

KNOX GRAMMAR SCHOOL

**MACKENZIE MONTGOMERY
REFURBISHMENT**

ACCESS REVIEW

Morris-Goding Accessibility Consulting

FINAL v2

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1. EXECUTIVE SUMMARY

The Access Review Report is a key element in the design development of the MacKenzie Montgomery Refurbishment, located at Knox Grammar, Wahroonga, NSW. This report is an appropriate response to the AS1428 series, Building Code of Australia (BCA), Kuring-gai DCP, and ultimately the Commonwealth Disability Discrimination Act (DDA).

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

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

2. INTRODUCTION

2.1. General

Knox Grammar School has engaged Morris-Goding Accessibility Consulting, to provide a design review of the proposed alterations and additions at the MacKenzie and Montgomery Buildings, Knox Grammar School, Wahroonga.

The requirements of the investigation are to:

- Review supplied drawings of the proposed Development Application,
- 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 Disability Discrimination Act (DDA), Building Code of Australia (BCA) and AS 1428 series.

2.2. Objectives

The report considers user groups such as students, staff and visitors. 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 grounds of disability.

2.3. Statutory Requirements

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

- AS 1428.1 – 2009 (80% of people with disabilities accommodated)
- BCA 2012 – Building Code of Australia
- DDA Access to Premises-Building Standards 2010 (DDA Access Code)
- DDA – Disability Discrimination Act
- AS 1735.12 – Lift facilities for person with disabilities
- Ku-ring-gai Access Development Control Plan

3. INGRESS & EGRESS

3.1. External Approach

The proposed works is located on the existing Knox Grammar School site in Wahroonga, which is bound by Woodville Avenue, Pacific Highway and Borambil Street.

An on-site road connects the school buildings on the Knox Grammar School site with the Woodville Avenue on the north and Borambil Street on the east of the site boundary.

In addition, a covered pedestrian pathway (colonnade) that is part of the Seniors Studies Building adjacent to the on-site road, provides an accessible path of travel from the pedestrian entry at Borambil Street to the entry of the proposed development, compliant with AS1428.1.

The existing covered pathway has an appropriate clear width of more than 2000mm, allowing a person in a wheelchair to turn 180° and two wheelchair users to pass each other in an equitable and dignified manner.

Recommendation:

- (i) Ensure the linkage between the covered pathway (colonnade) and the new works of ground floor, is compliant with AS1428.1 - 2009.

3.2. Main Entrance

It is proposed that the linkage from the existing colonnade of the Seniors Study Building to the new works is accessible on the ground floor. There is then a new 1:20 walkway from RL183.00 to a new platform lift that provides appropriate accessibility from RL183.65 to RL185.20. The lift landings have appropriate circulation areas.

The 1:20 walkway has an appropriate clear width of more than 2000mm, allowing a person in a wheelchair to turn 180° and two wheelchair users to pass each other in an equitable and dignified manner.

A stair also runs adjacent to the platform lift. This stair has suitable handrails and tactile ground indicators (TGSi) in accordance with AS1428.1 and AS1428.4.1.

4. PATHS OF TRAVEL

4.1. General

The main paths of travel throughout the development are accessible and have appropriate clear widths and circulation areas. The entrance walkway and lift leads to a new central through car lift on level 1 (RL185.15). This lift allows access to intermediate level 1 (RL186.15), level 2 (RL188.00), intermediate level 2 (RL 189.54), level 3 (RL191.73) and intermediate level 3 (RL 193.01).

From the lift on level 1 (RL185.15), there is suitable access to the existing Reid Courtyard Amphitheatre. The path of travel has appropriate circulation areas in accordance with DDA Premises Standards.

From the lift on intermediate level 1 (RL186.15), there is suitable access to the existing MacKenzie Building. The path of travel has appropriate circulation areas in accordance with DDA Premises Standards.

From the lift on level 2 (RL188.00), there is suitable access to the existing classrooms of Montgomery Building. The path of travel has appropriate circulation areas in accordance with DDA Premises Standards.

From the lift on intermediate level 2 (RL 189.54), there is suitable access to the new lobby that leads to the existing level 2 areas of MacKenzie Building. The path of travel has appropriate circulation areas in accordance with DDA Premises Standards.

From the lift on level 3 (RL191.73), there is suitable access to the existing classrooms of Montgomery Building. The path of travel has appropriate circulation areas in accordance with DDA Premises Standards.

From the lift on intermediate level 3 (RL 193.01), there is suitable access to the new library entrance on level 3 of the MacKenzie Building. There is also accessible paths of travel leading around the library to the existing Main School Building on level 3. The paths of travel have appropriate circulation areas in accordance with DDA Premises Standards.

A new lift within the library on level 3 allows access to level 4 of the library, which in turn provides access to the 2 new mezzanines on this level.

Recommendations:

- (i) The provision of access is problematic to the existing classroom (MO14) of the Montgomery Building on ground floor due to difference in RLs. It is recommended a management plan be prepared by the School to designate other rooms that will be accessible.
- (ii) Handrails will be required on both sides of the MO14 stair and suitable safety measures will be needed to counter the handrail extensions.

4.2. Breezeway Refurbishment

A new platform lift will be located adjacent the existing stair that will provide an accessible path of travel to the breezeway on level 2 of the existing Main School Building.

Another platform lift will also be provided adjacent the breezeway that will allow an accessible linkage to the Visual Arts Building and the Drama Theatre and associated classrooms.

Recommendation:

- (i) The platform lift that will provide access to the breezeway will need to be recessed to allow from a landing area of 2070mm x 1540mm between lift and entry door.

4.3. Doors

There are various existing classroom doors that will be modified.

Recommendation:

- (i) All new doors to have 850mm clear width (920mm lead) in accordance with AS1428.1

4.4. Internal Stairs

There are various internal stairs within the new works.

Recommendation:

- (i) Provide handrails on both sides of all stairs, compliant with AS1428.1.

5. VERTICAL ACCESS

5.1. Central Lift

There is one passenger lift that is centrally located and serves a continuous accessible path of travel throughout all levels relating to the new works of the MacKenzie Building and Montgomery Building.

The passenger lift has an internal dimension that will allow 1400mm long x 1100mm wide, compliant with DDA Premises Standards E3.

The accessible passenger lift is a through car lift that provides access not only to all levels, but also to all intermediate levels.

In general, the lift lobbies on all levels of the new works have circulation areas to allow two wheelchair users to pass each other compliant with AS1428.1:2009 and DDA Premises Standards.

Recommendation:

- (i) The passenger lift is to have all fittings in compliance with AS1735.12.

5.2. Vertical Platform Lifts

As indicated previously, there are 3 vertical platform lifts (restricted use) that have been provided along the continuous accessible paths of travel.

Recommendation:

- (i) All platform lifts are to comply with AS1735.15. Care is to be taken as to the positioning of the lift and lift call buttons to ensure that appropriate accessibility is maintained in operating the lift doors.
- (ii) Platform lift car dimensions will need to be 1400mm long x 1100mm wide.

5.3. Library Lift

The library lift provides an appropriate accessible path of travel between levels 3 and level 4. There are suitable circulation areas at the landings of the lift on both levels.

Recommendation:

- (i) The library lift should either be a passenger lift or a restricted use lift that complies with AS1735.16.

6. MISCELLANEOUS

6.1. Accessible Toilet

There is a new accessible toilet within the library on level 3.

There are continuous accessible paths of travel leading to the accessible facilities in accordance with DDA Premises Standards.

The accessible toilet will have internal dimension suitable under AS1428.1-2009. The accessible toilet will be able to cater 2300mm x 1900mm around the pan with the basin to be outside this area in accordance with AS1428.1-2009.

Recommendation:

- (i) The accessible toilet fixtures are to comply with AS1428.1.

6.2. Signage

Recommendation:

- (i) Provide suitable signage compliant with the DDA Premises Standard and AS1428.1.

7. CONCLUSION

In general, the development has continuous accessible paths of travel for people with disabilities. In line with the report's recommendations, the proposed development will demonstrate an appropriate degree of accessibility. The Development Application drawings indicate that compliance with statutory requirements, pertaining to site access, common area access, and sanitary facilities can be readily achieved.

The recommendations in this report are associated with detailed design and are achievable. These recommendations should be addressed prior to construction certificate.