

E6.0 Parking and Access Code

E6.1 Purpose

E6.1.1 The purpose of this provision is to:

- (a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;
- (b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities;

- (c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
- (d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
- (e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime or anti-social behaviour;
- (f) ensure that vehicle access and parking areas do not adversely impact on amenity, site characteristics or hazards;
- (g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
- (h) provide for safe servicing of use or development by commercial vehicles.

E6.2 Application

E6.2.1 This code applies to all use and development.

E6.3 Definition of Terms

E6.3.1 In this Code, unless the contrary intention appears:

building line	means a line coincident with the front wall of a building extending either side of the building.
commercial vehicle	means a small rigid vehicle, medium rigid vehicle, heavy rigid vehicle or articulated vehicle described in section 2 “Design Vehicles” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.
floor area	for the purposes of this Code, means the gross floor area, excluding the area of stairs, loading bays, access ways, or car parking areas, or any area occupied by machinery required for air conditioning, heating, power supply, or lifts.
material change	means an increase in vehicle use of more than 10%.

E6.4 Use or Development Exempt from this Code

E6.4.1 No use or development is exempt from this code.

E6.5 Application Requirements

E6.5.1 In addition to any other application requirements, the planning authority may require the applicant to provide any of the following information if considered necessary to determine compliance with performance criteria, as specified:

- (a) an assessment, by a suitably qualified person, of parking demand created by a use or development and the ability for such demand to be satisfied in the vicinity of a proposed use of development, if reliant on performance criteria to satisfy E6.6.1, E6.6.3 or E6.6.4;
- (b) a design of parking facilities;
- (c) a Traffic Impact Assessment, if the increase in the number of vehicle movements per day is more than 40;

E6.6 Use Standards

E6.6.1 Number of Car Parking Spaces

Objective:	
To ensure that:	
<ul style="list-style-type: none"> (a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport. (b) a use or development does not detract from the amenity of users or the locality by: <ul style="list-style-type: none"> (i) preventing regular parking overspill; (ii) minimising the impact of car parking on heritage and local character. 	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of on-site car parking spaces must be:</p> <ul style="list-style-type: none"> (a) no less than the number specified in Table E6.1; <p>except if:</p> <ul style="list-style-type: none"> (i) 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; 	<p>P1</p> <p>The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</p> <ul style="list-style-type: none"> (a) car parking demand; (b) the availability of on-street and public car parking in the locality; (c) the availability and frequency of public transport within a 400m walking distance of the site; (d) the availability and likely use of other modes of transport; (e) the availability and suitability of alternative arrangements for car parking provision;

	<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 credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;</p> <p>(i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;</p> <p>(j) any verified prior payment of a financial contribution in lieu of parking for the land;</p> <p>(k) any relevant parking plan for the area adopted by Council;</p> <p>(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;</p> <p>(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Schedule.</p>
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E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability

Objective:	
To ensure that a use or development provides sufficient accessible car parking for people with a disability.	
Acceptable Solutions	Performance Criteria
A1	P1 No Performance Criteria.

<p>Car parking spaces provided for people with a disability must:</p> <p>(a) satisfy the relevant provisions of the Building Code of Australia;</p> <p>(b) be incorporated into the overall car park design;</p> <p>(c) be located as close as practicable to the building entrance.</p>	
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E6.6.3 Number of Motorcycle Parking Spaces

Objective:	
To ensure enough motorcycle parking is provided to meet the needs of likely users of a use or development.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.</p>	<p>P1</p> <p>The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:</p> <p>(a) motorcycle parking demand;</p> <p>(b) the availability of on-street and public motorcycle parking in the locality;</p> <p>(c) the availability and likely use of other modes of transport;</p> <p>(d) the availability and suitability of alternative arrangements for motorcycle parking provision.</p>

E6.6.4 Number of Bicycle Parking Spaces

Objective:	
To ensure enough bicycle parking is provided to meet the needs of likely users and by so doing to encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips.	
Acceptable Solutions	Performance Criteria

<p>A1</p> <p>The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p>	<p>P1</p> <p>The number of on-site bicycle parking spaces provided must have regard to all of the following:</p> <ul style="list-style-type: none"> (a) the nature of the use and its operations; (b) the location of the use and its accessibility by cyclists; (c) the balance of the potential need of both those working on a site and clients or other visitors coming to the site.
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E6.7 Development Standards

E6.7.1 Number of Vehicular Accesses

Objective:	
To ensure that:	
<ul style="list-style-type: none"> (a) safe and efficient access is provided to all road network users, including, but not limited to: drivers, passengers, pedestrians, and cyclists, by minimising: <ul style="list-style-type: none"> (i) the number of vehicle access points; and (ii) loss of on-street car parking spaces; (b) vehicle access points do not unreasonably detract from the amenity of adjoining land uses; (c) vehicle access points do not have a dominating impact on local streetscape and character. 	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.</p>	<p>P1</p> <p>The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:</p> <ul style="list-style-type: none"> (a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points; (b) whether the additional access points can be provided without compromising any of the following:

	<ul style="list-style-type: none"> (i) pedestrian safety, amenity and convenience; (ii) traffic safety; (iii) residential amenity on adjoining land; (iv) streetscape; (v) cultural heritage values if the site is subject to the Local Historic Heritage Code; (vi) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity.
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E6.7.2 Design of Vehicular Accesses

Objective:	
To ensure safe and efficient access for all users, including drivers, passengers, pedestrians and cyclists by locating, designing and constructing vehicle access points safely relative to the road network.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Design of vehicle access points must comply with all of the following:</p> <ul style="list-style-type: none"> (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities. 	<p>P1</p> <p>Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:</p> <ul style="list-style-type: none"> (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians; (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; (c) suitability for the type and volume of traffic likely to be generated by the use or development; (d) ease of accessibility and recognition for users.

E6.7.3 Vehicular Passing Areas Along an Access

Objective:	
To ensure that:	
<p>(a) the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists;</p> <p>(b) use or development does not adversely impact on the safety or efficiency of the road network as a result of delayed turning movements into a site.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Vehicular passing areas must:</p> <p>(a) be provided if any of the following applies to an access:</p> <ul style="list-style-type: none"> (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day <p>(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;</p> <p>(c) it meets a road serving more than 6000 vehicles per day;</p> <p>(d) have the first passing area constructed at the kerb;</p> <p>(e) be at intervals of no more than 30 m along the access.</p>	<p>P1</p> <p>Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:</p> <ul style="list-style-type: none"> (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians; (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; (c) suitability for the type and volume of traffic likely to be generated by the use or development; (d) ease of accessibility and recognition for users.

E6.7.4 On-Site Turning

Objective:	
To ensure safe, efficient and convenient access for all users, including drivers, passengers, pedestrians and cyclists, by generally requiring vehicles to enter and exit in a forward direction.	
Acceptable Solutions	Performance Criteria
A1	P1

<p>On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:</p> <p>(a) it serves no more than two dwelling units;</p>	<p>On-site turning may not be required if access is safe, efficient and convenient, having regard to all of the following:</p> <p>(a) avoidance of conflicts between users including vehicles, cyclists, dwelling occupants and pedestrians;</p> <p>(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;</p> <p>(c) suitability for the type and volume of traffic likely to be generated by the use or development;</p> <p>(d) ease of accessibility and recognition for users;</p> <p>(e) suitability of the location of the access point and the traffic volumes on the road.</p>
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E6.7.5 Layout of Parking Areas

Objective:	
To ensure that parking areas for cars (including assessable parking spaces), motorcycles and bicycles are located, designed and constructed to enable safe, easy and efficient use.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.</p>	<p>P1</p> <p>The layout of car parking spaces, access aisles, circulation roadways and ramps must be safe and must ensure ease of access, egress and manoeuvring on-site.</p>

E6.7.6 Surface Treatment of Parking Areas

Objective:	
To ensure that parking spaces and vehicle circulation roadways do not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.	
Acceptable Solutions	Performance Criteria

<p>A1</p> <p>Parking spaces and vehicle circulation roadways must be in accordance with all of the following;</p> <p>(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;</p> <p>(b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.</p>	<p>P1</p> <p>Parking spaces and vehicle circulation roadways must not unreasonably detract from the amenity of users, adjoining occupiers or the quality of the environment through dust or mud generation or sediment transport, having regard to all of the following:</p> <p>(a) the suitability of the surface treatment;</p> <p>(b) the characteristics of the use or development;</p> <p>(c) measures to mitigate mud or dust generation or sediment transport.</p>
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E6.7.7 Lighting of Parking Areas

<p>Objective:</p>	
<p>To ensure parking and vehicle circulation roadways and pedestrian paths used outside daylight hours are provided with lighting to a standard which:</p> <p>(a) enables easy and efficient use;</p> <p>(b) promotes the safety of users;</p> <p>(c) minimises opportunities for crime or anti-social behaviour; and</p> <p>(d) prevents unreasonable light overspill impacts.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1</p> <p>Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, 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 AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.</p>	<p>P1</p> <p>Parking and vehicle circulation roadways and pedestrian paths used outside daylight hours must be provided with lighting to a standard which satisfies all of the following:</p> <p>(a) enables easy and efficient use of the area;</p> <p>(b) minimises potential for conflicts involving pedestrians, cyclists and vehicles;</p> <p>(c) reduces opportunities for crime or anti-social behaviour by supporting passive surveillance and clear sight lines and treating the risk from concealment or entrapment points;</p>

	<p>(d) prevents unreasonable impact on the amenity of adjoining users through light overspill;</p> <p>(e) is appropriate to the hours of operation of the use.</p>
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E6.7.8 Landscaping of Parking Areas

Objective:	
<p>To ensure that large parking and circulation areas are landscaped to:</p> <p>(a) relieve the visual impact on the streetscape of large expanses of hard surfaces;</p> <p>(b) screen the boundary of car parking areas to soften the amenity impact on neighbouring properties;</p> <p>(c) contribute to the creation of vibrant and liveable places;</p> <p>(d) reduce opportunities for crime or anti-social behaviour by maintaining clear sightlines.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.</p>	<p>P1</p> <p>Landscaping of parking and circulation areas accommodating more than 5 cars must satisfy all of the following:</p> <p>(a) relieve the visual impact on the streetscape of large expanses of hard surfaces;</p> <p>(b) soften the boundary of car parking areas to reduce the amenity impact on neighbouring properties and the streetscape;</p> <p>(c) reduce opportunities for crime or anti-social behaviour by maintaining passive surveillance opportunities from nearby public spaces and buildings.</p>

E6.7.9 Design of Motorcycle Parking Areas

Objective:	
<p>To ensure that motorcycle parking areas are located, designed and constructed to enable safe, easy and efficient use.</p>	
Acceptable Solutions	Performance Criteria

<p>A1</p> <p>The design of motorcycle parking areas must comply with all of the following:</p> <p>(a) be located, designed and constructed to comply with section 2.4.7 “Provision for Motorcycles” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;</p> <p>(b) be located within 30 m of the main entrance to the building.</p>	<p>P1</p> <p>The design of motorcycle parking areas must provide safe, obvious and easy access for motorcyclists having regard to all of the following:</p> <p>(a) providing clear sightlines from the building or the public road to provide adequate passive surveillance of the parking facility and the route from the parking facility to the building;</p> <p>(b) avoiding creation of concealment points to minimise the risk.</p>
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E6.7.10 Design of Bicycle Parking Facilities

Objective:	
To encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips by providing secure, accessible and convenient bicycle parking spaces.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The design of bicycle parking facilities must comply with all the following;</p> <p>(a) be provided in accordance with the requirements of Table E6.2;</p> <p>(b) be located within 30 m of the main entrance to the building.</p>	<p>P1</p> <p>The design of bicycle parking facilities must provide safe, obvious and easy access for cyclists, having regard to all of the following:</p> <p>(a) minimising the distance from the street to the bicycle parking area;</p> <p>(c) providing clear sightlines from the building or the public road to provide adequate passive surveillance of the parking facility and the route from the parking facility to the building;</p> <p>(d) avoiding creation of concealment points to minimise the risk.</p>
<p>A2</p> <p>The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 “Design of Parking</p>	<p>P2</p> <p>The design of bicycle parking spaces must be sufficient to conveniently, efficiently and safely serve users without conflicting with vehicular or</p>

Facilities” and clauses 3.1 “Security” and 3.3 “Ease of Use” of the same Standard. ^{R1}	pedestrian movements or the safety of building occupants.
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E6.7.10.R1 Austroads – Cycling Aspects of Austroads Guides 2011 is also a useful reference for the design of bicycle storage facilities.

E6.7.11 Bicycle End of Trip Facilities

Objective:	
To ensure that cyclists are provided with adequate end of trip facilities.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.</p>	<p>P1</p> <p>End of trip facilities must be provided at an adequate level to cater for the reasonable needs of employees having regard to all of the following:</p> <ul style="list-style-type: none"> (a) the location of the proposed use and the distance a cyclist would need to travel to reach the site; (b) the users of the site and their likely desire to travel by bicycle; (c) whether there are other facilities on the site that could be used by cyclists; (d) opportunity for sharing bicycle facilities by multiple users.

E6.7.12 Siting of Car Parking

Objective:	
To ensure that the streetscape, amenity and character of urban areas is not adversely affected by siting of vehicle parking and access facilities.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on</p>	<p>P1</p> <p>Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone may be located in front of the building line where topographical or other site constraints dictate that this is the only practical</p>

<p>a site except if a parking area is already provided in front of the building line of a shopping centre.</p>	<p>solution because of one or more of the following:</p> <ul style="list-style-type: none"> (a) there is a lack of space behind the building line to enable compliance with A1; (b) it is not reasonably possible to provide vehicular access to the side or rear of the property; (c) the gradient between the front and the rear of existing or proposed buildings is more than 1 in 5; (d) the length of access or shared access required to service the car parking would constitute more than 75% of the depth of the relevant lot; (e) the access driveway cannot be located at least 2.5 m from a habitable room window of a building defined as a residential building in the Building Code of Australia; (f) the provision of the parking behind the building line would result in the loss of landscaped open space and gardens essential to the values or character of a Heritage Place or Precinct listed in the Heritage Code in this planning scheme; (g) the provision of the parking behind the building line would result in the loss directly or indirectly of one or more significant trees listed in the Significant Trees Code in this planning scheme, <p>and only if designed and located to satisfy all of the following:</p> <ul style="list-style-type: none"> (i) does not visually dominate the site; (ii) maintains streetscape character and amenity; (iii) does not result in a poor quality of visual or audio amenity for the occupants of immediately adjoining properties, having regard to the nature of the zone in which the site is located and its preferred uses;
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	(iv) allows passive surveillance of the street.
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E6.7.13 Facilities for Commercial Vehicles

Objective:	
To ensure that facilities for commercial vehicles are provided on site, as appropriate.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless:</p> <p>(a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site;</p> <p>(b) the use is not primarily dependent on outward delivery of goods from the site.</p>	<p>P1</p> <p>Commercial vehicle arrangements for loading, unloading or manoeuvring must not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users.</p>

E6.7.14 Access to a Road

Objective:	
To ensure that access to the road network is provided appropriately.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Access to a road must be in accordance with the requirements of the road authority.</p>	<p>P1</p> <p>No Performance Criteria.</p>

Table E6.1 Number of Car Parking Spaces Required

Land Use	Rate (spaces)	Car parking measure
Use Class: Bulky goods sales		
Motor vehicle, boat or caravan sales	1	for each 100m ² of display, storage and workshop floor area.

Retail plant nursery	1	for each 50m ² of floor area.
Bulky goods sales except as otherwise specified in this table.	1	for each 50m ² of floor area
Use Class: Business and professional services		
Funeral parlour	0.3	for each seat or for each m ² of floor area, whichever is the greater
Medical centre	5	for each person providing health services
Office	1	for each 30m ² of floor area
Veterinary centre	3.5	for each 100m ² floor area
Business and professional services, except as otherwise specified in this table.	1	for each 30m ² of floor area
Use Class: Community meeting & entertainment		
Art and craft centre	1	for each 30m ² of floor area
Exhibition centre, library, museum or public art gallery	1	for each 20m ² of floor area
Cinema, church, civic centre, function centre, public hall, theatre	1	for each 15m ² floor area or for each 3 seats whichever is the greater
Community meeting & entertainment, except as otherwise specified in this table.	1	for each 15m ² floor area or for each 3 seats whichever is the greater
Use Class: Custodial facility		
Custodial facility	0.67	for each bedroom; or 1.5 spaces for each unit with all spaces in excess of 1 to each unit to be provided as a visitor space whichever is the greater
Use Class: Crematoria and cemeteries		
Cemetery	30	for each cemetery
Crematorium	1	for each 3 seats or 30 spaces, whichever is the greater
Use Class: Domestic animal breeding, boarding or training		

Domestic animal breeding, boarding or training	1	for each 40m ² of floor area
Use Class: Educational and occasional care		
Childcare centre	0.25	for each child the centre is licensed to accommodate
Primary school	0.67	for each employee and a pick up and set down area with 1 space for each 30 students
Secondary school	0.67	for each employee and a pick up and set down area with 1 space for each 30 students and 1 space for each 10 students aged over 17
Tertiary institution	0.5	for each employee and 0.1 for each student
Educational and occasional care, except as otherwise specified in this table	0.5	for each employee and 0.1 for each student/client.
Use Class: Emergency services		
Emergency services	1	for each 40m ² of floor area.
Use Class: Equipment and machinery sales and hire		
Equipment and machinery sales and hire	1	for each 50m ² of floor area.
Use Class: Extractive industry		
Extractive industry	2	for each 3 employees
Use Class: Food services		
Restaurant	15	for each 100m ² of floor area or 1 space for each 3 seats, whichever is the greater.
Take-away food premises	15	for each 100m ² of floor area or 1 space for each 3 seats, whichever is the greater. Drive through (if applicable): Queuing area for 5 - 12 cars.
Food services, except as otherwise specified in this table	15	for each 100m ² of floor area or 1 space for each 3 seats, whichever is the greater.
Use Class: General retail and hire		

Convenience store	1	for each 20m ² of floor area.
Market	2.5	for each stall.
General retail and hire, except as otherwise specified in this table.	1	for each 30m ² of floor area.
Use Class: Hospital services		
Hospital services	1	for each 40m ² of floor area
Use Class: Hotel industry		
Hotel industry	1	for each 3m ² of public bar room floor area and 1 space for each 6m ² of beer garden area and 1 space for each 8m ² of lounge or dining room floor area and 1 space for each 10m ² of gaming room floor area and 1 space for each 30m ² of bottleshop floor area and 1 space for each 2 bedrooms and 1 space for each accommodation unit, as applicable.
Use Class: Manufacturing and processing		
Manufacturing and processing	1	for each 50m ² of floor area.
Use Class: Motor racing facility		
Motor racing facility		Subject to traffic and parking impact assessment.
Use Class: Natural and cultural values management		
Natural and cultural values management	No requirement.	No requirement.
Use Class: Passive recreation		
Passive recreation	No requirement.	No requirement.
Use Class: Pleasure boat facility		
Boathouse	0.5	for each boathouse.
Marina	0.6	spaces for each wet berth and 0.2 spaces for each dry storage berth and 0.5 spaces to each marina employee.

Pleasure boat facility, except as otherwise specified in this table.		Subject to traffic and parking impact assessment.
Use Class: Port and shipping		
Servicing or repair of boats or marine equipment	1	for each 50m ² of floor area.
Passenger terminal		Subject to traffic and parking impact assessment.
Seaward operations e.g. shipping channel or maintenance dredging	No requirement	No requirement
Wharf		Subject to traffic and parking impact assessment.
Port and shipping, except as otherwise specified in this table.	2	for each 3 staff.
Use Class: Recycling and waste disposal		
Recycling and waste disposal	1	for each 100m ² or 1 space for each 1.5 employees, whichever is the greater.
Use Class: Research and development		
Research and development	1	for each 40m ² of floor area.
Use Class: Residential		
Boarding house or hostel or residential college	1	for each staff member and 1 for every 3 licensed residents.
Caretaker's dwelling	1	for each caretaker's dwelling
Home occupation	1	visitor space for each home occupation
Home-based business	1	for each non-resident employee and 1 visitor space for each home-based business
Multiple dwelling containing 1 bedroom or studio (including all rooms capable of being used as a bedroom)	1	for each dwelling and: 1 dedicated visitor parking 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)

Multiple dwelling containing 2 or more bedrooms (including all rooms capable of being used as a bedroom)	2	for each dwelling and: 1 dedicated visitor parking 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)
Residential aged care facility or respite centre	3	for every 10 licensed beds and 1 space for emergency services
Residential mobile home park	1	for each mobile home and 1 visitor space for every 4 mobile homes
Retirement village	1	for each dwelling and 1 visitor space for every 4 dwellings
Single dwelling containing 1 bedroom or studio (including all rooms capable of being used as a bedroom)	1	
Single dwelling containing 2 or more bedrooms (including all rooms capable of being used as a bedroom)	2	
Use Class: Resource development		
Resource development	No requirement	No requirement
Use Class: Resource processing		
Resource processing	1	For each 50m ² of floor area
Use Class: Service industry		
Service industry	3	for each 100m ² floor area, or 3 spaces for each work bay; whichever is the greater.
Use Class: Sports and recreation		
Bowling green	30	for the first green and 15 for each additional green.

Fitness centre	4.5	for each 100m ² of floor area
Golf course	4	for each tee and 1 space for each 15m ² floor area for licensed club facilities
Swimming pool (other than in conjunction with a dwelling)	5.6	for each 100 m ² of site area.
Squash court (other than in conjunction with a dwelling)	4	for each court
Tennis court (other than in conjunction with a dwelling)	4	for each court
Sports and recreation, except as otherwise specified in this table		Subject to traffic and parking impact assessment.
Use Class: Storage		
Storage	1	for each 100m ² of floor area and 1 for each 40 m ² of ancillary office floor area.
Use Class: Tourist operation		
Tourist operation	1	for each 25m ² of floor area for indoor attractions, displays, restaurants and the like; plus 1 space for each 40m ² of outdoor area for attractions, displays and the like; plus a minimum of 1 bus parking space.
Use Class: Transport depot and distribution		
Transport depot and distribution		3.5 spaces to each 100m ² of floor area.
Use Class: Utilities		
Utilities	No requirement	No requirement
Use Class: Vehicle fuel sales and service		
Vehicle fuel sales and service	6	6 spaces to each work bay plus 1 space to each 20 m ² floor area of convenience store
Use Class: Vehicle parking		
Vehicle parking	No requirement	No requirement
Use Class: Visitor accommodation		

Backpacker's hostel	1	for every 4 licensed beds.
Bed and breakfast establishment	1	for each bedroom
Camping and caravan park	1	for each individual camping or caravan site and 50% of the relevant requirement for ancillary use.
Guest house	1	for each bedroom
Holiday cabin, holiday unit	1	for each unit and 1 space for each manager's dwelling and 50% of the relevant requirement for any ancillary use.
Motel	1	for each unit and 1 space for each manager's dwelling and 50% of the relevant requirement for any ancillary use.
Overnight camping area	1	for each camping site and 1 space for each staff member.
Residential hotel	1	for each bedroom.
Serviced apartment	1	for each serviced apartment unit
Visitor accommodation, except as otherwise specified in this table.	1	for each unit and 1 space for each manager's dwelling and 50% of the relevant requirement for any ancillary use.

Operation of Table E6.1

- (a) Table E6.1 sets out the number of car parking spaces required. The requirement for spaces for a use or development listed in the first column of the table is the product of the second and third columns. If the result is not a whole number, the required number of (spaces) is the nearest whole number. If the fraction is one-half, the requirement is the next whole number.
- (b) Where an existing use or development is extended or intensified, the additional number of car parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of parking spaces is not reduced.
- (c) Where there is an existing surplus of car parking spaces on the land, any additional parking required may be drawn from the surplus.

Table E6.2 Number and Class of Bicycle Parking Spaces Required

Land Use Term	Employee/resident bicycle parking requirement	Class	Visitor/customer/student bicycle parking requirement	Class
Use class: Bulky goods sales				

Bulky goods sales	2	1 or 2	1 for each 2000 m ² floor area (minimum 2)	3
Use class: Business and professional services				
Medical centre	1 for each 8 practitioners	1 or 2	1 for each 4 practitioners	3
Office	1 for each 250 m ² floor area after the first 250 m ² floor area	1 or 2	1 for each 1000 m ² of floor area if the floor area exceeds 1000 m ²	3
Veterinary centre	1 for each 8 practitioners	1 or 2	1 for each 8 practitioners	3
Business and professional services, except as otherwise specified in this table.	1 for each 250 m ² floor area after the first 250 m ² floor area	1 or 2	1 for each 1000 m ² of floor area if the floor area exceeds 1000 m ²	3
Use class: Community meeting and entertainment				
Community meeting and entertainment	1 for each 500 m ² of floor area	1 or 2	4 plus 2 for each 200 m ² floor area	3
Use class: Educational and occasional care				
Childcare centre	1 for each 20 employees	1 or 2	1 for each 20 children	3
Primary school	1 for each 20 employees	1 or 2	1 for each 10 students	3
Secondary school	1 for each 20 employees	1 or 2	1 for each 10 students	3
Tertiary institution (excl student accommodation)	1 for each 20 employees	1 or 2	1 for each 20 full time students	3
Use class: Food services				
Restaurant	1 for each 100 m ² of floor area available to the public	1 or 2	1 for each 200 m ² floor area after the first 200 m ² floor area (minimum 2)	3
Take away food premises	1 for each 100 m ² of floor area available to the public	1 or 2	1 for each 50 m ² floor area	3

Food services, except as otherwise specified in this table.	1 for each 100 m ² of floor area available to the public	1 or 2	1 for each 200 m ² floor area after the first 200 m ² floor area (minimum 2)	3
Use class: General retail and hire				
Amusement parlour	1 for each 500 m ² floor area after the first 500 m ² floor area	1 or 2	2 plus 1 for each 50 m ² floor area	3
Shop	1 for each 500 m ² floor area after the first 500 m ² floor area	1 or 2	1 for each 500 m ² floor area	3
Use class: Hospital services				
Hospital services	1 for each 15 patient beds	1 or 2	1 for each 30 beds	3
Use class: Hotel industry				
Hotel industry	1 for each 25 m ² bar floor area plus 1 for each 100m ² lounge/beer garden area	1 or 2	1 for each 25 m ² bar floor area plus 1 for each 100 m ² lounge, beer garden area	3
Use class: Manufacturing and processing				
Manufacturing and processing	1 for each 1000 m ² of floor area	1 or 2	No requirement	-
Use class: Residential				
Residential aged care home	1 for each 7 patient beds	1 or 2	1 for each 30 beds	-
Use class: Resource processing				
Resource processing	1 for each 1000 m ² of floor area	1 or 2	No requirement	-
Use class: Visitor accommodation				
Visitor accommodation	1 for each 40 accommodation rooms	1 or 2	1 for each 30 accommodation rooms	3
Use class: All other use classes				
All other use classes	No requirement	-	No requirement	-

Classification of Bicycle Parking Facilities

Class	Security Level	Description
1	High	Fully enclosed individual lockers
2	Medium	Locked compounds with communal access using duplicate keys
3	Low	Facilities to which the bicycle frame and wheels can be locked

Operation of Table E6.2

- (a) Table E6.2 sets out the number of bicycle parking spaces required. The requirement for spaces for a use or development listed in the first column of the table is set out in the second and fourth columns of the table with the corresponding class set out in the third and fifth columns. If the result is not a whole number, the required number of (spaces) is the nearest whole number. If the fraction is one-half, the requirement is the next whole number.
- (b) Where an existing use or development is extended or intensified, the number of additional bicycle parking spaces required must be calculated on the amount of extension or intensification, provided the existing number of bicycle parking spaces is not reduced.
- (c) Where there is an existing surplus of bicycle parking spaces on the land, any additional bicycle parking required may be drawn from the surplus.
- (d) No new bicycle parking spaces are required to be provided for a change of use in an existing building where there is no increase in the floor area of the building and floor area used is less than 500m².