



# .Site Access

## .Building Entry

Building entrances define the threshold between the public street and private areas within the building. They may lead into a common entry or directly into the private space of an apartment from the street. Building entries provide a public presence and interface within the public domain thereby contributing to the identity of a residential development.



02.45. This well-defined entry is differentiated by a change in colour from the surrounding facade.



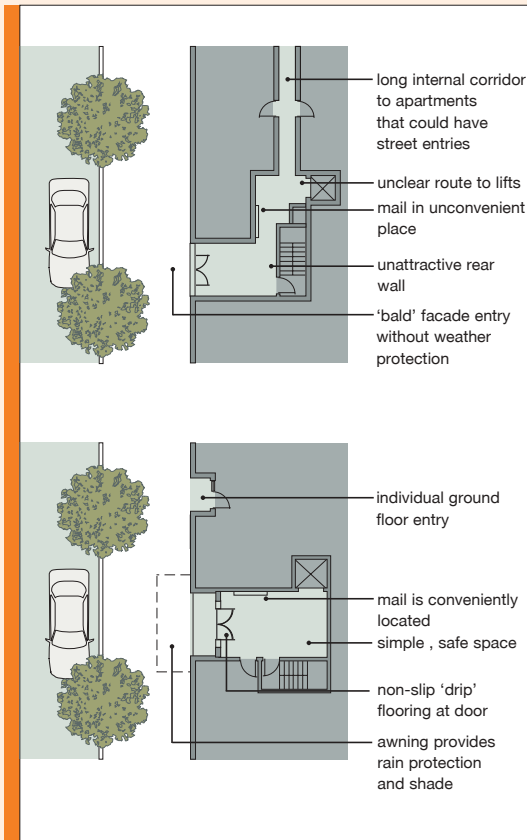
02.46. The facade of this building distinguishes the residential entry from the commercial shop fronts with a vertical element.

### Objectives

- To create entrances which provide a desirable residential identity for the development.
- To orient the visitor.
- To contribute positively to the streetscape and building facade design.

### Better Design Practice

- Improve the presentation of the development to the street by:
  - locating entries so that they relate to the existing street and subdivision pattern, street tree planting and pedestrian access network
  - designing the entry as a clearly identifiable element of the building in the street
  - utilising multiple entries-main entry plus private ground floor apartment entries-where it is desirable to activate the street edge or reinforce a rhythm of entries along a street.
- Provide as direct a physical and visual connection as possible between the street and the entry.
- Achieve clear lines of transition between the public street, the shared private, circulation spaces and the apartment unit.
- Ensure equal access for all (See Pedestrian Access).
- Provide safe and secure access. Design solutions include:
  - avoid ambiguous and publicly accessible small spaces in entry areas
  - provide a clear line of sight between one circulation space and the next
  - provide sheltered, well lit and highly visible spaces to enter the building, meet and collect mail.
- Generally provide separate entries from the street for:
  - pedestrians and cars
  - different uses, for example, for residential and commercial users in a mixed-use development
  - ground floor apartments, where applicable (see Ground Floor Apartments).
- Design entries and associated circulation space of an adequate size to allow movement of furniture between public and private spaces.
- Provide and design mailboxes to be convenient for residents and not to clutter the appearance of the development from the street. Design solutions include:



02.47. This diagram illustrates a contrast between undesirable practice (top) and better practice (bottom) for entry and lobby design.



02.48. Multiple private entries along a street activate the street and create visual interest.

- locating them adjacent to the major entrance and integrated into a wall, where possible
- setting them at 90 degrees to the street, rather than along the front boundary.

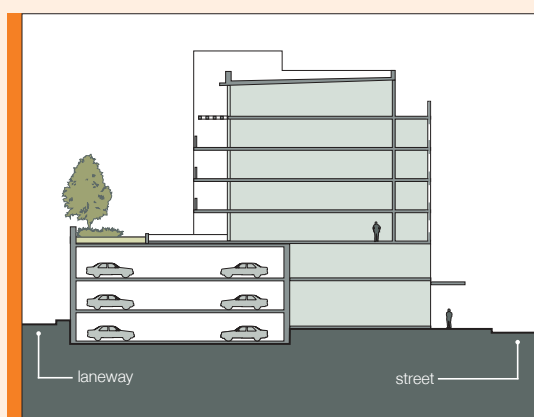


# .Site Access

## .Parking

Accommodating parking on site (underground or on-grade) has a significant impact on the site layout, landscape design, deep soil zones and stormwater management. The amount of parking provided is related to the size of the development, however, parking provision should also be considered in relation to the local context.

The location of public transport facilities, services and recreational facilities within walking or cycling distance may reduce the need for parking spaces.



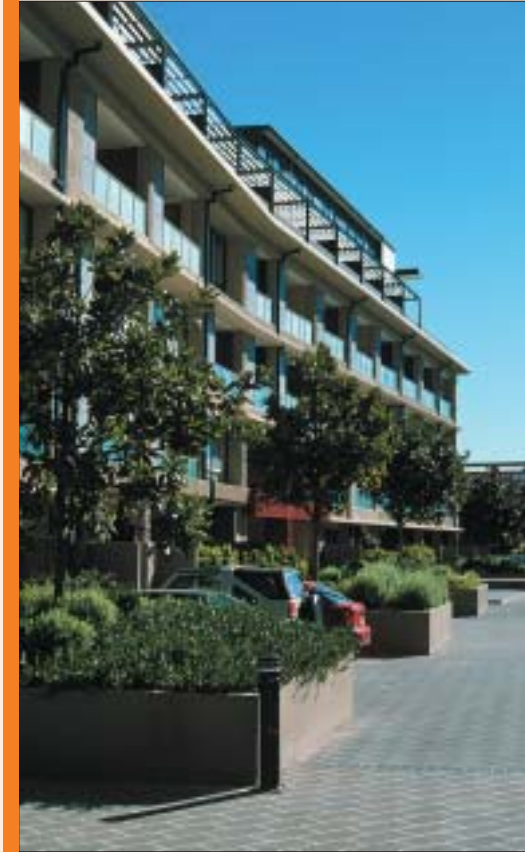
**02.49.** Above ground car parking is located to the rear of the site behind commercial and retail uses.

### Objectives

- To minimise car dependency for commuting and recreational transport use and to promote alternative means of transport-public transport, bicycling, and walking.
- To provide adequate car parking for the building's users and visitors, depending on building type and proximity to public transport.
- To integrate the location and design of car parking with the design of the site and the building.

### Better Design Practice

- Determine the appropriate car parking space requirements in relation to:
  - the development's proximity to public transport, shopping and recreational facilities
  - the density of the development and the local area
  - the site's ability to accommodate car parking-this may be affected by other requirements, such as deep soil zones, water table, topography and size and shape of the lot.
- Limit the number of visitor parking spaces, particularly in small developments where the impact on landscape and open space is significant.
- Give preference to underground parking, whenever possible. Design considerations include:
  - retaining and optimising the consolidated areas of deep soil zones
  - facilitating natural ventilation to basement and sub-basement car parking areas, where possible
  - integrating ventilation grills or screening devices of carpark openings into the facade design and landscape design
  - providing safe and secure access for building users, including direct access to residential apartments, where possible
  - provide a logical and efficient structural grid. There may be a larger floor area for basement car parking than for upper floors above ground. Upper floors, particularly in slender residential buildings, do not have to replicate basement car parking widths.



**02.50.** Where on-grade carparking is necessary, its impact can be reduced by quality paving and landscaping between smaller groups of car spaces.

- Where above ground enclosed parking cannot be avoided, ensure the design of the development mitigates any negative impact on streetscape and street amenity by:
  - avoid exposed parking on the street frontage
  - hiding car parking behind the building facade. Where wall openings (windows, fenestrations) occur, ensure they are integrated into the overall facade scale, proportions and detail
  - 'wrapping' the car parks with other uses, for example, retail along street edges with parking behind
- Minimise the impact of on-grade car parking by:
  - locating parking on the side or rear of the lot away from the primary street frontage
  - screening cars from view of streets and buildings
  - allowing for safe and direct access to building entry points
  - incorporating parking into the landscape design of the site. Considerations include:
    - vegetation between parking bays and to ameliorate views
    - canopy/shade planting
    - selection of paving material
    - screening from communal and private open space areas
- Provide bicycle parking, which is easily accessible from ground level and from apartments.



# .Site Access

## .Pedestrian Access

Design for pedestrian access focuses on delivering high quality, safe and pleasant walking environments. It is person-centred rather than vehicle-centred. Pedestrian access should also be equitable access, which provides a barrier-free environment where all people who live in and visit the development can enjoy the public domain, and can access apartments and communal use areas in residential developments.



02.51. A safe pedestrian pathway mediates between private building entries and on-grade car parking.

### Objectives

- To promote residential flat development which is well connected to the street and contributes to the accessibility of the public domain.
- To ensure that residents, including users of strollers and wheelchairs and people with bicycles, are able to reach and enter their apartment and use communal areas via minimum grade ramps, paths, access ways or lifts.

### Better Design Practice

- Utilise the site and its planning to optimise accessibility to the development.
- Provide high quality accessible routes to public and semi-public areas of the building and the site, including major entries, lobbies, communal open space, site facilities, parking areas, public streets and internal roads.
- Promote equity by:
  - ensuring the main building entrance is accessible for all from the street and from car parking areas
  - integrating ramps into the overall building and landscape design.
- Design ground floor apartments to be accessible from the street, where applicable, and to their associated private open space. (see Ground Floor Apartments)
- Maximise the number of accessible, visitable and adaptable apartments in a building. Australian Standards are only a minimum, for example:
  - where an apartment development contains clusters of buildings, consider providing more than one accessible entrance
  - demonstrate that adaptable units can be converted.
- Separate and clearly distinguish between pedestrian accessways and vehicle accessways.
- Consider the provision of public through-site pedestrian accessways in large development sites.

### References

AS 1428, AS 4299, BCA: Access to Premises.



### Rules of Thumb

- Identify the access requirements from the street or car parking area to the apartment entrance.
- Follow the accessibility standard set out in Australian Standard AS 1428 (parts 1 and 2), as a minimum.
- Provide barrier free access to at least 20 percent of dwellings in the development.

# .Site Access

## .Vehicle Access



Vehicle access is the ability for cars and maintenance and service vehicles to access the development. The location, type and design of vehicle access points to a development will have significant impacts on the streetscape, the site layout and the building facade design. It is important that vehicle access is integrated with site planning from the earliest stages to balance any potential conflicts with streetscape requirements and traffic patterns and to minimise potential conflicts with pedestrians.



**02.52.** The location of the carpark entry on the secondary facade minimises its impact on the primary streetscape.



**02.53.** This elevation treats the carpark entry as part of the whole elevation. It narrows the width of the entry and defines an opening in proportion to the other facade elements.



**02.54.** This small site on a steep hill has split the entry and exit driveways to maintain a consistent scale of facade openings.

### Objectives

- To integrate adequate car parking and servicing access without compromising street character, landscape or pedestrian amenity and safety.
- To encourage the active use of street frontages.

### Better Design Practice

- Ensure that pedestrian safety is maintained by minimising potential pedestrian/vehicle conflicts. Design approaches include:
  - limiting the width and number of vehicle access points
  - ensuring clear site lines at pedestrian and vehicle crossings
  - utilising traffic calming devices
  - separating and clearly distinguishing between pedestrian and vehicular accessways.
- Ensure adequate separation distances between vehicular entries and street intersections.
- Optimise the opportunities for active street frontages and streetscape design by:
  - making vehicle access points as narrow as possible
  - limit the number of vehicle accessways to a minimum
  - locating car park entry and access from secondary streets and lanes.
- Improve the appearance of car parking and service vehicle entries, for example, by:
  - or screening garbage collection, loading and servicing areas visually away from the street.
  - setback or recess carpark entries from the main facade line
  - avoid 'black holes' in the facade by providing security doors to carpark entries
  - where doors are not provided, ensure that the visible interior of the carpark is incorporated into the facade design and material selection and that building services-pipes and ducts-are concealed
  - return the facade material into the carpark entry recess for the extent visible from the street as a minimum.



### Rules of Thumb

- Generally limit the width of driveways to a maximum of six metres.
- Locate vehicle entries away from main pedestrian entries and on secondary frontages.