

Total number of Parking Spaces in Parking Facility (External, covered and multi-storey parking)	Minimum Number of Accessible Spaces
1 - 25	1
26 - 50	2
51 - 75	3
76 - 100	4
101 - 150	5
151 - 200	6
201 - 300	7
301 - 400	8
401 - 500	9
501 - 1000	2% of total
1001 and over	20, plus 1 for each 100, or fraction there-of, over 1000

Table 1 / Car Parking Provision

2.1.1 MANDATORY PROVISIONS

Car parking and drop off provision will satisfy the performance objectives if:

1. The number of accessible spaces provided is in accordance with Table 1 for the following land uses:

- Residential (apartments and mixed-use residential developments)
- Commercial office
- Commercial retail
- Hotel
- Hotel Apartments
- Public facilities
- Education facilities
- Industrial
- Logistics
- Sports Facilities

2. Where the function of the building means that a larger number of disabled people are expected, the numbers should be increased in order to meet the anticipated need.

3. The number of parking spaces required to be accessible shall be calculated separately for each parking facility. The required number shall not be based on the total number of parking spaces provided in all of the parking facilities provided on the site.

4. The dimensions for designated parking bays and access zones are as illustrated in Figure 3 - car parking dimensions and alighting spaces.

5. All car parking spaces and pedestrian routes within the car park are level or with gradients no greater than shown in Section 2.2 Pedestrian Routes. Drop kerbs are provided to give easy access for wheelchair users along routes between the parking area and

the building. Tactile warnings are provided as shown in Section 2.2.

6. Designated bays and access routes have finished surfaces that are firm, smooth, durable, slip resistant and free from loose materials. Formless materials do not have undulations exceeding 3mm under a 1m straight edge.

7. Spaces shall not have cross falls are greater than 1:50 and running slopes of no more than 1:33.

8. Ticket dispensing machines at car park entrances are usable by all motorists without leaving their vehicle.

9. Ticket dispensing and payment machines are positioned in accessible locations on level ground close to the designated parking bays and at an accessible height as illustrated in Figure 4.

10. Designated drop off points (see figure 5) are located within 50m of the principle building entrance which is reached via an accessible route.

11. Drop off points (see figure 5) provided allow the driver to park temporarily to assist a disabled person to alight from the vehicle and enter the building before returning to the vehicle. A driver is able to park whilst waiting to collect a disabled person from the building.

12. Drop off points are clearly signposted and located on level ground as close to the principle entrance as possible. The surface of the carriage way is level with the foot way to allow easy transfer to and from a wheelchair. In addition a section of the foot way has a kerb suitable for use by vehicles with integral fold-out ramps. Setting down points are provided with weather protection and shading.

13. Where designated on street parking is provided bays are designed to provide safe access via both sides and the rear of a vehicle as shown in Figure 3. One end of the bay is designed with a drop kerb or level surface to enable access to a vehicle using a ramp or tail lift. The area is identified with blister tactile paving. Any cross falls are no greater than 1:50.

14. Where the distance between additional designated parking bays and the principle entrance exceeds 50m the route is covered and seating is provided at regular intervals of no more than 50m spacing along the route.

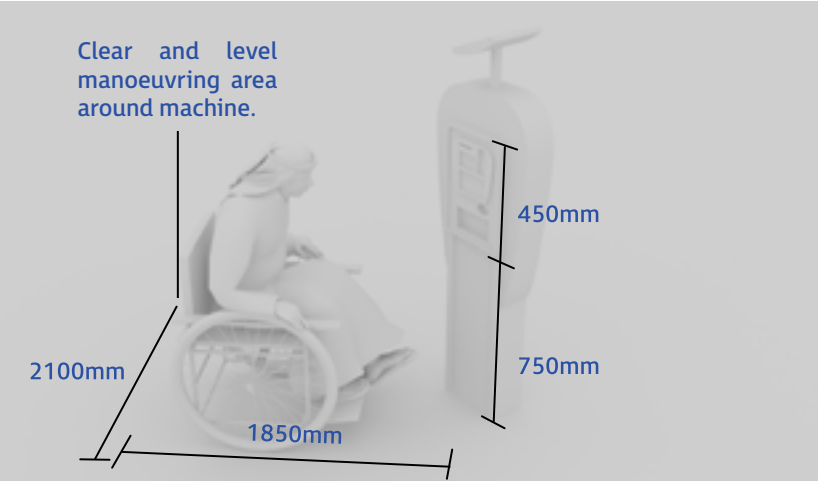


Figure 4 / Car parking meters

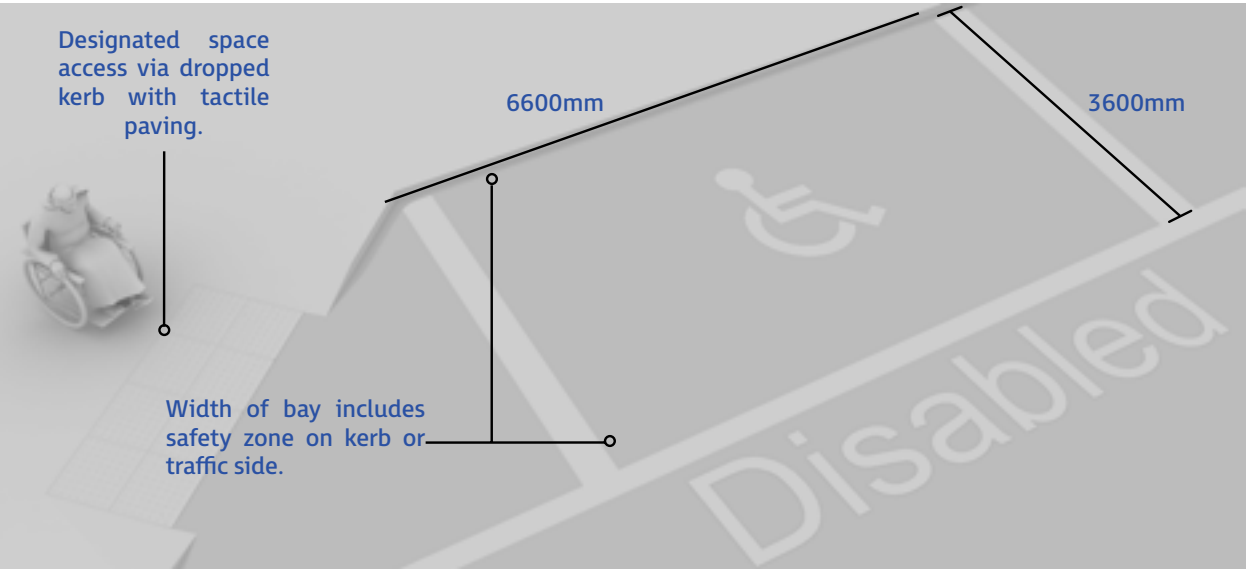


Figure 5 / Disabled on-street space with dropped kerb arrangement