

9.4.5 Parking and Access Code



9.4.5.1 Application

This code applies to development identified as requiring assessment against the Parking and Access Code by the tables of assessment in **Part 5 Tables of Assessment**.

9.4.5.2 Purpose

- (1) The purpose of the Parking and Access Code is to ensure that vehicular parking, external and internal roads, and driveway access meet the needs of development, maintain a safe and efficient transport network and preserve the character and amenity of the surrounding area.
- (2) The purpose of the Parking and Access Code will be achieved through the following overall outcomes:
 - (a) Vehicular parking, external and internal roads, and driveway access is designed to:
 - (i) meet the demand generated by the development;
 - (ii) meet Council's standards and other relevant standards including Australian Standards;
 - (iii) protect the amenity of nearby uses and achieve a high standard of design;
 - (iv) provide a safe environment for both pedestrians and vehicles;
 - (v) provide pick up and set down areas for larger scale, high traffic uses;
 - (vi) ensure loading and unloading of vehicles can occur easily and safely within the site;
 - (vii) maintain or improve the function and safety of the transport network external to the site;
 - (viii) cater for requirements of emergency and other essential service vehicles; and
 - (ix) allow for future integration with public transport facilities.

9.4.5.3 Assessment Benchmarks

Table 9.4.5.3.1— Criteria for Accepted Development and Assessable Development

Performance Outcomes	Acceptable Outcomes
Parking Provision Rates	
PO1 Development provides for sufficient vehicle and service vehicle parking on site to satisfy the expected demand for the number and type of vehicles likely to be generated by a use having regard to the particular circumstances of the premises including the: (1) nature, intensity and hours of operation of the use; and (2) the existing and expected future traffic conditions in the surrounding area.	AO1 Development provides the number of vehicle and service vehicle parking spaces on site identified in Table 9.4.5.3.3 - Car and Service Vehicle Parking . <i>Note - Car parking for people with disabilities must be addressed in accordance with the provisions of the National Construction Code, Volume 1, Part D3.5 Accessible Carparking.</i>
Vehicle Access and Manoeuvring	

Performance Outcomes	Acceptable Outcomes
PO2 Vehicle parking areas are designed to: <ul style="list-style-type: none"> (1) provide for safe and efficient vehicle movements throughout the site; (2) minimise conflict between vehicles and pedestrians; and (3) provide for safe and efficient ingress and egress points. 	AO2 All vehicles are able to enter and exit the site in a forward direction.

Table 9.4.5.3.2—Criteria for Assessable Development

Performance Outcomes	Acceptable Outcomes
Car Park Design and Layout	
PO1 Vehicle parking areas are located and designed to: <ul style="list-style-type: none"> (1) provide for safe and efficient movement of vehicles and pedestrians throughout the site; (2) minimise conflict between vehicles and pedestrians; (3) clearly delineate safe pedestrian movement; (4) provide for safe and efficient ingress and egress points; (5) provide for safety and security of users and pedestrians; (6) incorporate on-site landscaping; and (7) minimise the impact of vehicle parking on adjacent uses. 	AO1.1 Each car space provided has a minimum width of 2.4 metres and a minimum length of 5.4 metres.
	AO1.2 Each parking bay provided for a heavy vehicle has the minimum dimensions specified below: <ul style="list-style-type: none"> (1) Articulated vehicle (AV): minimum width of 3.5 metres and a minimum length of 17.5 metres; (2) Heavy rigid vehicle (HRV): minimum width of 3.5 metres and a minimum length of 11 metres; and (3) Small rigid vehicle (SRV): minimum width of 3.5 metres and a minimum length of 6.7 metres.
	AO1.3 All internal car park aisles have a minimum width of 6.2 metres.
	AO1.4 All vehicles are able to enter and exit the site in a forward direction.
	AO1.5 Carpark and internal road pavements are constructed: <ul style="list-style-type: none"> (1) in the Rural and Rural Residential Zones, to at least 100mm of gravel pavement with cross drainage; or (2) in any other zone: <ul style="list-style-type: none"> (a) to at least 100mm of gravel pavement with a bitumen or asphaltic seal and cross drainage; or (b) of concrete.
Driveway Access	

Performance Outcomes	Acceptable Outcomes		
PO2 Vehicle access to a development: (1) responds to the needs of the use having regard to volume, frequency and type of vehicle generation; (2) provides for the safety of drivers and pedestrians; (3) provides unimpeded access for emergency and essential service vehicles; and (4) does not impact on the efficiency or safety of the external road network.	AO2.1 Driveway access is designed and constructed in accordance with the standards in Planning Scheme Policy 1: Infrastructure Design . AND AO2.2 The minimum driveway access dimensions for a heavy vehicle complies with <i>Table 3.1, Section 3 of AS2890.1:2004 Parking Facilities - Part 1: Off-street Car Parking</i> .		
PO3 The parking spaces are designed to be: (1) useable by the occupants and visitors including disabled persons; (2) easily accessible from the building; (3) located to encourage off-street parking; (4) located and designed to maintain or improve the character of the surrounding area; and (5) located within the development site.	AO3.1 Entry and exit points to the car park are clearly signposted. AO3.2 All parking spaces are freely available for use by a development's employees and visitors during the business hours of the use. AO3.3 Above ground or multi-level parking areas are designed, articulated and use finishes of a quality equal to or better than adjoining development.		
PO4 The parking area provides: (1) clearly marked parking spaces of adequate dimensions; (2) adequate manoeuvring area for parking spaces; (3) a clear, safe, and effective circulation system; and (4) sufficient queuing area for vehicles entering or leaving the site.	AO4.1 The parking area is designed in accordance with <i>AS2890.1:2004 - Parking Facilities – Part 1: Off-street Car Parking</i> . AO4.2 Small car parking is: (1) limited to a maximum of 10% of the total spaces provided; (2) physically separated from standard sized spaces; and (3) signposted as small car parking. AO4.3 The layout of the parking area assists in controlling traffic circulation and parking movements, and in limiting vehicle speeds. AO4.4 Parking, turning movements or intersection aisles are not located in a queuing area. AO4.5 Queuing spaces are provided in accordance with the table below. <table border="1"> <tr> <td>Static capacity of car park</td><td>Queue spaces</td></tr> </table>	Static capacity of car park	Queue spaces
Static capacity of car park	Queue spaces		

Performance Outcomes		Acceptable Outcomes	
		1 to 60 spaces	2
		61 to 100 spaces	3
		Greater than 100 spaces	As per table 3.3, AS 2890.1
		AO4.6 Development, which is located on a minor road, provides one queuing space with a minimum length of 6 metres measured from the property boundary.	
P05 Parking areas are constructed to a standard: (1) suitable for the vehicles and frequency of use associated with development; and (2) that does not to cause environment nuisance.		AO5 The standard of constructed surfaces, including parking areas, internal roads and driveway accesses: (1) reflects the type of vehicles associated with the use; (2) reflects the frequency of use; (3) reflects the nature of the development; and (4) minimises noise and dust impacts on adjacent sensitive land uses.	
P06 Safe and segregated pedestrian paths are provided within the parking area that provide access to the use.		AO6 No acceptable outcome is prescribed.	
P07 A bus pick up and set down area is provided on site where the development involves: (1) a <i>Community use</i> ; or (2) an <i>Educational establishment</i> ; or (3) a <i>Hospital</i> ; or (4) a <i>Major sport, recreation and entertainment facility</i> ; or (5) a <i>Short term accommodation or Hotel</i> with more than 20 units or rooms; or (6) a major <i>Residential care facility</i> ; or (7) a <i>Shopping centre</i> with a GFA in excess of 5,000m ² .		AO7 A bus pick up and set down area is provided that allows: (1) a bus to manoeuvre in accordance with Austroads Standards for a long rigid bus; (2) passengers to safely board and alight from the bus; and (3) buses to avoid obstructing access for circulating traffic within the site or on the street.	
P08 A car pick up and set down area is provided on site where the development involves: (1) a <i>Cemetery or Crematorium</i> ; or (2) a <i>Child care centre</i> ; or (3) a <i>Community use</i> ; or (4) an <i>Educational establishment</i> ; or (5) a <i>Hospital</i> ; or (6) a <i>Major sport, recreation and entertainment facility</i> ; or (7) a licensed <i>Club or Hotel</i> ; or (8) a <i>Place of worship</i> ; or (9) a <i>Shopping centre</i> with a gross floor area in excess of 5,000m ² .		AO8 A car pick up and set down area is provided within the site that allows: (1) several cars at one time to manoeuvre in accordance with Austroads standards; (2) passengers to safely board and alight from the vehicle; and (3) cars to avoid obstructing access for circulating traffic within the site.	

Performance Outcomes	Acceptable Outcomes
Service Vehicle Provision	
PO9 Development provides for the loading, unloading, manoeuvring, and access by service vehicles on-site in a manner that: <ul style="list-style-type: none"> (1) is sufficient for the service vehicles to gain ready access to loading or unloading facilities associated with the uses on site; (2) is safe and efficient; (3) does not impede vehicular and pedestrian circulation within or external to the site; and (4) does not detract from the amenity of the locality and in particular adjoining properties. 	AO9.1 Service vehicle parking is provided in accordance with Table 9.4.5.3.3 - Car and Service Vehicle Parking .
	AO9.2 Service areas and driveway accesses are provided in accordance with the provisions of <i>AS2890.2 2002 – Parking Facilities – Off-street Commercial Vehicle Facilities</i> .
	AO9.3 Service vehicle loading and unloading areas are screened from view from adjacent incompatible uses.
PO10 Refuse collection vehicles are able to readily access on-site refuse storage facilities.	AO10.1 Access, pavement design and manoeuvring areas for an on-site refuse storage facility to enable access by a refuse collection vehicle are provided in accordance with Austroads standards, HB72 Design Vehicles and Turning Path Templates.
	AO10.2 Extra pavement depth is provided on the route the refuse collection vehicle will take through the car park.
Parking for Motorcycles	
PO11 Development provides parking spaces for motorcycles in a manner sufficient to meet user needs.	AO11 Parking spaces for motorcycles are provided in accordance with <i>Section 2.4.7 of AS2890.1:2004 Parking Facilities - Part 1: Off-Street Car Parking</i> .
Parking for Bicycles	
PO12 Development provides for bicycle parking and end-of-trip facilities in an adequate manner to meet user needs where the development involves: <ul style="list-style-type: none"> (1) a <i>Community use</i>; or (2) a Sport, leisure or entertainment centre; or (3) a library or other public building; or (4) an <i>Educational establishment</i>; or (5) a <i>Hospital or Health care service</i>; or (6) a major park or recreation area; or (7) a <i>Shopping centre</i>. 	AO12.1 Bicycle parking is provided in accordance with <i>AS2890.3:2015 - Parking Facilities - Bicycle Parking</i> .
	AO12.2 Development provides for long term bicycle parking space together with the following end-of-trip facilities: <ul style="list-style-type: none"> (1) 1 locker per 2 bicycle parking spaces; and (2) 1 shower cubicle and change room per 10 bicycle parking spaces.
	AO12.3 Short-term, bicycle parking areas are located within 15 metres of the main entry to the building or facility they serve.
Lighting	
PO13 Development provides lighting for safety and	AO13.1 Lighting is appropriately placed to avoid shadows and glare which might put pedestrians or vehicles at risk,

Performance Outcomes	Acceptable Outcomes
security in and around parking areas.	<p>including shielding lighting sources at eye level.</p> <p>AO13.2 Night lighting is controlled by photoelectric cells rather than time switches.</p> <p>AO13.3 Areas not intended for night use are closed off from public access.</p> <p>AO13.4 Light spillage onto adjoining land and roadways is avoided and illumination levels outside the boundary of the site do not exceed 8 lux when measured 1.5 metres outside the boundary of the site at any level upwards from the ground.</p> <p>AO13.5 Lighting within parking structures complies with <i>AS/NZS 1680.1:2006 – Interior and Workplace Lighting - General Principles and Recommendations</i>.</p>
<p>PO14 Outdoor public spaces and car parking areas, which are used after dark, are appropriately and consistently lit to reduce the contrast between shadows and illuminated areas.</p>	<p>AO14.1 Areas intended for night-time use (including principal pedestrian and bicycle movement routes, car park walkways and public spaces) are lit in accordance with <i>AS/NZS 1158 - Lighting for Roads and Public Spaces</i>.</p> <p>AO14.2 Areas that are heavily used by pedestrians, including main entries, walkways, and toilets are well lit to 50-110 lux.</p>
Public Safety	
<p>PO15 Development enhances the public safety of a parking area by ensuring that a parking area:</p> <ul style="list-style-type: none"> (1) optimises informal surveillance and controls inappropriate access; (2) is well-lit to enable surveillance of all of the parking area and driveway accesses; (3) is well-signed and provided with emergency facilities; and (4) incorporates features which control vehicle speeds. 	<p>AO15.1 A parking area:</p> <ul style="list-style-type: none"> (1) is located where it can be monitored by passers-by and occupants of the development; and (2) with more than 100 spaces, is supervised during operating hours to provide surveillance and manage emergencies. <p>AO15.2 A parking area is well lit, with vandal-proof lighting, to enable visibility of all parts of the parking area.</p> <p>AO15.3 A parking area promotes public safety through open design and prevention of concealment areas.</p> <p>AO15.4 A parking area is provided with signage identifying exits, destinations, and the location of emergency facilities including fire extinguishers, telephones, or emergency buttons.</p> <p>AO15.5 Speed humps are designed in accordance with <i>AS2890.1:2004 - Parking Facilities - Part 1: Off-street Car Parking</i> and in a manner that reduces vehicle</p>

Performance Outcomes		Acceptable Outcomes	
		speeds, avoids damage to vehicles, and enables the bumps to be easily seen by both drivers and pedestrians.	
Parking Structures			
PO16 Parking structures have adequate clearance from walls, columns, roofs, and other obstructions, to facilitate ease and safety of use.	AO16.1 Parking structures comply with AS2890.1:2004 - <i>Parking Facilities - Part 1: Off-street Car Parking</i> .		
	AO16.2 Development does not incorporate tandem or stacked parking.		
PO17 Parking structures are designed to minimise the visual impact of the structure on the streetscape and adjacent uses.	AO17.1 Parking structures complement the visual amenity of the streetscape in terms of building bulk, height, materials, colours, and façade articulation.		
	AO17.2 Where structures adjoin residential uses the shadows cast by the structure, and the nature of the facade does not detrimentally impact on the residential use.		
	AO17.3 Development provides that parking structures are an integral part of the building they serve.		
	AO17.4 Development provides that a free-standing, parking area building is compatible with other nearby buildings.		
	AO17.5 Development provides that where a parking area façade fronts directly on to a commercial or retail street, the street level incorporates retail or commercial uses in a manner that contributes to a pedestrian environment.		
Parcel Pick Up and Trolley Bay Areas			
PO18 Parcel pick up areas: (1) do not interrupt the flow of vehicles in circulation driveways; and (2) enable pedestrians to move freely and safely around vehicles in the pick-up area without being put at risk by traffic.	AO18 No acceptable outcome is prescribed.		
PO19 Development provides for trolley bays in parking areas associated with retail development to enable the orderly storage of shopping trolleys.	AO19 Trolley bays are provided in accordance with AS2890.1:2004 - <i>Parking Facilities - Part 1: Off-street Car Parking</i> .		
Signage			

Performance Outcomes	Acceptable Outcomes
PO20 Development provides for signage within parking areas to: <ul style="list-style-type: none"> (1) direct and inform drivers entering and circulating within parking areas about vehicle entry points, exits, and the location of parking for disabled persons; (2) warn against hazards to safety or potential damage to vehicles; (3) identify rows of parking to enable users to locate their vehicles; (4) direct users to lifts, stairs, amenities, exits and other destinations; and (5) inform users about security measures. 	AO20.1 Signage is provided in accordance with: <ul style="list-style-type: none"> (1) <i>AS2890.1:2004 Parking Facilities - Part 1: Off-street Car Parking</i>; and (2) <i>AS 1742: Manual of Uniform Traffic Control Devices</i>. AO20.2 Signage intended for night use is illuminated. AO20.3 Parking spaces are clearly marked and their location clearly signed to identify parking for site occupants, visitors, disabled persons, motorcyclists and cyclists.
Landscaping	
PO21 Development provides for landscaping in parking areas to: <ul style="list-style-type: none"> (1) enhance the amenity of the site; (2) reduce the heat reflection, glare and the harsh visual effect of large expanses of concrete or asphalt; (3) provide shade for vehicles and pedestrian walkways; (4) separate and define different use areas in the parking area; (5) reduce light spill-over; and (6) separate incompatible uses. 	AO21.1 Development provides for landscaping throughout parking areas, which: <ul style="list-style-type: none"> (1) incorporates shade trees at the rate of one shade tree for every fourth car space; (2) provides a minimum 1.2 metres square planting area for each shade tree; (3) incorporates ground covers around the base of each shade tree; and (4) uses shade tree species that are robust, provide an appropriate canopy, and do not create a nuisance from fruit or sap. AO21.2 A <i>buffer landscaped</i> strip 3 metres in width along all street frontages to the parking area is provided, and a 2 metre <i>screen landscape</i> is provided along all boundaries with residential or other <i>sensitive land uses</i> . AO21.3 Development protects landscaping areas from vehicular traffic by barrier kerb, bollards, or similar devices.
Parking Area Usage	
PO22 All parking areas are operated solely for the use of the tenants, customers and employees of the development.	AO22 The parking area is to be used solely by the users of the development site on which it is located and no parking spaces are to be used by, leased to, or sold to other persons.

Table 9.4.5.3.3 - Car and Service Vehicle Parking**Note:**

- (1) Parking provisions for proposals that incorporate more than one use, is calculated on each use within the development.
- (2) Where the number of parking spaces calculated is not a whole number, then the number of spaces to be provided is to be the whole number next above the calculated number.
- (3) Where an existing building, occupied by an existing use, is extended, or the area of land occupied by an existing use is increased, the provision levels apply only to the extension of the building, or to the use of the additional land.
- (4) Where an existing building or land is occupied by a new use (not being an existing use), and the parking demand of the new use is greater than the existing use, the parking solution is the difference between the parking demand for the new use less the parking demand for the existing use. This difference in parking demand is required to be accommodated on-site.
- (5) For uses requiring less than 10 car parking spaces, the provision levels are in addition to any disabled parking requirements stipulated in the Building Code of Australia.

Land Use	No. of Car Parking Spaces	No. of Service Vehicle Parking Spaces	Additional Requirements for Assessable Development
<i>Adult store</i>	1 space per 20m ² GFA.	1 SRV space where the GFA is less than 500m ² . 1 SRV space and 1 HRV space where the GFA is 500m ² or more.	
<i>Agricultural supplies store</i>	1 space per 50m ² GFA.	1 SRV space.	1 customer loading area, suitable for at least 1 car towing a trailer is to be located within 20 metres of the building entrance. This could be in the form of a dedicated loading dock or drive-through loading or unloading area.
<i>Animal husbandry</i>	1 space per 2 employees; and 1 space per 10 animal enclosures.	Nil	
<i>Animal keeping</i>	1 space per 2 employees.	Nil	
<i>Aquaculture</i>	1 space per 2 employees; and 1 visitor space.	1 SRV space.	
<i>Bar</i>	1 space per 20m ² of GFA	1 SRV space.	
<i>Bulk landscape supplies</i>	1 space per 200m ² of use area with a minimum of 5 spaces.	1 SRV space. 1 customer loading area, suitable for at least 1 car towing a trailer is to be located within 20 metres of the building entrance. This could be in the form of a dedicated loading dock or drive-through loading or unloading	Provision is made for parking spaces and loading areas for larger vehicles, and cars with trailers.

Land Use	No. of Car Parking Spaces	No. of Service Vehicle Parking Spaces	Additional Requirements for Assessable Development
		area.	
<i>Car wash</i>	1 space per 20m ² of GFA.	Nil	
<i>Child care centre</i>	1 space per employee; and 1 space per 8 children	Nil	Pick up and set down spaces should be provided on the site adjacent to the main entrance to the premises.
<i>Club</i>	1 space per 20m ² of GFA.	1 SRV space.	
<i>Community care centre</i>	1 space per 20m ² of GFA and 1 space per 2 employees	1 SRV space. Ambulance and bus spaces as determined upon submission of carparking assessment to Council.	Special attention should be given to the provision of wider car spaces for persons who are disabled or use walking frames.
<i>Community use</i>	<u>Community centre/senior citizens centre/youth centre/neighbourhood centre</u> 1 space per 10m ² of GFA. <u>Community hall/meeting rooms</u> 1 space per 10m ² of GFA. <u>Cultural centre</u> 1 space per 30m ² of GFA; and 1 space per 2 employees. <u>Art gallery/library/museum</u> 1 space per 50m ² of display area; and 1 space per 2 employees.	1 HRV space.	Special attention should be given to the provision of wider car spaces for persons who are disabled or use walking frames. Provision is to be made for the parking of buses.
<i>Crematorium</i>	1 space per employee; and 1 space per 5 crematorium seats or equivalent pew capacity.	1 SRV space; and 1 space for each hearse.	
<i>Cropping</i>	Nil	Nil	N/A

Land Use	No. of Car Parking Spaces	No. of Service Vehicle Parking Spaces	Additional Requirements for Assessable Development
<i>Dwelling unit</i>	1 space		
<i>Educational establishment</i>	<u>Primary and High schools</u> 1 space per teacher; and 1 space per 2 other employees; and 1 space per 10 students in Year 12; and 1 visitor space per 100 students. <u>Other facilities</u> 1 space per 10m ² of GFA; and 1 space per 2 employees.	1 SRV space Primary and High schools: 1 bus parking space per 120 students; and bicycle parking at the rate of 1 space per 25 students in year 3 and over; and space for student pick-up and drop off.	
<i>Environment facility</i>	1 space per 30m ² of TUA	1 SRV space.	
<i>Extractive industry</i>	1 space per 2 employees; and 1 visitor space		
<i>Food and drink outlet</i>	<u>Drive through facility</u> 1 space per 10m ² of customer floor space up to 300m ² , thereafter 1 space per 20m ² ; and 1 space per 2 employees. <u>Café / restaurant</u> 1 space per 10m ² of customer floor space; and 1 space per 2 employees.	1 SRV space.	Parking provision may be reduced if the facility is incorporated in a shopping centre. If including a drive-through serving facility, separate queuing is to be provided for 12 vehicles at the drive-through servery. Bicycle parking facilities are desirable.
<i>Function facility</i>	1 space per 10m ² of TUA	1 SRV space.	
<i>Funeral parlour</i>	1 space per employee; and 1 space per 5 funeral chapel seats or equivalent pew capacity.	1 SRV space; and 1 space for each hearse.	—
<i>Garden centre</i>	<u>Nursery component</u> 1 space per 100m ² of display area with a	1 SRV space. 1 customer loading area, suitable for at least 1 car	If the use incorporates a café or restaurant, additional parking is to

Land Use	No. of Car Parking Spaces	No. of Service Vehicle Parking Spaces	Additional Requirements for Assessable Development
	<p>minimum of 5 spaces; and</p> <p>1 space per 20m² of indoor retail use area.</p> <p><u>Landscaping materials component</u></p> <p>1 space per 200m² of display area with a minimum of 5 spaces.</p>	towing a trailer is to be located within 20 metres of the building entrance. This could be in the form of a dedicated loading dock or drive-through loading or unloading area.	<p>be provided at the rates for such uses.</p> <p>Provision is made for parking spaces and loading areas for larger vehicles, and cars with trailers.</p>
<i>Hardware and trade supplies</i>	1 space per 20m ² of GFA.	<p>1 SRV space.</p> <p>1 customer loading area, suitable for at least 1 car towing a trailer is to be located within 20 metres of the building entrance. This could be in the form of a dedicated loading dock or drive-through loading or unloading area.</p>	<p>If the use incorporates a café or restaurant, additional parking is to be provided at the rates for such uses.</p> <p>Provision is made for parking spaces and loading areas for larger vehicles, and cars with trailers.</p>
<i>Health care service</i>	<p>4 spaces per medical practitioner; and</p> <p>1 space per 2 administrative and support employees.</p>	1 SRV space.	<p>An ambulance bay may be required depending on size of medical centre.</p> <p>Bicycle parking facilities are desirable.</p>
<i>High impact industry</i>	<p>1 space per 50m² of GFA; or</p> <p>1 space per employee, whichever is the greatest.</p>	1 SRV space; and HRV and AV spaces as determined upon submission of carparking assessment to Council.	—
<i>Hotel</i>	<p><u>Hotel</u></p> <p>1 space per guest room/resident manager; and</p> <p>1 space per 10m² of bar, lounge, beer garden or other public area; and</p> <p>1 space per 35m² of liquor sales area; and</p> <p>queuing for 12 vehicles for any drive-through bottle shop.</p>	1 SRV space plus 1HRV space	Parking spaces for guests and managers are to be specifically allocated for such use, and sign posted accordingly.
<i>Indoor sport and recreation</i>	<p><u>General requirement</u></p> <p>1 space per 10m²; or</p> <p>0.4 spaces per</p>	<p>1 SRV space.</p> <p>Bus and taxi pick up and set down areas, and</p>	<p>Bicycle parking facilities are desirable as appropriate.</p> <p>Provision is also made</p>

Land Use	No. of Car Parking Spaces	No. of Service Vehicle Parking Spaces	Additional Requirements for Assessable Development
	<p>participant.</p> <p><u>Amusement arcade and gaming machines</u> 1 space per 20m² of TLA.</p> <p><u>Bowling centre</u> 2 spaces per lane.</p> <p><u>Club</u> 1 space per 20m² up to 1,500m² of GFA;</p> <p><u>Concert hall/dance hall</u> 1 space per 5 seats.</p> <p><u>Gymnasium</u> 1 space per 20m² of GFA.</p> <p><u>Indoor cricket</u> 15 spaces per court.</p> <p><u>Skating rinks and tracks</u> 1 space per 20m² of GFA.</p> <p><u>Tennis/squash/badminton courts</u> 2 spaces per court.</p> <p><u>Theatre/cinema</u> 1 space per 5 seats; and 1 space per 2 employees.</p> <p><u>Volleyball/netball/basketball courts</u> 10 spaces per court.</p>	service vehicle spaces for loading and unloading.	for bus and taxi pick-up and set down as determined by the Local Government.
<i>Intensive animal industry</i>	1 space per employee; and 1 visitor space.	Nil	
<i>Intensive horticulture</i>	1 space per employee; and 1 visitor space.	1 SRV space.	—
<i>Low impact industry</i>	1 space per 50m ² of GFA; or 1 space per employee; whichever is the greatest.	1 SRV space; and HRV and AV spaces as determined upon submission of carparking assessment to Council.	
<i>Medium impact industry</i>	1 space per 50m ² of GFA; or 1 space per employee, whichever is the greatest.	1 SRV space; and HRV and AV spaces as determined upon submission of carparking assessment to Council.	
<i>Multiple dwelling</i>	<u>General requirement</u>	1 SRV space where	Student accommodation

Land Use	No. of Car Parking Spaces	No. of Service Vehicle Parking Spaces	Additional Requirements for Assessable Development
	1 space per 1 bedroom unit; otherwise 2 spaces per unit; and 1 visitor space per 2 units; and Not less than 50% of visitor car parking spaces are sited between the Building and the street frontage, or on the main approach side of the street.	more than 10 units.	provision only applies where student accommodation is located in close proximity to good public transport services. Standard medium density rates apply otherwise.
<i>Nature-based tourism</i>	1 space per 30m ² of TUA	1 SRV space.	
<i>Nightclub entertainment facility</i>	1 space per 10m ² of GFA; and 1 space per 2 employees.	1 SRV space.	
<i>Office</i>	1 space per 30m ² of GFA.		
<i>Outdoor sales</i>	1 per 100m ² of TUA		
<i>Outdoor sport and recreation</i>	<u>Court games</u> 2 spaces per court. <u>Golf course</u> 4 spaces per hole; and 1 space per 10m ² of bar, lounge and other entertainment areas. <u>Lawn bowls</u> 20 spaces per green. <u>Swimming pool</u> 15 spaces; and 1 space per 100m ² of Development footprint excluding access and car parking areas. <u>Football field</u> 50 spaces per field. <u>Equestrian and coursing sports</u> 1 space per 5 persons able to be seated; and 1 space per 5m ² of other spectator areas. <u>Other Outdoor Sports</u> As a minimum requirement, 1 space per	1 SRV space. 1 HRV space. 1 SRV space. 1 SRV space. Provision to be made for trailer/horse float parking. As determined upon submission of carparking assessment to Council.	Bicycle parking facilities are desirable.

Land Use	No. of Car Parking Spaces	No. of Service Vehicle Parking Spaces	Additional Requirements for Assessable Development
	5 spectator seats; and 1 space per 5m ² of other spectator area. Otherwise as determined by the Local Government.		
<i>Place of worship</i>	1 space per employee; and 1 space per 5 seats or equivalent pew capacity.	2 SRV spaces. An on-site pickup and set-down area to be provided adjacent to main entry of the facility.	Bicycle parking facilities are desirable. Where a hall or other buildings are provided in association with the place of worship, additional parking is to be provided having regard to the uses proposed.
<i>Relocatable home park</i>	1 space per resident manager; and 1 space per employee; and 1 space per site; and 1 visitor space per 5 sites (or part thereof); plus 1 vehicle washing space per 50 sites (or part thereof). Minimum of 4 visitor spaces.	1 HRV space.	1 space is provided on each permanent occupancy or short term occupancy site.
<i>Research and technology industry</i>	1 space per 50m ² of GFA; or 1 space per employee, whichever is the greatest.	1 SRV space; and HRV and AV spaces as determined upon submission of carparking assessment to Council.	
<i>Residential care facility</i>	1 space per 2 employees; and 1 space per 5 nursing home beds; and 1 space per 4 hostel type units; and 1 space per self contained unit; and visitor parking at 1 space per 5 beds.	1 SRV space; and 1 ambulance space; and 1 bus space.	Consideration is to be given to providing for persons with disabilities or walking frames who require wider car parking spaces. Bicycle parking facilities are desirable.
<i>Retirement facility</i>	1 space per 2 employees; and 1 space per dwelling	1 SRV space; and 1 ambulance space; and 1 bus space.	Consideration is to be given to providing for persons with disabilities or walking frames who

Land Use	No. of Car Parking Spaces	No. of Service Vehicle Parking Spaces	Additional Requirements for Assessable Development
	unit; and visitor parking at 1 space per 5 dwelling units.		require wider car parking spaces. Bicycle parking facilities are desirable.
<i>Rooming accommodation</i>	<p>1 visitor space per 2 units; and Not less than 50% of visitor car parking spaces are sited between the Building and the street frontage, or on the main approach side of the street.</p> <p><u>Student accommodation</u> 0.5 spaces per dwelling or rented bedroom; and 0.5 bicycle spaces per dwelling or rented bedroom.</p> <p><u>Boarding house</u> 0.25 spaces per rented room or unit; and 0.5 bicycle spaces per rented room or unit.</p> <p><u>General requirement:</u> 1 visitor space per 2 units; and Not less than 50% of visitor car parking spaces are sited between the Building and the street frontage, or on the main approach side of the street.</p>	Nil.	
<i>Rural industry</i>	1 per employee and 1 visitor space		
<i>Sales office</i>	1 per employee and 2 visitor spaces.	Nil.	All spaces to be provided at the 1 location in the curtilage of the sales office.
<i>Service industry</i>	1 space per 20m ² of GFA.	<p>1 SRV space where the GFA is less than 500m².</p> <p>1 SRV space and 1 HRV space where the GFA is 500m² or more, but less than 2000m².</p> <p>As determined upon</p>	

Land Use	No. of Car Parking Spaces	No. of Service Vehicle Parking Spaces	Additional Requirements for Assessable Development
		submission of carparking assessment to Council, where the GFA is 2,000m ² or more.	
<i>Service station</i>	1 space per 2 employees; and 6 spaces per workshop service bay; and 1 space per 20m ² of retail space; and queuing space for a minimum of 3 cars from the end of each petrol pump lane.	1 AV space suitable for the parking of petrol tankers; and 1 SRV space.	Tandem car parking may be acceptable for serviced, repaired or employee vehicles. Where a carwash is ancillary to the service station, separate queuing space should be provided for 5 cars at the entrance of the car wash.
<i>Shop</i>	1 space per 20m ² of GFA.	1 SRV space where the GFA is less than 500m ² . 1 SRV space and 1 HRV space where the GFA is 500m ² or more, but less than 2000m ² . As determined upon submission of carparking assessment to Council, where the GFA is 2,000m ² or more.	
<i>Shopping centre</i>	1 space per 20m ² of <i>total leasable area</i> .	1 SRV space where the gross floor area is less than 500m ² . 1 SRV space and 1 HRV space where the gross floor area is 500m ² or more but less than 2,000m ² . As determined upon submission of carparking assessment to Council, where the gross floor area is 2,000m ² or more.	Where the shops comprise a single integrated complex in excess of 4,000m ² gross floor area, provision is to be made for— (a) on-site bus and taxi parking; and (b) bicycle parking.
<i>Short-term accommodation</i>	1 space per unit; and 1 space per resident manager; and 1 space per employee	1 SRV space.	—
<i>Showroom</i>	1 space per 40m ² of GFA.	1 HRV space where the gross floor area is less than 1,000m ² . 1 AV space where the gross floor area is between 1,000m ² and	

Land Use	No. of Car Parking Spaces	No. of Service Vehicle Parking Spaces	Additional Requirements for Assessable Development
		<p>2,000m².</p> <p>As determined upon submission of carparking assessment to Council, where the gross floor area is greater than 2,000m².</p> <p>1 customer loading area, suitable for at least 1 car towing a trailer is to be located within 20 metres of the building entrance. This could be in the form of a dedicated loading dock or drive-through loading or unloading area.</p>	
<i>Tourist attraction</i>	1 space per 30m ² of TUA	1 SRV space.	
<i>Tourist park</i>	<p>1 space per resident manager; and</p> <p>1 space per camp site; and</p> <p>1 space per 10 sites for visitor parking.</p>	1 SRV space.	Where the camping grounds incorporate public use areas, additional car parking spaces will be required to accommodate the parking demand generated by such areas.
<i>Transport depot</i>	<p>1 car parking space per heavy vehicle space; and</p> <p>1 space per 2 employees.</p>	Nil where Accepted development.	
<i>Veterinary service</i>	<p>4 spaces per veterinary consulting room; and</p> <p>1 space per 2 employees.</p>	1 SRV space.	
<i>Warehouse</i>	1 space per 100m ² of GFA.	1 AV space.	—
<i>Wholesale nursery</i>	1 space per employee.	<p>1 SRV space.</p> <p>1 customer loading area, suitable for at least 1 car towing a trailer is to be located within 20 metres of the building entrance. This could be in the form of a dedicated loading dock or drive-through loading or unloading</p>	<p>If the use incorporates a café or restaurant, additional parking is to be provided at the rates for such uses.</p> <p>Provision is made for parking spaces and loading areas for larger vehicles, and cars with trailers.</p>

Land Use	No. of Car Parking Spaces	No. of Service Vehicle Parking Spaces	Additional Requirements for Assessable Development
		area.	
<i>Winery</i>	1 space per employee and 1 space per 20m ² of GFA used for retail, tourism or other commercial purposes.	1 SRV space.	If open to the public, additional parking is to be provided as per the relevant use space – e.g. shop or restaurant, bus parking and manoeuvring.
Any other land use not mentioned in this table	To be determined upon submission of a Car Parking Assessment to Council.		