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Philon

Concord RSL
1 Nullawarra Rd, Concord

**SEPP SENIORS
Site Suitability
Access Review
Final v3**

29 October 2018

1. Introduction

1.1 General

Mounties Group has engaged Morris-Goding Accessibility Consulting to prepare an assessment of the RSL Concord site for a proposed SEPP Seniors Living development located at 1 Nullawarra Road, Concord.

The requirements of the investigation are to:

- Investigate the pedestrian linkages from the site to the bus stops.
- Investigate the transport linkages and nearby retail precinct
- Assess the suitability of the site
- Provide a report that will analyse the provisions of disability design in accordance with SEPP Seniors Living Policy 2004.

1.2 Location

The location shown shaded is 1 Nullawarra Road, Concord.



1.3 Objectives

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, hereinafter cited

as 'the SEPP', 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.

1.4 Limitations

This report is limited to the external conditions from the site to the bus stops and location of nature of shops. No assessment has been made of any proposed apartment design within the site.

1.5 Statutory Requirements

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

- SEPP (Housing For Seniors or People with a Disability) 2004.
- AS 1428.1:2009 (General Requirements for Access-New Building Work)

2. Accessibility Assessment

2.1 Location and access to facilities (Part 2, Clause 26)

(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:

(a) the facilities and services referred to in subclause (1) 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, 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, or

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),

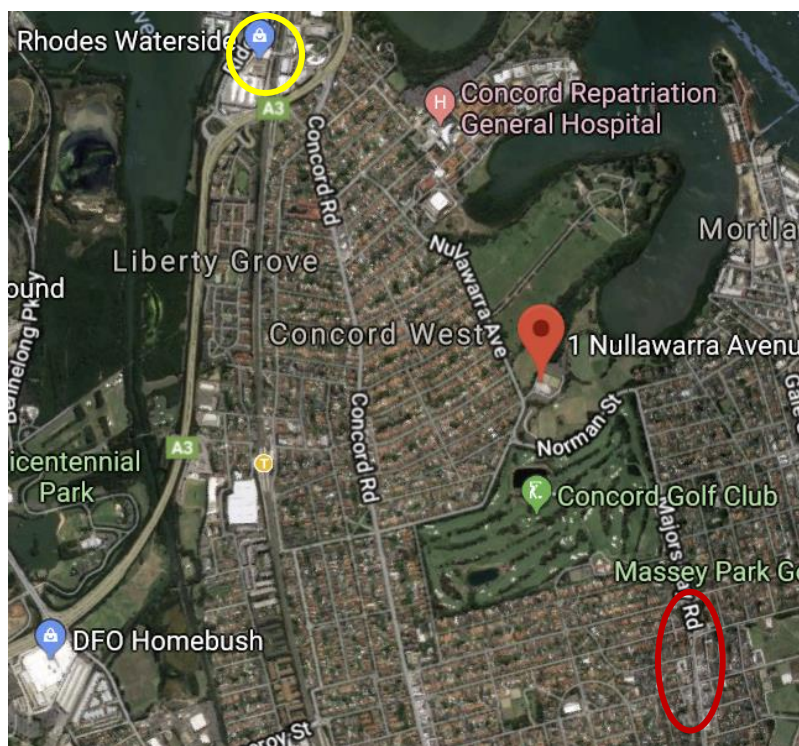
and the gradient along the pathway from the site to the public transport services (and from the public transport services to the facilities and services referred to in subclause (1)) complies with subclause (3).

Local Facilities

The site is situated approximately 2km from the Rhodes Shopping Centre and 1km from the Concord Hospital.

The Shopping Centres have major retail outlets, medical services, supermarkets and cinemas. There are nearby banks (CBA and St George), food outlets, grocery shops, and Post Office found on Majors Bay Road.

The image below shows the site (red marker) and the location of Rhodes Waterside Shopping Centre in yellow circle and Majors Bay Road shopping precinct in red circle.



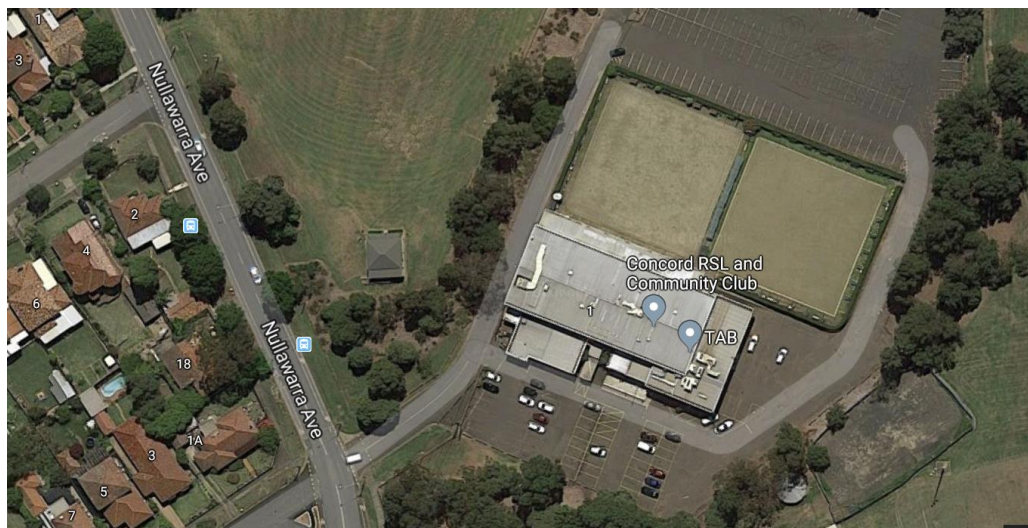
The local area of Concord has a senior citizen centre, and various social clubs which can be accessed via the 460 bus route. The Concord library is located on Flavelle Street Concord.

There are a range of food outlets, medical services, pharmacy, Coles supermarket, newsagency, butcher and commercial businesses found on Majors Bay Road, which is accessed by the 460 bus route. The 460 bus route connects Majors Bay Road and Concord Hospital with the bus stops directly in front of the proposed site. This bus services operate throughout the day.

The 460 bus route connects with the 458 bus route at Concord Hospital, which provides connection with the Rhodes Railway Station and Rhodes Shopping Centre. The Rhodes Railway Station is an easy access station suitable for people in wheelchairs as defined under Disability Standards for Accessible Public Transport. This Station provides connection with the retail and commercial precincts of Burwood and Ryde.

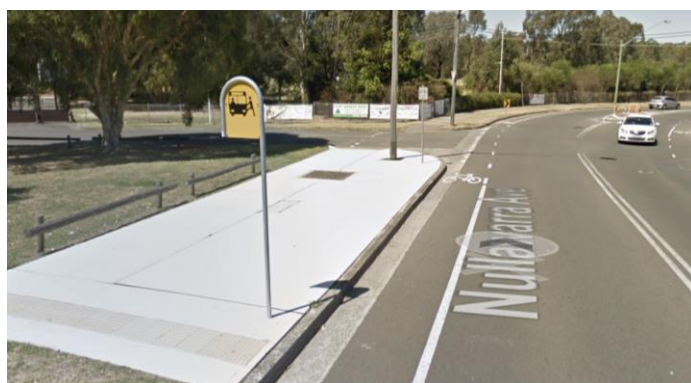
Transport Infrastructure

As shown below the incoming and outgoing bus stops are located directly outside the proposed site, which satisfies the SEPP SLP requirement that transport services must be within 400 metres of the site.



Concord RSL site showing nearby incoming and outgoing bus stops

The paths of travel from the site to the bus stops are via existing hardstand footpaths. The incoming bus stop is located on Nullawarra Ave and has an excellent hardstand area as shown in the image below. Based on our site inspection and review of survey, the gradient of the footpath from the bus stop to the site achieves the gradient requirements of SEPP SLP.



Incoming bus stop on Nullawarra Ave looking south

The outgoing bus stop is also located on Nullawarra Ave. There is a hardstand path of travel from the site to a road crossing, south of the site along Nullawarra Ave. The road crossing has suitable gradient kerb ramps and a traffic island refuge as shown below. The refuge will require alterations to cater for people with long base wheelchairs and scooters.

Once across Nullawarra Ave, there is another crossing at Nirranda Street. This crossing also has a traffic island refuge as well as kerb ramps on both sides of the crossing. The southern kerb ramps needs to be altered so that it is better aligned with the refuge. In addition, there needs to be increased level of signage and barriers within the refuge.

Once across Nirranda Street, there is a hardstand footpath that connects to the nearby bus stop. Based on our site inspection in conjunction with review of survey (ie Survey Sheets 1 and 2, prepared by Veris dated 14/12/17), the gradient of the footpaths from the site to the bus stop achieves the gradient requirements of SEPP SLP.



Traffic Islands on the path of travel to the outgoing bus stop



Outgoing bus stop on Nullawarra Ave looking south

2.2 Site Assessment (Schedule 3, Clause 2)

Wheelchair access

If the whole of the site has a gradient of less than 1:10, 100% of the dwellings must have wheelchair access by a continuous accessible path of travel (within the meaning of AS 1428.1) to an adjoining public road.

(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.

(3) Common areas

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.

There were no drawings ready to be reviewed in order to undertake an assessment of the design of the 110 serviced self-care housing units where meals, cleaning services, personal care and nursing care are available. However, based on site inspection and review of the survey, the gradients of the site are capable of achieving accessibility, within the meaning of AS1428.1, to 100% of units in order to satisfy the requirements of the SEPP.

3. Conclusion

In essence there are appropriate bus services to local facilities and suitable provision of bus stop infrastructure based on the requirements of SEPP Seniors Living Policy. The bus stops are suitably located within 400 metres from the site with appropriate gradient requirements, which is suitable under the SEPP.

There are required safety modifications of traffic island refuges and kerb ramp alignment that may result in Council asking the applicant to upgrade council asset in order to satisfy the requirements of the SEPP.

It is noted that the gradients of the site are capable of achieving accessibility, within the meaning of AS1428.1, to 100% of units in order to satisfy the requirements of the SEPP.