

Technical Memo

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2012/284

Date: 20 January 2021



Date: Tuesday, 24 November 2020

Project: DEV2012/284/47 Villa Green Stage 7A

To: Gabrielle Shepherd (DSDTI)

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SUBJECT: Proposed 45-degree Angle Parking Bays

1. GENERAL

- The Logan Planning Scheme refers to the Australian Standards for carparking requirements
- The current relevant Australian Standard for On-Street Parking is AS 2890.5:2020
- AS2890.5:2020 Section 3.3 sets out the requirements for angle parking
- Figure 1.1 below shows the proposed layout for the angle parking

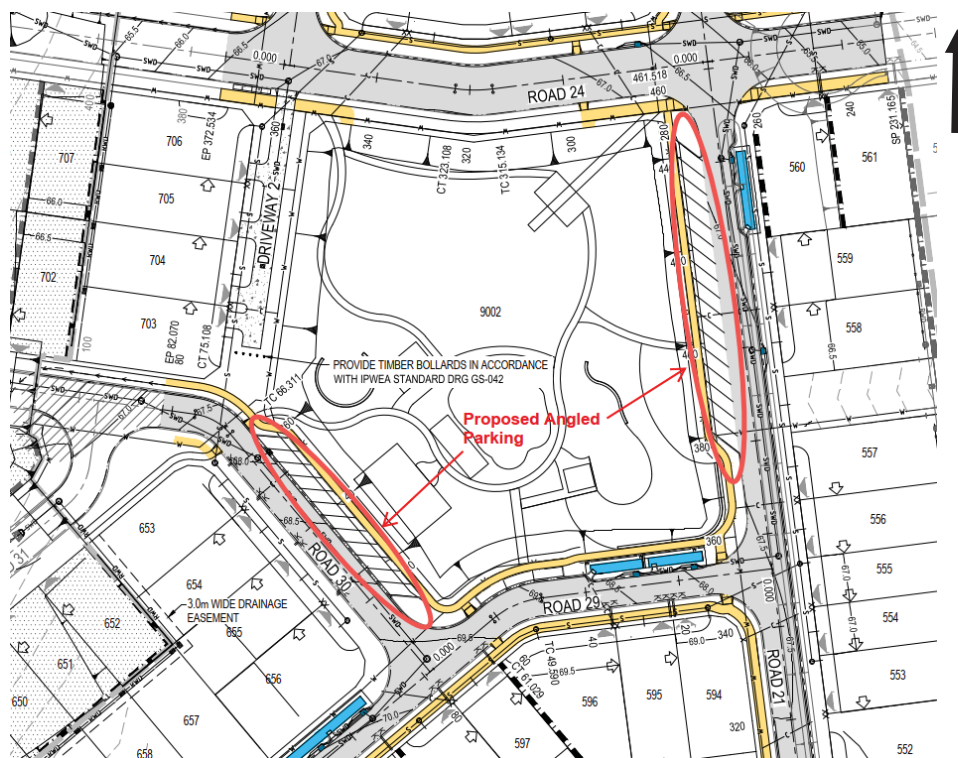


Figure 1.1: Proposed Angle Parking at Villa Green Stage 7A

2. DISCUSSION

- Angle parking (45° front-in) will enable the optimum number of carparking spaces to be provided for visitors to the playground and park facilities without significantly reducing space for facilities within the park. Whilst carparking is generally not required for a neighbourhood park, due to the size of the park, it would be expected that there will be demand beyond the walking catchment. A similar example of a neighbourhood park with significant parking provision can be identified within the Everleigh development to the east. It appears angle parking (less than 90°) has also been used for the Everleigh neighbourhood park.
- Parallel parking was considered; however, this would considerably reduce the provision of car parking spaces available for visitors to the park and is likely to result in informal parking or overflow parking nearby and would be expected to have a negative impact on the amenity of the surrounding streets.
- 90° angle parking was considered; however, the additional amount of car parks gained was negligible when considering the trade-offs for amenity caused by loss of parkland and the community impacts on the park design caused by the 90° angle parking.
- Note 5 of Section 3.3.3 of AS 2890.5:2020 states that angle parking is not recommended on roads with speed limits above 60Km/h or where one-way traffic volumes are above 800 vehicles/hour per lane. As the speed limit in the area is 50Km/h and the expected traffic volumes are relatively low (in the order of 180 vehicles/hour per lane), angle parking is considered appropriate.
- AS 2890.5:2020 Section 3.3.1 states that angle parking may be “front-in” or “reverse-in”. The proposed layout allows for “front-in” parking for vehicles travelling north on Road 21 and south east on road 30. Vehicles travelling south on road 21 and north west on road 30 may easily complete a U-turn at the nearby intersections just south and north-west respectively in order to access the parking.
- AS 2890.5:2020 Section 2.4 states that wheelstops may be required to control vehicle overhang encroachment at pathways. Where wheelstops are used they should be 90mm to 100mm in height; 2.0m in length; and provide 30% luminance contrast to the ground surface to facilitate visibility. The distance between the wheelstop and the kerb must be 600mm for front-in parking.
- A turn path sketch has been developed and attached to this document demonstrating that a car can enter and exit a 45° space without crossing the road centreline.

3. CONCLUSION AND RECOMMENDATIONS

Based on the above discussion, we recommend that 45° angle parking is appropriate in the proposed location provided the following items are considered and included in the design:

- Carpark dimensions should be designed in accordance with Table 3.3 of AS2890.5:2020
- Wheel stops must be provided in accordance with Section 2.4 of AS2890.5:2020
- Appropriate signage to be provided to specify “front-in” parking.

Emad Tadros

Emad Tadros on behalf of Calibre Professional Services Pty Ltd
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ATTACHMENTS

1. Turn Path Sketch

