



AEVUM LTD

LOURDES VILLAGE

ACCESSIBILITY REPORT



Morris-Goding Accessibility Consulting

FINAL v2

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Accessibility Report

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1. EXECUTIVE SUMMARY

The NSW Government is committed to providing housing choice for seniors and people with disabilities. The SEPP (Housing for Seniors or People with a Disability) 2004 (NSW) is intended to promote a balance between the need for greater housing choice and the need to safeguard the character of residential neighbourhoods.

The design principles have been based on the development of housing that is located and designed in a manner particularly suited to both those older people who are independent, mobile and active as well as people with a disability regardless of their age.

The Access Review Report is a key element in design development of the Lourdes Village, Killara, and an appropriate response to the SEPP.

The development has been reviewed to ensure that siting, paths of travel, housing dwellings and external linkages comply with relevant statutory guidelines.

2. INTRODUCTION

2.1. Background

Aevum Ltd is proposing to develop new independent living units that are designed in accordance with SEPP Seniors Living within Lourdes Village, which is located at 95 Stanhope Road, Killara NSW 2071.

The present development application includes the following components: three new buildings which together contain a total of 18 independent living units, car parking facilities for residents, staff and visitors, and associated external domain modifications.

The three new buildings are labelled as Stanhope, Southwest and Croquet.

The architect is Hill Thalix.

2.2. Objectives

The report objectives of the report are to:

- ⇒ Address statutory requirements, particularly the those contained in the SEPP, in relation to the design of the dwelling development; and
- ⇒ Eliminate, as far as possible, discrimination against persons on the ground of disability.

2.3. Statutory Requirements

The following regulatory instruments and standards are used in the report:

- ⇒ SEPP (Housing for Seniors or People with a Disability) 2004 (cited as 'the SEPP')
- ⇒ AS1428.1 series
- ⇒ AS1735.12 – Lift Access for People with a Disability
- ⇒ AS4299 – Adaptable Housing Code
- ⇒ Building Code of Australia (BCA)

3. SUPPORT SERVICES

3.1. Transport and External Services - SEPP Part 2, Clause 25

(1) A consent authority must not consent to a development application made pursuant to this Chapter unless the consent authority is satisfied, by written evidence, that residents of the proposed development will have access that complies with subclause (2) 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.

(2) Access complies with this clause if:

(b) in the case of a proposed development on land in a local government area within the Sydney Statistical Division--there is a public transport service available to the residents who will occupy the proposed development:

(i) 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

(ii) 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 referred to in subclause (1), and

(iii) 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 (and from the public transport services to the facilities and services referred to in subclause (1)) complies with subclause (3),

It is noted that Lourdes Village already has the following existing common facilities within its grounds: a medical centre, nursing assistance, pharmaceutical and podiatry services, an auditorium, dining and lounge facilities, a village shop, a billiard room, a craft room and croquet lawn.

Lourdes Village is respectively located at a walking distance of approximately 1.5 kilometres and 1.2 kilometres from Lindfield and Killara railway stations and their surrounding retail and commercial precincts. It appears, then, that Lourdes Village is not located within 400 metres of retail, banking, and commercial services which residents may reasonably require.

There is, however, a Shorelink bus service – route no 556 – which directly connects Lourdes Village with the railway station and shops at Lindfield, as well as with the St Ives shopping area and the suburb of East Killara. Shorelink bus service 556 is timetabled to stop within Lourdes Village itself twice daily on weekdays – at 9:27am and at 12:29 pm.

In addition, it is noted from item 3.3 of the Traffic Impact Assessment (dated 7th July 2010) by TRAFFIX with respect to the present development that ‘the Village provides additional private shuttle bus services’. The above private shuttle bus service can be understood to act as a transport service for the residents of the Village which is supplementary to the public transport service.

The bus stop at which bus service 556 stops is located directly across the road from the intended site of the Croquet building. The walking distances between the above bus stop and the Stanhope, Southwest and Croquet buildings are approximately 156 metres, 36 metres, and 64 metres respectively.

Accordingly, the bus stop is located at a distance of less than 400 metres from all three of the development sites, compliant with SEPP clause 25.

The path of travel from the Stanhope building to the bus stop has suitable gradients throughout. The maximum gradient within the above path of travel occurs at the internal road immediately in front of the bus stop itself. The maximum gradient is 1:15 over a distance of approximately 12 metres. This is compliant with the requirements of sub-clause (2)(a)(i).

The path of travel from the Southwest building to the bus stop has suitable gradients throughout. The maximum gradient within the above path of travel is 1:13 over a distance of approximately 8 metres, which is compliant with the requirements of sub-clause (2)(a)(i).

The path of travel from the Croquet building to the bus stop has suitable gradients throughout. The maximum gradient within the above path of travel occurs at the internal road immediately in front of the bus stop itself. The maximum gradient is 1:15 over a distance of approximately 12 metres. This is compliant with the requirements of sub-clause (2)(a)(i).

The Shorelink bus service and the private shuttle bus service should together constitute compliance with clause 25 of the SEPP.

There is in addition a proposed new pedestrian crossing across Stanhope Road near the Northwest building. It is assumed that the purpose of the crossing is not to accommodate bus users as there do not appear to be any bus stops in the immediate vicinity. The above notwithstanding, the provision of suitable safety signs and a pedestrian refuge is nevertheless recommended at this crossing as safety measures.

4. SITING & TOPOGRAPHY

4.1. Wheelchair Access (SEPP Schedule 3, Clause 2)

(1) Wheelchair access

If the whole of the site has a gradient of less than 1:10, 100% of the hostel or residential care facility beds and 100% of the dwellings must have wheelchair access by a continuous path of travel (within the meaning of AS1428) to an adjoining public road or an internal road or a driveway that is accessible to all residents.

(2) If the whole of the site does not have a gradient of less than 1:10:

(a) the percentage of dwellings that must have wheelchair access must equal the proportion of the site that has a gradient of less than 1:10, or 50%, whichever is the greater, and

(b) the wheelchair access provided must be by a continuous accessible path of travel (within the meaning of AS 1428.1) to an adjoining public road or an internal road or a driveway that is accessible to all residents.

There is an existing internal pathway/roadway which runs throughout the Village's grounds. There is a continuous accessible path of travel from each of the 18 new units in the 3 new buildings to the above existing internal pathway/roadway system. This satisfies the requirements of sub-clause 2(1).

There are two footpaths which each respectively connect the eastern and western wings of the Stanhope building with Stanhope Road. Based on the landscape information provided, each of the above footpaths complies with AS 1428.1. Accordingly, there is a continuous accessible path of travel from all of the Stanhope building units to the adjoining public road.

The Southwest building is located at a beeline distance of approximately 72 metres from Stanhope Road. Based on the landscape information provided, there is a continuous accessible path of travel compliant with AS 1428.1 from the Southwest building units to Stanhope Road through the existing adjacent community building and then via new winding pedestrian footpath which runs adjacent to the Village's existing vehicular main entrance.

The Croquet building is located at a beeline distance of approximately 60 metres from Stanhope Road. Based on the landscape information provided, there is a continuous accessible path of travel compliant with AS 1428.1 from the Southwest building units to Stanhope Road via the existing line-marked pedestrian crossing and then the new winding pedestrian footpath adjacent to the Village vehicular main entrance.

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Accordingly, there is a continuous accessible path of travel from all 18 of the new units both to the Village's existing internal road system and to Stanhope Road, compliant with clause 2 of Schedule 3.

Accessibility – (Schedule 4, clause 38)

The proposed development should have obvious and safe pedestrian links from the site that provide access to public transport services or local facilities

From the information provided, an accessible path of travel is achievable from 100% of the units to the bus stop for the public bus service, which is located within the Village.

5. INTERNAL PATHWAYS TO COMMON FACILITIES

5.1. Common Areas and Facilities - SEPP Schedule 3, Sub-clause 2(3)

Access must be provided in accordance with AS 1428.1 so that a person using a wheelchair can use common areas and common facilities associated with the development.

The common facilities for residents are predominantly located in the existing community building. The common facilities in the community include, amongst other things, a billiards room, a café, a craft workshop, and lounge rooms.

The Stanhope building is located to the north of the community building. There is a continuous accessible path of travel from the Stanhope building to the community building via a new external courtyard on ground level and a new 1:14 ramp. The above path of travel is compliant with AS 1428.1. Together with internal passenger lift access within the Stanhope building, there is, accordingly, a continuous accessible path of travel from all Stanhope building units to the community building.

The Southwest building is located to the south of the community building. There are direct continuous accessible paths of travel from the Southwest building to the community building on the first and lower ground floors respectively. The Southwest building passenger lift constitutes a continuous accessible path of travel between FFLs 101.80 and 102.35 and FFLs 104.90 and 105.39.

The Croquet building is located to the south-east of the community building, on the opposite side of the Village's existing internal roadway system. There is a continuous accessible path of travel which is compliant with AS 1428.1 from the Croquet building to the community building via an external 1:20 walkway, a footpath adjacent to the Village roadway, and then across an existing line-marked pedestrian crossing.

There is in addition a shared outdoor court on ground level in the Croquet building at grid reference D4. There is a direct continuous accessible path of travel from both of the ground-level units, and continuous accessible path of travel from both of the level 1 units in the building via the lifts.

5.2. Lifts in Multi-Storey Buildings (SEPP Schedule 3, Clause 18)

Passenger lifts have been provided to all new units within all new buildings above the ground floor, compliant with this clause. The lifts have minimum 2100mm x 1100mm internal dimension, compliant with AS1735.12 and BCA clause E3.6.

Detail complying with this clause will be provided during the design development stage of the project in accordance with clause 18 of Schedule 3.

The provision of passenger lift access constitutes a continuous accessible path of travel for wheelchair users.

5.3. Security - (SEPP Schedule 3, Clause 3)

Pathway lighting will be designed and located so as to avoid glare for pedestrians and adjacent dwellings, and must provide the appropriate lux level at ground level.

These details will be provided during the design development stage of the project.

5.4. Letterboxes – (SEPP Schedule 3, Clause 4)

The banks of letterboxes for the Stanhope, Southwest and Croquet buildings are respectively located adjacent to a hardstand continuous accessible path of travel within the meaning of AS 1428.1. The location of the letters boxes will accordingly accommodate the needs for people in wheelchairs. There are circulation areas with internal dimensions compliant with AS 1428.2 in front of each of the banks of letterboxes.

Details in relation to letterboxes complying with this clause will be provided during design development.

6. HOUSING DESIGN REQUIREMENTS

6.1. Accessible Entry – (SEPP Schedule 3, Clause 6)

The design drawings show that all of the residential units within the Stanhope, the Southwest and the Croquet buildings have main entry doorways with appropriate 850mm clear widths (920mm door leaves), compliant with clause 6 of Schedule 3 and AS 1428.2.

All of the unit main entry doorways have circulation areas on either side of door that are in accordance with AS 1428.2, which is compliant with clause 6 of Schedule 3.

6.2. Interior: General – (SEPP Schedule 3, Clause 7)

In general, all units have internal doors with 800mm minimum clear width in accordance with the SEPP and AS 1428.1.

All units within the Stanhope, Southwest and Croquet buildings have internal corridors with a clear width of no less than 1000mm, compliant with this clause and AS 1428.1.

In general, the unit types within all buildings have suitable corridor width of 1200mm (min) outside bathroom, bedroom doors in accordance with this clause.

In general, the internal widths of doors and internal corridors have appropriate circulation space and clear width as to also assist wheelchair users, if required in the future.

6.3. Door Hardware (SEPP Schedule 3, Clause 12)

Detail for door hardware compliant with AS 1428.1 will be provided during the design development stage of the project.

6.4. Living Room and Dining Room – (SEPP Schedule 3, Clause 15)

In general, all units within the Stanhope, Southwest and Croquet buildings have circulation areas within the living room and dining room that comply with this clause.

The circulation spaces within the living and dining rooms have sufficient circulation space that will accommodate wheelchair users, if required in the future.

Detail complying with this clause will be provided during the design development stage of the project.

6.5. Kitchen – (SEPP Schedule 3, Clause 16)

The kitchen layouts within all units have suitable clearance of 1550mm between benches to accommodate the needs for wheelchair users, compliant with clause 16 of Schedule 3.

All of the new units have a separate oven and cook top, compliant with AS 4299 and clause 16 of Schedule 3.

There is sufficient bench space in all unit kitchens to allow for the provision of an 800mm-long bench adjacent to the cooktop, oven and sink, bearing in mind that having a single bench between two of the above devices is an acceptable solution.

Detail complying with this clause will be provided during the design development stage of the project.

6.6. Main bedroom – (SEPP Schedule 3, Clause 8)

All units within all buildings have main bedrooms that have appropriate 1000mm circulation along both sides of the queen size bed as well as at least 1200mm clearance at base of bed in accordance with this clause.

The circulation spaces within the bedrooms will also accommodate the needs for wheelchair users, if required in the future.

Detail complying with this clause will be provided during the design development stage of the project.

6.7. Bathroom – (SEPP Schedule 3, Clause 9)

The drawings show that all bathroom layouts within all units (within all buildings) have appropriate internal dimensions to ensure unobstructed circulation spaces is achieved in front of the shower, wash basin and toilet pan, compliant with this clause.

Detail complying with this clause will be provided during the design development stage of the project. Modification can be easily achieved to comply with this clause. This can be carried out during design development stage.

The circulation spaces within the main bathroom will also accommodate the needs for wheelchair users, if required in the future.

6.8. Toilet – (SEPP Schedule 3, Clause 10)

A visitable toilet has been provided within unit types compliant with the clause.

Detail complying with this clause will be provided during the design development stage of the project to reflect this clause.

6.9. Access to kitchen, main bedroom, bathroom – (SEPP Schedule 3, Clause 17)

All of the new units consist of only one floor level each. Accordingly, clause 17 of Schedule 3, which applies only to multi-storey self-contained units, does not arise.

6.10. Laundry – (SEPP Schedule 3, clause 19)

The locations of the laundry area within all units (within all buildings) have sufficient 1300mm diameter circulation space in front of the appliances, compliant with this clause.

The spaces in front of the laundry appliances can be easily increase as to allow sufficient manoeuvrability (1550mm minimum) for wheelchair users, compliant with AS4299 and AS1428.

Detail complying with this clause will be provided during the design development stage of the project.

6.11. Storage – (SEPP Schedule 3, Clause 20)

There is a suitable storage cupboard in all of the new units in accordance with this clause.

The provision of a storage cupboard will also accommodate the needs for wheelchair users, compliant with AS4299, if required in the future.

6.12. Surface Finishes – (SEPP Schedule 3, Clause 11)

Detail complying with this clause will be provided during the design development stage of the project.

6.13. Ancillary items – (SEPP Schedule 3, Clause 13)

Detail complying with this clause will be provided during the design development stage of the project.

6.14. Garbage (SEPP Schedule 3, Clause 21)

There is a garbage room on basement level of the Stanhope building near grid reference A2. There is a garbage room on basement level of the Croquet building near grid reference E3. There is a garbage room on basement level of the Southwest building near grid reference near grid reference A1.

There is a continuous accessible path of travel to the basement level of each of the above buildings via the passenger lift. There is a continuous accessible path of travel from the passenger lift to each of the above garbage rooms. Accordingly, each of three garbage rooms is in an accessible location, compliant with Schedule 3, clause 21.

6.15. Private Car Accommodation (SEPP Schedule 3, Clause 5)

SEPP Schedule 3 clause 5 requires compliance with the version of AS 2890.1 which is referenced in the BCA. As at 2010, the BCA continues to reference AS 2890.1(1993).

There is a vertical clearance of 2.5 metres over each residential car parking bay and a vertical clearance of at least 2.2 metres over the entirety of the vehicular path of travel from the entrance to each residential car parking bay. This is compliant with AS 2890.1(1993).

All of the residential car bays in all of the new buildings have been designed in accordance with AS 2890.6(2009). The internal dimensions of the car parking bays and the shared areas are suitable.

For the purposes of compliance with the SEPP, a car parking setout which complies with AS 2890.6(2009) is suitable as an alternative solution. This is because the hatched shared area adjacent to the car parking bays constitutes a total clear width of 4.8 metres for each car parking bay. It follows that the requirement under AS 2890.1(1993) for provision of a minimum clear width of 3.2 metres at each car parking bay has, in effect, been satisfied.

It also follows that the requirement under sub-clause 5(b) of Schedule 3 for the provision of a minimum of one car parking bay which is expandable to a clear width of 3.8 metres has also been satisfied via the provision of car parking compliant with AS 2890.6(2009).

7. CONCLUSION

From the information provided, the design of the dwellings complies with the general spatial requirements of the SEPP.

The building designs meet the design criteria that are set out in AS 1428.1 and AS 4299.

The developer will ensure that the detailed SEPP Seniors Living requirements of bathroom fixtures, kitchen fixtures, bedroom, living and laundry fixtures are implemented during design development stage, prior to the issue of construction certificate.

8. APPENDIX A - STATEMENT OF EXPERTISE

Morris-Goding Accessibility Consulting has eleven years' experience in the disability management field. We specialise in the provision of a practical, comprehensive and cost-effective approach to disability management for existing and proposed building developments. The provision of accessibility is conducted in accordance with, and under the auspices of, the Federal Disability Discrimination Act (DDA), the Building Code of Australia (BCA) and Australian Standards 1428 series.

Nick Morris is a Paralympian wheelchair basketball player who has previously been a member of the Australian Standards Committee for Access for People with a Disability. He has provided expert guidance to the Australian Grand Prix Corporation, the Olympic Co-ordination Authority (OCA) and SOCOG and to the 2006 Commonwealth Games.

David Goding is a qualified civil engineer who has provided accessibility expertise for many of Sydney's leading architects in the design development of retirement villages, aged care facilities, residential apartments, commercial buildings, sports stadiums, and medium- to high-rise buildings. He has provided guidance for major assignments with the 2000 Olympic Games Facilities, SOCOG and major building projects throughout New South Wales. His disability access expertise is enhanced by eight years' experience of design and construction management in the building industry. His building knowledge provides clients with a cost-effective solutions and advice for compliance with the DDA during the course of construction projects.

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