

Disability Access Compliance Statement

**To accompany a Development Application for a new
Modular Classroom Building at William Carey Christian School,
38-44 Bumbera Street, Prestons NSW**



Prepared by Urban Pathways Pty Ltd

For Marathon Modular on behalf of William Carey Christian School

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1. INTRODUCTION

1.1 Purpose of Report

Urban Pathways has been engaged by Marathon Modular on behalf of William Carey Christian School (WCCS) to provide disability access consultant services for a new two storey modular classroom and sanitary facility building at the existing school located at Bumbera Street, Prestons NSW. This report is prepared to support a Development Application (DA) for the project, which will be submitted to Liverpool City Council.

Urban Pathways provided iterative reviews of the design as the concept was developed and reviewed the DA drawings listed at **Appendix A**. This purpose of the report is to:

- provide a compliance assessment of the referenced drawings against relevant accessible design criteria, in particular the Building Code of Australia within the National Construction Code 2022 (NCC2022);
- identify any compliance departures from the Deemed to Satisfy (DTS) provisions of NCC2022 that may give rise to a Performance Solution at construction stage;
- identify requirements for further detail and assessment at construction stage; and
- provide the approving authority with confirmation that the architectural design has been reviewed by an appropriately qualified Access Consultant.

1.2 Report Limitations and Exclusions

- All reasonable attempts have been made to identify Access compliance matters to the extent possible at DA stage.
- A detailed review will be required at Construction Certificate stage of construction drawings, FF&E and specifications to confirm compliance with the NCC and Australian Standards. Completed works should be checked prior to occupation.
- This report does not address issues in relation to the design, maintenance or operation of electrical, mechanical, hydraulic or fire protection services, utility services provider requirements, building egress requirements, Local Government Act and Regulations, OHS or WHS legislation, discrimination and employment law, or any other matter outside the scope of the report. This includes any NCC provisions not specifically referenced in the report.
- The commentary within this report does not relieve the owner, occupier, building manager, principal designer, builder, contractors, and approval bodies and Certifying Authority from exercising their statutory obligations under any Act or Regulation and the relevant persons are to be satisfied that the proposal satisfies all relevant requirements.
- The report does not assess 'compliance' with the Disability Discrimination Act 1992 (DDA) nor relieve the building owner, manager and future occupants and employers from meeting the requirements of the DDA. Any person may submit a complaint alleging discrimination under the DDA or other anti-discrimination legislative pathways.

2. STATUTORY FRAMEWORK

2.1 Accessible Design Criteria

The following criteria are relevant to the DA works:

1. The objects of the Disability Discrimination Act 1992 (DDA)
2. Disability (Access to Premises—Buildings) Standards 2010 (the Premises Standards)
3. National Construction Code 2022 (NCC2022) Parts D4, and F4D5-F4D6
4. Relevant Australian Standards listed in NCC2022:
 - AS1428.1-2009 Design for Access and Mobility: General requirements for Access – New Building Work
 - AS1428.4.1-2009 Design for Access and Mobility: Means to assist the orientation of people with vision impairment – Tactile ground surface indicators
 - AS4586-2013 Slip resistance classification of new pedestrian surface materials
5. Liverpool Development Control Plan 2008

2.2 Disability Discrimination Act 1992 (DDA)

The Commonwealth *Disability Discrimination Act 1992* (DDA) provides protection for everyone in Australia against discrimination based on disability and aims to promote equal opportunity and access.

Discrimination happens when people with a disability are treated less fairly than people without a disability – whether directly or indirectly. The DDA makes it illegal to discriminate against someone for having a disability, for example in the areas of work, accommodation, education, access to buildings and places; and in the provision of goods, facilities and services.

The definition of "disability" in the DDA is broad, and includes physical, intellectual, psychiatric, sensory, neurological, and learning disabilities, as well as physical disfigurement, and the presence in the body of disease-causing organisms. The disability may be present now, in the past, or may occur the future.

In relation to buildings, DDA Section 23 Access to Premises provides that it is unlawful for a person to discriminate against another person on the grounds of the other person's disability in relation to the provision of access to a premises or public place. Buildings and spaces are to be as easily accessible to those with a disability as to those without – not only to enter and move about without discomfort, but to use and enjoy the facilities without being deterred by inferior or unavailable access.

The DDA is a complaints-based law which applies to existing premises and places as well as new works. Any person can lodge a complaint with the Australian Human Rights Commission (AHRC) which may proceed to conciliation or be determined by the Courts. At a minimum, development must meet the requirements of the Premises Standards and National Construction Code as set out below. However, due to the broad definition of disability, the limited scope of the building code, and the

complaints-based nature of the DDA, it is not possible to assess or confirm compliance with the DDA.

2.3 The Premises Standards

In response to legal uncertainty about the application of the DDA to buildings, the Disability (Access to Premises - Buildings) Standards were made under the DDA in 2010. Referred to as the Premises Standards, this Commonwealth legislation applies to all new building work that requires a building approval. The purpose of the Premises Standards is:

- to ensure that dignified, equitable, cost-effective and reasonably achievable access to buildings, and facilities and services within buildings, is provided for people with disability, and
- to give certainty to building certifiers, developers and managers that if the Standards are complied with, they cannot be subject to a successful complaint under the DDA in relation to the particular matters covered by the Premises Standards.

The Premises Standards established detailed Performance Requirements and Deemed to Satisfy provisions which are now generally reflected in the Building Code of Australia/NCC. Nevertheless, the Premises Standards retain an important role in determining the applicability of access provisions, particularly to existing buildings.

Existing Buildings

The Premises Standards contain specific guidance for existing buildings.

- Alterations, additions or change of use/classification that requires a building approval is generally required to be made accessible in accordance with current access standards. This is referred to as a 'New Part'.
- The path of travel from a New Part to the existing 'Principal Entry' of the building must be upgraded to be accessible, in accordance with current standards. This path of travel is referred to as the 'Affected Part'.
- Some concessions are available in relation to certain works by tenants, and certain older lifts and accessible toilets that meet specified criteria.

In the case of the subject DA, the new building is a New Part which is subject to the current standards set out in the Premises Standards and NCC2022. This includes the provision of an accessible path of travel to the building.

2.4 National Construction Code 2022 – Vol 1 Building Code of Australia

From 2011, the Access Code in the Premises Standards was incorporated into Volumes 1 and 2 of the Building Code of Australia (BCA). The relevant provisions for Class 2-9 buildings, plus disability access to Class 1b and Class 10 buildings, are now contained in Vol 1 of NCC2022.

The NCC is a performance-based code, in that all work must meet Performance Requirements. This is typically achieved by satisfying prescriptive provisions known as 'deemed-to-satisfy' (DTS) provisions. Alternatively, the requirements can be met by in whole or part through a 'Performance Solution', a design-based process that demonstrates how a Performance Requirement can be met by alternate means.

2.5 Relevant Australian Standards listed in NCC2022

- AS1428.1-2009 Design for Access and Mobility: General requirements for Access – New Building Work
- AS1428.4.1-2009 Design for Access and Mobility: Means to assist the orientation of people with vision impairment – Tactile ground surface indicators
- AS1735.12-1999 Lifts, escalators and moving walks – Facilities for persons with disabilities
- AS4586-2013 Slip resistance classification of new pedestrian surface materials

2.6 Liverpool DCP 2008

Section 29.2 of Part 1 of the DCP relates to Pedestrian Access and Mobility and requires that “*new development must be designed to ensure that safe and equitable access is provided to all, including mobility impaired people*”.

Relevant controls in Section 29.2 are as follows:

- 1. Main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage and high quality architectural detail.*
- 2. The design of facilities (including car parking requirements) for disabled persons must comply with the relevant Australian Standard (AS 1428 Pt 1 and 2, or as amended) and the Disability Discrimination Act 1992 (as amended). ...*
- 5. Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours.*

Meeting the Performance Requirements of the NCC will ensure that the above controls are satisfactorily addressed, where relevant.

3. THE DEVELOPMENT

3.1 The Site and School

The William Carey Christian School (WCCS) is a non-denominational co-educational Christian School from Prep to Year 12. Existing buildings on the site comprise 1 and 2 storey brick buildings, along with formal and informal play fields, landscaped areas and on-site parking for staff and visitors.

WCCS commenced operation on the site as a Primary School in 1988, with a High School added in 1990. New classrooms, library, hall, staff and multi-purpose rooms were added over the years until around 2010. While it is a mainstream school, students and staff at WCCS have a range of disabilities. The school operates a Learning Support Program and Life Skills program. Individual Education Plans are prepared, and adjustments are available to students.

The main entry to the school is from Bumbera Street. There are three (3) vehicular access points on Bumbera Street. These include a separate driveway and carpark for the Prep School, separate driveway for the school bus pick-up and drop-off area and two-way driveway and the end of Bumbera Street. There is also a secondary vehicular access for staff only from Mullenderee Street. There is no vehicular access to the site from Camden Valley Way.

Pedestrians generally enter the school from Bumbera Street. A secondary pedestrian entrance is available at Camden Valley Way, however it is not freely accessible due to locked gates. Access passes are issued on request to students who reside in the adjacent area, and the passes are used to move through 2 access-controlled gateways.

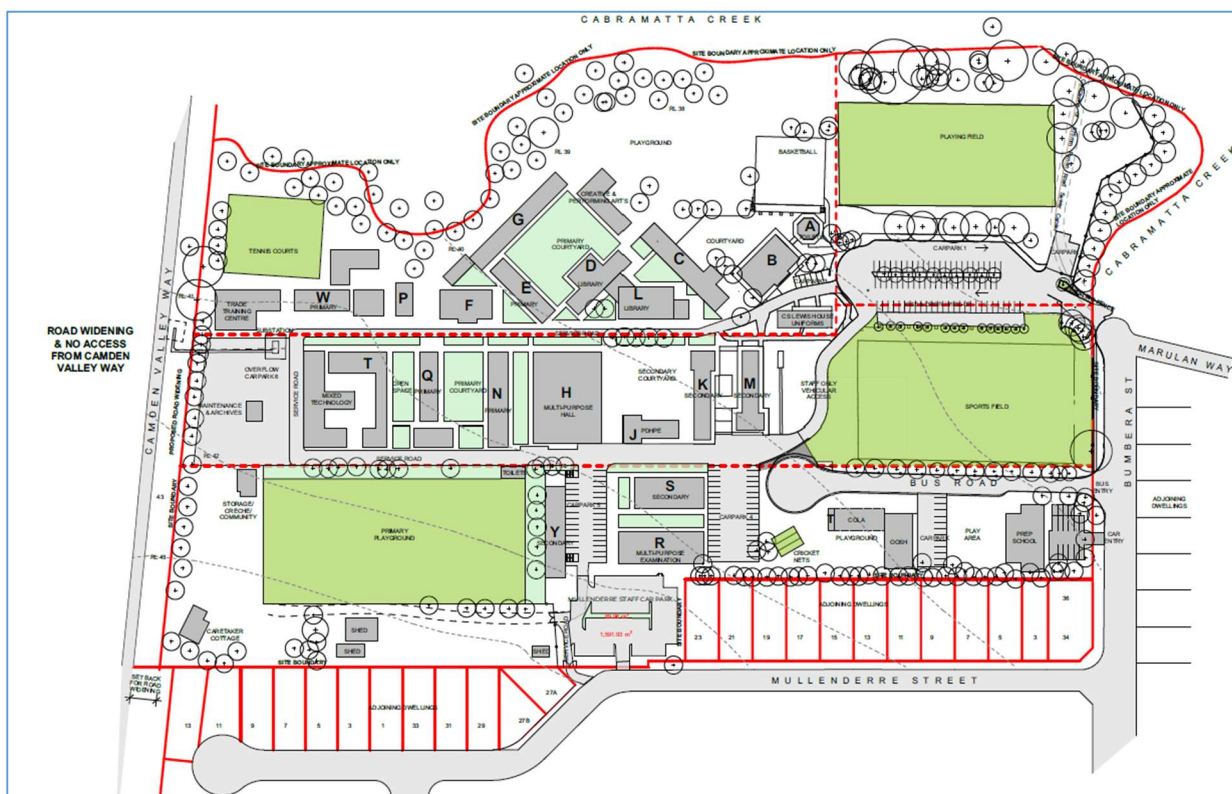


Figure 1: Existing Site Plan. Source: Gardner Wetherill Assoc Architects

3.2 Existing Pedestrian Paths of Travel

Overall, the paths of travel from the entry points and car parking spaces to the new building, and within the school site provide firm and level step-free paths of travel.

However, some technical departures were noted from the detailed provisions of AS1428.1-2009 in relation to some paths of travel, as summarised in the table below.

Location / Element	Compliance Issue	Photo
Main Entrance - Uneven surface at site boundary	The bitumen pathway narrows and the edge drops away at the site boundary. AS1428.1-2009 requires the edge of an accessible pathway to continue at the same level unless there is a kerb or wall. Abutting surfaces should have a level difference no greater than 2mm (or 5mm if the edge is bevelled or rounded).	
Main Entrance – Steep sections of pathway, and crossfall/camber	Sections of the pathway to the school have steep gradients (up to 1:16) and crossfalls (up to 1:11). AS1428.1-2009 defines any walkway with a gradient steeper than 1:20 is defined as a ramp. The standards require a ramp to have handrails on both sides and intermittently spaced level landings for rest. The standard also addresses crossfalls, which are to be no greater than 1:40, or 1:33 if the surface is bitumen.	

Car Park – Barriers on Path of Travel	Fences, speed humps and gates impose access barriers for people moving from the accessible parking spaces to the school buildings. The route from the easternmost space is restricted by a fence on two sides, and therefore requires passage over a rounded speed bump. The dimensions of the speed bump makes it a barrier for people with disabilities under AS1428.1-2009.	 
Car Park – Barriers on Path of Travel cont'd	The route from the westernmost space (pictured at right) requires pedestrians to enter the school grounds via the central service road. During our site inspection, a retractable scissor-fence was in place to prevent access by vehicles. This also had the effect of preventing access by a person in a wheelchair.	 

Camden Valley Way Entry - Gates	This secure route requires pedestrians to use a ramp from the street (within Council land – not inspected), and then pass through 2 access pass-controlled gateways. The gates have a wide opening, D-lever handles and are self-closing, but are not fully AS1428.1-2009 compliant for wheelchair users as they lack door circulation (latch-side and hinge side clearance), and the width of the path does not accommodate 180 degree turns if access cannot be gained through the gate. In practice, this entry is unlikely to be used by a person in a wheelchair due to its secure access status, discrete nature (no school entry signage) and isolated location on a busy road. It could be determined that access is provided ‘to the degree necessary’ despite the identified issues	
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3.3 Recent Development Consent for Car Park

On 16 September 2024, consent was granted by Liverpool City Council to DA-144/2024 for the following:

increase in student numbers from 1,228 to 1,430 students, increase in staff numbers from 158 FTE to 183 FTE, the demolition of the existing on-site car park to provide a new 223 spaces carpark with upgraded am drop-off operational capacity of 244 vehicles and pm pick-up capacity of 273 vehicles, as well as associated landscaping work.

The works will include a significant upgrade to pedestrian access into the site from Bumbera Street, providing new accessible paths of travel through the car park to the school buildings. In addition, 3 new accessible car parking spaces will be provided, and an accessible path of travel from the parking spaces to the school buildings.

When completed, these works should address all concerns flagged in Section 3.2 of this report by providing compliant car parking and accessways.



Figure 2: New Car Park Plan. Source: Gardner Wetherill Assoc Architects

3.4 Proposed Classroom Building

A custom designed two storey modular building is proposed to be erected in the courtyard adjacent to existing Building G, as shown at **Figure 3**.

The proposed building will contain 6 x classrooms: 2 x Science Labs on the ground floor, and 4 x general learning areas (classrooms) on the first floor.

Storage and comms rooms are located on the ground floor, as are sanitary facilities:

- 4 x cubicles with standard WC and basin
- 2 x cubicles with Ambulant WC and basin
- 1 x Unisex Accessible Sanitary Facility, with WC and basin.



Figure 3: Location of Proposed Building. Source: Marathon Modular

The ground floor of the proposed building is elevated above existing ground and is accessed by a 1:14 ramp and two flights of stairs from the playground.

The first floor is reached via two flights of stairs from the ground floor deck. In addition, to provide an accessible path of travel to the first floor, the proposed building will incorporate an elevated ramp / walkway connecting to Level 1 of the adjacent Building G. This will enable the use of the existing passenger lift which services Building G.

Extracts of floor plans are provided at **Figures 4 and 5**. The list of drawings reviewed is provided in **Appendix A**.

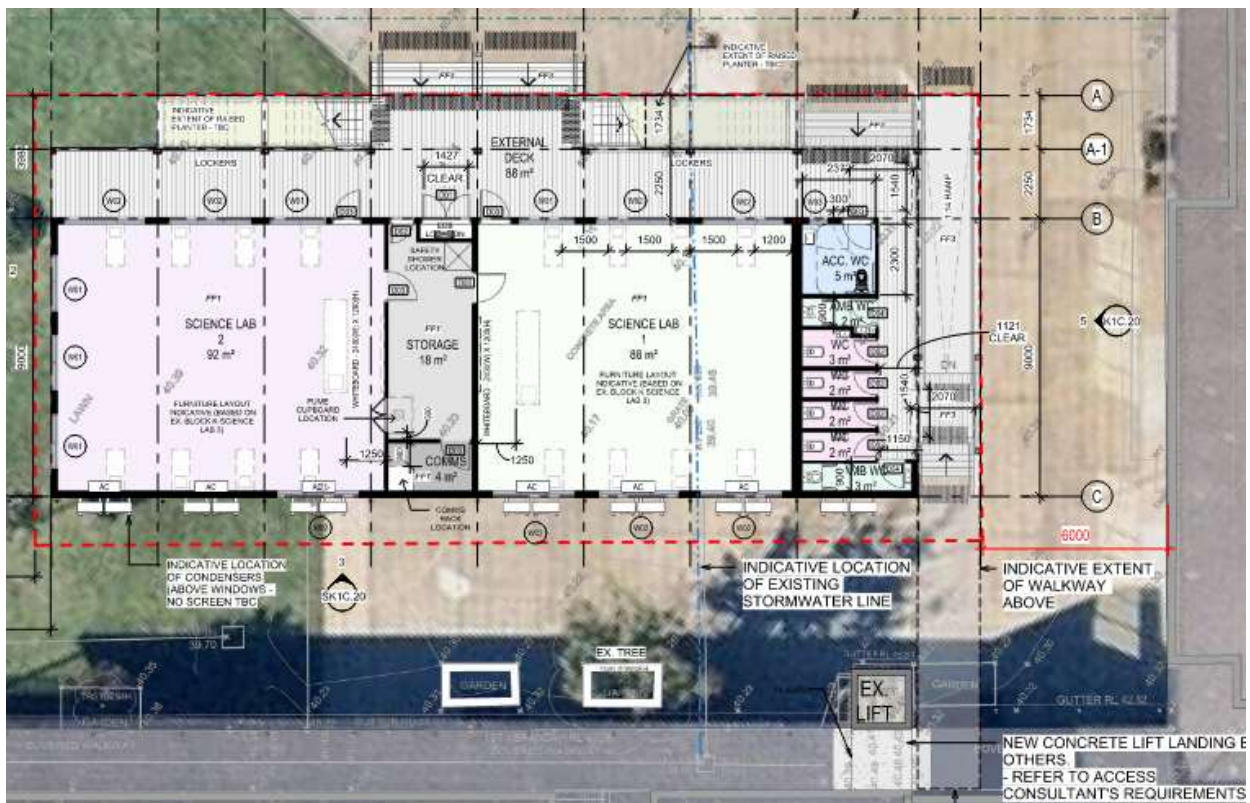


Figure 4: Ground Floor. Source: Marathon Modular

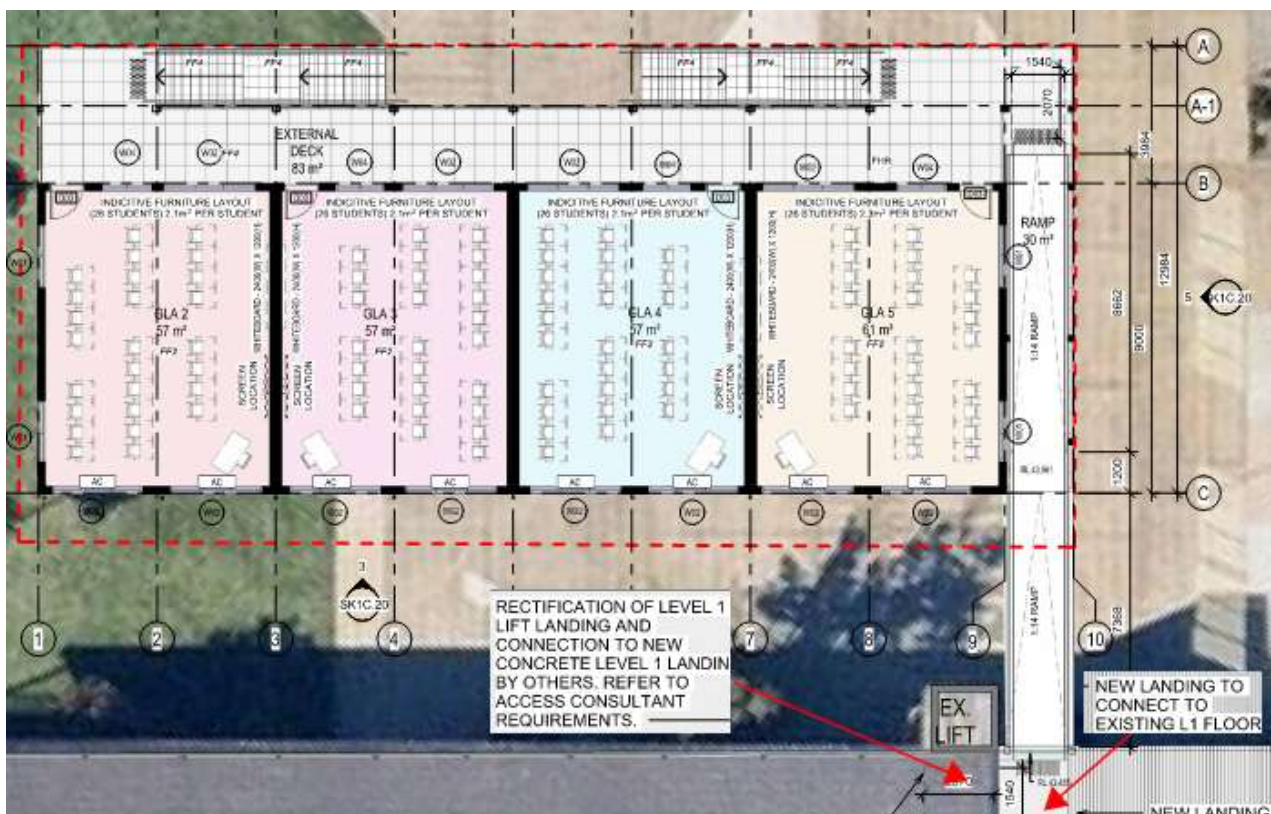


Figure 5: First Floor. Source: Marathon Modular



Figure 6: Side Elevations. Source: Marathon Modular

4. ACCESS COMPLIANCE ASSESSMENT

4.1 Building Classification

Class 9b (School)

4.2 Compliance Summary

The relevant statutory framework and design criteria is set out in Section 2. Commentary on compliance is set out in the table below.

Criteria	Compliance Comment
DDA	The DA drawings demonstrate the capacity to provide equitable access to the premises and facilities within to a person with a disability, by satisfying the performance requirements of the Premises Standards and National Construction Code. (Due to the broad definition of disability, the limited scope of the building code, and the complaints-based nature of the DDA, it is not possible to assess 'compliance' with the DDA.)
Premises Standards	The building is a 'New Part' which is subject to the Premises Standards. The relevant provisions of the Premises Standards are reflected in the BCA/NCC 2022.
NCC 2022	An assessment under the NCC is provided in Section 4.3. The DA drawings demonstrate the capacity to provide access in accordance with the Performance Requirements of the NCC, generally under the deemed-to-satisfy pathway. Due to the existing site constraints, it has been identified that one Performance Solution <u>may</u> be required prior to construction.
Relevant Australian Standards	The DA drawings demonstrate the capacity to provide access to and within the building generally in accordance with relevant Australian standards listed in Section 2.5, subject to detailed design. Construction drawings, FF&E and specifications will need to be reviewed in detail at construction stage to confirm design compliance. Departures from the standards may trigger the need for further Performance Solutions.
Liverpool DCP 2008	Access is to be provided in accordance with the relevant access standards and the NCC and will therefore satisfy the provisions of the Liverpool DCP.

4.3 NCC 2022 – Access for People with Disabilities

4.3.1 Compliance Assessment Table Key

Compliance	Interpretation
Capable of DTS	At DA stage, the key objective of the compliance assessment is to ensure that the design is fundamentally <i>capable of compliance</i> with the NCC deemed to satisfy (DTS) provisions.
Performance Solution	If the DA concept departs from DTS provisions, a <i>Performance Solution</i> may be required at CC stage to demonstrate that compliance with the Performance Requirements of the NCC can still be achieved
Further Detail Required	Where DTS capability or compliance is not demonstrated at DA stage, <i>further detail</i> will be required at CC stage

4.3.2 Deemed to Satisfy (DTS) Compliance Assessment

NCC Deemed to Satisfy	Compliance	Comments
D4D2 General building access requirements Buildings and parts of buildings must be accessible as required by this clause, unless exempted by D4D5 Class 9b (School) Access to be provided to and within all parts of the building normally used by occupants	Capable of DTS + Further Detail Required	Capable of DTS The DA plans demonstrate that a continuous accessible path of travel is available from the adjacent playground, to and within all parts of the building normally used by occupants. Access to and within the first floor relies on the use of passenger lift located in an adjacent building. Subject to detailed design and assessment at CC stage, the DA drawings indicate that access is provided as follows - A 1:14 ramp provides an accessible path of travel access to the ground floor deck, classrooms and sanitary facilities - An existing passenger lift in the adjacent Building G, along with a 1:14 elevated ramp connecting the new building with Building G, provides an accessible path of travel to the first-floor classrooms. - The width of corridors and stairs, ramp widths and gradients, circulation spaces, turning areas, passing spaces and circulation at doorways all demonstrate the capacity to comply with AS1428.1-2009. - Doorways demonstrate the capacity to comply with AS1428.1-2009. This includes a minimum clear opening width of 850mm to all rooms required to be accessible, min clear opening width of 700mm for Ambulant WC cubicles, door circulation clearances, accessible door handles and luminance contrast. Further Detail – Paths of travel between the building and the lift A 1:14 elevated ramp is proposed to connect the new building to the existing concrete verandah of the adjacent Building G. An existing passenger lift is accessed from the Building G L1 verandah and will provide the accessible connection to ground level.

NCC Deemed to Satisfy	Compliance	Comments
		Prior to CC, construction plans / specifications should be prepared which demonstrate the following to the satisfaction of an Access consultant: <u>A. Ground level lift landing</u> • Demolish ramping at ground level lift landing. • Construct new level landing to the full width of the lift (including brick columns); provide 1:10 step ramps on each side with kerb or walled edging  <u>B. L1 lift landing – Rectify</u> • Rectify to achieve no more than 1:40 fall in any direction. <u>C. Ramps at classroom entries – Currently OK but check at CC</u> • The DA drawings reviewed show the new elevated ramp, the new ground level of ramp, and the existing passenger lift, to be in immediate proximity to each other, with direct paths of travel between each element. • However, if the position of any of these elements is altered in the detailed design – for example, if the elevated ramp is relocated - this would alter the paths of travel to and from the first floor of the new building from the playground and the accessible toilet. This may trigger the need for further rectification works to address barriers in the resulting paths of travel. The main barriers are the 'humped' entry ramps at classroom doors. The issue is that these structures, which include steeply graded sides of up to 1:6, and are not permitted obstructions on a path of travel used by people with mobility aids or ambulant disabilities.

NCC Deemed to Satisfy	Compliance	Comments
		 • If the paths of travel / circulation will differ from the assumptions based on the DA drawings, the following is required, subject to detailed assessment and design: ○ Demolish and rebuild entry ramps at classroom doors that are located: ○ on the path of travel to the new building's ground level entry ramp; and ○ on the pathway between the new building's ground level ramp and the ground floor lift landing; and ○ on the first floor verandah of Building G, between the connecting walkway from the new building and the upper level lift landing. ○ The revised classroom entry ramps should provide a 1200mm landing at the doorway with 1:10 step ramps on each side. NB: This recommendation is NOT intended to provide a fully compliant door landing INTO the classrooms. Firstly, because the focus is on the path of travel and secondly, because the Building G classroom doors are far too narrow to achieve compliant accessible entries. However, the above recommendation will provide improved access to the doorways of the classrooms, if correctly designed and built.
D4D3 Access to buildings Accessway to meet AS1428.1-2009 must be provided to a building: • from the main points of a pedestrian entry at the allotment boundary; and • from any required accessible carparking	<i>Potential Performance Solution</i>	As outlined in Section 3.2 of the report, existing pathways to the building from the allotment boundary and accessible car parking do not meet current disability access standards. The following is noted: • The pathways provide step-free paths of travel, which is positive, but have design elements and barriers that may prove difficult or problematic for some people with disabilities. • No intensification (ie increase in student or staff numbers) or changes to access routes is associated with the DA for the

NCC Deemed to Satisfy	Compliance	Comments
space on the allotment.		new classroom building. It is unreasonable to require major siteworks upgrades for a building of this scale. - The WCCS has a firm plan to rectify the issues with the path of travel, with consent recently granted to the DA for an expanded car park with new accessible parking spaces, and accessible paths of travel from Bumbera Street to the school Prior to CC: - it is a matter for the Certifier to determine if a Performance Solution is required to address departures from DTS provisions. - The relevant Performance Requirements to be satisfied require access to be provided 'to the degree necessary', and safe movement to buildings. - A Performance Solution, if required, could include modest rectifications to improve access and safety in the interim period, prior to the car park DA works proceeding. - Alternatively, the Certifier may determine that no Performance Solution is warranted due to the DA approved upgrades.
Accessway to meet AS1428.1-2009 must be provided to a building: from another accessible building connected by a pedestrian link	Capable of DTS	Once within the school site, no issues were observed with accessways to other buildings. The immediately adjacent playground and pathways are paved, and level as shown in the below image and confirmed by survey data. Pathways to other buildings are wide, level and changes in grade are minimal or addressed with kerb ramps.  Prior to CC, ensure that the ground surface at the base of stairs and ramps will be level (no more than 1:40 fall in any direction), if not require make-good during construction.
Accessway to meet AS1428.1-2009 must be provided through the principal pedestrian entrance, and through not less than 50% of all pedestrian entrances	Capable of DTS	The building has multiple pedestrian entrances - each room has a separate entrance from an external deck. The DA drawings indicate that access will be provided through every classroom entrance doorway, as well as the Accessible WC. The entrance doorway to the Storage room is not AS1428.1-2009 compliant (due to width and internal door circulation). This is acceptable, because it represents only 12.5% of pedestrian

NCC Deemed to Satisfy	Compliance	Comments
		entrances. Further, fully accessible entry doors into the storage room are shown to be provided from within the science lab classrooms. At CC stage: All doorways that are to be accessible shall be detailed to comply with AS1428.1-2009. This includes a minimum clear opening width of 850mm to all rooms required to be accessible, min clear opening width of 700mm for Ambulant WC cubicles, door circulation clearances, accessible door handles and luminance contrast at doorways.
D4D4 Parts of building to be accessible Stairways (non-fire isolated) stairways to be designed in accordance with Cl 11 of AS1428.1 (	Capable of DTS	The DA drawings include several flights of non-fire isolated stairways which are shown to be capable of DTS compliance. Subject to detailed design and assessment at CC stage, the DA stage drawings indicate allowance for suitable stairway clear width and dimensions, continuous handrails at landings and handrail extensions at the top and base, contrast stair nosing, and tactile indicators (TGSIs) at the top and base of each stair. Two different height handrails are shown, which reflects the requirement under NCC2022 Part D3D22(1)(c) for a second handrail located at a practical height between 665 mm and 750 mm in a primary school, to aid children. Details of the above to be checked at CC.
Ramps to be designed in accordance with Cl 10 of AS1428.1 (gradient, length, landings, handrails on both sides, clear width, TGSIs)	Capable of DTS	The DA drawings include two ramps –from the playground to the ground floor, and from the first floor to Level 1 of Building G – which are shown to be capable of DTS compliance. Subject to detailed design and assessment at CC stage, the DA stage drawings indicate that allowance has been made for compliant 1:14 gradients, suitable clear width and length, landings at the top and base of ramps, and mid-way where necessary, compliant handrails on both sides, continuous handrails at landings and handrail extensions at the top and base, and tactile indicators (TGSIs) at the top and base of each ramp. Two different height handrails are shown, which reflects the requirement under NCC2022 Part D3D22(1)(c) for a second handrail located at a practical height between 665 mm and 750 mm in a primary school, to aid children.
Every passenger lift must comply with E3D7 and E3D8	Capable of DTS	Refer to rows E3D7-D8 in this compliance table.
Accessways must have passing and turning spaces as specified	Capable of DTS	The DA plans allow for paths of travel including areas providing access to and between doorways, ramps, and sanitary facilities, which are capable of DTS compliance in accordance with the requirements of AS1428.1-2009 for width, turning and passing spaces. The placement of lockers and fixed furnishing (eg fixed Science Lab benches) should be reviewed at CC stage to ensure that access is not impeded.
Flooring	Capable of DTS	Flooring is not selected at DA stage. At CC stage:

NCC Deemed to Satisfy	Compliance	Comments
		- The maximum pile height and overall thickness of any carpets and inset mats shall comply with NCC and AS1428.1; - At thresholds, where floor surfaces abut and gaps in decking are to be confirmed to comply with the NCC and AS1428.1. - Slip test certificates are to be provided for flooring materials showing testing under wet surface conditions in accordance with AS4586 – 2013. Slip resistance is to be in accordance with NCC for landings, stairs and ramps, or Table 3B, SA HB 198:2014 Guide to the specification and testing of slip resistance of pedestrian surfaces where NCC does not specify slip resistance
D4D5 Exempt Areas	Capable of DTS	The following areas are considered to be Exempt from the need to provide access, due to the particular purpose for which the area is used and the tasks undertaken: Comms Room (ground floor)
D4D6 Accessible carparking	n/a	No changes to car parking as part of this proposal. Refer to Section 3.3 for a description of the DA approved car parking improvements
D4D7 Signage	Capable of DTS	Internal signage is not detailed at DA stage. At CC stage, braille and tactile signage in accordance with Part D4D7, NCC Specification 15, and AS1428.1-2009 shall be detailed, to identify: - Each sanitary facility, including but not limited to Accessible and Ambulant facilities. - Required Exit (egress) doors stating 'Exit' and 'Level' followed by floor number - Any hearing augmentation system
D4D8 Hearing augmentation	Capable of DTS	Hearing augmentation is not detailed at DA stage. The following requirements shall be detailed at CC, where relevant - Where an inbuilt amplification system (a permanently installed system that delivers sound) is installed in a Class 9b room (ie classroom) including audio-visual system, wall mounted TV or monitor, etc, an in-built hearing augmentation system is to be provided in accordance with NCC2022, AS1428.1-2009 and AS1428.5-2020. - Braille and tactile signage in accordance with Part D4D7, NCC Specification 15, and AS1428.1 identifying the type of hearing augmentation system installed.
D4D9 Tactile indicators	Capable of DTS	The DA drawings indicate the inclusion of tactile indicators (TGSIs) at the top and bottom of stairs and ramps. The drawings correctly indicate no TGSIs on landings where handrails are continuous. fire isolated stairs. The following shall be detailed at CC stage

NCC Deemed to Satisfy	Compliance	Comments
		- TGSIs to be provided at the top and base stairs and ramps, and on stair landings lonely where handrails are not continuous. - The setout of TGSIs in accordance with AS1428.4.1 - Luminance contrast and slip rating to meet AS1428.4.1.
D4D10 Wheelchair seating spaces in Class 9b assembly buildings	Capable of DTS	The DA drawings do not indicate any <i>fixed seating</i>. Therefore, no wheelchair seating spaces are required. To be confirmed at CC stage.
D4D13 Glazing on an accessway	Capable of DTS	The DA drawings do not indicate any glazed doors, panels or full height windows that might be mistaken for an opening. Therefore AS1428.1-2009 contrast strips or bands do not need to be used. To be confirmed at CC stage.
E3D7 + E3D8 Passenger lifts	Possible Performance Solution	The accessible path of travel to the first floor of the new building relies on the use of the existing Building G passenger lift, which was installed in late 2014. Although the lift is existing and not subject to modification, consideration has been given to the lift specification to ensure that it does not provides barrier to access to the first floor of the new building. The specification sheet signed by the supplier (LiftShop Pty Ltd) in November 2014 indicates that it is a low-speed ElfoLift N-83118 which is stated to comply with AS1735.15. Prior to BCA 2013, these types of lifts were referred to as 'Part 15' lifts. Amendments made to BCA 2013 allowed new lift technologies to be used, including imported passenger lifts such as this one, provided that they satisfied the access provisions outlined in the then Table E3.6(b) of the BCA (i.e. handrail, call buttons, car buttons, automated doors, Braille and tactile information etc.). This type of lift cannot be used in high traffic public use areas, such as theatres, cinemas, transport interchange, shopping centres or the like. When fully enclosed (like the lift at WCCS), the lift is limited to a 4m travel distance and must be automated (not rely on constant pressure). Considering the WCCS lift, the following is noted: - The lift is not in a high public use area. - The elevation prepared by Marathon Modular indicates that the lift travels less than 4m. - The specification sheet indicates that the lift moves automatically and has a hands-free emergency caller. - The door is self-closing and has a clear opening width of greater than 900mm, as required. - While the fitout is likely not fully compliant with current standards, a suitable handrail is installed and lift call and cabin buttons are braille and tactile, with contrasting numerals on buttons, and mounted at an appropriate height.

NCC Deemed to Satisfy	Compliance	Comments
		The lift car dimensions are listed on the specification sheet to be 1050mm x 1400mm. This is slightly narrower than the minimum permitted for a new accessible passenger lift under NCC2022 (1100 x 1400). At the time of installation, AS1735.15-2002 permitted non-residential lifts of 900x1300 so this lift floor size was relatively generous. The dimensions of the existing lift is considered to be adequate, as the width of 1050mm exceeds the minimum for an accessible path of travel (1000mm) and the length of 1400mm is adequate to ensure that wheelchair and an accompanying person can use the lift together. Overall, while not strictly meeting current DTS standards, we are of the opinion that the lift design and operation provides access to the degree necessary. Prior to CC, it is a matter for the Certifier to determine if a Performance Solution is required to address the modest departures from current standards.
F4D5 Accessible sanitary facilities - Provision of accessible unisex sanitary compartments in accessible parts of the building - Included elements, circulation spaces, fixtures and fittings to comply with the requirements of AS1428.1.	Capable of DTS	The DA drawings indicate that compliance can be achieved with the following DTS provisions in F4D5, subject to detail at CC stage: - An accessible unisex sanitary compartment is to be provided in an accessible part of a building. - It is located so that it can be entered without crossing an area reserved for one sex only. - It is shown to contain a closet pan (toilet) and washbasin, and can accommodate a shelf or bench top and sanitary product disposal bin - The room dimensions are sufficient to accommodate circulation spaces, fixtures and fittings to comply with the requirements of AS 1428.1 at CC stage.
Provision of Ambulant sanitary compartments for males and for females, each in accordance with AS1428.1	Capable of DTS	The NCC requires that at each bank of toilets where there is one or more toilets in addition to an accessible toilet, not less than one sanitary compartment for a person with an ambulant disability for use by males and not less than one sanitary compartment suitable for a person with an ambulant disability for use by females, each in accordance with AS 1428.1, must be provided (ie toilet cubicle) for ambulant disabilities for males and one for females is to be provided. The DA drawings indicate that compliance can be achieved with the following DTS provisions in F4D5, subject to detail at CC stage: 2 ambulant cubicles are identified. - At this stage, the drawings do not identify whether the 2 ambulant cubicles are for male and female or are unisex. - As highlighted above, the NCC does not allow for <i>unisex</i> ambulant toilets as DTS. Thus, where

NCC Deemed to Satisfy	Compliance	Comments
		unisex ambulant toilets are provided, they are typically delivered under a Performance Solution. ○ Alternatively, unisex ambulant can be provided without a Performance Solution if they are 'non-required' ie outside or in addition to locational or numerical minimum requirements. • The room dimensions are sufficient to accommodate circulation spaces, fixtures and fittings to comply with the requirements of AS 1428.1 at CC stage.
F4D6 Accessible unisex sanitary compartments • Required to be provided on every storey containing sanitary compartments	Capable of DTS	An accessible unisex sanitary compartment is provided at the bank of ground floor toilets, in accordance with F4D6.

4.3.3 Performance Solutions

The NCC Performance Requirements prescribe the minimum necessary requirements for buildings and must be met to demonstrate compliance with the NCC. Three options are available to meet the Performance Requirements: A Performance Solution, a deemed-to-satisfy (DTS) Solution, or a combination of the two.

The Performance Solution process is a collaborative process involving the preparation of a Performance Based Design Brief, an assessment against the brief, and the preparation of a final Performance Solution Report. This typically occurs prior to issue of a relevant Construction Certificate, for the acceptance of the Certifier.

The table in 4.3.2 identifies matters evident at DA stage that may potentially trigger the need to prepare a Performance Solution, at the discretion of the Certifier. These are summarised below.

DTS Clause	Element	Performance Solution Required
D4D3 Access to Buildings	Accessway from Bumbera Street has uneven surface, steep gradients and steep crossfalls Accessway from accessible car parking spaces is obstructed by speed hump and portable fencing	Potentially, at Certifier discretion. However, may not be required as the Car Park DA will address the compliance issues.
E3D7-E3D8	The existing passenger lift to be used is not fully compliant with minimum internal cabin width and accessible fitout departs from meet current standards	Potentially, at Certifier discretion. However, may not be required because the departures are not significant, and the lift provides access to the degree necessary

5. SUMMARY AND CONCLUSION

Based on our assessment, the drawings listed at **Appendix A** demonstrate the capacity to satisfy the accessible design criteria listed in **Section 2.1** of this report.

Whilst the DA drawings demonstrate that new building is capable of compliance with the deemed-to-satisfy (DTS) provisions of the NCC, some of the existing external elements on which the building relies – accessways from the street and car park, and the width of the passenger lift – do not appear to achieve full DTS compliance. It is at the Certifier's discretion to require a Performance Solution for any aspect which does not fully meet DTS, including those listed in **Section 4.3.3**.

Further design detail and design refinement is required at CC stage, as detailed throughout the table **Section 4.3.2** of this report. Careful design and construction processes will ensure that access is provided to the degree necessary to meet the Performance Requirements of the NCC.

Overall, the development will provide much needed accessible classrooms and address the shortfall in accessible and ambulant sanitary facilities and is worthy of approval.

APPENDIX A: Schedule of Referenced Drawings

This report is based on the following drawings prepared by Marathon Modular.

SHEET NO.	SHEET NAME	REVISION DATE	REVISION
SK1C.00	COVER SHEET	03/02/25	J
SK1C.02	SITE PLAN	03/02/25	J
SK1C.02.5	DEMOLITION PLAN - GROUND FLOOR	03/02/25	J
SK1C.02.6	DEMOLITION PLAN - FIRST FLOOR	03/02/25	J
SK1C.03	GROUND FLOOR PLAN	03/02/25	J
SK1C.04	FIRST FLOOR PLAN	03/02/25	J
SK1C.05	ROOF PLAN	03/02/25	J
SK1C.06	ELEVATION 1	03/02/25	J
SK1C.07	ELEVATION 2	03/02/25	J
SK1C.09	SECTIONS	03/02/25	J
SK1C.10	3D PERSPECTIVES	03/02/25	J