







1. Car Parking and Transfer Area

Spatial Planning

1.1 Car Spaces – General Provisions

<input checked="" type="checkbox"/>	Ref.	Provision	Reason	Value
<input type="checkbox"/>	1.1.1	Where on-site shared support to multiple accessible dwellings is provided – two car spaces	Allows for employment of support staff who need to travel by car	 
<input type="checkbox"/>	1.1.2	Where private car parking is provided – one accessible car space per accessible dwelling	Allows for car ownership, for friends and family to visit (whose cars may have accessible features)	 

KEY



Social Inclusion



Affordability



Physical Independence



Amenity



Homelike

Value Colour Code: **Highly Desirable** | Desirable

Brief Development




Car Parking Provisions

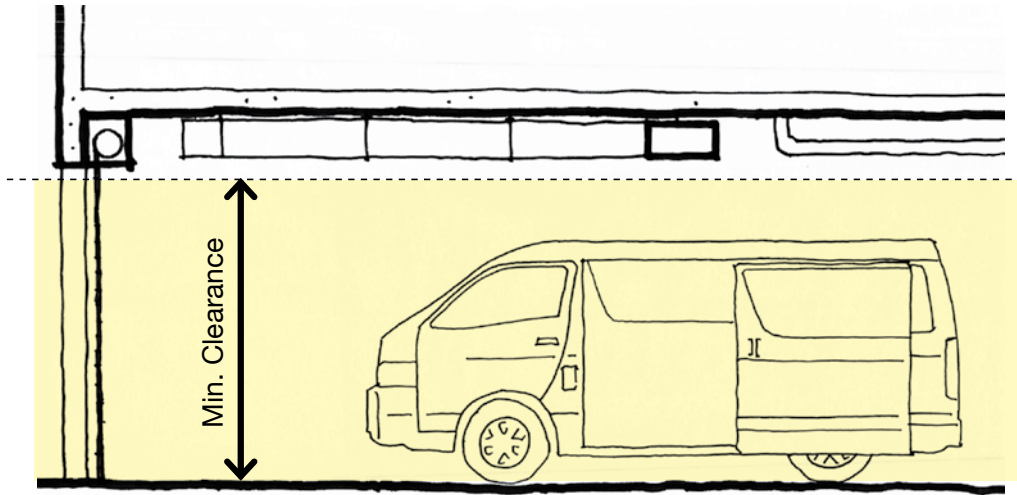
Not all developments will provide occupant car parking, depending on the location, proximity to public transportation and town planning requirements.

In developments where resident car parking is provided as a standard inclusion for all occupants, including accessible car parking supports equal opportunity for a person with disability i.e. he or she is not excluded from car ownership. However:

- The cost of car spaces in some inner-city locations may be generally cost-prohibitive. Accessible car spaces also cost more than standard spaces due to additional area requirements. (The equivalent of three standard spaces are needed to provide two accessible spaces.)
- Some people with high physical support needs will not drive. A single-occupant dwelling for a person with high support needs is less likely to require a car space than a three-person dwelling, also accommodating a person with high support needs.
- Without early involvement in a new development, it may be challenging to achieve 2.5m clear head height continuously to the accessible car space. Where this cannot be achieved, accessible car parking will be less useful, as taller vehicles will not be able to travel to the accessible car space.

1.2 Accessible Car Space – Spatial Provisions

<input checked="" type="checkbox"/>	Ref.	Provision	Reason	Value
<input type="checkbox"/>	1.2.1	a. Provide a safe, continuous step-free pathway from the front boundary of the property to an entry door to the dwelling. The path of travel referred to in (a) may be provided via an associated car parking space for the dwelling.		LHA Platinum
Where a car parking space is relied on as the safe and continuous pathway to the dwelling entrance:				LHA Platinum
<input type="checkbox"/>	1.2.2	The space should incorporate: minimum dimensions of at least 3800mm (width) x 6000mm (length)		LHA Platinum
<input type="checkbox"/>	1.2.3	Provide vertical clearance over the parking space of at least 2500mm		LHA Platinum
<input type="checkbox"/>	1.2.4	Provide covered parking space to ensure protection from the weather		LHA Platinum
Where private car parking provided (whether relied on as the safe and continuous pathway to the dwelling, or not):				
<input type="checkbox"/>	1.2.5	Min. dimensions 3.8m (w) x 6m (l)	Supports people using wheeled mobility devices to safely enter/exit vehicle	■ Supports LHA
<input type="checkbox"/>	1.2.6	2500mm vertical clearance overhead from boundary to car space	Allows vertical clearance to accommodate parking of van	■ Supports LHA
<input type="checkbox"/>	1.2.7	Coverage to ensure protection from the weather	Allows safe use of car parking area, especially for those who require longer entering and exiting a vehicle [Assistive products]	■ Supports LHA
<input type="checkbox"/>	1.2.8	Compliance with AS 2890.6 (2009)	Supports people using wheeled mobility devices to safely enter/exit vehicle	
<input type="checkbox"/>	1.2.9	Electric car charging	Supports driverless vehicles	
<input type="checkbox"/>	1.2.10	Avoid stacker-type car parking for accessible parking	Unlikely to provide sufficient circulation space either side of car space to suit people using wheeled mobility devices	



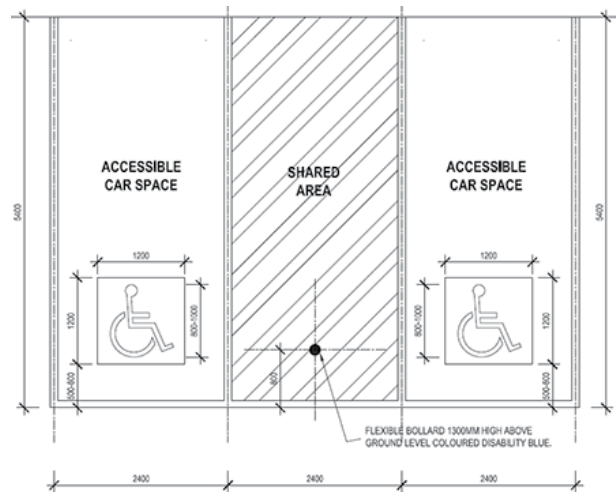
 Brief Development

Vertical Clearance Over Car Parking

Vertical clearance:

- 2700mm better accommodates the height of vans
- 3000mm better accommodates vans with roof-mounted equipment

Minimum vertical clearances should be maintained from the point of street access to the car space, including below any open garage doors, or ceiling-mounted services along the vehicle's path of travel.





**DOUBLE ACCESSIBLE CAR PARKING SPACES
IN ACCORDANCE WITH AS2890.6**





Covered accessible car space with generous overhead clearance and direct covered link to the dwelling, private residence.

1.3 Accessible car space – Positioning in relation to Dwelling


<input checked="" type="checkbox"/>	Ref.	Provision	Reason	Value
<input type="checkbox"/>	1.3.1	Within close proximity to main dwelling entry	Supports people with limited strength or mobility	
<input type="checkbox"/>	1.3.2	Provide continuous accessible path of travel from accessible car space to dwelling entry	Supports people using assistive products	

Components

1.4 Wayfinding

<input checked="" type="checkbox"/>	Ref.	Provision	Reason	Value
<input type="checkbox"/>	1.4.1	In multi-residential contexts – an appropriate wayfinding system	Supports safe and intuitive travel, avoiding potential pedestrian/vehicle, day and night difficulties [Wayfinding]	
<input type="checkbox"/>	1.4.2	In multi-residential contexts – clear delineation between vehicle and pedestrian paths	Prevents potential pedestrian/vehicle, day and night difficulties [Wayfinding]	

1.5 Garage Door

<input checked="" type="checkbox"/>	Ref.	Provision	Reason	Value
<input type="checkbox"/>	1.5.1	Motorised with remote control – with capacity to link into assistive technology	Remote control supports use of the door by a person with limited mobility, strength or dexterity	

See Part C, Section 8 – Floor and Ground Surfaces, 3.1 External Ground Treatment