updated to 5 minute parking space, not incorporated 31.10.2025
 Recommend taxi rank to include at least one (1) vehicle space allocation with 7800mm L x 3200mm W, with AS1428.1:2009 compliant kerb ramp at the rear.

GDLA_10 not incorporated 31.10.2025
 Ensure 2000mm w x 1200mm d min. level landings provided at the top of each kerb ramp - applicable to all instances

HICKSON ROAD

RE OF ROAD - CHAINAGE LINE

TWO WAY CYCLE LANE

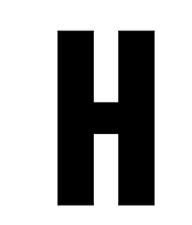
FIRST COURSE OF PROPOSED PAVING TO CONTINUE WITH THE NEXT COURSE IN THE CoS PAVING PATTERN DETAIL REFER COS DETAIL

PEDESTRIAN FENCE. TO BE REINSTATED AFTER CONSTRUCTION OF KERB AND FOOTPATH UPGRADE. SHOWN DASHED

FOR EXTENT OF NEW KERB AROUND EXISTING TREES. REFER TO ENSPIRE SOLUTIONS DOCUMENTATION AND ARBORIST REPORT

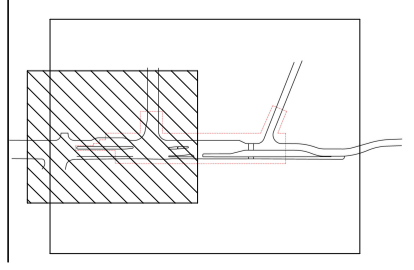
NEW CoS PAVING INSTALLED WITH RETAINED AND PROTECTED KERB.
 PROPOSED DRAIN REFER ENSPIRE SOLUTIONS DOCUMENTATION

38 HICKSONS ROAD (THE BOND APARTMENTS)

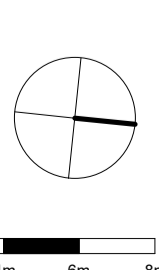


CONSULTANT
Hassell
 Hassell LTD ABN 24 007 711 435
 Level 2, Pier 8/9, 23 Hickson Rd
 Sydney NSW 2000 Australia
 T +61 2 9101 2000
 F +61 2 9101 2100
 sydney@hassellstudio.com
 Nominated Architects NSW:
 Tony Grist 5350
 Glenn Scott 6842
 Ross de la Motte 7398

REFERENCE



NORTH



NOTES

1. Do not scale drawing. Written dimensions govern
 2. All dimensions are in millimeters unless noted otherwise
 3. All dimensions shall be verified on site before proceeding with the work. Hassell shall be notified in writing of any discrepancies.
 4. This drawing must be read in conjunction with all relevant contracts, specifications and drawings
- This drawing is an uncontrolled copy. Unless noted otherwise
 © Copyright of this drawing is vested in Hassell Ltd.

REV DESCRIPTION

A	60% Design
B	80% IFT/REF
D	Issue for Coordination

DATE

20/10/2023
04/04/2024
02/09/2025

CLIENT



STATUS

80% IFT/REF

DRAWING TITLE
GENERAL ARRANGEMENT PLAN

PROJECT
HICKSON ROAD UPGRADE - STAGE 3

REVIEWED

JH

APPROVED
JB

DRAWING NO.
B1D-L-D-2-00-00-02

SCALE @ A1

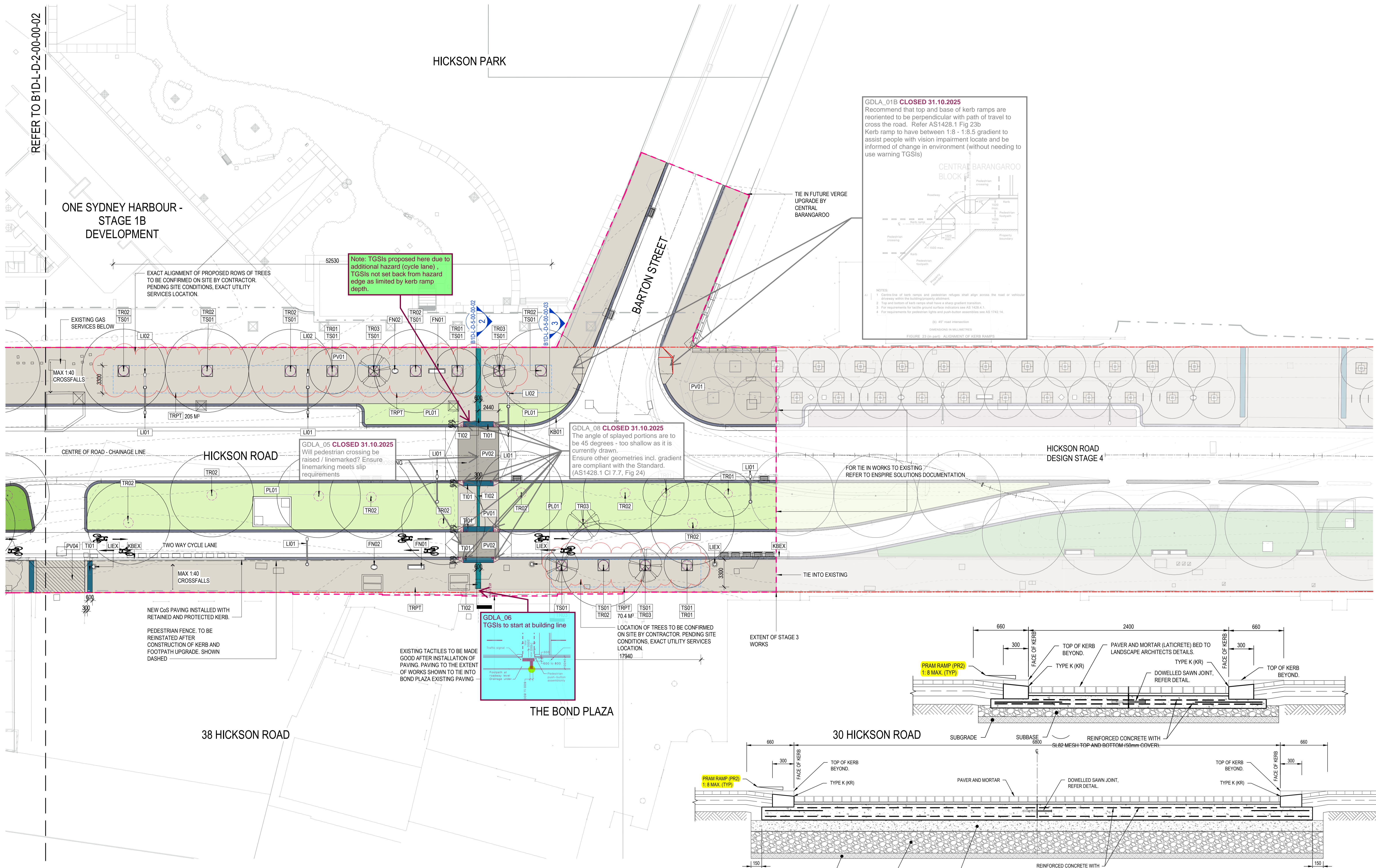
1 : 200

PROJECT NO.
016559

REV NO.
D

HICKSON PARK

ONE SYDNEY HARBOUR - STAGE 1B DEVELOPMENT



GDLA_01B CLOSED 31.10.2025
 Recommend that top and base of kerb ramps are reoriented to be perpendicular with path of travel to cross the road. Refer AS1428.1 Fig 23b
 Kerb ramp to have between 1:8 - 1:8.5 gradient to assist people with vision impairment locate and be informed of change in environment (without needing to use warning TGSs)

NOTES:
 1. Centreline of kerb ramps and pedestrian refuges shall align across the road or vehicular driveway within the building/property setback.
 2. Top and bottom of kerb ramps shall have a sharp gradient transition.
 3. For requirements for tactile ground surface indicators see AS 1428.4.1.
 4. For requirements for pedestrian lights and push-button assemblies see AS 1742.14.

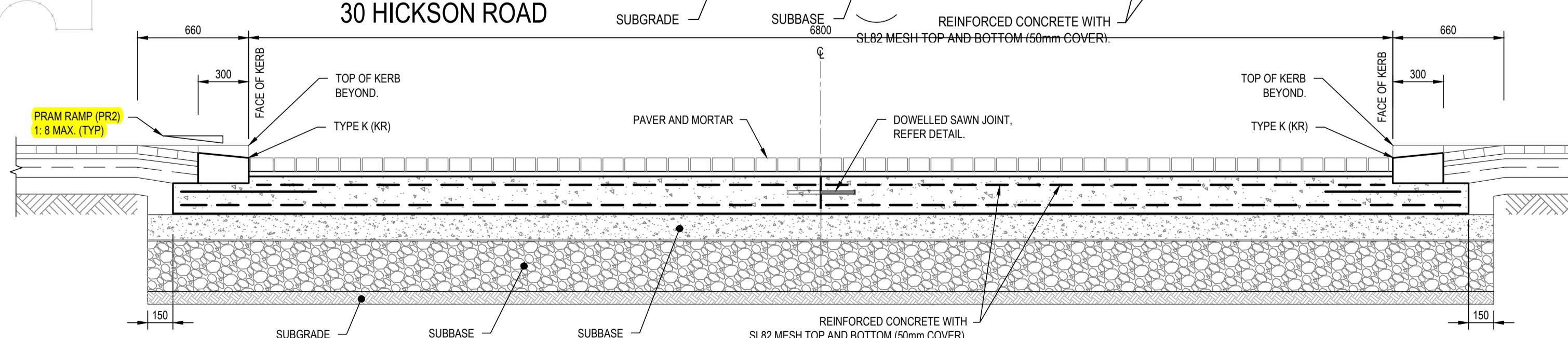
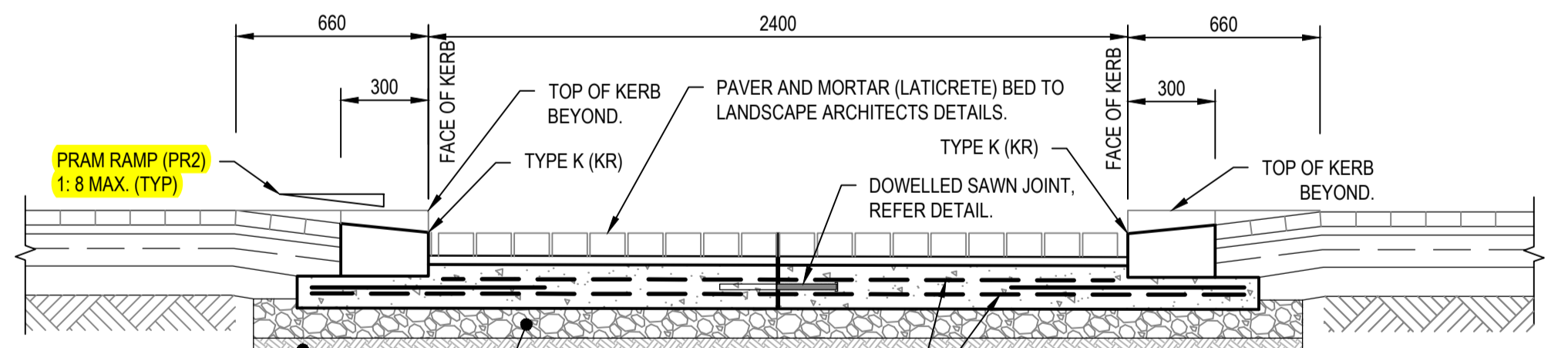
(B) 45° road intersection
 DIMENSIONS IN MILLIMETRES
 FIGURE 23 (in part) ALIGNMENT OF KERB RAMP

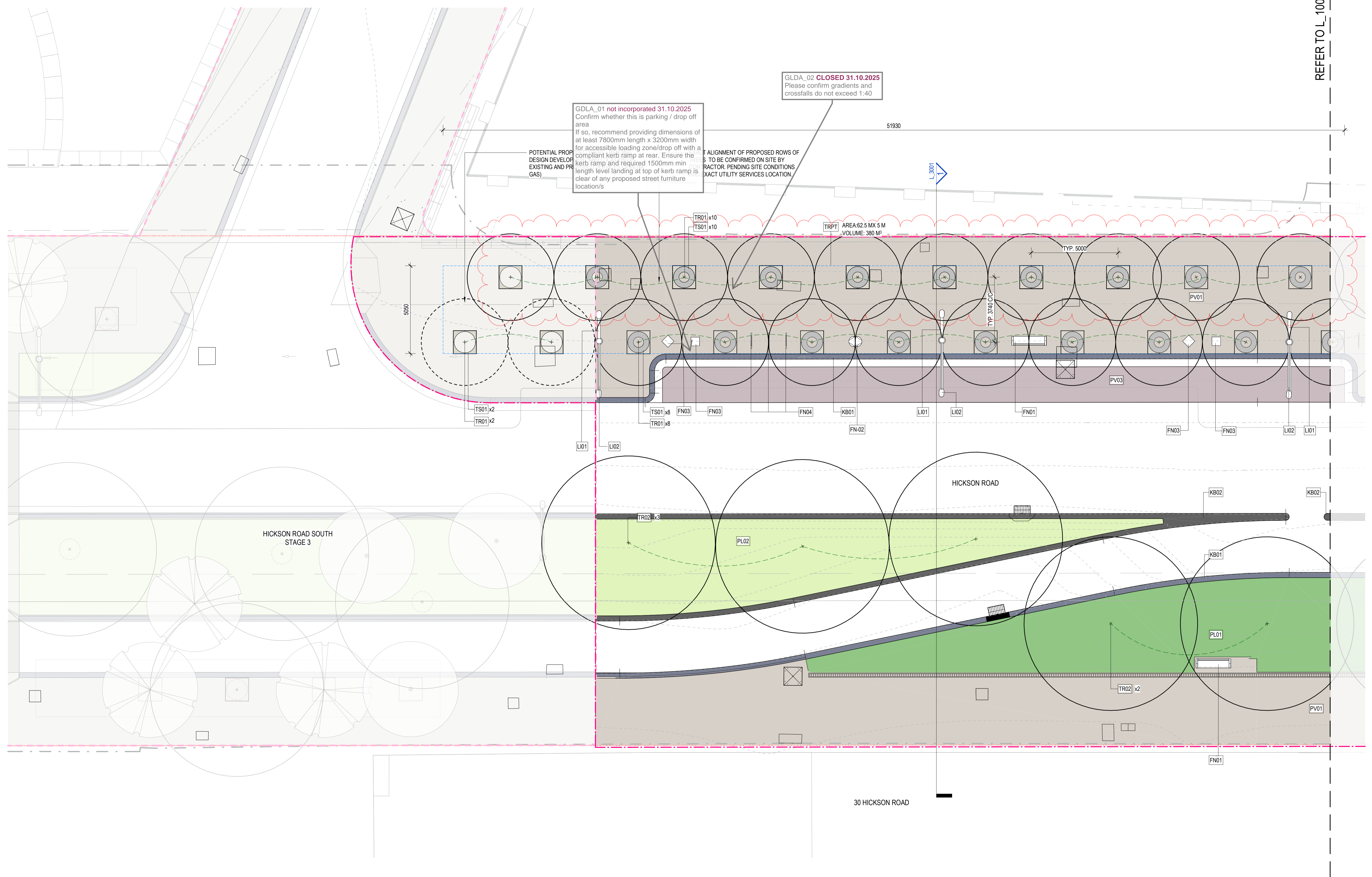
Note: TGSs proposed here due to additional hazard (cycle lane), TGSs not set back from hazard edge as limited by kerb ramp depth.

GDLA_08 CLOSED 31.10.2025
 The angle of splayed portions are to be 45 degrees - too shallow as it is currently drawn. Ensure other geometries incl. gradient are compliant with the Standard. (AS1428.1 Cl 7.7, Fig 24)

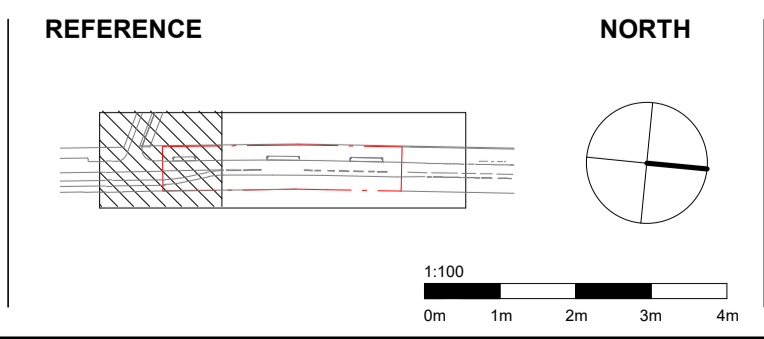
GDLA_05 CLOSED 31.10.2025
 Will pedestrian crossing be raised / linemarked? Ensure linemarking meets slip requirements

GDLA_06
 TGSs to start at building line





CONSULTANT
Hassell LTD ABN: 24 007 711 435
Level 2, Pier 8/9, 23 Hickson Rd
Sydney NSW 2000 Australia
T +61 2 9101 2000
F +61 2 9101 2100
sydney@hassellstudio.com
Nominated Architects NSW:
Tony Grist 5350
Glenn Scott 5842
Ross de la Motte 7398



NOTES

1. Do not scale drawing. Written dimensions govern
2. All dimensions are in millimeters unless noted otherwise
3. All dimensions shall be verified on site before proceeding with the work. Hassell shall be notified in writing of any discrepancies.
4. This drawing must be read in conjunction with all relevant contracts, specifications and drawings

This drawing is an uncontrolled copy. Unless noted otherwise
© Copyright of this drawing is vested in Hassell Ltd.

REV	DESCRIPTION	DATE
A	DRAFT 50% DESIGN	20/02/2025
B	50% DESIGN	28/05/2025
C	Issue for Coordination	02/09/2025

CLIENT
INNSW

PROJECT
HICKSON ROAD - STAGE 4

STATUS
50% DESIGN

DRAWING TITLE
GENERAL ARRANGEMENT - SHEET 1 OF 3

REVIEWED
JH

APPROVED
JB

DRAWING NO.
L_1001

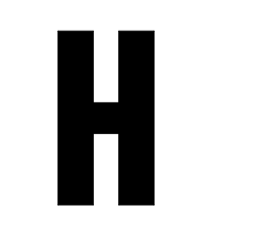
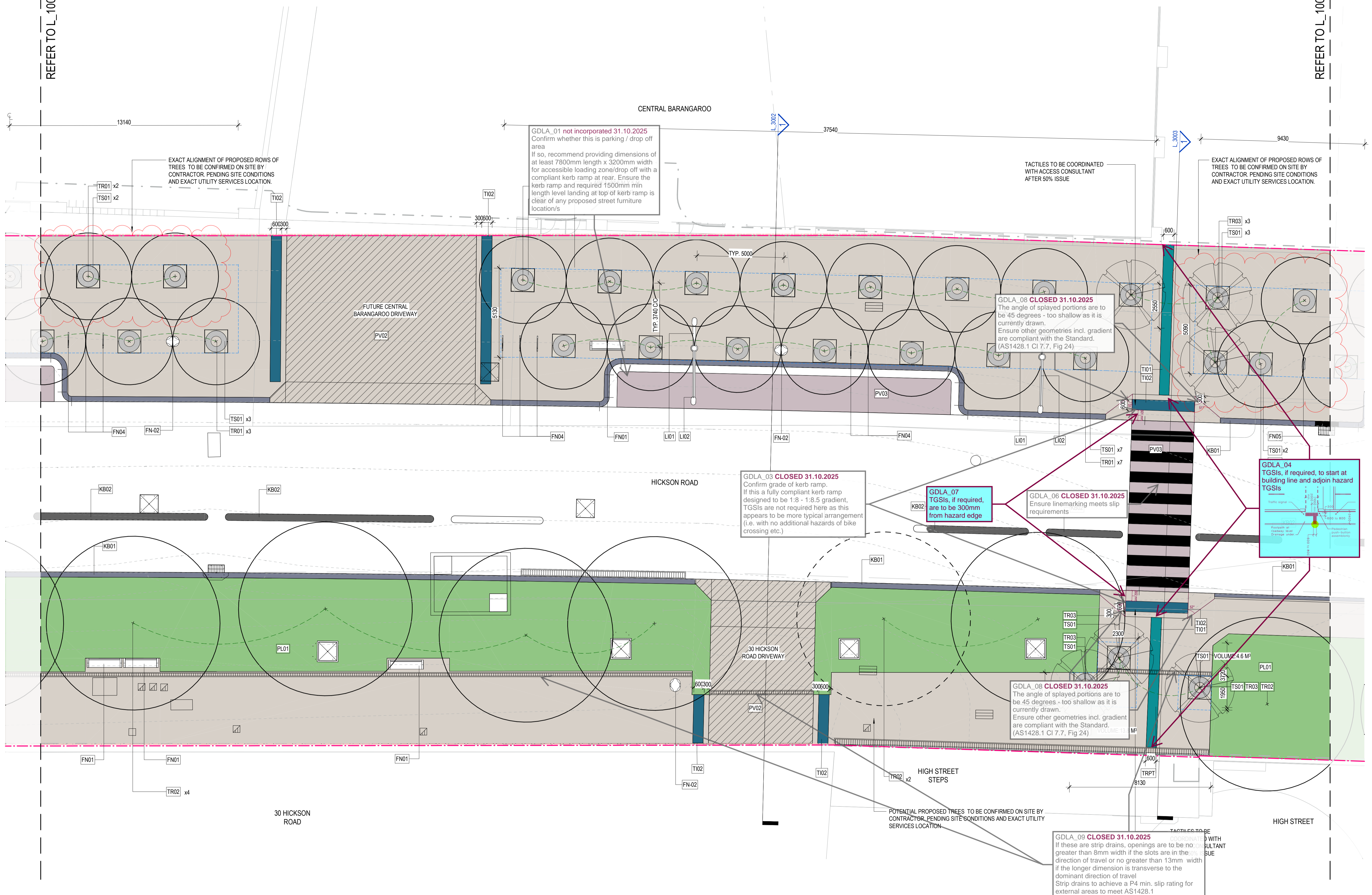
SCALE @ A1
1 : 100

PROJECT NO.
017641

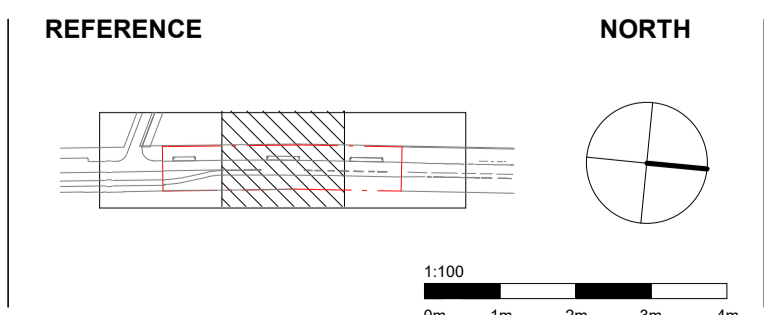
REV NO.
C

REFER TO L_1001

REFER TO L_1003



CONSULTANT
 Hassell LTD ABN 24 007 711 435
 Level 2, Pier 8/9, 23 Hickson Rd
 Sydney NSW 2000 Australia
 T +61 2 9101 2000
 F +61 2 9101 2100
 sydney@hassellstudio.com
 Nominated Architects NSW:
 Tony Grist 5350
 Glenn Scott 6842
 Ross de la Motte 7398



NOTES

1. Do not scale drawing. Written dimensions govern
2. All dimensions are in millimeters unless noted otherwise
3. All dimensions shall be verified on site before proceeding with the work. Hassell shall be notified in writing of any discrepancies.
4. This drawing must be read in conjunction with all relevant contracts, specifications and drawings

This drawing is an uncontrolled copy. Unless noted otherwise
 © Copyright of this drawing is vested in Hassell Ltd.

REV	DESCRIPTION	DATE
A	DRAFT 50% DESIGN	20/02/2025
B	50% DESIGN	28/05/2025
C	Issue for Coordination	02/09/2025

CLIENT
INSW

PROJECT
HICKSON ROAD - STAGE 4

STATUS	DRAWING TITLE
50% DESIGN	GENERAL ARRANGEMENT - SHEET 2 OF 3

REVIEWED
JH

APPROVED
JB

DRAWING NO.
L_1002

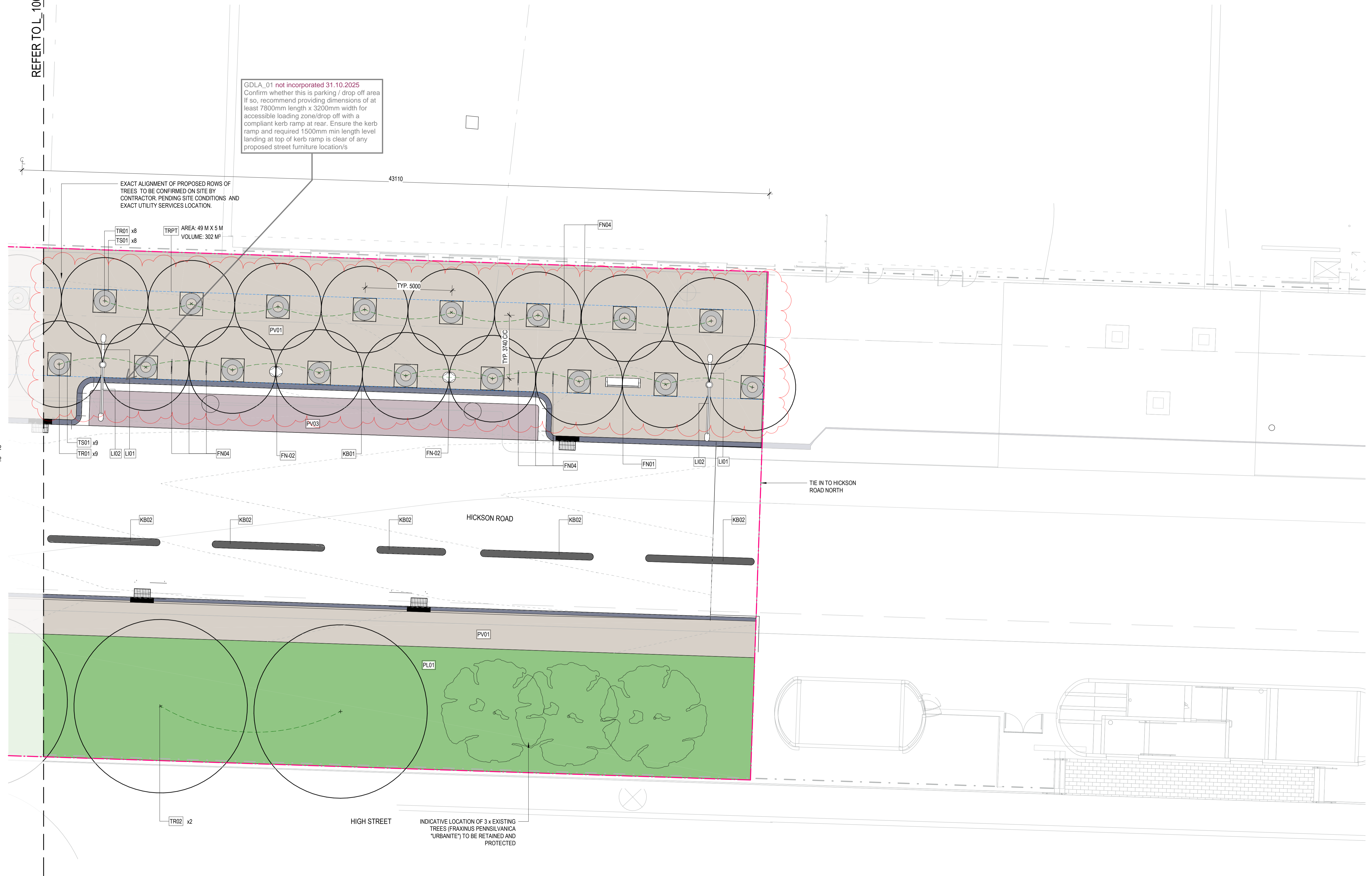
SCALE @ A1	PROJECT NO.	REV NO.
1 : 100	017641	C

REFER TO L_1002

GDLA_01 not incorporated 31.10.2025
 Confirm whether this is parking / drop off area
 If so, recommend providing dimensions of at least 7800mm length x 3200mm width for accessible loading zone/drop off with a compliant kerb ramp at rear. Ensure the kerb ramp and required 1500mm min length level landing at top of kerb ramp is clear of any proposed street furniture location/s

EXACT ALIGNMENT OF PROPOSED ROWS OF TREES TO BE CONFIRMED ON SITE BY CONTRACTOR, PENDING SITE CONDITIONS AND EXACT UTILITY SERVICES LOCATION.

TRPT AREA: 49 M X 5 M
 VOLUME: 302 M³



TIE IN TO HICKSON ROAD NORTH

HICKSON ROAD

HIGH STREET

INDICATIVE LOCATION OF 3 x EXISTING TREES (FRAXINUS PENNSILVANICA 'URBANITE') TO BE RETAINED AND PROTECTED

CONSULTANT

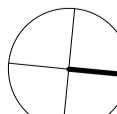
Hassell LTD ABN: 24 007 711 435
 Level 2, Pier 8/9, 23 Hickson Rd
 Sydney NSW 2000 Australia
 T +61 2 9101 2000
 F +61 2 9101 2100
 sydney@hassellstudio.com
 Nominated Architects NSW:
 Tony Grist 5350
 Glenn Scott 6842
 Ross de la Motte 7398

Hassell

REFERENCE

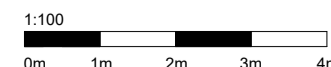


NORTH



NOTES

1. Do not scale drawing. Written dimensions govern
 2. All dimensions are in millimeters unless noted otherwise
 3. All dimensions shall be verified on site before proceeding with the work. Hassell shall be notified in writing of any discrepancies.
 4. This drawing must be read in conjunction with all relevant contracts, specifications and drawings
- This drawing is an uncontrolled copy. Unless noted otherwise
 © Copyright of this drawing is vested in Hassell Ltd.



REV DESCRIPTION

- | | |
|---|------------------------|
| A | DRAFT 50% DESIGN |
| B | 50% DESIGN |
| C | Issue for Coordination |

DATE

20/02/2025
 28/05/2025
 02/09/2025

CLIENT

INSW

PROJECT

HICKSON ROAD - STAGE 4

STATUS

50% DESIGN

DRAWING TITLE

GENERAL ARRANGEMENT - SHEET 3 OF 3

REVIEWED

JH

APPROVED

JB

DRAWING NO.

L_1003

SCALE @ A1

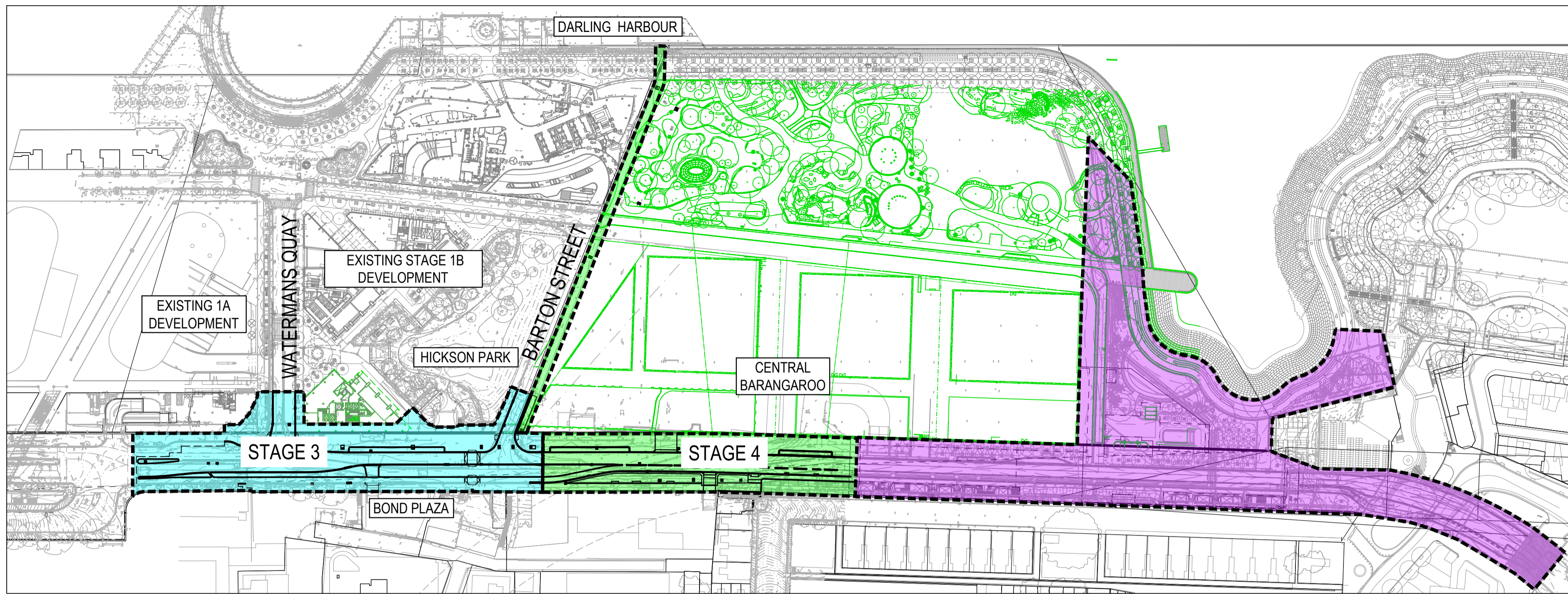
1 : 100

PROJECT NO.

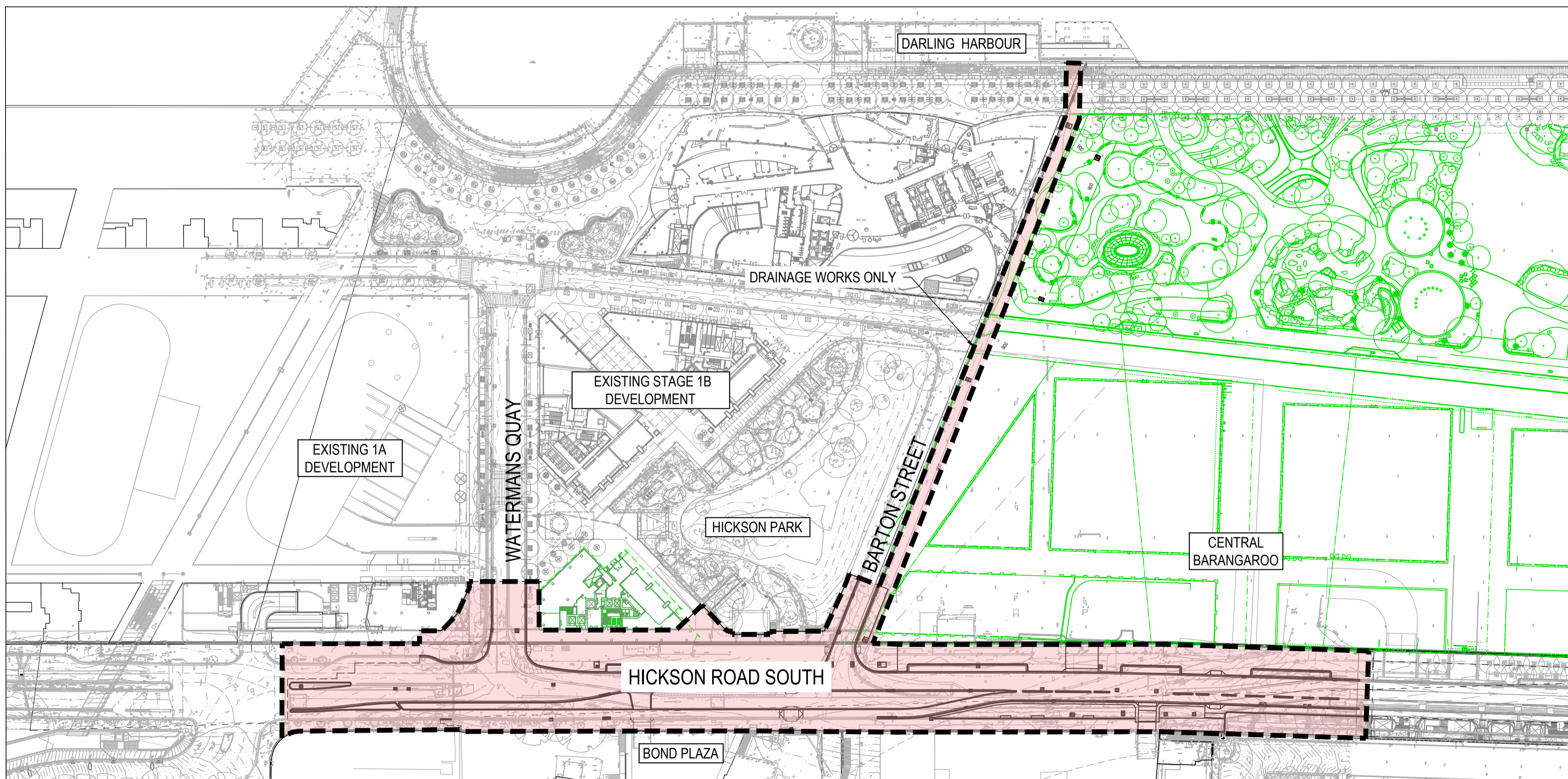
017641

REV NO.

C



STAGING PLAN - HICKSON ROAD SOUTH
SCALE 1:1500



LOCALITY PLAN - HICKSON ROAD SOUTH
SCALE 1:1000

LEGEND	
	REF DEVELOPMENT BOUNDARY/ LIMIT OF WORKS
	STAGE 3 REFER DRAWING PACKAGE 'B1D-CD2'
	STAGE 4 REFER DRAWING PACKAGE '240059-01-CC'
	METRON WORKS BY OTHERS

REV.	DATE	DESCRIPTION	DRN.	DES.	VERIF.	APPD.
4	28/10/2025	ISSUED FOR COORDINATION	EZ	EZ	MTL	
3	2/10/2025	ISSUED FOR COORDINATION	EZ	EZ	MTL	
2	1/10/2025	ISSUED FOR COORDINATION	EZ	EZ	MTL	
1	12/09/2025	ISSUED FOR COORDINATION	CB	EZ	MTL	

Client

Scale 0 20 40 60 80 100m
SCALE 1:1000 @A1
0 50 100 150m
SCALE 1:1500 @A1

North

The copyright of this drawing remains with Enspire Solutions Pty Ltd and must not be copied wholly or in part without the permission of Enspire Solutions Pty Ltd.

Enspire Solutions Pty Ltd
Level 7, 54 Miller Street, North Sydney NSW 2060
ABN: 71 624 801 690
Phone: 02 9922 6135
enspiresolutions.com.au

Project
HICKSON ROAD SOUTH
REF PACKAGE
CIVIL ENGINEERING PACKAGE

Title
CONTEXT STAGING PLAN
SHOWING DELINEATION BETWEEN
STAGE 3 AND STAGE 4

Scale AS SHOWN	Status FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION
First Issue Date 12/09/2025	Project Number/Drawing Number 240059-00-REF-C01.31
Size A1	Revision 4
Datum MGA 2020	