

Submission No 70

RECEIVED SM
16 MAR 2009

BY: LACA



Cerebral Palsy League

CEREBRAL PALSY LEAGUE OF QUEENSLAND

SUBMISSION

DRAFT DISABILITY (ACCESS TO PREMISES BUILDINGS) STANDARD (2009)

TO

FEDERAL PARLIAMENT LEGAL AND CONSTITUTIONAL AFFAIRS COMMITTEE

MARCH 2009

Cerebral Palsy League Of Queensland
Submission
Draft Disability (Access To Premises Buildings) Standard (2009)
To
Federal Parliament Legal And Constitutional Affairs Committee
March 2009

**SUBMISSION
DRAFT DISABILITY (ACCESS TO PREMISES BUILDINGS) STANDARD (2009)
MARCH 2009**

POSITION STATEMENT - ACCESS TO PREMISES STANDARDS (2009)

Australia has recently become a signatory to the United Nations Declaration on the Rights of People with Disability (UNDRPD). The Disability Discrimination Act 1992 (DDA) makes it unlawful to discriminate against a person with a disability with respect to, inter alia, access to premises. The principles that should underpin the Access to Premises and Buildings Standards should reflect the spirit and ethics of these documents.

The Cerebral Palsy League of Queensland (CPLQ or the League) is pleased that the Australian government is actively working towards the Access to Premises Standard - a project that has been on hold for several years. However, CPLQ is concerned that the draft Standard does not ensure adequate access. It exempts too many parts of buildings from being required to provide any access and the access that is required is, in some cases, inadequate. The League has a number of concerns about the detail of the current draft. Briefly, these concerns are:

Some targets are too low.

The draft Standard sets out the number of areas like parking spaces or bedrooms in a building which need to be accessible. Many of these targets are set at 10% or lower. However, more than 20% of Australians have a disability. Most (84%) of those have a physical disability. As our population grows older the need better for access to buildings will only grow.

In other cases, it is difficult to see how setting a target will work. For example, saying that one communal area on every floor of a building should be accessible means that a person with a disability might be able to access the gym but not the meals area.

People with disabilities can only access some buildings or parts of a building

This means no access to:

- Existing buildings which are not already accessible, and which do not undergo extensive renovations in future
- Private homes
- Blocks of flats
- Communal toilet and shower areas in caravan parks and camping grounds

Access is all-or-nothing

When a floor above ground level is not accessible by lifts for wheelchair users, the draft Standard says it does not need to be accessible at all. This denies our client's access to premises.

Some things have been exempted from the Standard

When something is exempted from the Standard it means that it never needs to be made accessible unless the law is changed later, which will be difficult to do. As a result, people with disabilities will not be able to complain to the Australian Human Rights Commission about lack of access to some things, including:

- The first three floors above ground level of a new building which has a floor surface area of 200 metres squared or less;
- Holiday and accommodation units with less than three bedrooms;
- Fire isolated areas like fire stairs

Some things have been left out of the Standard altogether

There are some things which have been left out of the draft Standard altogether. They may be included later on if the Standard goes through a significant review. However, it may be difficult to get these things put into the Standard at a later date, and they are immediately necessary. These include:

- Fit out of buildings, including lighting levels, door designs and electrical switches;
- Wayfinding standards, which would allow people who are blind or vision impaired to navigate their way around a building independently.
- The inclusion of universal signage for people from Culturally and Linguistically Diverse (CALD) backgrounds.

There is no consideration for how the Standard will be used and reviewed

The draft Standard will be reviewed once every five years if it goes ahead unchanged. Because this is a new law and because the government has just signed the UN CRPD it is concerning that there will not be ongoing monitoring. This would allow everyone to make sure that problems are spotted quickly so that solutions can be found early on.

In addition, the draft Standard refers to a number of Australian Standards which are made and reviewed by committees. At the moment people with disabilities may not have strong representation on those committees, and it is important that our voice is heard clearly and consistently in future.

ORGANISATION

The **Cerebral Palsy League of Queensland** (The League) is the largest non-government service provider for Queenslanders who have physical disability and provides a range of services throughout the state. Services are accessed by children and adults with cerebral palsy and related disabilities and their families / carers. The League mission statement documents the core direction and purpose of the organisation as follows:

“A community which actively seeks and supports the contribution of people with disability” (2009-2010 Strategic Plan).

The organisation has grown, from its initial small inception 1948 by a group of parents of children and concerned citizens to one - sixty years on – with an annual budget of \$50 million and supporting over 3,000 adults and children with physical disability. The League provides services to people with disability, their families and carers in the areas of:

- Accommodation Support
- Day Services
- Open employment services
- Business services including supported employment
- Therapy and Support
- Respite

The League employs approximately 1500 staff to assist in the delivery of innovative services to meet the needs of our client population across the state with special consideration being given to the difficulties of service access to those people who have disability and who are living in rural and remote regions and also those people from culturally and linguistically diverse backgrounds.

The League has four regional centres for child and adult services and it also provides an outreach program within each region and throughout the state. Service outlets are located all over the state of Queensland. Outreach League services are also provided in rural and remote places such as Mt Isa, Torres Strait and Cairns. The Client Consultative Committee (CCC) of the League operates across Queensland. Membership consists of clients of the League and their views are fed directly into strategic plans, policies and programs at the League and are reportable to the CEO and Board of Directors.

The League is certified under:

- AS/NZS ISO 9001-2000
- Disability Employment Quality System (Commonwealth Disability Services Standards)
- Queensland Disability Sector Quality System

Chief Executive Officer:
Mrs Angela Tillmanns

Signature

Registered office:

55 Oxlade Drive, New Farm
Queensland 4005
Postal Address:
PO Box 386, Fortitude Valley
Queensland 4006
Telephone 07 33588011
Facsimile 07 3254 1291
Email exec@cplqld.org.au
Website www.cplqld.org.au

Contact Person

Gabrielle ROSE (PhD) |Policy and Research Officer | Cerebral Palsy League of Queensland, 55 Oxlade Drive | New Farm | Brisbane |4005 PO Box 386 | Fortitude Valley | QLD 4006

Web www.cplqld.org.au

Cerebral Palsy League Of Queensland
Submission
Draft Disability (Access To Premises Buildings) Standard (2009)
To
Federal Parliament Legal And Constitutional Affairs Committee
March 2009

The evidence for this submission has been gathered by:

- Consultation with the League's Client Consultative Committee which is made up of client representation across Queensland;
- League consultation, focus groups and discussions with managers, supervisors, staff and clients of Children's and Adult Services at the Cerebral Palsy League of Queensland;
- Further League consultation on the final draft submission;
- Research on Adult and Children's services at the League;
- Conversation feedback carried out at our services within the last two weeks;
- Research identifying international benchmarks; and
- Building and disability sector discussion into the Draft Access to Premises (2009).

1.0 DRAFT STANDARD ACCESS TO PREMISES (2009)- GUIDING PRINCIPLES

- 1.1 The Cerebral Palsy League of Queensland advocates systemic change, which can only be achieved through an integrated, industry wide approach. The key principles that should drive systemic change are as follows:
1. **Access is a human rights issue** and requires Commonwealth leadership, systemic change within building and planning processes.
 2. The **definition of access** is a holistic approach that includes public premises, public and private housing, public spaces, public transport, educational facilities, places of employment and information.
 3. Australia must move away from the medical model of disability to the social model that advocates that **disability is a social construct** where disability is defined as the social attitudes and barriers that 'disable' an individual from being a full and inclusive member of the community. In terms of access, policy makers must respond to the features of property, not to the features of the perceived impairment.
 4. The League recommends that industry and government must take a **strategic approach** to make meaningful, measureable and sustainable inroads towards building an accessible, inclusive society.
 5. **Proactive regulatory governance** is essential in achieving meaningful, long term change. This entails:
 - Strong legislative imperatives and Standards for improved access in building and planning legislation
 - Active enforcement of legislation
 - Improvement of lodging and hearing complaints process
 - Implement strategies to combat misconceptions and reshape public attitudes.
 - As regulation and standards only cover minimum access provisions, it is important to **incorporate market-based incentives** for industry to adopt practices above the minimum standards.
 7. The League is cognisant of the need to maintain housing affordability; however effort must be directed at **expanding the supply of accessible homes in both the private and public market** given that in the next ten years half of Australia's population will be over 50 years of age and the likelihood of at least 20% living with disability is a certainty.
 8. The government needs to **revisit the benefit-cost analyses** in looking towards

implementing access regulation (for both public premises and housing). Of significant challenge would be:

- i. Have all the direct and indirect costs and benefits fully incorporated?
- ii. How do we measure the value of diversity and inclusiveness in our society?
- iii. Can access be debated as an economic argument given the significant human rights implications?

The CPLQ therefore suggests that more creative and qualitative measures are used that consider the implications of the long term structural changes that are occurring in our communities, rather than focussing on immediate term financial costs and benefits.

9. Access and inclusion are for all Australians, and so a long term view needs to be taken with regard to integrating all issues and policies related to people with disabilities.

2.0

DEMOGRAPHIC CONTEXT

- 2.1 There are over 3.9 million people with disabilities living in Australia or 20% of the population. In addition to this there are 2.6 million carers (ABS 2004). The need for accessible housing is therefore substantial and is predicted to increase with the aging of our population.

Measurable injustices are revealed when comparing the standard of living of these individuals:

Table 1 Profile of people with disabilities (ABS 2004)

<i>Measure</i>	<i>people with disabilities</i>	<i>people without Disabilities</i>
Completed year 12	30%	49%
Completed a degree	13%	20%
Labour force Participation	53%	81%
Unemployment rate	8.6%	5%
Gross median weekly income	\$255	\$501

There are of course injustices that cannot be easily measured such as exclusion, discrimination and social isolation from the socio-economic mainstream, which are a violation of human rights.

The accessibility of the built environment, public spaces and transport directly contribute to the ability of people of all ages with disabilities to do what people without disabilities take for granted – go to school, go to work, go out to socialise.

An increased supply of accessible housing will help maintain strong family relationships, informal networks and community connections, enable people to access home based support services, will limit the demand for specialist housing, and avoid costly admissions or long stays in acute hospitals.

A more accessible place will work towards enabling everyone to live independent and fully inclusive lives.

3.0

ACCESS IN A REGULATORY CONTEXT

- 3.1 Regulation affecting accessibility in the built environment can be found in several key pieces of legislation and regulation. The most important of these are:
 - Disability Discrimination Act 1992 (DDA) (Aust)

Cerebral Palsy League Of Queensland
 Submission
 Draft Disability (Access To Premises Buildings) Standard (2009)
 To
 Federal Parliament Legal And Constitutional Affairs Committee
 March 2009

- Planning and Environment Act 1987 (Aust)
- Local Planning Schemes (Qld)
- Equal Opportunity Act 1995 (Aust)
- Australian Standards (Aust)
- Building Code of Australia (Aust)
- Building Act 1994 (Aust)
- Building Regulations 1994 (Qld); and
- The proposed Australian Standard – Disability Access to Premises (Aust)

4.0 THE PROPOSED AUSTRALIAN STANDARD – DISABILITY ACCESS TO PREMISES

4.1 Regulation that will have a significant impact on the improvement of access to the built environment will be the introduction Australian standards which will codify the Disability Discrimination Act (1992) with the Building Code Act (1994) of Australia. The development of the Access to Premises Standards (Premises Standard) will, from a regulatory perspective, facilitate a national approach to the improvement of accessibility throughout the built environment.

However, several key limitations will remain:

- The exclusion of residential housing from the Premises Standard and the DDA.
- Concern over who should contribute to costs in providing access to existing buildings without access.
- Concern about the impact of additional building costs in providing access to potential building investments.
- Concern that premises standard may not go far enough to have a meaningful impact on improving accessibility throughout the built environment.

4.2 Issues associated with the Draft Standard

Many of the issues outlined below are also supported by peak disability organisations such as:

- Australian Federation of Disability Organisations
- Physical Disability Australia

4.2.1 The draft requires buildings to meet several Australian Standards (including AS1428 parts 1 and 4, and AS2890 part 6), but the latest versions of these Australian Standards are not yet adopted and their content is not public. We are being asked to comment on or even accept a DDA standard without knowing the detail of what it requires. And we are particularly concerned that the new AS1428.1 will not have requirements that accommodate 90% of wheelchair users, as expected.

4.2.2 Home unit blocks (Class 2 buildings) are not covered by the draft standard at all (but they were covered in the 2004 draft). This is exceptionally short-sighted and discriminatory given that many Local Councils and various state government policies and regulations already require access to common areas and adaptable housing. This means that Local Councils might amend their Development Control Plans and allow developers to return to building blocks of home units with no access to common areas and no adaptable units (both are presently required by many local councils).

4.2.3 The draft requires disability access in small accommodation facilities (like homes converted to B&Bs, purpose built B&Bs, cabins in caravan parks and eco villages) only when there are four (4) or more bedrooms (or cabins). The draft lumps together newly built

buildings with converted, existing facilities. Having a threshold of four (4) means almost all B&Bs will be excluded. And exempting new B&Bs, new cabins in caravan parks and new eco-lodges is considered unnecessary and detrimental to people with disability.

- 4.2.4 The number of designated disability parking spaces required is 1 or 2% (depending on the type of facility). This is demonstrably inadequate as the number of disability parking permits on issue represents in the order of 10 to 13% of registered vehicles.
- 4.2.5 No access is required to levels of a multi-storey car park which do not have designated disability parking spaces even though, due to the shortage of accessible parking spaces, many people are required to park on other levels of multi-storey carparks. Some people with disability use vehicles with rear access and park in regular spaces. In future, these people will be able to park only on those levels with designated disability spaces. While parking is important to everyone it more critical to people with disabilities due to the design and location requirements of accessible parking spaces.
- 4.2.6 Motels and hotels, and aged care facilities (hostels and nursing homes) must, in addition to having access to common areas, have some accessible bedrooms with en-suite accessible bathrooms. However, there is no guidance as to what is needed in a bedroom to provide adequate access. And the number of bedrooms required to be accessible in aged care facilities (the same as for motels) is most inadequate.
- 4.2.7 There is an urgent need for all of the Australian Standards covering lifts (AS1735 all parts) to be reviewed to ensure lifts are accessible and safe. In addition, the draft has no specifications for the size of lift lobbies – which may mean a person may not be able to turn their wheelchair to continue their journey after exiting the lift.
- 4.2.8 Fire isolated stairs are exempt from requirements for access features that would assist blind people and people with ambulant disability (such as handrails on both sides of the stairs, no open treads).
- 4.2.9 The draft Premises Standard only requires an accessible shower in a health care building, aged care building, child care centre and accessible motel/hotel rooms, thereby exempting aquatic centres, gymnasiums, fitness clubs, B & B's, caravan parks and the like even though many of these places provide showers for the remainder of the population.
- 4.2.10 There is scant regard to wayfinding for people with vision impairment or people who are blind despite considerable research in recent years.
- 4.2.11 AS1428.5 Design for access and mobility - Communication for people who are deaf or hearing impaired is reportedly ready to be adopted by Standards Australia but is not referenced in the draft Premises Standard.
- 4.2.12 There is no requirement for meeting rooms in aged care facilities to have hearing augmentation.
- 4.2.13 Numbers of hearing augmentation receivers is limited to 3.5% of an audience – this needs to be increased to at least 10%.
- 4.2.14 There are also a host of other shortcomings, mostly of a technical nature and these are documented elsewhere.

5.0 FURTHER ANALYSIS OF THE AREAS OF THE DRAFT STANDARD – ACCESS TO PREMISES (2009) THAT REQUIRE MORE DEVELOPMENT

5.1 SCHEDULE 1 – PART A3.1 - ISSUE

Draft Access to Premises Standard references Australian Standards which are under review by Standards Australia and are yet to be released to the public (much less

Cerebral Palsy League Of Queensland
Submission
Draft Disability (Access To Premises Buildings) Standard (2009)
To
Federal Parliament Legal And Constitutional Affairs Committee
March 2009

adopted).

There is particular concern that the yet to be released AS1428.1 will not have specifications that will enable access by 90% of wheelchair users (i.e. the dimensions currently in AS1428.2).

The Australian Standards referenced but not public are:

- AS1428.1 (Design for Access and Mobility – General Requirements for Access – New building work)
- AS1428.4 (Design for Access and Mobility – Tactile indicators)
- AS2890.6 (Parking Facilities – Off street parking for people with disabilities)

In addition, AS1428.5 Design for access and mobility - Communication for people who are deaf or hearing impaired should be referenced and made public.

Solution

All Australian Standards referenced in the draft Access to Premises Standard (plus AS1428.5) must be released to the public as “adopted” and then at least six weeks comment time allowed prior to the Access to Premises Standard being formally considered by the Review Committee and put to Parliament.

5.2

Part 2.1 - Issue

Failure to cover Class 2 buildings (Unit Blocks)

Solution

- Class 2 buildings (multi-unit blocks of home units) must be covered either by the Access to Premises Standard or by the “Access to Accommodation” provisions of the DDA.
- Many Class 2 buildings are offered for rent, but cannot be rented by people with disabilities due to lack of access to even the common areas.
- To mandate access to common areas and that a percentage (say 10%) of units be constructed to AS4299 would simply reflect what many local government bodies currently require in their Development Control Plans (DCP).
- There would be no additional cost in those Local Government Areas already covered by appropriate DCPs, and little impact in other areas.
- To continue to exclude Class 2 buildings from coverage in the Access to Premises Standard may see Councils amend DCPs to remove the access requirements for these buildings.

5.3

Parts 1.4 and 2.1 – Issue

Including purpose built cabins in caravan parks or in eco villages with small B&Bs (specified Class 1b buildings).

Solution

A trigger of four (4) or more bedrooms would mean almost all B&Bs and cabins would continue to have no accessible rooms. This would reduce rights currently contained in the DDA.

The disability community can accept that a case of economic difficulty may be able to be made out for existing homes being converted for use as small B&B type buildings (Class 1b), following a claim of unjustifiable hardship. We can accept a threshold of three (3) bedrooms before access is required in these small, existing, converted premises.

However, newly built B&Bs, new cabins in caravan parks and new eco lodges are

generally purpose built and we can see no reason why new B&Bs, new cabins and new eco lodges and the like (also specified Class 1b buildings) cannot be required to be accessible on the same basis as Class 3 buildings (i.e. 1 to 10 cabins, at least one to be accessible, etc.).

5.4 Part 4.3 – Issue

Concern re lessees in multi-tenant buildings when doing upgrade work, not being required to also ensure access to the new work (i.e. the affected part).

Solution

This situation could result in a building with two tenants, where one tenant who has control of all floors bar the ground floor, undertaking work on all floors bar the ground floor (which work must meet the requirements of the Access to Premises Standard) but not being required to also provide access to the lifts (which might be up several steps from the street entrance).

If any work by any tenant (requiring a building application) were to require an access corridor to be provided (by the tenant), this would most likely trigger an arrangement between the building owner and the tenant, relieving the tenant of the responsibility and achieving an outcome where new work is accessible and can be reached by an accessible path of travel.

5.5 Part 2.1 – Issue

Given that the trigger for the Premises Standards is a requirement for a building approval is there variation around Australia concerning when that trigger would occur. If so, how does this variation impact on when the Premises Standards provisions would be triggered?

Solution

We support a national approach.

5.6 Would new work on buildings in relation to ‘green building’ upgrades really result in triggers that would also require access upgrades as suggested by industry. – Issue

Clarification is needed in regards to whether:

- The current ‘green building upgrades’ as discussed by industry require a DA or BA;
- The ‘green building’ requirements’ are nationally consistent;
- The ‘green building’ upgrades allow for exclusions from complying with other relevant legislation.
- The ‘green building’ upgrade cycle and requirements are codified in some way.

Solution

This still needs to be clarified.

If “green building upgrades” are shown not to trigger other work – particularly Access to Premises Standards, other methods must be adopted to ensure buildings are upgraded within reasonable timeframes.

5.7 Part 2.2 (1) – Issue

This section does not specifically state that “building owners” are responsible for ensuring compliance with the provisions of the Premises Standard.

Solution

'Building owner' should be included in 2.2(1) to avoid any possibility of confusion.

5.8**Part 2.2 – Issue**

Definitions of “building certifier”, “building developer” and “building manager” each have lists of who “could be” included.

Solution

Part 2.2 (2, 3 and 4) should all be amended to clarify that the list “includes but is not limited to ...” those who might be a “building certifier”, “building developer” and “building manager”.

5.9**Part 2.2 (2) – Issue**

This section only gives as examples of a building certifier as private certifiers, building surveyors and local councils.

Solution

This would be clearer if Part 2.2 (2) referred to ‘any consent authority’.

5.10**Part 4.1(f) – Issue**

This section refers to “regional and remote” locations.

These terms seem to imply that the location of a building in a regional or remote area somehow reduces the need for access or inherently makes it more expensive to comply with the Access Code.

Solution

Many people with disability live, work and travel to and within regional and remote locations.

Section 4.1(f) must make it clear that simply by a building being in a regional or remote location does not, of itself, indicate that a claim of unjustifiable hardship is made out.

5.11**Part 4.1 (k) – Issue**

This section (possible grounds for unjustifiable hardship) appears to allow a successful claim on the basis of “essential” or “incidental” significance of heritage features. There is concern that inconsequential heritage issues may become excuses for not providing access.

Solution

The text of Part 4.1(k) should reflect the terminology used in within the Heritage industry for determining the appropriateness of access upgrades wherein discussion refers to the impact on the ‘elements of heritage significance’. Suggested wording is:

k) if detriment under paragraph (j) involves loss of heritage values that are of high heritage significance and / or that where new building works to facilitate access for people with disabilities would cause a significantly adverse and irreversible impact on the heritage significance of the place and/or its fabric;

5.12**Part 4.1(l) – Issue**

Section 4.1(l) suggests unjustifiable hardship should be considered in the light of, inter alia, achieving compliance by ‘less onerous’ means.

Solution

This section needs to make it clear that ‘less onerous’ means (to those required in the Access Code) should be considered only when unjustifiable hardship is reached in meeting the Code.

- 5.13 Part 5.1 – Issue**
Part 5 is inadequate in setting out how the Access Code implementation will be reviewed.
For example:
It needs to be clearer in terms of how the review will measure the effectiveness of the Premises Standards on achieving their objects.
How will new and existing building be assessed?
Which elements will be reviewed?
How can the work was done at the DARG meeting on this issue be incorporated?
How can this be looked at further.

Solution

Part 5 needs to be redrafted so it adequately addresses the issues of review to ensure appropriate outcomes are achieved.
In particular, a protocol should be included in Part 5 which sets out the criteria and benchmarks that progress should be measured against.

- 5.14 Table D3.1 Class 3 – Issue**
In the section on Class 3 buildings the punctuation is misleading as ‘full stops’ are missing at the end of the sentence ‘or the like’.

Solution

Careful proof reading is required to eliminate ambiguity.

- 5.15 In Table D3.1 Class 3 – Common Areas – Issue**
The table seems to indicate that, in buildings with access only to the ground floor access is required only “To and within not less than one of each type of room or space for use in common by the residents ...” whereas, if a level is served by a ramp or lift, “(b) to and within rooms or spaces for use in common by the residents, “. That is, more access is required on upper levels than on the ground floor.

This could mean that, in a one floor motel, only one restaurant need be accessible, whereas if the motels had several floors serviced by lift and had several restaurants, all on the upper floor would have to be accessible.

Solution

The wording needs to be amended to make it clear that all facilities on an accessible level must be accessible, including at least one of each type that is also located on an inaccessible level.

- 5.16 Table D3.1 Class 7a – Issue**
The Table requires access only to floors of a car park where there are accessible parking bays.
Consequently many people with disability are forced to park in non-accessible bays.
Many of these people use vans with rear access which can use a regular sized parking bay.
Denying these people the opportunity to park on any level will significantly reduce their ability to use the facility associated with the parking area.

Solution

Lift access must be required to all levels of Class 7a buildings.

- 5.17 Table D3.1 Class 9b – Issue**
This Table does not make it clear that theatres and other Class 9b buildings need to

ensure that access is provided to the stage, dressing rooms, refreshment areas etc (although this is covered in the Guidelines).

Solution

The Table should be amended to ensure clarity on the need for access to all areas of Class 9b buildings (except those areas exempted – tiers and platforms with no accessible seating).

5.18 Table D3.1 Class 9c Common Areas – Issue

The table seems to indicate that, in buildings with access only to the ground floor access is required only “To and within not less than one of each type of room or space for use in common by the residents ...” whereas, if a level is served by a ramp or lift, “(b) to and within rooms or spaces for use in common by the residents, “. That is, more access is required on upper levels than on the ground floor.

This could mean that, in a one floor residential, only one meeting room, therapy pool or gymnasium (for example) need be accessible, whereas if the residential had several floors serviced by lift and had several meeting rooms, pools or gymnasiums, all on the upper floor(s) would have to be accessible.

Solution

The wording needs to be amended to make it clear that all facilities on an accessible level must be accessible, including at least one of each type that is also located on an inaccessible level.

5.19 Table D3.1 Class 9c – Issue

The Table requires the same numbers of accessible sole occupancy units as in Class 3 buildings.

This is most inadequate given that the people likely to be admitted to an aged care facility are much more likely to have a severe mobility disability than occupants of motels.

Solution

The numbers of accessible sole occupancy units in a Class 9c building must be increased by at least a factor of 3 in each number of units range. That is: 1-10 – 3 units accessible, 11 -40 – 6 units accessible, etc.

5.20 Table D3.1 Class 10b – Issue

This Table (Class 10b buildings (swimming pools)) excepts the need for access to a pool which is for the exclusive use of residents of SOUs in Class 9b buildings.

This would mean some Class 9b buildings with more than 3 rooms or cabins would not be required to make the swimming pool accessible, denying residents with disabilities access to a facility.

Solution

The Table needs to be amended to make it clear that swimming pools must be accessible in all Class 9b buildings that are required to have accessible rooms and facilities.

5.21 Part D3.2 Access to Buildings – Issue

Part D3.2 (2) (b) refers to the location of accessible entrances respective to inaccessible entrances.

However, there is no reference to the need for an accessible path of travel between these two building elements.

Solution

Part D3.2 must be amended to ensure that an accessible path of travel is available

between any inaccessible entrance and at least one accessible entrance which must be no more than 50m from the inaccessible entrance.

5.22 Part D3.2 (5) – Issue

Wording leaves it open for a two leaf door to have an *active* leaf of less than 850mm.

Solution

Part D3.2 (5) must be amended to make it clear that the active leaf must be 850mm.

5.23 Part D3.3- Parts of buildings to be accessible- Issue

Fire isolated stairs are exempt from requirements for access features that would assist people to evacuate safely. This will jeopardise evacuees (including blind people, vision impaired people and people with ambulant disability) and the people assisting them in a crisis who are forced to use the fire isolated stairs?

Solution

Fire isolated stairs and ramps must be required to meet AS1428.1.

5.24 Part D3.4 Exemptions – Issue

This part lists parts of buildings which are not required to be accessible.

This implies that no person with a disability might need to work in or visit such parts of buildings.

There is general concern about the message this section gave concerning the capacity of people with a disability to work in a variety of areas and possible conflict with the intent and objectives of the Commonwealth Disability and Mental Health Employment Strategy. In particular section D3.4 (d) is of concern because of the inclusion of the term 'logistic/distribution' areas. The concern is that developers will try to avoid providing access to an office which is described as a logistics centre or distribution centre when in reality they are simply administrative offices.

Fire isolated stairs are exempt from requirements for access features that would assist blind people so what happens to people in a crisis and are forced to use the fire isolated stairs ?

Solution

The list of exemptions should be limited to those areas clearly not able to be made accessible such as windmills or lighthouses.

Other areas/buildings should rely on the unjustifiable hardship provisions.

5.25 Part D3.5 Accessible parking – Issue

This part D3.5 (b) states (in part) that accessible parking need not be provided where a parking (valet) service is provided.

The concern is that the provision ignores the fact that many of the modifications undertaken to enable vehicles to be independently driven by a person with a disability may prevent other people from driving the vehicle. For example: the driver's seat may be removed to enable automatic wheelchair locking systems to be installed, specific hand operated control systems and extended foot control pedals.

Most hotels have some space on their driveway where a vehicle can be left.

Solution

Part D3.5(b) must be amended to require alternative arrangements when parking is provided by valet service.

5.26 Part D3.5 Car Parking (number of spaces) – Issue

The number of accessible spaces required is inadequate given the number of Mobility Parking Authorities (QLD nomenclature) that have been issued.

In QLD the number of Mobility Parking Authorities that have been issued over the past nine years has increased at a mean average of 9%. (Queensland Transport March 2009).

With this sort of increase 2% of allocated disability car spaces is clearly inadequate

Solution

Proportion of spaces in all categories should be increased by a factor of 5. I.e. where 1% is required it should be increased to 5%.

5.27 Note - Boom gates and Pay Machines in Car Parks (Not covered in Code where Car Parking covered)

Many people with disability have difficulty extracting ticket from an entry boom gate.

Many people with disability cannot access parking pay machines.

Accessible parking requirements should be considered in conjunction with the work occurring on the National Accessible Parking Strategy

Solution

That boom gates and pay machines must be accessible be made mandatory and be included in the Code.

5.28 D3.6 Signage – Issue

Part D3.6 (e) requires no more than the international symbol for access and an arrow.

More information is required. Signage should include written information on what feature the sign was directing an individual to (i.e. accessible toilet, entrance, ramp, parking).

Any directions towards an accessible entrance need also to ensure the person is being sent on an accessible path to that entrance.

Solution

Part D3.6 must be amended to require information about the facility one is being directed to, and a requirement that such pathway be an accessible one.

5.29 D3.7 Hearing augmentation – Issue

(1) A hearing augmentation system must be provided where an inbuilt amplification system, other than one used only for emergency warning, is installed:

(a) in an auditorium, conference room, meeting room, room for judicatory purposes, or a room in a Class 9b building; or

Deafness Forum recommendation: need to include meeting areas in Class 9C buildings (aged care buildings).

(b) at any ticket office, teller's booth, reception area or the like, where the public is screened from the service provider.

Solution

Definition of "screening" is needed, as currently a screen with a 150mm gap is considered to not be screened. Also include ALL bank teller's booths irrespective of gap size.

(2) If a hearing augmentation system *required* by subclause (1) is:

(a) 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; or

Deafness Forum recommendation: need to mention loop receivers here.

(b) a system requiring the use of receivers or the like, it must be available to not less than

95% of the *floor area* of the room or space served by the inbuilt amplification system, and the number of receivers provided must be not less than:

Deafness Forum recommendation: need to mention accessories i.e. neckloops, stetoclips, headphones etc here.

(i) if the room or space accommodates up to 500 persons, 1 receiver for every 25 persons (or part thereof), or 2 receivers, whichever is the greater; and

Deafness Forum recommendation: this is only 4% receivers which is too low. 10% is recommended.

(ii) if the room or space accommodates more than 500 persons but not more than 1000 persons, 20 receivers plus 1 receiver for every 33 persons (or part thereof) in excess of 500 persons; and

Deafness Forum recommendation: this is only 3.5% receivers which is too low. 10% is recommended.

(iii) if the room or space accommodates more than 1000 persons but not more than 2000 persons, 35 receivers plus 1 receiver for every 50 persons (or part thereof) in excess of 2000 AS Note: this should read "1000" persons; and

Deafness Forum recommendation: this is only 2.75% receivers which is too low. 10% is recommended.

(iv) if the room or space accommodates more than 2 000 persons, 55 receivers plus 1 receiver for every 100 persons (or part thereof) in excess of 2 000 persons.

Deafness Forum recommendation: this is less than 2.75% receivers which is too low. 10% is recommended.

(3) The number of persons accommodated in the room or space served by an inbuilt amplification system must be calculated according to clause D1.13 of the *BCA*.

(4) Any screen or scoreboard associated with a Class 9b building and capable of displaying public announcements must be capable of supplementing any public address system, other than a public address system used for emergency warning purposes only.

5.30 **D3.9 Wheelchair seating in Class 9b assembly buildings – Issue**

D3.9 (b) refers only to cinemas (excluding live theatre, concert halls, etc.). There is concern that in cinemas, people could be forced to sit in the front row – so not allowing that is supported.

However, front row seating in live theatre is considered desirable, as is front row seating at some sporting venues.

Solution

D3.9(b) can be left as is if a new D3.9(c) is drafted as follows:

D3.9(c) in a theatre or other venue (but not a cinema):

with not more than 300 seats — wheelchair seating spaces may be located in the front row of seats; and

(ii) with more than 300 seats — not less than 75% of *required* wheelchair seating spaces must be located in rows other than the front row of seats; and

(iii) the location of wheelchair seating is to be representative of the range of seating provided.

5.31 **D3.9 Wheelchair seating in Class 9b assembly buildings – Issue**

There is concern that some theatres are putting removable seating into wheelchair accessible spaces and then allowing them to be booked rather than leaving them empty

until all bookings are made before putting seating in.

Solution

This needs to be better addressed in the Guidelines.

5.32 D3.10 Swimming Pools – Issue

Part D3.10 (1) does not make it clear that its provision refers to swimming pools with a perimeter of 40m or more when associated with a Class 1b, 3, 5, 6, 7, 8 or 9 building required to be accessible.

Solution

Part D3.10 (1) must be amended to clarify which pools (i.e. the trigger of 40m pool circumference when associated with certain buildings) may use all nominated entry devices.

Part D3.10 could be simplified to state requirements for pools with a total perimeter of >40m but <= 70m and pools with a total perimeter of >70m

5.33 D3.10 Swimming Pools – Issue

In addition there was concern about this 40m trigger as it could mean many facilities quite capable of providing access to smaller pools are exempted from doing so.

Part D5.6

This Part does not require that an aquatic chair be able to be pushed by the occupant.

5.34 Solution

This Part must be amended to make it mandatory that aquatic chairs must be capable of being propelled by the occupant i.e. the rear wheels must be large enough to allow a person to self propel.

6.1 AS1735 Lifts, escalators and moving walks – Issue/s

It should be noted that while there were people with disabilities included on the Standards Australia ME04 Committee working group for development of this suite of Standard, no people with disabilities were on the Committee which had voting rights for final publishing.

Part 12: Facilities for persons with disabilities

Preface, Scope and Application:

While the Preface to the 1999 edition states that the Standard is applicable to public buildings only and is compatible with the Building Code of Australia (BCA), the Scope states that the document sets out requirements for facilities in passenger lifts that are specifically designed to assist persons with disabilities. Further, the Application states that the Standard applies to new lifts in the public access path and in new lift wells in buildings other than private dwellings, and specifically where the building authority stipulates provision of facilities for people with disabilities.

Although from the Application it might be interpreted that the Standard applies only to passenger lifts with a fully enclosed lift car (i.e. Parts 1, 2, 3, and 16), this neglects the need for guidance with regard to facilities necessary to permit people with disabilities to use all lifts, i.e. it must apply to all passenger lifts including Part 7, 8, 14, or 15 lifts. Obviously if a functional element is necessary to drive a high-rise lift, then it also must be necessary to drive a low-rise lift.

It is recommended that Part 12 Application be amended to indicate that it applies to all

passenger lifts.

With introduction of the Disability Discrimination Act (DDA) Standard on Access to Premises (Premises Standard), Clause 1.1.2 will become redundant. Therefore it is recommended that Clause 1.1.2 be deleted.

Solution

It is recommended that Clause 1.1.2 be deleted.

6.2 Lift Landings: Issue

Part 12 is silent with regard to the required size of landings serving lifts. Because the circulation space provided by the lift landing is critical to the user's ability to access the lift car, it is recommended that Part 12 give guidance regarding the minimum size of lift landings.

Because there are many situations in which the user must reverse from a lift, e.g. when the other occupants prevent manoeuvring of the wheelchair within the lift car. Upon exiting the lift car, the user of the wheelchair will be required to make a 90° or 180° turn before proceeding from the lift landing. Because AS1428 Part 2-1992 Clause 6.2 prescribes the minimum space necessary to turn an occupied wheelchair through 180° is 1540 x 2070mm, it is recommended that AS1735 Part 12 be amended to require lift landings to be a minimum size of 1540mm x 2070mm.

Solution

It is recommended that a new Section to address Lift Landings be added to Part 12 which states that each public passenger lift shall be provided with a minimum landing circulation space of 1540mm x 2070mm to allow access by all.

6.3 Lift Car Size: Issue

Section 2 states that the minimum lift car internal dimensions shall be 1100mm wide by 1400mm deep. The draft Disability Discrimination Act Standards on Access to Premises (Premises Standard) was originally prepared to provide access for 90% of people with disabilities. Table E3.6(b) of this Premises Standard requires the minimum lift car floor size to be 1400mm x 1600mm for all lifts with travel in excess of 12 m. Therefore although Table E3.6(b) allows exceptions to this required lift car floor size for low-rise lifts, it must be noted that these are concessions as a lift car with internal dimensions of 1100mm x 1400mm will fall short of the access needs required for 90% of people with disabilities. It is suggested that with the release of the draft Premises Standard, current wording in Section 2 is incorrect.

Solution

It is recommended that Section 2 be re-drafted to reflect the new requirements, i.e. that the minimum lift car internal dimensions shall be 1400mm wide by 1600mm deep.

6.4 Section 2 should also note the exceptions allowed by the draft Premises Standard.

Solution

It is recommended that Section 2 be re-drafted to indicate the exceptions allowed by the draft Premises Standard, namely that minimum lift floor dimensions may be reduced to 1100mm x 1400mm for all low-rise lifts (travel no more than 12 m), while the minimum lift floor dimensions may be reduced further to 810mm x 1200mm for AS1735-7 stairway platform lifts.

As discussed under Lift Landings above, the minimum space required to turn a wheelchair through 180° is 1540 x 2070mm. Therefore a lift car of 1400mm x 1600mm would not permit a wheelchair user to perform a 180° turn within the lift car. The minimum internal

dimensions of a lift car necessary to permit a wheelchair user to make a 180° turn within the lift car would be 1540mm x 2070mm. The nearest standard sized lift car shown in ISO/DIS 4190-1 would have an inner dimension of 1600mm x 2100mm. The ability to perform a 180° turn within the lift car will have an impact on the ability of the occupant to exit the car (see Levelling of Lift Cars below) and the required number of control panels within the car (see Controls below).

Although the minimum clear opening required by AS1428-1 for doors along an accessible path is 850mm, the minimum clear opening required by Section 2 for lift doors must remain as 900mm. The greater clear opening dimension required for lift doors is necessary to permit a wheelchair user to reverse from a lift car because it is not possible to reverse a wheelchair from a lift car along the same path as was used to enter the lift car.

It is recommended that Section 2 be amended to include a statement that the minimum size of lift car necessary to permit a wheelchair user to make a 180° turn within the lift car shall be 1540mm x 12070mm.

6.5 Doors: - Issue

Section 4 Doors, Clause 4.1 Types states that lift car and landing doors shall be horizontally sliding, power operated, and automatically controlled. While this requirement is most appropriate for all lifts with enclosed lift cars, the horizontally sliding requirement is difficult to comply with for low-rise lifts serving two stops only and using open cars. Such lifts should still be required to use doors, gates, or ramps which are power operated and automatically controlled. Such operation is necessary to comply with the passenger protection requirements.

It is recommended that Section 4, Clause 4.1 be re-drafted to exempt low-rise lifts using open cars and serving no more than two stops from the requirement to install horizontally sliding doors.

6.6 Section 4, Clause 4.2 – Issue

Requires lift car doors to be fitted with passenger-protection devices. However Clause 4.2(a) refers to both lift car doors and lift landing doors Therefore it is recommended that the first paragraph should be amended to include landing doors.

Solution

It is recommended that Clause 4.2 be amended to make it clear that passenger-protection devices shall be fitted to all lift landing doors as well as to lift car doors.

6.7 Issue

The meaning of Clause 4.2(a) is not clear. It needs to be clear that both a safety shoe and a series of light beams are required on the lift car doors. Further it needs to be clear that the dual system is required for both car doors and landing doors. It also needs to be clear that for car doors, each light beam originates in the closing edge of the door on one side and is detected in the closing edge of the door on the opposite side. It also should clarify that the same system is used for the landing doors. Clause 4.2(a) should be further clarified if it stated that the 12mm diameter was held vertically and deleting reference to its longitudinal axis.

Solution

It is recommended that Clause 4.2(a) to be amended to state that both a safety shoe and a series of light beams are required on the lift car doors, and duplicated on the landing doors.

It is recommended that Clause 4.2(a) be amended to clarify that each light beam originates from the closing edge of the door on one side of the entrance opening and travels horizontally to the detector on the closing edge of the door on the opposite side of the entrance opening.

It is recommended that Clause 4.2(a) be amended to delete reference to the longitudinal axis and state that the 12mm diameter must be held vertically.

Clause 4.2(b) which requires a series of beams across the lift car door to a height to 1550mm above the lift car door sill, presents an alternative to the system described in Clause 4.2(a). However as the sides of low-rise lifts with open lift cars are usually less of 1550mm in height, it is recommended that Clause 4.2(b) be amended to take account of low-rise lifts with open lift cars.

It is recommended that Clause 4.2(b) be amended to take account of low-rise lifts with open lift cars by requiring the light beams 75mm apart from 50mm above the floor to the top of the lift car walls or 1550mm whichever ever is the lower.

6.8 Issue

With the introduction of destination directed control systems, the built-in door open dwell times need to be revisited. The requirements presented in Clause 4.3 may no longer be sufficient for all users particularly people with vision impairment.

Solution

It is recommended that the door open dwell times presented in Clause 4.3 be revisited and if extended times are found necessary, Clause 4.3 be amended to reflect the extended times.

6.9 Levelling of Lift Cars: Issue

Within a pedestrian path of travel, any vertical rise greater than 6mm is considered a trip hazard. In addition, any vertical rise of 6mm or greater will present an impassable barrier to many reversing wheelchair users. Therefore the tolerance on levelling accuracy of plus or minus 12mm permitted by AS1735 Part 12 Section 6 is not appropriate under today's OH&S expectations.

As is noted in Section 6, the levelling accuracy is measured as part of the acceptance test and results may exceed 12mm on occasions during the life of the lift equipment. This places greater emphasis on reducing the tolerance for levelling accuracy at the acceptance test. It is strongly recommended that the tolerance for levelling accuracy at the acceptance test be reduced to plus or minus 5mm. If this requires all passenger lifts to be fitted with automatic relevelevelling facilities, this should be done.

6.10 Solution

It is recommended that Section 6 be amended to require the tolerance for levelling accuracy at the acceptance test be reduced to plus or minus 5mm for all passenger lifts.

It is recommended that Section 6 be amended to require all passenger lifts incapable of meeting the plus or minus 5mm tolerance on levelling accuracy be fitted with automatic relevelevelling facilities.

6.11 Control Buttons: Issue

Section 7 Clause 7.2.1 details the circumstances which determine when more than one lift car control panel is required. The clause states that when either depth or width of the lift car is less than 1400mm, not less than two accessible control panels are required, one to

the left and one to the right of a person entering the lift car. Because persons using lifts differ with respect of the side to which they are capable of operating control buttons, when only one control panel is provided, it will be necessary for many people to turn through 180° in order to operate the lift.

As noted above under Lift Car Size, the minimum lift car internal dimensions that permit a 180° turn are 1600mm x 2100mm. Therefore it is recommended that Clause 7.2.1 be amended to require two lift car control panels in all lift cars with internal dimensions less than 1600mm x 2100mm.

Solution

It is recommended that Clause 7.2.1 be amended to require two accessible lift car control panels in all lift cars with internal dimensions less than 1600mm x 2100mm.

6.12 Clause 7.2.2(b) – Issue

States that the communication control button shall be identified by a visible symbol on the button face. The clause must state that this symbol will be in addition to the required tactile symbol and Braille equivalent (which must not be on the face of the button – see below).

Clause 7.2.2(c) states that the emergency stop control need not be positioned on the required control panels. This control button or switch must however be accessible. It is recommended that Clause 7.2.2(c) be amended to indicate that the emergency stop control must be located in an accessible position, preferably on the control panel.

6.13 Clause 7.2.2(d) states that although two control panels may be required, only one emergency stop control is required. This is illogical in view of the fact that two control panels are required because not all people are capable of reaching and operating controls on both sides of the lift car. Therefore it is recommended that two stop buttons be provided, with each being located in an accessible location, and preferably with each being associated with a different control panel.

Solution

It is recommended that Clause 7.2.2(c) and Clause 7.2.2(d) be combined to require the provision of two stop buttons with each being located in an accessible position either on or in close association with each control panel.

Clause 7.2.2 requires each control button to be identified by the provision of a tactile symbol plus Braille equivalent. The Clause requires the symbols and Braille to be located above or to the left or on the face of the control button. However, because people who use the tactile symbol to identify the function of the control need to be able to press with sufficient force to differentiate between the raised tactile symbol and the surrounding control panel surface. Such necessary force exceeds the 3.5N stated by Clause 7.4.1.2 as the minimum force required to operate any control button. It is recommended therefore that the last paragraph of Clause 7.2.2 be amended to state that the required identifying raised tactile symbol and Braille equivalent be restricted to above or to the left of the control button.

It is recommended that the last paragraph of Clause 7.2.2 be amended to state that all control buttons shall be identified by raised tactile symbols and Braille equivalent located above or to the left of the control button.

6.14 Clause 7.2.3 – Issue

Refers to key pads where provided and states that a tactile dot shall be provided on the centre of number 5 unless the tactile symbol is on the face of the button. From the

argument provided above, it is recommended that the words “unless the tactile symbol is on the face of the button” should be deleted from the clause.

Solution

It is recommended that Clause 7.2.3 be amended to delete from the clause the words “unless the tactile symbol is on the face of the button”.

6.15 Clause 7.4.1.2 – Issue

Refers to the force required to operate each control button. Again, this clause refers to situations where the tactile symbol is located on the face of the button. It is recommended that Clause 7.4.1.2 be amended to delete the second sentence.

Solution

It is recommended that Clause 7.4.1.2 be amended to delete the words “Where tactile symbols are provided on the face of the button, the force required to operate the button shall be not less than 3.5N and not more than 5N.”.

6.16 Clause 7.4.4 – Issue

Details the extent to which the moving part of a control button or its surround must project beyond the face of the control panel. However many people with disabilities are unable to engage a control button which is level with or below its surround. Further it is not possible to cause the operation of the control if the button cannot be depressed for the full distance of its movement necessary. It is therefore recommended that the moving part of a control button be required to project beyond its surround by not less than the distance of travel necessary to operate the control.

Solution

It is recommended that Clause 7.4.4 be amended to require the moving part of a control button to project beyond its surround and the face of the control panel by not less than the distance of travel necessary to operate the control.

6.17 Information:

Section 8 Clause 8.1 requires that for lifts serving more than 3 floors, automatic audible information shall be adjustable between 35dB(A) and 55dB(A). However the draft DDA Premises Standards requires the adjustable range to be between 20dB(A) and 80dB(A). It is recommended therefore that Clause 8.1 be amended to require automatic audible information to be adjustable between the range of 20dB(A) and 80dB(A).

Solution

It is recommended that Clause 8.1 be amended to require automatic audible information to be adjustable between the range of 20dB(A) and 80dB(A).

To clarify the intent of the second sentence of Clause 8.1 it is recommended that the sentence be amended to indicate that the tone should be sounded both at the landing and within the lift car.

It is recommended that the second sentence of Clause 8.1 be amended indicate that the tone should be sounded both at the landing and within the lift car.

6.18 Issue

Many people who use wheelchairs also have hearing impairment. These people will not be able to turn around in all lifts and will not be able to benefit from any audible information. It is necessary therefore to provide all information by both audible and visual means. It is recommended therefore that Clause 8.2 be amended to provide the additional requirement that all information shall be provided by both audible and visual means.

Solution

It is recommended that Clause 8.2 be amended to include the additional requirement that all information shall be provided by both audible and visual means.

6.19 Issue

Clause 8.3 details requirements for tactile information. It must be noted that Braille characters constructed within a recess by routing of the background are difficult to detect. It is recommended that Clause 8.3(d) be amended to require all tactile information to be provided as raised tactile characters which shall be raised a minimum of 0.8mm above the background.

Solution

It is recommended that Clause 8.3(d) be amended to require all tactile information to be provided as raised tactile characters which shall be raised a minimum of 0.8mm above the background.

6.20

The last paragraph of Clause 8.5 states that where there are less than three lifts installed and landing lanterns are installed, audible indicators shall be provided. This sentence suggests that when landing lanterns are not installed, no audible information need be provided. This clearly would not be the intended requirement. It is recommended therefore that the last paragraph of Clause 8.5 be deleted. It is also recommended that the words "Where there are three or more lifts in a bank," be deleted from the first paragraph of Clause 8.5.

Solution

It is recommended that the words "Where there are three or more lifts in a bank," be deleted from the first paragraph of Clause 8.5.

It is recommended therefore that the last paragraph of Clause 8.5 be deleted.

6.21 Issue

Because larger lifts carry more people than smaller lifts it is more the norm than not that the presence of other occupants will restrict the manoeuvrability of people using wheelchairs. Therefore it is important, irrespective of the size of the lift car, that a car position indicator be located on both front and back walls. It is recommended that Clause 8.6.1 be amended to require a car position indicator be located on both the front and the back walls.

Solution

It is recommended that Clause 8.6.1 be amended to require a car position indicator be located within the lift car on both the front and the back walls.

6.22**Communication Systems: Issue**

Clause 9.2 is titled Acknowledgment of Communication. However the Clause merely requires visible acknowledgment that the communication control button within the lift car has been successfully operated. Unfortunately, illumination of a lamp will not provide a person with vision impairment with an indication that the communication control button has been successfully operated. It is recommended that Clause 9.2 be amended to refer to the "successful operation" of the communication control and to require acknowledgment with both an audible tone and the illumination of a lamp.

Solution

It is recommended that Clause 9.2 be amended to refer to the "successful operation" of the communication control and to require acknowledgment with both an audible tone and

the illumination of a lamp.

6.23

Issue

Clause 9.5 refers to the lift car end of the communication system. Unfortunately this equipment is all for audible communication and will not provide any assistance for a person with hearing impairment. The information required by the person within the lift car is that the call has been received and is being acted upon. It is recommended that Clause 9.5 be amended to require, in addition to a microphone and loudspeaker, a small visible display activated within the lift car when the answering service receives the call to indicate that the call has been received and assistance has been dispatched.

Solution

It is recommended that Clause 9.5 be amended to require, in addition to a microphone and loudspeaker, a small visible display activated within the lift car when the answering service receives the call to indicate that the call has been received and assistance has been dispatched.

6.24

Issue - Part 16: Lifts for persons with limited mobility – Restricted use – Automatically controlled

This Standard was published in 1993 and is long overdue for review. With the introduction of AS1735 Part 18 to cover low-rise lifts for residential applications, Part 16 lifts are released to provide low-rise lifts for commercial applications. The current title for the Part 16 Standard therefore, is now inappropriate and misleading. This is particularly so given that the Note 5 of Clause 1.1 states that such lifts may be installed in small commercial buildings. Further while Note 1 of Clause 1.2 states that a regulatory authority may require the lift to be electrically isolated when not in use, this is not mandatory. Therefore such lifts installed in small commercial buildings may be unlocked throughout trading hours, i.e. their use need not be restricted. Further, it is noted that the draft DDA Premises Standard does not place restrictions on the use of Part 16 compliant lifts. Therefore it is recommended that the Standard be re-titled as “Low-rise passenger lifts – Automatically controlled”.

Solution

It is recommended that the Standard be re-titled as “Low-rise passenger lifts – Automatically controlled”.

6.25

Scope: Issue

Because Notes to Clauses are informative and not normative, it is recommended that Notes 2, 3, 5, and 6 be converted to normative statements within the text. Note 2 should be incorporated into the first paragraph. Note 3 should be incorporated into paragraph two. Note 5 should become a normative Clause under Clause 1.2. Note 6 should become a normative Clause under Clause 1.1.

Solution

It is recommended that Notes 2, 3 and 6 be converted to normative statements within the text of Clause 1.1.

It is recommended that Notes 2, 3 and 6 to Clause 1.1 be converted to normative statements within the text of Clause 1.1.

It is recommended that Note 5 to Clause 1.1 be converted to a normative statement within the text of Clause 1.2.

6.26

Application: Issue

Cerebral Palsy League Of Queensland
Submission
Draft Disability (Access To Premises Buildings) Standard (2009)
To
Federal Parliament Legal And Constitutional Affairs Committee
March 2009

Note 2 of Clause 1.2 discusses Catering for Specific Disabilities. However any lift installed in a small community building will be expected to transport people with all types of disabilities. Therefore as an automatically controlled low-rise passenger lift, a Part 16 compliant lift should incorporate all the features required by Part 12. It is recommended that Note 2 of Clause 1.2 be deleted and be replaced by a normative paragraph requiring the lift to incorporate all the features mandated by Part 12.

Solution

It is recommended that Note 2 of Clause 1.2 be deleted and be replaced by a normative paragraph requiring the lift to incorporate all the features mandated by Part 12.

6.27 Design Limitations: Issue

Clause 2.4.1 states that the maximum size for lift car floor area may be 1.6m² (1100mm x 1455mm). The Clause requires that the length of a car without doors be measured from car sill line to car sill line at 1000mm above the floor. However the draft DDA Premises Standard requires the minimum dimensions for the passenger space of the lift car to be 1100mm wide x 1400mm deep (1.54m²). Therefore if the maximum total car floor area (occupancy area plus space for safety light curtains) must not exceed 1100mm x 1455mm, then any safety light curtains would need to be provided within 55mm, i.e within 27mm of each end. However this conflicts with Clause 12.4(a)(iii) which requires a minimum of 50mm inside the vertical front face of the edge of the sill for location of any light beam.

Because the full 1100mm x 1400mm is necessary to accommodate a person using a wheelchair plus a carer, it is recommended that Clause 2.4.1 be amended to require this occupancy area of lift cars without doors to be measured between safety light curtains at 1000mm above the car floor.

Solution

It is recommended that Clause 2.4.1 be amended to require the occupancy area of lift cars without doors to be measured between safety light curtains at 1000mm above the car floor.

6.28 Issue –

Therefore in order to accommodate the 1100mm x 1400mm occupancy space plus 50mm each end for the light beams, the total floor area must be 1100mm wide x 1500mm long (1.65m²). It is recommended that Clause 2.4.1 be amended to limit the lift car floor area to a maximum of 1.65m².

Solution

It is recommended that Clause 2.4.1 be amended to limit the lift car floor area to a maximum of 1.65m².

6.29 Issue

While Clause 2.4.2 limits the minimum car size to 600mm x 600mm (0.6m²), it should also limit such sizes to private residences. Further, the draft DDA Premises Standard requires the minimum dimensions for the occupancy area to be 1100mm wide x 1400mm deep (1.54m²), however this does not take account of the distance necessary any light beams. Therefore it is recommended that Clause 2.4.2 be amended to require minimum internal lift car floor dimensions to be 1100mm wide x 1500mm deep for all applications other than private residences.

Solution

It is recommended that Clause 2.4.2 be amended to require minimum internal lift car floor

dimensions to be 1100mm wide x 1500mm deep for all applications other than private residences.

It is recommended that a Note be added to Clause 2.4.2 referring to Clause 12.4(a)(iii) for the minimum width in which to provide a light curtain.

It is recommended that a Note be added to Clause 2.4.2 referring to AS1735-12 Clause 4.2(b) for details for a light curtain.

6.30 Liftwells: Issue

Section 6 Clause 6.5 details Car Clearances. Clause 6.5.1 provides details for Bottom Clearance, yet it is not clear how to determine the required pit depth. It is recommended that a Table 6.5.1 be included by way of clarification.

Solution

It is recommended that a Table 6.5.1 be included to clarify calculation of a complying pit depth.

6.31 Issue

Clause 6.5.3(b)(iii) states that the horizontal clearance between the car sill and the landing sill shall be no less than 10mm and no more than 25mm where doors are not powered or 40mm if the doors are powered. It is not clear why a greater gap is permitted for powered doors given that the minimum gap is the same for both situations. It must be noted that the minimum gap permitted by AS1428-1 along a path of travel is 13mm. This would suggest that a gap of even 25mm, would be too large. It is recommended therefore that the permitted range for horizontal clearance between the car sill and the landing sill be limited to between 10mm and 15mm. Further, it can be argued that the horizontal clearance between the car sill and the landing sill at the entrance should be limited to between 10mm and 15mm irrespective of door operation.

Solution

Therefore, it is recommended that Clause 6.5.3(c) be deleted.

It is recommended that Clause 6.5.3(b)(iii) be amended to limit the permitted range for horizontal clearance between the car sill and the landing sill to between 10mm and 15mm irrespective of door operation.

It is recommended that Clause 6.5.3(c) be deleted.

6.32 Cars: Issue

Section 12 Clause 12.4 provides the requirements for safety protection of the car entrance. Clause 12.4(a)(i) and Clause 12.4(b) gives requirements for protection by light beams. However the minimum number of required light beams is three, one at 15mm, one at 65mm plus one at 165mm above the floor. It is unlikely that such a series of beams would be interrupted by a 620mm diameter wheelchair wheel before it intercepted the liftwell wall.

Doors: Issue

Clause 13.1 Note 2 refers to the space required at each landing to allow the landing door to fully open without obstructing the expected use of the area. However this statement gives little guidance regarding how to achieve this. It is recommended that Clause 13.1 Note 2 be elevated to a normative statement within Clause 13.1. It is also recommended that Clause 13.1 be amended to add the requirement that the landing call button be located a minimum of 800mm outside the opening arc of the door. It is also recommended

that Clause 13.1 be further amended to state that a minimum lift landing of 1540mm x 2070mm is required to provide adequate manoeuvring space.

Solution

It is recommended that Clause 13.1 Note 2 be elevated to a normative statement within Clause 13.1.

It is recommended that Clause 13.1 be amended to add the requirement that the landing call button be located a minimum of 800mm outside the arc of any powered door.

It is recommended that Clause 13.1 be amended to state that a minimum lift landing of 1540mm x 2070mm is required to provide adequate manoeuvring space.

6.33

Issue

Clause 13.2 refers to approved types of doors. Note 1 erroneously suggests that people who use wheelchairs prefer swing type landing doors. As this is not correct, it is recommended that Note 1 to Clause 13.2 be amended to delete the words “Where a passenger is likely to be in a wheelchair, swing type doors are the most suitable type, however”.

Solution

It is recommended that Note 1 to Clause 13.2 be amended to delete the words “Where a passenger is likely to be in a wheelchair, swing type doors are the most suitable type, however”.

6.34

Issue

Clause 13.3 refers to the clear width of doorway openings. Because AS1735 Part 16 will be referenced in the DDA Premises Standard, It is recommended that the clear width of door openings be increased to 900mm and the reference to a 600mm clear opening relegated to a Note.

Solution

It is recommended that Clause 13.3 be amended to require a minimum clear width of doorway opening of 900mm.

6.35

Issue

Clause 13.4 refers to the height of doorways and states that the minimum permitted vertical clearance shall be 1850mm (1800mm in difficult situations). It is difficult to reconcile this requirement when the BCA requires a minimum vertical clearance at doorways of 1980mm.

Solution

It is recommended that Clause 13.4 be amended to require a minimum vertical clearance at doorways of 1980mm.

6.36

Clause 13.5 details requirements for the construction of lift doors and door handles. Door handles on the liftwell side need to be flush and also need to comply with AS1428-1. However because door handles complying with AS1428-1 necessarily protrude beyond the face of the door and the force required to open a door is limited to 20N, it is recommended that all landing doors be power operated and function automatically. It is also recommended that where car doors are fitted they be horizontally sliding, power operated and function automatically.

Solution

It is recommended that all landing doors be power operated and function automatically.

It is recommended that where car doors are fitted they be horizontally sliding, power operated and function automatically.

6.37 Issue

Clause 13.8 gives details for viewing panels in doors and requires compliance with AS1735-2. The area of the panel is limited to 0.065m² (i.e. 600mm x 108mm).

Requirements for glazed viewing panels in doors to be opened by people with disabilities are given in AS1428-1. This Standard requires the lower edge of the glazing to be not greater than 1000mm above the floor; the upper edge to be not less than 1600mm above the floor; the edge of the glazed panel to be not more than 200mm from the latch side of the door and to be not less than 150mm wide. Therefore the minimum permitted viewing panel area would be 0.09m² (i.e. 600mm x 150mm). As Clause 13.8 permits the installation of two viewing panels in lift landing doors, it is recommended that Clause 13.8 be amended to limit the maximum area of viewing panels in landing doors to 0.09m² and restrict the location to that required by AS1428-1.

Solution

It is recommended that Clause 13.8 be amended to limit the maximum area of viewing panels in landing doors to 0.09m² and restrict the location to that required by AS1428-1.

6.38 Issue - Control Devices:

Section 15 details requirements for Control Devices. It is recommended that a Clause be added to Section 15 requiring compliance with AS1735-12 Section 7 for the design of control devices.

Solution

It is recommended that a new Clause be added to AS1735-16 Section 15 requiring compliance with AS1735-12 Section 7 for the design of control devices.

6.39 Issue

Part 15: Low-rise passenger lifts – Non-automatically controlled

Scope:

Section 1 Clause 1.1 Scope limits the Part 15 lift to a low-rise, low-speed passenger lift controlled by a constant pressure device. Such devices limit the functionality of the lift for people with disability. It is recognised that a constant pressure control is necessary for safety because the provisions of the Standard only provide the minimum requirements. However with sufficient safety devices fitted it would be possible to operate the lift under automatic control. This would significantly enhance the utility of Part 15 lifts. Therefore it is recommended that an additional Appendix be written which gives guidance on the necessary safety features to be installed to permit the lift to operate safely under automatic control. It is recommended that an additional Note be added to Clause 1.1 referring to this Appendix. The Appendix would provide guidance for those manufacturers who wish to produce a lift that can operate safely under automatic control.

Solution

It is recommended that an additional Appendix be written which gives guidance on the necessary safety features to be installed to permit the lift to operate safely under automatic control.

It is recommended that an additional Note be added to Clause referring to the Appendix giving guidance for those manufacturers who wish to produce a lift that can operate safely under automatic control.

6.40 **Design Limitations: Issue**

Clause 2.4.1 states that the maximum size for lift car floor area may be 1.6m² (1100mm x 1455mm). The Clause requires that the length of a car without doors be measured from car sill line to car sill line at 1000mm above the floor. However the draft DDA Premises Standard requires the minimum dimensions for the passenger space of the lift car to be 1100mm wide x 1400mm deep (1.54m²). Therefore if the maximum total car floor area (occupancy area plus space for safety light curtains) must not exceed 1100mm x 1455mm, then any safety light curtains would need to be provided within 55mm, i.e within 27mm of each end. However this conflicts with Clause 12.4(a)(iii) which requires a minimum of 50mm inside the vertical front face of the edge of the sill for location of any light beam.

Because the full 1100mm x 1400mm is necessary to accommodate a person using a wheelchair plus a carer, it is recommended that Clause 2.4.1 be amended to require this occupancy area of lift cars without doors to be measured between safety light curtains at 1000mm above the car floor.

Solution

It is recommended that Clause 2.4.1 be amended to require the occupancy area of lift cars without doors to be measured between safety light curtains at 1000mm above the car floor.

Therefore in order to accommodate the 1100mm x 1400mm occupancy space plus 50mm each end for the light beams, the total floor area must be 1100mm wide x 1500mm long (1.65m²). It is recommended that Clause 2.4.1 be amended to limit the lift car floor area to a maximum of 1.65m².

It is recommended that Clause 2.4.1 be amended to limit the lift car floor area to a maximum of 1.65m².

6.41 **Issue**

While Clause 2.4.2 limits the minimum car size to 600mm x 600mm (0.6m²), it should also limit such sizes to private residences. Further, the draft DDA Premises Standard requires the minimum dimensions for the occupancy area to be 1100mm wide x 1400mm deep (1.54m²), however this does not take account of the distance necessary any light beams. Therefore it is recommended that Clause 2.4.2 be amended to require minimum internal lift car floor dimensions to be 1100mm wide x 1500mm deep for all applications other than private residences.

Solution

It is recommended that Clause 2.4.2 be amended to require minimum internal lift car floor dimensions to be 1100mm wide x 1500mm deep for all applications other than private residences.

It is recommended that a Note be added to Clause 2.4.2 referring to Clause 12.4(a)(iii) for the minimum width in which to provide a light curtain.

It is recommended that a Note be added to Clause 2.4.2 referring to AS1735-12 Clause 4.2(b) for details for a light curtain.

6.42 **Liftwells: Issue**

Section 6 Clause 6.5 details Car Clearances. Clause 6.5.1 provides details for Bottom Clearance, yet it is not clear how to determine the required pit depth. It is recommended that a Table 6.5.1 be included by way of clarification.

Solution

It is recommended that a Table 6.5.1 be included to clarify calculation of a complying pit depth.

6.43**Issue**

Clause 6.5.3 states that the horizontal clearance between the car sill and the landing sill shall be no less than 10mm and no more than 25mm. It is noted that the minimum gap permitted by AS1428-1 along a path of travel is 13mm which would suggest that a gap of 25mm, would be too large. It is recommended therefore that the permitted range for horizontal clearance between the car sill and the landing sill be limited to between 10mm and 15mm.

Solution

It is recommended that Clause 6.5.3 be amended to limit the permitted range for horizontal clearance between the car sill and the landing sill to between 10mm and 15mm.

6.44**Doors and Gates: Issue**

Clause 13.1 details requirements for landing doors and gates. The Note refers to the space required at each landing to allow the landing door to fully open without obstructing the expected use of the area. It is recommended that the Note to Clause 13.1 be elevated to a normative statement within Clause 13.1. It is also recommended that Clause 13.1 be amended to add the requirement that the landing call button be located a minimum of 800mm outside the arc of the door. Additionally it is recommended that Clause 13.1 be further amended to state that a minimum lift landing of 1540mm x 2070mm is required to provide adequate manoeuvring space.

Solution

It is recommended that the Note to Clause 13.1 be elevated to a normative statement within Clause 13.1.

It is recommended that Clause 13.1 be amended to add the requirement that the landing call button be located a minimum of 800mm outside the arc of any powered door.

It is recommended that Clause 13.1 be amended to state that a minimum lift landing of 1540mm x 2070mm is required to provide adequate manoeuvring space.

6.45**Issue**

Clause 13.2 refers to approved types of doors. The Clause states that the force required to open a manual door or gate shall not exceed 20N. This Clause should also require manual doors or gates be fitted with a D-type pull handle between 900mm and 1100mm above the floor as prescribed by AS1428-1.

Solution

It is recommended that Clause 13.2 be amended to require all manual doors or gates be fitted with a D-type pull handle between 900mm and 1100mm above the floor as prescribed by AS1428-1.

6.46**Issue**

Clause 13.2 Note 2 erroneously suggests that people who use wheelchairs prefer swing type landing doors. As this is not correct, it is recommended that Note 2 to Clause 13.2 be amended to delete the words "Where a passenger is likely to be in a wheelchair, swing type doors are the most suitable type, however".

Solution

It is recommended that Note 2 to Clause 13.2 be amended to delete the words “Where a passenger is likely to be in a wheelchair, swing type doors are the most suitable type, however”.

Clause 13.3 refers to the clear width of doorway openings. Because AS1735 Part 15 will be referenced in the DDA Premises Standard, it is recommended that the clear width of door openings be increased to 900mm.

It is recommended that Clause 13.3 be amended to require a minimum clear width of doorway opening of 900mm.

6.47 Issue

Clause 13.8 gives details for viewing panels in doors and requires compliance with AS1735-2. Requirements for glazed viewing panels in doors to be opened by people with disabilities are also given in AS1428-1 which provides details for the effective location and minimum size required. It is recommended that Clause 13.8 be amended to require viewing panels in landing doors to meet the effective location and minimum size requirements required by AS1428-1.

Solution

It is recommended that Clause 13.8 be amended to require viewing panels in landing doors to meet the effective location and minimum size requirements required by AS1428-1.

6.48 Control Devices: Issue

Clause 15.1.1 permits control devices between 850mm and 1250mm above the floor. However AS1428-1 limits the location of controls to between 900mm and 1100mm. It is noted that because a Part 15 compliant lift is limited in the height of travel and therefore the number of stops, the size of control panels will also be limited. Further because the force which people with disabilities can apply to a device declines with height above 900mm, it is recommended that the location of any control device requiring constant pressure be limited to between 900mm and 1000mm above the floor. However the location of control devices not requiring constant pressure can be permitted between 900mm and 1100mm above the floor.

Solution

It is recommended that Clause 15.1.1 be amended to limit the location of any control device requiring constant pressure to between 900mm and 1000mm above the floor and the location of control devices not requiring constant pressure to between 900mm and 1100mm above the floor.

Clause 15.3 gives details for operating control devices. This Clause should include a sub-clause requiring all control buttons to be operated by people with disabilities to comply with the design provisions of AS1735-12 including for raised tactile characters and Braille.

It is recommended that Clause 15.3 be amended to include a sub-clause requiring all control buttons to be operated by people with disabilities to comply with the design provisions of AS1735-12 including for raised tactile characters and Braille.

6.49 Issue

While Clause 15.3.1 limits the maximum operating force for constant pressure control devices to 10N it is noted that AS1735-12 limits the maximum operating force for control buttons to 5N. Because of the difficulty people with disabilities have in applying sustained pressure to a device, it is recommended that Clause 15.3.1 be amended to limit the

required operating force for constant pressure devices to 5N.

Solution

It is recommended that Clause 15.3.1 be amended to limit the required operating force for constant pressure devices to 5N.

6.50

Issue

Part 14: Low-rise platforms for passengers

Design Limitations:

Clause 5.4.1 states that the maximum size for lift car floor area may be 1.6m² (1100mm x 1455mm). The length of a lift car without doors is generally measured from car sill line to car sill line at 1000mm above the floor. However the draft DDA Premises Standard requires the minimum lift floor dimensions to be 1100mm wide x 1400mm deep (1.54m²). Therefore because Clause 12.4(a)(iii) requires a minimum of 50mm inside the vertical front face of the edge of the sill for location of any light beam, the maximum total lift car floor area available for passengers will be 1100mm x 1300mm when two light beams are installed or 1100mm x 1350mm when only one light beam is installed. A lift car with floor dimensions of 1100mm x 1300mm will not accommodate an occupied wheelchair plus an attendant carer. It is recommended therefore that the mechanics of AS1735-14 be upgraded to accommodate a lift with a floor area of 1100mm wide x 1500mm long (1.65m²).

Because the full 1100mm x 1400mm is necessary to accommodate a person using a wheelchair plus a carer, it is recommended that Clause 5.4.1 be amended to require this occupancy area of lift cars without doors to be measured between safety light curtains at 1000mm above the car floor.

Therefore in order to accommodate the 1100mm x 1400mm occupancy space plus 50mm each end for the light beams, the total floor area must be 1100mm wide x 1500mm long (1.65m²). It is recommended that Clause 2.4.1 be amended to limit the lift car floor area to a maximum of 1.65m².

Solution

It is recommended that Clause 5.4.1 be amended to require the occupancy area of lift cars without doors to be measured between safety light curtains at 1000mm above the car floor.

It is recommended that Clause 5.4.1 be amended to limit the lift car floor area to a maximum of 1.65m².

It is recommended that the mechanics of an AS1735-14 platform lifts be upgraded to accommodate a lift with a maximum car floor area of 1.65m².

6.52

Issue

While Clause 5.4.2(a) limits the minimum car size to 400mm x 600mm (0.24m²), it should also limit such sizes to private residences. Further, the draft DDA Premises Standard requires the minimum dimensions for the lift floor dimensions to be 1100mm wide x 1400mm deep (1.54m²), however this does not take account of the distance necessary any light beams. Therefore it is recommended that Clause 5.4.2(b) be amended to require minimum internal lift car floor dimensions to be 1100mm wide x 1500mm deep for all applications other than private residences.

Solution

It is recommended that Clause 5.4.2(b) be amended to require minimum internal lift car floor dimensions to be 1100mm wide x 1500mm deep for all applications other than private residences.

It is recommended that a Note be added to Clause 5.4.2 referring to Clause 12.4(a)(iii) for the minimum width in which to provide a light curtain.

It is recommended that a Note be added to Clause 5.4.2 referring to AS1735-12 Clause 4.2(b) for details for a light curtain.

6.53**Issue****Operating Clearances:**

Clause 9 states that the horizontal clearance between the car sill and the landing sill shall be no less than 10mm and no more than 20mm. The minimum gap permitted by AS1428-1 along a path of travel is 13mm which suggests that a gap of 20mm would be too large. It is recommended therefore that the permitted range for horizontal clearance between the car sill and the landing sill be limited to between 10mm and 15mm.

Solution

It is recommended that Clause 9 be amended to limit the permitted range for horizontal clearance between the car sill and the landing sill to between 10mm and 15mm.

6.54**Issue - Landing Protection:**

Both AS1735-12 and AS1735-14 are silent with regard to the required size of landings serving lifts. Because the circulation space provided by the lift landing is critical to the user's ability to access the lift car, it is recommended that both Part 12 and Part 14 give guidance regarding the minimum size of lift landings.

Because there are many situations in which the user must reverse from a lift, e.g. when the other occupants prevent manoeuvring of the wheelchair within the lift car. Such situations require the wheelchair user to make a 90° or 180° turn before proceeding from the lift landing. AS1428 Part 2-1992 Clause 6.2 states that the minimum space required to turn a wheelchair through 180° is 1540 x 2070mm. To allow access by all, it is recommended that a new Section to address Lift Landings be added to AS1735 Part 12 which states that each public passenger lift shall be provided with a minimum landing space of 1540mm x 2070mm. Further it is recommended that a new Clause be added to AS1735-14 which references the relevant clause within AS1735-12 requiring a minimum landing space of 1540mm x 2070mm.

Solution

It is recommended that a new Section to address Lift Landings be added to AS1735 Part 12 which states that each public passenger lift shall be provided with a minimum landing space of 1540mm x 2070mm to allow access by all.

6.55

Clause 14 requires a self-closing gate at the top landing where travel exceeds 600mm. This gate must swing on to the landing. This landing shall be a minimum of 1540mm x 2070mm. The gate shall not require more than 20N to open and have a D-ring handle fitted 900-1100mm above the floor. If power gates are provided a lift call button shall be at least 800mm clear from the arc of the gate swing.

Solution

It is recommended that a new sub-Clause be added to AS1735-14 Clause 14 which references the relevant clause within AS1735-12 requiring a minimum landing space of

1540mm x 2070mm.

It is recommended that a new sub-Clause be added to AS1735-14 Clause 14 requiring the top landing gate to require not more than 20N to open.

It is recommended that a new sub-Clause be added to AS1735-14 Clause 14 requiring a D-ring handle be fitted to all manual gates at 900-1100mm above the floor.

It is recommended that where power operated gates are fitted, the lift call button shall be fitted at least 800mm clear of the arc of the swing of the door.

6.56 Issue - Control Devices:

Clause 15(a) allows control devices to be located on either the platform or the landing or both. It is essential that in public buildings the controls must be located on the lift car in addition to on the landing irrespective of height of travel. It is recommended that Clause 15(a) and Clause 15(b) be amalgamated and require the controls to be located on both the lift car and on the landing.

Clause 15(d) should be amended to delete the second sentence stating "where the travel is less than 600mm and the control device has not been provided on the platform,".

Where a continuous pressure control device is provided, it must be located at a height between 900mm and 1000mm to permit the majority of users to operate control. Further, where a continuous pressure control device is provided, the force required to operate the control shall not exceed 5N. It is recommended that a new Clause be added to Clause 15 requiring the force necessary to operate the control device not exceed 5N.

A new sub-Clause should be added to Clause 15 requiring control buttons to comply with AS1735-12 with respect to raised tactile characters and Braille.

Solution

It is recommended that Clause 15(a) and Clause 15(b) be amalgamated and require the controls to be located both on the lift car and on the landing.

It is recommended that Clause 15(d) be amended to delete the second sentence stating "where the travel is less than 600mm and the control device has not been provided on the platform,".

It is recommended that a new sub-Clause be added to Clause 15 stating that where a continuous pressure control device is provided, it must be located at a height between 900mm and 1000mm above the floor.

It is recommended that a new sub-Clause be added to Clause 15 requiring the force necessary to operate the control device to not exceed 5N.

It is recommended that a new sub-Clause be added to Clause 15 requiring control buttons to comply with AS1735-12 with respect to raised tactile characters and Braille.

6.57 Issue - Part 7: Stairway lifts

Platform area:

Table 1 requires the minimum platform dimensions to be 685mm wide x 1000mm long. However the draft DDA Premises Standard requires the minimum platform size for stairway lifts in public buildings to be 810mm wide x 1200mm long. It is recommended therefore that Table 1 be amended to show the platform minimum dimensions as 1200mm long and 810mm wide. The Note to Table 1 states that length is measured horizontally in the direction of travel between the safety flaps in the elevated position or the sensitive

edges in the non-actuated position, whichever applies. The position at which length is measured is not clear to all readers and it is recommended that a Figure be provided to clarify the requirement.

Solution

It is recommended therefore that Table 1 be amended to show the platform minimum dimensions as 1200mm long and 810mm wide.

It is recommended that a Figure be provided in association with Table 1 to clarify the position at which platform length is measured.

6.58 Issue - End Person Clearance:

While Clause 14 refers to an end person clearance of 300mm, this clearance does not address the necessary wheelchair circulation space of 1540mm x 2070mm required for the bottom landing and the top landing. Access to the platform shall be by end approach only.

Solution

It is recommended that a sub-Clause be added to Clause 14 requiring wheelchair circulation space of 1540mm x 2070mm at the bottom landing and at the top landing for stairway lifts in public buildings.

It is recommended that a sub-Clause be added to Clause 14 requiring access to the platform to be by end approach only for stairway lifts in public buildings.

6.59 Issue - Carriage:

Clause 18.3 requires the wheelchair platform to be provided with an approach ramp. This is generally self-retracting and attached to the end of the platform. Because the Note to Table 1 requires the length of the platform to be measured horizontally between the safety flaps in the elevated position there is a conflict between the length of the ramp, the grade of the ramp and the length of platform floor available to accommodate a wheelchair. It is recommended that platform ramps be limited in length to 300mm and that these fold to 45 degrees during travel. This configuration will result in a 1 in 3.75 grade and a platform floor of 745mm in length.

Solution

It is recommended that platform ramps be limited in length to 300mm and that these fold to 45 degrees during travel.

6.60 Issue - Operating Controls:

Clause 23.1 requires the operating controls be of a continuous pressure type. Where continuous pressure controls are installed the force required to operate these controls must not exceed 5N.

Solution

It is recommended that a sub-Clause be added to Clause 23 stating that the force required to operate constant pressure controls shall not exceed 5N.

It is recommended that all control buttons (landing and platform) be identified by raised tactile characters and Braille as detailed in AS1735-12.

It is recommended that a sub-Clause be added to Clause 23 stating that all control buttons be identified by raised tactile characters and Braille as detailed in AS1735-12.

The landing call button shall be located within reach of a person in a wheelchair who is positioned ready to board the platform.

It is recommended that a sub-Clause be added to Clause 23 requiring the landing call button to be located within reach of a person in a wheelchair who is positioned ready to board the platform.

6.61 Issue - Part F2 – Sanitary and other facilities

The draft Access Standard requires a unisex facility with all banks of toilets unless there are more than one bank on any floor, when 50% of banks of toilets must have a unisex toilet there also.

This will allow toilet facilities on floors where there is more than one tenant for facilities to be behind a security door, thus preventing an employee of the other tenant from accessing the unisex facility.

There is also a health and safety issue for toilets in large shopping centres, at large sporting venues and at large entertainment venues where the distance between banks of toilets can be excessive.

Solution

This provision must be amended to require an accessible unisex toilet with every bank of toilets.

6.62 Issue

Class 9a health care facility, and amenities associated with recreation facilities

This Part treats all Classes of building the same as regards toilet and shower amenities. Some Classes of building need to have enhanced shower and toilet facilities to enable people with disability to use the facilities.

In buildings where the public might be expected to shower and or change clothes, there is a need for extra circulation space and the provision of an adult “change table” large enough to accommodate an adult and at a height suitable for independent transferring from /to a wheelchair.

The toilet and shower facilities should be in the one space to preserve privacy.

Examples of the buildings where these enhanced facilities are needed include: public swimming pools, gymnasiums, and the like.

Solution

The Standard needs to be amended to include the provision of enhanced facilities in appropriate Classes of buildings.

6.63 Issue - Part F2 Table F2.4 (a)

Excepting all “en-suite” facilities associated with individual caravan sites from being required to be accessible significantly reduces the ability of people with disability to use caravan parks.

Solution

At least some such facilities (20% is suggested) must be required to be accessible to enable caravaners and campers with disabilities to use these sites.

6.64 Issue - H2.13 Hearing augmentation

If a public address system is installed, it must comply with clause 21.1 of AS 1428.2.

This is open to misinterpretation

Deafness Forum recommendation: change to

“If a public address system is installed, Hearing Augmentation must be installed and comply with clause 21.1 of AS 1428.2.”

6.65 Guidelines

Part 5.4 of the Guidelines

The Part needs to be re-worded as the circulation space dimensions refer only to the wheelchair circulation space requirements and do not account for the encroachment of fixtures and fittings into that space (i.e. washbasin placement, doorway circulation spaces, change tables etc).