



Access Review

Proposed Aged Care Development
Wesley Mission
Frank Vickery Village
101 Port Hacking Road, Sylvania



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Introduction

Background

This access review of the Wesley Mission Frank Vickery Village Planning proposal addresses the requirements for access by people with a disability or who are older, to the proposed development for residents, staff and visitors; and is reviewed for compliance with the Disability (Access to Premises - Buildings) Standards 2010, relevant sections of the Building Code of Australia (BCA) the State Environmental Planning Policy, Housing for seniors or people with a disability (SEPP) and Australian Standards for Access and Mobility.

Wesley Mission's Frank Vickery Village located in the Sutherland Shire, is proposed to be developed to include Independent Living Units (ILU), Residential Aged Care Facility (RACF), community and recreation uses.

The review addresses compliance with the Disability (Access to Premises - Buildings) Standards 2010, Parts D3, E3.6 and F2.4 of the Building Code of Australia 2019 Volume 1 Amendment 1 (BCA), Australian Standards for Access and Mobility and State Environmental Planning Policy (Housing for seniors or people with a disability) 2004 - Standards concerning access and useability.

The key issue in the provision of appropriate access to and within the development is the provision of a continuous accessible path of travel:

- (i) from the main points of a pedestrian entry at the allotment boundary;
- (ii) from another accessible building connected by a pedestrian link;
- (iii) from accessible visitor parking to principal building entrances and throughout the development;
- (iv) to and within areas normally used by the occupants, including common use facilities; and
- (v) from points of arrival and links from public transport (bus) to the entrance and entrance of each independent living unit

We have reviewed the Urban Design Report prepared by Group GSA which has been prepared on behalf of Wesley Mission to support the aged care development at Frank Vickery Village; to assess the level of accessibility and capability for compliance with the relevant codes, standards and legislation. The proposal has been assessed to ensure that equitable and dignified access for people with disabilities can be provided.

In accordance with the principles of the Disability Discrimination Act 1992 (DDA) best practice is to be emphasised in the design.



Introduction

Accessibility Requirements

In carrying out an accessibility assessment, the main objective is to ensure access is provided through the provision of **accessible facilities and continuous paths of travel** to and within all appropriate areas of the site. A continuous accessible path of travel should be the most commonly used and direct path of travel.

A continuous accessible and safe path provides unhindered movement for all users, extending to all amenities and areas to which residents, visitors and staff are entitled or allowed to enter or use. Surfaces, gradients, widths, edging, slip resistance and alternate routes to areas with steep gradients or stairs are key factors in the provision of a continuous accessible path of travel.

Under the BCA 2019 Volume 1 Amendment 1 classification of buildings, the development potentially includes the following classes: Class 9c (residential aged care facility and communal facilities), class 2 (independent living units), class 9b (common areas) and class 7a (parking).

To meet the BCA part D3.1 for a new **Class 9c** development, access is required:

- From an accessible pedestrian entrance to all floors containing sole occupancy units and to the entrance doorway of each unit.
- To and within common areas (excluding areas that are exempt in accordance with BCA D3.4)
- To and within accessible sole occupancy units.

To meet the BCA part D3.1 for a new **Class 2** development access is required:

- From an accessible pedestrian entrance via the proposed lift to all floors containing sole occupancy units and to the entrance doorway of each unit.
- To and within one of each type of common area including garbage bins, letterboxes, intercom, and landscaped areas.

To meet the BCA part D3.1 for a new **Class 9b** development (common areas) access is required:

- To and within all areas normally used by the occupants

To meet the BCA part D3.1 for a new **Class 7a** development access is required:

- To and within any level containing accessible car parking spaces

Independent Living Units

Design features for the ILUs are required to meet The State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (Amendment No 2) 12 October 2007 – Schedule 3 Standards concerning access and useability.

This include requirements relating to siting, wheelchair access, security, common areas, private car parking, entries, internal paths of travel, circulation space and fitout provisions in living rooms, bedrooms, bathrooms, kitchens and laundries.

At this stage of the planning and design, the buildings in the development are capable of incorporating accessibility requirements contained in the Premises Standards, BCA and The State Environmental Planning Policy (Housing for Seniors or People with a Disability).



Context for Planning & Design

Legislation & Standards

The new work is subject to access provisions in the following documents:

- Commonwealth Disability Discrimination Act (DDA) (1992)
- Disability (Access to Premises - Buildings) Standards 2010
- Building Code of Australia (2019) Volume 1 Amendment 1 Parts D3, E3.6 & F2.4
- AS1428.1 (2009) (Incorporating Amendment No 1): Design for access and mobility Part 1: General requirements for access – New building work.
- AS1428.2 (1992) Design for access and mobility Part 2: Enhanced and Additional requirements - Buildings and facilities
- AS1428.4 (2009) (Incorporating Amendment No 1): Design for access and mobility Part 4.1: Means to assist the orientation of people with vision impairment -tactile ground surface indicators
- State Environmental Planning Policy (Housing for seniors or people with a disability) 2004 (Amendment No 2) 12 October 2007 - Standards concerning access and useability; at gazettal date 18.01.08
- AS2890.6 (2009) Parking Facilities - Off-street parking for people with disabilities
- AS3745 (2009) Planning for Emergencies in Facilities (referenced)
- AS1428.5 (2010) Design for access and mobility Part 5: Communications for people who are deaf or hearing impaired (referenced)
- Australian Human Rights Commission Guideline on the Application of the Premises Standards (2013)



Context for Planning & Design

Legislation & Standards

DDA

The objectives of the Disability Discrimination Act 1992 (DDA) – section 23, focus on the provision of equitable, independent and dignified access to services and facilities for people with mobility, sensory and cognitive disabilities. The DDA covers existing premises, including heritage buildings, those under construction and future premises. It extends beyond the building itself to include outdoor spaces and within, to address furniture, fittings and practices.

Premises Standards

Disability (Access to Premises - Buildings) Standards (Premises Standards) 2010 which commenced on 01 May 2011, has been incorporated into the BCA (2019) to ensure that access provisions for people with disabilities more fully meet the intent of the DDA. Meeting the Premises Standards ensures fulfilment of obligations under the Disability Discrimination Act in relation to physical access within the buildings. Schedule 1 of the Premises Standards contains the Access Code for Buildings and is equivalent to the BCA provisions for access.

BCA

The Building Code of Australia (BCA)(2019) Volume 1 Amendment 1 applies to new buildings and existing buildings that undergo refurbishment. In this report the description of the level of accessibility throughout the new work is generally measured against the Deemed-to-Satisfy Provisions of the BCA, in particular Parts D3, E3.6 and F2.4.

AS1428 – Standards for Access

The Australian Standards design for access and mobility are a suite of standards relating to the inclusion of features in the built environment that improve access and mobility for people with a disability.

AS1428.1 (2009) sets out minimum requirements for design of buildings and facilities, while AS1428.2 includes enhanced and additional requirements that are not covered in AS1428.1, such as street furniture and reach ranges.

AS1428.4.1 (2009) Design for access and mobility Part 4.1: Means to assist the orientation of people with vision impairment primarily details the requirements for the application of tactile ground surface indicators (TGSIs).



Context for Planning & Design

SEPP (Housing for Seniors or People with a Disability)

Pedestrian Links to the Site

To meet the requirements set out in the State Environmental Planning Policy - (Housing for Seniors or People with a Disability) 2004 the proposed development should:

- a) have obvious and safe pedestrian links from the site boundary that provides access to public transport services or local facilities, and
- b) provide attractive, yet safe, environments for pedestrians and motorists with convenient access and parking for residents and visitors.

The requirements set out in the State Environmental Planning Policy - (Housing for Seniors or People with a Disability) 2004 part 2 clause 26 for location and access to facilities relate to residents of the proposed development having access to:

- a) shops, bank service providers and other retail and commercial services that residents may reasonably require, and
- b) community services and recreation facilities, and
- c) the practice of a general medical practitioner.

Access complies with this clause if:

- the facilities and services are located at a distance of not more than 400 metres from the site of the proposed development that is a distance accessible by means of a suitable access pathway and the overall average gradient for the pathway is no more than 1:14; or
- there is a public transport service available to the residents who will occupy the proposed development:
 - o that is located at a distance of not more than 400 metres from the site of the proposed development and the distance is accessible by means of a suitable access pathway, and
 - o that will take those residents to a place that is located at a distance of not more than 400 metres from the facilities and services; and
 - o that is available both to and from the proposed development at least once between 8am and 12pm per day and at least once between 12pm and 6pm each day from Monday to Friday (both days inclusive), and the gradient along the pathway from the site to the public transport services is accessible
 - o The overall average gradient along a pathway from the site of the proposed development to the public transport services (and from the transport services to the facilities and services) is to be no more than 1:14, although the following gradients along the pathway are also acceptable—
 - (i) a gradient of no more than 1:12 for slopes for a maximum of 15 metres at a time,
 - (ii) a gradient of no more than 1:10 for a maximum length of 5 metres at a time,
 - (iii) a gradient of no more than 1:8 for distances of no more than 1.5 metres at a time.
 - (a) a suitable access pathway is a path of travel by means of a sealed footpath or other similar and safe means that is suitable for access by means of an electric wheelchair, motorised cart or the like

Accessibility Assessment

The map shows the Intermodal Transit Station area in Atlanta, Georgia. The station is located at the intersection of the Atlanta-Fulton County Stadium and the Atlanta-Fulton County Stadium. The map highlights the station area in orange and shows surrounding streets and landmarks. The station is located at the intersection of the Atlanta-Fulton County Stadium and the Atlanta-Fulton County Stadium. The map highlights the station area in orange and shows surrounding streets and landmarks.

Port Hacking Road is an arterial road with high traffic volumes throughout the day. Bellingara Road is a local street linking the site to the surrounding suburbs and other major roads including Box Road and Port Hacking Road.

The site is served by 3 bus routes within 400m of the site, that offer a range of transport options for staff and visitors to access shops, services and facilities:

- The Urban Design Report states that “the best way to access and exit the site given the different road hierarchies will be a design consideration for the future master plan to ensure an improved threshold condition”.

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Making Life Fit

Design Review

Accessibility Assessment

Proposed New Work

Indicative Layout



Source: Group GSA

Landscape Masterplan



Source: Group GSA



Design Review

Accessibility Assessment

Proposed Development Precincts

Proposed Precincts

The proposed precincts include:

P1 Garden Gateway – landscaping, entrance, ILUs and RACF, wellness hub

P2 Heritage Heart – through site link, common facilities, Bellingara heritage house

P3 – Northern Nature ILUs and outdoor areas

P4 – Urban Village – ILUs, outdoor activities

P5 – ILUs, walking paths, common areas

The Urban Design Report shows that the ground floor plan has organised all communal indoor and communal open spaces along the central spine road and the through site link. It states that communal facilities can be realised as the masterplan progresses, ensuring amenity forms part of each stage and that facilities are equitable for all residents. It is important that the communal facilities are linked by accessible paths of travel.

Pedestrian Access to the Site Boundary and Pathway Networks

The site provides access and circulation from both Bellingara and Port Hacking Roads. The Urban Design report states

“the main entry to the village for vehicles is currently via Bellingara Road. It is well marked but lacks a significant sense of arrival from the adjacent community. The Port Hacking Road exit is not well presented in terms of wayfinding and is steep for pedestrians with no clear footpaths.

In terms of walkability, the site lacks well-defined footpaths and high-quality pedestrian zones. There are numerous informal, minor pedestrian access points into the site (particularly along Bellingara Road). These contribute to an ambiguous definition between private space and the public domain.

Servicing and access can also be improved in the future master plan by utilising the varied adjacent road network to ensure that entry and exits are safe and appropriately managed for pedestrians. Clear paths of movement for pedestrians and vehicles will be a design consideration”.

The landscape masterplan states that special consideration has been given to accessibility to ensure residents can move about the spaces with ease and confidence. A pedestrian connection provided between Bellingara Road and Port Hacking Road is proposed to be improved through a combination ramps compliant with AS1428.1 and steps to provide direct access. Footpaths that are separate from roadways are indicated, which is advisable for enhanced safety.

The three proposed main pathways include:

- East west spine which provide accessible access across the site
- Internal connection provide shorter routes between individual buildings and facilities
- A loop pathway to enable for continuous walking circuit



Design Review

Accessibility Assessment

Key Issues to Consider in Ongoing Design

1. Links to Public Transport

As the site is located further than 400m to services and facilities, access to bus stops via accessible paths of travel within and outside the site is a key consideration to ensure compliance with the requirements set out in the State Environmental Planning Policy - (Housing for Seniors or People with a Disability) 2004 part 2 clauses 26 and 38 for location and access to facilities.

2. Pedestrian Access to the Site Boundary

To provide pedestrian access from the site entrance to the principal entrances of the proposed new buildings, an accessible path of travel is required to meet BCA and Premises Standards requirements.

The site features steep topography sloping from the west to the east towards Port Hacking with a level difference of approximately 15 metres. Pedestrian amenity will need consideration due to the anticipated older population with potentially reduced mobility and endurance.

3. Accessible Pathway Networks

The landscape masterplan proposes a network of pathways, facilities and areas within the site. It is important that the communal facilities are linked by accessible paths of travel as the design is developed.

4. Parking

To meet the Access to Premises Standards and BCA, accessible parking spaces are required to be provided (minimum 2 for the RAC). It is critical that the parking strategy is developed with consideration for Schedule 3 SEPP (Housing for Seniors or People with a Disability) 2004 requirements for resident parking which are:

- (a) car parking spaces must comply with the requirements for parking for persons with a disability set out in AS 2890
- (b) 5% of the total number of car parking spaces must be designed to enable the width of the spaces to be increased to 3.8 metres.

5. Buildings and Facilities

In ongoing design development, the heritage house, RACF, ILUs, common facilities and any other new or refurbished buildings will be required to incorporate the accessibility requirements of the Disability (Access to Premises - Buildings) Standards 2010, BCA and SEPP (Housing for Seniors or People with a Disability) 2004.

6. Universal Design

Universal Design principles align with The Better Placed Principles and offer benefits including:

1. Inclusive – everyone can use environments safely, easily and with dignity.
2. Responsive – taking account of what people say they need and want.
3. Flexible – different people can use the built environment in different ways.
4. Convenient – everyone can use the built environment without too much effort or separation.
5. Accommodating – for all people, regardless of their age, gender, mobility, ethnicity or circumstances.
6. Welcoming – with no disabling barriers that might exclude some people.
7. Realistic – offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all.



Conclusion

Conclusion

This review addresses the requirements for access by people with a disability or who are older, to this proposed aged care development as residents, their visitors and staff, and is reviewed for capability to comply with the Disability (Access to Premises - Buildings) Standards 2010, relevant sections of the Building Code of Australia (BCA) 2019 Volume 1 Amendment 1, the Australian Standards for Access and Mobility and State Environmental Planning Policy, Housing for seniors or people with a disability (SEPP).

Provided the accessible features are developed and demonstrated in ongoing design, it is our opinion that the proposed Wesley Mission Frank Vickery Village aged care development is capable of complying with the accessibility requirements in these documents.

I certify that I am an appropriately qualified and competent person practising in the relevant area of work. I have recognised relevant experience in the area of work being certified and I hold appropriate current insurance policies.

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