

**Our Ref:** CA160029-Dropoff

## **ACCESS REPORT**

### **Re: Miranda Dental Hospital – Dropoff Area**

This report is an assessment of the provision of access for people with a disability at the dropoff area near the valet car parking service. The assessment is based on legislation current at the time including the Building Code of Australia 2016 (BCA), Disability (Access to Premises – Buildings) Standards 2010 (Premises Standards) (including Amendment No. 1), Australian Standards (AS 1428.1-2009 incorporating Amendment No. 1 and AS 2890.6-2009) and Disability Discrimination Act (DDA).

The author of this report is an accredited access consultant with experience working in disability services and as an advisor to architects, builders and building certifiers. Current membership is held with the Association of Consultants in Access, Australia.

BCA DTS Provision D3.5 (b) states that accessible car parking spaces need not be provided in a car parking area where a parking service is provided and direct access to any of the car parking spaces is not available to the public.

Notwithstanding this, consideration has been given to incorporation of a dropoff area which will be suitable for people with a disability. This dropoff area is a best practice approach and not subject to compliance with Australian Standards, yet a comparison is offered to the accessible car parking requirements of AS 2890.6.

As indicated on the attached diagram, the proposed dropoff area will have sufficient dimensions in length and width to satisfy AS 2890.6 including an adjacent area to suit side-loading ramps or hoists. However, due to constraints imposed by flood prevention strategies, a 2.4m x 2.4m space at one end of the car park is unable to be provided at a maximum gradient of 1:40. Instead, there will be a fall of 1:8 to the rear of the car park.

Therefore, where a vehicle is fitted with a rear-loading ramp or hoist, to enable this device to deploy on a level surface, the vehicle may be positioned diagonally across the accessible dropoff space and adjacent space. The attached diagram indicates that there will be sufficient space for this to occur.

It is noted that one corner of the rear-loading space will overlap with the 1:8 surface, however, the majority of ramps or hoists are less than 2.4m in length and this space requirement is intended to allow for the ramp/hoist along with additional level ground for manoeuvring onto and off the device. It is therefore considered unlikely that the overlap with the 1:8 surface will substantially diminish the usefulness and accessibility of the dropoff area.

While not shown on the drawing, we have been advised that a removable bollard will be installed to the dropoff area which the valet staff will relocate for use of this space.

It is understood that pedestrian access from the dropoff area to the building entrance will require people to negotiate the 1:8 surface to access the footpath. This gradient is permitted for a kerb ramp and is therefore considered usable for a short length as is the case in this instance. With a subsequent short 1:40 landing, the transition on to the adjacent 1:32 path may prove difficult for some people with a disability, yet based on the restricted space and imposition of flood prevention strategies, there is little option to improve this.

Therefore, despite the BCA permitting the absence of accessible car parking in this instance, I am satisfied that the proposed dropoff area is designed to minimise the risk of a DDA complaint.

It is recommended that disability access be monitored by the occupants on an ongoing basis to ensure that their obligations under the DDA are met.

While this report considers the risk of action under the DDA to be minimal, it does not necessarily eliminate the possibility. The assessment contained in this report therefore does not preclude access from needing to be upgraded in the future to meet the needs of the occupants. This report considers accessibility specific to the proposed situation and we note that any change to the operation of the building or future building work will result in this assessment ceasing to be applicable and access will need to be reviewed.

A handwritten signature in cursive script that reads 'Aja Goddard'.

**Aja Goddard of BCA Access Solutions Pty Ltd**

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Accredited Access Consultant – ACAA 243

**DATE OF THE REPORT:** 18 May 2016

*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 BCA, Australian Standards, Premises 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.*

