

1.0 MASTER PLANNING

1.1 ACCESSIBLE MASTER PLANNING

THIS SECTION DEALS WITH THE INTEGRATION OF ACCESSIBLE DESIGN INTO THE MASTERPLANNING STAGE OF THE DEVELOPMENT. IT IS APPLICABLE TO ALL MASTERPLANS SUBMITTED TO DCCA.

PERFORMANCE OBJECTIVE

To create a masterplan that embeds accessibility into the design, limiting the need for additional provisions to be added later.

PROVISIONS

Many of the elements that will lead to an accessible environment are good practice in planning and design. The distinction with accessibility is that compromises to this good practice has a disproportionate impact on those with accessibility needs.

1.1.1 MANDATORY MASTERPLAN REQUIREMENTS

ACHIEVING A MIX OF LAND USES AND REDUCING THE NEED TO TRAVEL BY CAR:

The advantages for accessibility are that a mixed-use neighbourhood based on walkability will already exhibit many of the key features of an accessible neighbourhood. The principle of mixed land uses is an important part of delivering an accessible built environment. Reducing the distances need to travel has an accessibility dividend for all. Through a mixed use development the potential to reduce journey distances is enhanced. Reducing distances increases the potential for people to walk to their destination which in turn reduces the need for car based infrastructure thereby reducing severance. This virtuous circle is another example of the accessibility dividend benefiting all.

Masterplanners shall:

1. Locate 75% of residential properties within 800m of a centre containing local retail and community services.

GIVE PRIORITY TO PEDESTRIANS:

By placing the needs of pedestrians over vehicles and through employing a sustainable movement hierarchy, the accessible needs of all users

should be considered. In this way achieving full accessible is just an extension of best practice rather than an additional component that will forever be compromised. In general should consider the safety and ease of movement for pedestrians and other users. As junctions are key nodal points for pedestrians the ability to cross them safely and conveniently is paramount in the delivery of an accessible development.

Masterplanners shall:

1. Pedestrians are prioritised in the design of streets, junctions and spaces. All junctions and paths shall meet the requirements set out in section 2 of this document.
2. Ensure junction radii and junction design create fully accessible crossing points at junctions. Where traffic signals or roundabouts are provided, every pedestrian crossing should be signalised. In corridors with more than 1 lane in each direction, mid-block crossings shall be pedestrian priority signalised crossings.
3. Ensure a clear route is maintained along all footpaths and maintain pedestrian priority across the vehicle entry point with no up-stand kerb and no change in the cross-fall of the path that would result in it being classed as non-compliant under section 2.2 of this document.
4. Establish a drop-off strategy that provides a fully accessible drop-off within 50m of the main entry point of every building.