



Draft Metropolitan Strategy for Sydney

Prepared for the NSW Government -

NSW Planning and Infrastructure

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Prepared by the Physical Disability Council of NSW

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Who is the Physical Disability Council of NSW?

The Physical Disability Council of NSW (PDCN) is the peak body representing people with physical disabilities across New South Wales. This includes people with a range of physical disability issues, from young children and their representatives to aged people, who are from a wide range of socio-economic circumstances and live in metropolitan, rural and regional areas of NSW

The objectives of PDCN are:

- To educate, inform and assist people with physical disabilities in NSW about the range of services, structure and programs available that enable their full participation, equality of opportunity and equality of citizenship
- To develop the capacity of people with physical disability in NSW to identify their own goals, and the confidence to develop a pathway to achieving their goals (ie self advocate).
- To educate and inform stakeholders (ie about the needs of people with a physical disability) so they are able to achieve and maintain full participation, equality of opportunity and equality of citizenship.

The Physical Disability Council appreciates the opportunity to consider, and make comment on the NSW Planning and Infrastructure Draft Metropolitan Strategy.

Background information

The purpose of preparing this submission is to stress the importance of providing environs that promote universal access with good transport connectivity, so that all community members can participate in activities of daily living. The intent of the *Disability Discrimination Act (Cth) 1992* (DDA) and the subsequent Access Premises Standards aim to ensure that people with disability can access facilities and services available to the public without discrimination. Following adoption of the Access Premises Standards in 2010, these national building regulations were incorporated into the Building Codes of Australia in May 2011.

Discussion

1. The Access Premises Standards were developed to facilitate a common understanding between the building industry and people with disability when planning, designing and constructing the build environment. The Physical Disability Council of NSW (PDCN) would recommend that NSW Planning and Infrastructure inform stakeholders that enhanced access requirements may be required when planning, designing and constructing the following public places and premises:
 - Public footpaths and walkways
 - Educational institutions
 - Shops and department stores
 - Banks, credit unions, building societies
 - Parks, public swimming pools, public toilets, and pedestrian malls
 - Cafes, restaurants, pubs
 - Theatres and other places of entertainment
 - Lawyers' offices and legal services
 - Libraries

- Sporting venues
 - Social and sporting clubs
 - Government offices
 - Public transport including trains, buses, ferries, boats, ships and planes
 - Dentists' and doctors' surgeries
 - Hospitals
 - Hairdressers and beauty salons
 - Travel agents, and
 - Government-run services
2. In new environs such as being constructed in greenfield locations as proposed as at Leppington within the South West Growth Area and at Rouse Hill within the North West Growth Area there is the potential to implement the best accessibility, as accessibility is significantly easier to implement than when renovating or refurbishing existing built structures.
 3. PDCN would like to stress the importance of providing sufficient access to the built environ to facilitate access to the following community services provided by NSW State Departments and Local Councils child care services, educational facilitates, police and legal resources, housing, transport hospital and community based health and support services for older people and people with disability.
 4. The following local government areas within the Draft Sydney Metropolitan Plan are highlighted as being in high need of affordable accommodation, but the draft Plan fails to identify targets or performance indicators to determine how effective strategies may be to implement affordable housing. PDCN believes that the Draft Plan needs to provide targets to determine the effectiveness of strategies used.
 - Auburn
 - Bankstown
 - Blacktown
 - Campbelltown
 - Canterbury
 - Fairfield
 - Gosford
 - Holroyd
 - Liverpool
 - Marrickville
 - North Sydney
 - Parramatta
 - Penrith
 - Randwick
 - Ryde
 - Sutherland Shire
 - Sydney
 - Warringah
 - Wollongong

- Wyong

4. As people with disability usually have limited incomes and often fall into the lowest equivalised income, they need to be considered as eligible for affordable housing. And as a consequence PDCN would recommend that targets for affordable accommodation be included into draft Sydney Metropolitan Plan.
5. People with physical disability usually require accessible affordable accommodation. PDCN would recommend that the NSW Government provide affordable accommodation that is also accessible, rather than seeing affordable housing programs separate from housing for seniors and people with disabilities.
6. The draft Metropolitan Sydney plan refers to an employment target over the following 20 years of 998,000 to 230,000 but fails to recognise the urgent need to provide increased opportunities for people with disability and to set targets for people with disability. Subsequently PDCN would recommend that the NSW Government lead by example and established best practice principles by earmarking employment targets particularly for people with disability.
7. Based on national Transport Standards the NSW Government is behind schedule in regards to making train stations accessible. On the basis of this, and strategies identified in the Draft Metropolitan Strategy, PDCN would recommend that funds be immediately allocated to access improvements to stations on the Inner West line, as this train line links Sydney CBD to the greenfield areas identified in the draft Metropolitan Plan..
8. Due to the limited availability of Wheelchair Accessible Taxis (WATS) in outlying areas such as Penrith, Campbelltown and Camden, users of WATS living in these localities often wait up to an hour for a WAT, or otherwise are unable to access a WAT out of hours or on the weekend. As a consequence PDCN would recommend as part of the Metropolitan Plan that the NSW Government allocate an added financial incentive to drivers of WATS that regularly work in these areas.