

GENERAL ACCESS AND PARKING

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INTRODUCTION

This part applies to all types of development, and provides a consistent area wide approach to access and parking issues that all developments must address. This Part guides development consistent with the KLEP (Local Centres) 2012 in meeting the aims and objectives within the LEP.

This Part provides guidance on how developments can be safely and conveniently accessed by all people, whether they are walking, riding, in a wheelchair or a vehicle, with an emphasis on the more sustainable methods of access.

22.1 EQUITABLE ACCESS

Objectives

- 1 *To encourage consideration of access issues at the start of the development design process.*
- 2 *To ensure convenient, safe and legible access for all people throughout the pedestrian network and public open space.*
- 3 *To ensure that buildings used by the public and high and medium density residential development have safe and convenient access for all people.*
- 4 *To ensure that substantial building refurbishment or intensified use of existing buildings provides upgraded levels of access and facilities for all people.*
- 5 *To ensure that people with a disability have equal access to work by providing access to facilities, services and opportunities that meets their specific needs.*
- 6 *To provide housing that allows people to stay in their home as their needs change due to aging or disability.*
- 7 *To ensure that use of the development is easy to understand, regardless of the user's experience, knowledge, language skills or current concentration level.*

Controls

- 1 For the purpose of this Part "access" is defined as:
 - i) an ability to travel from one point to another in a continuous and independent manner, following a reasonable route;
 - ii) an ability to communicate or obtain information or service from any person, display or facility which is intended to communicate or provide that information or service to any person.
- 2 Designing for access for all people is encouraged for all development types.
- 3 Where minor alterations or additions to an existing building are proposed, the alterations must not reduce the accessibility of the building.
- 4 Applications for development, other than single dwellings, are to demonstrate how access to and within developments meets the requirements of the Disability Discrimination Act 1992 (DDA).

Note: Section 23 of the Disability Discrimination Act 1992 (DDA) requires non-discriminatory access to premises which the public or a section of the public is entitled or allowed to use. It does not apply to single dwellings.

Some of the premises covered by Section 23 include:

- i) public footpaths, walkways, pedestrian malls and public transport facilities
- ii) educational institutions, child care centres, libraries and other information and advice centres
- iii) shops, department stores, travel agents, hairdressers, beauty salons, cafes, restaurants and pubs
- iv) banks and other financial institutions
- v) parks, public swimming pools, sporting venues, social clubs and public toilets
- vi) theatres and other places of entertainment
- vii) government service offices
- viii) hospitals and other medical facilities
- ix) doctors', lawyers, dentists and other professional offices
- x) other premises the public or a part of the public is entitled or allowed to enter or use.

Section 23 applies to existing places as well as places under construction. To comply with the DDA existing places may need to be modified to be accessible.

The DDA does not require the provision of access to be made if this will cause major difficulties or excessive costs to a person or organisation. This is called "unjustifiable hardship".

22.1 EQUITABLE ACCESS (continued)

Controls

But before deciding that providing access is unjustified, a person or organisation should:

- i) thoroughly consider how access might be provided
- ii) discuss this directly with the person involved, and
- iii) consult relevant sources of advice.

If alterations to premises to provide full and equitable access would involve the destruction or removal of significant heritage value, in some circumstances making these alterations MAY be found to involve unjustifiable hardship. If adjustments cause hardship it is up to the organisation to show that they are unjustified.

It remains the responsibility of the owner or occupier to comply with the requirements of the DDA and to investigate their own personal legal liabilities under the DDA. Council cannot certify compliance.

- 5 Entry access ramps for people with a disability must be located within the site and must not dominate the front façade.
- 6 The provision of access for all to and within heritage items is to:
 - i) have minimal impact on the significant fabric of the item;
 - ii) be, as far as possible, reversible.
- 7 Where such access is likely to have a major adverse impact on significant fabric, alternative solutions should be considered. However every effort is to be made to provide equitable access through the main entrance to the building.

Note: Alternative solutions may include a temporary ramp, or access through a side entrance or the like.
- 8 Building entries are to be clearly visible from the street. Where site configuration is conducive to having a side entry, the path to the entry must be obvious from the street.



Figure 22.1-1 International Symbols for Facilities

1. Universal Information Symbol
2. International Symbol of Accessibility
3. Symbol indicating Audio Description for Theatre & Live Performances
4. Audio Description for TV, Films & Video
5. Large Print / Accessible Print Symbol
6. Symbol indicating Access for Individuals Who Are Blind or Have Low Vision
7. Braille Symbol
8. Telephone Typewriter Symbol
9. Sign Language Interpretation Symbol
10. Assistive Listening Systems Symbol (Ear)
11. Assistive Listening System Symbol (Telephone)
12. Closed Captioning Symbol

22.1 EQUITABLE ACCESS (continued)

Controls

- 9 Ensure pedestrian areas have clear sightlines, are appropriately lit and overlooked by buildings that provide street level activity.
- 10 Access ways for pedestrians and for vehicles are to be separated.
- 11 Ensure landmarks, including landmark buildings, are distinctive in form and reinforce the street pattern and topography to enable people to find their way.
- 12 Buildings are to be sited and designed to avoid obscuring landmark features and views which enable ease of orientation from the street and public open space areas.
- 13 Ensure all users of the site can find their way within the development. This can be achieved by:
 - i) Designing foyers and orienting reception and information desks so that arriving visitors can be seen;
 - ii) Locating reception and information desks near lifts to enable staff to assist visitors with directions;
 - iii) Dividing large-scale sites into distinctive smaller parts, or zones of functional use, while preserving a 'sense of place' and connectivity between spaces;
 - iv) Organising the smaller parts of the development under a simple organisational principle, such as 'use' through a zonation plan with a logical and rational structure;
 - v) Providing frequent directional cues throughout the space, particularly at decision points along routes in both directions;
 - vi) Displaying/using appropriate international symbols for facilities as illustrated in Figure 22.1-1.

Residential only

- 14 All Multi Dwelling Housing, Residential Flat Buildings and Shop Top Housing within Mixed Use developments are to provide access to, and between, dwellings and parking in accordance with the *Livable Housing Guidelines* as stipulated in Part 6 Multi Dwelling Housing, Part 7 Residential Flat Buildings and Part 8 Mixed Use Development.

22.2 GENERAL VEHICLE ACCESS

Objectives

- 1 To ensure pedestrian amenity and safety.
- 2 To minimise the size, quantity and visual intrusion of vehicle access points and driveways.
- 3 To provide well located and designed vehicle entrances that facilitate streetscape continuity and a high quality and amenity of the public domain.
- 4 To ensure continuous kerbside on-street parking.

Controls

- 1 Except as provided in *Part 14 of this DCP*, car park entry and egress, for developments other than low density residential, must be provided from secondary streets or lanes where these are available.

Note: For service access and loading requirements see relevant development type in Section A.
- 2 The width and number of vehicle access points are to be limited to minimise potential pedestrian/vehicle conflicts. Wherever practicable, commercial and mixed use buildings are to share, amalgamate or provide a rear lane for vehicle access.
- 3 Vehicle access driveways must be set back a minimum of 10m from street intersections or as specified in *Clause 3.2.3 of AS2890.1* (whichever is the greater). Refer to Figure 22.2-1.

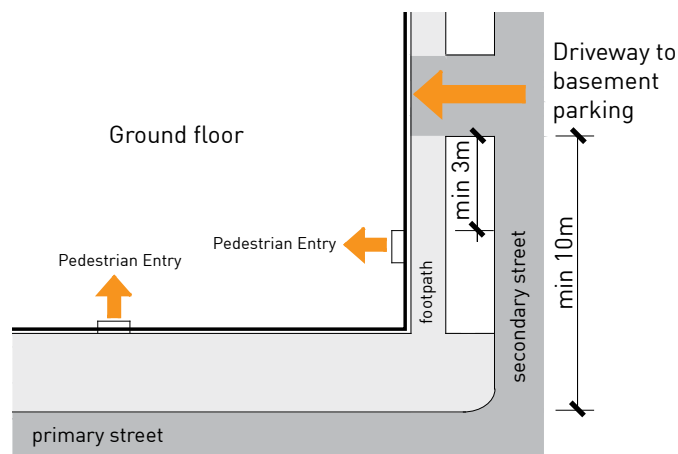


Figure 22.2-1:
Vehicle access controls.

- 4 Vehicle and pedestrian access to buildings must be separated and clearly distinguished. Vehicle access must be located a minimum of 3m from pedestrian entrances. Refer to Figure 22.2-1.
- 5 Provide clear sight lines at pedestrian and vehicle crossings.
- 6 The width of any driveway for a low density residential development, as measured at the front site boundary, must not exceed 3.5m.
- 7 For all other development types, driveway width is to comply with the table below. Greater widths will only be considered where it is required by RMS or Australian Standards relating to off-street parking and pedestrian safety.

22.2 GENERAL VEHICLE ACCESS (continued)

Controls

Proposed Number of Car Parking Spaces in Development	Driveway Clear Width
Less than 25 spaces	3.7m min – 6m max
25-100 spaces	3.7m min – 6m max (on local roads) 6m min - 9m max (on main roads)*
100-300 spaces	6m min – 9m max (on local roads) 6m for entry, 4-6m for exit, 1.3m separation (on main roads)*

* Subject to RMS approval

- 8 Long driveways (greater than 30m) are to be avoided. Where they are unavoidable, driveways over 30m long are to be provided with a passing bay.
- 9 Vehicles must be able to enter and leave the site in a forward direction.
- 10 Vehicle entries and service areas are to be set back or recessed from the main facade line and integrated into the overall facade design, so as not to dominate the building elevation.
- 11 Vehicle entries, walls and ceilings are to be finished with high quality materials, finishes and detailing, similar to the external facades of the building.
- 12 Service ducts, pipes and storage facilities must not be visible from the street.
- 13 External security doors may be provided where necessary. Security doors are to be of high quality material and detail and must blend into the building facade.
- 14 For driveways on sloping sites, where high retaining walls are required on both sides of the driveway, one wall is to be no higher than 1.2m. Where greater level change is required, the retaining wall should be stepped back and softened by landscaping. High solid walls should be relieved by
 - i) change in colour or finish;
 - ii) recessing; and/ or
 - iii) exposed brick or block work.



Figure 22.2-2:
Vehicle entries that are well integrated with overall facade design.

22.3 BASEMENT CAR PARKING

Further controls that may apply

SECTION C
PART 23.4 - Waste Management

Objectives

- 1 To ensure basement car parking design is of high efficiency and ecologically sustainable.
- 2 To provide safe and secure access for building users within the car park areas.
- 3 To minimise visitor parking on the street.



Figure 22.3-1: Secure basement car parking.



Figure 22.3-2: Ventilation grilles to basement car park are well integrated with overall facade design.

Controls

- 1 A logical and efficient structural grid must be provided to the basement car park areas.
- 2 The minimum height between floor level and an overhead obstruction is to be 2.2m, except for the following:
 - i) 2.5m for parking area for people with a disability;
 - ii) 2.6m for residential waste collection and manoeuvring area; and
 - iii) 4.5m for commercial waste collection and manoeuvring area.
- 3 Where natural ventilation is not possible, a ventilation system for the basement car park is to be provided and designed in accordance with *AS1668.2 The use of ventilation and air conditioning in buildings - Ventilation design for indoor air contaminant control*. Monitoring of CO² and variable speed fans are to be provided with any basement car park mechanical ventilation systems.
- 4 Basements must be fully tanked to prevent unnecessary subsurface or groundwater extraction.
- 5 Unimpeded access to visitor parking and waste and recycling rooms located within a secure basement parking must be maintained.
- 6 Where ventilation grilles or screening devices are provided they are to be recessed and integrated into the overall facade and landscape design of the development.
- 7 Vehicle access ways to basement car parking must not be located in direct proximity to doors or windows of habitable rooms.
- 8 Where visitor parking is not separated from residential parking by a barrier, a light colour palette is to be used for the interior of the car park and lines of sight are to be open and avoid concealment and entrapment areas.

22.4 VISITOR PARKING

Objectives

- 1 *To provide well designed car parking for all visitors.*
- 2 *To provide parking for visitors with a disability.*

Controls

This section applies where visitor parking is required by this DCP.

- 1 Where visitor parking is required by this DCP, the spaces are to be provided on site and clearly marked.
- 2 Visitor parking located behind a security grille require an intercom system to gain entry.
- 3 At least one visitor parking space it to be accessible, designed in accordance with AS2890.6.

Security grille

Visitor space



Figure 22.4-1:
Basement visitor parking provided in front of security grille.

22.5 PARKING FOR PEOPLE WITH A DISABILITY

Objectives

- 1 To provide well designed, clearly identified and accessible car parking spaces for people with disabilities.

Controls

- 1 Accessible car parking spaces are to be level and have a continuous path of travel to the building's principal entrance or lift.
- 2 Accessible car parking spaces are to be identified by a sign incorporating the international symbol specified in AS1428 and be designed in accordance with the provisions of AS2890.6.
- 3 Appropriate international symbols for the disabled must be displayed/used where appropriate to assist in direction to ramps, lifts etc.
- 4 Car parking spaces for residential development (excluding single dwellings) are to be designed in accordance with the requirements of the *Livable Housing Guidelines* as stated within Part 6 Multi-Dwelling Housing, Part 7 Residential Flat Buildings and Part 8 Mixed Development.
- 5 Provision of accessible car parking for non-residential development is to comply with the following minimum rates, rounded up to the nearest whole number:

Type of Facility	Minimum Rate of Provision
Retail/commercial	1-2%
Civic/community centres	2-3%
Recreational facilities	2-3%
Educational establishment: schools	2-3%
Educational establishment: tertiary institutions	2%
Entertainment facilities	3-4%
Hospitals	3-4%
Medical centres	3%

Note: for parking with 50 or more spaces, the minimum provision is one space.

- 6 For other land uses/facilities, the minimum number of spaces should be at least 1%, unless supported by a merit assessment.

22.6 PEDESTRIAN MOVEMENT WITHIN CAR PARKS

Objectives

- 1 To ensure all car parks provide a safe pedestrian environment.

Controls

- 1 Marked pedestrian pathways, with clear sight lines and appropriate energy efficient lighting must be provided in all car parks. See *Austrroads Guide to Traffic Management Part 11 - Parking*.
- 2 Pedestrian pathways, entrances, stairway and lift areas must be clearly visible, conveniently located, well lit and have minimal conflict with vehicular traffic.
- 3 All pathways and ramps within car parks must conform to the minimum dimensional requirements set out in *AS1428.1*.
- 4 All pedestrian path surfaces within car parks are to be stable, even and constructed of slip resistant material.

22.7 BICYCLE PARKING AND FACILITIES

Objectives

- 1 *To provide well designed bicycle parking and facilities that are functional and secure.*



Figure 22.7-1:
Bicycle Stands

Controls

- 1 Bicycle parking and storage facilities are to be designed in accordance with AS2890.3 to ensure:
 - i) both wheels and frames can be locked to the device without damaging the bike;
 - ii) easy access from a bicycle lane or roadway with appropriate signage;
 - iii) access paths have a minimum width of 1.5m to accommodate a person pushing a bicycle, and adequate sight lines for safety.

22R **References**
22R.1 Car Parking Rates

REFERENCES



22R.1 CAR PARKING RATES

On-site parking is to be provided at the minimum rates set out in the schedule below.

Where non-residential development is within 400m of a railway station and within a commercial centre, refer to specific parking requirements under building types in Section A of this DCP.

Reference should be made to the KLEP (Local Centres) 2012 for land use definitions.

In the calculation of the parking spaces, overall requirement figures are to be rounded up to the nearest integer.

LAND USE	PARKING RATE	NOTE
Commercial		
Offices and Business Premises	1 space per 33m ² gross floor area (GFA) plus 1 space if resident manager or caretaker. Suggested split: 90%: employee parking 10% vistor parking	For development in excess of 200m ² gross floor area, 1 courier space to be provided in a convenient location. Servicing facilities to be provided to satisfy Council's requirements.
Retail		
Shops	1 space per 17m ² gross floor area. For minor additions to existing shops or conversion of existing shops, 1 space per 28m ² .	1 space per 17m ² may be considered for reduction to 1 space per 26m ² , and 1 space per 28m ² may be reduced to 1 space per 35m ² where development within 400m radius of a railway station ticket office as follows For developments over 10,000m ² gross floor area a lower parking rate might be considered. Servicing facilities to be provided to satisfy Council's requirements.
Service Stations	6 spaces per work bay plus 1 space per 20m ² gross floor area of convenience store. Additional parking to be provided if food and drink premises are added.	Recommended rates assume work bays and/or convenience store. For basic service stations without these facilities, 1 space per staff member to be provided. Total parking might be reduced where it can be demonstrated that the times of peak demand for the facilities do not coincide. Spaces beside petrol pumps are not to be included in calculating the parking requirement.
Motor Showrooms	1.5 spaces per 200m ² of site area plus 6 spaces per work bay.	Area required on-site for articulated car transporters to manoeuvre and unload.

22R.1 CAR PARKING RATES (continued)

Markets	2 spaces per stall.	Higher parking provision would be desirable, at 2.5 spaces per stall, but needs to be considered in the context of the frequency of use and parking available in the area.
Bulky Goods Retail Stores	1 space per 28m ² gross floor area.	Parking provision might be considered at a lower rate if supported by a traffic impact study.
Landscape and Garden Supplies	1 space per 200m ² site area, within a minimum of 15 spaces.	
Milk bars, takeaway food shops and the like Drive-in or take-away food outlets: a) 12 spaces per 100m ² gross floor area b) With no on-site seating or drive-through facilities c) With on-site seating but no drive-through facilities d) With on-site seating and drive-through facilities	The greater of: 1 space per 5 seats (internal + external) or 1 space per 2 seats (internal seating only). The greater of: 1 space per 2 seats (internal seating only) or 1 space per 3 seats (internal + external).	
Restaurants, cafes, coffee shops, new development a) General b) If gross floor area less than 100m ² c) If proposed to operate outside of retail business hours	1 space per 17m ² gross floor area. For minor additions to existing shops or conversion of existing premises to shops, 1 space per 28m ² . The parking provision in a) above is desirable but Council will consider a reduction if a parking study indicates that there is parking available in adjacent off-street or on-street parking areas at the time of trading of the proposed development. The parking provision in a) above is desirable but Council will consider a reduction if a parking study indicates that there is parking available in adjacent off-street or on-street parking areas at the time of trading of the proposed development. The minimum parking to be provided is 1 space per 17m ² (the shops rate). Shop rate applicable if onsite car parking can be provided.	New development relates to a new building or complex that is designed or designed to be adapted for a coffee shop, café or restaurant.

GENERAL ACCESS AND PARKING

22R.1 CAR PARKING RATES (continued)

<p>d) Coffee shops, cafes and restaurants as a change of use only of an existing building including extensions of the building</p>	<p>If no on site car parking available for existing building or limited on site car parking available Council will consider existing use rights provisions.</p>	<p>This category relates to changes of use or minor extensions of existing older buildings only.</p>
<p>e) Registered clubs</p>	<p>Because of the variation factors affecting club parking, each situation will be treated on its merits. A traffic assessment report must be prepared to assess the parking requirements based on the facilities to be provided and the parking demands of similar developments.</p>	

22R.1 CAR PARKING RATES (continued)

LAND USE	PARKING RATE	NOTE
Recreational and Tourist Facilities		
Squash and Tennis Courts	3 spaces per court plus 1 space per 2 staff.	Additional parking might be necessary if regular spectator attractions are to be promoted.
Bowling Alleys	3 spaces per alley plus 1 space per 2 staff.	Additional parking might be necessary if regular spectator attractions are to be promoted.
Gymnasiums	1 space per 17m ² gross floor area.	Additional parking might be necessary if regular spectator attractions are to be promoted.
Swimming Pools	Requirement will be assessed on merit.	Additional parking might be necessary if regular spectator attractions are to be promoted. Independent traffic report required.
Warehouses	Each application will be treated on its merits. A traffic assessment study should be submitted, also covering service vehicle requirements.	
Vehicle Repair Stations and Vehicle Body Repair Workshops	12 spaces plus 1 space per 70m ² site area.	
Health and Community Services		
Health consulting rooms	1 space per 40m ² gross floor area.	Parking spaces in excess of residential parking requirement are to be designated as visitor parking.
Medical Centres	1 space per 25m ² gross floor area.	Parking facilities for patients must be suitably signposted and provided in a convenient location.
Hospitals	1 space per 3 beds plus 1 space per 2 day-shift staff or practitioners plus 1 ambulance space. 1 space per 1 full time night-shift employee.	Rates apply to either public or private hospitals. The day-shift staff are the total on-site at any one time, including overlaps between shifts if such overlaps occur. Where Medical Centres are attached to hospitals, additional parking would be required at the rate for Medical Centres.
Child Care Centres	1 space per 4 children in care	Rate includes staff parking. Bulk of parking should be in a convenient location, allowing safe setdown / pick up and movement of children. Provision is also to be made for bus services.

<p>Schools</p>	<p>1 space per equivalent full-time employee plus 1 space per 8 Year 12 students. Where an auditorium or similar rooms are proposed, additional parking might be required. Provision for on site set down / pick up of students and a set down / pick up management plan is required.</p>	<p>The number of equivalent full time employees should be the maximum number at the school at any one time. A parking impact assessment should be undertaken to quantify the total parking required.</p> <p>Provision is to be made for bus services in all applications made by schools.</p>
<p>Tertiary Institutions</p>	<p>1 space per equivalent full time employee plus 1 space per 3 students.</p>	<p>The student parking might be reduced if a parking impact study can prove a lower rate. Provision is to be made for bus services.</p>
<p>Places of Public Worship, Funeral Homes</p>	<p>Each application will be treated on its merits, with a parking assessment report required. As a guide, the provision of 1 space per 6 seats is recommended.</p> <p>The need for additional parking for church halls should be assessed on merit. The parking study should take into account the supply of and demand for parking in the vicinity of the site at the time of the proposed use of the site.</p>	
<p>Entertainment Facilities, Public Halls, Function Centres</p>	<p>Minimum parking provision to be 1 space per 10 seats, for day time parking. Recommended parking provision is 1 space per 6 seats, for Friday / Saturday evening.</p>	<p>The recommended level of parking might be reduced, at the discretion of Council, if it can be proven that there is adequate parking available in the vicinity of the site on Friday and Saturday evening.</p>

22R.1 CAR PARKING RATES (continued)

LAND USE	PARKING RATE	NOTE
Residential		
Dwelling-houses	2 spaces for single occupancy. Dual occupancy under 125m ² : 1 space per dwelling. Dual occupancy over 125m ² : 2 spaces per dwelling.	
Multi-dwelling housing	1 bedroom unit: 1 space. 2 bedroom unit: minimum multiple of 1.25 spaces per unit. 3 bedroom unit: minimum multiple 1.5 spaces per unit. Visitor parking: 1 space per 4 units.	Spaces must include a minimum of 1 covered space per unit within the confines of the building for exclusive resident use. Visitor parking to be clearly signposted, convenient to entry, not obscured and not used by residents. Access requirements for furniture vans and trucks should be considered.
Residential flat buildings, and residential component of mixed use development	Resident parking: Studio unit: 0.5 spaces per unit 1 bedroom unit: 1 space per unit 2 bedroom unit: 1.25 space per unit 3 bedroom unit: 2 spaces per unit Visitor parking: 1 space per 4 units The above are minimum requirements unless Council is satisfied on the merit basis there are particular circumstances that warrant reduction of the above rates. Note: Studies or the like will be considered as bedrooms for the purpose of this DCP.	Spaces must include a minimum of 1 covered space per unit within the confines of the building for exclusive resident use. Visitor parking to be clearly signposted, convenient to entry, not obscured and not used by residents. Access requirements for furniture vans and trucks should be considered.
Boarding Houses, Group Homes, Hostels	1 space per staff. Parking rate to be assessed on merit of application.	Assessment should take into account the nature of the dwelling and its proposed residents.
Seniors Housing	Provisions of Seniors Living Policy apply. The following parking provision is recommended: <u>Resident funded development</u> 2 spaces per 3 self contained units plus 1 visitor space for every 5 units. <u>Subsidised developments</u> 1 space per 10 self contained units plus 1 visitor space for every 10 units.	Disabled person parking to be provided as per Seniors Living Policy. For self contained units, additional visitor parking will not be required if at least half the spaces for residents are unassigned and accessible to visitors.

	Hostels, nursing and convalescent homes 1 space per 10 beds for visitors, plus 1.5 spaces per 2 employees, plus 1 space for ambulance	Hostels of more than 60 residents shall provide a mini-bus service.
Casual Accommodation		
Hotel Accommodation	1 space per unit or bedroom. Plus 1 space per full time staff plus 1 space if resident manager. Plus if public restaurant or function room included, 1 space per 3 seats.	Discounts on the parking for restaurants and function rooms might be considered if suitable proof is provided that the peak parking demand would not be fully additive.
Pubs	1 space per unit or bedroom. Plus 1.5 spaces per 2 full time staff plus 1 space if resident manager. Additional parking will be provided for bar, lounge, restaurant and other licensed areas.	A traffic assessment report must be prepared that assesses the parking that will be required, with the assessment based on the facilities to be provided and the parking demands of similar developments.
Caravan Park	1 space per van site.	Plus adequate parking for visitors, boats and trailers.

Other Land Uses

The parking requirements of land uses not specified above are to be determined on merit, preferably with a traffic impact assessment submitted with the application.