

9.4.8 Transport and parking code^{24 25}

9.4.8.1 Application

- (1) This code applies to accepted development and assessable development identified as requiring assessment against the Transport and parking code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The acceptable outcomes in **Table 9.4.8.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)** are requirements for applicable accepted development.
- (3) All provisions in this code are assessment benchmarks for applicable assessable development.

Note—accepted development within an existing building need only comply with Acceptable Outcome AO3.1 of **Table 9.4.8.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)**.

9.4.8.2 Purpose and overall outcomes

- (1) The purpose of the Transport and parking code is to ensure that transport *infrastructure* including pathways, public transport *infrastructure*, roads, parking and service areas, are provided in a manner which meets the needs of the development, whilst promoting active and public transport use and preserving the character and amenity of the Sunshine Coast.
- (2) The purpose of the Transport and parking code will be achieved through the following overall outcomes:-
 - (a) development is consistent with the objectives of the strategic transport network, which are to:-
 - (i) provide for a highly permeable and integrated movement network;
 - (ii) improve coordination between land use and transport so as to maximise the potential for walking, cycling and public transport use and reduce reliance on private motor vehicle travel;
 - (iii) achieve acceptable levels of access, convenience, efficiency and legibility for all transport users, with the needs of pedestrians considered in the first instance, then cyclists, public transport and then motorists;
 - (iv) preserve the amenity of *sensitive land uses*;
 - (v) limit road construction to the minimum necessary to meet the endorsed levels of service for ultimate development of the Sunshine Coast; and
 - (vi) provide for staging of *Council's* limited trunk road construction program to maximise sustainability;
 - (b) the environmental, economic and social impacts of transport on the natural and urban environment are minimised;
 - (c) transport *infrastructure* is designed and constructed to acceptable standards and operates in a safe and efficient manner that meets community expectations, prevents unacceptable off-site impacts and reduces whole of life cycle costs, including reduced ongoing maintenance costs;
 - (d) development provides for on-site parking, access, circulation and servicing areas that are safe, convenient and meet the reasonable requirements of the development;
 - (e) development provides for parking areas that are shared between many uses rather than separate parking areas attached to each building where peak parking times of the uses occur at different times and where the parking area is sufficient to meet the anticipated demands of all uses;

²⁴ Editor's note—*Council* may require the preparation of a Traffic Impact Assessment Report and an Integrated Transport Plan to demonstrate compliance with certain outcomes of the **Transport and parking code**.

²⁵ Editor's note—the **Planning scheme policy for development works** provides guidance and specifies standards for satisfying certain outcomes of the Transport and parking code, including requirements for the preparation of a Traffic Impact Assessment.

- (f) development provides appropriate buffering between *sensitive receptors* and the *major road* network and rail corridors; and
- (g) development provides for major intersections and access points to be designed and constructed to reflect the natural values, character and identity of the Sunshine Coast.

9.4.8.3 Performance outcomes and acceptable outcomes

Table 9.4.8.3.1 Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development²⁶

Performance Outcomes		Acceptable Outcomes	
Layout and Design of On-site Parking and Access			
PO1	Development ensures that the layout and design of vehicle access, on-site circulation systems and parking areas and systems is safe, convenient and legible for all users, including people with disabilities, pedestrians, cyclists and public transport services, where relevant.	AO1.1	Development provides access driveways, internal circulation and manoeuvring areas, service areas and parking areas in accordance with the standards specified in the Planning scheme policy for the transport and parking code , including ensuring:- <ul style="list-style-type: none"> (a) the number and type of vehicles planned for the development can be accommodated on-site; (b) on-site vehicle parking and manoeuvring areas provide for vehicles to enter and leave the <i>site</i> in a forward motion; and (c) a progressive reduction in vehicle speed between the external transport corridor and internal parking spaces such that lower speeds occur near areas of high pedestrian activity.
		AO1.2	Development provides clearly defined pathways within and around on-site vehicle parking areas that:- <ul style="list-style-type: none"> (a) are located in identified pedestrian desire lines; and (b) ensure pedestrian movement through parking areas is along aisles rather than across them.
Site Access			
PO2	Development ensures that the layout, design and construction of access:- <ul style="list-style-type: none"> (a) is safe, convenient and legible for all users, including people with disabilities, pedestrians, cyclists and public transport services, where relevant; (b) does not interfere with the planned function, safety, capacity and operation of the <i>transport network</i>; (c) minimises the impact of turning traffic from the development on external traffic systems; (d) provides sufficient sight distances to ensure safe operation; (e) is appropriate to design traffic volumes and vehicle types; and (f) includes appropriate and sufficient signage to ensure safe and convenient use. 	AO2.1	The location and design of any new site access is in accordance with the standards specified in the Planning scheme policy for the transport and parking code .
		AO2.2	For assessable development, the number of site access driveways is minimised (usually one), with access to the lowest order transport corridor to which the <i>site</i> has <i>frontage</i> , consistent with amenity impact constraints.

²⁶ Note—for accepted development in an existing building only acceptable outcome AO3.1 of **Table 9.4.8.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)** applies.

Performance Outcomes		Acceptable Outcomes	
On-Site Car Parking			
<p>PO3</p>	<p>Development provides on-site car parking for the demand anticipated to be generated by the development.</p>	<p>AO3.1</p>	<p>Development provides on-site car parking spaces at the minimum rates specified in Table 9.4.8.3.3 (Minimum on-site parking requirements).</p> <p>OR</p> <p>Where located in a <i>centre zone</i> or the Tourist accommodation zone, development provides on-site car parking spaces at rates varied from those in Table 9.4.8.3.3 (Minimum on-site parking requirements) for specified development, as outlined below:-</p> <ul style="list-style-type: none"> (a) <i>multiple dwelling</i> – 1 space per dwelling plus 1 visitor space per 4 dwellings; (b) <i>rooming accommodation, short-term accommodation, resort complex, or retirement facility</i> – visitor parking at 1 space per 10 beds (for rooming accommodation) or dwellings/rooming units; (c) <i>food and drink outlet, function facility, hotel, bar or club</i> – 1 space per 20m² gross floor area plus 1 space per 20m² for any outdoor dining area (excluding any footpath dining area); (d) <i>shopping centre</i> – 1 space per 25m² gross floor area for any component above 1,000m² gross floor area; (e) <i>child care centre</i> –customer parking at 1 space per 7 children; and (f) <i>indoor sport and recreation or theatre</i> – 1 space per 20m² gross floor area. <p>Note—where the calculated number of spaces is not a whole number, the required number of parking spaces is the nearest whole number or rounded up to the next whole number in the circumstance of half a space. Parking requirements for other vehicles including service vehicles, motorcycles/scooters and cycles, as well as design requirements, outlined in the remainder of this code do not change.</p> <p>OR</p> <p>For accepted development, other than a call centre, located in premises that were lawfully established prior to the commencement of the planning scheme, the number of on-site car parking spaces provided is equal to the number of spaces required at the time the premises were lawfully established.</p> <p>OR</p> <p>Where development is physically unable to provide the required number of car parking spaces on-site, an Infrastructure Agreement is entered into between the developer and the <i>Council</i> which provides for contributions in lieu of on-site car</p>

Performance Outcomes		Acceptable Outcomes	
		AO3.2	parking spaces. For assessable development, car parking provided for <i>mixed-use development</i> is sufficient to meet the demand of residential and business uses, with exclusive designations for both user types.
PO4	Development provides for a reasonable portion of the total number of on-site car parking spaces to be wheelchair accessible spaces and to be identified and reserved for such purposes.	AO4.1	Development provides the number of parking spaces for people with disabilities, required by the <i>Building Code of Australia</i> .
		AO4.2	Parking spaces for people with disabilities, access and signage complies with <i>AS 1428 – General Requirements for Access: Buildings</i> and <i>AS 2890.6 – Parking facilities (Part 6: Off-street Parking for People with Disabilities)</i> .
On-site Parking and End of Trip Facilities for Bicycles			
PO5	Development provides on-site cycle parking facilities to encourage use of this mode of transport and support the demand anticipated to be generated by the development	AO5.1	Development provides on-site cycle parking spaces at the minimum rates specified in Table 9.4.8.3.3 (Minimum on-site parking requirements) .
		AO5.2	Cycle parking is designed in accordance with the Planning scheme policy for the transport and parking code .
		AO5.3	End of trip facilities, including personal lockers, change rooms, showers and sanitary compartments and wash basins are provided in accordance with the Planning scheme policy for the transport and parking code , for development involving:- (a) a use in the <i>business activity group</i> ; (b) a use in the <i>community activity group</i> ; (c) a use in the <i>industrial activity group</i> , other than <i>bulk landscape supplies</i> and <i>extractive industry</i> ; (d) a use in the <i>residential activity group</i> ; (e) a use in the <i>sport and recreation activity group</i> , other than <i>park</i> ; and (f) a use in the <i>other activity group</i> being <i>air services</i> .
Service Vehicle Requirements			
PO6	Development provides sufficient parking and access for service vehicles to meet the needs of the development.	AO6.1	Development provides on-site service vehicle parking bays at the minimum rates specified in Table 9.4.8.3.3 (Minimum on-site parking requirements) .
		AO6.2	Service vehicle access, internal circulation and manoeuvring, loading and unloading, waste collection and fuel delivery facilities (if required) and parking areas are designed in accordance with the standards specified in the Planning scheme policy for the transport and parking code .
PO7	Development provides for driveways, internal circulation areas and service areas to be designed to:- (a) ensure that proposed loading, unloading, waste collection and	AO7.1	Driveways, internal circulation areas, and service areas are provided to accommodate the nominated design vehicles for each development type.

Performance Outcomes		Acceptable Outcomes	
	<p>fuel delivery facilities (if required) can satisfactorily accommodate the number and type of service vehicles expected on-site; and</p> <p>(b) the movement of service vehicles on-site and loading and unloading operations do not interfere with on-site amenity and the safe and convenient movement of other vehicles and pedestrians on the <i>site</i>.</p>	AO7.2	Driveways, internal circulation areas, manoeuvring areas, loading and unloading areas and refuse collection facilities are designed and constructed in accordance with the standards specified in the Planning scheme policy for the transport and parking code .

Table 9.4.8.3.2 Additional performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
Transport Network			
PO1	<p>Traffic on the street and road network and public transport and <i>active transport</i> networks and the provision of transport <i>infrastructure</i>, is considered in an integrated manner and in a regional and localised context to ensure that development:-</p> <p>(a) is consistent with the Sunshine Coast 2031 Functional Transport Hierarchy and strategic networks of pedestrian, cycle and public transport links; and</p> <p>(b) includes measures to upgrade the network to meet the imposed demands.</p>	AO1	<p>Development makes provision for pedestrian, cyclist, public transport and private vehicle movement consistent with:-</p> <p>(a) the Sunshine Coast Functional Transport Hierarchy as shown on Figure 9.4.8A (2031 Functional Transport Hierarchy) and described in the Planning scheme policy for the transport and parking code;</p> <p>(b) the Sunshine Coast Strategic Network of Pedestrian and cycle Links as shown on Figures 9.4.8B(i) and (ii) (2031 Strategic Network of Pedestrian and Cycle Links);</p> <p>(c) the Sunshine Coast Strategic Network of Public Transport Links as shown on Figure 9.4.8C (2031 Strategic Network of Public Transport Links); and</p> <p>(d) any relevant local area plan.</p>
PO2	<p>Development provides for a <i>transport network</i> which is designed to:-</p> <p>(a) achieve a high level of permeability and connectivity, particularly for pedestrians, cyclists and public transport, both within the development and to the surrounding area; and</p> <p>(b) maximise active and public transport access to activity centres, employment areas, residential areas, community facilities and open space in the local area.</p>	<p>AO2.1</p> <p>AO2.2</p> <p>AO2.3</p> <p>AO2.4</p> <p>AO2.5</p>	<p>Development provides for a street and road network based on a modified grid pattern.</p> <p>Development provides for high trip generating land uses, such as higher density residential development and employment generators, to be located in and around activity centres and around major public transport hubs.</p> <p>Development involving substantial increases in employment and residential activity are connected to the <i>principal public transport network</i> as shown on Figure 9.4.8C (2031 Strategic Network of Public Transport Links).</p> <p>Development provides routing, stop and interchange arrangements for public transport services.</p> <p>Development provides safe, convenient and direct pedestrian and cyclist access to activity centres, public transport stops and stations and other strategic redevelopment and activity generators.</p>
PO3	Development involving high trip	AO3	Development with potential to generate

Performance Outcomes		Acceptable Outcomes	
	generating land uses minimises any adverse impacts on surrounding land use and the external <i>transport network</i> , including by the provision of <i>infrastructure</i> and services to increase the use of active and public transport.		significant transport impacts is undertaken in accordance with an approved Traffic Impact Assessment Report and Integrated Transport Plan, prepared in accordance with the Planning scheme policy for the transport and parking code .
PO4	Development is designed to operate in a safe and efficient manner and facilitates the orderly provision of transport <i>infrastructure</i> in accordance with the intended role, function and characteristics of the <i>transport network</i> .	AO4.1	Development and any associated transport <i>infrastructure</i> is designed and constructed in accordance with the hierarchy characteristics and standards specified in the Planning scheme policy for the transport and parking code and Planning scheme policy for development works ²⁷ .
		AO4.2	Development provides for upgrades or contributes to the construction of <i>transport network</i> improvements.
		AO4.3	The design features of streets and roads encourage driver behaviour appropriate to the role and function of the street or road in the functional <i>transport hierarchy</i> .
		AO4.4	Development design incorporates road safety auditing in accordance with the standards specified in the Planning scheme policy for development works .
Pedestrian and Cycle Network			
PO5	Development provides a conveniently located network of footpaths, shared pathways and cycleways that:- (a) achieve a high level of safety and accessibility, particularly to public transport facilities and high trip generating land uses located internally and externally to the <i>site</i> ; (b) recognise the different needs of pedestrians and cyclists; (c) provide for safe and convenient joint usage; (d) allow the retention of trees and other significant features; (e) maximise the visual interest provided by views and landmarks where they exist; (f) do not compromise the operation of or access to other <i>infrastructure</i> and services; (g) are widened at potential conflict points; (h) are well lit and located where there is casual surveillance from nearby premises; and (i) incorporate safe street and road crossings for pedestrians and cyclists with adequate sight distances, pavement markings, warning signs and safety rails.	AO5.1	Footpaths, shared pathways and cycleways are provided in accordance with Figures 9.4.8B(i) and (ii) (2031 Strategic Network of Pedestrian and Cycle Links) and the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
		AO5.2	Development provides convenient and prominent pedestrian entrances that cater for universal access.
		AO5.3	Development provides cycle access, that:- (a) is located close to the building's pedestrian entrance; (b) is obvious and easily and safely accessible from outside the <i>site</i> ; (c) does not adversely impact on visual amenity; and (d) does not impede the movement of pedestrians or other vehicles.
PO6	Development provides for cyclists on streets and roads, unless specifically prohibited (e.g. motorways).	AO6	Streets and roads provide for on-road cycling in accordance with the standards specified in the Planning scheme policy

²⁷ Editor's note—a development application triggering concurrence referral to the Queensland Department of Transport and Main Roads will be subject to State government standards, guidelines and policies.

Performance Outcomes		Acceptable Outcomes	
			for the transport and parking code and the Planning scheme policy for development works.
Public Transport Facilities			
PO7	Development encourages the use of public transport through:- (a) design which maximises accessibility via existing and planned public transport facilities; and (b) appropriate provision of on-site or off-site public transport facilities, having regard to the specific nature and scale of development, and the number of people involved in the use.	AO7.1 AO7.2 AO7.3 AO7.4 AO7.5	Development is designed and arranged to provide convenient and attractive linkages to existing and proposed public transport facilities. On-site public transport facilities are provided in conjunction with the following development:- (a) <i>shopping centre</i> , where having a <i>gross floor area</i> of greater than 10,000m ² ; (b) <i>tourist attraction</i> , having a total <i>use area</i> of greater than 10,000m ² ; (c) <i>educational establishment</i> , where accommodating more than 500 students; (d) <i>major sport, recreation and entertainment facility</i> ; (e) <i>indoor sport and recreation</i> , where having a <i>gross floor area</i> of more than 1,000m ² , or for spectator sports; and (f) <i>outdoor sport and recreation</i> , where for spectator sports. On-street public transport facilities are provided as part of the following development:- (a) <i>shopping centre</i> , where having a <i>gross floor area</i> of 10,000m ² or less; (b) <i>tourist attraction</i> , where having a <i>gross floor area</i> of 10,000m ² or less; (c) <i>educational establishment</i> , where accommodating 500 or less students; and (d) <i>indoor sport and recreation</i> where having a <i>gross floor area</i> of 500m ² or less and not for spectator sports. Where not otherwise specified above, on-street public transport facilities are provided where development is located on an existing or future public transport route. Public transport facilities are located and designed in accordance with the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
Access and On-site Parking			
Car Parking Requirements			
PO8	Development provides for shared or multiple use of car parking areas, particularly large car parking areas:- (a) at times when car parking areas would otherwise not be occupied (e.g. weekends); (b) when car parking spaces service two or more land uses with varying peak usage times (e.g. restaurants)	AO8	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	and entertainment uses which generate peak parking demands in periods when retail or office uses are relatively inactive); and (c) to reduce the amount and size of the car parking area.		
PO9	Development in a <i>Regional Activity Centre</i> provides for or contributes to the provision of public or shared car <i>parking stations</i> which serve a variety of nearby uses.	AO9	No acceptable outcome provided.
PO10	Development ensures that car parking areas, service areas and <i>access driveways</i> are located where they will not dominate the <i>streetscape</i> and will not unduly intrude upon pedestrian use of pathways, through:- (a) the use of rear <i>access lanes</i> ; (b) car parking areas and service areas being situated at the rear of the premises or below ground level; or (c) shared driveways.	AO10	No acceptable outcome provided.
PO11	Development does not provide for <i>basement</i> car parking areas to be located below public streets or roads.	AO11	No acceptable outcome provided.
PO12	Development provides for multi-level car parking areas to be designed, articulated and finished to make a positive contribution to the local <i>streetscape</i> character.	AO12	No acceptable outcome provided.
PO13	Development provides for car parking areas which are located, designed and managed to promote public security and safety.	AO13	No acceptable outcome provided. Note— Section 9.4.5 (Safety and security code) sets out requirements for safety and security in car parking areas.
On-site Parking for Motorcycles and Scooters			
PO14	Development provides sufficient on-site parking for motorcycles and scooters to encourage their use and support the demand anticipated to be generated by the development.	AO14.1 AO14.2	Development provides on-site motorcycle and scooter parking spaces at the minimum rates specified in Table 9.4.8.3.3 (Minimum on-site parking requirements) . Motorcycle and scooter parking is designed in accordance with the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
On-site Parking for Buses			
PO15	Development provides for sufficient <i>access</i> , internal circulation and on-site parking for buses to meet the needs of the development.	AO15.1	Development for any of the following uses provides a number of on-site bus parking spaces commensurate with the scale of the use and in any case, does not provide less than one on-site bus parking space:- (a) <i>rooming accommodation, short-term accommodation or resort complex</i> where having more than 20 beds (for <i>rooming accommodation</i>) or <i>dwelling/rooming units</i> ; (b) <i>retirement facility</i> , where having more than 20 <i>dwellings</i> ; (c) <i>function facility</i> , where having a gross floor area plus any outdoor dining area (excluding any footpath dining area) exceeding 200m ² ;

Performance Outcomes		Acceptable Outcomes	
		AO15.2	<p>(d) <i>hotel</i>, where having a <i>gross floor area</i> plus any outdoor dining area (excluding any footpath dining area) exceeding 500m²;</p> <p>(e) <i>tourist attraction</i>;</p> <p>(f) <i>community care centre</i>, where having a <i>gross floor area</i> exceeding 200m²;</p> <p>(g) <i>community use</i>, where having a <i>gross floor area</i> exceeding 200m²;</p> <p>(h) <i>educational establishment</i>;</p> <p>(i) <i>major sport, recreation and entertainment facility</i>;</p> <p>(j) <i>theatre</i>, where having a <i>gross floor area</i> exceeding 500m²;</p> <p>(k) <i>indoor sport and recreation</i>, where having a <i>gross floor area</i> exceeding 500m²; and</p> <p>(l) <i>outdoor sport and recreation</i>.</p> <p>Bus parking is designed in accordance with the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works.</p>
PO16	Development provides for site access driveways to incorporate queuing provisions sufficient to ensure safe and convenient access without impacting on external traffic systems.	AO16.1	Development provides for vehicle queuing in accordance with the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
		AO16.2	<p>Development provides on-site queuing for a minimum of four cars where <i>drive-through facilities</i> or drop-off/pick-up services are proposed as part of the use, including the following development:-</p> <p>(a) <i>child care centre</i>;</p> <p>(b) <i>educational establishment</i>, where for a school;</p> <p>(c) <i>food and drink outlet</i>, where including a <i>drive-through facility</i>;</p> <p>(d) <i>hardware and trade supplies</i>, where including a <i>drive-through facility</i>;</p> <p>(e) <i>hotel</i>, where including a <i>drive-through facility</i>; and</p> <p>(f) <i>service station</i>.</p>
Amenity and Environmental Impacts of Transport Infrastructure			
PO17	Development ensures that access, manoeuvring and parking facilities do not have adverse impacts on people, properties or activities, with regard to light, noise, emissions or stormwater run-off.	AO17	No acceptable outcome provided.
PO18	Development provides for access and parking areas that incorporate appropriate landscapes so as to:- (a) provide shade; (b) maximise infiltration of stormwater runoff; (c) define parking areas; (d) soften views of hardstand areas.	AO18	<p>No acceptable outcome provided.</p> <p>Note—Section 9.4.2 (Landscape code) sets out requirements for landscapes.</p>
PO19	The environmental impacts of transport infrastructure are minimised by appropriate design and the use of low impact construction techniques.	AO19	Development ensures that the environmental impacts of transport infrastructure are minimised by the use of low impact construction techniques, including:-

Performance Outcomes		Acceptable Outcomes	
			<ul style="list-style-type: none"> (a) co-location of transport corridors within an existing or planned <i>infrastructure</i> corridor; (b) location of transport corridors within an area clear of <i>vegetation</i>, or consisting of disturbed <i>vegetation</i>; (c) avoidance of clearing of native <i>vegetation</i> and provision of fauna underpasses and associated fencing, where appropriate; (d) minimisation of changes to the hydrological regime, including drainage patterns, run-off and water quality; (e) avoidance of crossing <i>waterways</i>, drainage lines and <i>wetlands</i>. Where such crossings are unavoidable, disturbed areas are reinstated and revegetated on completion of works; and/or (f) minimisation of changes to the natural landform and extensive earthworks.
Transport Corridor Widths, Pavement, Surfacing and Verges			
PO20	Development provides external road works along the full extent of the site <i>frontage</i> appropriate to the function and amenity of the transport corridor, including, where applicable:- <ul style="list-style-type: none"> (a) paved roadway; (b) kerb and channel; (c) safe vehicular <i>access</i>; (d) safe footpaths, shared pathways and cycleways; (e) safe on-road cycle lanes or verges for cycling; (f) stormwater drainage; (g) conduits to facilitate the provision of street lighting systems and traffic signals; and (h) public transport priority measures, indented bays, bus shelters and associated <i>infrastructure</i>. 	AO20	External street and road works are designed and constructed in accordance with the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
PO21	Development provides for the reserve width, pavement, edging and streetscape and landscape treatments of a transport corridor to support the intended role, function and amenity of the transport corridor.	AO21	Transport corridor design and construction is undertaken in accordance with the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
PO22	Development provides for street and road pavement and surfacing that:- <ul style="list-style-type: none"> (a) is sufficiently durable to carry wheel loads for design traffic; (b) provides adequate area for parked vehicles; (c) ensures the safe passage of vehicles, pedestrians and cyclists; (d) ensures appropriate management of stormwater and maintenance of all-weather access; and (e) allows for reasonable travel comfort. 	AO22.1	Street and road pavement is designed and constructed in accordance with the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
		AO22.2	Street and road drainage is designed and constructed in accordance with the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
PO23	Development provides pavement edging that controls:- <ul style="list-style-type: none"> (a) vehicle movements by delineating 	AO23	Pavement edging is designed and constructed in accordance with the standards specified in the Planning

Performance Outcomes		Acceptable Outcomes	
	the extent of the carriageway; and (b) stormwater runoff.		scheme policy for the transport and parking code and the Planning scheme policy for development works.
PO24	Development provides verges that:- (a) allow access for vehicles onto properties; (b) include an area for public utility services; (c) allow signage and line marking; and (d) contribute to the amenity of transport corridors.	AO24	Verges are designed and constructed in accordance with the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works.
Intersections and Traffic Controls			
PO25	Development provides for traffic speeds and volumes to be catered for through the design and location of intersections and traffic controls so as to:- (a) reduce stop-start conditions; (b) provide for appropriate sight distances; (c) reduce increased vehicle emissions; (d) minimise unacceptable traffic noise to adjoining land uses; (e) maintain convenience and safety levels for pedestrians, cyclists and public transport; and (f) integrate traffic controls with landscape and streetscape design.	AO25.1	Intersections are designed and constructed in accordance with the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works.
		AO25.2	Speed management is achieved in accordance with the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works.
Development Staging			
PO26	Staged development is planned, designed and constructed to ensure that:- (a) each stage of the development can be constructed without interruption to services and utilities provided to the previous stages; (b) transport <i>infrastructure</i> provided is capable of servicing the entire development; (c) early bus access and circulation is achieved through the connection of collector roads; and (d) materials used are consistent throughout the development.	AO26	No acceptable outcome provided.

Table 9.4.8.3.3 Minimum on-site parking requirements²⁸

Column 1 Land Use	Column 2 Car spaces	Column 3 Service vehicle spaces	Column 4 Motorcycle/scooter spaces	Column 5 Cycle spaces
Residential activities				
Dwelling unit	1 covered space minimum	Not required	Not required	Not required
Multiple dwelling	1 space / 1 bedroom <i>dwelling</i> 1.25 spaces / 2 bedroom <i>dwelling</i> 1.5 spaces / 3 bedroom <i>dwelling</i> 2 spaces / 4 bedroom or more <i>dwelling</i> + 1 visitor space / 4 <i>dwelling</i> s	<ul style="list-style-type: none"> Where ≤ 10 <i>dwelling</i>s and requiring access via a street – MRV (Type B Access) + VAN Where > 10 <i>dwelling</i>s or requiring access via a road – MRV (Type A Access) + VAN + WCV 	1 space / 10 <i>dwelling</i> s (min. 1 space)	1 resident space / <i>dwelling</i> + 1 visitor space / 4 <i>dwelling</i> s
Nature-based tourism	1 space / site/cabin/ <i>rooming unit</i> + 1 visitor space / 10 sites + 1 manager space (covered)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Not required	Not required
Rooming accommodation	1 space / 4 beds (min. 1 space) + 1 space / staff 1 space / 2 beds (min. 1 space) + 1 space / staff for student accommodation	<ul style="list-style-type: none"> Where ≤ 20 <i>beds</i> and requiring access via a street – MRV (Type B Access) + VAN Where > 20 <i>beds</i> or requiring access via a road – MRV (Type A Access) + VAN + WCV Where > 50 <i>beds</i> – sufficient spaces to accommodate number of vehicles likely to be parked at any one time (based on an approved Parking Needs Assessment, with min. MRV (Type A Access) + VAN + WCV) 	1 space / 10 <i>beds</i> (min. 1 space)	1 resident / employee space / 5 <i>beds</i> + 1 visitor space / 20 <i>beds</i>
Relocatable home park	1 space / relocatable home (covered) + 1 visitor space / 4 relocatable homes + 1 manager space (covered) + boat / trailer storage	<ul style="list-style-type: none"> Where ≤ 10 relocatable homes and requiring access via a street – MRV (Type B Access) + VAN Where > 10 relocatable homes or requiring access via a road – MRV (Type A Access) + VAN + WCV 	1 space / 10 relocatable homes (min. 1 space)	1 resident space / relocatable home + 1 visitor space / 4 relocatable homes
Residential care facility	1 space / 4 beds	MRV (Type A Access) + VAN + WCV + ambulance	1 space / 10 beds (min. 1 space)	1 employee space / 10 beds + 1 visitor space / 10 beds

²⁸ Note—for those uses which are typically accepted development (i.e. *caretaker's accommodation*, *dual occupancy* and *dwelling house*), the minimum on-site parking requirements are specified in the applicable use code.

Column 1 Land Use	Column 2 Car spaces	Column 3 Service vehicle spaces	Column 4 Motorcycle/scooter spaces	Column 5 Cycle spaces
Resort complex	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
Retirement facility	1 space / unit (covered) + 1 visitor space / 5 units	<ul style="list-style-type: none"> Where ≤ 20 dwellings and requiring access via a street – MRV (Type B Access) + VAN + ambulance Where > 20 dwellings or requiring access via a road – MRV (Type A Access) + VAN + WCV + ambulance 	1 space / 10 unit (min. 1 space)	1 resident space / unit + 1 visitor space / 10 units
Short-term accommodation Note - where the short-term accommodation is in the form of a multiple dwelling, the parking rates specified for multiple dwelling apply.	1 space / rooming unit (covered) + 1 visitor space / 10 rooming units	<ul style="list-style-type: none"> Where ≤ 20 rooming units and requiring access via a street – MRV (Type B Access) + VAN Where > 20 rooming units or requiring access via a road – MRV (Type A Access) + VAN + WCV Where > 50 rooming units – sufficient spaces to accommodate number of vehicles likely to be parked at any one time (based on an approved Parking Needs Assessment, with min. MRV (Type A Access) + VAN + WCV) 	1 space / 10 rooming units (min. 1 space)	1 resident / employee space / 10 rooming units + 1 visitor space / 20 rooming units
Tourist park	1 space / site + 1 visitor space / 10 sites + 1 manager space (covered) + boat / trailer storage	<ul style="list-style-type: none"> Where ≤ 20 sites and requiring access via a street – HRV (Type B Access) + VAN + WCV Where > 20 sites or requiring access via a road – HRV (Type A Access) + VAN + WCV 	Not required	1 resident / employee space / 10 sites + 1 visitor space / 20 sites
Business activities				
Adult store	1 space / 20m ² GFA	Refer to Table 9.4.8.3.4	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Agricultural store supplies	1 space / 20m ² total use area (where ≤ 100 m ² total use area) + 1 space / 50m ² total use area (for component > 100 m ² total use area)	Refer to Table 9.4.8.3.4	1 space / 100m ² total use area	1 employee space / 100m ² total use area + 1 customer space / 100m ² total use area
Bar	1 space / 15m ² GFA + 1 space / 15m ² for any outdoor dining area (excluding any footpath dining area)	WCV + occasional access for SRV	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Car wash	Queuing space clear of the road reserve	SRV	Not required	Not required

Column 1 Land Use	Column 2 Car spaces for 4 vehicles	Column 3 Service vehicle spaces	Column 4 Motorcycle/scooter spaces	Column 5 Cycle spaces
Food and drink outlet	1 space / 15m ² GFA + 1 space / 15m ² for any outdoor dining area (excluding any footpath dining area)	Refer to Table 9.4.8.3.4	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Function facility	1 space / 15m ² GFA + 1 space / 15m ² for any outdoor dining area (excluding any footpath dining area)	Refer to Table 9.4.8.3.4	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Funeral parlour	1 space / 30m ² GFA	WCV	1 space / 100m ² GFA	1 employee space / 400m ² GFA
Garden centre	1 space / 20m ² total use area (where ≤ 100m ² total use area) + 1 space / 50m ² total use area (for component > 100m ² total use area)	<ul style="list-style-type: none"> Where requiring access via a road – HRV (Type A Access) Where requiring access via a street – HRV (Type B Access) 	1 space / 100m ² total use area	1 employee space / 100m ² total use area + 1 customer space / 100m ² total use area
Hardware and trade supplies	1 space / 20m ² total use area (where ≤ 100m ² total use area) + 1 space / 50m ² total use area (for component > 100m ² total use area)	Refer to Table 9.4.8.3.4	1 space / 100m ² total use area	1 employee space / 100m ² total use area + 1 customer space / 100m ² total use area
Health care services	1 space / 20m ² GFA	<ul style="list-style-type: none"> Where requiring access via a road – SRV (Type A Access) + occasional access for MRV Where requiring access via a street – SRV (Type B Access) + occasional access for MRV 	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Hotel	1 space / 15m ² GFA + 1 space / 15m ² for any outdoor dining area (excluding any footpath dining area)	<ul style="list-style-type: none"> Where ≤ 20 <i>rooming units</i> and requiring access via a street – MRV (Type B Access) + VAN Where > 20 <i>rooming units</i> or requiring access via a road – MRV (Type A Access) + VAN + WCV Where > 50 <i>rooming units</i> – sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. MRV (Type A Access) + VAN + WCV) 	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Market	1 space / 20m ² total use area	WCV	1 space / 100m ² total use area	1 employee space / 100m ² total use area + 1 customer space / 100m ² total use area
Nightclub entertainment facility	1 space / 15m ² GFA	WCV + occasional access for SRV	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA

Column 1 Land Use	Column 2 Car spaces	Column 3 Service vehicle spaces	Column 4 Motorcycle/scooter spaces	Column 5 Cycle spaces
Office	1 space / 30m ² GFA or 1 space / 40m ² GFA where in the Major centre zone or Principal centre zone.	Refer to Table 9.4.8.3.5 + WCV	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Office where a call centre	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Refer to Table 9.4.8.3.5 + WCV	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
Outdoor sales	1 space / 20m ² total use area (where ≤ 200m ² total use area) + 1 space / 100m ² total use area (for component > 200m ² total use area)	Refer to Table 9.4.8.3.4	1 space / 100m ² total use area	1 employee space / 100m ² total use area + 1 customer space / 100m ² total use area
Sales office	2 spaces	Not required	Not required	Not required
Service station	1 space / 20m ² GFA (when involving sale of goods) + 2 spaces / service bay (min. 4 spaces)	AV	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Shop	1 space / 20m ² GFA	Refer to Table 9.4.8.3.4	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Shopping centre	1 space / 20m ² GFA	Refer to Table 9.4.8.3.4	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Showroom	1 space / 20m ² GFA (where ≤ 100m ² GFA) + 1 space / 50m ² GFA (for component >100m ² GFA)	Refer to Table 9.4.8.3.4	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Theatre	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 15m ² GFA)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 WCV bay)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 100m ² GFA)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 50m ² GFA)
Tourist attraction	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
Veterinary services	1 space / 20m ² GFA	<ul style="list-style-type: none"> Where requiring access via a road – SRV (Type A Access) + occasional access for MRV Where requiring access via a street – SRV (Type B Access) + occasional access for MRV 	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Industrial activities				
Bulk landscape supplies	1 space / 100m ² GFA	<ul style="list-style-type: none"> Where requiring access via a road – HRV (Type A Access) + occasional 	Not required	Not required

Column 1 Land Use	Column 2 Car spaces	Column 3 Service vehicle spaces	Column 4 Motorcycle/scooter spaces	Column 5 Cycle spaces
		access for AV <ul style="list-style-type: none"> Where requiring access via a street – HRV (Type B Access) + occasional access for AV 		
Extractive industry	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Not required	Not required
All other uses in the industrial activity group	1 space / 50m ² GFA (where ≤ 500m ² GFA) + 1 space / 100m ² GFA (for component >500m ² GFA)	<ul style="list-style-type: none"> Where requiring access via a road – AV (Type A Access) Where requiring access via a street – AV (Type B Access) 	1 space / 200m ² GFA	1 employee space / 500m ² GFA
Community activities				
Cemetery	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
Child care centre	1 employee space / employee + 1 customer space / 5 children	VAN + WCV (where >200m ² GFA)	1 space / 100m ² GFA	1 employee space / 100m ² GFA
Club	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 15m ² GFA + 1 space / 15m ² for any outdoor dining area (excluding any footpath dining area))	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 WCV bay)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 100m ² GFA)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 50m ² GFA)
Community care centre	1 space / 20m ² GFA	VAN + WCV (where >200m ² GFA)	1 space / 100m ² GFA	1 employee space / 50m ² GFA + 1 visitor space / 50m ² GFA
Community use	1 space / 20m ² GFA	VAN + WCV (where >200m ² GFA)	1 space / 100m ² GFA	1 employee space / 50m ² GFA + 1 visitor space / 50m ² GFA
Crematorium	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time, including 1 space / 15m ² GFA for chapel component	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
Educational establishment	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 WCV bay)	1 space / 100m ² GFA	1 student / employee space / 100m ² GFA
Emergency services	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time

Column 1 Land Use	Column 2 Car spaces	Column 3 Service vehicle spaces	Column 4 Motorcycle/scooter spaces	Column 5 Cycle spaces
Hospital	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 WCV bay)	1 space / 100m ² GFA	1 employee space / 50m ² GFA + 1 visitor space / 50m ² GFA
Place of worship	1 space / 15m ² GFA	<ul style="list-style-type: none"> Where requiring access via a road – SRV (Type A Access) + occasional access for MRV Where requiring access via a street – SRV (Type B Access) + occasional access for MRV 	1 space / 100m ² GFA	1 space / 50m ² GFA
Sport & recreation activities				
Indoor sport and recreation	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 WCV bay)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
Major sport, recreation and entertainment facility	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 1,500m ² total use area for spectator sports OR 1 space / 100m ² total use area for other uses)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 1,500m ² total use area for spectator sports OR 1 space / 100m ² total use area for other uses)
Motor sport facility	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 1,500m ² total use area)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 1,500m ² total use area)
Outdoor sport and recreation	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	<ul style="list-style-type: none"> Where requiring access via a road – MRV (Type A Access) + WCV where requiring access via a street – MRV (Type B Access) + WCV 	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
Park	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (in accordance with Desired Standards of Service for open space)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (in accordance with Desired Standards of Service for open space)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (in accordance with Desired Standards of Service for open space)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (in accordance with Desired Standards of Service for open space)
Rural activities				
Roadside stall	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (min. 1 space)	Not required	Not required	Not required

Column 1 Land Use	Column 2 Car spaces	Column 3 Service vehicle spaces	Column 4 Motorcycle/scooter spaces	Column 5 Cycle spaces
Rural industry	1 space / 50m ² total use area (where ≤ 500m ² total use area) + 1 space / 100m ² total use area (for component > 500m ² total use area)	<ul style="list-style-type: none"> Where requiring access via a road – AV (Type A Access) Where requiring access via a street – AV (Type B Access) 	1 space / 200m ² GFA	1 employee space / 500m ² GFA
Wholesale nursery	<ul style="list-style-type: none"> Where ≤ 100m² total use area – 1 space / 20m² total use area Where >100m² total use area – 1 space / 50m² total use area 	<ul style="list-style-type: none"> Where requiring access via a road – AV (Type A Access) Where requiring access via a street – AV (Type B Access) 	Not required	Not required
All other uses in the rural activity group	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	<ul style="list-style-type: none"> Where requiring access via a road – AV (Type A Access) Where requiring access via a street – AV (Type B Access) 	Not required	Not required
Other activities				
Air services	<ul style="list-style-type: none"> Where for office / educational activity - 1 space / 30m² GFA Where for workshop - 1 space / 50m² GFA Where for hangar - 1 space / 100m² GFA 	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	1 space / 100m ² GFA (min. 1 space)	<ul style="list-style-type: none"> Where for office / educational activity - 1 space / 50m² GFA Where for workshop - 1 space / 100m² GFA Where for hangar - 1 space / 500m² GFA
Parking station	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Not required	Not required	Not required
Telecommunications facility	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (min. 1 space)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Not required	Not required
Utility installation (Local utility)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Not required	Not required
Utility installation (Major utility)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
All other uses in the other activity group	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time

Notes—

- (1) The **Transport and parking code** identifies specific circumstances in which the number of car parking spaces required may be varied from the rates specified.
- (2) Where the calculated number of spaces is not a whole number, the required number of parking spaces is the nearest whole number.
- (3) Unless specifically stated, covered parking is not required.
- (4) Design service vehicles are defined in the **Planning scheme policy for the transport and parking code**.
- (5) Type A Access – where the design vehicle access must:-
 - (i) enable entering and exiting the *site* in a forward motion;
 - (ii) enable travel through the *site* on circulation roads / aisles to access service areas, without significant impact on external or internal traffic operations; and
 - (iii) enable on-site manoeuvring to park and load / unload in a designated service area.
- (6) Type B Access – where the design vehicle access must:-
 - (i) enable standing wholly within the *site* without occupying any designated queue areas, or blocking access to more than 50% of car parking spaces; and
 - (ii) limit any on-street manoeuvring to reversing on or off the *site* in one movement only.The swept path of the vehicle may cover the overall width of a two-way undivided driveway.
- (7) Where a development is for a residential activity or community activity use, and waste collection will occur not more than twice per week, a WCV parking space provided on site may be considered to satisfy the requirement to provide on-site parking for another service vehicle type that is not larger than the WCV.
- (8) Occasional access (for the maximum size of service vehicle expected less than 20 times per year) is to be provided for vehicles that occasionally service a *site* as part of its normal operation. Examples of this type of servicing are a furniture removal van at a *multiple dwelling* or office development and a refuse collection vehicle at a community activity facility. Vehicle access must:-
 - (i) enable standing wholly within the *site*;
 - (ii) enable reverse manoeuvres limited to one only, either to or from the *site*; and
 - (iii) enable the swept path of the vehicle to be not greater than the width of the access driveway.

Table 9.4.8.3.4 Minimum service vehicle parking requirements for Adult store, Agricultural supplies store, Food and drink outlet, Function facility, Hardware and trade supplies, Hotel, Outdoor sales, Shop, Shopping centre and Showroom

Column 1 GFA (m ²)	Column 2 Service Bays Required					
	VAN	SRV	MRV	HRV	AV	WCV
0-199		1				
200-599	1		1			1
600-999	1	1	1			1
1,000-1,499	2	1	1			1
1,500-1,999	2	2	1			1
2,000-2,799	2	2	2			1
2,800-3,599	2	2	2	1		1
3,600-4,399	3	2	2	1		1
4,400-6,499	3	2	2	1	1	1
6,500-8,499	4	2	2	1	1	1
8,500-11,499	4	3	2	1	1	1
11,500-14,749	5	3	2	1	1	1
14,750-17,999	5	3	3	1	1	1
18,000-20,999	6	3	3	1	1	1
21,000-2,3999	6	3	3	2	1	1
24,000-26,999	6	3	3	2	2	1
27,000-29,999	6	3	3	3	2	1
30,000-32,999	7	3	3	3	2	1
33,000-35,999	7	3	4	3	2	1
36,000-38,999	8	3	4	3	2	1
39,000-41,999	9	3	4	3	2	1
42,000+	10	3	4	3	2	1

Notes—

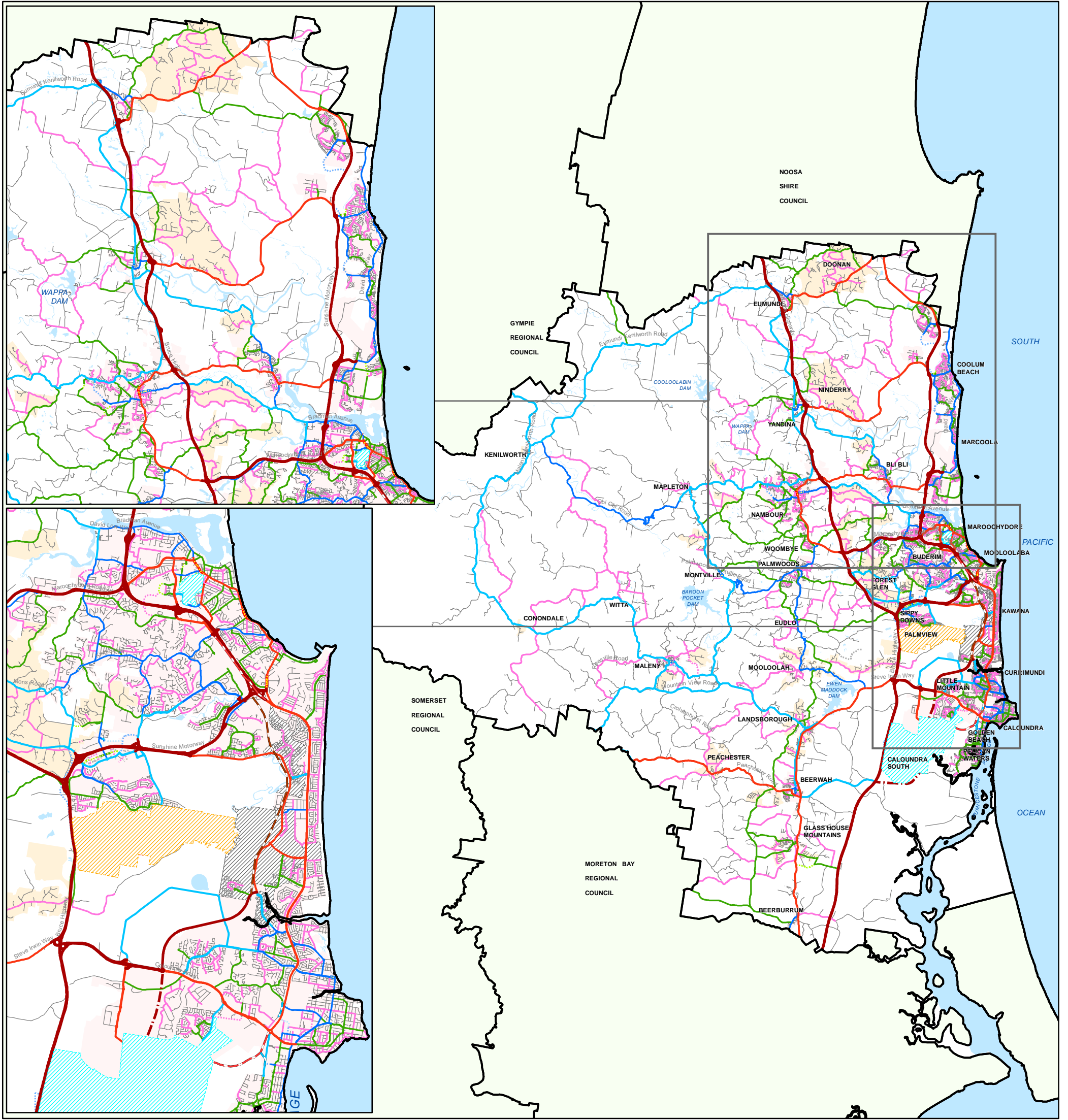
- (1) Design service vehicles are defined in the **Planning scheme policy for the transport and parking code**.
- (2) Where *gross floor area* exceeds 200m², provision is to be made for on-site refuse collection.
- (3) Where a development has a *gross floor area* of less than 1,500m², and waste collection will occur not more than twice per week, a WCV parking space provided on site may be considered to satisfy the requirement to provide on-site parking for another service vehicle type that is not larger than the WCV.
- (4) The following requirements apply to *shopping centres*:-
 - (i) except as provided for in (ii) below, service bay requirements are to be applied to each individual retail component of the development, with service bays located immediately adjacent to the component;
 - (ii) specialty shops in a *shopping centre* with a *gross floor area* of less than 200m² are to be grouped together and treated as a single retail component;
 - (iii) specialty shops for this purpose, MRV class vehicles are to be provided for in lieu of HRV and AV class vehicles.

Table 9.4.8.3.5 Minimum service vehicle parking requirements for office

Column 1 GFA (m ²)	Column 2 Service Bays Required			
	VAN	SRV	MRV	HRV
0-999		1		
1,000-2,499	1		1	
2,500-3,999	2	1	1	
4,000-5,999	3	1	1	
6,000-7,999	4	1	1	
8,000-9,999	4	2	1	
10,000-14,999	4	2	1	
15,000-19,999	5	2	1	
20,000-34,999	5	2	2	
35,000-49,999	5	2	2	1
50,000-64,999	6	2	2	1
65,000+	6	2	3	1

Notes—

- (1) Design service vehicles are defined in the **Planning scheme policy for the transport and parking code**.
- (2) Provision for courier vehicles and taxis must be positioned near main building entrances and clearly visible from access driveways and/or *frontage* roads and may be in the form of a short-stay lay-by area.
- (3) Where emergency power generating facilities are to be installed, provision for fuel delivery is required.
- (4) Developments exceeding 1,000m² GFA must provide for access and on-site standing of an HRV (e.g. furniture removal van).



2031 Functional Transport Hierarchy

Transport Hierarchy and Status (Note 1) — Sub-arterial Main Street, Future

- | | |
|---|---|
| <p>Arterial Roads</p> <ul style="list-style-type: none"> — Highway/Motorway, Current - - - Highway/Motorway, Future — Arterial, Current - - - Arterial, Future - - - - - Arterial Main Street, Current <p>Sub-arterial Roads</p> <ul style="list-style-type: none"> — Distributor, Current - - - Distributor, Future - - - - - Controlled Distributor, Current - - - - - Controlled Distributor, Future - - - - - Sub-arterial Main Street, Current | <p>District Streets</p> <ul style="list-style-type: none"> — District Collector Street, Current - - - District Collector Street, Future - - - - - District Main Street, Future <p>Neighbourhood Streets</p> <ul style="list-style-type: none"> — Neighbourhood Collector Street, Current - - - Neighbourhood Collector Street, Future <p>Local Streets (Access Streets, Places and Laneways)</p> <ul style="list-style-type: none"> — Local, Current - - - Local, Future |
|---|---|

- Corridors Subject to Further Investigation**
- - - Highway/Motorway, Subject to Investigation
 - - - Arterial, Subject to Investigation
 - - - Distributor, Subject to Investigation
 - - - - - Controlled Distributor, Subject to Investigation
 - - - District Collector, Subject to Investigation
- Land Use Categories**
- Urban Area
 - Rural Residential Area

- Other Elements**
- Local Government Area Boundary
 - Declared Master Planned Area (see Part 10 - Other Plans) (Note 2)
 - Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components) (Note 3)
 - Priority Development Area (subject to the Economic Development Act 2012)
 - Waterways and Waterbodies

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Geocentric Datum of Australia 2020 (GDA2020)

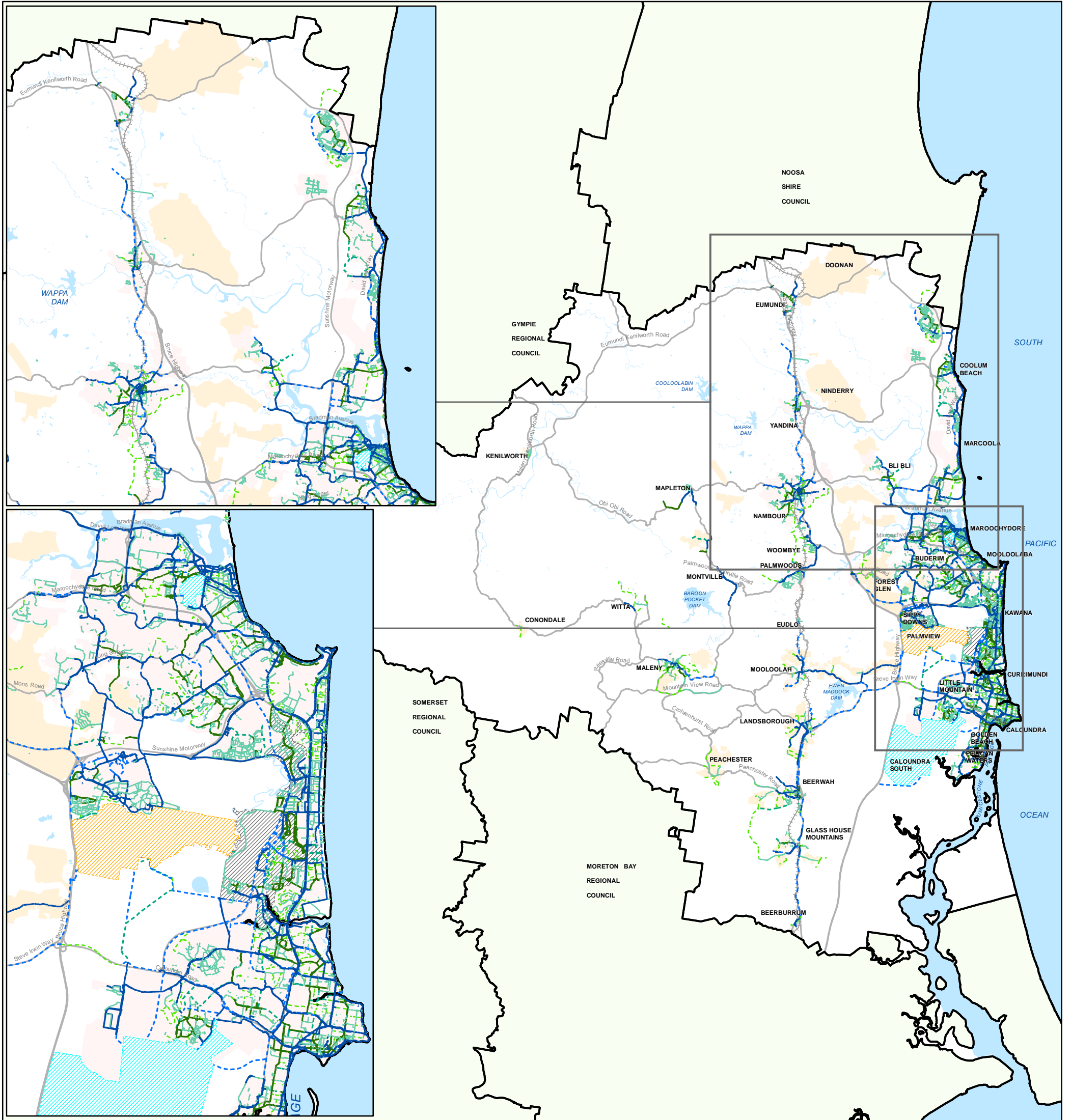
Approx Scale @ A3 1:330,425

0 1.5 3 6 9 12

Kilometres

Figure 9.4.8A

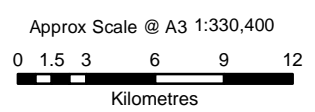
Note 1 : Certain corridors on this map are subject to further investigation and potential change.
Note 2 : Where corridors are located within Declared Master Planned Areas, Part 10 (Other Plans) applies.
Note 3 : Where corridors are located within Land within Development Control Plan 1 - Kawana Waters, Kawana Waters Development Agreement applies.



2031 Strategic Network of Pedestrian and Cycle Links (Pathways)

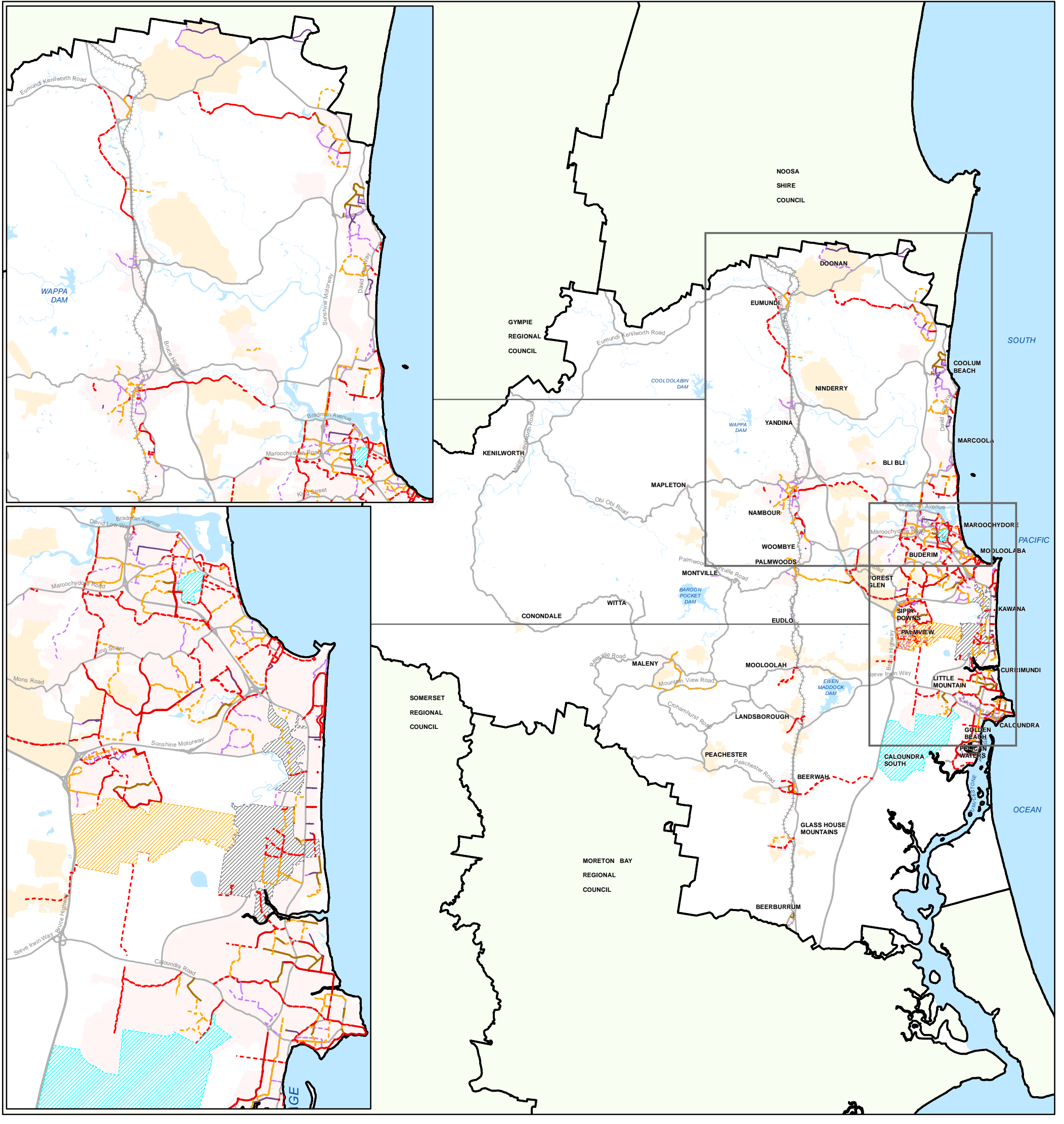
- | | |
|---------------------------------|--|
| Existing Pathways | Other Elements |
| — Regional | ▭ Local Government Area Boundary |
| — District | ▨ Declared Master Planned Area (see Part 10 - Other Plans) (Note 2) |
| — Local | ▨ Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components) (Note 3) |
| Future Pathways (Note 1) | ▨ Priority Development Area (subject to the <i>Economic Development Act 2012</i>) |
| --- Regional | ▭ Waterways and Waterbodies |
| --- District | — Major Road |
| --- Local | ++++ Railway |
| Land Use Categories | |
| Urban Area | |
| Rural Residential Area | |

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Figure 9.4.8B(i)

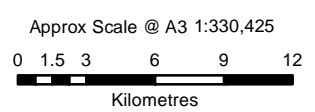


2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways)

- | | |
|--|---|
| Existing On Road Cycleways | Other Elements |
| <ul style="list-style-type: none"> — Regional — District — Local | <ul style="list-style-type: none"> Local Government Area Boundary Declared Master Planned Area (see Part 10 - Other Plans) (Note 2) Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components) (Note 3) Priority Development Area (subject to the <i>Economic Development Act 2012</i>) Waterways and Waterbodies Major Road +++++ Railway |
| Future On Road Cycleways (Note 1) | |
| <ul style="list-style-type: none"> - - - Regional - - - District - - - Local | |
| Land Use Categories | |
| <ul style="list-style-type: none"> Urban Area Rural Residential Area | |

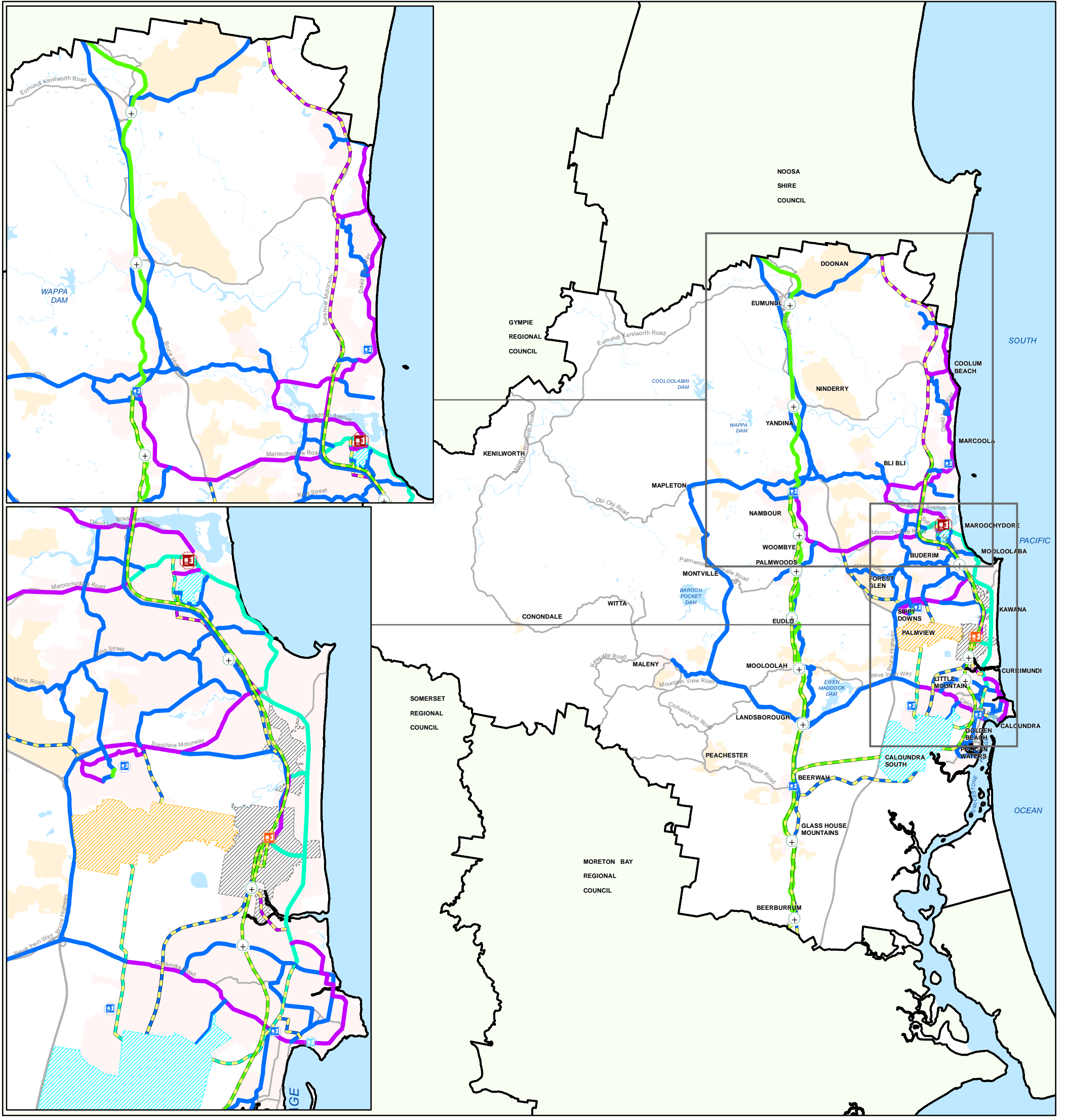
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Figure 9.4.8B(ii)



2031 Strategic Network of Public Transport Links

Transit Hubs (Note 1)

- Regional Transit Hub
- Sub-Regional Transit Hub
- District Transit Hub
- Intra Regional Transit Hub
- Future Transit Hub
- Dedicated Transit Station

Strategic Public Transport Corridor Classification

- Dedicated Public Transport Corridor (Current)
- Dedicated Public Transport Corridor (Future)
- Public Transport Priority Corridor (Current)
- Public Transport Priority Corridor (Future)
- Public Transport Advantage Corridor (Current)
- Public Transport Advantage Corridor (Future)
- Other Public Transport Corridor (Current)
- Other Public Transport Corridor (Future)

Land Use Categories

- Urban Area
- Rural Residential Area

Other Elements

- Local Government Area Boundary
- Declared Master Planned Area (see Part 10 - Other Plans) (Note 2)
- Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components) (Note 3)
- Priority Development Area (subject to the Economic Development Act 2012)
- Waterways and Waterbodies
- Major Road
- Railway

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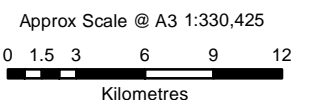


Figure 9.4.8C

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