2.4 CODE FOR TRANSPORT, TRAFFIC AND PARKING[1]

PURPOSE

The purpose of this code is to:

(a) Ensure that development, including development for community title uses achieves movement networks for vehicles, public transport, pedestrians and cyclists that are integrated, efficient, legible, cost effective, environmentally acceptable and maximise potential for trip making by walking, cycling or public transport rather than by private car;

(b) Achieve safety for all road users, particularly for the most vulnerable road users (children, pedestrians and cyclists), taking account of society's reasonable expectations;

(c) Achieve a road and street network where the function of each street is clearly identified, and acceptable levels of access, convenience, efficiency, and legibility are achieved for all road users;

(d) Ensure that development does not unreasonably compromise the capacity and legibility of the road and street system or diminish the amenity of nearby land uses; and

(e) Achieve on-site parking, access, circulation and servicing areas that are safe, convenient and sufficient to meet the needs of expected users, with minimal impact on the external road and street network or adjacent sites.

1 All applications are to be accompanied by sufficient information to allow the proposed development to be fully assessed relative to the requirements of this Code and Planning Scheme Policy No. 6 - Transport, Traffic and Parking.

All applications capable of having significant impact on the road network are to be accompanied by a traffic impact assessment report (potentially significant impacts are defined in Planning Scheme Policy No. 6 - Transport, Traffic and Parking).

(1) Transport System

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Development is designed to encourage travel by public transport, walking and cycling rather than by private car.	**A1.1** Development provides a system of integrated pedestrian and bikeway networks that achieve convenient connections to major public transport interchanges, stations or stops in accordance with the planning and design objectives outlined in *Planning Scheme Policy No. 6 - Transport, Traffic and Parking*.
P2 Public transport, pedestrian, cycle, and road and street networks are provided in an integrated manner	**A2.1** Public transport, road and street, pedestrian and cycle networks integrate with each other in accordance with *Planning Scheme Policy No. 6 - Transport, Traffic and Parking*.

(2) Road and Street Network

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The arterial road network has the ability to accommodate express public transport services and has capacity to safely and efficiently accommodate projected traffic movements	**A1.1** The arterial road system is provided according to the functional road hierarchy characteristics outlined in the *Transport, Traffic and Parking Planning Scheme Policy*.
P2 Development is in accordance with the function of the road and street network.	**A2.1** Development is consistent with the Major Road Network Hierarchy outlined in the *Transport, Traffic and Parking Planning Scheme Policy*. **AND** **A2.2** Frontage access techniques are applied to developments proposing access to roads and higher order streets in accordance with the *Transport, Traffic and Parking Planning Scheme Policy*.
P3 Development with high traffic generating potential minimises any adverse impacts on landuse and the external road and street system	**A3.1** The traffic impacts of any development with: (a) A potential increase in peak hour or daily traffic movements by more than 5% on the external road system, or on an approach to a signalised, unsignalised, or roundabout intersection on an external road, **OR** (b) A proposed access to an Arterial or Sub-arterial road, **OR** (c) A potential increase in traffic movement that would exceed the physical or environmental capacity of the road and street system as nominated in the Transport, Traffic and Parking Planning Scheme Policy, **OR** (d) A proposed access within 100m of a signalised intersection, are identified and addressed in accordance with the *Transport, Traffic and Parking Planning Scheme Policy.*

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 Development facilitates orderly development of the road network.	**A4.1** Where appropriate, development provides for upgrades or contributes to the construction of road network improvements in accordance with the requirements of the *Transport, Traffic and Parking Planning Scheme Policy*. **A4.2** Development is consistent with the road hierarchy of the overall road and street network for the Shire (shown on Map 1 in the *Transport, Traffic and Parking Planning Scheme Policy* and described in that Policy). **A4.3** The road and street network is provided in accordance with the hierarchy characteristics outlined in the *Transport, Traffic and Parking Planning Scheme Policy*.
P5 The street network has a clear structure and characteristics of the street system conform to their function in the network.	**A5.1** A road or street does not connect with another road or street that is more than two levels higher or lower in the road hierarchy, as defined in *Planning Scheme Policy No. 6 - Transport, Traffic and Parking*. **A5.2** Characteristics of the street network meet the requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking*.
P6 The design features of each type of residential street encourage driver behaviour appropriate to the primary function of the street in the network.	**A6.1** The street network reflects the characteristics and design features outlined in *Planning Scheme Policy No. 6- Transport, Traffic and Parking*.

(3) Site Access Requirements

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Site access and design does not interfere with planned function of overall road network.	**A1.1** Site access location and design is consistent with requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking*.
P2 Driveways are located so as to minimise adverse impacts on external traffic systems.	**A2.1** The number of site access driveways is minimised (usually one), with access to the lowest order road to which the site has frontage, consistent with amenity impact constraints, and located in accordance with the requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking*.
P3 Appropriate provision is made for turning traffic at driveways to minimise the impact of the development on external traffic systems.	**A3.1** Turns to and from driveways are restricted to left turns only, or provision is made for right turns in accordance with the requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking*.
P4 Sight distances to and from driveways are sufficient to ensure safe operation.	**A4.1** Available sight distances from driveways comply with the requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking*.
P5 Driveways are designed and constructed to standards appropriate for design traffic volumes and vehicle types.	**A5.1** Driveways are consistent with the design requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking*.
P6 Site access driveways incorporate queue provisions sufficient to ensure safe and convenient access without impact on external traffic systems.	**A6.1** Driveways incorporate queue space between the property boundary and the first internal intersection or car parking space in accordance with the distances nominated in *Planning Scheme Policy No. 6 - Transport, Traffic and Parking*. **A6.2** Where driveways have boom-gates or gates, queue space is provided in accordance with the distances nominated in *Planning Scheme Policy No. 6 - Transport, Traffic and Parking*. **A6.3** For drive-through facilities and parking control facilities, provision is made for internal queues in accordance with the requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking*.
P7 Appropriate and sufficient signage is provided to ensure safe and convenient usage of site access systems.	**A7.1** Appropriate direction, regulatory, warning and information signage and line marking is proposed in accordance with the requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking*.

(4) Public Transport Facilities

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Development is designed and constructed to maximise accessibility via existing and planned public transport facilities.	**A1.1** Developments provide convenient and attractive linkages to existing and proposed public transport facilities in accordance with planning by Council and State Government agencies and the requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*
P2 Public transport routes and interchange facilities are incorporated into development to encourage use of public transport as an alternative to private car usage.	**A2.1** Public transport routes and stops or interchange facilities are provided to service the site in accordance with planning by Council and State Government agencies and the requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*

(5) Pedestrian Facilities

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 A network of pedestrian paths is provided to service new developments to achieve high levels of pedestrian safety and accessibility, particularly to public transport facilities and other pedestrian generators located internally and externally to the site.	**A1.1** Public footpaths and pedestrian ways are provided in accordance with overall planning for the area by Council and relevant State Government agencies, and consistent with the requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*
P2 Provision is made for the safe and convenient movement of pedestrians on-site and between public pedestrian facilities and on-site activity nodes.	**A2.1** On site pedestrian facilities and connections to public pedestrian facilities are provided in accordance with the requirements of *Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*

(6) Cyclist Facilities

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Development provides a conveniently located network of cycle facilities (with connections to external networks) that achieves a high level of safety and accessibility, and recognises the different requirements of cyclists likely to use the facility.	**A1.1** Bikeways are provided in accordance with overall planning for the area by Council and relevant State Government agencies, and consistent with the requirements of *the Priority Infrastructure Plan and Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*
P2 Shared pedestrian / cyclist facilities provide for safe and convenient joint usage.	**A2.1** The width and alignment of shared pedestrian / cyclist facilities are in accordance with the requirements of *the Priority Infrastructure Plan and Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*
P3 Appropriate on-site bicycle parking or terminal facilities are provided to encourage cycling as an alternative to private car travel.	**A3.1** The number of bicycle parking facilities provided on the site is the minimum number stated in Schedule 1 to this Code. **A3.2** Bicycle parking or terminal facilities are designed and provided in accordance with the requirements of *the Priority Infrastructure Plan and Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*

(7) Car Parking

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 On-site car parking areas are provided with adequate capacity to accommodate peak parking demands.	**A1.1** Except as provided for in A1.2 below, car parking is provided in accordance with the requirements of Schedule 2 to this Code (with the required number being the next highest whole number where the calculated number is not a whole number). **OR** **A1.2** For any non-residential use (other than a Convenience Restaurant, Hotel, Post Office, Bank or Shopping complex) in a Town Centre (Core and Frame) or Village Centre Precinct, the minimum number of car parking spaces provided on the site is not less than one space per 20m2 of gross floor area (with the required number being the nearest whole number where the calculated number is not a whole number), with on-site queuing areas and service vehicle provision meeting the minimum requirements for non-residential uses elsewhere. **A1.3** For any commercial use within a Centre precinct that is: (a) a change from another commercial use; and (b) in premises which require no building work or only minor building work to accommodate the use; and (c) in the premises that were lawfully constructed pursuant to an approval granted under a planning scheme prior to Maroochy Plan 2000; the minimum number of car parking spaces provided on the site is equal to the existing number of spaces. **A1.4** The provision of at least one bus parking space at premises where buses are likely to be regular vehicles arriving at the facility in accordance with the requirements for provision of bus parking outlined in *Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*
P2 Car parks and their site access systems must be designed to provide safe and convenient parking and circulation for all of the different users of the facility.	**A2.1** Development provides safe and conveniently located car parks and circulation systems to meet the needs of various users expected to use the site in accordance with *Planning Scheme Policy No. 6 - Transport, Traffic and Parking.*

(8) Service Vehicle Requirements

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Driveways, internal circulation areas and service areas are designed to: (a) ensure that proposed loading, unloading, waste collection and fuel delivery facilities (if required) can satisfactorily accommodate the number and type of service vehicles expected on-site; and (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 site.	**A1.1** Driveways, internal circulation areas, and service areas are provided to accommodate the nominated design vehicles for each development type outlined in Schedule 2 to this Code. **A1.2** Driveways, internal circulation areas, manoeuvre areas, loading and unloading areas and refuse collection facilities are designed and provided in accordance with the design requirements outlined in *Planning Scheme Policy No. 6 - Transport, Traffic and Parking.* **A1.3** The minimum number of on-site Service vehicle bays is provided in accordance with Schedule 3 to this Code.

Schedule 1 to Code 2.4
Minimum Number of Bicycle Parking Spaces Required for Various Land Uses

TABLE 1

LAND USE	MINIMUM EMPLOYEE/ RESIDENT PARKING SPACES	CLASS (REFER TO TABLE 2)	VISITOR/SHOPPER PARKING SPACES	CLASS (REFER TO TABLE 2)
RESIDENTIAL USES				
Accommodation building	1 space per 3 rooming units	1	1 space per 12 rooming units	3
Integrated tourist facility	Sufficient space to accommodate the number of bicycles likely to be generated.			
Motel	1 space per 40 rooms	1	No requirement	N/A
Multiple dwelling units	1 space per dwelling unit	1 or 3	1 space per 4 dwelling units	3
COMMERCIAL USES				
Adult product shop, or Art and craft centre, or Shop	1 space per 300m² GFA	1	1 space per 500m² over 1000m²	3
Convenience restaurant	1 space per 50 m² GFA	2	2 spaces, plus 1 space per 50m² of public dining area	3
Restaurant	1 space per 100m² public area	1 or 2	No requirement	N/A
Fast-food store	1 space per 100m² GFA	1	1 space per 50m² GFA	3
Hotel	1 space per 25m² bar floor area and 1 space per 100m² lounge or beer garden	1	1 space per 25m² bar floor area and 1 space per 100m² lounge or beer garden	3
Market	1 space per 10 stalls	3	No requirement	N/A
Medical centre	1 space per 400m² GFA	1 or 2	1 space per 200m² GFA	3
Office (other than for a Bank)	1 space per 200m² GFA	1 or 2	1 space per 750m² over 1000m²	3
Office (in the form of a Bank)	1 space per 200m² GFA	2	No requirement	N/A
Shopping complex	1 space per 300m² sales floor area	1	1 space per 500m² sales floor area	3
Showroom	1 space per 750m²	1	1 space per 1000m² sales floor area	3
INDUSTRIAL USES				
Environmentally assessable industry or Warehouse	1 space per 1000m² GFA	1 or 2	No requirement	N/A
General industry	1 space per 800m² GFA	1 or 2	No requirement	N/A
Light industry	1 space per 500m² GFA	1 or 2	No requirement	N/A
COMMUNITY USES				
Hospital	1 space per 15 beds	1	1 space per 30 beds	3
Educational Establishment (school)	1 space per 5 pupils over year 4	2	No requirement	N/A
Educational Establishment (Tertiary Education)	1 space per 100 part time students, and 2 spaces per 100 full time students	1 or 2 2	No requirement	N/A
RECREATIONAL USES				
Indoor recreation (for an Amusement Parlour)	No requirement	N/A	2 spaces, plus 1 space per 50m²	3
Indoor recreation (other than for an Amusement Parlour)	Sufficient space to accommodate the number of bicycles likely to be generated.			

TABLE 1 cont.

LAND USE	MINIMUM EMPLOYEE/ RESIDENT PARKING SPACES	CLASS (REFER TO TABLE 2)	VISITOR/SHOPPER PARKING SPACES	CLASS (REFER TO TABLE 2)
Outdoor recreation (for a Major sports ground)	1 space per 1500 spectator places	1	1 space per 250 spectator places	3
Outdoor recreation (for a public swimming pool)	No requirement	N/A	2 spaces per 20m² of pool area	3
Outdoor recreation (other than above)	Sufficient space to accommodate the number of bicycles likely to be generated.			
Any other use	No requirement	N/A	No requirement	N/A

TABLE 2

CLASS	SECURITY LEVEL	DESCRIPTION	MAIN USER TYPE
1	High	Fully enclosed individual lockers	Bike and ride commuters at railway and bus stations
2	Medium	Locked compounds with communal access using duplicate keys	Regular employees, students, regular bike and ride commuters
3	Low	Facilities to which the bicycle frame and wheels can be locked	Shoppers, visitors to public offices. Places of employment where there is security supervision of the parking facilities.

Schedule 2 to Code 2.4
Minimum On-Site Car Parking and Design Service Vehicle Requirements

USE	MINIMUM NUMBER OF CAR PARKING SPACES		DESIGN SERVICE VEHICLES[1]		
			Occassional Access[2]	Regular Access ROAD[3]	Regular Access STREET[4]
RESIDENTIAL USES					
Accommodation building	0.5 spaces for each rooming unit, plus 0.25 spaces for each dormitory or nursing home bed.		SRV	SRV	VAN
Bed and breakfast	1 space per guest suite, in addition to that required for the house.		SRV	SRV	VAN
Caravan Park	1 space per van plus 1 space per cabin site to be located adjacent to such site plus 1 space per 10 van sites and cabin sites available for visitors.		AV	LRV	WCV
Caretaker's Residence	1 space.		N/A	N/A	N/A
Detached house	2 spaces per dwelling which may be provided in tandem.		N/A	N/A	N/A
Display Home	2 spaces off-street which may be provided in tandem plus 2 spaces on-street directly adjoining the premise		N/A	N/A	N/A
Dual occupancy	0.75 spaces per bedroom.		N/A	N/A	N/A
Home based business	**Circumstance**	**Number of car parking spaces required for the Business in addition to spaces required for the residential use.**	VAN	N/A	N/A
	Where the home based business attracts no more than 6 business related vehicles to the premises per day, or Where no more than 1 business related vehicle is present at the premises at any time.	0 spaces			
	Where 2 business related vehicles are present at the premises at any time.	1 space			
	Where 3 business related vehicles are present at the premises at any time.	2 spaces			
	Where more than 3 business related vehicles are present at the premises at any one time.	1 space for each business related vehicle present at the premises at any time, minus 1 space			
	For each non-resident employee working at the site at any time.	1 space in addition to the spaces required above			
Institutional residence	1 space per 100 m² of GFA.		MRV	SRV	VAN
Motel	1 space plus 1.1 spaces for each dwelling and rooming unit plus one space for each 20 m² of GFA of any restaurant and/or conference facilities.		Refer to Schedule 3		

Schedule 2 to Code 2.4 continued

USE	MINIMUM NUMBER OF CAR PARKING SPACES	DESIGN SERVICE VEHICLES[1]		
		Occassional Access[2]	Regular Access ROAD[3]	Regular Access STREET[4]
RESIDENTIAL USES				
Multiple dwelling units	1 space per unit for a 1 bedroom unit 1.25 spaces per unit for a 2 bedroom unit 1.75 spaces per unit for a 3 bedroom unit plus 1 visitor space per 4 units with 1 space per unit covered. Where 2 spaces are provided per unit (excluding visitor parking) one may be in tandem.	LRV	VAN	VAN
Retirement village	1 space per self contained unit plus visitor parking at 50% of resident parking requirements.	WCV	WCV	WCV
Residential Care Facility	1 space per 10 beds plus 1 space per 2 employees plus 1 ambulance bay.	WCV	WCV	WCV
Other residential uses	Sufficient spaces to accommodate the amount and type of vehicular traffic likely to be generated by the particular use.			
RURAL USES				
Roadside stall	Queuing space for 4 vehicles being served or awaiting service is to be provided on site.			
Other rural uses	Sufficient spaces to accommodate the amount and type of vehicular traffic likely to be generated by the particular use is to be provided on site.	AV	AV	LRV
COMMERCIAL USES				
Adult products shop	1 space per 20 m^2 of GFA.	Refer to Schedule 3		
Art and craft centre	1 space per 50 m^2 of GFA.	Refer to Schedule 3		
Convenience restaurant	1 space per 8 m^2 of GFA plus, for any drive-through facility, queuing space, clear of the road reserve, for 10 vehicles being served or awaiting service.	Refer to Schedule 3		
Fast-food store	1 space per 8 m^2 of GFA.	Refer to Schedule 3		
Funeral parlour	1 space per 30 m^2 of GFA.	WCV	WCV	WCV
Garden centre	1 space per 100 m^2 of total use area with a minimum of 10 spaces.	LRV	LRV	MRV
Hotel	1 space per 7 m^2 of GFA < 2500 sq.m and 1 space per 15 m^2 > 2500 m^2 plus 1 space for each dwelling and rooming unit, plus queuing space, clear of the road reserve, for 12 vehicles in any drive-in bottle department.	Refer to Schedule 3		
Market	1 space per 20 m^2 of GFA or 2.5 spaces per stall (whichever is greater).	WCV	WCV	WCV
Medical centre	1 space for each 20 m^2 of GFA.	MRV	SRV	SRV

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Schedule 2 to Code 2.4 continued

USE	MINIMUM NUMBER OF CAR PARKING SPACES	DESIGN SERVICE VEHICLES[1]		
		Occassional Access[2]	Regular Access ROAD[3]	Regular Access STREET[4]
COMMERCIAL USES CONT.				
Office	1 space for each 30 m² of GFA excluding banks where 3 per 50m² are required.	Refer to Schedule 3 LRV	MRV	MRV
Restaurant	1 space per 15 m² of GFA (excluding any area used for outdoor dining which is not on the site)	Refer to Schedule 3		
Medical Centre	1 space per 20 m² of GFA	MRV	SRV	SRV
Shop	1 space per 20 m² of GFA except where a Post Office = 1 space per 12 m² of GFA	Refer to Schedule 3		
Shopping complex	• 1 space per 20 m² for the first 2000 m² of GFA, then 1 space per 15 m² of GFA thereafter, or • 5.3 spaces per 100 m² of GFA for complexes with greater than 20,000 m² GFA, and having multi-deck carparks, and regional public transport provisions.	Refer to Schedule 3		
Showroom	1 space per 50 m² of GFA.	AV	AV	LRV
Veterinary clinic	1 space per 20 m² of GFA.	MRV	SRV	SRV
Other commercial uses	Sufficient spaces to accommodate the amount and type of vehicular traffic likely to be generated by the particular use.			
INDUSTRIAL USES				
Car washing station	Queuing space, clear of the road reserve, for 4 vehicles using or waiting to use each washing bay clear of the road reserve.	SRV	SRV	SRV
Environmentally assessable industry	1 space per 50 m² of GFA for the first 500 m², then 1 space per 100 m² of GFA thereafter.	AV	AV	AV
General industry	As for Environmentally assessable industry.	AV	AV	AV
Light industry *(other than where in a shopping complex)*	As for Environmentally assessable industry.	AV	LRV	LRV
Landscape supplies	1 space per 150 m² of total use area, with a minimum of 10 spaces.	AV	LRV	LRV
Sales or hire yard	As for Landscape supplies.	AV	AV	LRV
Service station	4 spaces for every service bay with a minimum of 4 spaces.	AV	AV	AV
Storage yard	1 space plus 1 space per 500 m² of site area.	AV	AV	AV
Warehouse	As for Environmentally assessable industry, except where a self storage facility: GFA <1000m² - 6 spaces GFA >1000m² but <2000m² - 7 spaces GFA >2000m² but <5000m² - 8 spaces GFA >5000m² - 8 spaces per 5000m²	AV	AV	LRV

Schedule 2 to Code 2.4 continued

USE	MINIMUM NUMBER OF CAR PARKING SPACES	DESIGN SERVICE VEHICLES[1]		
		Occassional Access[2]	Regular Access ROAD[3]	Regular Access STREET[4]
INDUSTRIAL USES CONT.				
Vehicle repair workshop	As for Service station.	LRV	MRV	SRV
Other industrial uses	Sufficient spaces to accommodate the amount and type of vehicular traffic likely to be generated by the particular use.			
COMMUNITY USES				
Child care centres	1 space for each 2 employees plus 1 space for every 5 children able to be accommodated on the site provided for the setting down and picking up of children.	VAN	VAN	VAN
Hospitals	1 space for every 4 beds plus 1 space for every 2 employees.	WCV	WCV	WCV
Church	1 space per 12 m^2 of GFA.	MRV	SRV	VAN
RECREATIONAL USES				
Indoor recreation	• Squash = 3 per court; • Indoor Cricket or indoor field games = 20 per wicket or field; • Swimming = 15 plus 1 space per 100 m^2 of GFA; • Gym = 7.5 per 100 m^2 GFA; • Bowling Alley = 3 per alley; • Licensed Club = 1 per 7 m^2 of GFA<2,500 m^2 GFA and 1 per 15 m^2 of GFA >2,500 m^2 GFA; • Hall/Theatre 1 space per 12 m^2; • Billards Hall = 1 space per 100m^2 GFA or 1 space per 2.5 tables (whichever is greater) • or otherwise sufficient spaces to accommodate the amount and type of vehicular traffic likely to be generated by the particular use	WCV WCV WCV WCV WCV WCV WCV WCV	WCV WCV WCV WCV WCV WCV WCV WCV	WCV WCV WCV WCV WCV WCV MRV WCV
Outdoor recreation	• Tennis Courts = 3 spaces per court; • Bowling Greens = 30 spaces for 1st green plus 15 for each other green; • Swimming = 15 plus 1 per 100 m^2 site area; • Football = 50 per field, Court games = 20 per court; • or otherwise sufficient spaces to accommodate the amount of vehicular traffic likely to be generated by the particular use	WCV WCV WCV WCV	WCV WCV WCV WCV	MRV MRV MRV WCV
Other uses	Sufficient spaces to accommodate the amount and type of vehicular traffic likely to be generated by the particular use.			

Notes to Schedule 2:

1) **Design Service Vehicles** are defined in the Transport Traffic and Parking Planning Scheme Policy.

2) **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 multi-unit dwelling or office development and a refuse collection vehicle at a community activity facility. Vehicles listed in this column must be able to:

   (i) Stand wholly within the site. On-site manoeuvring may occur adjacent to parking spaces, but cannot occur over parking spaces;

   (ii) Reverse manoeuvres are limited to one only, either to or from the site; and

   (iii) The swept path of the vehicle is not greater than the width of the access driveway.

3) **Regular Road Access** (for the maximum size of service vehicle expected 20 or more times per year) - where regular access is to a road (includes all roads as defined in *Planning Scheme Policy No. 6 - Transport, Traffic and Parking* plus District Collector Streets and Industrial Collector Streets), the design vehicle listed in this column must be able to:

   (i) Enter and leave the site in a forward motion;

   (ii) Travel though the site on circulation roads/aisles to access service areas, without significant impact on external or internal traffic operations; and

   (iii) Manoeuvre on-site to park and load/unload in a designated service area.

4) **Regular Street access** (maximum size of service vehicle expected 20 or more times per year) - where regular access is to a street (includes all streets as defined in Planning Scheme Policy No. 6 - Transport, Traffic and Parking except for District Collector Streets and Industrial Collector Streets) on-site manoeuvring and full loading bay provision is not essential. The design vehicle listed in this column is used for the design of on-site servicing provisions, subject to the following:

   (i) The design vehicle listed for regular road access (see note 3) can stand wholly within the site without occupying any designated queue areas, or blocking access to more than 50% of car parking spaces;

   (ii) Any on-street manoeuvring by the regular road access (see note 3) design vehicle can be limited to reversing on or off the site in one movement only; and

   (iii) The swept path of the regular road access (see note 3) design vehicle may cover the overall width of a two-way undivided driveway.

5) Where the number of parking spaces required is calculated as a fraction, the number should be rounded to the next highest whole number.

Schedule 3 to Code 2.4 Minimum Service Vehicle Bay Requirements

The minimum number of service bays to be provided for various development types are outlined in Tables 1, 2 and 3.

(1) Shop, Shopping Complex, Adult Product Shop, Restaurant, Convenience Restaurant, Fast Food, Art and Craft Centre

GFA (m^2)	Service Bays Required (1)				
	VAN	SRV	MRV	LRV	AV
0-199		1			
200-599	1		1		
600-999	1	1	1		
1000-1499	2	1	1		
1500-1999	2	2	1		
2000-2799	2	2	2		
2800-3599	2	2	2	1	
3600-4399	3	2	2	1	
4400-6499	3	2	2	1	1
6500-8499	4	2	2	1	1
8500-11499	4	3	2	1	1
11500-14749	5	3	2	1	1
14750-17999	5	3	3	1	1
18000-20999	6	3	3	1	1
21000-23999	6	3	3	2	1
24000-26999	6	3	3	2	2
27000-29999	6	3	3	3	2
30000-32999	7	3	3	3	2
33000-35999	7	3	4	3	2
36000-38999	8	3	4	3	2
39000-41999	9	3	4	3	2
42000 & over	10	3	4	3	2

Notes to Table 1:

(1) For explanation of design vehicles refer to the *Transport Traffic and Parking Planning Scheme Policy.*

(2) Where gross floor area excceds $200m^2$ it is expected that provision be to be made for on-site refuse collection.

(3) The following requirements apply to shopping centres.

(i) The above table is to be applied to each individual retail component comprising the development.

(ii) The service bays related to each component are to be located immediately adjacent to the component.

(iii) Specialty shops in a shopping centre with a gross floor area less than $200m^2$ shall be grouped together and treated as a single retail component for the purposes of applying the above table. For this purpose, MRV class vehicles shall be provided for in lieu of LRV and AV class vehicles.

(2) Business Premises - Office

GFA (m^2)	Service Bays Required (1)			
	VAN	SRV	MRV	LRV
0-999		1		
1000-2499	1		1	
2500-3999	2	1	1	
4000-5999	3	1	1	
6000-7999	4	1	1	
8000-9999	4	2	1	
10000-14999	4	2	1	
15000-19999	5	2	1	
20000-34999	5	2	2	
35000-49999	5	2	2	1
50000-64999	6	2	2	1
65000 & over	6	2	3	1

Notes to Table 2:

(1) For explanation of design vehicles refer to the *Transport Traffic and Parking Planning Scheme Policy.*

(2) The majority of vans accessing business developments will be courier vehicles. Provision for these and Taxis must be positioned near main building entrances and can be in the form of short-stay layby areas. Bays provided for couriers and taxis are to be clearly visible from access driveways and/or frontage roads.

(3) Where emergency power generating facilities are to be installed, provision for fuel delivery is required.

(4) Developments exceeding $1000m^2$ should provide for access and on-site standing of an LRV (ie furniture removal van). A dedicated service bay is not required.

(3) Hotel/Motel

No of Bedrooms	Service Bays Required (1)			
	VAN	SRV	MRV	LRV
0-199	1		1	
200-399	1		1	1
400-599	1	1	1	1
600-799	1	2	1	1

Notes to Table 3:

(1) For explanation of design vehicles refer to the *Transport Traffic and Parking Planning Scheme Policy.*

(2) In addition to the above requirement, the following provision is to be made for public areas such as bar, tavern, restaurant, meeting rooms and convention rooms etc:

1 MRV per 6000m^2

1 Van per 1000m^2

(3) Provision must be made for on-site refuse collection in all developments of this type.

(4) Short-stay layby areas to be provided for tourist coaches, passenger set-down. couriers (vans) and taxis near main building entrances and are to be clearly visible from access driveway and/or frontage road/s.