



## **DDA Compliance Statement – Village Precinct and Car Park Section** **4.55 Modification – Concept / Schematic Phase**



## 1. Introduction

On 6 December 2018, the then Minister for Planning approved a concept development application and concurrent early works package (SSD 9249) to facilitate redevelopment of the Sydney Football Stadium.

The concept approval established the maximum building envelope, design and operational parameters for a new stadium with up to 45,000 seats for patrons and allowing for 55,000 patrons in concert mode. The concurrent Stage 1 works, which were completed on 28 February 2020, facilitated the demolition of the former SFS and associated buildings.

Stage 2 of the Sydney Football Stadium (SFS) Redevelopment (SSD 9835) was approved by the Minister for Planning and Public Spaces on 6 December 2019. Stage 2 provides for:

- construction of the stadium, including:
  - 45,000 seats (additional 10,000 - person capacity in the playing field in concert mode) in four tiers including general admission areas, members seating and corporate / premium seating;
  - roof cover over all permanent seats and a rectangular playing pitch;
  - a mezzanine level with staff and operational areas;
  - internal pedestrian circulation zones, media facilities and other administration areas on the seating levels;
  - a basement level (at the level of the playing pitch) accommodating pedestrian and vehicular circulation zones, 50 car parking spaces, facilities for teams and officials, media and broadcasting areas, storage and internal loading areas;
  - food and drink kiosks, corporate and media facilities; and
  - four signage zones.
- construction and establishment of the public domain within the site, including:
  - hard and soft landscaping works;
  - publicly accessible event and operational areas;
  - public art; and
  - provision of pedestrian and cycling facilities.
- wayfinding signage and lighting design within the site;
- reinstatement of the existing Moore Park Carpark 1 (MP1) upon completion of construction works with 540 at-grade car parking spaces and vehicular connection to the new stadium basement level;
- operation and use of the new stadium and the public domain areas within the site for a range of sporting and entertainment events; and
- extension and augmentation of utilities and infrastructure.

SSD 9835 has been modified on five previous occasions:

- MOD 1 amended Conditions B14 and B15 to satisfy the regulatory requirements of the Contaminated Land Management Act 1997;
- MOD 2 approved the design, construction and operation of the Stadium Fitness Facilities;
- MOD 3 approved design refinements to the western mezzanine and introduced a new condition to facilitate approval of signage details within the approved signage zones;
- MOD 4 relocated the approved photovoltaic array from the SFS roof to the Level 5 plant room roofs and revised the approved sustainability strategy; and
- MOD 5 updated plan references and dates in the Instrument of Consent.

A sixth modification which seeks approval for the fit out and operation of the SFS' eastern mezzanine for the Sydney Roosters Centre of Excellence (MOD 6) was placed on public exhibition by the Department of Planning Industry and Environment between 19 August and 1 September 2021.

## 2. Precinct Village and Car Park

### 2.1. Vision

Venues NSW (VNSW) is proposing to introduce a village community space, event plaza and multi level car park to complement the SFS and adjoining Moore Park and Centennial Parklands. The proposed development will facilitate the permanent closure of the EP2 on-grass parking areas within Moore Park opposite the MP1 car park and enable its use for open space purposes consistent with the Moore Park Masterplan.

The vision for the Precinct Village and Car Park is set out below:

*The Precinct Village and Car Park provides a platform and canvas for an exceptional community asset and iconic design, that visually and physically connects to the adjacent Moore Park East and Kippax Lake. It provides patrons with quality café and dining experiences in an idyllic parkland setting and well-being play and relaxation nodes which engage with all ages. An event plaza, connected to the Stadium plaza provides a seamless opportunity for greater patron and community engagement through non-event and event day functions (Architectural Design Statement, Cox August 2021).*

### 2.2. Location

The Precinct Village and Car Park is proposed to be located on the land west of the SFS, currently approved under SSD 9835 as the MP1 Car Park. It will extend to Moore Park and Driver Avenue and will adjoin the existing UTS, Rugby Australia and NRL Central buildings, all of which are to be retained and do not form part of the project site. A Location Plan is provided at Figure 1.

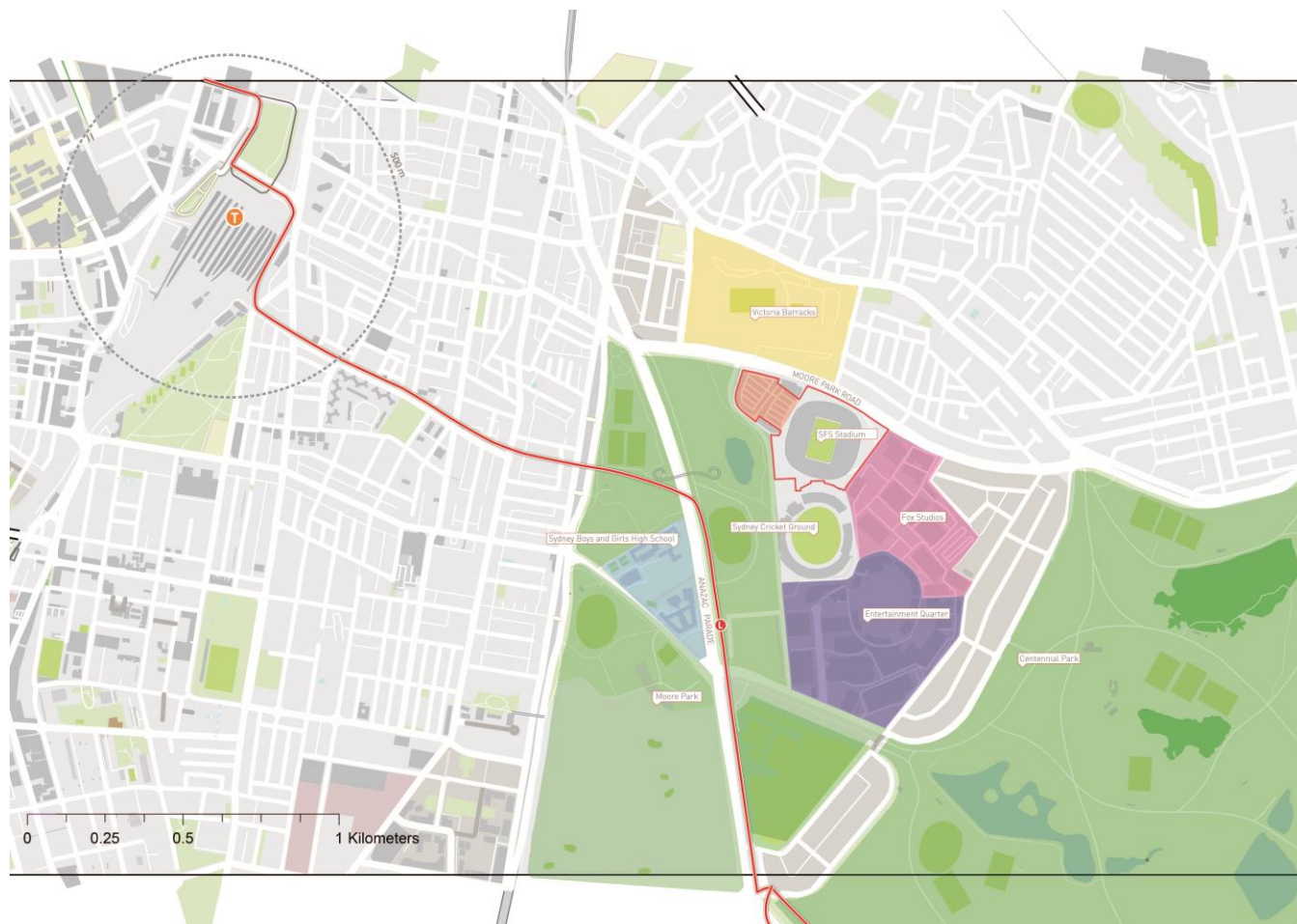


Figure 1 – Precinct Village and Car Park Location



### 2.3. Development Description

The Precinct Village and Car Park has been designed to align with the conditions and commitment established within SSD 9835, particularly relating to delivering a LEED Gold rated sustainable precinct, and will include:

- Up to a maximum of 1,500 space multilevel carpark below ground level with the following access arrangements:
  - 1 x egress point onto Moore Park Road to be used on event days only;
  - 1 x two-lane access point from Driver Ave to be used on event and non-event days; and
  - dedicated area within the car park for operation/servicing vehicles.
- Reconfiguration of the currently approved drop off requirements for the elderly and mobility impaired.
- Free flow level pedestrian access to and from the SFS concourse from Driver Ave and Moore Park Road.
- Electric car charging provision.
- A versatile and community public domain, comprising:
  - provision for 4 x north-south orientated tennis courts on non-event days with the potential to become an event platform on event days;
  - children's playground;
  - 1,500m<sup>2</sup> cafe / retail / restaurants with associated amenities in a single storey pavilion (6 metre) low level;
  - customer service office and ticket window; and
  - vertical transport provisions.
- Utilities provision augmentation.

Figure 2 illustrates the proposed Precinct Village and Car Park concept. Refer to the architectural within the Architectural Design Statement (Cox, August 2021) and landscape plans (Aspect, August 2021) for further details.



## Figure 2 – Precinct Village and Car Park Development

### 2.4. Proposed Operation

The Precinct Village is proposed to be accessible from 8am to 11pm to align with the approved operating hours for the SFS.

The tennis court operating hours are proposed to be the same as the approved operating hours for the Stadium Fitness Facilities.

The car park will be automated, replicating the existing arrangements at the nearby Entertainment Quarter and will be accessible 24 hours a day, 7 days a week.

The public domain is proposed to be curated as a series of distinct, flexible and purpose specific settings for event day patrons and the general public. These inviting public places will offer rich, engaging and shared experiences. An indication of the activity types, frequencies and durations proposed within the public domain is provided in the Architectural Design Statement (Cox Architecture, August 2021) and Planning Statement (Ethos Urban, August 2021).

### 2.5. Delivery

The Precinct Village and Car Park is proposed to be delivered in two stages:

- Stage 1, herein referred to as the East Car Park, consists of the area between the Rugby Australia and NRL Central buildings, immediately adjacent to the SFS concourse.
- Stage 2, herein referred to as the West Car Park, consists of the residual area immediately adjacent to the proposed East Car Park, bounded by Driver Ave and Moore Park Road.

The East Car Park is proposed to be delivered ahead of the opening of the SFS in 2022. The West Car Park is proposed to be delivered after the SFS opening, sometime in 2023.

## 3. Proposed Modifications

To facilitate the Precinct Village and Car Park, SSD 9249 and SSD 9835 are required to be modified. The proposed modification to SSD 9249 (concept development application) has been submitted under separate cover. SSD 9835 is proposed to be modified to facilitate construction, fit-out and operation of Precinct Village and Car Park as described above.

## 4. Purpose of this Report

This Accessibility Statement Report has been prepared to support the Precinct Village and Car Park modification. This Report specifically addresses the following Secretary's Environmental Assessment Requirements (SEARs) issued in respect of SSD 9825 and as relevant to the Precinct Village and Car Park project:

Secretary's Environmental Assessment Requirements	Report Section
<b>Disabled access</b> Provide an Access Report to demonstrate that the building(s) and all public domain areas have been designed and is / are capable of being constructed to provide access and facilities for people with a disability in accordance with the Building Code of Australia and the Disability Discrimination Act. Demonstrate equitable design outcomes for all users	Whole report

This Accessibility Report is to be read in conjunction with the following reports and documents:

- Planning Statement prepared by Ethos Urban (August, 2021);
- Architectural plans/elevations/sections and Architectural Design Statement, prepared by Cox Architecture (August, 2021);
- Design Integrity Assessment Report prepared by Cox Architecture (August, 2021);

- Landscape plans and Landscape Design Report prepared by Aspect (August, 2021);
- Transport Assessment prepared by JMT (August, 2021);
- Noise and Vibration Assessment prepared by Arup (August, 2021);
- Stormwater and Flooding Assessment prepared by Arup (August, 2021);
- Visual Impact Assessment prepared by Ethos Urban (August, 2021);
- Social/Economic Statement prepared by Ethos Urban (August, 2021);
- Heritage Impact Statement prepared by Artefact (August, 2021);
- Sustainability Assessment prepared by LCI (August, 2021);
- Security Statement/CPTED prepared by Intelligent Risks (August, 2021);
- Contamination Assessment prepared by Douglas Partners (August, 2021);
- Aboricultural Assessment prepared by Tree IQ (August, 2021);
- Wind Assessment prepared by Arup (August, 2021);
- Infrastructure Services Strategy prepared by Arup (August, 2021);
- Geotechnical Assessment prepared by Arup (August, 2021);
- Public Domain Lighting Assessment prepared by Arup (August, 2021);
- BCA Assessment prepared by Blackett Maguire Goldsmith (August 2021).

## PROJECT SCOPE

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- **NCC/BCA 2019 – Compliance/D3.4 Dispensation**

This report is specific to the Village Precinct and Car Park project and makes no comment on any other building component both designed or as-built.

The Village Precinct and Carpark project is a modification to the MP1 area within the precinct. The site will provide an underground carpark over several levels and above will provide a new village green and community playground, performance stage, restaurant and café precinct and future commercial tenancies to promote an innovation & sports hub.

- Carpark access is via Driver Avenue, pedestrian connections and access is indicated from Moore Park Road and from Sydney Football Stadium. The proposed access to the precinct will limit public access, generally the carpark will only be accessed by the stadium and members with public access only available on event days.
- Amenities to be provided include but not limited to:
  - 1500 carpark spaces total, min 350 east
  - 4 Tennis courts with north south orientation & no more than 30 degree NE
  - free flow level access from the concourse to the Village Precinct
  - Level access from Driver Ave onto the Village Precinct
  - Minimum 3000sq café / retail / restaurants including associated toilets
  - Playground for children similar to Lane Cove
  - Amphitheatre provision
  - Versatile rooftop public domain / activity space eg cinema by night, activation during events, community functions & events, recreational use
  - 2 x egress points
    - directly onto Moore Park Rd, for event day use only
    - directly onto Driver Ave, 2 sets of drive ways (1 x for operation vehicles / construction vehicles, 1 x for patron)
  - Provisions for DDA drop off as per the current SFS plans & requirements
  - Electric car charging provision – 5% minimum or to suit current sustainability initiatives
  - 2 x lifts or as required under code
  - Members customer service office & ticket window for use by the stadium, for members enquiries, card issues etc, to be nearest to Gate 2

**DA documentation drawings indicate**

**Level B1** provides carparking within the MP Park West, passenger lifts, fire stairs and plant / services.

**Level 0** provides Driver Avenue vehicular and pedestrian access to the carpark area MP Park East and West carparking, lobbies with passenger lifts and fire stairs, plant / services, loading zone, existing stair and ramp connection to the UTS building adjacent, bike parking, Sydney Football Stadium services level connection to carpark, existing ramp to the National Rugby League Centre.

**Level 1** provides MP Park East and West carparking, lobbies with passenger lifts and fire stairs.

**Village Precinct** provides Sydney Football Stadium connection at concourse level, 4 tennis courts also used for event space, landscaped areas, connecting paths for pedestrians for access to the corner of Moore Park Drive and Driver Avenue, vertical travel core to the carparking levels, food and beverage outlets with public sanitary facilities, one larger restaurant tenancy that will provide sanitary facilities within.

**Full design resolution to include details of the extent of amenities would be completed in later design phases.**



## Executive Summary

### DDA COMPLIANCE STATEMENT

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Before Compliance have reviewed the documentation for Concept / Schematic Design phase and can confirm that compliance for disability access provisions of the Building Code of Australia / National Construction Code and referenced Australian Standards for disability access provisions will be able to be complied with by a combination of deemed to satisfy design and application of performance based design solutions.

The development will meet the spirit and intent of the Disability Discrimination Act for provision of equitable access.

Universal design principles will be confirmed to be achieved in later design phases, current documentation supports this can be achieved.

## General site access and pedestrian movement information.

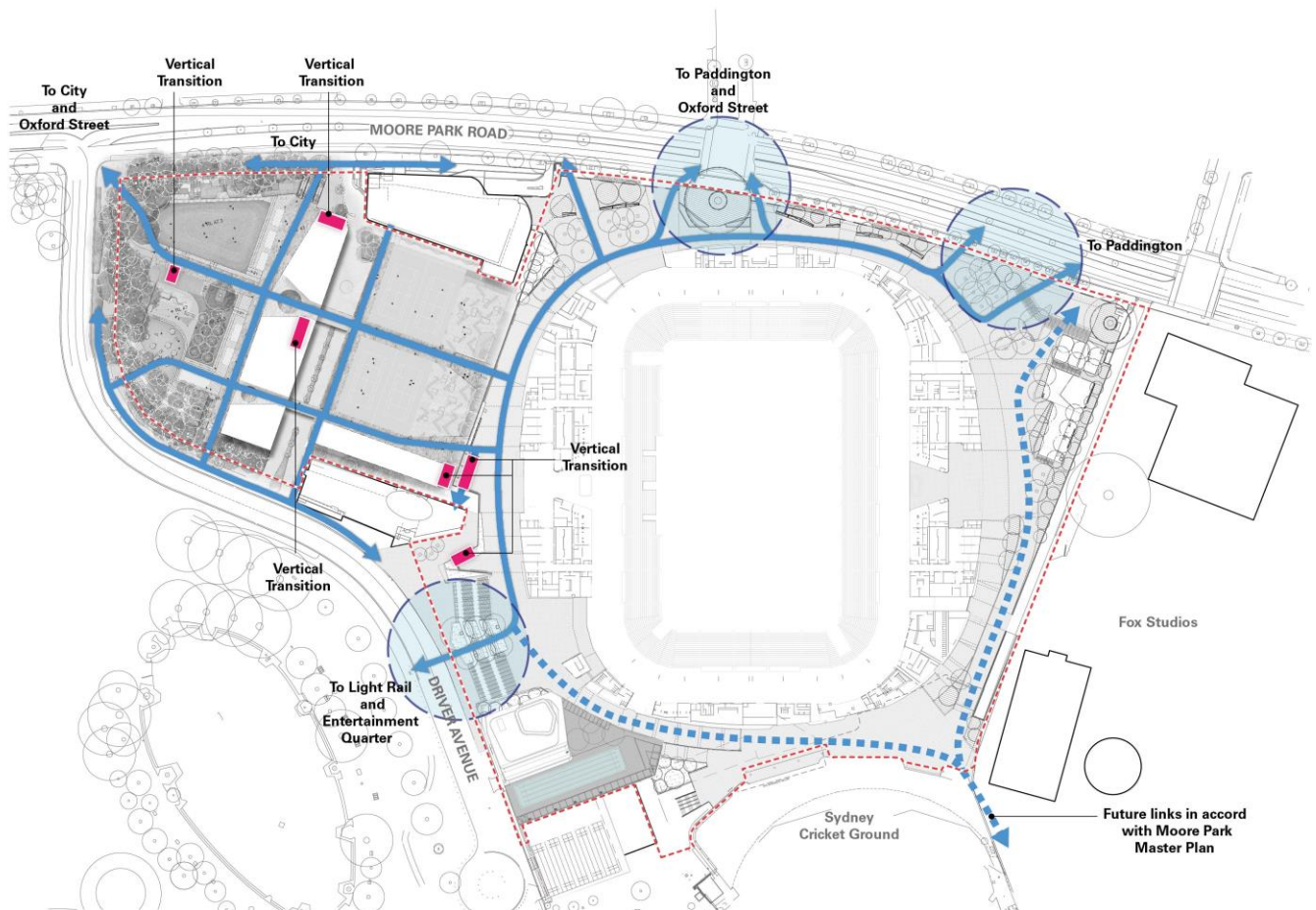
- **Access and circulation to the site** – Pedestrian access to the Precinct provides pedestrian links to the site from Moore Park Rd, Driver Avenue, light rail connection from Central Station and light rail stop from Anzac Pde, pedestrian links from Anzac Pde, event bus connection from Central Station.



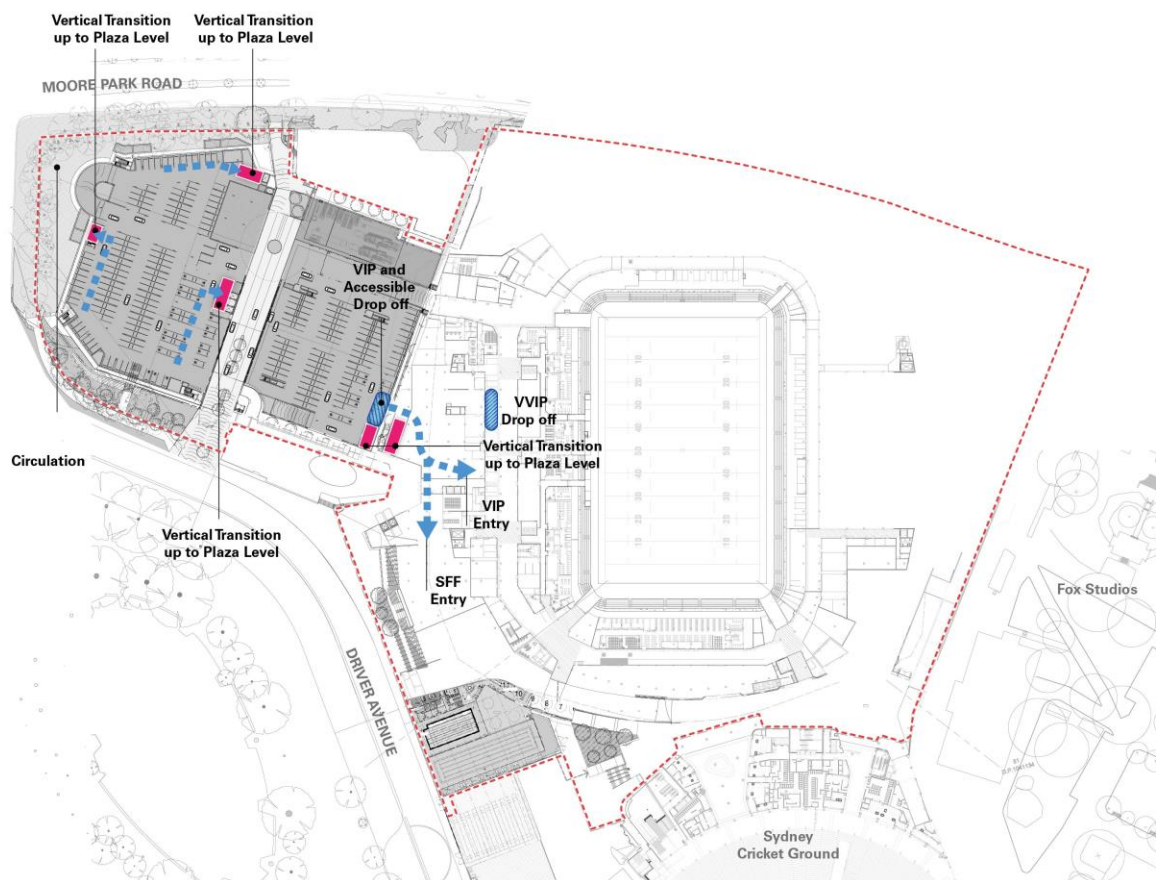
Figure 6: Urban Context

## Non Event Day Pedestrian Circulation

Connections from Moore Park Road and Driver Avenue to the new precinct with connections from the Village Precinct to the Sydney Football Stadium.

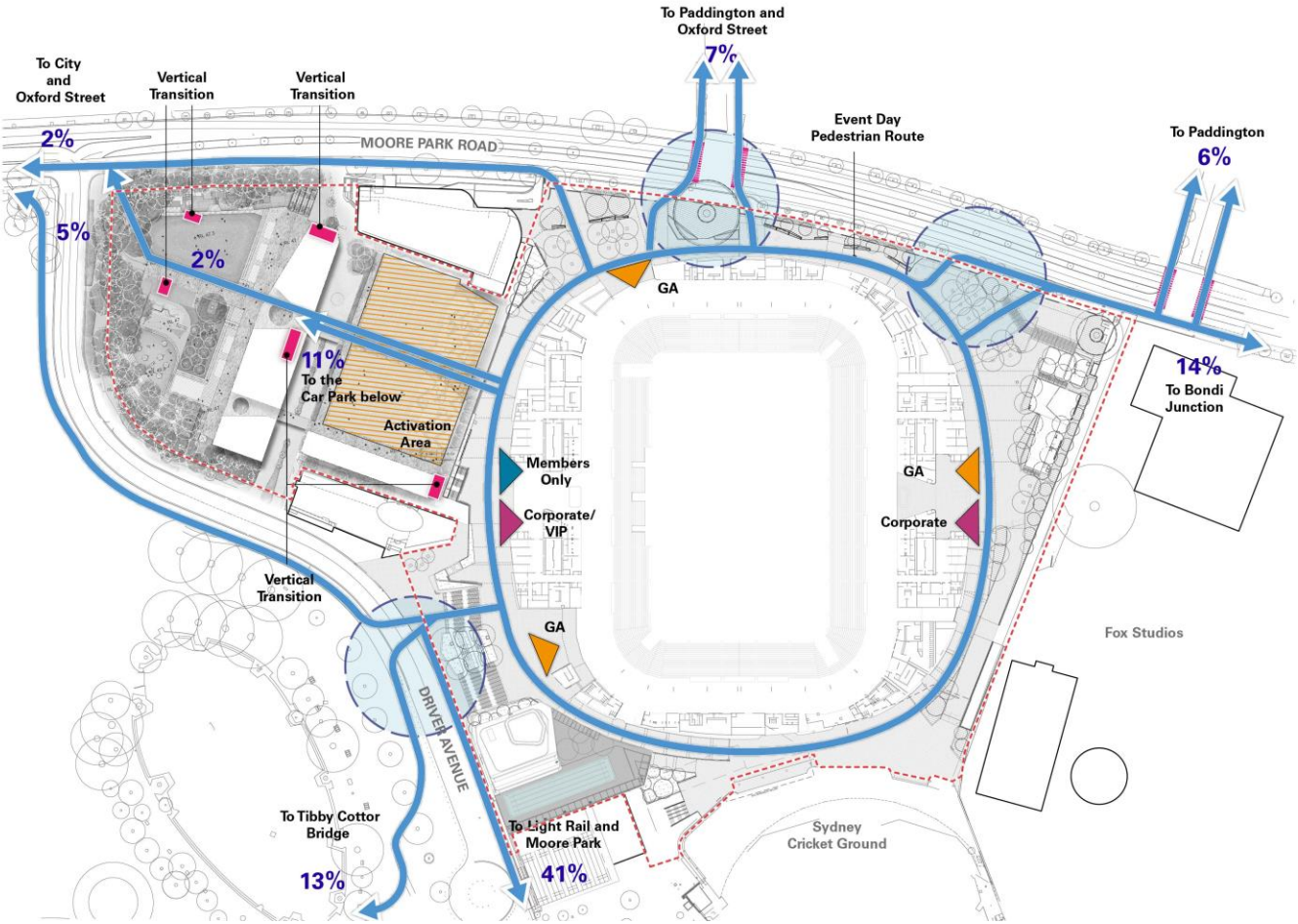


**Circulation at grade**— a connecting pathway from the corner of Moore Park Rd and Driver Avenue through the precinct to the Sydney Football Stadium is indicated to provide at grade access for use by members and the general public.



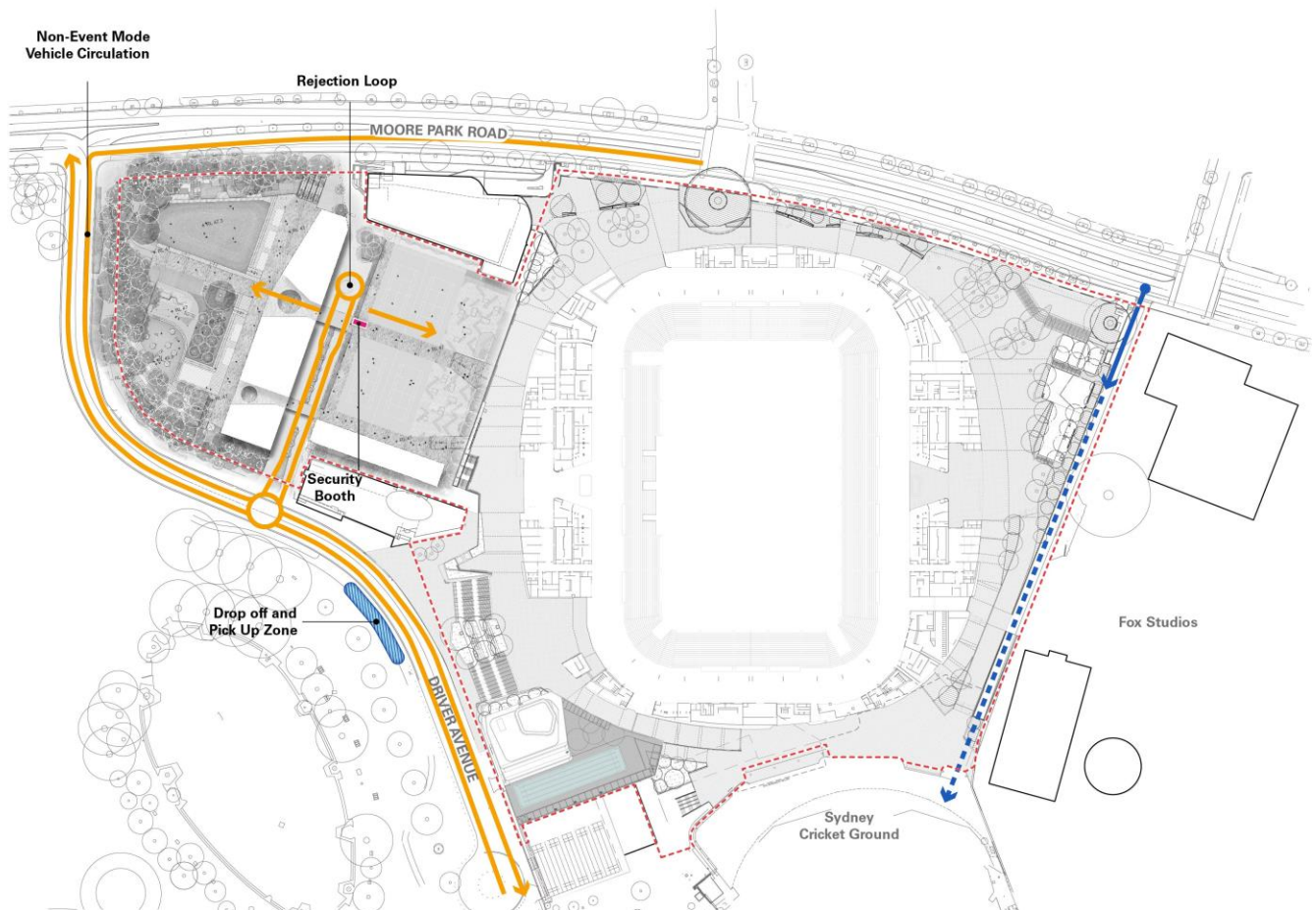


Event Day Pedestrian Circulation

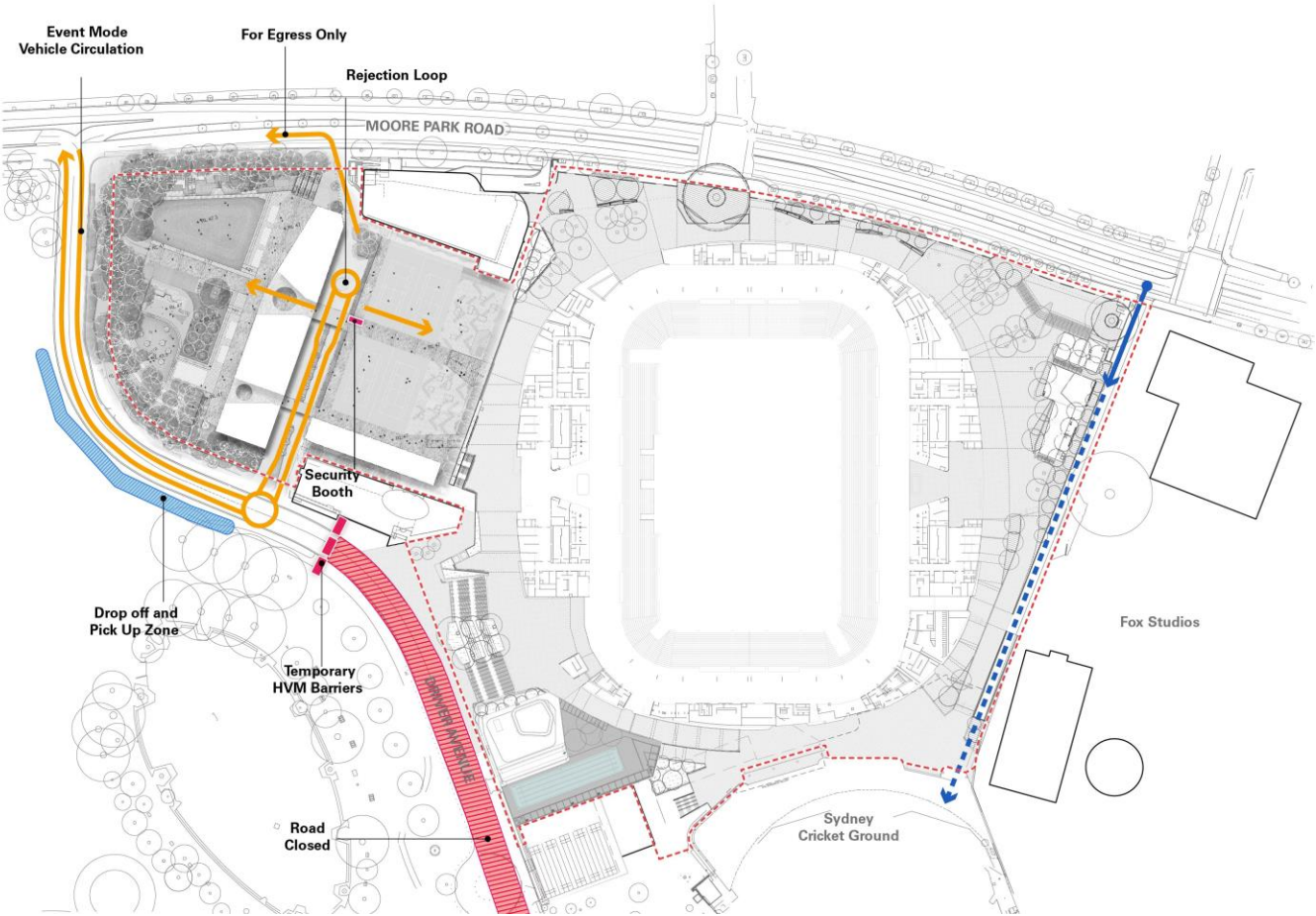


### Non Event Day car drop off and pick up

As indicated by the documentation package non Event Day drop off and pick up occurs from within the carpark accessed from Driver Avenue.



Event day car drop off and pick up

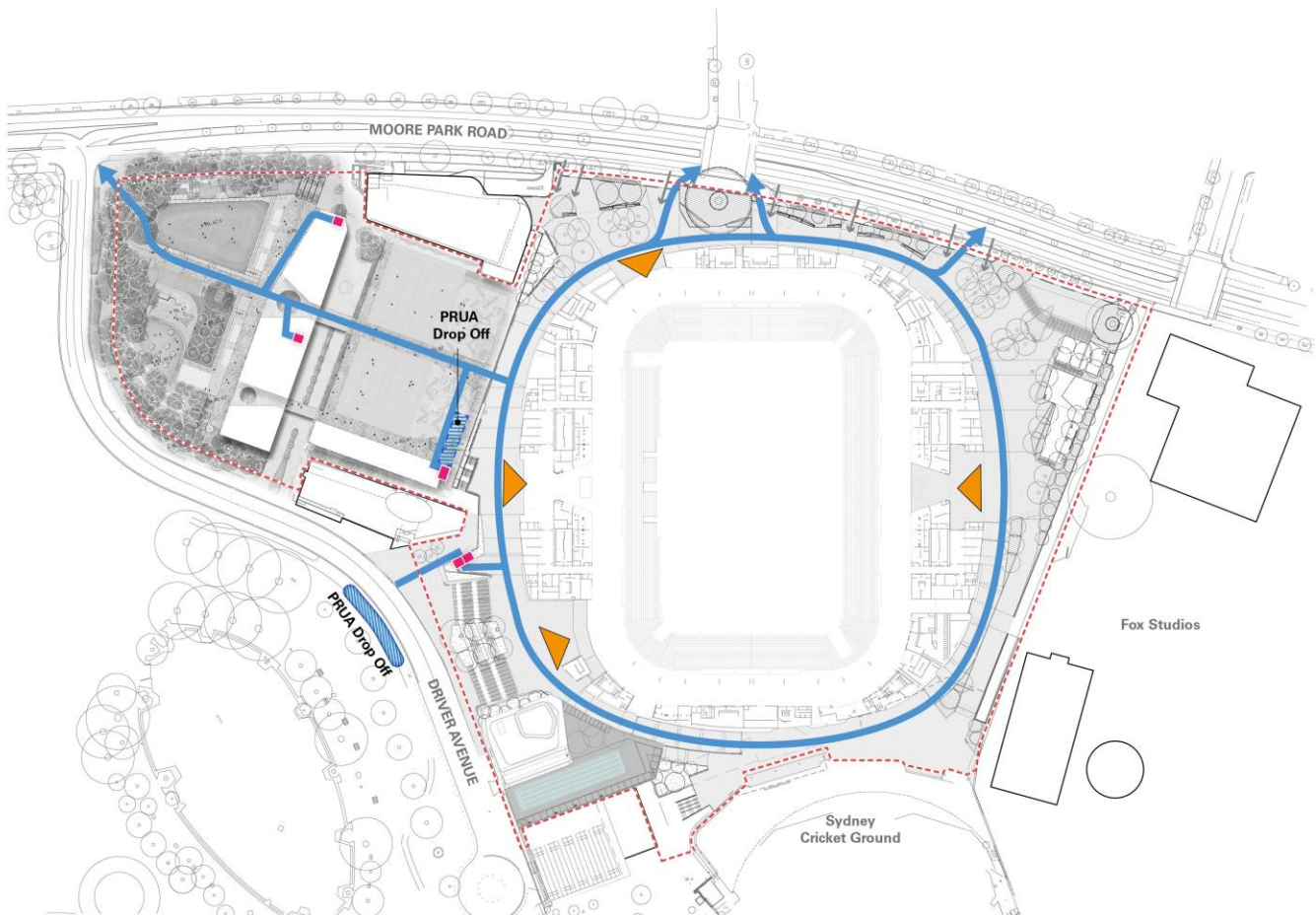




### Site Accessibility design intent

The proposal will promote universal design accessibility for the public (interpreted this will extend to all site occupants and the public).

Circulation pathways are as per the below plan:



### Discussion:

A Person Requiring Universal Access (PRUA) drop off zone from Driver Avenue provides connecting pathways to the main stair and vertical travel via accessible passenger lifts for access to the Sydney Football Stadium and for access to the lift at the car drop off zone with connecting pathways linking to the Village Precinct and through to the corner of Moore Park Rd and Driver Avenue for compliant at grade pedestrian access to the site.

Passenger lifts provide connection to lower carparking levels within the Village Precinct for compliant accessible paths of travel.



### **Wayfinding, signage and interpretation**

The proposal indicates a strategy for wayfinding and signage to be incorporated throughout the public domain to support seamless transition for the public from surrounding neighbourhoods into and within the site and to encourage use of the stadium. Urban Public and Aspect Studios have produced a Wayfinding and Signage Strategy for this purpose in accordance with the conditions of the Stage 2 consent. With implementation of this strategy identification of accessible paths of travel, vertical travel such as lifts and stairs, locations of public facilities will be provided for easy and accessible site wide wayfinding.

The Aspect Studios Landscaping design is proposed to keep visual obstructions to a minimum to have easy identification of key site access points for easy wayfinding.

## CORRESPONDENCE SCOPE

This accessibility and DDA compliance report is specific to Concept / Schematic Design Stage.  
A full listing of drawings and documentation pertinent to this report are attached in Appendix 1.

## DDA COMPLIANCE STATEMENT

Before Compliance have reviewed the documentation for Concept / Schematic Design phase and can confirm that compliance for disability access provisions of the Building Code of Australia / National Construction Code and referenced Australian Standards for disability access provisions will be able to be complied with by a combination of deemed to satisfy design and application of performance based design solutions. Refer to The development will meet the spirit and intent of the Disability Discrimination Act for provision of equitable access.

The proposed Concept / Schematic stage indicates it can comply to the key 2010 Disability (Access to Premises – Buildings) Standards and BCA 2019 Deemed-to-Satisfy Provisions (DTS) or could be considered for a Performance Based Design Solution.

DAPS/NCC DTS Clause No.	Clause Title	Will Comply with DTS Requirements	Performance Solutions item
D3.1	General Building Access Requirements	Indicates compliance can be achieved, will be fully confirmed in later design phases.  See comments in Supporting Evidence section	N/A
D3.2	Access to Buildings	Site pedestrian access from the allotment boundary from the corner or Moore Park Rd and Driver Avenue and access from Driver Avenue - Indicates compliance can be achieved, will be fully confirmed in later design phases.  Building entrance compliance - Indicates compliance can be achieved, will be fully confirmed in later design phases.  Connections to adjacent buildings - Indicates compliance can be achieved, will be fully confirmed in later design phases.	Site pedestrian access from the allotment boundary – Moore Park Rd stair access to the Village Precinct does not provide ramped or lift access, a performance solution can be applied.

		<p>Access from accessible car parking located on the allotment - Indicates compliance can be achieved, will be fully confirmed in later design phases.</p> <p>See comments in Supporting Evidence section</p>	
D3.3	Parts of a Building required to be accessible	<p>Indicates compliance can be achieved, will be fully confirmed in later design phases.</p> <p>See comments in Supporting Evidence section</p>	N/A
D3.5	Accessible Car Parking	<p>Indicates compliance can be achieved, will be fully confirmed in later design phases.</p> <p>See comments in Supporting Evidence section</p>	N/A
D3.6	Signage	<p>Indicates compliance can be achieved, will be fully confirmed in later design phases.</p> <p>See comments in Supporting Evidence section</p>	N/A
D3.7	Hearing Augmentation	<p>Indicates compliance can be achieved, will be fully confirmed in later design phases.</p> <p>See comments in Supporting Evidence section</p>	N/A

D3.8	TGSI**B4C will confirm the placement and configuration of TGSIs and indicate if there is going to be a luminous contrast, but does not confirm its % of luminous contrast. Building surveyor/installer/supplier to confirm	Indicates compliance can be achieved, will be fully confirmed in later design phases.  See comments in Supporting Evidence section	N/A
D3.9	Wheelchair Seating Spaces	Indicates compliance can be achieved, will be fully confirmed in later design phases.  See comments in Supporting Evidence section	N/A
D3.10	Swimming Pools	N/A	N/A
D3.11	Ramps	Indicates compliance can be achieved, will be fully confirmed in later design phases.	N/A
D3.12	Glazing on Access ways	Indicates compliance can be achieved, will be fully confirmed in later design phases.  See comments in Supporting Evidence section	N/A
E3.6	Passenger lifts	Indicates compliance can be achieved, will be fully confirmed in later design phases.  See comments in Supporting Evidence section	N/A



F2.4	Sanitary Facilities	Indicates compliance can be achieved, will be fully confirmed in later design phases.  See comments in Supporting Evidence section	N/A
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DDA compliance is not limited to the above BCA requirements; Compliance to the spirit and intent of the Disability Discrimination Act requires equal, independent and dignified access to goods and services and places of employment, therefore the following elements are required to be provided with universal design principles and compliance to the AS1428 series.

- |                                      |  |
|--------------------------------------|--|
| • Common area furniture and fixtures | To be confirmed in Supporting Evidence |
| • Emergency Evacuation               | To be confirmed in Supporting Evidence |
| • Tenancy fitout                     | N/A                                    |

## DAPS 2010 BCA D3.4 EXEMPTIONS

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This assessment is carried out in accordance with the Disability Discrimination Act (DDA) and where applicable NCC 2019 Clauses Part A2 clauses A2.0, A2.1, A2.2 & A2.3 & A2.4, Section D Part D3 Performance Requirements DP 1 to DP9 and Clause D3.4 Exemptions of the NCC.

**D3.4 exemptions** may be applied to the following areas due possibly to doorway, corridor, and passageway circulation spaces and head height clearances, which may depart from AS1428.1 2009 Clauses 6 Continuous accessible paths of travel, Clause 6.5 Circulation space for wheelchair turn and Clause 13.3 Circulation spaces at doorways on a continuous accessible path of travel.

**D3.4 exemptions** may be applied:

Location:	Details of reason D3.4 exemption is applied
All Plant and services rooms / enclosures	Deemed an area where access would be inappropriate because of the particular purpose for which the area is used and is an area that would pose a health or safety risk for people with a disability.

**National Construction Code Series 2019 Volume 1: Building Code of Australia 2019 Class 2 – 9 Buildings**

<b>Performance Requirement</b>
<p><b>DP1</b> Access must be provided, to the degree necessary, to enable-</p> <ul style="list-style-type: none"> <li>(a) People to- <ul style="list-style-type: none"> <li>i. Approach the building from the road boundary and from any accessible carparking spaces associated with the building; and</li> <li>ii. Approach the building from any accessible associated building; and</li> <li>iii. Access work and public spaces, accommodation and facilities for personal hygiene; and</li> </ul> </li> <li>(b) Identification of accessways at appropriate locations which are easy to find.</li> </ul> <p><i>Limitation: DP1 Does not apply to a Class 4 part of a building</i></p>
<p><b>DP2</b> So that people can move safely to and within a building, it must have-</p> <ul style="list-style-type: none"> <li>(a) Walking surfaces with safe gradients and</li> <li>(b) Any doors installed to avoid the risk of occupants- <ul style="list-style-type: none"> <li>i. Having their egress impeded; or</li> <li>ii. being trapped in the building; and</li> </ul> </li> <li>(c) Any stairways and ramps with- <ul style="list-style-type: none"> <li>i. Slip resistant walking surface on- <ul style="list-style-type: none"> <li>A. Ramps</li> <li>B. Stairway treads or near the edge of the nosing; and</li> </ul> </li> <li>ii. Suitable handrails where necessary to assist and provide stability to people using the stairway or ramp; and</li> <li>iii. Suitable landings to avoid undue fatigue; and</li> <li>iv. Landings where a door opens from or onto the stairway or ramp so that the door does not create an obstruction; and</li> <li>v. In the case of a stairway, suitable safe passage in relation to the nature, volume and frequency of likely usage.</li> </ul> </li> </ul>
<p><b>DP4</b> Exits must be provided from a building to allow occupants to evacuate safely with their number, location and dimensions being appropriate to-</p> <ul style="list-style-type: none"> <li>(a) The travel distance; and</li> <li>(b) The number, mobility and other characteristics of occupants; and</li> <li>(c) The function or use of the building; and</li> <li>(d) The height of the building; and</li> <li>(e) Whether the exit is from above or below ground level</li> </ul>
<p><b>DP6</b> So that occupants can safely evacuate the building, paths of travel to exists must have dimensions appropriate to-</p> <ul style="list-style-type: none"> <li>(a) The number, mobility and other characteristics of occupants; and</li> <li>(b) The function or use of the building.</li> </ul>
<p><b>DP8</b> Carparking spaces for use by people with a disability must be-</p> <ul style="list-style-type: none"> <li>(a) Provided, to the degree necessary, to give equitable access for car parking; and</li> <li>(b) Designated and easy to find.</li> </ul> <p><i>Limitation: DP8 does not apply where (a) a parking service is provided and (b) direct access to any carparking spaces by the general public or occupants is not available.</i></p>

**DP9** An inbuilt communication system for entry, information, entertainment, or for the provision of a service, must be suitable for occupants who are deaf or hearing impaired.

*Limitation: DP9 does not apply to (a) a Class 4 part of a building or (b) an inbuilt communication system used only for emergency warning purposes.*

#### **EP3.4**

##### **3.6 Passenger lifts**

In an *accessible* building, every passenger lift must:

- (a) be one of the lift types identified in Table E3.6 (a), subject to the limitations on use specified in the table; and
- (b) have *accessible* features in accordance with Table E3.6 (b); and
- (c) not rely on a constant pressure device for its operation if the lift car is fully enclosed

##### **FP2.1 Sanitary and other facilities**

Suitable sanitary facilities for personal hygiene must be provided in a convenient location within or associated with a building, to the degree necessary, appropriate to:

- (a) the function or use of the building; and
- (b) the number and gender of the occupants; and
- (c) the disability or other particular needs of the occupants.



- **D3.1 General building access requirements**
  - The NCC and DAPS requires access as follows:
    - Class 6 (retail and F&B tenancies) - to and within all areas normally used by occupants to be accessible.
    - Class 7a – to and within any level containing accessible carparking.
    - Class 9b assembly building – to and within all areas normally used by occupants and to wheelchair seating spaces provided in accordance with D3.9.
  - Compliance with the above will be confirmed in later design phases by compliance for accessible paths of travel including stairs, ramps, lifts, doors, accessways, surfaces, slip resistance requirement – see section D3.3 for general DTS requirements.
  - Village Precinct level associated facilities including children’s play equipment, landscaped areas for congregating, seating elements are to apply universal design requirements for equitable access, and details would be within later design documentation.

• **D3.2 Access to Buildings**

- Arrangements for access to the Village Precinct and Carpark as per documentation is via Level 0 for pedestrian and vehicular access from Driver Ave, pedestrians from the Corner of Moore Park Rd and Driver Ave at Village Precinct level. Moore Park Rd has stair access to the building up to the Village Precinct. A connection to the Sydney Football Stadium occurs at Level 0 to the services level of the stadium from the carpark and the Village Precinct connects to the concourse level of the stadium.
- NCC requires accessways to be provided to the building from the main points of pedestrian access, by this the requirement is for disability access. Therefore the Moore Park Drive stair access to the Village Precinct level will required a performance solution applied if lift or ramp access is not provided.
- The NCC also requires accessways to be provided from another accessible building connected by a pedestrian link – this occurs to the Sydney Football Stadium at Level 0 to the services level of the stadium from the carpark and the Village Precinct connects to the concourse level of the stadium.
- Confirmation of the compliance of the ramp connecting to the NRL building will be required if the NRL building is located on the same allotment.
- NCC requires an accessway to any accessible carparking located on the allotment – confirm is any other accessible carparking occurs within the allotment.
- Building entrances – minimum 50% of building entrances are required to be accessible and no non-accessible building entry is permitted to be located greater than 50m from an accessible entrance (it is expected this will comply).
- The main pedestrian accessway from the corner of Moore Park Drive and Driver Ave needs compliant landings at maximum intervals in accordance with AS1428.1-2009 and side protection is to be confirmed in later design, some massaging of levels and introduction of a couple of step ramps may be required if landings cannot be accommodated as per AS1428.1-2009.

Landing spacing	
Walkway gradient	Landing spacing
Less than 1 in 33	N/A
1 in 33	25 m maximum
1 in 20	15 m maximum
Between 1 in 33 and 1 in 20	By interpolation

- **D3.3      Parts of a Building to be accessible**

- Later design phases will need to provide detail drawings of stairs, ramps, paths of travel, all building areas including dimensions for doors, circulation space and the like to enable confirmation of compliance with D3.3.
- NCC Clause D3.3 requires all ramps and stairs except those located in exempted areas to comply with the requirements of AS1428.1-2009.
- Ramp requirements are outlined below and will need details submitted within documentation in later design stages.
- Stairs – compliance requirements are determined depending on whether stairs are fire isolated. However given the nature of the building and likelihood of high usage we recommend full accessible design be applied – 2 compliant handrails, compliant TGSI, contrasting handrails be installed, compliant solid risers with max 25mm splays, no overhanging goings and compliant nosing design. See stair requirements below.
- Within carparking levels lobbies will need to accommodate minimum 1800mm x 2000mm for passing space and turning space.
- Village Precinct level dimensions for widths of all paths of travel and levels for all areas with gradients indicated will be required for a thorough assessment in later design phase, noting current plans indicate compliance generally can be achieved.

**General Deemed to Satisfy Requirements to be implemented in later design phase documentation:**

- External Paths:
  - Ground surfaces abutting walkways to follow grade of walkway for 600mm unless 450mm kerb or handrail/kerb rail combination are installed.
  - Drainage grates on the external path of travel shall have openings (circular or slotted) that do not exceed 13mm in width and be oriented so long dimension is transfer to direction of travel.
  - Changes in surface shall have abutment vertical rises of 3mm or less; or 5mm or less where rounded edges are provided.
  - In outdoor environments walkways, ramps and landings to be designed so water does not accumulate on surfaces.
- General floor surface requirements:
  - Internal Flooring
    - Changes in surface shall have abutment vertical rises of 3mm or less; or 5mm or less where rounded edges are provided.
    - Where changes in level exist, changes in flooring texture and colour are advised.
  - Recessed Mats:
    - Mat with metal or bristle construction to have a fully compressed surface that has a maximum 3mm vertical or 5mm rounded level difference to surrounding surfaces.
  - Carpet:
    - Where carpet is used pile height shall not exceed 11mm and the base height shall not exceed 4mm.
    - Exposed edges of carpet to be fastened to floor surface and have a trim along the entire length of any exposed edge.
    - Carpet trims to have vertical face of no more than 3mm or 5mm where a beveled edge is provided.
    - Carpets to have short pile achieved via level loop, textured loop, level cut pile or uncut pile texture.
    - Bold patterned floor surfaces to be avoided.
- Slip Resistant Requirements:
  - Ramps steeper than 1:14 grade to achieve slip resistance of P4 or R11 for dry conditions and P5 or R12 for wet conditions.
  - Ramp 1:14 to 1:20 grade and stair treads and landings to achieve slip resistance of P3 or R10 for dry conditions and P4 or R11 for wet conditions.
  - Nosings or landing edge strip to achieve P3 for dry conditions and P4 for wet conditions.
  - In offices, hotels, schools or shopping centre bathrooms floors to have a slip resistance rating of R10.
- Ramp Structure:
  - Total vertical rise cannot exceed 3.6m.
  - Minimum gradient of a ramp exceeding 1900mm is 1:14. Gradient to be consistent.
  - Ramp required to have unobstructed width of 1000mm
  - Ramps to be provided with landings at bottom and top of ramp.
  - Landings required every 9m where grade 1:14.
  - Landings required every 15m where grade 1:20.

- Ramp Specifications:
  - Handrailing required on ramps up to 1:20 gradient.
  - Handrailing to extend 300mm horizontally past transition point at top and bottom of ramp.
  - Handrailing to be at a height of 865-1000mm above plane of ramp.
  - Handrailing shall be circular or elliptical with diameter between 30-50mm.
  - Kerbs or kerb rails required at ramps and intermediate landings; at minimum height of 65mm and top height between 75-150mm.
  - Provide TGSi (tactile indicators) at the top and bottom of ramp.
  - TGSi shall have a minimum length of 600mm where landing lengths are 3000mm or more.
  - TGSi shall have a length of 300-400mm where landing lengths are 3000mm or less.
  - TGSi are required to be of 30% luminance contrast to the adjacent surface if integrated and 45% luminance if discrete.
- Threshold Ramp Specifications:
  - Maximum rise 35mm; length no greater than 280mm and gradient no steeper than 1:8.
  - Edges of threshold ramp shall have 45° splay
- Step Ramp Specifications:
  - Maximum rise 190mm; length no greater than 1900mm and gradient no steeper than 1:10.
  - Edges of step ramp shall have 45° splay or protected by barrier of 450mm height (min).
  - 1200mm landing at end of step ramp (where no turn required).
  - 1500mm landing at end of step ramp (where 90° turn required).
- Kerb Ramps:
  - To be aligned with the direction of travel and either located in or attached to a kerb
  - Maximum rise 190mm; length no greater than 1520mm and gradient no steeper than 1:8.
  - Edges of kerb ramp to have a 45° splay.
  - 1200mm landing required at lower level of kerb ramp.
  - 1500mm landing required at upper level of kerb ramp or where change in direction is required.
- Corridor / circulations space on accessible paths of travel:
  - 1500mm x 1500mm at 90 degree turns (corner can be splayed up to 1500mm in a 1000mm wide corridor to comply – refer to AS1428.1-2009 Fig 4).
  - 1540mm x 2070mm turning space within 2m of the end of accessways and at 20m intervals.
  - 1800mm x 2000mm passing space – minimum 1 generally located at lifts and also at maximum 20m intervals where a clear line of sight is not provided.

- Key stair design recommendations
  - Common use stairs require AS1428 series compliant handrailing, tread features and TGSI.
  - Stairs set back 900mm at property boundaries or 300mm + 1 tread depth at internal corners.
  - Circular or spiral stairs are generally unsafe due to their inconsistent tread width.
- Accessible features for stairs:
  - Key stair handrail specifications
    - Handrails to be located on both sides of stairs.
    - Handrailing to extend: 300mm from nosing at top riser of stairs; one tread depth plus 300mm at base of stairs.
    - Handrailing to be at a height of 865-1000mm above the nosing of stair tread. Height to be consistent throughout length of handrail inclusive of vertical and horizontal sections. Angled to horizontal transition juncture location to be in line with front edge of stair nosing at the top of stairs and at one tread depth from the base step stair nosing at the bottom of stairs.
  - Key stair nosing specification:
    - Stair nosing consists of a grip strip between 50mm - 75mm deep across the full width of the step. Strip can be set back a maximum of 15mm from the front edge of the step. The strip to have a minimum luminance contrast of 30% to the background. On the face of each step tread a maximum of 10mm of nosing overhang is allowable.
  - Key Stair TGSI specifications:
    - Provide tactile indicators at the top and bottom of stairs. TGSI not required at enclosed landings.
    - Tactiles a depth of 600-800mm shall be located 300mm back from the edge of the stair nosing of the first and last tread and are required to be of 30% luminance contrast to the adjacent surface if integrated and 45% luminance if discrete.
    - Where landings are greater than 3000mm TGSI shall have a depth of 600-800mm.
    - Where landings are less than 3000mm TGSI shall have a depth of 300-400mm.
- Doors required to be accessible
  - Circulation space:
    - Doorway circulation spaces are required at every doorway, gate or similar entrance on a continuous path of travel.
    - Provide 1450mm between successive doors within airlock.
    - Circulation spaces at doorways to have grade and crossfall of less than 1:40.
    - All doorways require a minimum clear pathway of 850mm (provided by 920mm door).
    - At locations where double doors will exist provide a minimum of 1 x 920mm double doors. This can be achieved by 2 x 920mm doors or a cat and kitten design or replacement with a single door and side panel to maintain a 850mm clear doorway.
  - Door Operational Weight
    - Ensure the force to operate the door should not exceed 20N of force.
  - Door Automation
    - Door automation can negate need for latchside clearance.
    - Locate manual power operated doors controls 500mm from internal corner at a distance between 1000-2000mm from the door leaf.



- Luminance contrast
  - All doorways require a minimum luminance contrast of 30% between the two of the following components - door, door architrave and wall. Minimum width of area of luminance is 50mm.
- Glazed doors
  - All frameless glazed doors must be clearly marked. Provide contrasting marking not less than 75mm wide for full width of doors with lowest edge at 900-1000mm FFL.
- Door hardware
  - Ensure suitable door hardware. Provide lever door handles on hinged doors.
  - Ensure suitable door hardware. Provide D-handled controls on sliding doors located 60mm (min) from door jam.
  - Locate a pull handle on the closing face of outward opening doors that are not self closing.
  - Locate door handles located between 900mm – 1100mm.

- **D3.5 Accessible Car Parking**

- Provision of accessible carparking in accordance with the minimum required number of spaces to NCC Clause D3.5 will be required, this is determined by the classification of the building:
  - Class 7a – 1 space per 100.
- Car parking for the development will provide maximum 1500 spaces over the 2 stages of the development, approximately 235 spaces under Stage 1 and the balance in stage 2.
  - Stage 1 – for 235 spaces minimum 5 accessible car parks are required.  
Documentation indicates 11 accessible car parks, for of which are also drop off zone spaces.
  - Stage 2 – once completed and the overall number of car parking spaces is maximum 1500 spaces minimum 30 accessible car parks will be required.
- Design requirements to AS2890.6 will be required to be applied in later design phases, early documentation however must ensure minimum overhead clearances can be accommodated.
- Minimum 1 electric car charging bay is to accommodate compliance for disability access to the equivalent space and overhead clearance requirements to AS2890.6.

**General Deemed to Satisfy Requirements to be implemented in later design phase documentation:**

- Design requirements to AS2890.6:
  - Key requirements – Angled Parking bays
    - Provide a dedicated accessible car parking bay of 2400mm x 5400mm.
    - Provide an adjacent shared area of 2400mm x 5400mm to one side of the dedicated space at the same level and to one side of dedicated space.
    - Provide a bollard within the shared area. Locate central and 800mm from end of to parking bay.
    - Ensure a shared area 2400mm x 2400mm exists at one end of the dedicated space (can be roadway).
  - Key requirements – Parallel Parking bays
    - Provide a dedicated accessible car parking bay of 3200mm x 7800mm.
    - Ensure circulation space of 1600mm x 7800mm is located adjacent to dedicated space on non trafficked side (may be up a single kerb however a kerb ramp is then required, which may increase required width)
  - Key requirements - Headroom
    - Ensure vertical clearance of 2200mm (min) above entrances and along paths of travel to accessible parking spaces.
    - Ensure vertical clearance above each dedicated space to be 2500mm minimum. Some encroachment is allowable at the front of the bay for location of services etc. Refer AS2890.6 2009 Fig 2.7.

- **D3.5 Accessible Car Parking**

- Key requirements – Ground Signage
  - Accessible car parking spaces to be outlined in yellow, with exception of any side where barrier, wall or kerb are present.
  - Internal ground marking of accessible car parking spaces consists of a white symbol of access 800-1000mm high located in a blue 1200mm x 1200mm square located 500-600mm from the entrance to the space.
  - Shared areas to be marked with yellow unbroken longitudinal lines on both sides of the walkway and diagonal stripes 150-200mm wide with spaces 200mm-300mm between stripes.
  - Refer AS2890.6 Fig 3.1
- Key requirements – Vertical Signage
  - Provide directional signs from the entrance to locate accessible car parking bays are required if the path of vehicle travel is not readily apparent. Directional signs should be located at each change in direction and consist of the international symbol of access and a directional arrow.
  - Space reservation signs should be used if it is necessary to formally reserve spaces for their intended use.
- Key requirements – Surfaces
  - Accessible car parking bay surfaces to comprise a firm plane surface with fall not exceeding 1:40 in any direction. A fall of 1:33 is acceptable if surface is bituminous seal and parking space is outdoors.

- **D3.6 Signage**

- Signage and wayfinding design details will be fully resolved in later design stages, adopting minimum compliance requirements for signage to NCC Clause D3.6, Spec D3.6 and AS1428.1-2009 will be required.
  - Mandatory signage will be for – sanitary facilities, areas with hearing augmentation, exits and identification of accessways.
  - Required non-mandatory signage will be for identification of facilities / goods / services.

General Deemed to Satisfy requirements:

- Key Signage location recommendation:
  - Ensure accessible way finding signage is:
    - Located at appropriate viewing heights
    - Perpendicular to the path of travel
    - Of suitable colour contrast
    - Of compliant notation inclusive of use of the international symbol of access.
    - Signs should be located at changes of direction
  - Accessible way finding should:
    - Highlight the pathway from entrance to reception
    - Highlight vertical travel locations (stairs, lifts etc) and
    - Be perpendicular to key amenities within the facility
  - Key Signage requirements:
    - The background colour of signs or border to signs needs to have a luminance contrast to the surface on which it is mounted by 30%.
    - The entire sign should have rounded edges.
    - The background of a sign needs to have a matt or low sheen finish
- Key Braille and Tactile recommendations:
  - Braille and tactile components to signs should be installed at between 1200mm and 1600mm. Where this is presented as a single line of characters it should be located between 1250-1350mm.
  - Braille characters are to be located 8mm below the bottom line of text, be grade 1 Braille (as per Australian Braille Authority), left justified, raised and domed.
  - Tactile characters need to be left justified, have a low sheen or matt finish and be raised to a height of 1-1.5mm from the sign surface, with upper case letters a height between 15-55mm.
  - Tactile characters, icons and symbols need to have a luminance contrast of 30% to the background surface.
  - Tactile characters to be in Sentence case. Upper case characters to be between 15-55mm; lower case 50% of upper case characters.

- Key bathroom signage requirements:
  - In public use environments provide directional way finding signage to aid in toilet location. Ensure signage is perpendicular to the path of travel, of suitable colour contrast and of compliant notation, inclusive of use of the international symbol of access.
  - Provide signage at unisex toilet entrance located either on the latchside wall adjacent to the door or on the door face. Signage to include the international symbol of access, both male and female gender symbols, raised tactile and Braille signage.
  - Door identification sign height to be between 1200mm – 1600mm. Tactile/Braille components to be located between 1250-1350mm with Braille characters are located 8mm below the bottom line of text.
  - Where a bank of sanitary facilities do not provide an accessible facility directional signage inclusive of the international symbol of access must be provided to the nearest accessible facility.

- **D3.7 Hearing Augmentation**

- If the building including open air areas for public assembly and events has any in-built amplification installed that is not used solely for emergency warning purposes then hearing augmentation will be required in accordance with NCC Clause D3.7 – this will be determined in later design phases.
- Key Hearing augmentation recommendations
  - Two main types of hearing augmentation are Hearing loops and FM systems. Hearing loops enhance the reception of people wearing a hearing aid with a T switch whereas a FM system requires a person with a hearing impairment to use head phones.
  - The locations of permanent hearing augmentation systems include cinemas and auditoriums.
  - The locations of portable hearing augmentation systems include meeting and teleconference rooms.
- Key Hearing augmentation location requirements:
  - Hearing Augmentation systems must be provided where inbuilt amplification is provided in Class 9b (assembly) building auditoriums, conference rooms, meeting rooms or regular rooms.
  - Hearing Augmentation systems must be provided where inbuilt amplification is provided to ticket offices, tellers booths, reception areas or the like where the public is screened from the service provider.
- Key Hearing augmentation coverage requirements:
  - If the system is an induction loop, it must be provided to not less than 80% of the floor area of the room or space served by the inbuilt amplification system.
  - If the system requires the use of receivers it must be available to not less than 95% of the floor area or space served by the inbuilt amplification system and the number of receivers provided is to be:
    - Up to 500 person room: 1 receiver per 25 people with minimum 2 receivers.
    - 501-1000 person room: 20 receivers plus 1 receiver per 33 persons in excess of 500.
    - 1001-2000 person room: 35 receivers plus 1 per 50 persons in excess of 2000.
    - 20001+ person room: 55 receivers plus 1 per every 100 persons in excess of 2000.
- The number of persons accommodated in the room served by an inbuilt amplification system must be calculated according to D1.13 of the BCA.
- Signage for Hearing Augmentation:
  - In a room containing a hearing augmentation system signage inclusive of the international symbol for deafness must be provided identifying type of augmentation, area covered and if relevant location of receivers.
- Supplier:
  - Word of Mouth Technology; 2 Floriston Road, Boronia VIC 3155; Ph: 03 9761 2211; [www.wom.com.au](http://www.wom.com.au)



- **D3.8 TGSi**

Later design phases will document TGSi – the following will be required:

- *\*\*B4C will confirm the placement and configuration of TGSIs and indicate if there is going to be a luminous contrast, but does not confirm its % of luminous contrast. Building surveyor/installer/ supplier to confirm.*
- Provision of TGSi is required at overhead hazards located below 2000mm above FFL.
  - TGSi to be minimum 300mm deep and set back 300mm from the hazard.
  - TGSi are required to be of 30% luminance contrast to the adjacent surface if integrated and 45% luminance if discrete, and where 2 tone / colours are required to achieve minimum 60% luminance contrast.
- Provision of TGSi is required at intersection of pedestrian accessways and vehicular way adjacent to any pedestrian entrance where no kerb is provided.
  - TGSi to be minimum 300mm deep and set back 300mm from the hazard.
  - TGSi are required to be of 30% luminance contrast to the adjacent surface if integrated and 45% luminance if discrete, and where 2 tone / colours are required to achieve minimum 60% luminance contrast.
- Key Ramp TGSi specifications:
  - Provide tactile indicators at the top and bottom of ramps. TGSi not required at enclosed landings.
  - Tactiles a depth of 600-800mm shall be located 300mm back from the top and bottom ramp transitions and are required to be of 30% luminance contrast to the adjacent surface if integrated and 45% luminance if discrete, and where 2 tone / colours are required to achieve minimum 60% luminance contrast.
  - Where landings are greater than 3000mm TGSi shall have a depth of 600-800mm.
  - Where landings are less than 3000mm TGSi shall have a depth of 300-400mm.
- Key Stair TGSi specifications:
  - Provide tactile indicators at the top and bottom of stairs. TGSi not required at enclosed landings.
  - Tactiles a depth of 600-800mm shall be located 300mm back from the edge of the stair nosing of the first and last tread and are required to be of 30% luminance contrast to the adjacent surface if integrated and 45% luminance if discrete, and where 2 tone / colours are required to achieve minimum 60% luminance contrast.
  - Where landings are greater than 3000mm TGSi shall have a depth of 600-800mm.
  - Where landings are less than 3000mm TGSi shall have a depth of 300-400mm.

- **D3.9 Wheelchair Seating Spaces**

- If the Village Precinct level provides any fixed seating for spectator areas or amphitheater then provision of wheelchair seating is required as per the below:
  - Wheelchair seating recommendations:
    - Allocate wheelchair seating so that each space is adjacent to companion seating.
    - Ensure clearance space for a single wheelchair is 800mm wide.
    - Ensure total clearance space for two wheelchairs is 1700mm wide.
  - Seating in front of auditorium seating bays:
    - Position backrest of companion seating 350mm from rear wall to allow companions to be seating in alignment with wheelchair seat.
    - Ensure 2450mm space is provided from back of area where wheelchair is positioned to any forward barrier or obstruction.
  - Seating in back of auditorium seating bays:
    - Position backrest of companion seating 950mm from edge of front seating row to allow companions to be seated in alignment with wheelchair seat.
    - Ensure 1250mm length space (minimum) is provided to accommodate a wheelchair.
    - Provide 1500mm circulation space behind fixed seating (1200mm circulation space behind each adjacent wheelchair bay by given additional length of wheelchair)

- **D3.12 Glazing on Access ways**

- To be confirmed in later design:
  - Any glazing capable of being mistaken for a door or opening, and all glazed doors and sidelight panels shall be provided with a minimum 75mm indicator strip extending the full width of the glazing panels. The strip shall be mounted between 900 to 1075mm above FFL and achieve a minimum 30% luminance contrast to the floor within 2m of the glazing.
  - Indicator strips are required to be solid, no cutouts are permitted and are required to be non-transparent.

- **E3.6 Passenger lifts**

- To be confirmed in later design:
  - Lift fitout specifications:
    - Lift dimensions to be 1400mm x 1600mm minimum. Where stretcher use indicated (in at least one lift for lifts travelling >12m) provision of 2000mm length is required.
    - Lift doorway clearance to be 900mm
    - Fitout out of lifts to include:
      - Handrail 600mm (min) length; at height between 850-950mm.
      - Tactile and Braille symbols on control buttons and panels.
      - Automatic auditory information detailing lift stops.
    - Ensure 1500mm X 1500mm clearance space in front of external lift controls. Controls to be installed at height between 700-1250mm. At lift landings controls to be located 500mm clear of any obstruction with 1450mm circulation space in front of controls. This is inclusive of side walls.

- **F2.4 Sanitary Facilities**

- Later design documentation will confirm the types of sanitary facilities to be provided, we note the following is to be implemented:
  - Accessible unisex sanitary facilities must be located so that they can be entered without crossing an area reserved for one sex only.
  - At each bank of toilets where there is one or more toilets in addition to an accessible unisex toilet a compartment suitable for a person with an ambulant disability must be provided.
  - Where two or more accessible unisex sanitary facilities are installed distribution shall enable even distribution of be mirror imaged layouts.
  - Where male and female toilets are in separate locations, a unisex accessible facility is only required at one location.
- Unisex accessible sanitary facilities are to comply with AS1428.1-2009 Clause 15.
- Ambulant sanitary facilities are to comply with AS1428.1-2009 Clause 16.

- **Common area furniture and fixtures**

- Fixture locations:
  - Provide 1300mm clear space in front of internal fixtures
  - Items shall be a minimum of 500mm away from the path of travel.
- Control Locations:
  - All switches and controls other than GPO's shall be located between 900-1100mm in height and no less than 500mm from internal corners.
  - Operable control mechanisms to be located within universal heights and reach zones (700-1200 height; at 300mm max depth).
  - Note: A top reach range of 1350mm is allowed for wheelchair users, but this is specified to access to rods/hanging devices not anything with horizontal reach requirements.
- Street Furniture:
  - Street furniture shall be a minimum of 500mm away from the path of travel.
  - Street furniture shall be a colour that provides a 30% luminance contrast with their background.
  - In pedestrian malls and the like street furniture should be positioned on one side of the accessible path of travel.
- Seating:
  - Seats should be 400-450mm height; 400-450 deep and have a minimum of 150mm clear space between the front edge of the seat and any legs/seat base.
  - If armrests are provided they should be 260mm (+40mm) above the seat. If a backrest is provided it should rise a minimum of 750-790mm and with a maximum angle of 105° from the seat.
- Drinking Fountains
  - Where water coolers are provided at least one shall be accessible.
  - Unit height to be 695-700mm with 640mm under clearance.
  - The water outlet should direct water flow to 80-100mm in height in a trajectory that is parallel to the front of the unit. Controls should be on the front or side of the unit and operable by one hand.
  - Any cup dispensers outlets associated with drinking fountains to be located at 1100mm.
- Vending Machines
  - Ensure circulation space for a 360° wheelchair turn is provided in front of post boxes – ie 1540mm x 2070mm
  - Operative controls shall be located between 500-1200mm.
- GPO's and Light switches
  - Within kitchens, at least 1 double GPO to be located within an accessible reach range 900-1200mm at a maximum depth of 300mm from the front of a bench edge (any staff facilities).
  - Light switches to be at a height between 900-1100mm and located adjacent to door handles where practicable.
- Ticket Swipe Zones/Call buttons:
  - Ticket swipes or call buttons at entrances should be located between 900-1100mm height and no less than 500mm from internal corners.
- Gate/ Barrier Openings:
  - Where gates or checkouts are installed at least one barrier opening shall be 820mm wide (minimum).

- Ticket or Coin Feed heights shall be at a height of 800-900mm and Gates should be located 1200mm away from ticket swipes or coin insertion units.

- **Emergency Evacuation**

- Fire isolated stairs have provided a single continuous handrail compliant with AS1428.1 2009 clause 12 handrails. Recommended to provide two handrails in stairs.
- Fire stairs require 50-75mm deep, non-slip, 30% luminous contrasting stair nosings within 15mm of the risers and where flush projecting down the riser no greater than 10mm.
- Provide Exit signage with raised contrasting text symbols and Braille on or adjacent the latch side of the door between 1200-1600mm above FFL.
- We suggest that the stair provide emergency refuge for people with disabilities. Ensure minimum 850mm clear width to doors.



## DETAILS AND CREDENTIALS

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### ***Accredited Access Consultant and Associate Members for the Association of Consultants in Access Australia***

Before Compliance is qualified to provide expert opinions set out in this report on the basis of:-

Qualifications and members of the Association of Consultants in Access Australia

14 Years' Experience DDA and accessibility consulting on associated designs and built environments within Australia and Internationally.

#### **Bernie Clifford**

##### ***Director***



***Accredited Access Consultant and Accredited Member of Association of Consultants in Access Australia (ACAA),  
BSc. (Nursing, Biology); B.A. Hons (Media Arts);  
Grad.Cert (Arts & Entertainment Management)  
Cert IV Workplace Training & Access Consultant***

A handwritten signature in black ink, appearing to read 'Bernie Clifford'.

Bernie Clifford Before Compliance - Director

## APPENDIX 1

### CORRESPONDENCE SCOPE:

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Specific Drawings and Documentation associated with this compliance sign off document are:

i. **Associated Documentation:**

Document	Rev	Title
PAGES 1-94	JULY 2021	PRECINCT VILLAGE AND CAR PARK STAGE 2 DA ARCHITECTURAL DESIGN STATEMENT – ADDENDUM
A04.00.00	A	ARCHITECTURAL SERVICES GRID SETOUT PLAN
A10.SP.10	A	ARCHITECTURAL SERVICES EXISTING SITE PLAN
A10.SP.20	A	ARCHITECTURAL SERVICES EXISTING SITE SERVICES PLAN
A10.SP.30	A	ARCHITECTURAL SERVICES PROPOSED DEMOLITION PLAN
A13.B1.01	B	ARCHITECTURAL SERVICES LEVEL B1
A13.B2.01	B	ARCHITECTURAL SERVICES LEVEL B2
A13.B3.01	B	ARCHITECTURAL SERVICES LEVEL B3
A13.L0.02	C	ARCHITECTURAL SERVICES LEVEL 0
A13.L0M.01	E	ARCHITECTURAL SERVICES LEVEL 1
A13.L1.03	C	ARCHITECTURAL SERVICES PLAZA
A30.EW.02	B	ARCHITECTURAL SERVICES ELEVATIONS EW
A30.NS.02	B	ARCHITECTURAL SERVICES ELEVATIONS NS
A30.NS.03	B	ARCHITECTURAL SERVICES ELEVATIONS NS 2
A40.00.02	B	ARCHITECTURAL SERVICES SECTIONS NS
A40.00.03	B	ARCHITECTURAL SERVICES SECTIONS EW
A42.00.20	A	ARCHITECTURAL SERVICES PHASE 1 SECTIONS
A42.00.21	A	ARCHITECTURAL SERVICES PHASE 2 SECTIONS
A42.00.25	A	ARCHITECTURAL SERVICES PHASE 2 SECTIONS
A54.00.10	A	ARCHITECTURAL SERVICES PHASE 1 EGRESS STAIR SECTIONS
A54.00.011	A	ARCHITECTURAL SERVICES STAIR DETAILS