

## **C2.0 Parking and Sustainable Transport Code**

### **C2.1 Code Purpose**

The purpose of the Parking and Sustainable Transport Code is:

- C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.
- C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.
- C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.
- C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.
- C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.
- C2.1.6 To provide for parking precincts and pedestrian priority streets.

### **C2.2 Application of this Code**

C2.2.1 Unless stated otherwise in a particular purpose zone, or sub-clause C2.2.2, C2.2.3 or C2.2.4, this code applies to all use and development.

C2.2.2 Clause C2.5.3 only applies to use and development in the following Use Classes:

- (a) Business and Professional Services;
- (b) Community Meeting and Entertainment;
- (c) Custodial Facility;
- (d) Crematoria and Cemeteries;
- (e) Educational and Occasional Care;
- (f) Food Services;
- (g) General Retail and Hire;
- (h) Hospital Services;
- (i) Hotel Industry;
- (j) Pleasure Boat Facility;
- (k) Residential if for a communal residence, multiple dwellings or hostel use;
- (l) Sports and Recreation; and
- (m) Tourist Operation.

C2.2.3 Clause C2.5.4 only applies to use and development in the following Use Classes:

- (a) Bulky Goods Sales;
- (b) General Retail and Hire;
- (c) Manufacturing and Processing; and
- (d) Storage.

C2.2.4 Clause C2.5.5 only applies to use and development in the following Use Classes:

- (a) Business and Professional Services;
- (b) Community Meeting and Entertainment;
- (c) Educational and Occasional Care;
- (d) Emergency Services;
- (e) Food Services;
- (f) General Retail and Hire;
- (g) Sports and Recreation; and
- (h) Utilities, if not for minor utilities.

### C2.3 Definition of Terms

C2.3.1 In this code, unless the contrary intention appears:

Term	Definition
floor area	means the gross floor area, excluding the area of stairs, loading bays, access ways, or parking areas, of any area occupied by machinery required for air conditioning, heating, power supply, or lifts.
no requirement	means the use or development is not required to provide any on-site parking.
parking precinct plan	means a plan relating to on-site parking of cars within a defined area of land, shown on an overlay map in the relevant Local Provisions Schedule.
pedestrian priority street	means a road shown on an overlay map in the relevant Local Provisions Schedule, as having active street frontages where pedestrian movement and activity take priority over siting of vehicle parking and access.

### C2.4 Use or Development Exempt from this Code

C2.4.1 There are no exemptions to this code.

## C2.5 Use Standards

### C2.5.1 Car parking numbers

<b>Objective:</b>	That an appropriate level of car parking spaces are provided to meet the needs of the use.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<p><b>A1</b></p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> <li>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</li> <li>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</li> <li>(c) the site is subject to Clause C2.5.5; or</li> <li>(d) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> <li>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</li> <li>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:  <math display="block">N = A + (C - B)</math> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p> </li> </ul> </li> </ul>	<p><b>P1.1</b></p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</li> <li>(b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> <li>(i) variations in car parking demand over time; or</li> <li>(ii) efficiencies gained by consolidation of car parking spaces;</li> </ul> </li> <li>(c) the availability and frequency of public transport within reasonable walking distance of the site;</li> <li>(d) the availability and frequency of other transport alternatives;</li> <li>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</li> <li>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</li> <li>(g) the effect on streetscape; and</li> <li>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</li> </ul> <p><b>P1.2</b></p> <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature and intensity of the use and car parking required;</li> <li>(b) the size of the dwelling and the number of bedrooms; and</li> <li>(c) the pattern of parking in the surrounding area.</li> </ul>	

C2.5.2 Bicycle parking numbers

Objective:	That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<b>A1</b>	<p>Bicycle parking spaces must:</p> <ul style="list-style-type: none"> <li>(a) be provided on the site or within 50m of the site; and</li> <li>(b) be no less than the number specified in Table C2.1.</li> </ul>	<p><b>P1</b></p> <p>Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and</li> <li>(b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.</li> </ul>

C2.5.3 Motorcycle parking numbers

Objective:	That the appropriate level of motorcycle parking is provided to meet the needs of the use.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<b>A1</b>	<p>The number of on-site motorcycle parking spaces for all uses must:</p> <ul style="list-style-type: none"> <li>(a) be no less than the number specified in Table C2.4; and</li> <li>(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.</li> </ul>	<p><b>P1</b></p> <p>Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature of the proposed use and development;</li> <li>(b) the topography of the site;</li> <li>(c) the location of existing buildings on the site;</li> <li>(d) any constraints imposed by existing development; and</li> <li>(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.</li> </ul>

C2.5.4 Loading Bays

Objective:	That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>A loading bay must be provided for uses with a floor area of more than 1000m<sup>2</sup> in a single occupancy.</p>	<p><b>P1</b></p> <p>Adequate space for loading and unloading of vehicles must be provided, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the type of vehicles associated with the use;</li> <li>(b) the nature of the use;</li> <li>(c) the frequency of loading and unloading;</li> <li>(d) the location of the site;</li> <li>(e) the nature of traffic in the surrounding area;</li> <li>(f) the area and dimensions of the site; and</li> <li>(g) the topography of the site;</li> <li>(h) the location of existing buildings on the site; and</li> <li>(i) any constraints imposed by existing development.</li> </ul>

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

Objective:	To: (a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and (b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for:</p> <p>(a) Food Services uses up to 100m<sup>2</sup> floor area or 30 seats, whichever is the greater; and</p> <p>(b) General Retail and Hire uses up to 100m<sup>2</sup> floor area,</p> <p>provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.</p>	<p><b>P1</b></p> <p>Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to:</p> <p>(a) car parking demand generated by the proposed use during its proposed hours of operation;</p> <p>(b) the availability of on-street and public car parking in the surrounding area;</p> <p>(c) the availability and frequency of public transport within a 400m walking distance of the site;</p> <p>(d) the availability and likely use of other modes of transport;</p> <p>(e) the availability and suitability of alternative arrangements for car parking provision;</p> <p>(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;</p> <p>(g) any car parking deficiency or surplus associated with the existing use of the land;</p> <p>(h) any relevant parking plan for the area adopted by council;</p> <p>(i) any existing on-street car parking restrictions; and</p> <p>(j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.</p>

## C2.6 Development Standards for Buildings and Works

### C2.6.1 Construction of parking areas

<b>Objective:</b>	That parking areas are constructed to an appropriate standard.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> <li>(a) be constructed with a durable all weather pavement;</li> <li>(b) be drained to the public stormwater system, or contain stormwater on the site; and</li> <li>(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</li> </ul>	<p><b>P1</b></p> <p>All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature of the use;</li> <li>(b) the topography of the land;</li> <li>(c) the drainage system available;</li> <li>(d) the likelihood of transporting sediment or debris from the site onto a road or public place;</li> <li>(e) the likelihood of generating dust; and</li> <li>(f) the nature of the proposed surfacing.</li> </ul>

### C2.6.2 Design and layout of parking areas

<b>Objective:</b>	That parking areas are designed and laid out to provide convenient, safe and efficient parking.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1.1</b></p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <ul style="list-style-type: none"> <li>(a) comply with the following: <ul style="list-style-type: none"> <li>(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>;</li> <li>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</li> <li>(iii) have an access width not less than the requirements in Table C2.2;</li> <li>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</li> <li>(v) have a combined access and manoeuvring</li> </ul> </li> </ul>	<p><b>P1</b></p> <p>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the characteristics of the site;</li> <li>(b) the proposed slope, dimensions and layout;</li> <li>(c) useability in all weather conditions;</li> <li>(d) vehicle and pedestrian traffic safety;</li> <li>(e) the nature and use of the development;</li> <li>(f) the expected number and type of vehicles;</li> <li>(g) the likely use of the parking areas by persons with a disability;</li> <li>(h) the nature of traffic in the surrounding area;</li> </ul>

<p>width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6.</i></p> <p><b>A1.2</b></p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.</i><sup>1</sup></p>	<p>(i) the proposed means of parking delineation; and</p> <p>(j) the provisions of <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</i></p>
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<sup>1</sup> Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.



C2.6.3 Number of accesses for vehicles

Objective:	<p>That:</p> <ul style="list-style-type: none"> <li>(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;</li> <li>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</li> <li>(c) the number of accesses minimise impacts on the streetscape.</li> </ul>
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>The number of accesses provided for each frontage must:</p> <ul style="list-style-type: none"> <li>(a) be no more than 1; or</li> <li>(b) no more than the existing number of accesses,</li> </ul> <p>whichever is the greater.</p>	<p><b>P1</b></p> <p>The number of accesses for each frontage must be minimised, having regard to:</p> <ul style="list-style-type: none"> <li>(a) any loss of on-street parking; and</li> <li>(b) pedestrian safety and amenity;</li> <li>(c) traffic safety;</li> <li>(d) residential amenity on adjoining land; and</li> <li>(e) the impact on the streetscape.</li> </ul>
<p><b>A2</b></p> <p>Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>	<p><b>P2</b></p> <p>Within the Central Business Zone or in a pedestrian priority street, any new accesses must:</p> <ul style="list-style-type: none"> <li>(a) not have an adverse impact on:                             <ul style="list-style-type: none"> <li>(i) pedestrian safety and amenity; or</li> <li>(ii) traffic safety; and</li> </ul> </li> <li>(b) be compatible with the streetscape.</li> </ul>

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

<p>Objective:</p>	<p>That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which:</p> <ul style="list-style-type: none"> <li>(a) enables easy and efficient use;</li> <li>(b) promotes the safety of users;</li> <li>(c) minimises opportunities for crime or anti-social behaviour; and</li> <li>(d) prevents unreasonable light overspill impacts.</li> </ul>
<p><b>Acceptable Solutions</b></p>	<p><b>Performance Criteria</b></p>
<p><b>A1</b></p> <p>In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements</i>.</p>	<p><b>P1</b></p> <p>In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to:</p> <ul style="list-style-type: none"> <li>(a) enabling easy and efficient use of the area;</li> <li>(b) minimising potential for conflicts involving pedestrians, cyclists and vehicles;</li> <li>(c) minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces;</li> <li>(d) any unreasonable impact on the amenity of adjoining properties through light overspill; and</li> <li>(e) the hours of operation of the use.</li> </ul>

C2.6.5 Pedestrian access

Objective:	That pedestrian access within parking areas is provided in a safe and convenient manner.
Acceptable Solutions	Performance Criteria
<p><b>A1.1</b></p> <p>Uses that require 10 or more car parking spaces must:</p> <p>(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</p> <p>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p><b>A1.2</b></p> <p>In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>	<p><b>P1</b></p> <p>Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the nature of the use;</p> <p>(c) the number of parking spaces;</p> <p>(d) the frequency of vehicle movements;</p> <p>(e) the needs of persons with a disability;</p> <p>(f) the location and number of footpath crossings;</p> <p>(g) vehicle and pedestrian traffic safety;</p> <p>(h) the location of any access ways or parking aisles; and</p> <p>(i) any protective devices proposed for pedestrian safety.</p>

C2.6.6 Loading bays

Objective:	That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>	<p><b>P1</b></p> <p>Loading bays must have an area and dimensions suitable for the use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the types of vehicles likely to use the site;</li> <li>(b) the nature of the use;</li> <li>(c) the frequency of loading and unloading;</li> <li>(d) the area and dimensions of the site;</li> <li>(e) the topography of the site;</li> <li>(f) the location of existing buildings on the site; and</li> <li>(g) any constraints imposed by existing development.</li> </ul>
<p><b>A2</b></p> <p>The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities</i>.</p>	<p><b>P2</b></p> <p>Access for commercial vehicles to and from the site must be safe, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the types of vehicles associated with the use;</li> <li>(b) the nature of the use;</li> <li>(c) the frequency of loading and unloading;</li> <li>(d) the area and dimensions of the site;</li> <li>(e) the location of the site and nature of traffic in the area of the site;</li> <li>(f) the effectiveness or efficiency of the surrounding road network; and</li> <li>(g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.</li> </ul>

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

Objective:	That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:</p> <ul style="list-style-type: none"> <li>(a) be accessible from a road, cycle path, bicycle lane, shared path or access way;</li> <li>(b) be located within 50m from an entrance;</li> <li>(c) be visible from the main entrance or otherwise signed; and</li> <li>(d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of <i>Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.</i></li> </ul>	<p><b>P1</b></p> <p>Bicycle parking must be provided in a safe, secure and convenient location, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the accessibility to the site;</li> <li>(b) the characteristics of the site;</li> <li>(c) the nature of the proposed use;</li> <li>(d) the number of employees;</li> <li>(e) the users of the site and the likelihood of travel by bicycle;</li> <li>(f) the location and visibility of proposed parking for bicycles;</li> <li>(g) whether there are other parking areas on the site; and</li> <li>(h) the opportunity for sharing bicycle parking on nearby sites.</li> </ul>	
<p><b>A2</b></p> <p>Bicycle parking spaces must:</p> <ul style="list-style-type: none"> <li>(a) have dimensions not less than: <ul style="list-style-type: none"> <li>(i) 1.7m in length;</li> <li>(ii) 1.2m in height; and</li> <li>(iii) 0.7m in width at the handlebars;</li> </ul> </li> <li>(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and</li> <li>(c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking.</i></li> </ul>	<p><b>P2</b></p> <p>Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the characteristics of the site;</li> <li>(b) the space available;</li> <li>(c) the safety of cyclists; and</li> <li>(d) the provisions of <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking.</i></li> </ul>	

C2.6.8 Siting of parking and turning areas

Objective:	That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>	<p><b>P1</b></p> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> <li>(a) topographical or other site constraints;</li> <li>(b) availability of space behind the building line;</li> <li>(c) availability of space for vehicle access to the side or rear of the property;</li> <li>(d) the gradient between the front and the rear of existing or proposed buildings;</li> <li>(e) the length of access or shared access required to service the car parking;</li> <li>(f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling;</li> <li>(g) the visual impact of the vehicle parking and access on the site;</li> <li>(h) the streetscape character and amenity;</li> <li>(i) the nature of the zone in which the site is located and its preferred uses; and</li> <li>(j) opportunities for passive surveillance of the road.</li> </ul>

<p><b>A2</b></p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <ul style="list-style-type: none"><li>(a) have no new vehicle accesses, unless an existing access is removed;</li><li>(b) retain an active street frontage; and</li><li>(c) not result in parked cars being visible from public places in the adjacent roads.</li></ul>	<p><b>P2</b></p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to:</p> <ul style="list-style-type: none"><li>(a) the streetscape;</li><li>(b) any unreasonable loss of amenity of the occupants of adjoining properties; and</li><li>(c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.</li></ul>
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## C2.7 Parking Precinct Plan

### C2.7.1 Parking precinct plan

Objective:	To minimise the amount of on-site car parking spaces within an area defined by a parking precinct plan, and that parking does not detract from the streetscape of the area.
Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p>Within a parking precinct plan, on-site car parking must:</p> <ul style="list-style-type: none"> <li>(a) not be provided; or</li> <li>(b) not be increased above existing parking numbers.</li> </ul>	<p><b>P1</b></p> <p>Within a parking precinct plan, on-site car parking must be necessary for the operation of the use and not detract from the streetscape, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the availability of off-street public parking spaces within reasonable walking distance;</li> <li>(b) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> <li>(i) variations in parking demand over time; or</li> <li>(ii) efficiencies gained by consolidation of parking spaces;</li> </ul> </li> <li>(c) the availability and frequency of public transport within reasonable walking distance of the site;</li> <li>(d) the availability and frequency of other transport alternatives;</li> <li>(e) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</li> <li>(f) the streetscape;</li> <li>(g) the topography of the site;</li> <li>(h) the location of existing buildings on the site;</li> <li>(i) any constraints imposed by existing development; and</li> <li>(j) any assessment by a suitably qualified person of the actual parking demand, determined having regard to the scale and nature of the use and development, and</li> </ul> <p>not exceed the number specified in Table C2.1.</p>



**Table C2.1 Parking Space Requirements**

Use		Parking Space Requirements	
		Car	Bicycle
<b>Bulky Goods Sales</b>	Motor vehicle, boat or caravan sales	1 space per 100m <sup>2</sup> of display, storage and workshop floor area	1 space per 500m <sup>2</sup> of floor area
	Retail plant nursery	15 spaces or 0.5 spaces per 100m <sup>2</sup> of site area, whichever is greater	No requirement
	Bulky Goods Sales, excluding as otherwise specified in this Table	1 space per 50m <sup>2</sup> of floor area	1 space per 500m <sup>2</sup> of floor area
<b>Business and Professional Services</b>	Bank, real estate agency, travel agent	1 space per 50m <sup>2</sup> of floor area	1 space per 500m <sup>2</sup> of floor area
	Office	1 space per 40m <sup>2</sup> of floor area	1 space per 500m <sup>2</sup> of floor area
	Doctors' surgery, clinic, consulting room	4 spaces per practitioner	2 spaces for each 8 practitioners
	Veterinary centre	4 spaces per practitioner	No requirement
	Funeral parlour	1 space per employee + 1 visitor space + 1 space per 4 chapel seats	1 space per 50 chapel seats
	Business and Professional Services, excluding as otherwise specified in this Table	1 space per 30m <sup>2</sup> of floor area	1 space per 500m <sup>2</sup> of floor area
<b>Community Meeting and Entertainment</b>	Art and craft centre	1 space per 30m <sup>2</sup> of floor area	1 space per 50m <sup>2</sup> floor area or 1 space per 40 seats whichever is greater
	Exhibition centre, library, museum or public art gallery	1 space per 20m <sup>2</sup> of floor area	4 spaces plus 2 spaces for each 1500m <sup>2</sup> of floor area
	Cinema, place of worship, civic centre, function centre, public hall, theatre	1 space per 15m <sup>2</sup> of floor area, or 1 space per 3 seats, whichever is greater	1 space per 50m <sup>2</sup> floor area or 1 space per 40 seats whichever is greater
	Community Meeting and Entertainment, excluding as otherwise specified in this Table	1 space per 15m <sup>2</sup> of floor area or 1 space per 4 seats, whichever is greater	1 space per 50m <sup>2</sup> floor area or 1 space per 40 seats whichever is greater
<b>Custodial Facility</b>		1 space per 2 employees + 1 space per 5 inmates	No requirement
<b>Crematoria and Cemeteries</b>		1 space per employee + 1 visitor space + 1 space per 4 chapel seats	1 space per 50 chapel seats
<b>Domestic Animal Breeding, Boarding or Training</b>		1 space per employee + 2 visitor spaces	No requirement

Use		Parking Space Requirements	
		Car	Bicycle
<b>Educational and Occasional Care</b>		1 space per employee + 1 space per 6 tertiary education students	1 space per 5 employees and tertiary education students
<b>Emergency Services</b>	Fire/ambulance	1 space per employee	No requirement
	Emergency Services, excluding as otherwise specified in this Table	No requirement	No requirement
<b>Equipment and Machinery Sales and Hire</b>		1 space per 50m <sup>2</sup> of floor area	No requirement
<b>Extractive Industry</b>		1 space per 2 employees	No requirement
<b>Food Services</b>	Restaurant	1 space per 15m <sup>2</sup> of floor area (including any outdoor dining areas) + 6 queuing spaces for drive through (if applicable), unless subject to Clause C2.5.5	1 space per 75m <sup>2</sup> floor area
	Take away food premises	1 space per 15m <sup>2</sup> of floor area (including any outdoor dining areas) + 6 queuing spaces for drive through (if applicable), unless subject to Clause C2.5.5	1 space per 75m <sup>2</sup> floor area
	Food Services, excluding as otherwise specified in this Table	15 for each 100m <sup>2</sup> of floor area or 1 space per 3 seats, whichever is greater, unless subject to Clause C2.5.5	1 space per 75m <sup>2</sup> floor area
<b>General Retail and Hire</b>	Drive-in bottle shop, if associated with a Hotel Industry	6 spaces	No requirement
	General Retail and Hire, excluding as otherwise specified in this table	1 space per 30m <sup>2</sup> of floor area, unless subject to Clause C2.5.5	1 space per 100m <sup>2</sup> of floor area
<b>Hospital Services</b>		1 space per 4 beds + 1 space per doctor + 1 space per 2 other employees	1 space per 10 beds
<b>Hotel Industry</b>		1 space per 20m <sup>2</sup> of floor area available to the public + 1 space per bedroom	1 space per 100m <sup>2</sup> of floor area available to the public
<b>Manufacturing and Processing</b>		1 space per 200m <sup>2</sup> of floor area or 2 spaces per 3 employees, whichever is greater	1 space per 5 employees
<b>Motor Racing Facility</b>		No requirement	No requirement
<b>Natural and Cultural Values Management</b>		No requirement	No requirement
<b>Passive Recreation</b>		No requirement	No requirement
<b>Pleasure Boat Facility</b>	Marina	0.6 spaces for each wet berth and 0.2 spaces for each dry storage berth and 0.5 spaces per marina employee	No requirement
	Boathouse	0.5 space for each boathouse	No requirement

Use		Parking Space Requirements	
		Car	Bicycle
	Pleasure Boat Facility, excluding as otherwise specified in this Table	No requirement	No requirement
<b>Port and Shipping</b>		No requirement	No requirement
<b>Recycling and Waste Disposal</b>		1 space per 500m <sup>2</sup> of site area + 1 space per employee	No requirement
<b>Research and Development</b>		1 space per 100m <sup>2</sup> of floor area or 2 spaces per 3 employees, whichever is greater	No requirement
<b>Residential</b>	If a 1 bedroom or studio dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	1 space per dwelling	No requirement
	If a 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	2 spaces per dwelling	No requirement
	Visitor parking for multiple dwellings in the General Residential Zone	1 dedicated space per 4 dwellings (rounded up to the nearest whole number); or if on an internal lot or located at the head of a cul-de-sac, 1 dedicated space per 3 dwellings (rounded up to the nearest whole number)	No requirement
	Other Residential use in the General Residential Zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 10 bedrooms (rounded up to the nearest whole number)	No requirement for residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.
	Any Residential use in any other zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings or every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number)	No requirement for single dwellings, multiple dwellings, residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.

Use		Parking Space Requirements	
		Car	Bicycle
Resource Development	Aquaculture	2 spaces per 3 employees	No requirement
	Resource development, excluding as otherwise specified in this Table	No requirement	No requirement
Resource Processing		2 spaces per 3 employees	1 space per 5 employees
Service Industry		1 space per 80m <sup>2</sup> of floor area or 2 spaces per 3 employees, whichever is greater	1 space per 5 employees
Sports and Recreation	Bowling green	6 spaces per bowling rink	No requirement
	Fitness centre	4.5 spaces per 100m <sup>2</sup> of floor area	No requirement
	Golf course	4 spaces per golf hole	No requirement
	Swimming pool (other than in conjunction with a single dwelling)	5 spaces for each 100m <sup>2</sup> of site area	1 space per 100m <sup>2</sup> of site area
	Tennis court or Squash court (other than in conjunction with a single dwelling)	3 spaces for each tennis or squash court + 1 space per 5 spectator places	No requirement
	Major Sporting Facility	1 space per 5 seats	No requirement
Sports and Recreation, excluding as otherwise specified in this Table		50 spaces per facility	No requirement
Storage		1 space per 200m <sup>2</sup> of the site area or 1 space per 2 employees, whichever is greater	No requirement
Tourist Operation		1 space per 200m <sup>2</sup> of floor area or 1 space for each 500m <sup>2</sup> of the site area, whichever is greater	1 space per 1000m <sup>2</sup> of floor area or 1 space per 500m <sup>2</sup> of site area, whichever is the greater
Transport Depot and Distribution		3.5 spaces for each 100m <sup>2</sup> of gross floor area	1 space per 5 employees
Utilities		No requirement	No requirement
Vehicle Fuel Sales and Service		4 spaces per service bay	1 space per 5 employees
Vehicle Parking		No requirement	No requirement
Visitor Accommodation		1 space per self-contained accommodation unit, allocated tent or caravan space, or 1 space per 4 beds, whichever is the greater	No requirement

## Notes to Table C2.1:

- (1) The number of parking spaces required is to be calculated based on the proposed use or development.
- (2) Parking spaces must be individually accessible, excluding tandem parking spaces which may be used to serve a dwelling.
- (3) Excluding visitor parking for multiple dwellings in the General Residential Zone, fractions of a space are to be rounded to the nearest whole number, so that a full number of spaces is provided for any fraction of

a quota of floor area or number of employees.

- (4) Where a proposal contains multiple Use Classes, the car parking requirements must be calculated as the sum of the requirements for each individual use component.
- (5) Reference to an employee is equivalent to 1 full-time employee.

**Table C2.2 Internal Access Way Widths for Vehicles**

Number of parking spaces served	Internal access way widths	Passing bay dimensions for two-way traffic in addition to the access way width
1 to 5	A width not less than 3m.	2m wide by 5m long, plus entry and exit tapers, every 30m, unless on land within the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone or Open Space Zone.
6 to 20	(a) A width not less than 4.5m for the first 7m from the road carriageway and 3m thereafter, and  (b) At changes of direction or intersections have:  (i) an internal radius of not less than 4m, or  (ii) a width more than 4.2m.	2m wide by 5m long, plus entry and exit tapers, every 30m.
21 and over	A width not less than 5.5m.	Not applicable

**Table C2.3 Dimensions of Car Parking Spaces and Combined Access and Manoeuvring Space Adjacent to Parking Spaces**

Angle of car spaces to manoeuvring space	Combined access and manoeuvring width	Car park widths	Car park length
Parallel	3.6m	2.3m	6.7m
45 degrees	3.5m	2.6m	5.4m
60 degrees	4.9m	2.6m	5.4m
90 degrees	6.4m	2.6m	5.4m
90 degrees	5.8m	2.8m	5.4m
90 degrees	5.2m	3m	5.4m
90 degrees	4.8m	3.2m	5.4m

Notes to Table C2.3:

- (1) If entry to the car space is from a road, the combined access and manoeuvring width may include the road.

**Table C2.4 Motorcycle Parking Space Requirements**

Number of car parking spaces required for a use	Number of motorcycle parking spaces required for a use
0-20	No requirement
21-40	1 space
41 or more	1 space for every additional 20 car parking spaces required