

DA Access Report

Date of Report: 3 June 2019

Amendment A: 19 June 2019

Re: Merewether Golf Club
Seniors Living and Clubhouse

For: Third Age Pty Ltd c/- Catalyst Project Consulting Pty Ltd

Assessment: Plans by Marchese Partners as attached (undated, received by email 29/05/2019)

Inspection at Charlestown Square 14/06/2019

Inspection at Westfield Kotara 17/06/2019

This Access Report is a preliminary assessment of the proposed development to demonstrate consideration of access for people with a disability for the Site Compatibility Certificate application. It is a preliminary overview of accessibility requirements in the absence of detail on the plans at this very early stage of design.

The following comments are based on access requirements of the Disability Discrimination Act (DDA), Building Code of Australia 2016 Amendment 1 (BCA), State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (SEPP) (Clauses 26(2)(c) and 38, and Schedule 3) and referenced Australian Standards (AS).

Unless otherwise specified, all Australian Standards references are from the following:

- AS 1428.1-2009 (including Amendment No. 1)
- AS 1428.2-1992
- AS 1428.4.1-2009 (including Amendment No. 1)
- AS 2890.1-1993
- AS 4299-1995

Note that Chapter 1 Clause 3 of the SEPP, providing information relating to interpretation, nominates the version of AS 2890 to be Part 1 as adopted by the BCA. However, the BCA now references AS 2890.6 which contains accessible car parking space dimensions inconsistent with SEPP Schedule 3 Part 5. It is implied that AS 2890.1, and the accessible car parking space dimensions it contains, remains the standard applicable to SEPP projects.

Access elements	Reference
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1. Location and access to facilities

1.1 Clause 26 of SEPP prescribes:

- 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) N/A
 - b) N/A
 - c) in the case of a proposed development on land in a local government area that is not within the Greater Sydney (Greater Capital City Statistical Area)—there is a 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 during daylight hours at least once 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 transport services to the facilities and services referred to in subclause (1)) complies with subclause (3).
 Note. Part 5 contains special provisions concerning the granting of consent to development applications made pursuant to this Chapter to carry out development for the purpose of certain seniors housing on land adjoining land zoned primarily for urban purposes. These provisions include provisions relating to transport services.

- 3) For the purposes of subclause (2) (b) and (c), 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 referred to in subclause (1)) 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.

Access elements	Reference
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- 4) For the purposes of subclause (2):
 - 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, and
 - b) distances that are specified for the purposes of that subclause are to be measured by reference to the length of any such pathway.

- 5) In this clause:
 bank service provider means any bank, credit union or building society or any post office that provides banking services.

Comments:

- A. In this case, the proposed site is not within 400m of public transport. Therefore, in order for compliance with this clause to be addressed, the operators of the seniors living development will need to incorporate a shuttle bus service into their daily practice. This is considered to provide a transport service to the occupants residing in the development and is capable of meeting this clause. It is understood that a Plan of Management will commit to this being available at least three times each day and on demand, as negotiated between residents and the service, in order to meet subclause 2 of SEPP 26.

- B. It was requested that BCA Access Solutions Pty Ltd investigate suitable drop off and pick up areas at Charlestown Square and Westfield Kotara, being two major shopping centres in the vicinity which also contain medical centres, in order to offer confidence that the services and facilities listed in subclause 1 of SEPP 26 will be accessible by the shuttle bus service. At Westfield Kotara, a dedicated community bus and mobility vehicle drop off zone and parking area is provided where the roof clearance achieves 2.6m, with entry via Cynthia Street (see Appendix A), to satisfy the proximity and path of travel requirements in subclause 3 of SEPP 26. At Charlestown Square, a public bus zone and taxi zone to the north-eastern corner of the Square (Pearson Street), a no parking zone and taxi zone to the south-eastern corner of the Square (Pearson Street), and a public bus zone to the south-eastern corner of the Square (Frederick Street) satisfy the proximity and path of travel requirements in subclause 3 of SEPP 26 (the transport service would need to determine the legality of utilising these areas for drop off and pick up purposes). The concierge at Charlestown Square advised that such transport services are permitted to utilise loading dock 3 (Coles) for drop off and pick up purposes and that where negotiated with centre management, may be able to remain parked there. I am therefore satisfied that the services and facilities listed in subclause 1 of SEPP will be accessible by the shuttle bus service.

Access elements	Reference
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- C. While plans do not show specific levels, it is expected that paths of travel within the site will comply with accessibility requirements for the purposes of residents accessing the shuttle bus service through the inclusion of lifts to manage level changes within buildings and external accessible paths of travel (refer to sections 2.1 and 3.1 of this report). I am satisfied that this can be achieved through suitable planning to mitigate any existing site conditions, however, further details will need to be assessed as the design progresses to confirm compliance.

2. Accessibility

- 2.1 The proposed development should: *SEPP 38*
- a) have obvious and safe pedestrian links from the site that provide 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.

Comment:

As public transport services are not within the 400m proximity required by SEPP 26, and a shuttle bus service will be provided instead, it is not considered necessary to address the pedestrian links outside of the site. Instead, clause 38 will be met through the accessibility of the pedestrian links within the site for connections between dwellings, common areas, letter boxes, shuttle bus pick up points and car parking. For the purposes of this application, specific details have not yet been prepared. In the development application process, details of the accessible paths of travel within the site are to be assessed to ensure that compliance with AS 1428.1 will be achievable.

3. Accessibility requirements for development application

- 3.1 Within the site, accessible paths of travel complying with AS 1428.1 are to be provided: *SEPP Sch3
2*
- a) From 100% of the units to an adjoining public road, if the whole site has a gradient of less than 1:10.
 - b) If the whole site does not have a gradient of less than 1:10, the percentage of units 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 greater and wheelchair access must be provided by a continuous accessible path of travel to an adjoining public road or an internal road or a driveway that is accessible to all residents. (If more than 50% of the site has a gradient greater than 1:10, the site is unlikely to meet siting requirements for a seniors housing development.)

Access elements	Reference
c) To common areas and facilities associated with the development.	
<p>Comment: Elevations indicate there will be some slope on the site, therefore, consideration of ramps and use of lifts to connect between different buildings may be necessary. While all specific details may not be shown at DA stage, plans are to demonstrate how compliance can be achieved, with specific details finalised as the design progresses.</p>	
<p>3.2 SEPP requires that unit door widths, circulation spaces and floor transitions (or ramped thresholds) comply with AS 1428.1. Specific door handle and hardware requirements are also listed and are to be addressed throughout detailed design.</p>	<p>SEPP Sch3 6, 7, 12 AS 4299 4.3.1, 4.3.2 4.3.4</p>
<p>3.3 Internal corridors of units are to have a minimum unobstructed width of 1000mm.</p>	<p>SEPP Sch3 7 (1)</p>
<p>3.4 At least one bedroom in each unit is to have space for a queen bed with at least 1000mm clearance on each side, 1200mm clearance at the foot of the bed and additional space for door circulation and a wardrobe.</p>	<p>SEPP Sch3 8</p>
<p>3.5 The living room in each unit is required to have circulation space to allow the 360° turn of a wheelchair after furniture has been placed (2250mm clear diameter).</p>	<p>SEPP Sch3 15 (1) AS 4299 4.7.1</p>
<p>3.6 The kitchen in each unit is required to have circulation space allowing a person in a wheelchair to approach the benches and sink and turn 180° (at least 1550mm between benches). Other specific kitchen features are to be provided as listed in SEPP during detailed design stage.</p>	<p>SEPP Sch3 16 AS 4299 4.5.2</p>
<p>3.7 The laundry in each unit is to have clear space of at least 1300mm in front of the appliances. There is to be provision for a washing machine and clothes dryer, and a slip resistant floor surface. A linen cupboard is required with a minimum width of 600mm and adjustable shelves to comply with AS 4299. If a clothes line is provided, an accessible path of travel is to be provided to it.</p>	<p>SEPP Sch3 19, 20 AS 4299 4.11.5</p>
<p>3.8 At least one bathroom in each unit is to be capable of circulation spaces in accordance with AS 1428.1. The WC pan is to comply with AS 1428.1 and have visitable WC features in accordance with AS 4299. Other specific bathroom features as required by SEPP are to be confirmed throughout detailed design stage.</p>	<p>SEPP Sch3 9, 10</p>
<p>3.9 Switches, general purpose outlets, telephone outlets and lighting for units are to be located in accordance with the SEPP.</p>	<p>SEPP Sch3 8, 9, 13, 15, 16 AS 4299</p>

Access elements	Reference
3.10 If car parking is provided for the units, it is to comply with AS 2890.1, including a 3.2m width generally (or 3.8m width for enclosed garage), with 5% of spaces capable of being increased to a width of 3.8m. Any garage doors are to be power-operated, or have capacity to be power-operated in the future.	<i>SEPP Sch3</i> <i>5</i> <i>AS 2890.1</i>
3.11 Letterboxes are to be located on a hard-standing surface which is connected to a continuous accessible path of travel, including a 1540mm x 2070mm turning space to facilitate a 180° turn for someone to return to their unit. Letterboxes are to be lockable and centrally located adjacent to the street entry.	<i>SEPP Sch3</i> <i>4</i>
3.12 A garbage storage area is to be provided in an accessible location, connected by an accessible path of travel to each unit.	<i>SEPP Sch3</i> <i>21</i>
3.13 Other elements to be considered as the design progresses beyond development application include:	
a) External pathways are to be illuminated so that at least 20 lux is provided at ground level. Lighting is to be designed and located to avoid glare for pedestrians and adjacent units.	<i>SEPP Sch3</i> <i>3</i>
b) A slip resistant floor surface is required for balconies external paved areas.	<i>SEPP Sch3</i> <i>11</i>

4. Other proposed buildings

- 4.1 New buildings will also be subject to accessibility requirements under the BCA as follows (note that all building classifications are to be confirmed with the principal certifying authority):
- a) Residential apartment buildings will be subject to Class 2 accessibility requirements including access for people with a disability from the building entry to the entry of each unit and turning spaces at ends of corridors. *BCA Table D3.1*
 - b) The community facilities buildings with the pool and gym will be subject to Class 9b accessibility requirements including access for people with a disability to and within all areas normally used by the occupants. Where the pool has a perimeter greater than 40m, an accessible entry into the pool will be required. *BCA Table D3.1*
 - c) The clubhouse/sports bar building will be subject to Class 6 accessibility requirements including access for people with a disability to and within all areas normally used by the occupants (except areas that may be exempt under BCA D3.4 based on their purpose of use such as a commercial kitchen). *BCA Table D3.1*

Access elements	Reference
d) The office/pro-shop building will be subject to Class 5/6 accessibility requirements including access for people with a disability to and within all areas normally used by the occupants.	BCA Table D3.1

Accessibility requirements are to be assessed for the DA submission, with more specific details assessed as the design progresses.

Conclusion

Generally, accessibility requirements should be capable of being incorporated as the design progresses and plans are to be assessed throughout the design process including for the development application. Location requirements are to be addressed through the inclusion of a private transport service operated by management of the seniors living development with confirmation of this and more specific details provided for the development application.

Reference numbers are provided for clarification of comments within this report. Alternatively, the undersigned may be contacted on the details below for further clarification.

Report prepared by:

Aja Goddard

Aja Goddard
Access Consultant
ACAA Accredited Member 243

Reasonable care and skill have been exercised in the assessment of the building and the preparation of this report. However, this report shall not be construed as relieving any other party of their responsibilities or obligations.

The advice given is based on the assessment of the plans and other relevant documentation supplied regarding access requirements in the SEPP, Australian Standards, and Disability Discrimination Act current at the time. The advice relates specifically to this project and may not apply to any other building or to this building at any other point in time.

Appendix A: Westfield Kotara Community Bus and Mobility Vehicle Parking Information

The sign is black with white text and a white car icon at the top. It provides information about community bus and mobility vehicle parking at Westfield Kotara. The text is centered and includes a list of directions for finding the parking area. The Westfield Kotara logo is at the bottom.

**Community bus and
mobility vehicle parking
NOW OPEN**

**With a drop off and pick up zone next to Kotara Family Practice
and allocated parking spot nearby**

Directions:

1. Turn left onto Cynthia St from Northcott Drive.
2. Continue on Cynthia St and make an immediate right turn into the Hudson Park entry.
3. Community bus parking is located on your right in the small open-air carpark.
4. Continue into the Westfield Kotara carpark and turn right, the drop-off zone is located on your left next to Kotara Family Practice.
5. Once drop-off or pick-up is complete continue to the roundabout and turn right to exit the centre.
6. If parking is required, please turn right onto Cynthia St after the boom gate to return to the parking area noted in point 3.

Please contact us on 02 4016 2571 for any further enquiries

Westfield
KOTARA

Community bus & mobility vehicle parking



Westfield
KOTARA