Division 9—Parking Code

12.9.1 Parking Code

(1) The provisions in this division comprise the Parking Code.

(2) They are—

- compliance with the Parking Code (section 12.9.2);
- overall outcomes for the Parking Code (section 12.9.3); and
- specific outcomes and probable solutions as follows—
  - parking design and construction standards (section 12.9.4);
  - parking demand standards (section 12.9.5).

12.9.2 Compliance with the Parking Code

Development that, in the local government's opinion is consistent with the specific outcomes in sections 12.9.4 and 12.9.5 complies with the Parking Code.

12.9.3 Overall Outcomes for the Parking Code

(1) The overall outcomes are the purpose of the Parking Code.

NOTE 12.9.3A

Sub-section (1) provides the link between the overall outcomes sought for the code and the IPA code assessment rules which refer to the 'purpose' of the code [see IPA s.3.5.13(2)].

(2) The overall outcomes sought for the Parking Code are the following—

Off-street parking areas and loading and unloading facilities are designed, constructed and maintained to—

(a) provide a safe environment for both pedestrians and vehicles;

(b) reduce traffic congestion by ensuring adequate off street facilities are provided by developments which are likely to generate traffic;

(c) ensure that high standards of practicability, personal safety and aesthetic value are incorporated into the construction of off street parking areas and loading and unloading facilities;

(d) encourage integration with public transport facilities and non-motorised forms of transport and shared use of parking facilities in order to reduce the overall demand for parking facilities for private motor vehicles;

(e) provide parking facilities for people with disabilities;

(f) provide facilities for the parking of bicycles and motorcycles; and

(g) protect the amenity of nearby users, particularly residents.

12.9.4 Parking Design and Construction Standards

Site Considerations

(1) Specific Outcomes

(a) Car parking is provided within the site of the development.

(b) Long term or all day carparking areas are generally located to the rear or side of the property so as to be unobtrusive.

(c) Entrances to carparks are readily identifiable and convenient.

(d) Car park site selection takes into account—

(i) the type of road frontage;

(ii) the safety and convenience of ingress and egress points;

(iii) provision of and scope for suitable drainage;

(iv) the effects of the carparking area on adjacent or nearby uses;

(v) minimisation of pedestrian/vehicular conflicts;

(vi) walking distances from the carpark to the destination;

(vii) the potential for site landscaping;

(viii) issues relating to public safety and security; and

(ix) co-location and multi-use opportunities for shared parking arrangements.

NOTE 12.9.4A

(1) In relation to (a) above, the local government may be prepared to accept the provision of parking spaces on other land provided that the alternative location is within what the local government considers to be a reasonable and easy walking distance (e.g. 200 metres) from the lot upon which the development is to take place and will satisfy the parking requirements, without being detrimental to other developments in the locality.

(2) In these instances, arrangements are to be made to ensure the continued use of the parking area in connection with the proposed use, while such use continues.

(3) Any such proposal may require approval for a material change of use to a 'carpark'.

General Layout of Parking Areas

(2) Specific Outcomes

(a) The design provides uncongested traffic flow within the parking area, thereby reducing the potential for vehicle queuing off-site and conflict between vehicles (drivers) trying for the same parking space.

(b) The design minimises unnecessary areas for parking and manoeuvring, without compromising the safety and convenience of the carpark layout.

NOTE 12.9.4B

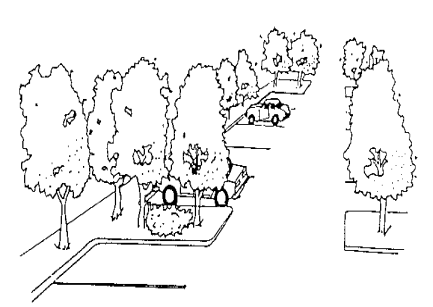
Reducing the size of parking areas—

(a) decreases construction costs;

(b) minimises sealed areas and thereby reduce drainage runoff; and

(c) enhances landscaping and visual aspects of the development (refer Figure 12.9.1).

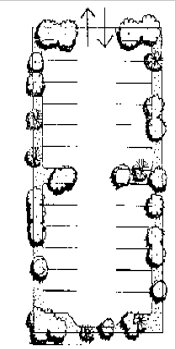
Figure 12.9.1: Minimising Sealed Areas and Increasing Aesthetics



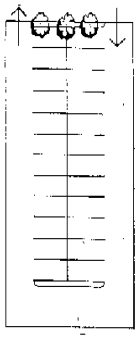
Consistent Outcome

- no decrease in parking capacity;
- significant improvements in terms of visual amenity; and
- plentiful shade.

CONSISTENT OUTCOME



INCONSISTENT OUTCOME



Design of Parking Modules, Circulation Roadways and Ramps

(3) Specific Outcomes

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 maximum pedestrian safety;

(b) provide adequate capacity in circulation roadways and aisles to handle peak hour movements by minimising congestion;

(c) arrange internal roadways to avoid as far as practicable conflicts between intersecting streams of circulating traffic;

(d) provide minimum length travel paths between entry/exit points and parking spaces; and

(e) safely treat points of conflict with pedestrians and other users.

(4) Probable Solutions – for sub-section (3)

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

Access Driveways and Queuing Areas

(5) Specific Outcomes

(a) Access driveways are located to minimise conflict and designed to operate efficiently and safely taking into account—

(i) the size of the parking area;

(ii) the amount and type of vehicle traffic using the parking area;

(iii) the type of use (e.g. long-term, short-term, regular, casual);

(iv) the capacity of the adjoining street system;

(v) road frontage characteristics (i.e. type of road, vertical and horizontal geometry, traffic volume and speed control);

(vi) the spacing and type of entrances and exits proposed relative to each other and other intersections;

(vii) the location of existing or proposed medians and other traffic control devices;

(viii) sight distances;

(ix) pedestrian and vehicle safety aspects;

(x) the potential for queuing vehicles; and

(xi) any relevant provision for public transport.

(b) Access driveways catering for a high volume and turnover of vehicles are located—

(i) off side roads rather than directly from the frontage of a Designated Road;

(ii) where possible, away from other uses and works generating a large amount of traffic;

(iii) away from areas where there is a heavy and constant pedestrian movement along the footpath;

(iv) away from areas where right turning traffic entering the site would obstruct through traffic; and

(v) away from areas where traffic using the driveways will interfere or block the operations of bus stops, taxi ranks, loading zones or pedestrian crossings.

(c) The widths of access driveways are designed and constructed taking into account the—

(i) type of road frontage;

(ii) traffic generating potential of the proposed development and the number of parking spaces required; and

(iii) the potential for the queuing of vehicles on the entry road.

(6) Probable Solutions – for sub-section (5)
Access driveways and queuing areas are located and designed in accordance with the provisions of Australian Standard AS 2890.1 Part 1: Off Street Carparking.

NOTE 12.9.4C

(1) In most cases, access driveways should be located as far as practicable from any intersection.

(2) Median breaks should not be provided on Designated Roads to provide access to property for right turning movements.

(3) Consideration should be given to the queuing of vehicles in the entry road when a capacity restriction exists on site (e.g. a boom gate).

(4) Where a site abuts a Designated Road or any other heavily trafficked road and has alternative access to a minor or lesser trafficked road, access should generally be derived from the minor road.

(5) In some circumstances, it may be necessary to limit access to left turn only movements in and out of an access driveway.

(6) Driveways should normally be combined entry/exit.

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

(8) Entry points should provide sufficient space for queuing of vehicles so as not to interfere with traffic flow in the frontage road.

Public Safety

(7) Specific Outcomes

The design, location and management of carparks promote public safety by—

(a) being designed to optimise informal surveillance and to control inappropriate access;

(b) being sufficiently well lit, with vandal proof lighting, to enable visibility of all external edges and routes providing access to the carpark;

(c) avoiding the creation of concealment areas; and

(d) being designed to avoid large (over 100 cars in a single block), continuous, carparking areas, and where this cannot be avoided, effective surveillance is provided.

(8) Probable Solutions – for sub-section (7)

(a) Informal surveillance is provided from adjoining uses by the placement or location of windows or retail premises, kiosks or other uses that generate activity on the edges of the parking area overlooking the carpark.

(b) For large carparks (i.e. in excess of 100 spaces)—

(i) a single entry/exit point is provided within clear view of an attendant, or where provision of an attendant is not practical, more than one entry/exit point is provided so that the carpark does not become an entrapment area;

(ii) an attendant trained for emergencies is provided;

(iii) 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) advises users to lock their vehicles and secure valuables; and

(D) informs users of the security measures provided;

(iv) organised surveillance is provided through regular patrols or mechanical means; and

(v) emergency telephones or contact buttons are provided in highly accessible, convenient and identifiable locations.

Separation of Pedestrian and Vehicular Circulation

(9) Specific Outcomes

(a) 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.

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

(c) Protection measures for pedestrians are located in areas of high pedestrian/vehicular conflict or high speed and may include—

(i) physical barriers (e.g. bollards);

(ii) pedestrian crossings;

(iii) lighting;

(iv) raised walkways between parking modules;

(v) speed humps; and

(vi) mounding, landscaping or fencing.

NOTE 12.9.4D

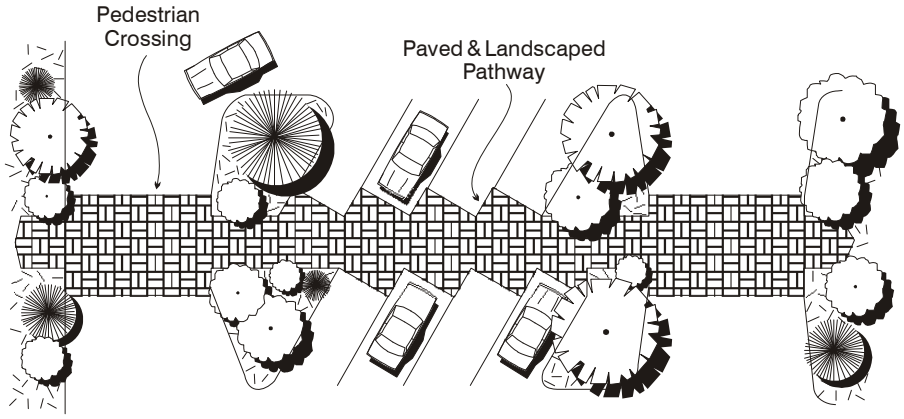
Figure 12.9.2 is an example of how the areas between carparking spaces may be used for pedestrian paths, whilst the areas where vehicular circulation routes cross pedestrian paths may be restricted in width and paved to delineate pedestrian movement priority.

Parking Spaces for People with Disabilities

(10) Specific Outcome

Vehicle parking spaces for people with disabilities are well located and are provided in sufficient quantities and have adequate areas and dimensions to meet user needs.

Figure 12.9.2: Pedestrian Movement Priority



(11) Probable Solutions – for sub-section (10)

(a) Car parking spaces for people with disabilities are provided at the rates specified in the Disability (Access to Premises - Buildings) Standards 2010.

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

(c) Parking spaces for people with disabilities are designed in accordance with the provisions of Australian Standard AS2890.6 Part 6: Off-street parking for people with disabilities.

(d) 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.

(e) 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.

(f) 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.

Parking Spaces for Motorcycles

(12) Specific Outcome

Motorcycle parking spaces have adequate areas and dimensions to meet user needs.

(13) Probable Solution – for sub-section (13)

Parking spaces for motorcycles are designed in accordance with the provisions of Section 2.4.7 of Australian Standard AS2890.1 Part 1: Off Street Carparking.

Bicycle Parking

(14) Specific Outcomes

(a) Specific areas for bicycle parking are set aside within uses likely to attract a high proportion of local use or youth patronage, including—

(i) shopping centres;

(ii) major factory or office complexes;

(iii) educational establishments;

(iv) sports, leisure and entertainment centres;

(v) libraries and other public buildings;

(vi) transit centres;

(vii) parks and recreation areas;

(viii) tourist facilities; and

(ix) medical centres and hospitals.

(b) Shoppers, customers, messengers and visitors are encouraged to use bicycles by providing short term bicycle parking facilities which—

(i) are conveniently located and readily accessible to intended destinations;

(ii) are located to facilitate casual surveillance in order to minimise incidents of theft or damage; and

(iii) enable bicycles to be securely locked without undue inconvenience.

(c) Students, employees, residents and commuters, who are likely to stay at a site for several hours are encouraged to use bicycles by providing long term bicycle parking facilities which—

(i) are secure and weather protected;

(ii) are conveniently located in relation to intended destinations; and

(iii) include shower facilities where provided for use by employees.

(d) Bicycle parking facilities are designed—

(i) to ensure that motor vehicles cannot encroach into bicycle parking areas;

(ii) so that they do not adversely affect pedestrian movements;

(iii) to provide adequate directional signage;

(iv) to provide lighting where the bicycle parking facilities are used at night; and

(v) to facilitate access to both destinations and bicycle paths.

NOTE 12.9.4E

Subject to the provision of parking spaces as outlined in Table 12.9.1, an applicant may negotiate a proportional reduction in motor vehicle carparking spaces, for any non residential development requiring carparking facilities, by providing for the secure parking of bicycles at a rate of one (1) bicycle parking space for every twenty (20) car spaces or fifteen (15) employees (whichever is greater) or one (1) bicycle parking space per 500m² of gross floor area of shopping floor space, or 750m² of office floor space or 500m² of other floor space.

(15) Probable Solutions – for sub-section (14)

(a) Bicycle parking facilities are designed in accordance with the provisions of Australian Standard AS2890.3 Part 3: Bicycle Parking Facilities.

(b) Bicycle parking and 'end of trip' facilities are provided in accordance with the Queensland Development Code MP4.1 Sustainable Buildings for 'Major development' as defined in the Queensland Development Code.

(c) Short term bicycle parking areas are provided within 15 metres of the main entry to the building they are intended to serve.

(d) At least 50% of long term bicycle parking areas are covered by a roof.

Commercial Vehicle Facilities and Service Areas

NOTE 12.9.4F

In cases where provision for off-street loading/unloading areas may prove difficult, the local government may consider requests from applicants to allow—

(a) shared parking and loading areas, with limitations on the hours during which vehicular loading/unloading may take place; or

(b) creation of kerbside loading zones.

(16) Specific Outcomes

(a) All areas for the manoeuvring and standing of commercial vehicles in association with loading and unloading are located wholly within the site and are separate from and do not encroach upon any part of the site set aside for other purposes.

(b) All commercial vehicle manoeuvring areas and ingress and egress points are designed, wherever possible so that it is not necessary to drive between the property boundary and the carriageway of the frontage road in a reverse gear.

(17) Probable Solutions – for sub-section (16)

(a) Service areas and service bays for commercial vehicles are designed in accordance with the provisions of Australian Standard AS2890.2 Part 2: Commercial Vehicle Facilities.

(b) Access driveways to service areas and service bays are designed in accordance with the provisions of Australian Standard AS2890.2 Part 2: Commercial Vehicle Facilities.

Parking Structures (including enclosed garages and multi-level carparks)

(18) Specific Outcomes

(a) Parking structures (including enclosed garages) are designed to provide adequate clearance from walls, columns, roofs and other obstructions, in order to facilitate ease of use.

(b) Parking structures are designed—

(i) as an integral part of a building; or

(ii) where free standing—

(A) are located as close as possible to the use(s) they are intended to serve; and

(B) are designed in a sympathetic and compatible manner with other nearby buildings.

(c) Multi-level parking structures—

(i) are designed to minimise visual impact on the streetscape and nearby uses;

(ii) contribute to a lively pedestrian environment by including retail or other active uses on the ground floor, street frontage perimeter of the structure; and

(iii) 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.

(19) Probable Solution – for sub-section (18)

Parking structures are designed in accordance with the provisions of Australian Standard AS2890.1 Part 1: Off Street Carparking.

Tandem and Stacked Parking

NOTE 12.9.4G

Tandem or stacked parking is not favoured as a means of meeting the carparking requirements of this Code, but may be approved in difficult situations.

(20) Specific Outcomes

A limited number of tandem parking spaces 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

(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; and

(c) that provision is available on site for shifting cars without the movement of vehicles onto public streets.

Parcel Pick-up Areas

(21) Specific Outcomes

Parcel pick-up areas are designed and located—

(a) so as not to interrupt the flow of vehicles in circulation roadways; and

(b) to enable pedestrians to move freely around vehicles in the parcel pick-up area without being endangered by traffic.

Trolley Bays

(22) Specific Outcome

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

(23) Probable Solution – for sub-section (22)

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

Speed Humps

(24) Specific Outcomes

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.

(25) Probable Solutions – for sub-section (24)

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

Signage

(26) Specific Outcomes

(a) Off street parking areas are designed to control traffic and parking movements rather than simply relying on signage directions.

(b) The design of the parking area and its circulation pattern makes it difficult to breach traffic and parking rules.

(c) Vehicular speed is limited by the design of the parking area.

(d) Signage within parking areas is provided to—

(i) warn against hazards to safety or potential damage to vehicles;

(ii) identify sections or rows of parking spaces so that users may easily relocate their vehicles;

(iii) direct and inform drivers entering and circulating within carparks about vehicular entry points, exits and location of parking spaces for people with disabilities;

(iv) direct pedestrians to lifts, stairs, amenities, exists and major destinations; and

(v) inform users about security measures and where to go for assistance.

(e) Adequate, legible signage is provided to assist pedestrians, particularly older people and people with disabilities, to find their way safely around carparks.

(f) Clear and regular signage is provided to main pedestrian routes.

(g) Signs are located so that they are not likely to be obscured by growing vegetation.

(h) Signs are located at entrances and near activity nodes.

(i) Clear, recognisable signage is provided at bus stops, taxi ranks and public facilities.

(j) Signs intended for night use are illuminated.

(27) Probable Solutions – for sub-section (26)

(a) Signage is designed in accordance with the provisions of Australian Standards—

(i) AS2890.1 Part 1: Off Street Carparking; and

(ii) AS1742: Manual of Uniform Traffic Control Devices.

(b) All traffic signage and traffic control measure details are shown on the carparking layout plan.

Marking of Spaces

(28) Specific Outcomes

(a) Parking areas are marked so as to clearly delineate individual parking spaces.

(b) Visitor, disabled, motorcycle and bicycle parking spaces are clearly marked, and their location clearly sign posted.

(29) Probable Solution – for sub-section (28)

Parking areas are permanently linemarked in accordance with the provisions of Australian Standard AS2890.1 Part 1: Off Street Carparking, so as to clearly delineate individual parking spaces.

Carpark Lighting

(30) Specific Outcomes

(a) Lighting is used to increase safety and security in and around carparks.

(b) Outdoor public spaces used or accessed after dark are appropriately and consistently lit to reduce the contrast between shadows and illuminated areas.

(c) Lighting design is integrated with building, landscaping, signage, streetscape and public space design.

(d) Light spillage onto adjoining land and roadways is avoided.

(e) Energy use is minimised.

(f) Lighting is appropriately placed to avoid shadows and glare which might put pedestrians or other vehicles at risk (i.e. shielded light at eye level).

(g) Lighting is designed to avoid configurations of lights in areas within 6km of the RAAF Base Amberley runway that replicate the appearance of airport runways at night.

(31) Probable Solutions – for sub-section (30)

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

(b) 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.

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

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

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

(f) 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.

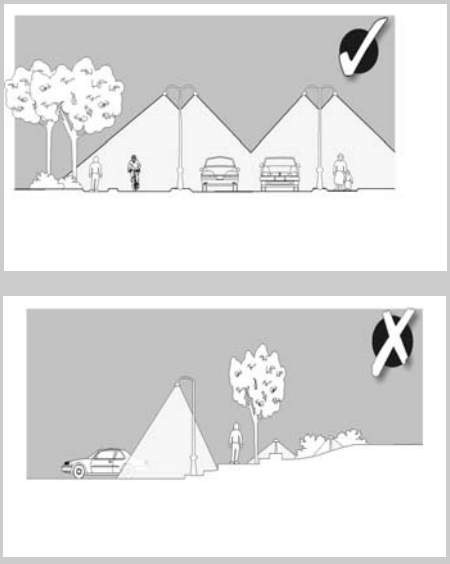
(g) Areas which are heavily used by pedestrians, including main entries to buildings and toilets and main pedestrian routes are lit with the power of 50-100 lux (lumens).

(h) 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.

NOTE 12.9.4H

Outdoor public spaces used or accessed after dark should be consistently lit to reduce the contrast between shadows and illuminated areas.

Figure 12.9.3: Consistent Lighting Pattern



Landscaping

(32) Specific Outcomes

(a) Landscaping including natural features, plantings, earthworks and fencing in parking areas is used to—

(i) enhance the amenity of the site;

(ii) reduce the harsh visual effect often created by open concrete and asphalt areas;

(iii) provide shade for vehicles, site buildings and pedestrians;

(iv) separate and define pedestrian and vehicular circulation routes;

(v) provide wind protection where necessary; and

(vi) reduce noise and light spillover (e.g. headlights and overhead lighting).

(b) Landscaping designs do not compromise public safety, the safety of traffic circulation and sight distances, in particular, the location and choice of vegetation species, or any other landscaping feature, does not—

(i) create concealment areas;

(ii) affect sight distances at any intersection;

(iii) affect accessibility for vehicular or pedestrian traffic;

(iv) affect visibility of carpark signage; or

(v) diminish casual surveillance of the parking area.

(c) Landscaping is used to break up the visual impact of large parking areas by distributing landscape areas throughout the parking area.

(d) Landscaping also provides shade by the use of appropriately sized canopy trees which are robust and minimise nuisance from fruit and berries.

(e) Landscaping is maintained by the property owner at the property owner's cost.

(f) Landscaping is designed for minimum of maintenance.

(33) Probable Solutions – for sub-section (32)

(a) A minimum of 1 space should be used for landscaping for every 8 standard car spaces.

(b) Areas used for landscaping within parking areas may be reduced to 2m in width but are distributed as evenly as possible (see Figure 12.9.4).

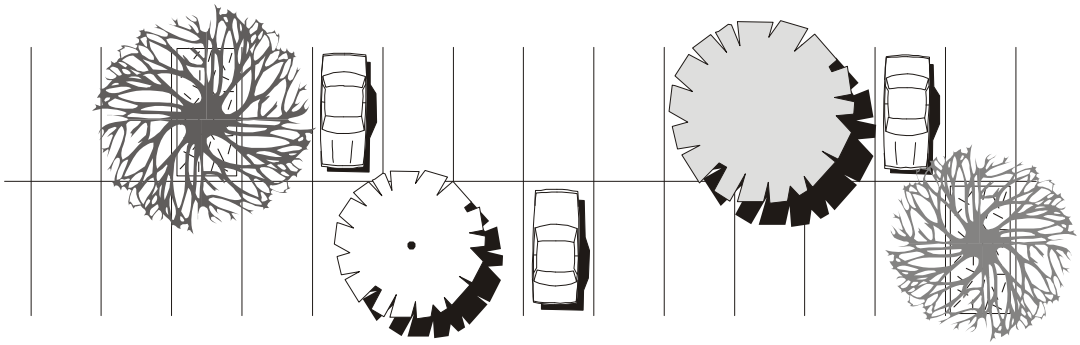
(c) Landscaping areas are protected from vehicular traffic by a barrier kerb (minimum height 100mm) or wheel stops.

(d) A minimum of 2 metres is set aside along the periphery of carparking areas to allow for landscaping to be established, with a minimum 3 metre width being provided along any street frontage.

NOTE 12.9.4I

All landscaping details as required by this Parking and Access Code are to be shown on a separate landscaping plan preferably submitted with any development application.

Figure 12.9.4: Landscaping Throughout the Carpark



Surface Treatment of Parking Areas

(34) Specific Outcomes

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, including provision for the sealing or paving of most parking areas;

(b) provides for appropriate all weather use;

(c) avoids the creation of a dust nuisance for on-site or nearby users;

(d) provides for adequate drainage; and

(e) reflects the intended character of the surrounding area.

(35) Probable Solutions – for sub-section (34)

(a) Sealed parking areas are constructed to the following standards—

(i) 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

(ii) high parking turnover – asphaltic concrete.

(b) Areas which should be protected from vehicular traffic (such as traffic islands, gardens, landscaping, aisle ends and pedestrian areas) are protected by being raised and bordered by a vertical-faced kerb or other suitable barrier (minimum height 100mm).

NOTE 2.9.4J

(1) The overhang of a vehicle must be taken into consideration when locating the kerb.

(2) To obtain local government approval, engineering plans need to be submitted showing dimensions, levels, pavement type and thickness for all parking, access driveways and manoeuvring areas.

(3) Despite sub-section (35) above, the use of alternative materials such as bricks or pavers may be considered, and in certain instances (e.g. character places) preferred, in order to enhance local character.

(4) The local government may also consider the use of such alternative materials in areas of, for example, low traffic volume, intermittent use, in a rural environment, vehicular/pedestrian conflict areas or slow speed areas.

Drainage

(36) Specific Outcomes

(a) All stormwater drainage from paved and impervious areas is collected within the site and piped to a nominated legal point of discharge.

(b) Particular attention is given to the flow path of stormwater resulting from a storm equivalent to the 1% AEP + climate change.

(37) Probable Solutions – for sub-section (36)

(a) All stormwater drainage design is in accordance with the requirements of the Institute of Engineers, Australia, 1987: "Australian Rainfall and Runoff: A Guide to Flood Estimation", Volume 1, for a two year return period.

(b) Where the internal driveway drains towards the street, a grated catch drain is installed immediately inside the property boundary.

Miscellaneous

(38) Specific Outcomes

(a) Where appropriate, parking areas are laid out so that vehicular and pedestrian traffic may conveniently connect with and travel between adjoining uses or lots.

(b) Unless approved for another use, all parking areas are—

(i) kept exclusively for parking;

(ii) used exclusively for parking;

(iii) maintained for continued use for parking; and

(iv) available for use by both staff and visitors/clients.

(c) Unless otherwise approved by the local government, all parking areas are to be available for users on-site and are not to be leased or sold to other persons.

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12.9.5 Parking Demand Standards

NOTE 12.9.5A

(1) The specific outcomes, which are sought to apply generally in relation to parking provisions are set out below.

Variation to Standards

(2) Despite any of the provisions contained within this Code, the local government may require the construction of a greater or lesser number of parking spaces or dispense with or modify any of the requirements below if it considers that such modification or dispensation is justified having regard to the particular circumstances.

(3) The local government may also request a Transport Impact Assessment, including information and an assessment identifying whether adequate provision has been made for the manoeuvring, parking, loading and unloading of vehicles (see Planning Scheme Policy 2—Information Local Government May Request).

Material Change of Use and Extensions or Additions to Existing Uses and Works

(1) Specific Outcomes

(a) Where an existing building occupied by an existing use is extended, or the area of land occupied by an existing use is increased, the requirements of this Code apply only to the extension of the existing building or to the use of the additional land.

(b) The parking requirements for the extension or increased site area is to be calculated as follows—

A + B,

where—

A is the parking demand of the extension or increased site area; and

B is the number of parking spaces (if any) lost as a result of the extension or increased site area.

(c) Where an existing building or land is occupied by a new use (not being an existing use) and the parking demand of the new use is greater than the parking demand for the existing use, the parking requirements for the new use is calculated as follows—

C – D,

where—

C is the parking demand of the new use; and

D is the parking demand of the existing use.

NOTE 12.9.5B

Where an existing building is to be occupied by a new use (not being an existing use), the local government may dispense with or modify the requirements of this Code in situations where—

(a) the existing building is proposed to remain substantially the same;

(b) no increase in gross floor area of the existing building is proposed; and

(c) the parking demand of the proposed use is similar to the existing use.

'Standard' Parking Demand for Specific Uses

(2) Specific Outcomes

(a) Adequate provision is made for on-site parking commensurate with the needs of traffic generating uses and works.

(b) All off-street carparking areas are constructed and available for use before the use commences.

(3) Probable Solutions – for sub-section (2)

(a) Parking spaces are provided in accordance with Table 12.9.1.

(b) Where the number of parking spaces calculated using Table 12.9.1 is not a whole number, the number required is the next highest whole number.

(c) Where the local government receives an application for the establishment of two (2) or more uses on the same site, the parking demand is calculated by totalling the requirements for each use.

NOTE 12.9.5C

(1) Table 12.9.1 specifies the parking demand for various uses as defined in the Planning Scheme together with other criteria for the provision of parking spaces.

(2) The parking schedule sets out the minimum number of off-street parking spaces required for particular uses.

(3) Where some shared or multiple use of the parking area is expected, the applicant should demonstrate the extent to which this will occur before any relaxation is determined by the local government.

(4) Where a use or proposed use involves the utilisation of land not included in a building or structure, then for the purpose of Schedule 2 the term gross floor area includes the land so used.

Table 12.9.1: Provision of Parking Spaces

NOTE 12.9.5D

(1) The Probable Solutions set out in the Table below are based on the typical peak parking demand for each use.

(2) Provision has also been made to reduce the required number of parking spaces for—

  (a) the Ipswich CBD And Rosewood Town Centre [see sub-sections (4) and (5) below];

  (b) shared or multiple use of parking areas [see sub-section (6) below)]; and

  (c) parking areas within Character Places or Character Zones [see sub-section (7) below].

(3) Solutions are expressed in carpark spaces (or portions of a carpark space) usually per unit, per m^2 , per employee or the like for calculation purposes.

(4) (FTE) = Full Time Employee – in businesses where employees work part time the calculation is based upon the equivalent of 1 person working an 8 hour day or shift.

(5) GFA = Gross Floor Area as defined in the list of Scheme definitions (see Schedule 1).

(6) Customer floorspace means the area forward of the service counter i.e. only the area of the shop or building which the customer is permitted to access.

(7) Where a use is not listed in the Table below, the number of parking spaces is to be determined on application, based on information provided by the applicant regarding likely parking demand.

Use	Probable Solutions	Notes
Residential		
Caretakers' Residence	1 covered space	
Display Housing	3 spaces per Display Home	It is preferable that all carparking is provided in one location (e.g. an allotment used as a carpark during the term of the Display Home or Housing Village).
Dual Occupancy	1 covered space per dwelling; plus 2 visitor spaces.	The driveway can be used to provide for the visitor parking spaces, however, the visitor parking spaces within the driveway do not obstruct access to either resident's parking spaces (e.g. concrete or mounded dividers are provided between attached garages and a shared driveway).
Home Based Activity	1 space per FTE	This space is in addition to parking requirements for the dwelling unit. This space is permitted on the driveway.
Multiple Residential (incorporates the following uses)—		
(a) apartments;	1 covered space per dwelling for exclusive resident use; 0.5 spaces per dwelling for visitor parking; 0.5 spaces per dwelling (to be located in the common area) for use by both residents or visitors.	Any development with a long driveway (e.g. in excess of 50 metres) is to provide for access (which may include a passing bay) by furniture removal vans, refuse collection and emergency vehicles.
(b) boarding house (providing permanent accommodation);	0.25 space per dwelling or rented bedroom; plus 1 bicycle space per 2 dwellings or 2 rented bedrooms.	
(c) caravan park (providing permanent accommodation);	1 space for the resident manager; plus 1 space per staff member (FTE); plus 1.5 spaces per permanent occupancy site.	A minimum of 1 space is provided on each permanent occupancy site.

Table 12.9.1 continued

Use	Probable Solutions	Notes
(d) nursing home or similar residential care facility;	1 space per staff member (FTE); plus 0.2 space per nursing home bed; or 1.5 spaces per self-contained unit; plus 1 ambulance space.	Special attention should be given to accommodate people with disabilities, elderly people and people with walking frames who require wider carparking spaces. Provision should also be made for— (a) the parking of any community buses; and (b) service vehicle parking and loading/unloading.
(e) retirement community;	0.25 space per hostel type unit; plus 0.2 space per nursing home bed; plus 1.5 spaces per self-contained unit; plus 1 space per staff member (FTE).	Special attention should be given to accommodate people with disabilities, elderly people and people with walking frames who require wider carparking spaces. Provision should also be made for— (a) the parking of any community buses; and (b) service vehicle parking and loading/unloading.
(f) student accommodation;	0.5 space per dwelling or rented bedroom; 0.5 bicycle space per dwelling or rented bedroom.	Student accommodation should be located with good access to public transport.
(g) townhouse.	1 covered space per dwelling for exclusive resident use; 0.5 spaces per dwelling for visitor parking; 0.5 spaces per dwelling (to be located in the common area) for use by both residents or visitors.	Any development with a long driveway (e.g. in excess of 50 metres) is to provide for access (which may include a passing bay) by furniture removal vans, refuse collection and emergency vehicles.
Single Residential (incorporates detached house)	2 spaces	(a) For Single Residential Uses on Lots 450m² or more in area to be in accordance with the Acceptable Solutions specified in Element 2 of MP1.2 of the Queensland Development Code. (b) For Single Residential Uses on Lots under 450m² in area to be in accordance with the Acceptable Solutions specified in Element 2 of MP1.1 of the Queensland Development Code. (c) For lots with a frontage of 9m to 12m, provision is made on-street for at least one visitor car parking space in front of each lot.
Temporary Accommodation (incorporates the following uses)—		
(a) boarding house;	0.25 space per dwelling or rented bedroom; plus 0.75 bicycle space per dwelling or rented bedroom.	
(b) camping ground;	1 space per site; plus visitors space: 1 per 10 sites; plus a queuing/standby area sufficient to accommodate two vehicles with trailers at the entry to the site.	Minimum 4 visitors carparking spaces. If the development includes a boat launching ramp, then provision for trailer parking is made.
(c) caravan park;	1 space for the resident manager; plus 1 space per staff member (FTE); plus 1.1 space per short term occupancy site; plus a queuing/standby area sufficient to accommodate two vehicles towing caravans at the entry to the site.	A minimum of 1 space is provided on each short term occupancy site.
(d) farm stay accommodation;	Parking as per "Single Residential"; plus 1 space per dwelling or rented bedroom.	
(e) motel.	1 space per unit; plus 1 space per resident manager; plus 1 space per staff member (FTE); plus a queuing/standby area, sufficient to accommodate 2 vehicles at the entry to the site.	Where the motel includes a restaurant which is available for the use of persons other than motel occupants, additional parking at the applicable restaurant rate is also provided.

Table 12.9.1 continued

Use	Probable Solutions	Notes
Commercial/Industrial		
Business Use (incorporates the following uses)—		
(a) broadcasting station;	0.5 space per staff member (FTE); plus visitor parking at 25% the staff rate.	
(b) bulky goods sales;	1 space per 50m² GFA; plus 1 loading bay.	Depending on the design and location of the building, and its potential for future use as a shop, additional land is to be set aside for parking purposes at the highest rate applicable for any exempt and self assessable development within the zone in which the site is situated.
(c) cafe;	0.5 space per staff member (FTE); plus 1 space per 10m² of customer floorspace up to 400m²; plus 1 space per 20m² GFA over 400m².	
(d) cake shop;	0.5 space per staff member (FTE); plus 1 space per 10m² of customer floorspace; plus 1 loading bay.	
(e) farm supply outlet;	1 space per 100m² GFA; plus 1 loading bay.	Drive through areas may be used to provide parking spaces.
(f) fast food premises;	0.5 space per staff member (FTE); plus 1 space per 5m² up to 300m² of customer floorspace, thereafter; 1 space per 20m² of customer floorspace; plus 1 loading bay.	If a drive-in/takeaway outlet only, the requirements to be decreased to 1 space per 10m² of GFA. If including a drive-through facility, the parking provisions apply with additional provision for queuing for 12 vehicles at the drive-through servery, covered serving areas, plus a covered waiting/standby area sufficient to accommodate 2 vehicles near the servery. Parking may be reduced, if the facility is incorporated in a Shopping Centre. Bicycle parking facilities are also desirable.
(g) food delivery service;	0.5 space per staff member (FTE); plus 1 space per 5 m² of customer floorspace; plus 1 space per delivery vehicle.	
(h) funeral premises;	0.5 space per staff member (FTE); plus 1 space per 5 funeral chapel seats; plus 1 space for each hearse.	
(i) garden centre;	1 space per 100m² of display area; plus 1 space per 20m² of GFA for any indoor retail use area.	Consideration is given to parking spaces/loading areas for cars with trailers and larger vehicles. A minimum of 5 spaces are provided on-site.
(j) hot bread shop;	0.5 space per staff member (FTE); plus 1 space per 10m² of customer floorspace; plus 1 loading bay.	
(k) hotel;	1 space per residential unit; plus 1 space per resident manager; plus 1 space per 15m² GFA (excluding residential component); plus queuing space for 12 cars for any drive-in bottle shop; plus 2 service vehicle parking and loading/unloading bays; plus bicycle parking facilities.	Parking spaces for residential units are to be specifically allocated for use by residents and signposted accordingly.
(l) laundromat;	0.5 space per washing machine.	

Table 12.9.1 continued

Use	Probable Solutions	Notes
(m) medical centre;	Doctors: 1 space per medical practitioner (FTE); plus Staff: 1 space per 2 administrative and support staff (FTE); plus Patients: 3 spaces per medical practitioner (FTE).	An ambulance bay may also be required, depending on the size of the medical centre. Special attention should be given to accommodate people with disabilities, elderly people and people with walking frames who require wider carparking spaces.
(n) non mechanical car wash	1 space per staff member (FTE); plus provision for at least two cars waiting for each car washing bay.	
(o) office;	1 space per 30 m² GFA.	Bicycle parking and shower facilities are also desirable.
(p) professional office;	1 space per 30 m² GFA.	Bicycle parking and shower facilities are also desirable.
(q) restaurant;	1 space per 15 m² GFA.	
(r) 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 lube bay; plus 0.5 spaces per employee (FTE).	Parking spaces may include lube bays or workshop areas. Tandem parking or stacked parking may be acceptable for serviced, repaired or staff vehicles. Provision is made for refuelling tankers to operate on site in a safe manner and enter and leave the site in a forward gear.
(s) shop;	1 space per 15 m² GFA.	Provision for service vehicle parking and loading/unloading. Bicycle parking and shower facilities are desirable.
(t) snack bar;	0.5 space per staff member (FTE); plus 1 space per 10m² of customer floorspace.	
(u) take away food premises;	0.5 space per staff member (FTE); plus 1 space per 10m² of customer floorspace.	
(v) vehicle sales premises;	Display area: 1 space per 100m² of display area; plus Office area: 1 space per 30 m² GFA; plus Service bays: 3 spaces per bay.	On site provision is required for car transporter parking. Parking spaces may include service bays. Tandem parking or stacked parking is acceptable for staff and service vehicles.
(w) veterinary clinic.	4 spaces per veterinary consulting room.	
Extractive Industry	1 space per staff member (FTE).	
General Industry (incorporates the following uses)—	Unless otherwise specified as per (a) to (e) below, 1 space per 100m² GFA; or 0.75 space per staff member (FTE), whichever is the greater.	Bicycle parking facilities are desirable. Space for service vehicle parking and loading/unloading is also to be provided.
(a) boiler making or engineering works;	1 space per 100m² GFA; or 0.75 space per staff member (FTE), whichever is the greater.	Bicycle parking facilities are desirable. Space for service vehicle parking and loading/unloading is also to be provided.
(b) freight depot;	1 space per 100m² GFA.	Bicycle parking facilities are desirable. Space for service vehicle parking and loading/unloading is also to be provided.
(c) landscape supply depot;	1 space per 500m² of site area (minimum of 5 spaces).	Provision is made for parking spaces/loading areas for cars with trailers and larger vehicles.
(d) truck depot;	1 space per on-site staff member (FTE).	
(e) wooden product manufacturing (including a cabinet maker or joinery).	1 space per 100m² GFA; or 0.75 space per staff member (FTE), whichever is the greater.	Bicycle parking facilities are desirable space for service vehicle parking and loading/unloading is also to be provided.
General Store	1 space per 20m² GFA.	
Plant Nursery (Wholesale)	1 space per staff member (FTE); 1 space for a visitor.	Provision is made for parking spaces/loading areas for larger vehicles.
Service/Trade Use (incorporates the following uses)—	Unless otherwise specified as per (a) to (e) below, 1 space per 100m² GFA; or 0.75 space per staff member (FTE); whichever is the greater.	Provision is made for service vehicle parking and loading/unloading.
(a) builder's or contractor's depot;	1 space per 100m² GFA.	Provision is made for service vehicle parking and loading/unloading.

Table 12.9.1 continued

Use	Probable Solutions	Notes
(b) commercial laundry (other than a laundromat);	1 space per 100m² GFA; or 0.75 space per staff member (FTE), whichever is the greater.	Provision is made for service vehicle parking and loading/unloading.
(c) mechanical car wash;	1 space per staff member (FTE); plus provision for queuing space for at least five cars behind each wash bay.	
(d) repair station;	6 spaces per work bay; plus 1 space per 100m² GFA.	Parking spaces may include lube bays or workshop areas. Tandem parking or stacked parking may be provided for serviced, repaired or staff vehicles.
(e) warehouse or storage.	1 space per 200m² of warehouse or storage area; or 0.75 space per staff member (FTE), whichever is the greater.	Additional land is set aside for parking purposes at the highest rate applicable for any exempt and self assessable development within the zone in which the site is situated. Provision is made for service vehicle parking and loading/unloading.
Shopping Centre	Mixed retail/service/office = 1 space per 18 m² of GFA; Non-food retail only = 1 space per 20 m² of GFA; Food retail only = 1 space per 10 m² of GFA.	Where premises are used for bulky goods sales, this requirement may be reduced to 1 space per 50m² of gross floor area provided additional land is set aside for parking purposes at the highest rate applicable for any exempt and self assessable development within the zone in which the site is situated. Provision is made for— (a) on-site bus and taxi parking; (b) bicycle parking facilities; and (c) service vehicle parking and loading/unloading.
Special Industry (incorporates the following uses)—		
(a) concrete batching plant;	0.75 space per staff member (FTE); plus 4 visitor spaces.	Provision is also made for service vehicle parking and loading/unloading.
(b) fuel depot;	0.75 space per employee (FTE); plus 0.25 space per employee for visitors.	Provision is also made for service vehicle parking and loading/unloading.
(c) recycling premises;	1 space per 150m² GFA; plus 0.75 space per staff member (FTE).	Provision is made for service vehicle parking and loading/unloading.
(d) special industry uses (not otherwise specified).	0.75 space per staff member (FTE); plus 0.25 space per staff member for visitors.	Provision is also made for service vehicle parking and loading/unloading.
Temporary Sales Office	1 space per 30m² GFA.	
Recreation/Entertainment		
Entertainment Use (incorporates the following uses)		
(a) amusement parlour;	1 space per 10m² GFA.	Bicycle parking facilities are desirable.
(b) cabaret;	1 space per 5m² GFA; plus 0.5 space per staff member (FTE); plus 1 loading/service bay.	Where a cabaret is adjacent to an existing off-street carpark or within a shopping centre, consideration will be given to patronage patterns and joint use of the available spaces. Provision is also made for bus and taxi pick-up/set- down and service vehicle parking and loading/unloading.
(c) cinema;	1 space per 5 seats; 0.5 space per staff member (FTE).	Provision is also made for bus and taxi pick-up/set- down and service vehicle parking and loading/unloading.
(d) club	1 space per 30m² GFA	Where specific spaces are reserved for Club Directors or specific staff or members, these spaces are additional to those required under this code and are nominated at the Development Application stage.

Table 12.9.1 continued

Use	Probable Solutions	Notes
(e) concert hall;	1 space per 5m² GFA; plus 0.5 space per staff member (FTE).	Provision is also made for bus and taxi pick-up/set- down and service vehicle parking and loading/unloading.
(f) dance hall;	1 space per 5m² GFA; plus 0.5 space per staff member (FTE).	Provision is also made for bus and taxi pick-up/set- down and service vehicle parking and loading/unloading.
(g) licensed club;	1 space per 15m² GFA up to 1500m²; thereafter 1 space per 25m² GFA; plus 1 loading/service bay.	Where specific spaces are reserved for Club Directors or specific staff or members, these spaces are additional to those required under this code and are nominated at the Development Application stage. Where a licensed club is adjacent to an existing off-street carpark or within a shopping centre, consideration will be given to patronage patterns and joint use of the available spaces. Provision is also made for bus and taxi pick-up/set- down and service vehicle parking and loading/unloading.
(h) night club;	1 space per 5 m² GFA; plus 0.5 space per staff member (FTE); plus 1 loading/service bay.	Where a nightclub is adjacent to an existing off-street carpark or within a shopping centre, consideration will be given to patronage patterns and joint use of the available spaces. Provision is also made for bus and taxi pick-up/set- down and service vehicle parking and loading/unloading.
(i) theatre;	0.2 space per person able to be seated; plus 0.5 space per staff member (FTE).	Provision is also made for bus and taxi pick-up/set- down and service vehicle parking and loading/unloading.
Recreation Use (incorporates the following uses)		
(a) equestrian and coursing sports;	0.2 space per person able to be seated; plus 1 space per 5m² of other spectator areas.	Provision is made for trailer/horse float parking.
(b) indoor recreation;	1 space per 10m² GFA; or 0.75 space per participant.	Bicycle parking facilities are desirable. Parking may be reduced for a centre with a combination of indoor recreation uses or if such centre is adjacent to an existing off-street carpark which may be available for joint parking arrangements. Provision is also made for bus and taxi pick-up/set- down and service vehicle parking and loading/unloading.
(c) outdoor recreation.	As a minimum requirement, 1 space per 5 spectator seats plus 1 space per 5m² of other spectator area. Football field: 50 spaces per football field; Golf Course: 4 spaces per tee, plus Club House parking (as for Licensed Club); Outdoor Court Games: 6 spaces per court; Lawn Bowls: 30 space per green; Swimming Pool: 15 spaces plus 1 space per 100m² of useable site area.	Bicycle parking facilities are desirable. Provision is also made for bus and taxi pick-up/set- down and service vehicle parking and loading/unloading. Parking may be reduced for a centre with a combination of outdoor recreation uses or if such centre is adjacent to an existing off-street carpark which may be available for joint parking arrangements.
Rural		
Intensive Animal Husbandry (incorporates the following uses)		
(a) aquaculture;	Staff: 0.5 space per staff member (FTE); plus Visitors: 1 space.	
(b) cattery;	Staff: 0.5 space per staff member (FTE); plus Boarding Cattery – Visitors: 1 space per 5 animal enclosures; Breeding (Only) Cattery: 1 visitor space.	

Table 12.9.1 continued

Use	Probable Solutions	Notes
(c) dairy;	Staff: 0.5 space per staff member (FTE); plus Visitors: 1 space.	
(d) feedlot;	Staff: 0.5 space per staff member (FTE); plus Visitors: 1 space.	
(e) kennels;	Staff: 0.5 space per staff member (FTE); plus Boarding Kennels – Visitors: 1 space per 5 animal enclosures; Breeding (Only) Kennels: 1 visitor space.	
(f) riding establishment;	Staff: 0.5 space per staff member (FTE); plus Visitors: 0.5 space per horse.	
(g) poultry feedlot;	Staff: 0.5 space per staff member (FTE); plus Visitors: 1 space.	
(h) piggery;	Staff: 0.5 space per staff member (FTE); plus Visitors: 1 space.	
(i) stable.	Staff: 0.5 space per staff member (FTE); plus Visitors: 1 space.	
Wine Making	Staff: 1 space per staff member (FTE).	If open to the public, additional parking to be provided as per the relevant use for additional uses included on the site i.e. shop or restaurant. On site provision is made for the parking and manoeuvring of all vehicles associated with the business including buses and service vehicle parking and loading/unloading.
Other		
Community Use (incorporates the following uses)		
(a) child care centre;	1 space per staff member (FTE); plus 1 space per 8 children.	Bus parking facilities may be required.
(b) community centre;	1 space per 10m² GFA.	Special attention should be given to accommodate people with disabilities, elderly people and people with walking frames who require wider carparking spaces. Bicycle parking facilities are desirable.
(c) community hall;	1 space per 5m² GFA.	Bicycle parking facilities are desirable.
(d) crematorium;	1 space per staff member (FTE); plus 1 space per 5m² of seating area; plus 1 space for each hearse.	
(e) cultural centre;	1 space per 30m² GFA ; plus 0.5 space per staff member (FTE); plus 1 truck loading bay.	Provision is also be made for the parking of buses and service vehicle parking and loading/unloading. Bicycle parking facilities are desirable.
(f) emergency services depot;	Staff: 1 space per staff member (FTE); plus Visitors: 0.25 space per staff member (FTE).	Provision is also made for the service vehicle parking and loading/unloading.
(g) gallery;	1 space per 50m² GFA of display area; 0.5 space per staff member (FTE); 1 truck loading bay.	Provision is made for the parking of buses and service vehicle parking and loading/unloading.
(h) hospital;	1 space per doctor or staff member (FTE); plus 1 space per 3 hospital beds for visitors.	Provision is made for the parking of buses and ambulances and service vehicle parking and loading/unloading.
	For clinics and outpatients— 1 space per 4 seats; or 1 space per 5m² GFA of public waiting area.	Special attention should be given to accommodate people with disabilities, elderly people and people with walking frames who require wider carparking spaces.

Table 12.9.1 continued

Use	Probable Solutions	Notes
(i) information centre;	0.5 space per staff member (FTE); plus 1 space per 20m² GFA.	Provision is also made for— • buses; • vehicles towing caravans; and • service vehicle parking and loading/unloading.
(j) library;	1 space per 50m² GFA of display area; plus 0.5 space per staff member (FTE); plus 1 truck loading bay.	Special attention should be given to accommodate people with disabilities, elderly people and people with walking frames who require wider carparking spaces. Provision is made for the parking of buses and service vehicle parking and loading/unloading. Bicycle parking facilities are desirable.
(k) meeting rooms;	1 space per 5m² GFA.	
(l) museum;	1 space per 50m² GFA of display area; plus 0.5 space per staff member (FTE); plus 1 truck loading bay.	Special attention should be given to accommodate people with disabilities, elderly people and people with walking frames who require wider carparking spaces. Provision is made for the parking of buses and service vehicle parking and loading/unloading. Bicycle parking facilities are desirable.
(m) neighbourhood centre;	1 space per 10m² GFA.	Special attention should be given to accommodate people with disabilities, elderly people and people with walking frames who require wider carparking spaces. Bicycle parking facilities are desirable.
(n) place of worship;	1 space per 10m² of GFA.	Where the site includes a hall or other buildings in addition to a place of worship, additional parking is provided, if uses operate jointly. Special attention should be given to accommodate people with disabilities, elderly people and people with walking frames who require wider carparking spaces.
(o) school;	0.5 space per staff member (FTE); plus 1 space per 10 students in Year 12; plus 1 bus space per 120 students; plus a visitor carpark designed to accommodate 1 space per 100 students; plus provision for the safe dropping off and collection of children; plus bicycle parking at the rate of 1 space per 25 students in Year 3 and over.	When determining need for pick-up and set-down areas, and the type of facility to be provided, consideration should be given, to factors including: (a) the number of students attending the school; (b) the location of the school and its catchment area; (c) trip lengths and the mode/s of travel; (d) the age of the students; (e) potential for a bus interchange area as well as a pick-up and set-down area; (f) the type and function of surrounding roads; and (g) surrounding land uses. The number of car parking spaces can be determined by estimating the number of cars likely to arrive at any one time. Heaviest demand usually occurs on wet days and may be up to 20% greater than normal. At schools where car travel is predominant, approximately 10 spaces per 100 students may be required.
(p) senior citizens centre;	1 space per 10m² GFA.	Provision is made for the parking of any community buses and service vehicle parking and loading/unloading. Special attention should be given to accommodate people with disabilities, elderly people and people with walking frames who require wider carparking spaces.
(q) youth centre.	1 space per 10m² GFA.	Bicycle parking facilities are desirable.

Table 12.9.1 continued

Use	Probable Solutions	Notes
Correctional Centre	Employees: 1 space per staff member (FTE); plus Visitors: 1 space per 20 inmates.	Provision is made for service vehicle parking and loading/unloading.
Tourist Facility	None specified [see Note 12.9.5D(7)].	Parking provided based on the type of use, activities provided and the likely level of patronage. Provision should also be made for the parking of buses and service vehicle parking and loading/unloading. Bicycle parking facilities are desirable. Provision should also be made for the parking of motor homes and vehicles towing caravans.

Parking Rate Reduction for Major Centres and Public Transport Nodes

(4) Specific Outcomes

(a) Activities are clustered with major centres and located within close proximity to public transport nodes to encourage public transport usage and reduce reliance on private motor vehicles.

(b) The amount of carparking required to be provided is reduced to take account of—

(i) proximity to major public transport facilities;

(ii) single trip, multi-purpose activity centres; and

(iii) visual and environmental impact of large scale carpark construction.

(5) Probable Solutions – for sub-section (4)

(a) The number of parking spaces required in accordance with Table 12.9.1 is reduced as set out in sub-section (b) below, in respect of—

(i) residential uses – visitor spaces only; and

(ii) non-residential uses – all uses.

(b) The number of parking spaces required in accordance with Table 12.9.1 is reduced by —

(i) 10% where the use is situated within the Ipswich City Centre CBD North - Secondary Business Zone; and

(ii) 20% where the use is situated within the Rosewood Town Centre Zone.

(c) The number of parking spaces required in accordance with Table 12.9.1 is reduced in the following zones as outlined in Table 12.9.1A:

(i) CBD Primary Retail Zone;

(ii) CBD Primary Commercial Zone;

(iii) CBD Top of Town Zone;

(iv) CBD Medical Services Zone; and

(v) CBD High Density Residential Zone.

Table 12.9.1A: Revised Provision of Parking Spaces

Use	Rate
Business Use (Retail) (incorporates the following uses and the like) • bulky goods sales; • café; • cake shop; • fast food premises; • food delivery service; • hot bread shop; • hotel; • laundromat; • restaurant; • shop; • snack bar; • takeaway food premises.	1 space per 50m^2 GFA; plus loading bay where required.
Business Use (Commercial) (incorporates the following uses and the like) • medical centre; • office; • professional office.	1 space per 100m^2 GFA; plus loading bay where required.
Multiple Residential (incorporates the following uses) • apartments; • townhouse; • attached housing.	1 space per dwelling for 1 or 2 bedroom units; 1.5 spaces per dwelling for 3 bedroom units; 2 spaces per dwelling for 3+ bedroom units; plus 0.1 spaces per dwellings for visitor parking.
General Store	1 space per 50m^2 GFA.
Shopping Centre	1 space per 50m^2 GFA.
Entertainment Use	1 space per 50m^2 GFA.
Community Use	1 space per 50m^2 GFA.

NOTE 12.9.5D1

Special consideration may be given to allow small scale retail uses (e.g. General Stores and Cafes) which form a minor component of predominantly residential developments and which predominately serve a walkable catchment to be developed with no on site parking requirement.

Shared or Multiple Use of Parking Areas

(6) Specific Outcomes

Shared or multiple use of carparking areas, particularly large carparks, is encouraged—

(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 (e.g. restaurants and entertainment uses which generate peak parking demands in periods when retail or office uses are relatively inactive); and

(c) to reduce the amount and size of the parking area.

NOTE 12.9.5E

(1) The use of carparks for activities such as markets and fetes/carnivals at a time when they would otherwise not be occupied, may require approval for a material change of use and will be assessed on the merits of each proposal.

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

(3) A request for a reduction in the number of parking spaces for shared uses should be supported by evidence which demonstrates that—

(a) the peak parking times of the uses occur at different times; or

(b) the parking area is sufficient to meet the anticipated demands of all uses.

Parking Areas within Character Places or Character Zones

(7) Specific Outcomes

(a) Parking areas and parking structures within Character Places or Character Zones do not dominate the appearance of the Character Place or the streetscape.

(b) Parking areas and parking structures within Character Places or Character Zones are designed and located to be sympathetic and respectful of the cultural fabric, form and setting of the Character Place or Character Zone.

NOTE 12.9.5F

In determining parking within Character Places or Character Zones the local government may modify its requirements or standards having regard to—

(a) the extent to which the proposed development will contribute towards—

(i) townscape enhancement and streetscape values;

(ii) the conservation of elements of cultural significance;

(iii) vegetation protection; and

(iv) employment creation; and

(b) the availability of both on and off street parking and the likely impact on parking supply and demand in the immediate area.

Cash Contributions (in lieu of Parking Space Provision On-Site)

(8) Specific Outcomes

The local government may accept a monetary contribution towards the costs of establishing public carparking facilities, in lieu of a person providing off-street carparking for any proposed development.

NOTE 12.9.5G

(1) The localities where such contributions may be accepted, the type of development for which contributions may be accepted, the amount of such contribution and the public carparking facility to which the contribution will be expended are set out in Table 12.9.2 below.

(2) The contribution amounts specified in Table 12.9.2 will be indexed on an annual basis in accordance with the Australian Bureau of Statistics (ABS) Publication "Consumer Price Index (Brisbane All Groups)".

(3) The revised, indexed contribution amounts (calculated using the Index Number for the March Quarter, commencing in 1997) are contained in the local government's Annual Register of Fees and Charges.

(4) Appendix 1 outlines the methodology used in determining the contribution amounts set out in Table 12.9.2.

(9) Probable Solutions – for sub-section (8)

Contributions in lieu of the actual provision of parking spaces on site are paid in accordance with Table 12.9.2 and the local government's current Register of Fees and Charges.

Table 12.9.2: Parking Contributions

Locality	Type of Development	Contribution Amount (Refer Subclause 3)	Public Carparking Facility
Rosewood Commercial Area	Commercial Development	$2950 per car space (1996/97)	Rosewood Carpark (John Street)
Ipswich City Centre	All	Actual Construction Costs	Additional on-street parking spaces
Ipswich City Centre	All	$6580 per space (1996/97)	Open, ground level, off-street parking areas
Ipswich City Centre	All	$16450 per space (1996/97)	Multi-storey parking stations

APPENDIX 1—METHODOLOGY FOR DETERMINING MONETARY CONTRIBUTIONS FOR THE PROVISION OF OFF-STREET PUBLIC CARPARKING FACILITIES

Rosewood Commercial Area

To provide for the future needs of the Town, Council acquired land, situated at 7 John Street, Rosewood for the purpose of constructing seventy-five (75) carparking spaces to enable the further expansion of the Rosewood Commercial Area.

The cost to Council of this public carparking facility was, at 1987 figures, as follows—

Land Acquisition:	$28,500.00
Carpark Construction:	110,600.00
Total:	$139,100.00

Cost per space: $1,855.00/space

For the 1996/97 financial year, the amount of the contribution was updated to $2,950 per car space.

Ipswich City Centre

To provide for the future off-street parking requirements for the Ipswich City Centre, in 1994 estimated acquisition and construction costs were derived for open, ground level off-street parking areas and multi-storey parking stations. The estimated costs were as follows—

Open, ground level off-street parking areas:	$6,142/space
Multi-storey parking areas:	$15,000/space

For the purposes of clarity, it is recorded that Carpark Construction includes construction of ancillary items such as landscaping, footpaths, stormwater drainage and the like.

Figure 1: Area from which the Local Government may require Monetary Contributions for Public Carparking Facilities in relation to Ipswich City Centre

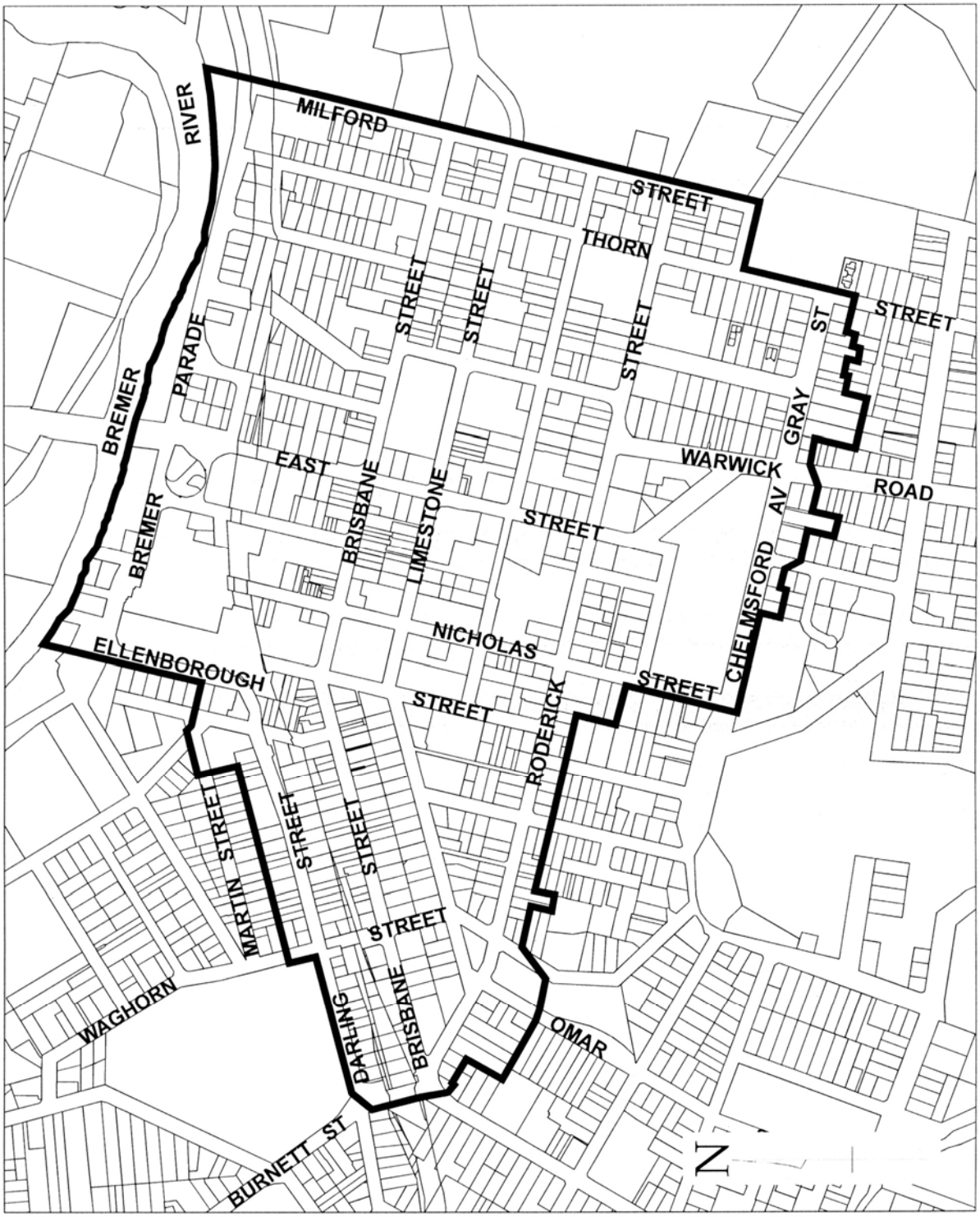

Figure 2: Area from which the Local Government may require Monetary Contributions for Public Carparking Facilities in relation to the Rosewood Commercial Area