# SC6.4 Transport and Parking Planning Scheme Policy

## 6.4.1 Purpose

(1) The purpose of this policy is to:

a. provide the criteria and requirements for modifications to the traffic network and for the provision of parking and active transport infrastructure;
b. ensure that parking demand is appropriately managed and provides safe, functional and legible access, parking and servicing;
c. identify information that the local government may require when submitting a development application;
d. provide guidance about satisfying the assessment criteria in the planning scheme[1]; and
e. provide standards or references to standards for development[2].

Note:

1 The Austroads guides can be used to meet the intent of this policy where the content of the relevant Austroads guide does not conflict with the requirements of this policy.

2 Where relevant standards are unstated in this policy, the relevant Austroads standard applies.

## 6.4.2 Relationship to the Planning Scheme

(1) This policy is to be read in conjunction with the Transport and Parking Code and applies to:

a. the preparation of documentation addressing the impact of development on the transport network or the provision of carparking or active transport infrastructure;
b. documentation seeking to demonstrate compliance with the requirements of the Transport and Parking Code; and
c. any development affecting any part of the transport infrastructure, on either public or private land.

## 6.4.3 Assessment of Transport Impacts

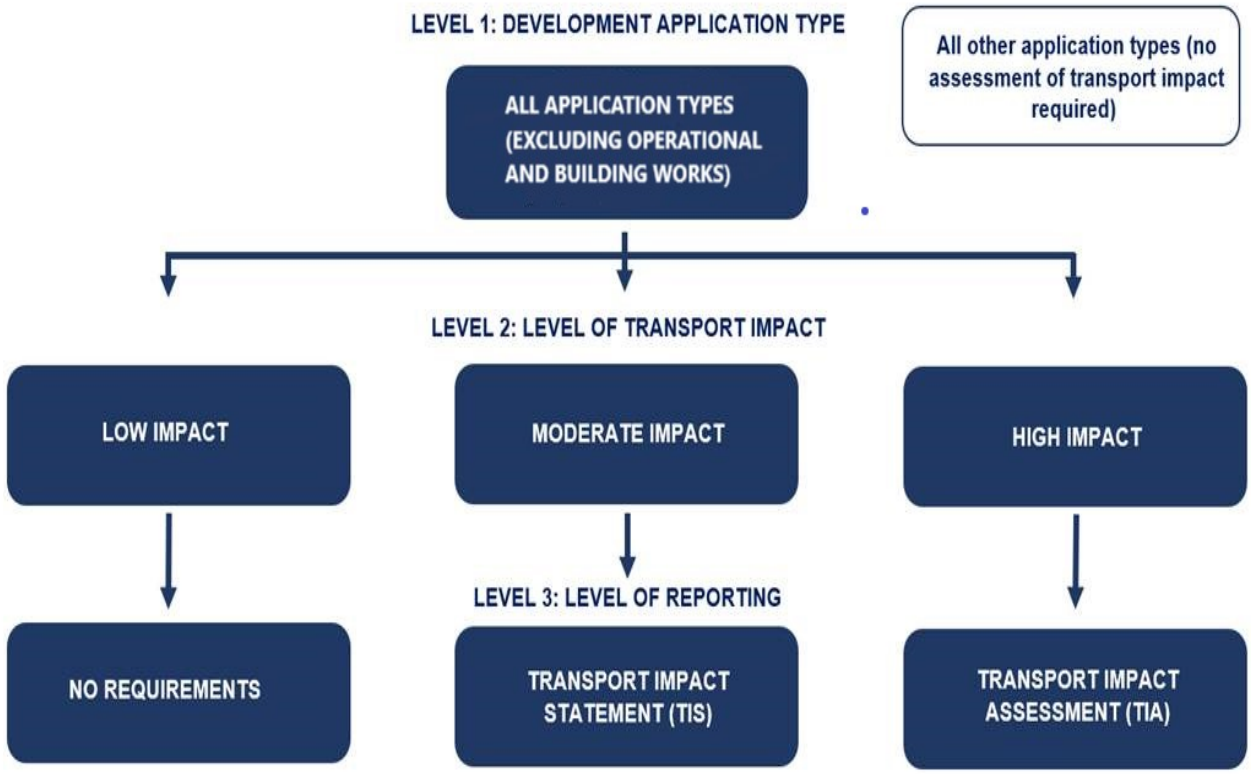
### 6.4.3.1 Addressing Transport Impacts

(1) The following types of applications need to consider and address any transport impacts resulting from development:

a. All development applications (excluding Operational works and Building works). Appendix 1 - Determination of the Level of Transport Impact provides guidance on determining the requirements for assessment (in either a Transport Impact Statement or Transport Impact Assessment) required to support an application; and
b. where approval for an application requires a traffic assessment as a condition of development approval.

Note: The level of information required will depend on the complexity of the application and will be determined by the assessment manager.

**Figure 6.4.3.1 Reporting Requirements According to Level of Transport Impact**




**6.4.3.2 Minimum Reporting Requirements to Address Transport Impacts**

(1) The minimum reporting requirements to address transport impacts are determined according to the development's impact on the transport network. Guidance for the determination of the level of transport impact is provided in Appendix 1 — Determination of the Level of Transport Impact.

(2) The minimum reporting requirements for addressing transport impacts (once the level of impact has been determined) are set out in Tables 6.4.3.1 and 6.4.3.2.
In summary:

a. for development determined as 'Low transport impact' no formal reporting is required, however, a justification of the low impact status has been determined is required;
b. for development determined as 'Moderate transport impact' a Transport Impact Statement (TIS) as outlined in Table 6.4.3.1 is required; and
c. for development determined as 'High transport impact' a Transport Impact Assessment (TIA) as outlined in Table 6.4.3.2 is required.

**Table 6.4.3.2.1 — Requirements for Addressing the Impact of Development Expected to have a Moderate impact on the Transport Network**

| Reporting Type | Transport Impact Statement (TIS) |
|---|---|
| **Preparation** | The document must be certified by an appropriately qualified and experienced RPEQ traffic engineer. |
| **Intent** | A TIS is a brief statement outlining the transport and traffic aspects of the proposed development.<br><br>The intent of the TIS is to provide Council as the approving authority with sufficient transport information to confirm that the proponent has adequately considered the transport aspects of the development and that it would not have an adverse transport impact on the surrounding area |
| **Reporting Components** | 1.0 Introduction<br>• Summary of proposal<br>• Justification for medium impact assessment<br>2.0 Proposed Development<br>• Brief statement of the proposed development<br>  ◦ Proposal plan<br>  ◦ Existing and proposed land-use<br>3.0 Statement of Transport Aspects<br>• Statement of the following transport conditions associated with the proposed development: |

| | |
|---|---|
| | ◦ Vehicle access, parking and manoeuvring<br>◦ Provision for service vehicles<br>◦ Hours of operation<br>◦ Number of employees (if relevant)<br>◦ Daily traffic volumes and vehicle types<br>◦ Public transport<br>◦ Pedestrian and cycle access<br>◦ Frontage works<br>◦ Site specific issues<br>4.0 Identified impacts<br>• Detail of any impacts associated with the proposed development<br>5.0 Identification of measures for managing impacts<br>• Detail of mitigation measures to address the identified impacts and identification of the entity that is responsible for these measures. |

**Table 6.4.3.2.2 — Requirements for Addressing the Impact of Development expected to have a High Impact on the Transport Network**

| Reporting Type | Transport Impact Assessment (TIA) |
|---|---|
| **Preparation** | The document must be certified by an appropriately qualified and experienced RPEQ traffic engineer. |
| **Intent** | A TIA is a detailed assessment of the transport and traffic aspects of a proposed development. It is a detailed technical assessment requiring input from a transport planning/ traffic engineering professional.<br><br>The intent of a transport assessment is to clearly demonstrate to Council that a proposed development will:<br>• provide safe and efficient access for all modes<br>• be well integrated with the surrounding land uses<br>• not adversely impact on the surrounding land uses<br>• not adversely impact on the surrounding transport networks and the users of those networks. |
| **Reporting Components** | 1.0 Executive Summary<br>• Justification for high impact assessment<br>• Provide a summary of the TIA including a brief description of the development proposal, the key transport issues, potential transport impacts and any proposed modifications to the surrounding transport networks.<br>2.0 Proposed Development<br>• Provide a brief description of the development and the purpose and contents of the transport report including any appropriate background information.<br>3.0 Existing Conditions<br>• An assessment of the following transport conditions:<br>◦ Road network<br>◦ Public transport<br>◦ Pedestrian network<br>◦ Bicycle network<br>◦ Parking (including end of trip facilities).<br>4.0 Proposed Development<br>• Detail of proposed development<br>• Site location and proposed land uses<br>• Operational characteristics (including hours of operation and provisions for service vehicles)<br>• Access points and internal networks<br>• Design vehicle<br>• Parking provision<br>• Bicycle end of trip facilities<br>• Development staging and timing<br>• Frontage works<br>• Any specific issues<br>5.0 Assessment of Transport Impacts<br>• Design year and study period<br>• Consideration of transport growth<br>• Anticipated network changes<br>• Consideration of approved developments<br>• Trip generation (including evidence of any linked or discounted trip assumptions in a table format)<br>• Mode Choice<br>• Trip distribution<br>• Trip assignment<br>• SIDRA Intersection analysis (including provision of electronic files)<br>• Active transport (internal and external to the development)<br>• Public transport |

| | |
|---|---|
| | • Parking<br>• Site access and turn warrants<br>• Internal circulation<br>6.0 Identification of measures for managing impacts<br>• Improvements to accommodate development traffic<br>• Multi-modal considerations<br>• Travel demand management<br>• Staging of measures<br>7.0 Conclusion<br>• Clear recommendations of the mitigation works proposed to be undertaken to address the development impacts and identification of the entity that is responsible for these works. |

#### 6.4.3.3 Assessment parameters that must be addressed when development has a high transport impact

(1) For development determined to have a 'high transport impact', the following assessment parameters (Table 6.4.3.1) are to be used in the preparation of a Transport Impact Assessment.

**Table 6.4.3.3.1 — Parameters for Assessment - References, Assumption, and Procedures to be Addressed in Transport Impact Assessments (TIA)**

| Trip Generating Potential | 85th Percentile Demand Estimate (for new development) |
|---|---|
| **Likely traffic generated** | The preferred hierarchy of data sources for trip generation rates is as follows:<br>1. Traffic generation survey of an existing development similar to the proposed development in terms of its land use, scale and location<br>2. Guide to Traffic Generating Developments Updated traffic surveys, RMS (2013)<br>3. Guide to Traffic Generating Developments, RTA (2002)<br>4. Traffic Generation Data – Queensland Government Open Data Portal<br>5. Trip Generation Manual, 9th edition, ITE 2012 |
| **Signalised intersections** | • Comply with Austroads Guide to Road Design<br>• Degree of saturation<br>  ◦ for any movement ≤ 0.90<br>• Average delay<br>  ◦ for all vehicles passing through the intersection, <55 seconds<br>  ◦ for any individual vehicle, pedestrian, or cyclist movement, <65 seconds |
| **Roundabouts** | • Comply with Austroads Guide to Road Design<br>• Degree of saturation<br>  ◦ for any movement ≤ 0.85<br>• Average delay<br>  ◦ for all vehicles on the non-priority arms,, <35 seconds<br>  ◦ for any individual vehicle, pedestrian, or cyclist movement, <45 seconds |
| **Queue lengths** | 95% confidence limit (95th percentile queue length) |
| **Traffic operation** | Design to operate at Level of Service D or better |
| **Site distance (at intersections)** | Austroads Guide to Road Design or as modified by DTMR Road Planning and Design Manual |
| **Traffic growth rates** | Background traffic growth rates are to be extrapolated from past data. Linear growth is generally considered preferable to compound growth assumptions.<br><br>Particular care should be exercised when analysing and extrapolating growth rates in newly developing areas, where very high short-term growth rates (usually from a very low base) can be recorded. |
| **Assessment horizon** | Opening year for each stage of a proposed development, plus 10 years post development completion. |

### 6.4.4 The Road Hierarchy

#### 6.4.4.1 The Ipswich City Council Road Hierarchy

(1) The functional hierarchy of roads enables an efficient street and road system catering for the movement of people and goods. The Road Hierarchy is broken into 4 levels, each of which provides increased detail for the functional objectives of each road type from Level 1 to Level 4. The Road Hierarchy is described in Table 6.4.4.1 and the associated road characteristics for Centre, Urban and Rural roads are described in Tables 6.4.4.2, 6.4.4.3 and 6.4.4.4. These tables represent the minimum standards for the road network.

#### 6.4.4.2 Hierarchy Level 1 - Purpose

(1) Level 1 of the hierarchy defines roadways as having the following purposes:
a. to facilitate movement;
b. to provide property access; and
c. to respond to the context of the adjacent land uses.

#### 6.4.4.3 Hierarchy Level 2 - Function

(1) Four functional roadway categories are identified in Level 2, reflecting the different ways in which roads serve land use and carry traffic.

(2) The four functional categories in Level 2 of the hierarchy are:
a. arterial road – to carry long distance through-traffic;
b. sub arterial road – to carry through-traffic between specific areas and arterial roads in a supporting role to the latter;
c. collector streets – to provide connection between a local area (local streets) and traffic carrying roads; and
d. local streets – to provide direct property access and immediate local movements.

Note: When planning a new road network, roadways should intersect at the same functional category or a single category higher or lower. In certain situations, it may be acceptable for roadways to intersect other roadways separated by two positions. In these circumstances, access may need to be restricted to ensure the safety and efficiency of the road network. Refer to 6.4.3 of this PSP to identify additional reporting requirements to address potential transport impacts.

#### 6.4.4.4 Hierarchy Level 3 - Management

(1) Level 3 manages issues associated with 'access', 'traffic' and 'place' functions through splitting the Level 2 categories into locational sub-groups, which relate to more particular attributes of the roadway. Each locational sub-group has objectives that are more specific than the category objectives for Level 2.

(2) The three locational sub-groups and associated road typologies that are identified in the Road Hierarchy Table are as follows:
a. **Centre:** Centre Arterial Road, Historical Arterial Main Street, Centre Collector, Centre Access Street, Centre Laneway;
b. **Urban:** Arterial, Sub-arterial, Major Collector, Access Major Collector, Collector Streets, Industrial Collector, Industrial Access Street, Access Street, Access Place / Laneway; and
c. **Rural:** Rural Arterial, Rural Sub-arterial, Rural Collector, Rural Street, Rural Access Way.

#### 6.4.4.5 Hierarchy Level 4 - Design

(1) Level 4 aims to provide the tools with which to specify the form required for each road typology in order that the road achieves its functional objectives. The roadway design should meet the safety, capacity and amenity objectives. In conjunction with Level 3 objectives, Level 4 objectives should also dictate the type of facilities and road design form for pedestrians, cyclists and public transport.

(2) A characteristics table has been developed for each road typology across each locational sub-group identified within the Road Hierarchy:
a. Table 6.4.4.2 — Centre Roads Characteristics Table;
b. Table 6.4.4.3 — Urban Roads Characteristics Table; and
c. Table 6.4.4.4 — Rural Roads Characteristics Table.

(3) All design criteria specified by this Planning Scheme Policy should be considered in association with other relevant documents and guidelines including the General Works and Infrastructure Planning Scheme Policy and the standard drawings, DTMR guidelines, AUSTROADS, MUTCD, the relevant Australian Standards, Queensland Streets and Complete Streets.

**Table 6.4.4.1 — Road Hierarchy Table**

| **Level 1: Purpose of all Roads** | | | |
|---|---|---|---|
| To facilitate movement<br>To provide property access<br>To respond to the adjacent land use context | | | |
| **Level 2: Function within the Transport Network** | | | |
| **Roads (Higher Order)** | | **Streets (Lower Order)** | |
| **Arterial Roads** | **Sub Arterial Roads** | **Collector Streets** | **Local Streets** |
| • Through traffic movements across the city<br>• Longer distance strategic traffic | • Connect local areas and arterial roads<br>• Connections for through traffic | • Carry traffic having a trip end within the local area served<br>• Direct access to properties | • Direct access to properties<br>• Pedestrian access and local movements take precedence |

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| movements<br>• Primary connection between suburbs/towns and employment, economic, education or entertainment centres<br>• Line haul public transport task<br>• Primary freight and dangerous goods routes<br>• Regional cycle movements (separation from traffic highly desirable)<br>• Pedestrian movements to be restricted and/or separated from roadway<br>• Addresses the adjacent land use and built form | between arterial roads<br>• Roads that facilitate movement across a suburb or from one suburb to another<br>• Access to public transport<br>• Through movement of public transport<br>• Regional and local cycle movements (separation from traffic highly desirable)<br>• Pedestrian movements to be separated from roadway<br>• Access to major developments<br>• Addresses the adjacent land use and built form | • Access to public transport<br>• Pedestrian access and local movements supported<br>• Local cycle movements and regional cycle movements where identified as part of a Principal Cycle Route<br>• Addresses the adjacent landuse and built form | • Local cycle movements and regional cycle movements where identified as part of a Principal Cycle Route<br>• Addresses the adjacent land use and built form |

**Level 3: Management Intent (Activity Centres)**

| Centre Arterial (not a preferred street type - historical locations only) | Historic Arterial Main Street (not a preferred street type - historical locations only) | Centre Collector | Centre Access Street | Centre Laneway |
|---|---|---|---|---|
| *The aim of management policies for these categories will be to facilitate:* | | | | |
| • No new streets of this category to be created<br>• Primary movement corridor through a centre<br>• Priority is given to vehicular movement (particularly public transport movements) but pedestrian and cyclist needs are considered<br>• Access to commercial properties where an appropriate alternative is not available<br>• High quality streetscape environment subject to adjacent landuse<br>• If a State Controlled Road, the management intent still apllies to the verge space | • No new streets of this category to be created<br>• The preservation of aspects of local amenity (i.e. on street parking, traffic calming, pedestrian/ cycle movements and on-street dining in appropriate locations) in balance with through traffic operations (particularly public transport movements)<br>• Access to commercial properties where an appropriate alternative is not available<br>• Priority is given to loading and public transport kerbside requirements<br>• High quality streetscape environment<br>If a State Controlled Road, the management intent still applies to the verge space | • The connection of local streets with arterial roads<br>• Access to individual adjacent properties where an appropriate alternative is not available<br>• Priority is given to the needs of public transport movements, pedestrians and cyclists over other vehicular movements<br>• Priority is given to loading and public transport kerbside requirements<br>• High quality streetscape environment<br>• Can cater for a 'Main Street' style streetscape environment, including on-street dining, in appropriate locations | • Connection to other local streets<br>• Access to individual adjacent properties<br>• Priority is given to the needs of pedestrians and cyclists over vehicular movements<br>• Priority is given to loading and public transport kerbside requirements<br>• High quality streetscape environment<br>• Can cater for a 'Main Street' style streetscape environment, including on-street dining, in appropriate locations | • Access to individual adjacent properties<br>• Priority is given to the needs of pedestrians and cyclists over vehicular movements<br>• Priority is given to loading kerbside requirements<br>• High quality streetscape environment |

**Level 3: Management Intent (Urban Footprint)**

| Freeway / Motorway | Arterial | Sub Arterial | Major Collector | Access Major Collector | Collector Streets | Industrial Collector | Industrial Access Street | Access Street | Access Place / Laneway |
|---|---|---|---|---|---|---|---|---|---|
| *The aim of management policies for these categories will be to facilitate:* | | | | | | | | | |
| • Regionally and nationally significant movements<br>• Major regional | • Movement between a number of suburbs and key centres | • Movement from collector streets to arterial roads<br>• Consolidated access to major developments only<br>• Individual access not preferred | <u>Major Collector</u><br>• Movement from collector streets and local streets to sub arterial roads<br>• Primary access from sub arterial | | | | <u>Industrial Access Street</u><br>• Access to individual adjacent | | • Access to individual adjacent properties<br>• Priority is |

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| and inter-regional traffic movements in a safe and operationally efficient manner<br>• The movement of through traffic as a primary function, full access control ensures there are no competing access issues or modal conflicts<br>• Priority is given to vehicular movement but pedestrian and cyclist needs are considered<br>• Acoustic fencing with a minimised urban interface | • Cross city trips between major activity areas<br>• Connections with highways and motorways<br>• Priority is given to vehicular movement but pedestrian and cyclist needs are considered<br>• Acoustic fencing with a minimised urban interface | and to existing land uses only<br>• Priority is given to vehicular movement but pedestrian and cyclist needs are considered<br>• Acoustic or screen fencing including landscaped frontages | roads to a local area<br>• Access to grouped or commercial properties and community facilities only<br>• Pedestrian, cycle and vehicular movement are given equal priority<br>• Supports an urban streetscape including screen fencing and open landscaped frontages<br><u>Access Major Collector</u><br>• Movement from collector streets and local streets to sub arterial roads<br>• Access to individual adjacent properties<br>• Pedestrian, cycle and vehicular movement are given equal priority<br>• Supports an urban streetscape including screen fencing and open landscaped frontages<br><u>Collector Street</u><br>• The connection of local streets with sub arterial roads<br>• Access to individual adjacent properties<br>• Priority is given to pedestrians and cyclists but vehicular movement needs are considered<br>• Supports an urban streetscape including screen fencing and open landscaped frontages<br><u>Industrial Collector</u><br>• Movement from industrial accessbstreets to sub arterial roads<br>• Access to individual adjacent industrial properties<br>• Priority is given to vehicular movement but pedestrian and cyclist needs are considered<br>• Supports an industrial streetscape including screen fencing and open landscaped frontages. | industrial properties<br>• Connection to other industrial access streets<br>• Priority is given to vehicular movement but pedestrian and cyclist needs are considered<br>• Supports an industrial streetscape including screen fencing and open landscaped frontages<br><u>Access Street</u><br>• Access to individual adjacent properties<br>• Connection to other local streets<br>• Priority is given to pedestrians and cyclists but vehicular movement needs are considered<br>• Supports an urban streetscape with predominantly open landscaped frontages | given to pedestrians and cyclists but vehicular movement needs are considered<br>• Predominantly screen fencing |

| Level 3: Management Intent (Rural Areas) | | | | | |
|---|---|---|---|---|---|
| **Highway** | **Rural Arterial** | **Rural Sub Arterial** | **Rural Collector** | **Rural Street** | **Rural Access Way** |
| *The aim of management policies for these categories will be to facilitate:* | | | | | |
| • Regionally and nationally significant movements<br>• Major regional and inter-regional traffic movements in a safe and operationally efficient manner<br>• Priority is given to vehicular movements | • Movement between towns<br>• Connections with highways<br>• Priority is given to vehicular movements over pedestrian needs<br>• Cyclist needs on a Principal Cycle Route only are | • Movement from local roads to arterial roads<br>• Movement between arterial roads<br>• Priority is given to vehicular movements over pedestrian needs<br>• Cyclist needs on a Principal Cycle Route only are considered<br>• Access not preferred and to existing land uses only | • Connection of local streets with sub arterial and arterial roads<br>• Access to individual adjacent properties<br>• Priority is given to vehicular movement but pedestrian, cyclist and riders (of horses) needs are also considered | • Access to individual adjacent properties<br>• Connection to other local streets<br>• Priority is given to vehicular movement but pedestrian, cyclist, riders (of horses) and livestock needs are | • Access to individual adjacent properties<br>• Priority is given to vehicular movement but pedestrian, cyclist, riders (of horses) and livestock needs are also considered |

| | | | | | |
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| over pedestrian needs<br>• Cyclist needs on a Principal Cycle Route only are considered | considered | | | also considered | |

| Level 4: Design |
|---|
| Refer to relevant guidelines and standards including: Ipswich City Council Standard Drawings, Ipswich City Council Planning Scheme, Austroads Guidelines, Queensland Department of Transport and Main Roads manuals, relevant Australian Standards and IPWEAQ Queensland Street Design Standards and Guidelines |

**Table 6.4.4.2 — Centre Road Characteristics**

Table 6.4.4.2 summarises key planning and design elements for roads within Principal, Major and District Centres. The Centre Roads Characteristics Table should be used in conjunction with the standard drawings.

*Applies to Principal, Major and District Centres*

| | Centre Arterial* | Historical Arterial Main Street* | Centre Collector | Centre Access Street | Centre Laneway |
|---|---|---|---|---|---|
| **Function** | • No new streets of this category to be created<br>• Primary movement corridor through a centre<br>• Priority is given to vehicular movement (particularly public transport movements) but pedestrian and cyclist needs are considered<br>• Access to commercial properties where an appropriate alternative is not available<br>• High quality streetscape environment subject to adjacent land use<br>• If a State Controlled Road, the management intent still applies to the verge space | • No new streets of this category to be created<br>• The preservation of aspects of local amenity (i.e. on street parking, traffic calming, pedestrian/ cycle movements and on-street dining in appropriate locations) in balance with through traffic operations (particularly public transport movements)<br>• Access to commercial properties where an appropriate alternative is not available<br>• Priority is given to loading and public transport kerbside requirements<br>• High quality streetscape environment<br>• If a State Controlled Road, the management intent still applies to the verge space | • The connection of local streets with arterial roads<br>• Access to individual adjacent properties where an appropriate alternative is not available<br>• Priority is given to the needs of public transport movements, pedestrians and cyclists over other vehicular movements<br>• Priority is given to loading and public transport kerbside requirements<br>• High quality streetscape environment<br>• Can cater for a 'Main Street' style streetscape environment, including on-street dining, in appropriate locations | • Connection to other local streets<br>• Access to individual adjacent properties<br>• Priority is given to the needs of pedestrians and cyclists over vehicular movements<br>• Priority is given to loading and public transport kerbside requirements<br>• High quality streetscape environment<br>• Can cater for a 'Main Street' style streetscape environment, including on-street dining, in appropriate locations | • Access to individual adjacent properties<br>• Priority is given to the needs of pedestrians and cyclists over vehicular movements<br>• Priority is given to loading kerbside requirements<br>• High quality streetscape environment |
| **Reserve Width** | Maintain existing unless safety issues require resolution | Maintain existing unless safety issues require resolution | 23m + optional median width. | 20m + optional median width. If on a Principal Cycle Route, additional 4m width | 6.5-9m *Max block length 200m |
| **Number of Traffic Lanes** | Maintain existing unless safety issues require resolution | Maintain existing unless safety issues require resolution | 2 | 2 | 1 |
| **Pavement Width** | Maintain existing unless safety issues require resolution | Maintain existing unless safety issues require resolution | 12m | 11m | 3.5m |
| **Traffic** | Maintain existing | Narrow where | 3m | 3m | 3.5m |

| | | | | | |
|---|---|---|---|---|---|
| **Lane Widths** | unless safety issues require resolution | possible with kerb buildouts to slow the through traffic. Minimum trafficable width 3m per lane | | | |
| **Minimum Verge Widths** | As per existing, 6 metres | As per existing, 6 metres | 6m# | 4.5m# | 1.5m |
| **Median Width** | Maintain existing | Maintain existing | Optional | Optional | N/A |
| **Intersection Spacing** | Not specified | Not specified | Not specified | Not specified | Not specified |
| **Bus Route and Stops** | Yes - As per existing | Yes - As per existing | Yes - Bus indents/ floating bus stops required | Yes (not preferred) - Indented | No |
| **Cycling Facilities (measured from face of kerb)** | If on a Principal Cycle Route, case by case^^^ | If on a Principal Cycle Route, case by case^^^ | ^^^1.5m off-road single direction cycle track in each verge, physically separated from travel and parking lanes by landscaping and separated from any on-street dining activities | If on a Principal Cycle Route, case by case^^^. On-road cycle lanes not considered an appropriate treatment next to parking. | Not specified |
| **Footpath** | Full verge - High quality streetscape environment^^ | Full verge - High quality streetscape environment^^ | Full verge - High quality streetscape environment^^. Extra urban design and public realm features required where forming part of a new 'main street' and including on-street dining | Full verge - High quality streetscape environment^^ Extra urban design and public realm features required where forming part of a new 'main street' and including on-street dining | Full verge and shared zone environment - High quality streetscape environment^^ |
| **Parking** | Maintain existing unless safety issues require resolution | Maintain existing unless safety issues require resolution | Yes - indented (2.5m wide) | Yes - indented (2.5m wide) | Yes - indented (2.5m wide) |
| **Property Access** | Access to commercial properties^ | Access to commercial properties^ | Yes^ | Yes | Yes |
| **Traffic Calming** | No | Yes - If on a State Controlled Road, subject to Transport and Main Roads approval | Yes (traffic calming design not to impede efficient use of the street by public transport services) | Yes (traffic calming design not to impede efficient use of the street by public transport services) | Not specified |
| **Kerb Type** | Maintain existing unless safety issues require resolution | Maintain existing unless safety issues require resolution | Barrier | Mountable or barrier where required for public transport | Flush |
| **Maximum Trafficable Volume** | <20,000vpd desirable | <10,000vpd desirable | <7,500vpd | <5,000vpd | <1,000vpd |
| **Design Speed / Maximum Speed Environment** | Maintain existing unless safety issues require resolution | Maintain existing unless safety issues require resolution | 50km/hr design speed | 40km/hr design speed | < or = to 20km/hr speed environment |
| **Design Vehicle (Guide only)** | Not specified | Not specified | 14.5m long rigid bus | 12.5m single unit bus / truck | The greater (largest specified requirements) of -<br>• Austroads Standards; |

| | | | | | |
|---|---|---|---|---|---|
| | | | | | • The Ipswich City Council Standard Drawings; or<br>• an 8.8m service vehicle,<br>where servicing via the laneway is required, otherwise B99. |
| **Check Vehicle (Guide only**) | Not specified | Not specified | 19m articulated vehicle | 12.5m single unit bus / truck | The greater (largest specified requirements) of -<br>• Austroads Standards;<br>• The Ipswich City Council Standard Drawings; or<br>• an 8.8m service vehicle,<br><br>where servicing via the laneway is required, otherwise B99. |
| **Posted Speed** | 60km/hr | 40km/hr | 40km/hr | 40km/hr | 20km/hr |
| **Grade Maximum** | N/A | N/A | N/A | N/A | N/A |

**Table 2 Centre Road Characteristics Notes:**
*Not preferred street type - historical locations only
^Where an appropriate alternative is not available
# Space for on-street dining catered for via building setback at ground level or using the indented parking space
^^^ Needs to consider the Council's active transport planning, cycle facilities on the immediate adjoining road network and integration with these facility types. Physical separation from traffic lanes and parking highly desirable
^^Design subject to the Streetscape Design Guideline and Ipswich Regional Centre Strategy Streetscape Materials Specification Design outcomes on SCR's are subject to TMR approval

**Table 6.4.4.3 — Urban Road Characteristics**

Table 6.4.4.3 summarises key planning and design elements for roadways within the Urban Footprint (excluding roadways within Principal, Major and District Centres). The Urban Roads Characteristics Table should be used in conjunction with the standard drawings.

| Road / Street Type | Arterial | Sub-arterial | Major Collector | Access Major Collector | Collector Street | Industrial Collector | Industrial Access Street | Access Street | Access Place / Laneway |
|---|---|---|---|---|---|---|---|---|---|
| **Function** | Movement between a number of suburbs and key centres<br><br>Cross city trips between major activity areas<br><br>Connections with highways and motorways<br><br>Priority is given to vehicular | Movement from collector streets to arterial roads<br><br>Consolidated access to major developments only<br><br>Individual access not preferred and to existing land use only<br><br>Priority is given to vehicular | Movement from collector streets and local streets to sub arterial roads<br><br>Primary access from sub arterial roads to a local area<br><br>Access to grouped or commercial properties and community facilities only | Movement from collector streets and local streets to sub arterial roads<br><br>Access to individual adjacent properties<br><br>Pedestrian, cycle and vehicular movement are given equal priority | The connection of local streets with sub arterial roads<br><br>Access to individual adjacent properties<br><br>Priority is given to pedestrians and cyclists but vehicular movement needs are considered | Movement from industrial access streets to sub arterial roads<br><br>Access to individual adjacent industrial properties<br><br>Priority is given to vehicular movement but pedestrian | Access to individual adjacent industrial properties<br><br>Connection to other industrial access streets<br><br>Priority is given to vehicular movement but pedestrian and cyclist needs are | Access to individual adjacent properties<br><br>Connection to other local streets<br><br>Priority is given to pedestrians and cyclists but vehicular movement needs are considered | Access to individual adjacent properties<br><br>Priority is given to pedestrians and cyclists but vehicular movement needs are considered |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | movement but pedestrian and cyclist needs are considered | movement but pedestrian and cyclist needs are considered | Pedestrian, cycle and vehicular movement are given equal priority | | | and cyclist needs are considered | considered | | |
| **Reserve Width** | 23m (2 lane)<br>35m (4 lane)<br>42m (6 lane) | 23m (2 lane)<br>35m (4 lane) | 22m (+ optional median width) | 22.4m (+ optional median width). Unless located on a Principal Cycle Route, where additional width is required on a case by case basis and determined by treatment type. | 18m | 22m | 20m | 16m | 6.5-8m<br>*Max block length generally 120m |
| **Number of Traffic Lanes** | 2-6 | 2-4 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| **Pavement Width** | 12m (2 lane)<br>19m (4 lane - dual carriageway)<br>26m (6 lane - dual carriageway) | 12m (2 lane)<br>19m (4 lane - dual carriageway) | 11m | 11.4m | 8.5m | 14m | 12m | 7.5m | 5.5m |
| **Traffic Lane Widths** | 3.5m | 3.5m | 3.5m | 3.2m | N/A | 3.5m | 3.5m | N/A | N/A |
| **Verge Width** | 5.5m | 5.5m | 5.5m | 5.5m - unless Principal Cycle Route (case by case) | 4.25m and 5.25m on side with footpath | 4m | 4m | 4.25m | 1m - 2.5m |
| **Median Width** | 5m | 5m | 4.5m (optional) | 4.5m (optional) | N/A | N/A | N/A | N/A | N/A |
| **Intersection Spacing** | 500m desirable, 400m min | 300m min | 120m min | 100m min | 60-100m | 150-200m | Not specified | 40m (opposite side), 60m (same side) | N/A |
| **Bus Route and Stops** | Yes - Bus indents required. Floating bus stops/ shared/bus cycle track treatment | Yes - Bus indents required. Floating bus stops/ shared/bus cycle track treatment | Yes - Bus indents required | Yes - Bus indents required | Not preferred, in existing situations only | No | No | No | No |
| **Cycle** | ^^^2m on- | ^^^2m on- | On-road | If on a | If on a | If on a | If on a | If on a | If on a |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Facilities (measured from face of kerb)** | road single direction cycle track plus 0.5m wide physical separator | road single direction cycle track plus 0.5m wide physical separator | bicycle lanes - 2.0m wide (incorporates 0.5m separation from traffic - desirable with chevron treatment) | Principal Cycle Route, case by case^^^. On-road cycle lanes not considered an appropriate treatment next to parking | Principal Cycle Route, case by case^^^ | Principal Cycle Route, case by case^^^ | Principal Cycle Route, case by case^^^ | Principal Cycle Route, case by case^^^ | Principal Cycle Route, case by case^^^ |
| **Footpath** | 2.5m wide shared paths on both sides | 2.5m wide shared paths on both sides | 2.5m wide shared paths on both sides | 2.5m wide shared paths on both sides | 2m one side | 1.5m wide footpath on both sides | 1.5m wide footpath on both sides | 1.5m wide footpath on one side | Shared zone |
| **Parking** | No | No | No | Yes - 2.5m indented | Yes | Yes (3.5m wide) | Yes (2.5m wide) | Yes | No - Parking to be provided on alternative frontage |
| **Property Access** | No property access* - Controlled access points permitted | No property access* - Controlled access points permitted | No property access* - Controlled access points permitted | Yes | Yes | Yes | Yes | Yes | Yes |
| **Traffic Calming** | No | No | No | No | Yes# | No | No | Yes | Yes |
| **Kerb Type** | Barrier | Barrier | Barrier | Mountable | Mountable | Barrier | Barrier | Mountable | Mountable |
| **Maximum Trafficable Volume** | 9,000 vpd (per lane) | 9,000 vpd (per lane) | 10,000 vpd | 5,000 vpd | 3,000 vpd | 12,000 vpd | 3,200 vpd | 1,000 vpd | 1,00 vpd |
| **Design Speed / Maximum Speed Environment** | 80km/h - 90km/hr | 70km/h - 80km/h | 60km/h design speed as posted | 60km/h design speed as posted | 50km/h design speed as posted | 70km/h | 60km/h design speed as posted | 50km/h, 40km/h operating speed environment | 20km/h speed environment |
| **Posted Speed** | 70km/h - 80km/h** | 60km/h - 70km/h | 60km/h | 60km/h | ^ | 60km/h | 60km/h | ^ | Not specified |
| **Design Vehicle (Guide Only)** | 19m articulated vehicle and 14.5m long rigid bus, unless identified or intended to be a B-Double Route | 19m articulated vehicle and 14.5m long rigid bus, unless identified or intended to be a B-Double Route | 14.5m long rigid bus | 14.5m long rigid bus | 12.5m single unit bus/ truck where an existing bus route, otherwise, the greater (largest specified requirements) of - • Austroads Standards; • The Ipswich City Council Standard | 26m B-Double | 26m B-Double | The greater (largest specified requirements) of - • Austroads Standards; • The Ipswich City Council Standard Drawings; or • an 8.8m service vehicle | The greater (largest specified requirements) of - • Austroads Standards; • The Ipswich City Council Standard Drawings; or • an 8.8m service vehicle, where |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Drawings or<br>• an 8.8m service vehicle | | | | servicing via the laneway is required, otherwise B99. |
| **Check Vehicle (Guide Only)** | 19m articulated vehicle, unless identified or intended to be a B-Double Route | 19m articulated vehicle, unless identified or intended to be a B-Double Route | 19m articulated vehicle | 19m articulated vehicle | 12.5m single unit bus/ truck | 26m B-Double | 26m B-Double | The greater (largest specified requirements) of -<br>• Austroads Standards;<br>• The Ipswich City Council Standard Drawings; or<br>• an 8.8m service vehicle, | The greater (largest specified requirements) of -<br>• Austroads Standards;<br>• The Ipswich City Council Standard Drawings; or<br>• an 8.8m service vehicle, where servicing via the laneway is required, otherwise B99. |
| **Grade Maximum** | Austroads | Austroads | 6% | 6% | 12% (6% if on bus route) | 6% | 6% | 12% | 12% |
| **Maximum Traffic Catchment (lots)** | N/A | N/A | 1,000 | 500 | 300 | 30ha | 8ha | 100 | 10 |
| **Standard Drawing Hyperlink** | | | | | | | | | |

**Table 3 Urban Road Characteristics Notes:**
^As per default Queensland Road speed
^^ Applies to locally controlled roads only
^^^ Needs to consider the Council's active transport planning, cycle facilities on the immediate adjoining road network and integration with these facility types. Physical separation from traffic lanes and parking highly desirable
* Unless no other access is possible and restricted movement access only
# Case by case basis
Design outcomes on State Controlled Road's are subject to Department of Transport and Main Roads approval
**Some existing urban arterials will have a lower posted speed

**Table 6.4.4.4 — Rural Road Characteristics**

Table 6.4.4.4 summarises key planning and design elements for roadways outside of the Urban Footprint. The Rural Roads Characteristics Table should be used in conjunction with the standard drawings.

| Road / Street Type | Rural Arterial | Rural Sub Arterial | Rural Collector | Rural Street | Rural Access Way |
|---|---|---|---|---|---|
| **Function** | Movement between towns<br><br>Connections with highways<br><br>Priority is given to | Movement from local roads to arterial roads<br><br>Movement between arterial roads<br><br>Priority is given to | Connection of local streets with sub arterial and arterial roads<br><br>Access to individual adjacent properties | Access to individual adjacent properties<br><br>Connection to other local streets<br><br>Priority is given to | Access to individual adjacent properties<br><br>Priority is given to vehicular movement but pedestrian needs are considered |

| | | | | | |
|---|---|---|---|---|---|
| | vehicular movements over pedestrian needs<br><br>Cyclist needs on a Principal Cycle Route only are considered | vehicular movements over pedestrian needs<br><br>Cyclist needs on a Principal Cycle Route only are considered<br><br>Access not preferred and to existing land uses only | Priority is given to vehicular movement but pedestrian needs are considered | vehicular movement but pedestrian needs are considered | |
| **Reserve Width** | As per Austroads | As per Austroads | As per Standard Drawings | As per Standard Drawings | Existing road reserve width. Maximum 250m block length measured from a current maintained Council road |
| **Number of Traffic Lanes** | 2 | 2 | 2 | 1 | 1 |
| **Total Carriageway** | 12m | 11m | 9.2m | 8.7m | 6m |
| **Traffic Lane Widths** | 3.5m | 3.5m | 3.1m | 3.7m | 4m |
| **Total Shoulder Width** | 2.5m | 2.0m | 1.5m | 2.5m | 1m* |
| **Minimum Shoulder Seal** | 1.5m | 1m (if required) | 0.5m (if required) | 0m | 0m |
| **Surface Treatment** | Sealed | Unsealed^ | Unsealed^ | Unsealed^ | Unsealed^ |
| **Verge Width** | As per Austroads | As per Austroads | As per Standard Drawings | As per Standard Drawings | N/A |
| **Intersection Spacing** | 500m min | Not specified | Not specified | Not specified | N/A |
| **Bus Route and Stops** | Yes - indent required | Yes^^^ | Yes^^^ | Yes^^^ | No |
| **Cycle Facilities** | Principal Cycle Route Only - 2.5m wide sealed shoulders | Principal Cycle Route Only - 2.0m wide sealed shoulders | N/A | N/A | N/A |
| **Footpath** | No | No | No | No | No |
| **Parking** | No | No | No | No | No |
| **Property Access** | No property access** | No property access** | Yes | Yes | Yes |
| **Traffic Calming** | No | No | No | No | No |
| **Maximum Trafficable Volumes** | <20,000vpd | <3,000vpd | <1,000vpd | <150vpd | <30vpd |
| **Design Speed / Maximum Speed Environment** | 90-110km/h design speed | 70-90km/h design speed | 70km/h design speed | 70km/h design speed | N/A |
| **Design Vehicle (Guide Only)** | 19m articulated vehicle | 19m articulated vehicle | 12.5m single unit bus/ truck | The greater (largest specified requirements) of -<br>• Austroads Standards;<br>• The Ipswich City Council Standard Drawings; or<br>• an 8.8m service vehicle, | The greater (largest specified requirements) of -<br>• Austroads Standards;<br>• The Ipswich City Council Standard Drawings; or<br>• an 8.8m service vehicle, |
| **Check Vehicle (Guide Only)** | 19m articulated vehicle | 19m articulated vehicle | 12.5m single unit bus/ truck | The greater (largest specified requirements) of - | The greater (largest specified requirements) of - |

| | | | | | |
|---|---|---|---|---|---|
| | | | | • Austroads Standards;<br>• The Ipswich City Council Standard Drawings; or<br>• an 8.8m service vehicle, | • Austroads Standards;<br>• The Ipswich City Council Standard Drawings; or<br>• an 8.8m service vehicle, |
| **Posted Speed** | 80-100km/h | ***60-80km/h | ***60km/h | ***60km/h | *** |
| **Grade** | As per Austroads | As per Austroads | Not specified | Not specified | Not specified |

**Table 4 Rural Road Characteristics Notes:**
^^^School buses only
^^ Applies to locally controlled roads only
^ Unless requires sealing due to safety, maintenance reasons or to accommodate amenity or traffic intensity (for example, rural tourism activities)
*Natural surface
** Unless no other access is possible
***No posted speed limit if unsealed
Design outcomes on State Controlled Road's are subject to Department of Transport and Main Roads approval

### 6.4.5 Access

**Table 6.4.5.1 —Site Access**

<table>
<tr><th>Element</th><th>Requirements</th></tr>
<tr><td>General</td><td>1. Safe, legible and convenient.<br>2. Facilitate easy ingress and egress for all users.<br>3. Provide for vehicles to enter and leave in a forward motion.<br>4. Consider needs of pedestrians and cyclists first to minimise potential conflict between pedestrians, cyclists and vehicles.<br>5. Comply with:<br>a. Council’s Standard Drawings for access construction across road verges;<br>b. DTMR Road Planning and Design Manual;<br>c. Austroads Guide to Road Design;<br>d. MUTCD for direction, regulation, warning and information signage and line marking.</td></tr>
<tr><td>Location</td><td>1. When determining the location of an access driveway, the following standard design constraints are taken into consideration:<br>a. the characteristics of frontage road (type, traffic volumes, and vertical and horizontal geometry);<br>b. the sight distance requirements;<br>c. the location of intersections, median openings, other driveways, interruption to pedestrian movement on the walkway or bikeway;<br>d. the queue and turn lane lengths at signalised and unsignalised intersections;<br>e. the location of existing above-ground and below-ground services, bus stops, taxi ranks, loading zones, traffic control devices and significant trees;<br>f. pedestrian and cyclist requirements; and<br>g. requirements of State transport authorities (if relevant).<br>An access driveway is located as far as possible from an intersection, and other driveways and median openings, except if in a restricted area where it can be demonstrated that safety and operational performance of the transport system are not compromised. The following table specifies a minimum separation distance for driveways to adjacent features:
<table>
<tr><th>Type of Frontage Road</th><th>Adjacent Feature</th><th>Minimum Separation of Driveway from Adjacent Feature</th></tr>
<tr><td rowspan="3">Access Place / Laneway, Access Street or Collector Street</td><td>Minor intersection (Access Place / Laneway, Access Street or Collector Street)</td><td>6 metres from kerb tangent point</td></tr>
<tr><td>Major intersection (Major Collector or Access Major Collector)</td><td>20 metres from kerb tangent point</td></tr>
<tr><td>Median island<br>Other driveways</td><td>10 metres from island nose<br>3 metres along kerb</td></tr>
</table>
</td></tr>
</table>

| | | | |
|---|---|---|---|
| | Major Collector, Access Major Collector, Sub-Arterial and Arterial Roads | Minor intersection (Collector Street) | 20 metres from kerb tangent point |
| | | Major intersection (Major Collector, Access Major Collector, Sub-Arterial, Arterial) | 30 metres from kerb tangent point |
| | | Other driveway | 15 metres along kerb |
| | | Traffic signals | Clear of queue areas and turning lanes |
| | 2. If access to a development is proposed from a sub-arterial or arterial road, refer to Section 6.4.3 of this Planning Scheme Policy to identify additional reporting required to address potential transport impacts. | | |
| **Site access restrictions** | 1. In cases where a proposed access does not align with the management of the respective road hierarchy characteristics table, access is to be limited to left-turning movements only.<br>2. Where restricted access is permitted, access is restricted by the construction of a central median, ensuring that right turns in/out of the site are not possible.<br>3. Median breaks are not to be provided on roads with limited access, unless they meet the minimum intersection spacing's identified in the road hierarchy characteristics table.<br>4. If a median break is provided, it is accompanied by an indented right turn lane long enough to accommodate the design 95th percentile queue based on the 10-year design horizon from the opening date.<br>Note: Notwithstanding any development approval, Council always maintains the right to construct central medians or close any median break, if it is considered necessary to improve traffic operating conditions on a public road at any time in the future. | | |
| **Shared access** | 1. Shared access arrangements reducing the number of accesses to the major or centre road will be preferred wherever possible.<br>2. Where a vehicular access provides access to more than one premises, an easement is provided benefitting all adjoining landowners and Council.<br>3. Access easements do not result in unreasonable detriment or nuisance to adjoining premises. | | |

## 6.4.6 Servicing and Manoeuvring

### 6.4.6.1 Manoeuvring Areas are Designed in Accordance with the Relevant Standards

(1) Manoeuvring areas are designed in accordance with AS2890 - Parking Facilities.

### 6.4.6.2 Minimum Standard Design Vehicle (for on-site servicing and manoeuvring)

Internal parking bays and layouts are designed to accommodate the largest service vehicle likely to regularly access the site. Design service vehicle types are nominated in Table 6.4.6.1.

### 6.4.6.3 Standard Number of Service Bays Required

(1) A minimum of 1 service bay / service area is provided for the land-uses nominated in Table 6.4.6.1

(2) Dedicated ambulance service bays are provided for a hospital, residential care facility, retirement facility and for health care services.

(3) The total number of bays for multi-use developments is determined by the addition of the standard number of bays required for the individual development components.

(4) Large multi-use developments with centralised service vehicle areas may require fewer service bays than the sum of the individual component requirements. If fewer service vehicles are proposed, satisfactory operation of the service area is to be demonstrated and supported by an experienced RPEQ Traffic Engineer.

**Table 6.4.6.1 — Design Vehicle for On-site Servicing and Manoeuvring**

| Use | Minimum Standard Service Vehicle | Use | Minimum Standard Service Vehicle | Use | Minimum Standard Service Vehicle |
|---|---|---|---|---|---|
| Adult Store | SRV for 500m$^2$ or less GFA, MRV for >501m$^2$ GFA | High impact industry | AV | Resort complex | WCV |

| | | | | | |
|---|---|---|---|---|---|
| Agricultural supplies store | AV | Hospital | HRV | Retirement facility | HRV |
| Bar | WCV | Hotel | HRV | Rural industry | AV |
| Bulk landscape supplies | AV | Indoor sport and recreation | HRV | Service industry | SRV for 200m$^2$ or less GFA, HRV for >201m$^2$ GFA |
| Car wash | SRV | Intensive animal industry | AV | Service station | AV |
| Childcare centre | WCV | Intensive horticulture | AV | Shop | SRV for 200m$^2$ or less GFA, HRV for 201m$^2$-2000m$^2$ GFA, Not specified for >2001m$^2$ GFA |
| Club | HRV | Low impact industry | HRV | Shopping centre | SRV for 200m$^2$ or less GFA, HRV for 201m$^2$-2000m$^2$ GFA, Not specified for >2001m$^2$ GFA |
| Community care centre | MRV | Major sport, recreation and entertainment facility | AV | Stort-term accommodation | WCV (where more than 6 dwellings) |
| Community use | SRV | Marine industry | AV | Showroom | HRV for1000m$^2$ or less GFA, AV for >1001m$^2$ GFA |
| Crematorium | SRV | Market | SRV | Special industry | AV |
| Educational establishment | HRV | Medium impact industry | AV | Tourist attraction | HRV |
| Emergency services | HRV | Multiple dwelling | WCV (where more than 6 dwellings) | Tourist park | HRV |
| Extractive industry | HRV | Nightclub entertainment facility | WCV | Transport depot | AV |
| Food and drink outlet | SRV; HRV (if a takeaway food premises or including a drive through facility) | Office | MRV | Veterinary services | SRV |
| Function facility | HRV | Outdoor sales | AV | Warehouse | AV |
| Funeral parlour | WCV | Outdoor sport and recreation | HRV | Wholesale nursery | AV |
| Garden centre | HRV | Place of worship | SRV | | |
| Hardware and trade supplies | SRV for 500m2 or less GFA, HRV for 501m2-2000m2 GFA, AV for >2001m2 GFA | Relocatable home park | HRV | | |
| Health care services | SRV | Residential care facility | HRV | | |

WCV = Waste Collection Vehicle
SRV = Small Rigid Vehicle (refer to AS 2890.2)
MRV = Medium Rigid Vehicle (refer to AS 2890.2)
HRV = Heavy Rigid Vehicle (refer to AS 2890.2)
AV = Articulated Vehicle (refer to AS 2890.2)

Note: Industrial areas are to cater for the movement of B-double vehicles as defined in the Transport Operations (Road Use Management - Vehicle

Registration) Regulation 2010, where there is direct access onto a road classified as a B-double route.

## 6.4.7 Queuing

### 6.4.7.1 Queuing Areas

(1) Queuing areas are designed in accordance with AS2890 - Parking Facilities.

(2) Queuing requirements for particular uses are listed in Table 6.4.9.1 Car parking rates.

(3) Table 6.4.7.1 identifies the queuing spaces required at the entry to car parks according to their capacity

**Table 6.4.7.1 — Queuing spaces for car parks**

| Static Capacity of Car Park | Minimum Number of Vehicles Accommodated in the Queuing Space |
|---|---|
| 1-60 | 2 |
| 61-100 | 3 |
| >100 | The number calculated complies with Table 3.3 of AS 2890.1:2004 Parking Facilities – Off-street car parking |

## 6.4.8 Freight Movements

(1) The strategic freight network is identified within the strategic road network mapping (SFM5A).

(2) Development that requires Articulated Vehicle, B-double or Multi-combination vehicle access should refer to Section 6.4.3 of this PSP to identify additional reporting requirements to address potential transport impacts.

(3) Multi-combination vehicles such as 26m B-doubles, over-dimensional vehicles and other special vehicles identified by the Queensland Government agencies are required to operate under a permit system. The truck operator is to obtain the relevant permit to operate their vehicles on specified routes from the Queensland Government. A development proposing to use these permit classes of trucks is to demonstrate how the site is serviced by the vehicle. The applicant is to indicate whether the roads accessing the site have been approved for use by the vehicle classification and permit type.

(4) Industrial areas are to cater for the movement of B-double vehicles as defined in the *Transport Operations (Road Use Management - Vehicle Registration) Regulation 2010*, where there is direct access onto a road classified as a B-double route.

(5) Any future freight routes external to industrial estates are to be designed at sub-arterial standard at a minimum.

Note: Refer to the provisions of General Works and Infrastructure Planning Scheme Policy – General Works and Infrastructure Part 1 — Standards for the Design of Roadworks for road construction standards.

## 6.4.9 Car Parking

(1) Standards for the provision of car parking for common uses are shown in Table 6.4.9.1. For the purposes of these standards:

a. the term car space means adequate space for the parking of a medium car, together with provision for access to such space;
b. if the number of parking spaces calculated in accordance with Table 6.4.9.1 is not a whole number, then the number of spaces provided is the next whole number above the calculated number. Visitor spaces are calculated and rounded up separately;
c. if a minimum parking rate is not specified in Table 6.4.9.1, the applicant is responsible for providing evidence in support of the amount of car parking proposed;
d. in car parks with more than 50 spaces, 2% of the number of spaces required to comply with the requirements of Table 6.4.9.1 are provided as marked and signed spaces for motorcycles, each measuring 2.5m by 1.35m, located immediately adjacent to major pedestrian access points; and
e. parking spaces for vehicle occupants with a disability are provided in accordance with the requirements of the National Construction Code (NCC) – Volume One, D3.5 Accessible carparking - Table D3.5 Carparking spaces for people with a disability.

**Table 6.4.9.1 — Car Parking Rates**

| Use | Car Parking Rate | Car Parking Rate for Principal and Major Centres |
|---|---|---|

| | | |
|---|---|---|
| Adult store | 1 space per 20m$^2$ GFA | 1 space per 50m$^2$ GFA |
| Agricultural supplies store | 1 space per 20m$^2$ GFA where ≤ 100m$^2$; 1 space per 50m$^2$ for component GFA where > 100m$^2$ | |
| Air service | No minimum parking rate specified | |
| Animal husbandry | No minimum parking rate specified | |
| Animal keeping | 1 space per employee not residing on the site in addition to parking provided for the dwelling | |
| Aquaculture | 1 visitor space plus 0.5 space per employee | |
| Bar | 1 space per 15m$^2$ of Total Use Area | 1 space per 50m$^2$ Total Use Area |
| Brothel | 1 space per room plus 0.5 space per employee | |
| Bulk landscape supplies | 1 space per 200m$^2$ GFA and a minimum of 4 spaces | |
| Car wash | 1 space per employee and a queuing space to accommodate 5 vehicles behind each car wash bay | |
| Caretakers' accommodation | 1 space per dwelling | 1 space per dwelling |
| Cemetery | No minimum parking rate specified | |
| Childcare centre | 1 space per 8 children plus 1 space per employee | 1 space per 50m$^2$ GFA and a pick-up / drop-off area. |
| Club | 1 space per 30m$^2$ GFA | 1 space per 50m$^2$ GFA |
| Community care centre | 1 space per 20m$^2$ GFA | 1 space per 50m$^2$ GFA and a pick-up / drop-off area. |
| Community residence | 2 spaces per dwelling; plus 1 space per employee | |
| Community use | 1 space per 10m$^2$ GFA | 1 space per 50m$^2$ GFA |
| Crematorium | 1 space per 10m$^2$ GFA | |
| Cropping | No minimum parking rate specified | |
| Detention facility | To be determined upon submission of a car parking demand assessment, as part of a Transport Impact Statement or a Transport Impact Assessment.<br><br>Refer to Appendix 1 - Determination of the level of transport impact and SC6.4.3 Assessment of Transport Impacts | |
| Dual occupancy | 1 covered space per dwelling plus 2 visitor spaces | |
| Dwelling house | No minimum parking rate specified | |
| Dwelling unit | 1 space per unit | |
| Educational establishment | Primary and secondary schools - as per the Queensland Department of Transport and Main Roads – *Planning for Safe Transport Infrastructure at Schools: Technical Guidance for the provision of effective and safe transport infrastructure at schools*; Tertiary – To be determined upon submission of a car parking demand assessment, as part of a Transport Impact Statement or a Transport Impact Assessment.<br><br>Refer to Appendix 1; Determination of the level of transport impact and SC6.4.3 Assessment of Transport Impacts. | Primary and secondary schools - as per the Queensland Department of Transport and Main Roads – *Planning for Safe Transport Infrastructure at Schools: Technical Guidance for the provision of effective and safe transport infrastructure at schools*; Tertiary – To be determined upon submission of a car parking assessment. |
| Emergency services | No minimum parking rate specified | |
| Environment facility | No minimum parking rate specified | |
| Extractive industry | No minimum parking rate specified | |
| Food and drink outlet | 1 space per 10m$^2$ GFA<br>and if a single drive through, 12 vehicles behind | 1 space per 50m$^2$ GFA |

| | | |
|---|---|---|
| | the drive-through service window,<br>and if a multi-lane drive through, 12 vehicles behind the drive-through service window. | |
| Function facility | 1 space per 10m$^2$ GFA | 1 space per 50m$^2$ GFA |
| Funeral parlour | 1 space per 10m$^2$ GFA plus 0.5 space per employee | 1 space per 50m$^2$ GFA |
| Garden centre | 1 space per 100m$^2$ external use (display) area plus 1 space per 20m$^2$ GFA (internal retail area) | |
| Hardware and trade supplies | 1 space per 30m$^2$ GFA where ≤ 300m$^2$; 1 space per 50m$^2$ where > 300m$^2$ | |
| Health care service | 3 visitor spaces per health practitioner plus 1 space per employee | 1 space per 50m$^2$ GFA |
| High impact industry | 1 space per 100m$^2$ GFA and 2 spaces per tenancy | |
| Home based business | 1 space per visitor plus 1 space per employee not residing on the site in addition to parking provided for the dwelling | |
| Hospital | To be determined upon submission of a car parking demand assessment, as part of a Transport Impact Statement or a Transport Impact Assessment.<br><br>Refer to Appendix 1: Determination of the level of transport impact and SC6.4.3 Assessment of Transport Impacts. | To be determined upon submission of a car parking demand assessment, as part of a Transport Impact Statement or a Transport Impact Assessment.<br><br>Refer to Appendix 1: Determination of the level of transport impact and SC6.4.3 Assessment of Transport Impacts. |
| Hotel | 1 space per 15m$^2$ GFA plus 1 space per ancillary accommodation room | 1 space per 50m$^2$ GFA and a pick-up / drop-off area. |
| Indoor sport and recreation | Gym: 1 space per 10m$^2$ GFA; Squash or tennis: 6 spaces per court; Indoor cricket: 15 spaces per court; Swimming pool: 15 spaces plus 1 space per 100m$^2$ GFA; All other cases: 3 spaces per court or 5 spaces per 100m$^2$ GFA. | |
| Intensive animal industry | 1 space per employee not residing on the site in addition to parking provided for the dwelling | |
| Intensive horticulture | 1 space per employee not residing on the site in addition to parking provided for the dwelling if within 100 metres of a road | |
| Landing | No minimum parking rate specified | |
| Low impact industry | 1 space per 100m$^2$ GFA and 2 spaces per tenancy | |
| Major electricity infrastructure | No minimum parking rate specified | |
| Major sport, recreation and entertainment facility | To be determined upon submission of a car parking demand assessment, as part of a Transport Impact Statement or a Transport Impact Assessment.<br><br>Refer to Appendix 1: Determination of the level of transport impact and SC6.4.3 Assessment of Transport Impacts. | To be determined upon submission of a car parking demand assessment, as part of a Transport Impact Statement or a Transport Impact Assessment.<br><br>Refer to Appendix 1: Determination of the level of transport impact and SC6.4.3 Assessment of Transport Impacts. |
| Marine industry | 1 space per 100m$^2$ GFA and 2 spaces per tenancy | |
| Market | 6 spaces per 100m$^2$ Total use area (stalls and circulation) | |
| Medium impact industry | 1 space per 100m$^2$ GFA and 2 spaces per tenancy | |
| Motor sport facility | To be determined upon submission of a car parking demand assessment, as part of a Transport Impact Statement or a Transport Impact Assessment. | |

| | | |
|---|---|---|
| | Refer to Appendix 1: Determination of the level of transport impact and SC6.4.3 Assessment of Transport Impacts. | |
| Multiple dwelling (other than within the High Density Residential Zone) | 1 space per 1 bedroom dwelling; 1.5 spaces per 2 bedroom dwelling; 2 spaces per 3+ bedroom dwelling; 1 visitor space per 4 dwellings<br><br>Note: The number of spaces is to be rounded up to the next whole number of parking spaces with the 'rounded up' space being provided in a communal area. | 1 space per 1 & 2 bedroom dwelling; 1.5 spaces per 3+ bedroom dwelling; 1 visitor space per 10 dwellings<br><br>Note: Further concessions to car parking rates may be permissible with the application of Travel Demand Management measures - Table 6.10.10.1. |
| Multiple dwelling where located within the High Density Residential Zone | 1 space per 1 & 2 bedroom dwelling; 1.5 spaces per 3+ bedroom dwelling; 1 visitor space per 10 dwellings<br><br>Note: Further concessions to car parking rates may be permissible with the application of Travel Demand Management measures - Table 6.4.10.1. | |
| Nature-based tourism | 1 space per site/cabin/unit plus 1 visitor space per 10 sites plus 1 employee space | |
| Nightclub entertainment facility | 1 space per 15m$^2$ GFA | 1 space per 50m$^2$ GFA |
| Non-resident workforce accommodation | No minimum parking rate specified | |
| Office | 1 space per 30m$^2$ GFA | 1 space per 50m$^2$ GFA<br><br>Note: Further concessions to car parking rates may be permissible with the application of Travel Demand Management measures - Table 6.10.10.1. |
| Off-road motorcycling facility | No minimum parking rate specified | |
| Outdoor sales | 1 space per 150m$^2$ Total use area | |
| Outdoor sport and recreation | Swimming pool or aquatic sport: 15 spaces plus 1 space per 100m$^2$ Total use area; Tennis court: 4 spaces per court; Sports grounds: 50 spaces per field; Lawn bowls: 30 spaces per green; Other court games: 20 spaces per court | |
| Outstation | No minimum parking rate specified | |
| Park | No minimum parking rate specified | |
| Parking station | No minimum parking rate specified | |
| Party house | No minimum parking rate specified | |
| Permanent plantation | No minimum parking rate specified | |
| Place of worship | 1 space per 10m$^2$ GFA | 1 space per 50m$^2$ GFA |
| Relocatable home park | 1 space per dwelling plus 1 visitor space per 5 dwellings (where developments contain 5 or more dwellings) | |
| Renewable energy facility | No minimum parking rate specified | |
| Research and technology industry | 1 space per 30m$^2$ GFA | |
| Residential care facility | 1 visitor space per 5 beds plus 1 space per employee plus 1 ambulance parking space | |
| Resort complex | To be determined upon submission of a car parking demand assessment, as part of a Transport Impact Statement or a Transport Impact Assessment.<br><br>Refer to Appendix 1: Determination of the level of transport impact and SC6.4.3 Assessment of Transport Impacts. | |
| Retirement facility | 1 space per dwelling plus 1 visitor space per 5 | 1 visitor space per 10 dwellings plus 1 space per |

| | | |
|---|---|---|
| | dwellings (where developments contain 5 or more dwellings) | employee |
| Roadside stall | No minimum parking rate specified | |
| Rooming accommodation | 0.5 space per Rooming Unit, plus 0.25 visitor space per Rooming Unit, plus one (1) space for an on-site manager (if applicable) | 1 visitor space per 10 rooms |
| Rural industry | 1 space per employee not residing on the site in addition to parking provided for the dwelling | |
| Rural workers' accommodation | No minimum parking rate specified | |
| Sales office | 3 spaces per 100m$^2$ GFA | |
| Service industry | 1 space per 20m$^2$ GFA | 1 space per 50m$^2$ GFA |
| Service station | Queuing space for at least two cars behind the last car at each petrol pump lane; plus 1 space per 20m² GFA for shop; plus 4 spaces per vehicle service bay; plus 0.5 space per employee | Queuing space for at least two cars behind the last car at each petrol pump lane; plus 1 space per 20m² GFA for shop; plus 4 spaces per vehicle service bay; plus 0.5 space per employee |
| Shop | 1 space per 20m$^2$ GFA | 1 space per 50m$^2$ GFA |
| Shopping centre | 1 space per 20m$^2$ GFA | 1 space per 50m$^2$ GFA |
| Short-term accommodation (other than within the High Density Residential Zone) | 1 space per room plus 1 visitor space per 10 rooms plus 0.5 space per employee | 1 space per room<br><br>Note: Further concessions to car parking rates may be permissible with the application of Travel Demand Management measures - Table 6.10.10.1. |
| Short-term accommodation where located within the High Density Residential Zone | 1 space per room<br><br>Note: Further concessions to car parking rates may be permissible with the application of Travel Demand Management measures - Table 6.4.10.1. | |
| Showroom | 1 space per 20m$^2$ GFA where ≤ 100m$^2$; 1 space per 40m$^2$ for component GFA where > 100m$^2$ | 1 space per 50m$^2$ GFA |
| Special industry | 1 space per 100m$^2$ GFA and 2 spaces per tenancy | |
| Substation | No minimum parking rate specified | |
| Telecommunications facility | No minimum parking rate specified | |
| Theatre | 1 space per 15m$^2$ GFA or 1 space per 5 seats | 1 space per 50m$^2$ GFA |
| Tourist attraction | To be determined upon submission of a car parking demand assessment, as part of a Transport Impact Statement or a Transport Impact Assessment.<br><br>Refer to Appendix 1: Determination of the level of transport impact and SC6.4.3 Assessment of Transport Impacts. | To be determined upon submission of a car parking demand assessment, as part of a Transport Impact Statement or a Transport Impact Assessment.<br><br>Refer to Appendix 1: Determination of the level of transport impact and SC6.4.3 Assessment of Transport Impacts. |
| Tourist park | 1 space per site; plus 1 visitor space per 10 sites; plus 1 space per employee | |
| Transport depot | 1 space per vehicle plus 0.75 space per employee | |
| Utility installation | No minimum parking rate specified | |
| Veterinary service | 1 space per 20m$^2$ GFA | 1 space per 50m$^2$ GFA |
| Warehouse | 1 space per 100m$^2$ GFA | |
| Wholesale nursery | 1 space per 100m$^2$ Total Use Area (TUA) | |
| Winery | 1 space per 20m$^2$ of retail GFA plus 1 space per employee | |

Note:
The parking schedule sets out the minimum number of off-street parking spaces required for particular uses.
Where a use states that the number of parking spaces is to be determined upon the submission of a car parking demand assessment, an assessment

is to be provided to Council identifying the anticipated car parking demand. Within a car parking demand assessment, the applicant must use evidence from at least three different sources (preferably surveyed from a similar land use within SEQ) to determine an appropriate parking demand. This assessment is to be provided as part of a Traffic Impact Statement or Traffic Impact Assessment (Refer to Appendix 1 - Determination of the level of transport impact and SC6.4.3 Assessment of Transport Impacts).
Employee means an on duty employee.
Total use area (TUA) is the total area dedicated to the use, whether indoors or outdoors.

### 6.4.10 Car Parking Rate Concessions

(1) In the Principal Centre Zone, Major Centre Zone and High Density Residential Zone, there is the potential for development to provide parking at rates different to the minimum car parking rates set in Table 6.4.9.1 - Parking rates. The consideration of parking reductions requires the proposal (in the form of a car parking assessment) and implementation of traffic demand management (TDM) methods identified in Table 6.4.10.1 - Travel demand management measures, eligible land uses and indicative reductions.

(2) If pursuing parking reductions associated with a TDM measure, refer to Section 6.4.3 of this PSP to identify additional reporting requirements to address potential transport impacts.

**Table 6.4.10.1 — Travel Demand Management Measures, Eligible Land Uses and Indicative Reductions**

| | Green Travel Plan | Unbundled Parking | Bicycle Parking |
|---|---|---|---|
| Applicable Zones | • Principal Centre Zone<br>• Major Centre Zone<br>• High Density Residential Zone | • Principal Centre Zone<br>• Major Centre Zone<br>• High Density Residential Zone | • Principal Centre Zone<br>• Major Centre Zone |
| Eligible Uses | • Office: >2000m$^2$ GFA (Principal and Major Centre Zones only)<br>• Short-term accommodation: 50 or more rooms<br>• Multiple dwelling: 50 or more dwellings<br><br>Other high trip generating land uses in a Principal or Major Centre (such as hospitals and tertiary educational establishments) may be considered. | • Short-term accommodation<br>• Multiple dwelling | All uses except for Accommodation activities |
| Indicative reduction | The provision of a satisfactory green travel plan can reduce the minimum car parking requirement by up to a maximum of 20% | For every 2 spaces unbundled, the minimum car parking requirement can be reduced by 1 space, up to a maximum reduction of 20%. | For every 2 additional bicycle spaces above the minimum requirement, the minimum car parking provision can be reduced by 1 space up to a maximum reduction of 15%. |

**Table 6.4.10.2 — Green Travel Plan Proposal Requirements**

| Element | Detail |
|---|---|
| **Purpose** | A green travel plan is a package of site-specific measures implemented to promote and maximise the use of more sustainable modes of travel. Typically, travel plans support walking, cycling, public transport and car sharing, which are encouraged via a range of actions, promotional campaigns and incentives. |
| **Indicative reduction** | Provision of a satisfactory green travel plan can reduce the minimum parking requirement up to a maximum of 20%. |
| **Eligibility** | Refer to Table 6.4.10.1 Travel demand management measures, eligible land-uses and indicative reductions. |
| **Preparation** | By a suitably qualified person. |
| **Reporting** | At a minimum, a green travel plan should include the following:<br>• Summary of proposal<br>• An understanding of the existing transport conditions<br>  ○ Existing transport infrastructure<br>  ○ Existing transport usage (if appropriate)<br>• Objectives and targets |

| | |
|---|---|
| | ◦ Objectives and targets are to be developed with an emphasis on reducing single-occupancy car trips<br>• Action Plan<br>◦ Inclusion of a package of quantifiable measures (short, medium, and long term) used to achieve the objectives of the travel plan;<br>◦ These measures take the form of infrastructure provision that will make a tangible impact on green travel<br>• Monitoring and reporting<br>◦ A travel survey should be conducted post commencement of the use at a set of agreed times after commencement in order to quantify the impact of the plan<br>◦ Best practice green travel plans are live documents, changing over time based on new trends and the availability of data. |

**Table 6.4.10.3 — Unbundled Parking Proposal Requirements**

| Element | Detail |
|---|---|
| **Purpose** | Unbundled parking is where parking spaces are rented or sold separately to building space, so occupants only pay for the parking they use. |
| **Indicative reduction** | For every 2 spaces required for the uses in accordance with Table 6.10.9.1, the minimum provision of car parking can be reduced by 1 space where unbundled, for up to 20 percent of the original parking requirement. |
| **Eligibility** | Refer to Table 6.4.10.1 Possible travel demand management measures, eligible land-uses and indicative reductions. |
| **Reporting** | A plan containing parking allocation and detail as to how unbundled parking is to be managed is to be provided as part of a Transport Impact Statement or Transport Impact Assessment prepared in accordance with the requirements of 6.4.3 of this Planning Scheme Policy. |

**Table 6.4.10.4 — Additional Bicycle Parking Proposal Requirements**

| Element | Detail |
|---|---|
| **Purpose** | To provide additional bicycle parking above the amount of bicycle parking required in Table 6.4.13.1. |
| **Indicative reduction** | Every 4 additional bicycle spaces (above minimum) offsets 1 car space, up to 15% of the minimum parking requirements.<br><br>Note: Where the option for the provision of bicycle spaces in lieu of car spaces is exercised, End of trip facilities are still required for the identified uses, and in accordance with the prescribed rates and standards outlined in Table 6.4.13.1 Bicycle parking rates and end of trip facility requirements. |
| **Eligibility** | Refer to Table 6.4.10.1 Possible travel demand management measures, eligible land-uses and indicative reductions. |
| **Reporting** | A plan containing parking allocation (including bicycle parking) is to be provided as part of a Transport Impact Statement or Transport Impact Assessment prepared in accordance with the requirements of 6.4.3 of this Planning Scheme Policy. |

## 6.4.11 Shared or Multiple Use of Parking Areas

(1) Where some shared or multiple use of the parking area is expected (for example, combined development applications or adjacent developments with shared parking areas), the applicant should demonstrate the extent to which this will occur by means of a Transport Impact Statement / Transport Impact Assessment in accordance with this policy before any relaxation is determined.

(2) A request for a reduction in the number of parking spaces for shared uses should be supported by evidence which demonstrates that the peak parking times of the uses occur at different times, or the parking area is sufficient to meet the anticipated demands of all uses.

(3) Shared or multiple use of carparking areas, particularly large carparks, may be appropriate:
a. at times when carparks would otherwise not be occupied (e.g. weekends);
b. when carparking spaces service two or more land uses with varying peak usage times or likely combined passenger trips; and
c. to reduce the amount and size of the parking area.

(4) When a shared or multiple use carparking area services land uses on two or more separate land holdings, the local government may require binding legal documentation or easements in relation to the carparking area to ensure continuity of the shared parking arrangements.

## 6.4.12 Carpark Siting and Design

### 6.4.12.1 Carpark Access

(1) Entrances to carparks are readily identifiable and convenient to use.

(2) Carpark access driveways are located to minimise conflict and designed to operate efficiently and safely taking into consideration the following:
a. the size of the parking area;
b. the amount and type of vehicle traffic using the parking area;
c. the type of use (e.g. long-term, short-term, regular, casual);
d. the capacity of the adjoining street system;
e. road frontage characteristics (i.e. type of road, vertical and horizontal geometry, traffic volume and speed control);
f. the spacing and type of entrances and exits proposed relative to each other and other intersections;
g. the location of existing or proposed medians and other traffic control devices;
h. sight distances;
i. pedestrian and vehicle safety aspects;
j. the potential for queuing vehicles; and
k. any relevant provision for public transport.

(3) The widths of access driveways are designed and constructed taking into account the:
a. type of road frontage;
b. traffic generating potential of the proposed development and the number of parking spaces required; and
c. the capacity for internal queuing and the potential for the queuing of vehicles on the entry road.

(4) For carparks served by multiple access points, each driveway should be designed based on the number of parking spaces effectively served by that driveway.

(5) Queuing areas are free from pavement humps or raised platforms in queuing areas.

(6) Access driveways should be located as far as practicable from other driveways and any intersection.

(7) Driveways should be combined entry/exit.

Note: Access driveways and queuing areas are located and designed in accordance with the provisions of AS 2890.1 Part 1: Off Street Car Parking and the General Works and Infrastructure Planning Scheme Policy – General Works and Infrastructure Part 1 — Standards for the Design of Roadworks.

### 6.4.12.2 Internal Circulation

(1) Parking modules and associated circulation roadways and ramps are designed to:
a. move traffic to and from the road frontage with minimum disruption to through traffic and to optimise pedestrian safety;
b. provide adequate capacity in circulation roadways and aisles to handle peak hour movements and minimise congestion;
c. arrange internal roadways to avoid as far as practicable conflicts between intersecting streams of circulating traffic; and
d. provide minimum length travel paths between entry/exit points and parking spaces.

Note: AO Parking modules, circulation roadways and ramps are designed in accordance with the provisions of Australian Standard AS2890.1 Part 1: Off Street Carparking.

### 6.4.12.3 Vehicular and Pedestrian Separation

(1) Pedestrian routes are separated from vehicular circulation to allow protected access for pedestrians via the shortest practical route from the parking area to the use.

(2) Protection measures are used where pedestrians and vehicles potentially intermingle and may include:
a. physical barriers (e.g. bollards);
b. pedestrian crossings;
c. lighting;
d. raised walkways between parking modules;
e. speed humps; and
f. mounding, landscaping or fencing.

(3) Development is designed so that vehicles do not reverse across marked pedestrian crossings.

(4) Pedestrian access does not pass through commercial or refuse vehicle reversing or loading areas.

#### 6.4.12.4 People with Disabilities Requirements

(1) Carparking spaces for people with disabilities are located as near as possible to the entrance or entrances to the facility or use they serve.

(2) Pathways and ramps between parking areas and the entrances to buildings are designed in accordance with the provisions of Australian Standard AS1428: Design for Access and Mobility.

(3) Parking spaces for people with disabilities are identified by a sign incorporating the International Symbol specified in Australian Standard AS1428.1 Part 1: General Requirements for Access - New building work.

(4) The sign is readily visible from a vehicle at the entrance to the carpark, or guide signs are provided to indicate the direction of the disabled parking spaces.

#### 6.4.12.5 Electric Vehicle Charging Infrastructure

(1) The provision of electric vehicle charging infrastructure in off-street carparking areas is encouraged for new development to support the reduced use of internal combustion engine vehicles across the transport network.

(2) Guideline: Electric Vehicle Charging Infrastructure (Ipswich City Council) has been prepared to assist with the implementation of electric vehicle charging infrastructure, including guidance on the following:
a. plugs and connection hardware;
b. site selection and decision making;
c. signage and pavement marking; and
d. lighting and shelter.

#### 6.4.12.6 Tandem Parking

(1) Tandem parking spaces (2 car spaces parked nose to tail) may be provided, subject to evidence:
a. that there is a real need for tandem parking or stacked parking and that the provision of tandem parking or stacked parking will not adversely affect the use of the site and improve parking accessibility; and
b. tandem parking or stacked parking is primarily used to provide parking for people employed on the premises and likely to park all day or a major part of the day, or where a parking attendant is available during operational periods to assist with the parking and retrieval of vehicles;
c. that provision is available on site for rotation of cars without the movement of vehicles onto public streets; or
d. there is a need for parking of longer vehicles or vehicles with trailers.

(2) Where evidence is not provided meeting the above requirements, tandem carparking is counted as 1 space, except in the following cases:
a. the spaces are designated and signed for residential purposes of the same dwelling; or
b. the spaces are designed and signed for the occupants of the site, in a single tenancy; or
c. the off-street carparking is to be operated as a privately operated public carpark with on-site-management whereby the off-street tandem carparking spaces may be counted as no greater than 1.5 spaces.

#### 6.4.12.7 Parcel Pick-up Areas

(1) Parcel pick-up areas are designed and located:
a. so as not to interrupt the flow of vehicles in circulation roadways;
b. to enable pedestrians to move freely around vehicles in the parcel pick-up area without being endangered by traffic; and
c. are located to avoid conflict with nominated pedestrian and cyclist travel areas.

#### 6.4.12.8 Trolley Bays

(1) Trolley bays are provided within shopping centre carparks to enable the orderly storage of shopping trolleys.

Note: Trolley bays are designed in accordance with the provisions of Australian Standard AS2890.1 Part 1: Off Street Carparking.

#### 6.4.12.9 Speed Humps

(1) Speed humps, where necessary, are:
a. clearly visible to both drivers and pedestrians; and
b. designed and constructed to:
i. reduce vehicle speeds; and
ii. avoid damage to vehicles.

Note: Speed humps are designed in accordance with the provisions of Australian Standard AS2890.1 Part 1: Off Street Carparking.

### 6.4.12.10 Intercoms

(1) Where the entry/exit to a driveway, internal to the property boundary of the development, is separated by a boom gate, a central island containing an intercom or similar electronic access device is to be provided. The intercom (or similar device) is to be setback so as to provide uninterrupted access to the footpath in the road reserve, a minimum of 5.5 metres from the edge of the road and a minimum of 4m from the property boundary, or the intercom:
   a. is positioned on the right hand side of the access driveway against a wall; and
   b. setback 4m from the property boundary, internal to the development.

Note: The intercom system is only required where visitor car parking is provided behind a security gate.

### 6.4.12.11 Carpark Signage

(1) Carpark signage is provided, which:
   a. identifies the location of parking modules, to enable users to easily relocate their vehicles;
   b. identifies directions to exits, nearby destinations and emergency facilities (such as fire extinguishers, telephones or emergency buttons);
   c. identifies the main pedestrian routes;
   d. advises users to lock their vehicles and secure valuables; and
   e. informs users of the security measures provided.

(2) Signs are located:
   a. so that they are not likely to be obscured by growing vegetation;
   b. at entrances and near activity nodes;
   c. at bus stops, taxi ranks and public facilities; and
   d. where they will be illuminated, or alternatively are self-illuminating, if intended for night time use.

(3) The design of the parking area and its circulation pattern makes it difficult to breach traffic and parking rules, rather than relying on signage directions.

Note: Signage is designed in accordance with the provisions of Australian Standards AS2890.1 Part 1: Off Street Carparking; and AS1742: Manual of Uniform Traffic Control Devices.

### 6.4.12.12 Carpark Lighting

(1) Lighting within parking structures complies with the requirements of Australian Standard AS1680: Interior Lighting.

(2) Illumination levels outside the boundaries of the site do not exceed 8 lux (lumens) when measured 1.5 metres outside the boundary of the site at any level upwards from the ground.

(3) Security lighting is consistent with Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting.

(4) Night lighting is controlled by photoelectric cells rather than time switches.

(5) Areas not intended for night-time use are not lit and are closed off to avoid giving a false impression of safety.

(6) Principal pedestrian and bicycle movement routes, public spaces and outdoor signage in public spaces are lit in accordance with Australian Standard AS1158 (Lighting for Roads and Public Spaces) so that these areas become the focus of legitimate pedestrian activity after dark.

(7) Areas which are heavily used by pedestrians, including main entries to buildings and toilets and main pedestrian routes are lit with an illumination level of 50-100 lux (lumens).

(8) Large carparks (e.g. greater than 100 car spaces) do not include configurations of lights in straight parallel lines 500m – 1000m long in areas within 6km of the RAAF Base Amberley runway.

### 6.4.12.13 Multi-level Parking Structures

(1) Multi-level parking structures are designed to minimise visual impact on the streetscape and nearby uses and contribute to a lively pedestrian environment by including retail or other active uses on the ground floor, or street frontage treatment of the structure.

(2) Multi-level parking structures promote personal and public safety by:
   a. having an attendant trained for emergencies on duty after hours;
   b. having emergency telephones placed throughout, with accompanying illuminated international telephone signs;

c. having vandal proof and consistent lighting which enables visibility of all external edges and access routes throughout the carpark;
d. having white exit corridors, stairwells, walls and ceilings that reflect light;
e. having secured potential concealment spots;
f. providing organised surveillance through regular patrols;
g. providing mechanical surveillance and emergency telephones or buttons on each level, with illuminated international signs;
h. providing signage advising directions to stairs, lifts and exits, offices/buildings served, fire extinguishers and emergency buttons;
i. providing parking module identification signs to enable users to easily relocate their vehicles; and
j. providing signs advising users to lock their vehicles, to secure valuables and informing users of the security measures installed.

#### 6.4.12.14 Surface Treatment and Line Marking

(1) The surface of areas upon which vehicles are parked or driven are treated in a manner which:
a. reflects the frequency and duration of use;
b. provides for appropriate all weather use;
c. avoids the creation of a dust nuisance for on-site or nearby users; and
d. provides for adequate drainage.

(2) Sealed parking areas are constructed to the following standards:
a. low parking turnover – flush or chip seal (i.e. minimum depth of 150mm of compacted pavement material with a two (2) coat bitumen seal, except where soil tests indicate that a greater minimum depth of sub-base required); and
b. high parking turnover – asphaltic concrete.

(3) The use of alternative materials such as bricks or pavers may be considered, and preferred in certain instances, for example to enhance the appearance of a character place.

(4) Alternative materials may also be considered in areas of, for example: low traffic volume, intermittent use, in a rural environment, vehicular/pedestrian conflict areas or low speed and turnover areas.

(5) General parking and visitor, disabled, motorcycle and bicycle parking area are permanently line marked in accordance with the provisions of Australian Standard AS2890.1 Part 1: Off Street Carparking, so as to clearly delineate individual parking spaces.

(6) Line marking is used in conjunction with signage to:
a. control traffic movement and driver behaviour;
b. warn of any potential safety hazards; and
c. clearly indicate the existence and location of access points to car parking areas where not visible from the frontage road or access driveway.

### 6.4.13 Active Transport

#### 6.4.13.1 Active Transport is Provided in Accordance with the Relevant Standards

(1) Pedestrian and cyclist facilities are designed in accordance with the following standards unless otherwise specified below:
a. IPWEA Complete Streets: Guide for Urban Street Design;
b. IPWEA Street Design Manual: Walkable Neighbourhoods;
c. Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths;
d. Austroads Guide to Traffic Management Part 11: Parking Management Techniques;
e. DTMR Manual of Uniform Traffic Control Devices;
f. AS1428 – Design for Access and Mobility; and
g. AS2890.3 - Parking facilities – Bicycle Parking.

#### 6.4.13.2 Bicycle Parking and End of Trip Facilities

(1) Bicycle parking rates for common uses and bicycle end of trip facility requirements are provided as outlined in Table 6.4.13.1.

Note: Bicycle parking may also be appropriate for land-uses not identified in Table 6.4.13.1, however supporting information should be provided for review.

Note: Bicycle parking should be designed according to the relevant standards outlined in Section 6.10.3 of this Planning Scheme Policy, taking into consideration the requirements specified in Table 6.4.13.1: Bicycle parking rates and end of trip facility requirements and

Table 6.4.13.2: Security level class for facilities.

(2) End of Trip facilities are to be provided for the uses identified in Table 6.4.13.1.

Note: End of trip facilities may also be appropriate for land-uses not identified in Table 6.4.13.1, however supporting information should be provided for review.

(3) End-of-trip facilities such as secure bicycle parking, shower cubicles, change rooms and lockers are co-located and provided to meet the needs of users and to encourage bicycle use.

Note: End of trip facilities are to be designed in accordance with Queensland Development Code MP4.1 Sustainable Buildings.

**Table 6.4.13.1 — Bicycle Parking Rates and End of Trip Facility Requirements**

| Use | Minimum Bicycle Parking Spaces | Security Classification (refer to Table 6.4.13.2) | End of Trip Facility |
|---|---|---|---|
| **Childcare centre** | 1 space per 10 employees | 3 | No |
| **Club** | 1 space per 100m$^2$ GFA | 3 | No |
| **Educational establishment** | 1 space per 5 pupils over year four; 1 per 100 full-time students for universities | 2 or 3 (Primary or Secondary);<br>2 (tertiary) | Yes<br>(but for tertiary, only where GFA > 1000m$^2$) |
| **Food and drink outlet** | 1 space per 100m$^2$ GFA for visitors and employees | 3 | No |
| **Function facility** | 1 space per 100m$^2$ GFA for employees | 2 | No |
| **Health care service** | 1 space per 200m$^2$ GFA for visitors plus<br>1 space per 400m$^2$ GFA for employees | 2 or 3 | No |
| **Hospital** | Queensland Development Code MP4.1 - Sustainable Buildings (Schedule 3) | 2 | Yes<br>(GFA>2000m$^2$) |
| **Hotel** | 1 space per 100m$^2$ GFA for visitors and employees | 2 or 3 | No |
| **Indoor sport and recreation** | 1 space per 200m$^2$ GFA for visitors plus<br>1 space per 4 employees | 2 or 3 | Yes |
| **Multiple dwelling** | 1 lockable, covered, bicycle parking space per unit (in either the garage or a separate on-site facility)<br>1 visitor bicycle parking space per 16 units or part thereof. | 1 (Occupants)<br>3 (Visitors) | No |
| **Office** | 1 space per 200m$^2$ GFA for visitors plus<br>1 space per 750m$^2$ GFA for employees | 2 (Employees)<br>3 (Visitors) | Yes<br>(GFA>1000m$^2$) |
| **Shop** | 1 space per 200m$^2$ GFA | 3 | No |
| **Shopping centre** | Queensland Development Code MP4.1 - Sustainable Buildings (Schedule 3) | 2 | Yes<br>(GFA>2000m$^2$) |
| **Showroom** | 1 space per 750m$^2$ of sales floor | 3 | No |

**Table 6.4.13.2 — Security Level Class for Facilities**

| Class | Security Level | Description | Duration of Parking |
|---|---|---|---|
| **1** | High | Fully enclosed individual locker | All day and night |
| **2** | Medium | A lockable communal enclosure, shelter or compound fitted with Class 3 facilities, where the cyclist is responsible for locking their bicycle | All day |
| **3** | Low | Bicycle rails or racks to which both the bicycle frame and wheels can be locked | Short to medium term |

## 6.4.14 Cycle Network

(1) The cycle network hierarchy is identified in the iGO Active Transport Action Plan , with the principal cycle routes and strategic recreational routes (both existing and future routes) also being reflected within the strategic active transport network mapping (Figure 6.4.14).

(2) Development within or adjacent to the Principal Cycle Route should refer to Section 6.4.3 and Appendix 1 of this Planning Scheme Policy to identify additional reporting requirements to address potential transport impacts

(3) A description of the characteristics of each cycle route in the cycle network is shown in Table 6.4.14.1 and Table 6.4.14.2

**Table 6.4.14.1 — Principal Cycle Route Characteristics**

| **Principal Cycle Route - Connects Major Regional Destinations** | | |
|---|---|---|
| **Function**<br>• Primary transport route between key attractors/destinations<br>• Major route access to Ipswich Principal Centre and regional centres<br>• Majority of users are commuters<br>• Utility trips throughout the day<br>• Most direct, convenient route<br>• Favourable topography<br>• Encourages new users | **Desirable Management Characteristics**<br>• Safe and visible route<br>• Continuous route with limited interruptions i.e. limited delays, limited road crossings, free of barriers<br>• Caters for higher speed cyclists (20-40km/h)<br>• Lighting for morning/evening trips<br>• When on road, routes should ideally be separated from cars<br>• When off road, routes should be separated from pedestrians when demand warrants<br>• Particular attention may be required where this route coincides with Pedestrian Activity Streets<br>• Way finding signage | **Examples of Suitable Infrastructure**<br>• Cycle Tracks<br>• Off road paths (refer to Austroads for appropriate widths relevant to road environment/function)<br>• On road bicycle lanes (refer to Austroads for guidance on appropriate widths relevant to the road environment/function) |

Note: This table should be interpreted in conjunction with the cycle facility requirements in the road characteristics table – Section 6.4.4 of this Planning Scheme Policy.

**Table 6.4.14.2 — Secondary and Local Cycle Route Characteristics**

| **Secondary Cycle Route - Provides Connection to Principal Cycle Routes and Serves Minor Land Use Precincts / Generators** | | |
|---|---|---|
| Secondary Transport | | |
| **Function**<br>• Distributes cyclists to land use precincts/generators<br>• Feeder route to/from principal routes<br>• Likely caters for utility and education trips, as well as commuter cyclists feeding to Principal Routes<br>• Can sometimes form a less direct route to an activity centre or generator on quieter roads | **Desirable Management Characteristics**<br>• Safe, continuous and visible<br>• Lighting dependent on demand<br>• When on road, routes should ideally be bicycle lanes<br>• When off road, routes can be a shared path<br>• Way finding signage | **Examples of Suitable Infrastructure**<br>• On road bicycle lanes (refer to Austroads for appropriate widths relevant to road environment/function)<br>• Off road paths (refer to Austroads for appropriate widths relevant to road environment/function) |
| Strategic Recreation (Touring / Training) | | |
| **Function**<br>• Caters for sporting, training or touring longer distance cyclists | **Desirable Management Characteristics**<br>• Safe, continuous and visible<br>• Sport training signage<br>• Squeeze points/hazardous locations managed | **Examples of Suitable Infrastructure**<br>• Safe, continuous and visible<br>• Sport training signage<br>• Squeeze points/hazardous locations managed |
| **Local Cycle Route - provides connection to principal cycle routes and serves access to minor land use precincts** | | |
| **Function**<br>• Access links to local land uses or feeder route from residential areas<br>• Used by all user group types<br>• Shared space | **Desirable Management Characteristics**<br>• Safe and convenient routes<br>• When on road, ideally routes should be on a street shared with motor vehicles and pedestrians at low speeds, ideally 50km/h or less.<br>• When off road, routes should be a shared path | **Examples of Suitable Infrastructure**<br>• Bicycle boulevards<br>• On road bicycle lanes and off road paths (refer to Austroads for appropriate widths relevant to road environment/function)<br>• Shared streets |

| | | |
|---|---|---|
| | • Way finding signage and pavement markings | |

Note: Whilst the principal, secondary and local cycle routes are identified in the iGO Active Transport Action Plan, further corridor studies may be required to determine appropriate alignments.

### 6.4.15 Pedestrian Network

(1) The pedestrian network hierarchy is identified in the iGO Active Transport Action Plan, with the pedestrian activity streets and transport corridors also being reflected in the Active Transport Map (Figure 6.4.14).

(2) Table 6.4.15.1 provides further information on the pedestrian hierarchy, particularly the purpose, function and desirable management characteristics of each type of route. The pedestrian hierarchy is closely linked to land uses and activity areas where there are the greatest demands for walking for transport purposes.

**Table 6.4.15.1 — Pedestrian Network Characteristics**

| **Pedestrian Activity Streets – Provide High Quality Access to Adjacent Commercial, Retail and Employment Land Uses** | |
|---|---|
| **Function**<br>• Comfort and amenity a priority<br>• Primarily provides access to the adjacent land uses in an activity centre<br>• Mix of users including shoppers and people with no particular purpose or destination (wanderers, window shoppers, recreation)<br>• Also forms a movement function due to the uses it will access but this function will be secondary to creating an attractive pleasant place<br>• This category is relevant to both rural and urban environments | **Desirable Management Characteristics**<br>• Safe, continuous, obstruction free, clear path to be provided within total width of verge<br>• An environment that is conducive to people lingering/enjoying – i.e. 'sticky street'<br>• Pedestrian priority signal phasing (i.e. sequential) to walking speed at intersections (especially during peak periods, including the mid-day period)<br>• Kerb/ pram ramps at all crossing points<br>• High intersection capacity (i.e. storage whilst waiting e.g. kerb build outs, wider crossing areas on pavement)<br>• Vehicle access points to be minimised where possible<br>• Wide path free of barriers, both sides of the road<br>• Path protected from elements (e.g. shade, shelter). Covered walkaways are desired at least continuous for one side of street<br>• Audio cues at traffic signals<br>• Tactile paving (TGSI) at hazard points (e.g. kerb ramps)<br>• Active street frontage<br>• Regular directional, distance and points of interest signage<br>• Need to balance public transport provision and pedestrian movements (e.g. Bus stop facilities located on the kerb)<br>• Mixed use development preferred |
| **Pedestrian Transport Corridor – Key Spines Providing Access to and Between Major Destinations (e.g. Centres, Schools, Bus/Rail Stations)** | |
| **Function**<br>• Primary transport route<br>• Majority commuters<br>• Most direct, logical and convenient route<br>• Good links to public transport<br>• Comfort a priority | **Desirable Management Characteristics**<br>• Safe, continuous, obstruction free, clear path<br>• Pedestrian signal phasing coordinated for reduced delays and ideally sequential to walking speed at intersections (especially during peak periods)<br>• Pedestrian crossing phases on all legs at signalised intersections<br>• Kerb/pram ramps at all crossing points<br>• Pedestrian priority at mid-block crossings<br>• Reduced crossing distances at intersections (i.e. by providing kerb build outs or pedestrian refuges)<br>• Wide path free of barriers, both sides of the road. Width as per Austroads guides.<br>• Intermittent shade and shelter. Ideally street trees for shade majority of length<br>• Audio cues at traffic signals<br>• Tactile paving at hazard points (e.g. kerb ramps)<br>• Active frontages preferred for surveillance (mixed use or residential frontage – no blank walls/fences)<br>• Directional and distance signage provided at key locations<br>• Bus stop areas provided with seating and shade, however clear route still provided for pedestrians |
| **Pedestrian Access Streets – high quality access streets surrounding major pedestrian generators (e.g. centres, schools, bus/rail stations)** | |
| **Function**<br>• Access links to major pedestrian generator or feeder route from residential areas | **Desirable Management Characteristics**<br>• Safe, continuous, obstruction free, clear path<br>• Pedestrian signal phasing coordinated for reduced delays (especially during peak periods)<br>• Pedestrian priority at mid-block crossings<br>• Reduced crossing distances at intersections (i.e. by providing kerb build outs or pedestrian |

| | |
|---|---|
| • Mix of users<br>• Comfort and safety a priority | refuges)<br>• Kerb/ pram ramps at all crossing points<br>• Wide path free of barriers, ideally both sides of the road particularly if a collector street or greater (urban areas). In Principal/Sub regional activity centres, paths on both sides of the streets on all road classifications may be appropriate. Width as per Austroads guides<br>• Intermittent shade and shelter. Ideally street trees for shade majority of length<br>• Audio cues at traffic signals<br>• Tactile paving at hazard points (e.g. kerb ramps)<br>• Active frontages preferred for surveillance (mixed use or residential frontage – no blank walls/fences) |

Note: The pedestrian network is identified in the iGO Active Transport Action Plan, and is reflected in the Active Transport Map (Figure 6.4.14)

Note: This table should be interpreted in conjunction with the footpath requirements in the road characteristics table – Section 6.4.4 of this Planning Scheme Policy.

### 6.4.16 Staged Development

(1) The minimum standard for temporary emergency (secondary) access servicing a staged development is a gravel road in designed and constructed in accordance with the minimum gravel rural road standard (in accordance with Standard Drawing SR09). It is expected that access restrictions will be in place for a temporary emergency (secondary) access.

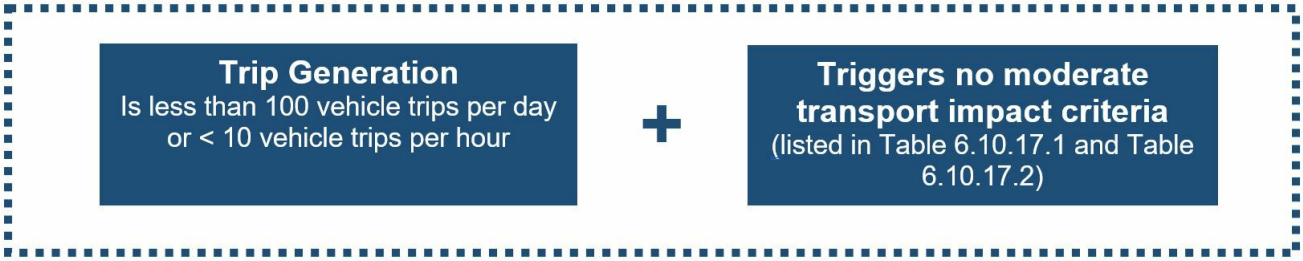
### 6.4.17 Appendix 1 - Determination of the Level of Transport Impact

The following information provides guidance on the determination of the level of transport network impact expected from development.

Note: The level of traffic generated relates to the number of vehicle trips generated by the development during its busiest hour(s) of operation.

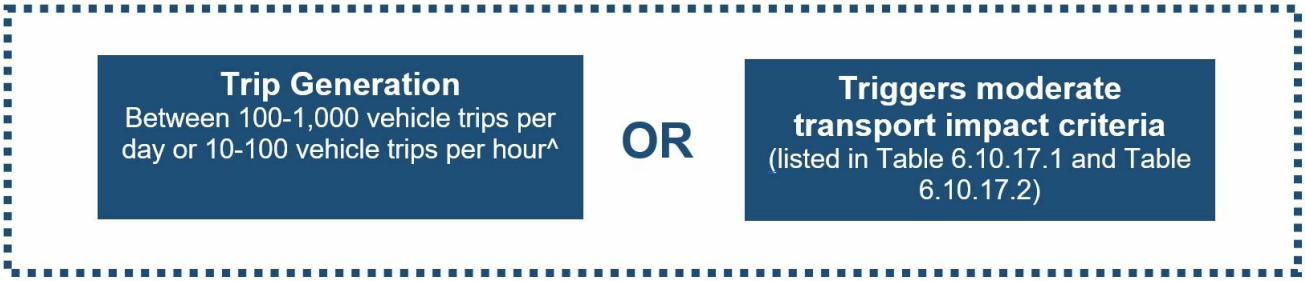
#### 6.4.17.1 Determination of what Constitutes Development with a Low Transport Impact

(1) Development with 'Low transport impact' development constitutes the following:
- Development which is expected to generate less than 100 vehicle trips per day or less than 10 vehicle trips per hour; and does not meet the moderate impact criteria listed in Table 6.4.17.1 and Table 6.4.17.2




#### 6.4.17.2 Determination of what Constitutes Development with a Moderate Transport Impact

(1) Development with a 'Moderate transport impact' development constitutes the following —
- Development which is expected to generate between 100 and 1000 vehicle trips per day or between 10 and 100 vehicle trips per hour; or
- Development that is expected to generate less than 100 vehicle trips per day or less than 10 vehicle trips per hour, but meets at least one of the moderate impact criteria listed in Table 6.4.17.1 and Table 6.4.17.2.



### 6.4.17.3 Determination of what Constitutes Development with a High Transport Impact

(1) Development with a 'High transport impact' development constitutes the following:

- Development which is expected to generate more than 1000 vehicle trips per day or greater than 100 trips per hour; or
- Development meets at least one of the high impact criteria listed in Table 6.4.17.2.

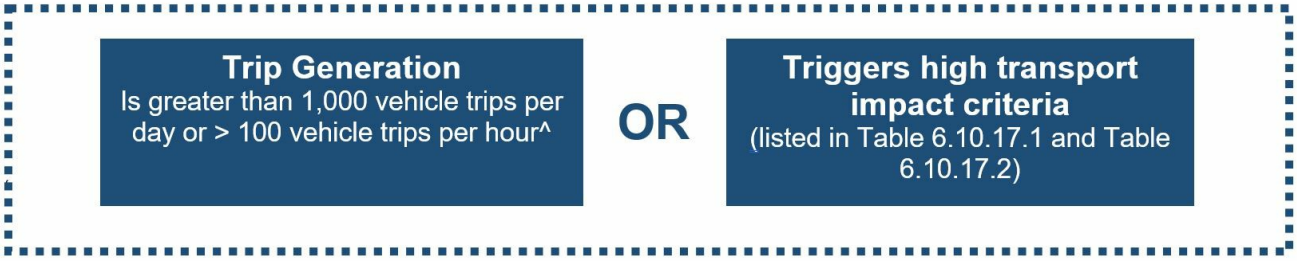



**Table 6.4.15.1 — Level of Transport Impact**

| Criteria | Low Impact | Moderate Impact | High Impact |
|---|---|---|---|
| Trip generation | Less than 100 vehicle trips per day or < 10 vehicles trips per hour^ | Between 100-1,000 vehicle trips per day or 10-100 vehicle trips per hour^ | More than 1,000 vehicle trips per day or > 100 vehicle trips per hour^ |
| Size of Development | - | Refer to Table 6.4.17.2 | |
| Site access | - | Development requires direct access to/from or adjoins a sub-arterial or arterial road. | - |
| | - | Development proposes an access that does not align with the intent of the road hierarchy characteristics table | - |
| Parking | - | Development is —<br>a. Development is within a Principal or Major Centre and is seeking a reduction to minimum parking requirements in accordance with Table 6.4.10.1; or<br>b. Development is seeking a reduction to minimum parking requirements in accordance with Table 6.4.10.1 and is for a designated use within a High Density Residential Zone; or<br>c. Development is seeking a shared parking arrangement; or<br>a car parking demand assessment is required in accordance with Table 6.4.9.1. | - |
| Active Transport | - | Development is within or adjacent to the Principal Cycle Route | - |
| Public Transport | - | Development requires the relocation of a bus stop and/or impacts upon a bus interchange | - |
| Freight | - | Development requires Articulated Vehicle, B-double or Multi-combination vehicle access | - |
| Local Government Infrastructure Plan (LGIP) | - | Development has potential infrastructure requirements under the LGIP | - |

^traffic generated relates to the number of vehicle trips generated by the development during its busiest hour(s) of operation.
Note: If the proposed development is multi-staged, the level of transport impact should be based on all stages of development.

**Table 6.4.17.2 — Determination of Level of Transport Impact by Land Use**

| Use | Moderate Impact | High Impact |
|---|---|---|
| Agritourism uses* | All applications (excluding accepted development) | N/A |
| Childcare centre | 10-50 students | >50 students |
| Educational establishment | 10-100 students | >100 students |

| | | |
|---|---|---|
| Food and drink outlet | 50-300m$^2$ GFA | >300m$^2$ GFA or containing a drive-through |
| Industrial uses | 1,000-10,000m$^2$ GFA | >10,000m$^2$ GFA |
| Office | 500-5,000m$^2$ GFA | >5,000m$^2$ GFA |
| Accommodation activities | 10-100 dwellings | >100 dwellings |
| Service station | N/A | All applications |
| Shopping centre | 100-800m2 GFA | >800m$^2$ GFA |

*Development involving 'Agritourism uses' can come in a variety of types and sizes. Whilst identified as a 'moderate impact' in Table 6.4.17.2, a more detailed assessment may be required depending on the outcome of the assessment.

Note: Where development is staged, the above criteria includes all stages. A more detailed assessment may be required depending on the assessment outcome.

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