

2.1.2 MANDATORY DESIGN REQUIREMENTS

GENERAL

- 1. Access routes between parking bays and lift lobbies should be safe, easy to follow, unobstructed and take the most direct route possible. A pedestrian circulation strategy shall be developed within basement parking to identify and eliminate any conflicts between vehicles and access to the lift lobbies.
- 2. The circulation strategy should ideally provide pedestrian routes to front of vehicles and avoid routes to rear where visibility is restricted when making reversing manoeuvres.
- 3. Designated disabled parking bays and drop off points should be located in close proximity to the principle building entrance and reached via an accessible route.
- 4. In multi-storey car parks the designated spaces should be located at the same level as the accessible entrance to the building unless served by accessible lifts. All routes between the designated spaces and the building should be clearly signposted.
- 5. Where space permits separate setting down / waiting areas should be provided for both taxis and private vehicles.

SIGNS

- 1. At the entrance to public parking areas the number and location of designated disabled spaces shall be indicated by prominent signs repeated at each change of direction or change in level within the car park.
- 2. All designated spaces shall be clearly identified with ground painted symbols and a wall or post mounted sign. Post mounted / wall signs should be installed at a height of at least 1500mm from the floor surface to the centre of the sign. Signs should include the telephone number of the building management company for the purpose of reporting of unauthorised parking. Disabled employee and disabled visitor parking should be differentiated.
- 3. Advance warning of height restrictions should be clearly signposted. Minimum clearance under height barriers should be 2.6m and this minimum clearance should be maintained along the routes linking the entrance, designated bays and the exit.
- 4. Wayfinding signs from disabled space to nearest main entrance or lift lobby.

LIGHTING

- 1. Artificial lighting providing an even level of illumination of 20 lux should be provided to designated parking bays and access routes. Where steps and ramps occur the level should be increased to 100 lux.

ACCESS CONTROL

- 1. Where access control systems are installed these should be located so as to be easily accessible to all users. Remote-control or proximity / swipe card systems with dual height readers are recommended.

2.1.3 DESIRABLE DESIGN OUTCOMES

In addition to the Mandatory Requirements the following elements are deemed desirable.

Future increases in the number of designated bays should be allowed for by providing larger standard bays (enlarged parking spaces), 4.26 wide x 6.7m long in accordance with Table 2.

Each bay is provided with an accessible route on both sides of the space and a pedestrian access is provided at the front in addition to the rear safety zone.

The desirable standards listed in Table 2 for enlarged parking spaces should apply to 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

Total number of Parking Spaces in Parking Facility (External, covered and multi-storey parking)	Minimum Number of Enlarged 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 2 / Desirable Enlarged Parking Spaces Provision

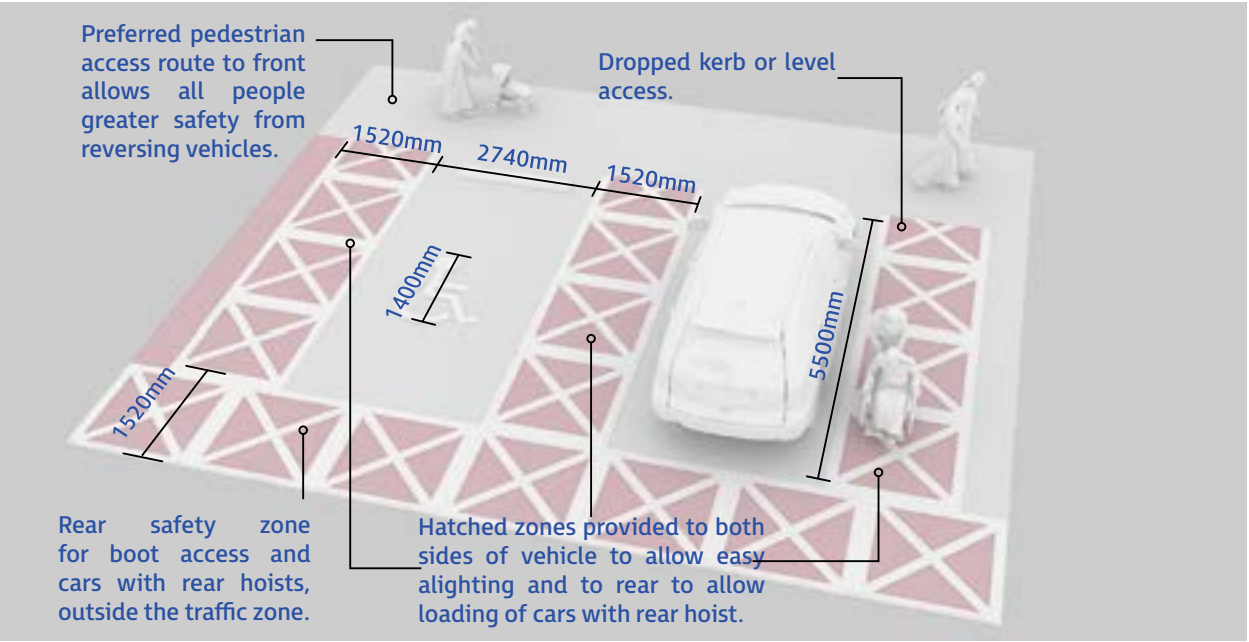


Figure 6 / Desirable Car parking dimensions and alighting spaces