WOLLONGONG COUNCIL

7.8 Mechanical Parking Systems

1. The use of mechanical parking systems will only be considered in cases where it can be demonstrated to the satisfaction of Council that the provision of conventional car parking (ie either at-grade or basement car parking) is not appropriate given inherent site constraints and the proposed mechanical parking system is not a result of an overdevelopment of the site.

2. Mechanical parking systems may provide for more space-efficient storage of vehicles than can be achieved with traditional at-grade parking. However, mechanical stacked car parking systems will only be considered to meet the car parking needs of owners / tenants only. Mechanical stacked car parking will not be supported for shared use or for visitor parking.

3. Where it is proposed to incorporate a mechanical parking system within a development, the following information is required, as part of a Car Parking / Traffic Impact Assessment Study:

(a) The company make and model of the proposed mechanical car parking stacking system;

(b) A demonstrated need for the system, including reasons why parking cannot be satisfactorily provided in an at-grade parking arrangement;

(c) Demonstrated compliance with all relevant clauses of AS2890.1;

(d) A demonstrated minimum internal headroom clearance of 1.90m in the entry level of the system;

(e) A demonstrated minimum internal vertical clearance of 1.55m on all other levels within the

parking system;

(f) Details of security measures restricting the use of the system to owners / permanent

residents of the building only (e.g. security key pads);

(g) Details of noise and vibration associated with the use of the system;

(h) Details of a waiting bay, demonstrating that vehicles can safely and conveniently wait at the entry level for other vehicles to manoeuvre to or from the parking system. Waiting bays must be designed so as to not obstruct traffic flow within the parking level and to prevent any on-site queuing. Waiting bays would typically have identical dimensions to parking spaces as per AS2890.1 and are additional to the parking requirement of the development;

(i) An assessment of the likely vehicle queuing impacts associated with system, with reference to the operating times of the system, peak vehicle movements and available queue lengths within the parking area;

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(j) Swept path turning templates demonstrating the ability of vehicles to turn into and out of the system in a single movement;

(k) Assessment of the adequacy of the facility to cater for a range of vehicles from small sports cars up to large 4WDs (ie the facility is capable of storing the 100th percentile vehicle);

(l) Proposed management procedures to be implemented in the running of the facility,

including emergency response procedures.

Note: