

DEE WHY RSL CLUB LTD

STAGE 5 - CLUB EXTENSION

ACCESS REVIEW S96

Morris-Goding Accessibility Consulting

19th February 2018

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1. EXECUTIVE SUMMARY

The Access Review Report is a key element in design development of the proposed extensions to the RSL Club at Dee Why located at 932 Pittwater Road, Dee Why and an appropriate response to the AS1428 series, Building Code of Australia (BCA), DDA Access to Premises Standards (including DDA Access Code) and ultimately the Commonwealth Disability Discrimination Act (DDA).

Morris-Goding Accessibility Consulting has prepared the S96 Access Report to provide advice and strategies to maximise reasonable provisions of access for people with disabilities.

The development has been reviewed to ensure that ingress and egress, paths of travel, circulation areas, sanitary facilities and car parking comply with relevant statutory guidelines.

In general, the development has accessible paths of travel that are continuous throughout. In line with the report's recommendations, the proposed development has demonstrated an appropriate degree of accessibility. The Development Application drawings indicate that compliance with statutory requirements, pertaining to site access, common area access and car parking can be readily achieved.

The recommendations in this report are to be developed in the ongoing design development and should be confirmed prior to construction certificate stage. As the project proceeds, further review of documentation is strongly recommended to ensure that appropriate access is provided to and throughout the development.

2. INTRODUCTION

2.1. General

Dee Why RSL Club Ltd has engaged Morris-Goding Accessibility Consulting to provide a S96 design review of the proposed Stage 5 extension to the RSL Club located at 932 Pittwater Road, Dee Why.

The requirements of the investigation are to:

- Review supplied drawings of the proposed development.
- Provide a report that will analyse the provisions of disability design of the development, and
- Recommend solutions that will ensure the design complies with the Federal Disability Discrimination Act (DDA), DDA Access to Premises Standards (including DDA Access Code), Building Code of Australia (BCA) and AS 1428 series.

2.2. Objectives

The Report attempts to deliver equality, independence and functionality to people with disabilities inclusive of:

- ✘ People with sensory impairment (hearing and vision)
- ✘ People with mobility impairments (ambulant and wheelchair)
- ✘ People with dexterity impairments

The Report seeks to provide compliance with the DDA. In doing so, the Report attempts to eliminate, as far as possible, discrimination against persons on the ground of disability.

2.3. Limitations

This report is limited to the accessibility provisions of the building in general. It does not provide comment on detailed design issues, such as: internals of accessible/ambulant toilet, fit-out, lift specification, slip resistant floor finishes, door schedules, hardware and controls, glazing, luminance contrast, stair nosing, TGSI's, handrail design, signage, hearing augmentation etc. that will be included in construction documentation.

2.4. Statutory Requirements

The following standards are to be used to implement the Report:

- AS 1428.1:2009 (General Requirements for Access-New Building Work)
- AS 1735.12:1999 (Lifts, Escalators, & Moving Walks)
- AS 2890.6:2009 (Parking facilities)
- BCA – Building Code of Australia 2016
- DDA Access to Premises Standards 2010
- DDA - Disability Discrimination Act

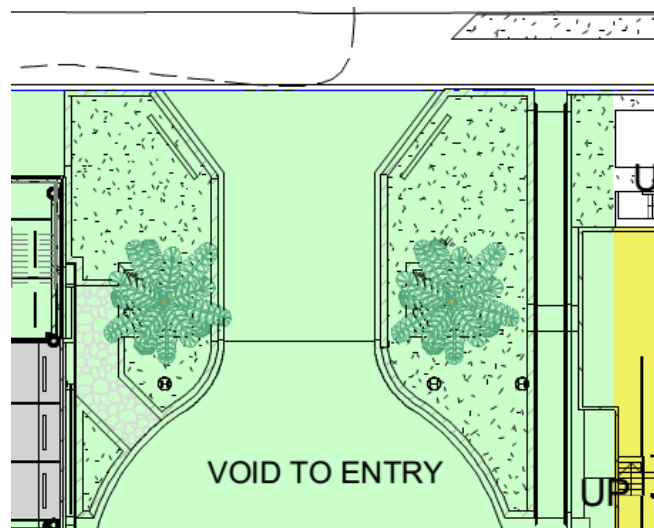
3. INGRESS & EGRESS

3.1. Principal Entrance

The site is bounded by Hawkesbury Avenue to the north, Clarence Avenue to the east, other existing properties to the south and Pittwater Road to the west. A major pedestrian entry exists at the corner of Pittwater Road and Hawkesbury Avenue. The proposed alterations do not encompass works in the area of this entry. The proposed works include the renovation of an existing major pedestrian entry from Clarence Avenue.

There is required to be a complying accessible path of travel established from the principal pedestrian entrance to the location of the new work – as defined under “the affected part” provisions in the Disability (Access to Premises - Buildings) Standards 2010. The National Construction Code Series Building Code of Australia requires for a new building that 50% of entries are to be accessible and for a new building in excess of 500m² no non-accessible entrance can be more than 50m from an accessible entrance. In the case of this building, both entrances would need to be accessible. However, the Disability (Access to Premises - Buildings) Standards 2010 “affected part” provisions do not refer to these requirements of the National Construction Code Series Building Code of Australia, rather require that an accessible path of travel to the “new” works is required from the principal public entrance of the building that contains the new part. Given that the “new” part also include the refurbished public entrance, this provision of the Disability (Access to Premises - Buildings) Standards 2010 is arguably satisfied.

Currently the Stage 5 extension drawings show a straight ramp. This is an efficient, universal accessible path of travel from the site boundary to the vehicle set down area. A handrail has been proposed on both sides of the ramp compliant with AS1428.1.



Recommendation:

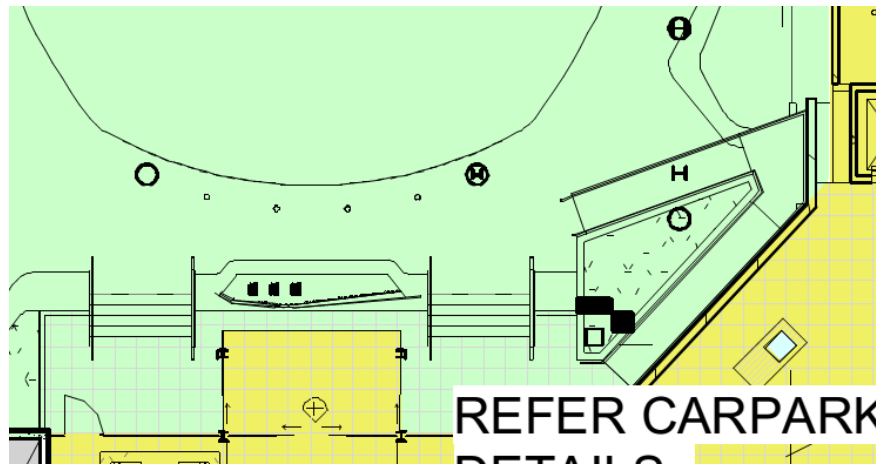
- (i) Handrail to be compliant with AS1428.1
- (ii) Tactile Ground Surface Indicators to be provided near both ends of the ramp compliant with AS1428.1.

3.2. Access from Vehicle Set-Down to Building Entry Level

The design shows that the pedestrian linkage from vehicle set down area to the building entry is via two sets of stair and adjacent switch back ramp.

The circulation spaces at either ends of the ramp and mid landings appear to have greater than 1500mm in circulation spaces as to allow appropriate manoeuvrability for wheelchair users as per AS1428.1:2009 clause 10.8.1(b) and Fig 25(B).

However the mid landing will require modification to comply.



The ramp provides an accessible path of travel from vehicle drop off at the main entrance doors of the existing foyer. The entry has automatic sliding doors with circulation areas in accordance with AS1428.1 and DDA Premises Standards.

Recommendations:

- (i) Ensure gradients of ramp are no steeper than 1:14.
- (ii) Ensure the mid landing has a minimum 1540mm depth between handrails compliant with AS1428.1. This can be easily archived and will be reviewed during the design stage of the development
- (iii) Handrail the proposed to both sides of the stairs and ramp and landings are compliant with AS1428.1.
- (iv) Tactile Ground Surface Indicators to be provided near both ends of the ramp and stairs compliant with AS1428.1.
- (v) Main entry doors to have level threshold compliant with AS1428.1
- (vi) The main entry door to have components (decals strips, exit buttons) compliant with AS1428.1.

4. PATHS OF TRAVEL

4.1. General

There are continuous accessible paths of travel throughout Stage 5 proposed works in accordance with DDA Access to Premises Standards.

The main paths of travel throughout the Club have minimum 1800mm clear width in accordance with DDA Premises Standards. This provides sufficient circulation space in all areas to allow a wheelchair user to make 180° turns or pass another wheelchair user travelling in the opposite direction compliant with AS1428.1.

The proposed new area of level 2 club will be accessed via 2 existing passenger lifts. There are accessible paths of travel throughout with ramped access to elevated areas (assumed restaurant area).

The ramp to the larger populated area (restaurant) has expansive areas that could achieve suitable circulation areas in accordance with AS1428.1.

As noted below there are new egress stairs connecting existing levels 2 and 3. It is also noted that there are nearby existing passenger lifts from these levels that provide continuous accessible paths of travel.

Recommendations:

- (i) Ensure common area floor surfaces are suitably slip resistant and traversable by a wheelchair or walking frame, compliant with AS1428.1:2009 and HB198/AS4856.
- (ii) Ensure the connecting ramp handrails are installed compliant with AS1428.1
- (iii) Ensure the connecting ramp has provision of TGSI in accordance with AS1428.1.

4.2. Doors

In general, common use doors appear to have minimum 850mm clear width (920mm door leaf) and appropriate door circulation compliant with AS1428.1 Fig. 31. This can be achieved during design development stage.

Recommendation:

- (i) Ensure door components are compliant with AS1428.1.

4.3. Stairs

The main stair in the new reception connects entry level with level 2 and is new. This stair is capable of compliance with AS1428.1.

There are also new stairs connecting car park level 2 with carpark level 1 and the reception. There is a further new egress stair that connects carpark level 2, level 3 level 4 admin level.

Recommendations:

- (i) The main feature stair should have closed risers, nosings, handrails on both sides in accordance with AS1428.1. TGSI should be provided at the top and bottom of the stair in accordance with AS1428.4.1.
- (ii) Provide handrails on both sides of the main egress stair from level 3 auditorium level compliant with AS1428.1.

5. SANITARY FACILITIES

5.1. Accessible Toilet

An accessible toilet is located on level 2 that has 2700mm x 2300mm suitable internal dimensions for circulation space around the toilet pan and washbasin compliant with AS1428.1. The fixtures are located in appropriate locations to maintain the required circulation zones.

The accessible toilet is centrally located with adjacent banks of male and female toilets in accordance with DDA Premises Standards.

Recommendation:

- (i) Accessible toilet to be designed in accordance with AS1428.1.
- (ii) Consider the sliding door to be automated with suitable operable button compliant with AS1428.1.

5.2. Ambulant Cubicles

There are banks of male and female toilets located on level 2. Within these banks of toilets, provision has been made for ambulant cubicles. This satisfies the ambulant cubicle provision requirement of DDA Premises Standards Clause F2.4(c).

The path of travel leading to and the required circulation zones associated with the ambulant cubicles are compliant with AS1428.1.

Recommendation:

- (i) Ambulant cubicle design to comply with AS1428.1.

6. CAR PARKING

6.1. General

The proposed extension includes a 5 level car park. There are 2 new car parking lifts that provide accessible vertical connection from carpark level -4 through carpark level -3, carpark level -2, carpark level -1 and carpark level 1 and arrives at the existing entry foyer level of the Club.

Car park level 1 shows a total of 14 accessible car bays that are located close to the discharge point from the car park and accessible connection via 2 passenger lifts to the entry foyer level above.

The National Construction Code Series Building Code of Australia Table D3.5 requires accessible car parking spaces to be provided at the rate of 1 per 50 car parking spaces up to 1000 car parks (or part thereof), if more than 1000 car parking spaces then at the rate of 1 per 100 or part thereof for those spaces in excess of 1000.

All accessible bays shown are 2400mm wide x 5400mm long with adjacent 2400mm wide x 5400mm long shared zones. A clear height of 2500mm is required above each car parking space, and the vehicle passageway to the car park requires a clear height of 2200mm along its length.

Recommendations:

- (i) Ensure a minimum of 2% of the total amount of car spaces provided are accessible compliant with the BCA and DDA Access to Premises Standards
- (ii) Ensure sufficient clear head height is provided at the accessible car parking bays, and along the vehicle passageway to the car parking space.

7. MISCELLANEOUS

7.1. Lighting

Recommendation:

- (i) In general the maintenance illumination levels should be 150 lux for paths of travel, corridors and stairs. Ensure all lighting levels comply with AS1680

7.2. Signage

Recommendation:

- (i) Signage to comply with BCA part D3.6.