

# PITT STREET NORTH OVER STATION DEVELOPMENT

**Report Prepared for:** Pitt Street Developer North Pty Ltd

**Report Prepared by:** Philip Chun Accessibility Pty Ltd

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**Report Revision:** Revision C – Issue for DPIE

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# STATE SIGNIFICANT DEVELOPMENT, DEVELOPMENT APPLICATION (SSD DA) APPENDIX Q ACCESS REPORT



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## DOCUMENT ACCEPTANCE

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## REVISION HISTORY

Revision No.	Prepared by	Description	Date
00	David Choe	DRAFT for comment	14 February 2020
01	David Choe	FINAL	06 March 2020
Revision A	David Choe	SSD DA	01 April 2020
Revision B	David Choe	LOC	11 May 2020
Revision C	David Choe	DPIE	22 June 2020

This report has been prepared based on the available time allocated to conduct the review, and all reasonable attempts have been made to identify key compliance matters pursuant to the BCA and additional issues which have been deemed an impediment to access provision and may increase Client risk of attracting a complaint under the DDA.

The information provided within this report is relevant to this project and the documentation referenced. As such the information provided may not be transferred to other projects. This report must not be issued for public comment or be used for any other purpose without prior permission from Philip Chun Accessibility.

Philip Chun Accessibility accepts no responsibility for any loss suffered as a result of any reliance upon such assessment or report other than providing guidance to alleviate access barriers in the built environment and reduce Client risk of attracting a complaint under the DDA.



## 1. INTRODUCTION AND DOCUMENTATION

This report has been prepared to accompany a detailed State Significant Development (SSD) development application (DA) for a commercial mixed-use Over Station Development (OSD) above the new Sydney Metro Pitt Street North Station. The detailed SSD DA is consistent with the Concept Approval (SSD 17\_8875) granted for the maximum building envelope on the site, as proposed to be modified.

The Minister for Planning, or their delegate, is the consent authority for the SSD DA and this application is lodged with the NSW Department of Planning, Industry and Environment (NSW DPIE) for assessment.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 25 October 2019.

The detailed SSD DA seeks development consent for:

- Construction of new commercial tower of approximately 38 storeys
- The tower includes maximum GFA, excluding floor space approved in the CSSI.
- Integration with the approved CSSI proposal including though not limited to:
  - Structures, mechanical and electronic systems, and services; and
  - Vertical transfers.
- Use of spaces within the CSSI 'metro box' building envelope for the purposes of:
  - Retail tenancies;
  - Commercial lobby and commercial amenities;
  - Car parking spaces within the podium for the purposes of the commercial premises; and
  - Loading and services access.
- Utilities and services provision.
- Stratum subdivision (staged).

### The Site

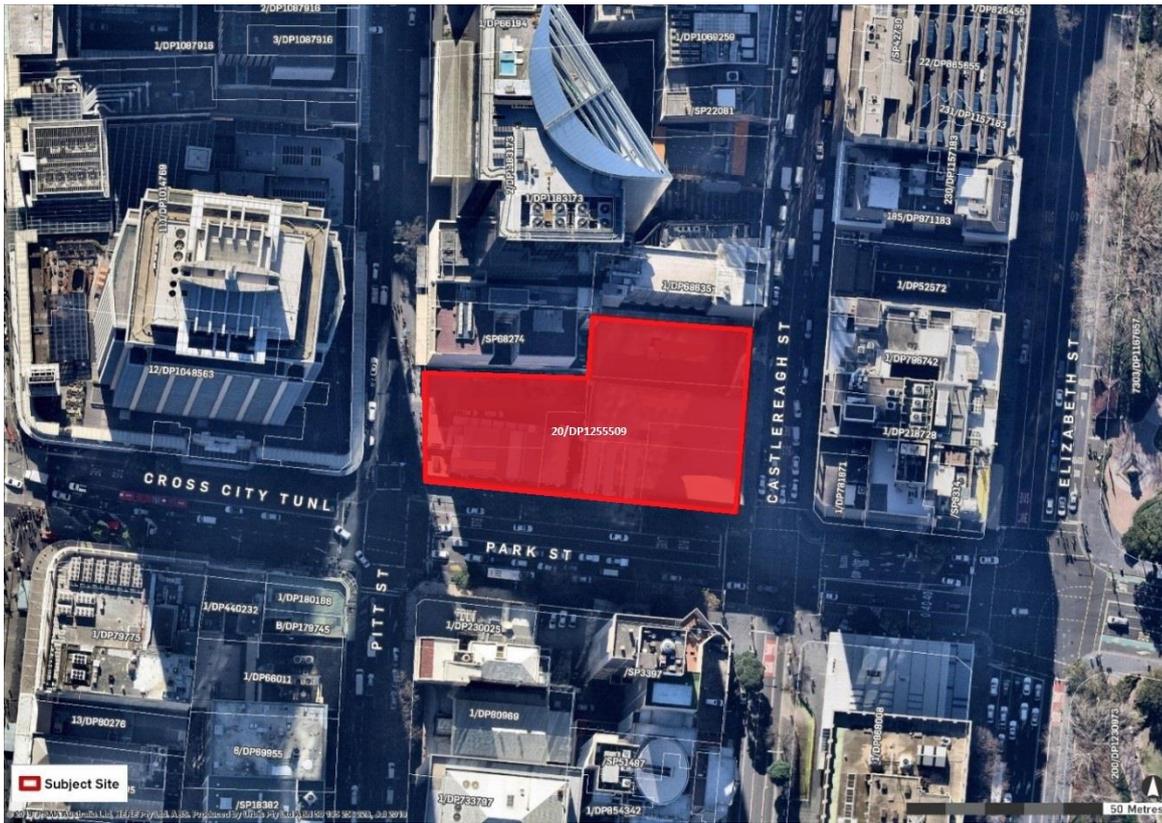
The site is located within the Sydney CBD. It has three separate street frontages, Pitt Street to the west, Park Street to the south and Castlereagh Street to the east. The area surrounding the site consists of predominantly commercial high-density buildings and some residential buildings, with finer grain and heritage buildings dispersed throughout.

The site has an approximate area of 3,150.1sqm and is legally described as follows:

- 252 Pitt Street (Lot 20 in DP1255509)



Figure 1 – Location Plan



Source: Urbis

## Sydney Metro Description

Sydney Metro is Australia’s biggest public transport program. A new standalone railway, this 21st century network will revolutionise the way Sydney travels.

There are four core components:

### 1. Sydney Metro Northwest (formerly the 36km North West Rail Link)

This project is now complete and passenger services commenced in May 2019 between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and \$1 billion under budget.

### 2. Sydney Metro City & Southwest

Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of Metro Northwest at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

In 2024, customers will benefit from a new fully-air conditioned Sydney Metro train every four minutes in the peak in each direction with lifts, level platforms and platform screen doors for safety, accessibility and increased security.



### 3. Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.

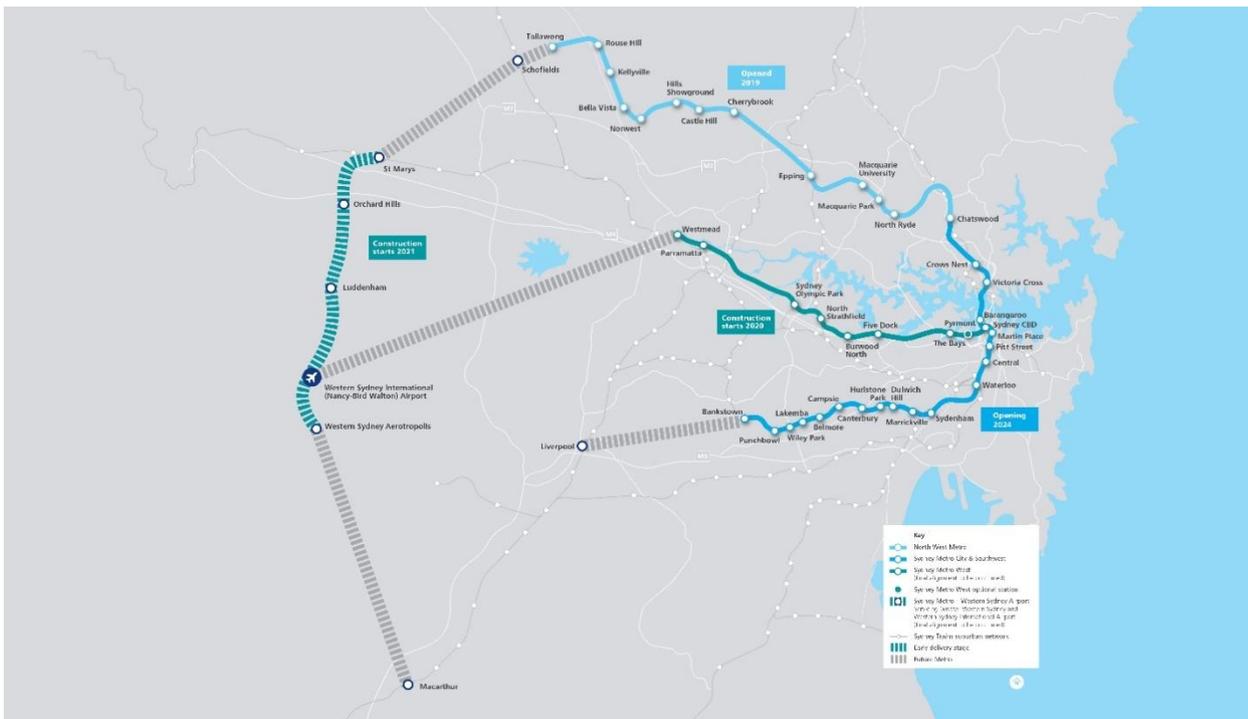
The NSW Government is assessing an optional station at Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.

### 4. Sydney Metro – Western Sydney Airport

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service. The Australian and NSW governments are equal partners in the delivery of this new railway.

The Sydney Metro Project is illustrated in the Figure below.

Figure 2 – Sydney Metro Alignment Map



Source: Sydney Metro

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a Critical State Significant Infrastructure project (reference SSI 15\_7400) (CSSI Approval). The terms of the CSSI Approval includes all works required to construct the Sydney Metro Pitt Street Station, including the demolition of existing buildings and structures on both sites (north and south). The CSSI Approval also includes construction of below and above ground works within the metro station structure for appropriate integration with over station developments.

This report documents a comprehensive review of the proposed project documentation with consideration to all aspects of accessibility to the site and throughout the development and with reference to the Building Code of Australia 2019 (BCA), Disability (Access to Premises – Buildings) Standards 2010 (Premises



Standards), relevant Australian Standards as they relate to access to premises and the spirit and intent of the Disability Discrimination Act 1992 (*Cth*) (DDA).

This report has been prepared by Philip Chun Accessibility with the aim of providing reasonable recommendations in regards to access to premises. Philip Chun Accessibility has endeavoured to clearly identify each issue of concern with respect to the building element and with reference to relevant legislation and guidelines.

## 1.1 Reviewed Documentation

The SSD DA drawings assessed are those issued by Foster + Partners:

Drawing No. (Revision)	Titled	Dated
SMCSWSPS-FOS-OSN-AT-DWG-900000 (03)	COVER SHEET	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-910013 (03)	SITE ROOF PLAN	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-910014 (03)	GENERAL ARRANGEMENT PLAN - PUBLIC DOMAIN	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-930013 (03)	GENERAL ARRANGEMENT PLAN - GROUND LEVEL	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-930014 (03)	GENERAL ARRANGEMENT PLAN - GROUND FLOOR MEZZANINE LEVEL	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-930113 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 01	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-930213 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 02	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-930313 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 03	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-930413 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 04	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-930513 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 05	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-930613 (02)	GENERAL ARRANGEMENT PLAN - LEVEL 06	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-930713 (02)	GENERAL ARRANGEMENT PLAN - LEVEL 07-08	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-930913 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 09	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-931013 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 10	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-931113 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 11	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-931213 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 12	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-931313 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 13 - 20	20/03/2020



<b>Drawing No. (Revision)</b>	<b>Titled</b>	<b>Dated</b>
SMCSWSPS-FOS-OSN-AT-DWG-932113 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 21	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-932213 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 22	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-932313 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 23 - 33	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-933413 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 34	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-933513 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 35	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-933613 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 36	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-933713 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 37	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-933813 (03)	GENERAL ARRANGEMENT PLAN - LEVEL 38	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-934013 (03)	GENERAL ARRANGEMENT PLAN - ROOF LEVEL	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-939513 (03)	GENERAL ARRANGEMENT PLAN - BASEMENT 01 LEVEL	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-950001 (03)	GENERAL ARRANGEMENT SECTION - SECTION A-A	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-950010 (03)	GENERAL ARRANGEMENT SECTION - SECTION B-B	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-960001 (03)	GENERAL ARRANGEMENT ELEVATION - WEST ELEVATION - PITT STREET	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-960002 (03)	GENERAL ARRANGEMENT ELEVATION - SOUTH ELEVATION - PARK STREET	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-960003 (03)	GENERAL ARRANGEMENT ELEVATION - EAST ELEVATION - CASTLEREAGH STREET	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-960004 (03)	GENERAL ARRANGEMENT ELEVATION - NORTH ELEVATION	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-970001 (03)	GFA AND LAND USE PLANS - PODIUM 01	20/03/2020
SMCSWSPS-FOS-OSN-AT-DWG-970010 (03)	GFA AND LAND USE PLANS - TOWER 01	20/03/2020



## 1.2 Methodology

Philip Chun Accessibility aims to provide achievable recommendations related to the provision of access to premises based on current legislation and best practice options, enabling independent, equitable and functional access for all.

Accessibility is paramount in providing an inclusive environment for all users. Phillip Chun Access looks beyond basic compliance issues to ensure that all users are offered the opportunity to participate in society. We incorporate the principles of Universal Design into all of our work, taking a holistic approach in the provision of access for people with disabilities.



## 2. LEGISLATION

### 2.1 Building Code of Australia

The primary classification for the proposed Pitt Street North OSD pursuant to the BCA is a Class 5, being primarily a commercial/office building.

<b>Building Classification(s)</b>	Basement 01 level	Substation – Class 8 OSD Plant – Class 5 Ancillary
	Ground level	Loading dock – Class 7b Retail Tenancies – Class 6 Entry lobby – Class 6 ancillary
	Ground Floor Mezzanine level	Fire pump room and plant – Class 5 Ancillary
	Level 1	End of Trip Facilities – Class 5 Ancillary OSD Plant – Class 5 Ancillary
	Level 2	Commercial lobby – Class 5 Car Stacker – Class 7a
	Level 3	Commercial lobby – Class 5 Car stacker – Class 7a
	Level 4	Station plant – Class 9b Ancillary
	Level 5 - 8	Commercial Office – Class 5
	Level 9	OSD Plant – Class 5 Ancillary
	Level 10 - 34	Commercial Office – Class 5
	Level 35	Commercial Office – Class 5 OSD Plant – Class 5 Ancillary
	Level 36 - 37	OSD Plant – Class 5

Part D3 of the BCA and Premises Standards prescribes the minimum requirement for access to a building. Access for people with disabilities is required through the principal pedestrian entrance and throughout the building in accordance with Table D3.1. The following table outlines the general building access requirements for this project:

<b>Class of building</b>	<b>Access requirements</b>
<b>Class 5</b>	<i>To and within all areas normally used by the occupants.</i>
<b>Class 6</b>	<i>To and within all areas normally used by the occupants.</i>
<b>Class 7a</b>	<i>To and within any level containing accessible car parking spaces.</i>
<b>Class 7b</b>	<i>To and within all areas normally used by the occupants.</i>



Class of building	Access requirements
<b>Class 8</b>	<i>To and within all areas normally used by the occupants.</i>
<b>Class 9b</b>	<i>To wheelchair seating spaces provided in accordance with D3.9.</i> <i>To and within all areas normally used by the occupants, except that access need not be provided to tiers or platforms of seating areas that do not contain wheelchair seating spaces.</i>

**2.2 Disability Discrimination Act 1992 (Cth) (DDA)**

The accessibility assessment process covers all aspects of the infrastructure (premises), to the extent required to meet the objectives of the Disability Discrimination Act 1992 (Cth), including, however not limited to, Section 23 which relates to access to premises and facilities which the public may enter or use.

The Act is enforced primarily through a complaints mechanism, which allows individuals who have directly or indirectly experienced unlawful discrimination to seek a conciliated outcome through the Australian Human Rights Commission and, in the instance of unsuccessful conciliation, to bring an action in the Federal Magistrates Court or the Federal Court of Australia.

**2.3 Access to Premises Standards**

In contrast to building regulations, the DDA is not prescriptive. The implementation of the Premises Standards in 2010, and corresponding changes to the BCA, is a significant step towards achieving equal access to premises and is crucial to justice and social inclusion for people with disabilities.

It is noted that the Premises Standards are limited in scope, covering aspects of building compliance applicable under the BCA. It is acknowledged that the Premises Standards could address a broader range of accessibility issues including considerations to accessibility of parkland, playgrounds, transport vehicles, interior fit-out of buildings, and fixtures and fittings. As such, there are features which fall beyond the scope of the Standards which may be subject to the general complaints provisions of the DDA.

The North OSD will be located above a Metro station. The accessibility of the Metro station is outside the scope of this report, and is assessed in a separate accessibility report in accordance with a separate approval.



### 3. COMPLIANCE SUMMARY

We have assessed the architectural documentation available to date and have reviewed the proposed building works with respect to the Building Code of Australia 2019 and Premises Standards. The design is at a point where the inherent BCA philosophies have been checked and Development Consent can be sought. The finer details with respect to BCA 2019 compliance can be finalised prior to the issue of a Construction Certificate.

Item	Description	Capable of Compliance			Comments
		Yes	No	TBC	
<b>Access and Approach</b>					
4.1	Approach from Allotment Boundary	•			Capable of compliance, subject to further design coordination to provide compliant approach from allotment boundary during subsequent detailed design development stages.
4.2	Approach from Accessible Carparking	•			There are no provisions of accessible car parking spaces as a stacker car parking facility is proposed. However, an accessible approach from the car stacker facility can be provided to the building entrance subject to further design coordination during subsequent detailed design development stages.
4.3	Approach between Buildings	•			Capable of compliance, subject to further design coordination to provide compliant approach to between over station and station buildings during subsequent detailed design development stages.
4.4	Accessible Car Parking	•			A car stacker system proposed. Philip Chun Accessibility can explore the possibility of accepting the car stacker system spaces under a performance solution during subsequent detailed design development stages.
4.5	Building Entrance	•			Capable of compliance, subject to further design coordination to provide compliant building entrances during subsequent detailed design development stages.
<b>Accessibility Provisions – Internal Areas</b>					
5.1	Internal Paths of Travel	•			Capable of compliance, subject to further design coordination to provide compliant internal paths of travel during subsequent detailed design development stages.
5.2	Floor Finishes	•			Capable of compliance, subject to further design coordination to provide compliant floor finishes during subsequent detailed design development stages.
5.3	Internal Doors	•			Capable of compliance, subject to further design coordination to provide compliant internal doorways during subsequent detailed design development stages.
5.4	Exemptions			•	Generally services related areas such as plant rooms, fire control room and storage areas where heavy bulky items and equipment are stored can be exempt. There are some unlabelled rooms and storage areas that can be confirmed as to what their use is and/or what is being stored during subsequent detailed design development stages.
5.5	Signage	•			Capable of compliance, subject to further design coordination to provide compliant signage during subsequent detailed design development stages.



5.6	Tactile Indicators	•		Capable of compliance, subject to further design coordination to provide compliant tactile indicators during subsequent detailed design development stages.
5.7	Hearing Augmentation	•		Capable of compliance, subject to confirmation of areas with built-in amplification system other than one used for emergency warning and further design coordination to provide compliant hearing augmentation during subsequent detailed design development stages.
5.8	Glazing on an Accessway	•		Capable of compliance, subject to further design coordination to provide compliant glazing on an accessway during subsequent detailed design development stages.
5.9	Slip Resistance	•		Capable of compliance, subject to further design coordination to provide surfaces with compliant slip resistance during subsequent detailed design development stages.
5.10	Thresholds	•		Capable of compliance, subject to further design coordination to provide compliant thresholds during subsequent detailed design development stages.
<b>Vertical Circulation</b>				
6.1	Passenger Lifts	•		Capable of compliance, subject to further design coordination to provide compliant passenger lifts during subsequent detailed design development stages.
6.2	Accessible Ramp	•		Capable of compliance, subject to further design coordination to provide compliant ramps during subsequent detailed design development stages.
6.3	Stairs	•		Capable of compliance, subject to further design coordination to provide compliant stairs during subsequent detailed design development stages.
6.4	Fire Isolated Stairs	•		Capable of compliance, subject to further design coordination to provide compliant fire-isolated stairs during subsequent detailed design development stages.
<b>Sanitary Facilities</b>				
7.1	Unisex Accessible Toilets	•		Capable of compliance, subject to further design coordination to provide compliant unisex accessible toilets during subsequent detailed design development stages.
7.2	Unisex Accessible Shower/s	•		Capable of compliance, subject to further design coordination to provide compliant unisex accessible shower/s where required during subsequent detailed design development stages.
7.3	PAD Cubicles	•		Capable of compliance, subject to further design coordination to provide compliant PAD cubicles during subsequent detailed design development stages.



## 4. ACCESS AND APPROACH - EXTERNAL AREAS

### 4.1 Approach from the Allotment Boundary (BCA Part D3.2)

The BCA requires that a continuous accessible path of travel within the meaning of AS1428 .1 (2009) be provided from the allotment boundary at the main points of pedestrian entry to the main entrance.

*Drawings indicate that a formed footpath can be provided from the allotment boundary and can offer compliance subject to further coordination and detailing to comply during subsequent detailed design development stages.*

### 4.2 Approach from the Accessible Carparking (BCA Part D3.2)

The BCA requires that a continuous accessible path of travel within the meaning of AS1428.1 (2009) be provided from the accessible carparking areas to the main entrance.

*There are no provisions of accessible car parking spaces as a stacker car parking facility is proposed. An accessible approach from the car stacker facility can be provided to the building entrance subject to further design coordination during subsequent detailed design development stages. This requirement is capable of compliance, subject to further design coordination.*

### 4.3 Approach between Buildings on Site (BCA Part D3.2)

The BCA requires that a continuous accessible path of travel within the meaning of AS1428.1 (2009) be provided between associated accessible buildings.

*At current stage there can be a continuous accessible path of travel between the Pitt Street Metro North OSD down to the Metro Station subject to further coordination during detailed design development.*

### 4.4 Accessible Carparking (BCA Part D3.5)

Accessible carparking, designed and constructed in accordance with AS 2890.6 (2009), is required to be provided as per the below ratio:

Class of building to which the carpark or carparking area is associated	Number of accessible carparking spaces required
Class 5	1 space for every 100 carparking spaces or part thereof.

*A car stacker system proposed. Philip Chun Accessibility can explore the possibility of accepting the car stacker system under a performance solution during subsequent detailed design development stages.*

### 4.5 Building Entrance (BCA Part D3.2)

A continuous, accessible path of travel must be provided through the principal pedestrian entrance and not less than 50% of all pedestrian entrances / exits.

Where the total floor area of the building exceeds 500m<sup>2</sup>, therefore the distance of travel between accessible and inaccessible entrances must not exceed 50m.

Where a door required to be accessible has more than one door leaf, one of the leaves must have a clear opening of 850mm.

*This requirement is capable of compliance, subject to further design coordination to provide compliant building entrances during subsequent detailed design development stages.*



## 5. ACCESSIBILITY PROVISIONS – INTERNALS AREAS

### 5.1 Internal Paths of Travel Generally (BCA Part D3.3)

BCA Part D3.3 requires that accessways complying with AS 1428.1 (2009) must be provided to and throughout areas of buildings required to be made accessible, including:

- Minimum corridor widths of not less than 1000mm;
- Passing spaces with a minimum width of 1800mm and minimum length of 2000mm to be provided in corridors at maximum 20m intervals where a direct line of sight is not available; and
- Turning spaces of minimum 1540mm width and minimum 2070mm length to be provided within 2m of the end of corridors and at maximum 20m intervals.
- Increased landings are required at changes of direction, including 1500mm x 1500mm turning spaces to facilitate a 60-90 degree turn.

Note: a passing space may serve as a turning space.

*Design is capable of compliance, subject to further design coordination to provide compliant internal paths of travel during subsequent detailed design development stages.*

### 5.2 Floor Finishes / Surfaces (BCA Part D3.3)

The following applies to interior finished and surface materials, in keeping with AS1428.1 (2009):

- Where carpet or any soft flexible materials are used as flooring material, the pile height or pile thickness is to be no greater than 11mm and the carpet backing to be not more than 4mm thick.
- Matting recessed within a continuous accessible path of travel to have a surface level difference to surrounding materials not more than 3mm for vertical and 5mm for rounded or bevelled edges.
- Grates are to have openings no greater than 13mm in diameter and any slotted openings to be no more than 13mm wide and orientated perpendicular to the dominant direction of travel.

*Design is capable of compliance, subject to further design coordination to provide compliant floor finishes during subsequent detailed design development stages.*

### 5.3 Internal Doors

Doors and doorways to be provided with the following circulation clearances as per AS 1428.1 (2009):

**Table 5.3(a) – Hinged Door Requirements**

Door Approach	Door opening direction	Clearances (mm)		
		Latch side	Hinge side	Depth in front of door
Front	Towards occupant	530	110	1450
	Away from occupant	510	-	1450
Latch Side	Towards occupant	900	110	1670
	Away from occupant	660	240	1240
Hinge Side	Towards occupant	900	660	1670
	Away from occupant	340	560	1220
Either Side	Towards occupant	900	660	1670
	Away from occupant	660	560	1240

**Table 5.3(b) – Sliding Door Requirements**

Door Approach	Clearances (mm)		
	Latch side	Slide side	Depth in front of door
Front	530	-	1450
Slide Side	395	660	1280
Latch Side	660	185	1230



Either Side	660	660	1280
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**Note:** the above clearances are based upon an unobstructed door opening of 850mm, which is the minimum required clearance. Unobstructed door openings greater than 850mm will have different requirements. This will be reviewed upon provision of a door schedule and detailed architectural drawings.

Where a door required to be accessible has more than one door leaf, one of the leaves must have a clear opening of 850mm.

The distance between successive doors within airlocks, vestibules and the like require a minimum 1450mm depth between swing doors, 900mm for the path of travel to ambulant toilet cubicles.

*Design is capable of compliance, subject to further design coordination to provide compliant doorways during subsequent detailed design development stages.*

#### 5.4 Exemptions (BCA Part D3.4)

Where full access is unachievable due to the functions of the space, there may be opportunity to assess the area under the permitted exemptions of the BCA D3.4 which states:

The following areas are not required to be accessible:

- a) An area where access would be inappropriate because of the particular purpose for which the area is used.
- b) An area that would pose a health or safety risk for people with a disability.
- c) Any path of travel providing access only to an area exempted by (a) or (b).

*Due to the inappropriate functions of services related areas on typical floor plate such as various Plant rooms, fire hydrant/pump/booster assembly rooms, fire control room; the majority of these areas can be subject to a D3.4 exemption under the provisions of the BCA.*

*There are multiple storage rooms and unidentified B.O.H rooms that require confirmation as to what is being stored and what the unidentified rooms will be used for. This can be coordinated, confirmed and addressed during subsequent detailed design development stages.*

#### 5.5 Signage (BCA Part D3.6)

Braille and tactile signage is required to be provided throughout any building required to be made accessible in accordance with BCA specification D3.6 and AS1428.1 (2009) and must identify:

- Each sanitary facility
- Any space with a hearing augmentation system
- Accessible unisex facilities and indicate whether the facility is suitable for left or right handed use
- Ambulant accessible sanitary facilities on the door of the cubicle
- Where an entrance is not accessible, directional signage to identify nearest accessible entrance
- Where a bank of sanitary facilities is not provided with an accessible sanitary facility, directional signage to identify nearest accessible sanitary facility.
- Each door required by Part E4.5 to be provided with an exit sign and state "Exit" and "Level" followed by either the floor level number, the floor descriptor or combination of these.

*The abovementioned requirements can be coordinated and addressed to comply during subsequent design development stages.*

#### 5.6 Hearing augmentation (BCA Part D3.7)

A hearing augmentation system must be provided where an inbuilt amplification system is provided, other than one used for emergency purposes only as required by BCA Part D3.7.

Further, for buildings that are required to be accessible, the BCA (Part D3.7) requires hearing



augmentation systems at service counters **where the user is screened from the service provider.**

Note: Consideration to the design specifications of AS 1428.5 (2010) is recommended, however is not mandatory to meet the Premises Standards.

*Design is capable of compliance, subject to confirmation of areas with built-in amplification system other than one used for emergency warning and further design coordination to provide compliant hearing augmentation during subsequent detailed design development stages.*

**5.7 Tactile indicators (BCA Part D3.8)**

Where a building is required to be made accessible, BCA Part D3.8 requires that tactile indicators must be provided, in accordance with AS1428.4.1 (2009) to:

- A stairway
- A ramp, other than kerb ramp
- Any overhead obstruction less than 2m above the FFL, other than a doorway, where a suitable barrier has not been provided
- Where an accessway meets a vehicular way in the absence of a kerb or kerb ramp

*Design is capable of compliance, subject to further design coordination to provide compliant tactile indicators during subsequent detailed design development stages.*

**5.8 Glazing on an accessway (BCA Part D3.12)**

BCA Part D3.12 requires that where full height glazing that can be mistaken for an unobstructed opening is provided along an accessway, the glazing must be provided with visual identification as per AS 1428.1 (2009).

*Design is capable of compliance, subject to further design coordination to provide compliant glazing on an accessway during subsequent detailed design development stages.*

**5.9 Slip Resistance (BCA Part D2.14)**

Landings in a stairway must have:

- (a) a surface with a slip-resistance classification not less than that listed in Table D2.14 when tested in accordance with AS 4586; or
- (b) a strip at the edge of the landing with a slip-resistance classification not less than that listed in Table D2.14 when tested in accordance with AS 4586, where the edge leads to a *flight* below

Application	Surface Conditions	
	Dry	Wet
Ramp steeper than 1:14	P4 or R11	P5 or R12
Ramp steeper than 1:20 but not steeper than 1:14	P3 or R10	P4 or R11
Tread or landing surface	P3 or R10	P4 or R11
Nosing or landing edge strip	P3	P4

*Design is capable of compliance, subject to further design coordination to provide compliant slip resistance for ramps and stairs during subsequent detailed design development stages.*

**5.10 Thresholds (BCA Part D2.15)**

The threshold of a doorway must not incorporate a step or ramp at any point closer to the doorway than the width of the door leaf unless:



- (a) in patient care areas in a Class 9a health-care building, the door sill is not more than 25 mm above the finished floor level to which the doorway opens; or
- (b) in a Class 9c aged care building, a ramp is provided with a maximum gradient of 1:8 for a maximum height of 25 mm over the threshold; or

NSW D2.15 (d) and (e):

- (c) in a building required to be accessible by Part D3, the doorway
  - (i) opens to a road or open space; and
  - (ii) is provided with a threshold ramp or step ramp in accordance with AS 1428.1 (2009); or
- (d) in other cases
  - (i) the doorway opens to a road or open space, external stair landing or external balcony; and
  - (ii) the door sill is not more than 190 mm above the finished surface of the ground, balcony, or the like, to which the doorway opens.

*Design is capable of compliance, subject to further design coordination to provide compliant door thresholds during subsequent detailed design development stages.*



## 6. VERTICAL CIRCULATION

### 6.1 Passenger Lifts (BCA Part E3)

Every passenger lift in an accessible building must be suitable for use by people with a disability and offer compliance with AS1725.12. Typically, the following is required to be provided:

#### Lift dimensions

- Lift floor dimensions of not less than 1100mm X 14000mm for lifts which travel not more than 12m.
- Lift floor dimensions of not less than 1400mm X 1600mm for lifts which travel more than 12m.
- Provision for a stretcher facility within at least one emergency lift required by E3.4, or where an emergency lift is not required, if passenger lifts are installed to serve any storey above an effective height of 12m, in at least one of those lifts to serve every floor served by lifts.

#### Lift Features

- Handrail complying with the provisions for a mandatory handrail in AS1735.12.
- Minimum clear door opening complying with AS1735.12.
- Passenger protection system complying with AS1735.12.
- Lift landing doors at the upper landing.
- Lift car and landing control buttons complying with AS173.5.12.
- Lighting in accordance with AS1735.12.
- Emergency hands-free communication, including a button that alerts a call centre of a problem and a light to signal that the call has been received.

All passenger lifts serving more than 2 levels must possess:

- Automatic audible information within the lift car to identify the level each time the car stops.
- Audible and visual indications at each lift landing to indicate the arrival of the lift car.
- Audible information and audible indication must be provided in a range between 20-80dB(A) at a maximum frequency of 1500Hz.

*Design is capable of compliance, subject to further design coordination to provide compliant passenger lifts during subsequent detailed design development stages.*

### 6.2 Accessible Ramps (BCA Part D3.3 & D3.11)

All accessible ramps must be designed and constructed in accordance with AS 1428.1 (2009) Clause 10. The maximum allowable gradient of the ramp is 1:14, minimum clear width to be 1000mm and maximum length between landings to be 9m (for 1:14 gradient).

On and accessway –

- a) A series of connected ramps must not have a combined vertical rise of more than 3.6m; and
- b) A landing for a step ramp must not overlap a landing for another step ramp or ramp.

*There are multiple ramps and walkways proposed for wheel chair users. Design of ramps and walkways is capable of compliance subject to further design coordination during subsequent detailed design development stages.*

### 6.3 Stairs (BCA Part D3.3)

All stairways, excluding fire-isolated stairs, must be designed and constructed in accordance with AS 1428.1 (2009) Clause 11 and include the provision of handrails, handrail extensions, opaque risers, contrasting nosing strips and tactile indicators.



There is a new external communication stair proposed at the new amphitheatre to connect to the new building. AS1428.1 has access requirements for all public access stairs and can be applicable in this instance.

*Design is capable of compliance, subject to further design coordination to provide compliant stairways during subsequent detailed design development stages.*

#### **6.4 Fire Isolated Stairs (BCA Part D3.3)**

All fire-isolated stairways must possess luminance contrast to the stair nosing as per AS 1428.1 (2009) Clause 11.1(f) and (g).

As per BCA Clause D2.17 (vi), handrails within the fire isolated stairways are required to comply with Clause 12 of AS 1428.1 (2009). The height of handrails is to be between 865-1000mm and be consistent along the length of the stair. Consider the design of a staggered stair to avoid handrail extensions intruding into stairway landings, particularly in the down flight.

*Design is capable of compliance, subject to further design coordination to provide compliant fire-isolated stairs during subsequent detailed design development stages.*



## 7. SANITARY AND OTHER FACILITIES

### 7.1 Unisex Accessible Toilets (BCA Part F2.4)

Accessible unisex sanitary compartments must be provided in accessible parts of the building in accordance with Table F2.4 (a). That is:

Class of building	Minimum accessible unisex sanitary compartments to be provided
Class 5, 6, 7, 8 and 9 — except for within a ward area of a Class 9a <i>health-care</i> <i>building</i>	Where Part F2.3 of the <i>BCA</i> requires closet pans: (a) 1 on every <i>storey</i> containing <i>sanitary compartments</i> ; and (b) where a <i>storey</i> has more than 1 bank of <i>sanitary compartments</i> containing male and female <i>sanitary compartments</i> at not less than 50% of those banks

#### Design

- An accessible unisex sanitary compartment must contain a closet pan, washbasin, shelf or bench top and adequate means of disposal of sanitary towels.
- The circulation spaces, fixtures and fittings of all accessible sanitary facilities must comply with the requirements of AS1428.1.
- Where two or more of each type of accessible unisex sanitary facility are provided, the number of left and right handed mirror image facilities must be provided as evenly as possible.
- The door to a fully enclosed sanitary compartment must:
  - (i) Open outwards; or
  - (ii) Slide; or
  - (iii) Be readily removable from the outside of the sanitary compartment.

Unless there is a clear space of at least 1.2m measured in accordance with Figure F2.5, between the closet pan with the sanitary compartment and the doorway.

#### Location

- An accessible sanitary facility must be located so that it can be entered without crossing an area reserved for one sex only.
- Where male sanitary facilities are provided in a separate location to female sanitary facilities, accessible unisex sanitary facilities are only required at one of these locations.

*Design is capable of compliance, subject to further design coordination to provide compliant unisex accessible sanitary compartments during subsequent detailed design development stages.*

### 7.2 Unisex Accessible Shower (BCA Part F2)

Accessible unisex showers must be provided in accordance with Table F2.4(b). That is:

Class of building	Minimum accessible unisex showers to be provided
Class 5, 6, 7, 8 and 9 — except for within a ward area of a Class 9a <i>health-care</i> <i>building</i>	Where Part F2.3 of the <i>BCA</i> requires 1 or more showers, not less than 1 for every 10 showers or part thereof.

*Design is capable of compliance, subject to further design coordination to provide compliant unisex accessible shower/s where required during subsequent detailed design development stages.*

### 7.3 Sanitary compartments for people with an ambulant disability (BCA Part F2.4)



At each bank of toilets where there are one or more toilets are provided in addition to an accessible unisex sanitary compartment at that bank of toilets, a sanitary compartment suitable for people with an ambulant disability (PAD) must be provided for use by males and females.

Design of the cubicles is to include the following:

- PAD cubicles within male and female toilets to be in compliance with AS1428.1 (2009).
- Width of PAD cubicles is to be 900–920mm.
- Provide grabrails to PAD cubicles.
- Provide 900 x 900mm circulation space in front of pan and each side of doors on path to the toilet. Doors are not to swing into circulation spaces.

*Design is capable of compliance, subject to further design coordination to provide compliant sanitary compartments for people with ambulant disability during subsequent detailed design development stages.*



## 8. CONCLUSION

We have assessed the architectural documentation available to date and have reviewed the proposed building works with respect to the Building Code of Australia 2019 and Premises Standards. In our opinion, Development Consent should not be withheld for concern that the works cannot meet a combination of the Deemed-to-Satisfy and Performance Requirements of the Building Code of Australia 2019. Areas of the design are still being refined and will be addressed for compliance during subsequent design development stages.