# Access and Inclusion Study of Master and Concept Plans

## UDLA

## Yanchep Lagoon Foreshore Management Plan



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# EXECUTIVE SUMMARY

This Access an Inclusion Study (the Study) provides a high level review of the Preliminary Foreshore Management Plan (PFMP) and its Master Context and Concept Plan for the Yanchep Lagoon Precinct (YLP) and provides a commentary on the extent to which the PFMP and proposed Master Context and Concept Plan designs align with the City of Wanneroo's Community Development Plan 2021/22 – 2025/26 within which the City of Wanneroo's Access and Inclusion Plan is embedded.

Whilst the primary intent of this Study is to provide the City of Wanneroo with an analysis and feedback on alignment of the PFMP with the City of Wanneroo's aspirations for community development, this Study also provides comments and considerations that serve as a guideline and resource to inform the development of the built form design as the Foreshore Management Plan progresses.

This Study confirms that the proposed Master Context and Concept Plan contained within the PFMP align with a holistic, whole of community approach and specifically with the Four Focus Areas of the City of Wanneroo's Development Plan:

- Connection and Inclusion
- Wellbeing
- Lifelong Learning
- Engagement and Empowerment

The focus areas and their associated objectives and priorities include disability access and inclusion across the following outcomes:

- Provision for equal opportunities regarding access to services, events, buildings and facilities.
- Information in accessible formats
- Access to the same level and quality of services
- A complaints process and
- Reducing barriers to obtainin and maintaining employment with the City

### Findings

In accordance with the City of Wanneroo's Four Focus Areas, and the associated objectives that relate to disability access and inclusion, it is confirmed that the concept design as presented in the PFMP is cognisant of the City's Guiding Principal that it 'plans for new and/or repurposed spaces that are accessible to and inclusive of all' and through its built form design achieves amenity that:

- Promotes connection by demonstrating a pedestrian movement network through continuous accessible paths of travel.

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- Additional parking that enables greater access to key destination points.
- An intuitive wayfinding approach.
- Shelters, natural shade and rest areas.
- Design solutions to address topographical challenges such as at the Yanchep Surf Lifesaving Club

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# INTENT OF REVIEW

The assessment undertaken when preparing this Study considered the proposed concept landscaped and architectural design to determine if the proposed design meets the access requirements of people with a disability, the intent of the Disability Discrimination Act 1992 (DDA), the Principles of Universal Design and relevant legislative requirements.

The assessment of the provided drawings and documents listed below, has considered the proposed landscaped and pedestrian areas including pedestrian paths of travel, public open spaces (i.e., parks), shorelines, accessible parking, vertical access (i.e., stairs and ramps), access to beaches and the waterfront, interface with private development, application of tactile ground surface indicators where required, wheelchair seating spaces, application of luminance contrast requirements, provision and location of street furniture, alfresco dining area requirements and provision of sanitary facilities, building entrances, internal building accessways, doorways and circulation space, vertical access including stairs, lifts and ramps, statutory signage, hearing augmentation, application of tactile ground surface indicators, treatment of glazing, application of luminance contrast requirements and accessible sanitary facilities.

Where appropriate, the report provides accessible design criteria to enable the building, associated landscaping and pedestrian and vehicle access provisions to progress, considerate of the needs of people with a disability and the intent of the Disability Discrimination Act 1992 (DDA).

The Study does not address elements for which design detail is not yet developed.

### DDA

Introduction to the DDA Section 23 Access to Premises of the Disability Discrimination Act 1992 (DDA) makes it unlawful to discriminate against people with a disability, or their associates, in relation to access to, and use of, premises that the public is allowed to enter or use.

'Premises' is defined very broadly to include structures, buildings and places (whether enclosed or built on or not). This would include for example, public parks, playgrounds, streetscapes, footpaths including falls and gradient, outdoor areas and road crossings. Such infrastructure however is not covered by the Premises Standards and remains covered by the general non-discrimination complaints provisions of the DDA.

The Advisory Note on streetscape, public outdoor areas, fixtures, fittings and furniture, prepared by the Australian Human Rights Commission, offers advice on what level of access may reduce the chance of a successful complaint being made using the complaints provisions of the DDA. The Advisory Note is not mandatory and does not have the force of law but provides assistance to understand responsibilities and rights under the DDA and to assist in identifying areas of possible discrimination complaint.

The Advisory Notes reference the following Australian Standards, and these provide information on how to achieve access for people with a disability in the outdoor environment, for example at road crossings, along

footpaths, at ramps and stairs, in open parkland, outdoor playgrounds and beach access as is pertinent at the Yanchep Lagoon precinct.

### Principles of Universal Design

These principles provide guidance to achieving good universal design in a wide range of design disciplines including environments, products and communications. For this Access and Inclusion Study the Principles of Universal Design are considered within the context of the aspirations set by the City of Wanneroo Community Development Plan's 4 Focus Areas.

The seven principles of Universal Design below are considered as part of the overall design review process:

- Principle 1: Equitable Use - The design is useful and marketable to people with diverse abilities.
- Principle 2: Flexibility in Use - The design accommodates a wide range of individual preferences and abilities.
- Principle 3: Simple and Intuitive Use - Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.
- Principle 4: Perceptible Information - The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
- Principle 5: Tolerance for Error - The design minimizes hazards and the adverse consequences of accidental or unintended actions.
- Principle 6: Low Physical Effort - The design can be used efficiently and comfortably and with a minimum of fatigue.
- Principle 7: Size and Space for Approach and Use - Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

## REFERENCES


- AS1428.1 2009 – Design for Access and Mobility – General Requirements for Access – New Building Works
- AS1428.2 1992 – Design for Access and Mobility – Enhanced and Additional Requirements – Buildings and Facilities
- AS1428.4.1 2009 – Design for Access and Mobility – Means to assist the orientation of people with a vision impairment - Tactile ground surface indicators
- AS2890.1 2004 – Parking Facilities – Off-street car parking
- AS2890.5 2020 – Parking Facilities – On-street parking
- AS2890.6 2009 – Parking Facilities – Off-street parking for people with disabilities
- AS2156.1 2001 – Walking Tracks – Classification and Signage
- AS2156.2 2001 – Walking Tracks – Infrastructure Design

- The Advisory Note on streetscape, public outdoor areas, fixtures, fittings and furniture, Human Rights Commission, 8 February 2013
- Planning and Designing for Pedestrians: Guidelines, Department of Transport WA, 2016
- International Best Practices in Universal Design. A Global Review (March 2006 / Revised August 2007). Produced by the Canadian Human Rights Commission
- Sport and Recreation *Access for All*. Produced by Sport and Recreation Victoria
- *Everyone Can Play*, A Guideline to Create Inclusive Playspaces, published by the NSW Government (February 21019)
- Accessible Events – A Guide for Organisers, Meetings & Events Australia, 2006
- City of Wanneroo Community Development Plan 2021/22 – 2025/26

## DRAWINGS ASSESSED

| | City of Wanneroo<br>Yanchep Lagoon PFMP | Issue date | Revision |
|---|---|---|---|
| - | Masterplan Context | December 2024 | B |
| - | Masterplan | December 2024 | B |
| L001 | Masterplan Concept Mary Lindsay Homestead | December 2024 | B |
| L002 | Masterplan Concept The Settlement | December 2024 | B |
| L003 | Masterplan Concept Dune Park | December 2024 | B |
| L004 | Masterplan Concept Fisherman's Hollow and Promenade | December 2024 | B |
| | Yanchep Lagoon Preliminary Foreshore Management Plan | 11 December 2024 | |

| Drawing No | Yanchep Building Concepts | Issue Date | Revision |
|---|---|---|---|
| SK01 | 'Beach Bar' Plans | 05/12/2024 | - |
| SK02 | 'Beach Bar' Elevations | 05/12/2024 | - |
| SK03 | 'Beach Bar' Elevations | 05/12/2024 | - |
| SK04 | 'Beach Bar' Isometric | 05/12/2024 | - |
| SK05 | 'Orange Box' Plan | 05/12/2024 | - |
| SK06 | 'Orange Box' Elevation | 05/12/2024 | - |
| SK07 | 'Orange Box' Elevation | 05/12/2024 | - |
| SK08 | 'Orange Box' Isometric | 05/12/2024 | - |
| SK09 | Retail Plan | 05/12/2024 | - |
| SK10 | Retail Elevations | 05/12/2024 | - |
| SK11 | Retail Elevations | 05/12/2024 | - |

## REPORT TRACKING AND REVISIONS

| | |
|---|---|
| Report title | Access and Inclusion Study of Master and Concept Plans |
| Report revision | [Rev 0] |
| Date report issued | 22 July 2025 |
| Report issued to | Janine Ghiotto, UDLA |
| Report prepared by: | Silvia Rossi<br>Occupational Therapist BSc (OT)<br>Associate member ACAA No. 510 |

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# Access Review of Plans

## Yanchep Lagoon PFMP
## Masterplan Context and
## Yanchep Architectural Concept Drawing Set

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O'Brien Harrop Access

# 1. MASTERPLAN CONTEXT

The Masterplan Context (as shown in Figure 1) shows to the Masterplan Concept sub-precincts which are addressed within the body of the report:

- Mary Lindsay Homestead
- The Settlement
- Dune Park
- Fisherman's Hollow and Promenade




Figure 1: Yanchep Lagoon Precinct Master Plan showing sub precincts

## 2. ACCESSIBLE PARKING AND DROP OFF AREAS

The Master Concept Design proposes additional on-street parking bays at the Mary Lindsay Homestead, The Settlement, The Fisherman's Hollow and Promenade.

Noted on the Preliminary Foreshore Management Plan parking bays are proposed to increase from 272 to 377 car bays across the precinct.

At this early Concept stage, designated accessible carbays and accessible drop off/pick up bays are not yet documented.

### *Comments*

Additional parking bays at each principal location due to its convenience promotes inclusivity and engagement. In accordance with Universal Design Principles parking in close proximity to destination points and areas of interest minimises fatigue and supports wellbeing, engagement and comfort.

### *Considerations*

Designation of accessible on / off street parking and accessible drop off/pick up bays in close proximity to destinations and amenity with connection via an accessible path travel will facilitate engagement by people with disability.

Design accessible parking and accessible drop off /pick up bays to the full requirements of AS2890.6 2009.

In addition to accessible parking and accessible drop off/pick up bays, locate bus and coach drop off/pick up bays in areas that are in close proximity to central gathering points e.g., The Settlement Forecourt and New Park Entrance and close to formalised beach access such as the Beach Forecourt at the Yanchep Surf Lifesaving Club.

Incorporation of drop off areas in these locations provides shorter walking distances. An approach that is commended for people with disability travelling by vehicle, bus or coach.

## 3. WALKWAYS

The Concept Masterplan documents a Principal Shared Path along Brazier Roads and Capricorn Esplanade. This shared path serves to connect all precincts north to sound and interconnect with pedestrian accessways through the sub-precincts that are off vehicle roadways, such as beach access paths, the Dune Boardwalk to the Homestead and the Pedestrian Promenade.

On review of the Masterplan Concept Design principal and interconnecting pathway widths meet requirements for a 1000mm continuous accessible path of travel, turning spaces (where a minimum 1540mm

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width is required) and passing spaces (where a minimum 1800mm width is required) as per AS1428.1 2009 Clause 6.3, 6.4 and 6.5, confirming that a continuous accessible path of travel is achieved.

According to AS1428.1 2009 Clause 10.1 and 10.2, the maximum allowable gradient is 1:20 for a walkway and a maximum allowable 1:40 for crossfalls. At this high level review, the gradients on the proposed pathways appear to have gentle slopes with frequent opportunities for shelter and rest.

Centralised hardscapes such as the Settlement Forecourt and the New Park Entrance appear generous in terms of space and meet requirements for wheelchair circulation, turning and passing spaces. These spaces co-locate amenity such as the proposed Rooftop Beach Deck, Beach Bar New Food and Beverage Development (refer Section 7.2), parking, walkways, Orange Box Cafe play space, Natural Amphitheatre and existing sanitary facilities.

At this Concept Stage, walkways are preserved free of any indicative fittings, fixtures and furniture (elements that include fixtures such as light poles, bins, drinking fountains, furniture) and landscaped elements such as trees and garden beds are set off the pedestrian walkways, thereby preserving an unobstructed continuous accessible path of travel.

Pedestrian shared paths appear to be delineated or separated from the vehicle roadway by contrasting surface material, garden bed or on street parking.

### *Comments*

At this early Concept design stage, walkways appear to meet AS1428.1 2009 requirements and are suitable for people with disability who use wheelchairs and mobility devices. Walkways are clearly defined, an approach that promotes intuitive and confident wayfinding and prioritises pedestrian movement over vehicle movement and parking.

A pedestrian prioritised approach that incorporates compliant walkways is in keeping with a low effort universal design intent where walkways are comfortable, inclusive and require minimal effort to traverse.

Given the continuous connectivity throughout the precinct, pedestrian walkways provide opportunity to enhance wellbeing through walking and/or cycling, to immerse in the precinct's natural offerings and participate in formal and informal community gatherings.

### *Considerations*

At the Natural Amphitheatre provide a connecting accessible path of travel to a minimum of one barbecue and picnic amenity with the amenity set on hardstand.

At walkways with a maximum allowable 1:20 gradient incorporate the required landings and should gradients on pathways exceed 1.20 gradients, formalise by providing pedestrian ramps to AS1428.1 2009 Clause 10.1,

10.3, 10.8 and 12. (Refer to AS1428.4.1 2009 where tactile ground surface indicators (TGSIs) may be required) and provide wayfinding directional signage to an alternative walkway that offers gentler slopes.

# 4. PERDESTRIAN CROSSINGS

Formalised pedestrian crossings are documented at key pedestrian locations such as at the centralised Settlement Forecourt and New Park Entrance providing safe pedestrian movement that appear prioritised using indicative variations in surface materials.

Indicatively pedestrian crossings appear flush with the vehicle roadways.

### *Comments*

Designated pedestrian crossings maximises pedestrian safety by communicating the necessary information to the user and thus minimises hazards and the adverse consequences of accidental or unintended actions.

### *Considerations*

As the design develops, introduce and refine pedestrian crossings that meet AS1428.1 2009 and AS1428.4.1 2009 with implementation of tactile ground surface indicators to assist navigation and wayfinding to and at the pedestrian crossings.

At shared pedestrian and vehicle zones ensure pedestrian safety is supported by effective traffic management, clearly delineating pedestrian/vehicle zones and provision of intuitive and clear wayfinding strategies to safe pedestrian crossings.

# 5. SURFACE MATERIALS

Hardscape surface materials as listed on the Concept Design indicatively separate by colour and texture the road from the main connective shared paths, secondary connections, viewpoint deck and boardwalk. It is assumed that the indicative hardscape materials will meet requirements of AS1428.1 2009 Clause 7 for a slip resistant, smooth and traversable continuous accessible path of travel.

To assist with navigation and wayfinding, the principal connecting pathways i.e. the principal shared path, Pedestrian Promenade and key site arrival points that link with secondary pathways will be finished in a distinctive surface material, this approach is commended.

### *Comment*

In alignment with simple and intuitive use, application of surface materials to define the main connection results in a pedestrian network that is easy to understand and navigate regardless of the user's experience, knowledge, language skills or current concentration levels.

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*Considerations*

Where possible avoid the use of strong patterns on a path of travel as whilst they may be effective in designating a primary pedestrian zone and used as an information strategy to reduce speed of cyclists and the like, applying a strong pattern to a continuous accessible path of travel may be misleading or confusing to interpret and navigate for a person with vision or cognitive impairment.

# 6. ACCESS TO BEACH

As noted on the Concept Master Plan there are four pedestrian accessways to the beach (see Figure 2).




Figure 2: Bech access shown by pink arrows

On review of the Concept Master Plan, design details for beach access such gradients, surface condition and the like are not yet provided.

Provision of a continuous Boardwalk that links the southern aspect of the Yanchep Lagoon precinct to the Mary Lindsay Homestead presents opportunity to facilitate and achieve compliant and inclusive access to the beach.

It is understood that a formalised existing pedestrian ramp provides access from the Beach Forecourt adjacent the Surf LSC to the beach and that this ramp will be retained.

As discussed below in Section 7.2, the proposed Beach Bar provides an accessible solution that bridges the level change between the walkway on Brazier Road providing access to the Rooftop Bar and Beach Foreshore, which is commended and in keeping with an inclusive and equitable design approach.

### *Comment*

On review of the City of Wanneroo's Community Development Plan is it noted that the City provides free beach wheelchair and beach matting at City beaches, this is commended.

### *Considerations*

Consider providing accessible and inclusive beach access at the northern, central and southern aspects of the Yanchep Lagoon Precincts, enhance this amenity by providing suitable and appropriate beach wheelchair and matting that is stored in an accessible location with information provided to the community in accessible formats regarding the availability of beach wheelchair and matting.

In determining and planning beach access consider whether the gradient is achievable given the topographical challenges, annual dune shifting and tidal changes. Consider the variations in seasonal temperatures and wind speed and whether these elements will impact the need for shelter and rest areas should the access way be long or steep.

Should stair access be provided to the beach ensure the stairs are constructed to AS1428.1 2009 Clause 11.1, 11.2 and 12 requirements, i.e., with handrails on both sides, warning strips on stair nosings and warning tactile ground surface indicators (TGSIs) on the top landing. Noting that if the bottom landing comprises sand TGSIs are not a practical solution in this context.

# 7. SUB PRECINCTS

## 7.1 MARY LINDSAY HOMESTEAD

Noted on the Concept Plan Drawing L001 a proposed bus stop (1A) located on Capricorn Esplanade is connected to the Homestead Exhibition, proposed Outdoor Heritage Exhibit, Space for Seasonal Arts and Craft Markets and a beach access path via a continuous accessible path of travel that runs along Capricorn Esplanade to the existing carpark.

The existing carpark has one accessible parking bay. An additional 12 bays are proposed that adjacent to the accessible path of travel and in close proximity to the beach access path and existing and proposed new Homestead amenity.

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At this stage of design there does not appear to be any additional designataed accessible bays proposed or accessible drop off / pick-up bays.

The Principal Shared Path and Dune boardwalk trail provide off street pedestrian connection that links the Mary Lindsay Homestead to the the Settlement, in addition connecting paths to the beach are offered at this precinct. A proposed expansive area for community markets provides generous circulation space and connections to parking and walkways.

### *Comments*

Enhancement of the Homestead by way of flexible outdoor spaces and connecting walkways produces an inclusive outcome that nurtures engagement with the heritage elements of the site and the community that will be drawn to the space for events, markets and gatherings. Community becomes empowered through connections which is facilitated by this proposed design.

### *Considerations*

Ensure provision of accessible on / off street parking and accessible drop off/pick up bays that are located in close proximity to the Homestead and amenity offered at this site.

Design accessible parking and accessible drop off /pick up amenity to the full requirements of AS2890.6 2009.

Developing inclusive community connectivity to and within this precinct is achievable through the application of AS1428.1 2009 requirements for a continuous accessible path of travel (CAPT). Where consideration is given to elements such as pathway gradients, clear open widths, passing and turning spaces, surface condition and opportunities for rest will ensure an inclusive approach to beach access and access to precinct amenity via the proposed connecting paths, the Dune Boardwalk and Principal Shared Path.

## 7.2 THE SETTLEMENT

Proposed new works at The Settlement sub precinct comprises the new Beach Bar Food and Beverage Development with lookout/ramp, The Rooftop Beach Deck, additional on-street parking, a Principal Shared Path, the Pedestrian Promenade and the Dune Boardwalk with two access ways to the beach.

### 7.2.1 Beach Bar and vertical access

A significant topographical challenge resulting in level changes between the upper level Brazier Road footpath and lower level existing Surf Club forecourt and beach access ramp is addressed via the proposed Beach Bar design.

On review of the Architectural Concept Drawing Set 'Beach Bar' Plans it is noted that the Beach Bar pavilion verandah bridges the northern corner of the surf club on Brazier Road as a design solution to the issue of restricted pedestrian access from the Brazier Road footpath to the surf club beach forecourt which connects

with the beach access ramp. Currently access from the footpath to the forecourt is by stairway only or by a steep and circuitous pedestrian route to and through the existing carpark.

The proposed Beach Bar provides access from the Beach Bar verandah to the Surf club forecourt by way of a connecting switch back ramp.

This design approach provides a design solution that aligns with the City of Wanneroo Community Development Plan's focus area to promote connection, inclusion and engagement.

In addition to providing connection between the upper level footpath, existing beach forecourt and beach ramp, the eastern edge of the Beach Bar pavilion is elevated to align closer with the existing car park for easier access. Within the concept design the level of the western carpark has been adjusted to enhance pedestrian access to the surf club foreshore.

Provision of shading along the western side of the building provides shelter from the extreme variations in coastal weather with opportunity for equitable sightlines and views of the ocean. This building enhances community connectivity and future adaptability.

On analysis of the Beach Bar Concept Plans it was noted that:

- A ramp with a maximum 1:20 gradient from the street to the Beach Bar veranda, is achieved. When measured using Bluebeam Revu the length of the ramp is less than the maximum 15m requirement between landings.
- The proposed new connecting ramp from the Beach Bar veranda to the Surf Club Forecourt, at this early stage of design does not provide details regarding gradient, interval landings or edge treatment.

### 7.2.2 Settlement Forecourt

A spacious Settlement Forecourt serves as a focal community connection that links walkways (i.e., the Pedestrian Promenade, principal shared path and access to the SLSC rooftop and forecourt, Beach Bar and Beach foreshore).

This location presents, for pedestrians, an opportunity for clear destination identification and wayfinding approaches.

### 7.2.3 Walkways

On review of the concept plans, walkways appear sufficiently wide and unobstructed to accommodate AS1428.1 2009 requirements for a continuous accessible path of travel, with provision for passing and turning spaces. Walkway gradients and contours appear gentle and within the AS1428.1 2009 requirements for walkways with a maximum allowable 1:20 gradient.

Similarly, the Boardwalk appears sufficiently wide with generously spacious landings provided at regular intervals that are set off the path of travel. With the provision of seating the landings will offer community members and visitors opportunities for rest.

Indicative pedestrian crossings appear to be located in areas deemed intuitive with clear sightlines and located at regular intervals.

At this stage of design there does not appear to be any additional accessible bays proposed or accessible drop off pick-up bays.

### *Comments and considerations*

As the design is progressed, in addition to the existing accessible parking bays that may be provided in the surf club carpark, consider the provision of additional accessible on street parking and accessible drop off /pick up amenity that is in close proximity to the centrally located Settlement Forecourt and designed to the full requirements of AS2890.6 2009.

At the Beach Bar develop the design of ramps and walkways to the full requirements of AS1428.1 2009 Clauses 10.2, 10.3, 10.8 and 12.

At shared pedestrian and vehicle zones ensure pedestrian safety is supported by effective traffic management, clearly delineating pedestrian/vehicle zones and provision of intuitive and clear wayfinding strategies to designated pedestrian crossings.

## 7.3 DUNE PARK

A natural environment with a series of walking trails that align with the natural topography of this site are proposed.

On review of the Concept Plan and PFMP is it proposed that walking tracks, steps and platforms will be enhanced and formalised to acheive access whilst protecting the natural habitat.

### *Comment and consideration*

Given the environmental characteristics of this site and the prioritised intent for conservation of the natural habitat, it is reasonable to provide walking trails that are in keeping with the surroundings. Whilst it may not be feasible to achieve fully compliant walkways to the full rigours of AS1428.1 2009, access may be enhanced by considering the following:

- A walk track/s with a Level 1 walk trail classification, this is considered to be a level that is comfortable and manageable by a majority of people with disability (as per AS2156.1 2001).
- A compacted granitic surface that is in keeping with the environment and traversable by people using wheeled mobility devices.

- Gentle gradients along the designated walk trail.
- Clearings with seating, ideally sheltered that offer opportunities for rest.
- Interactive information, that is clearly legible, understandable and set at an accessible height.
- Clear informative and directional wayfinding on accessible walking trails that are available on site and electronically to enable people with disability to make informed decision and choices.

Furnish steps and exercise stairs with handrails on both sides, warning strips on nosings that are in keeping with the natural environment, designed as per AS1428.1 2009 Clause 11 [noting that warning tactile ground surface indicators (TGSIs) on the landings may not be appropriate if landings are turf/dirt surfaces].

## 7.4 FISHERMAN'S HOLLOW AND PROMENADE

### 7.4.1 Bespoke Retail Development and Orange Box Café

A small retail building facing Brazier Road next to existing Orion Café with a 2.5m canopy provides shelter from yearly variations in weather conditions offering comfortable outdoor space. At this early concept stage, the building does not appear to be connected to the nearby Pedestrian Shared Path.

A small Café with glazed panes proposes multiple sheltered seating options outside that offer various outlooks over the ocean and toward the playground and natural amphitheatre. On review of the Concept Design the outdoor seating area offers generous circulation space for people with mobility devices to manoeuvre.

The Café's proximity and connection (via hardstand) to existing sanitary amenity, parking, playground and open space provides a convenient location with co-located amenity that offers convenience and engagement.

Both buildings are modular which allow for flexible layouts and accommodates changes in use or function.

#### *Comments*

The flexibility of these buildings and opportunities for shelter aligns with Universal Design Principles that supports a wide range of individual preferences and abilities in terms of how the space is used. The design is considerate of environmental conditions specific to the area and responds by providing shade and shelter at every opportunity.

The café's connectedness to the outdoors and surrounding amenity and recreational areas, promotes connectivity, community engagement and convenience, this is commended.

#### *Considerations*

Connect by way on a continuous accessible path of travel public facilities to the principal pathways, parking, drop off/pick up and public transport locations.

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### 7.4.2 New Park entrance, Playground, Natural Amphitheatre / Event Space

The new park entrance provides a central point for converging and connecting walkways (the principal shared path and pedestrian promenade), and close proximity to public recreational destinations (parking, playground, café, natural amphitheatre, exercise stairway and walk trails and sanitary amenity).

Noted on the Concept Plan shaded BBQ and picnic areas are located around the perimeter of the natural amphitheatre, however at this early concept stage a connecting path to (a minimum of one) BBQ/picnic setting is not provided.

The playground appears connected to surrounding paths of travel with generous shading.

#### *Comments and considerations*

Consider providing accessible parking and accessible drop off/pick up bays that are in close proximity to destinations and amenity.

At shared pedestrian and vehicle zones ensure pedestrian safety is supported by effective traffic management, clearly delineating pedestrian/vehicle zones and provide intuitive and clear wayfinding strategies to safe pedestrian crossings.

Provide a connecting pathway to a minimum of one cluster of barbecue and picnic amenity. Set accessible barbecue and picnic setting on hardstand with sufficient circulation space that enables manoeuvring for a person using a wheelchair or mobility device.

At the central new park entrance provide location identification and wayfinding approaches (e.g., by using landmarks, art work, totem signage and the like) that enable pedestrians to readily identify their location and navigate to nearby destinations through clear and legible directional wayfinding.

As the design progresses, consider providing accessible and inclusive play equipment set on a traversable surface (e.g. rubber soft fall) that is set off and connected to the walkway.

Consider event amenity such as temporary parking, sanitary facilities and wheelchair seating spaces. A combination of designated set down areas on (temporary) hardstand for wheelchair access, paths of travel and robust event management plans will ensure access and inclusion for all.

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