

Division 21 – Traffic, Access and Parking

7.78 Traffic, Access and Parking Code

The provisions in this division comprise the Traffic, Access and Parking Code. They are:

- Compliance with the Traffic, Access and Parking Code (section 7.79);
- Overall outcomes of the Traffic, Access and Parking Code (section 7.80);
- Specific outcomes, acceptable solutions and probable solutions for the Traffic, Access and Parking Code (section 7.81).

7.79 Compliance with the Traffic, Access and Parking Code

Development that is consistent with the specific outcomes in section 7.81 complies with the Traffic, Access and Parking Code.

7.80 Overall Outcomes of the Traffic, Access and Parking Code

- The overall outcomes are the purpose of the Traffic, Access and Parking Code.
- The overall outcome sought for the Traffic, Access and Parking Code is:
 - the safety, efficiency and convenience of traffic movement, access and parking is maximised; and
 - development does not result in unacceptable impacts on the external road network.

7.81 Specific Outcomes Acceptable Solutions and Probable Solutions for the Traffic, Access and Parking Code

The specific outcomes sought for the Traffic, Access and Parking Code are included in column 1 of table 7.26. Acceptable solutions for self assessable development and probable solutions for code assessable development are included in column 2 of table 7.26.

Table 7.26	
Traffic, Access and Parking Code (Part 7 Division 21)	
Column 1 Specific outcomes	Column 2 Acceptable solutions (if self-assessable) Probable solutions (if code assessable)
Ingress / Egress	
SO1 The type and number of accesses between the site and the street: <ol style="list-style-type: none"> Minimises conflict between pedestrians/cyclists and vehicles; Minimises impacts to the efficiency and safety of the through road. 	S1.1 Not more than one (1) driveway crossover is provided per street frontage. S1.2 In the Rural Zone no more than two (2) driveway crossovers are provided per street frontage. S1.3 Access to Collector, Sub-Arterial and Arterial Roads as identified on Maps CO12(a), EO10 and WO11(a) is to be an intersection. The intersection is to be designed in accordance with Planning Scheme Policy 4 <i>Design and Development Manual</i> . S1.4 Industrial developments provide a single driveway at least 10.0 metres wide for entrance to and exit from the site located not closer than 6.0 metres from the nearest intersection tangent point. S1.5 On-site driveway access is located so as to provide a clear view of passing pedestrians and vehicles. S1.6 The site allows forward access to and from the street. S1.7 Access to developments fronting median divided roads is left in/left out only. S1.8 Landscaping does not block sightlines for vehicle access to and from the site. S1.9 On site driveway access provides an unobstructed view of passing pedestrians and vehicles in accordance with Section 3 of AS2890.

Note: Any proposed developments with more than one street frontage should refer to Council's traffic section for advice regarding preferred street frontage of driveway.

Table 7.26 Traffic, Access and Parking Code (Part 7 Division 21)	
Column 1 Specific outcomes	Column 2 Acceptable solutions (if self-assessable) Probable solutions (if code assessable)
	<p>S1.10 In all precincts within the Regional Industry Zone access to the site satisfies the following:</p> <ul style="list-style-type: none"> (a) a single driveway (entrance/exit) where possible; (b) not closer than 10.0 metres to an intersecting street where the driveway is on the same side of the street; (c) provides safe intersection sight distance in accordance with Part 5 of AUSTROADS – Intersections at grade; (d) shares adjoining property access driveways where possible; and (e) allows vehicles to always enter the street at right angles. <p>S1.11 Driveway crossovers are constructed in accordance with Planning Scheme Policy 4 <i>Design and Development Manual</i>.</p> <p>S1.12 In an Industry Zone access points are adjacent to access points on adjoining properties where possible.</p>
<p>SO2 Car parking areas do not cause vehicle queues into the road system or encourage vehicles to reverse into the road system.</p>	<p>S2.1 The driveway access to any car park is clearly visible from the street.</p> <p>S2.2 Parking areas for non-residential development are visible from the street.</p> <p>S2.3 The site allows access to and from the street in a forward direction.</p>
Loading / Unloading / Set down / Pick up	
<p>SO3 Functional and safe set down /pick up, loading and unloading facilities are provided on the site.</p>	<p>S3.1 Any loading/unloading and service bays are located at the rear of the site or below ground level.</p> <p>S3.2 Pick up/set down areas are provided for private vehicles, taxis and mini-buses, and for buses.</p> <div style="border: 1px solid black; padding: 5px;"> <p>Note: Set down/pick-up for buses should be provided where the site is located on a bus route and agreed to by the service provider.</p> </div> <p>S3.3 Any service bays located wholly or partly within a building do not provide direct vehicle access to other floor space.</p> <p>S3.4 Access driveways, manoeuvring areas and loading and unloading facilities provide for service vehicles listed in Table 7.27 for the relevant use. The on-site manoeuvring is to be in accordance with Table 7.27 Part (c).</p> <p>S3.5 Where an on-site waste collection area is provided, access and manoeuvring areas provide for a heavy rigid vehicle 12.5 metres in length.</p> <p>S3.6 Any vehicles being loaded or unloaded are able to stand completely on site.</p> <p>S3.7 Any service vehicles are able to enter and leave the site in a forward direction and their manoeuvring and parking areas are not to be through customer parking bays or areas with high pedestrian and bicycle movement.</p> <p>S3.8 In all precincts within the Regional Industry Zone loading and unloading areas are separated from public and visitor car parking and access points, and shielded from public view.</p>

Table 7.26	
Traffic, Access and Parking Code (Part 7 Division 21)	
Column 1 Specific outcomes	Column 2 Acceptable solutions (if self-assessable) Probable solutions (if code assessable)
Parking	
<p>SO4 Sufficient car parking is provided on site that:</p> <ul style="list-style-type: none"> (a) Provides for the number and type of vehicles anticipated to access the site; (b) Allows for connectivity to adjacent sites; and (c) Allows for orderly and efficient functioning of the car park. <p>Note: The number of car parking spaces provided should reflect the practical opportunities available for shared car parking provision and the availability of alternative transport modes to the private vehicle. The number of parking spaces should accommodate any residents, visitors, customers and employees.</p>	<p>S4.1 Car parking spaces provided are provided on-site and in accordance with the number of spaces required for the specific use listed in Table 7.27.</p> <p>Note: Parking areas should meet the design requirements specified in Sections 2 to 5 inclusive of Australian Standard 2890.1 – Parking Facilities – Off Street Car Parking.</p> <p>S4.2 Pavements for car parking bays and access ways are constructed in one of the following ways:</p> <ul style="list-style-type: none"> (a) Reinforced concrete minimum thickness to be 100mm for parking areas and 150mm for access ways; (b) Gravel with a minimum thickness of 25mm of asphalt surfacing; (c) Gravel with a two (2) coat sprayed bitumen seal; or (d) Gravel surfaced with approved concrete pavers. <p>Note: Pavements should be designed by an RPEQ.</p> <p>S4.3 Where the development includes a combination of low turnover and high turnover car parking spaces, the parking spaces and aisles are constructed to the high turnover or Class 3A requirements of AS2890.1.</p> <p>S4.4 In any Industry Zone all visitor car parks (i.e. not for employees or delivery or dispatch) are located at the front of the site between the building and frontage landscaping.</p> <p>S4.5 In all precincts within the Regional Industry Zone on-site parking areas incorporate the following:</p> <ul style="list-style-type: none"> (a) employee parking is situated at the rear of the site with entrances for staff at the rear of the building; (b) disabled parking spaces are located close to the main building entrance and clearly sign posted; and (c) all visitor car parking is located towards the front of the site provided it is screened by landscape and aesthetically treated. <p>S4.6 Driveways and parking areas are constructed to property boundaries where they are linked to adjoining car parking areas. Similarly, loading areas are located to facilitate shared turning areas across property boundaries.</p> <p>S4.7 Circulation and queuing areas are kept free of parking.</p> <p>Note: The extent of queuing area shall be determined by analysing the following data:</p> <ul style="list-style-type: none"> (1) Traffic volumes in surrounding areas; (2) The number of car parking spaces in the car park; (3) Anticipated peak entry/exit flow; (4) Hourly parking accumulation and turnover; and (5) A minimum distance of six (6) metres from the property boundary into the site is to be allowed.

Table 7.26 Traffic, Access and Parking Code (Part 7 Division 21)	
Column 1 Specific outcomes	Column 2 Acceptable solutions (if self-assessable) Probable solutions (if code assessable)
	<p>Note: Indicative queuing areas are provided in Table 7.27 Part (d).</p> <p>S4.8 Car parks and aisles are constructed in accordance with AS2890.1 <i>Parking Facilities – Off street car parking</i>.</p> <p>S4.9 Car parking areas are: (a) kept exclusively for car parking purposes; and (b) maintained in a satisfactory condition for car parking purposes.</p> <p>S4.10 Visitor car parking is to: (a) be dispersed throughout a site; (b) be signposted to identify its purpose; and (c) include directional signage throughout the site to indicate its location.</p>
<p>SO5 Car parking areas allow for the separation of vehicles and pedestrians.</p>	<p>S5.1 Service vehicles do not reverse into areas of high pedestrian activity.</p> <p>S5.2 On-site parking areas incorporate the following: (a) employee parking is situated at the rear of the site with entrances for staff at the rear of the building; (b) disabled parking spaces are located close to the main building entrance and are clearly sign posted; and (c) all visitor car parking is located towards the front of the site provided it is screened by landscape and aesthetically treated.</p> <p>S5.3 Driveways and parking areas are constructed to property boundaries where they are linked to adjoining car parking areas. Similarly, loading areas are located to facilitate shared turning areas across property boundaries.</p> <p>S5.4 For sites fronting Deception Bay Road car parking areas are located across the frontage in a manner that enables subsequent linking of car parking areas on adjoining sites.</p> <p>S5.5 The car park layout is to provide for the safe movement of pedestrians from the car park to the development entrance(s).</p>
<p>SO6 The use of car parking areas does not adversely impact on any surrounding residential uses.</p>	<p>S6.1 Screening fences at least 1.8 metres in height are provided where vehicle headlights are likely to face into existing or future residential areas.</p> <p>S6.2 Where the development includes speed bumps and/or access ways directly adjacent to existing or future residential areas, noise attenuation fences are provided along the site boundary.</p> <p>Note: Where the development is proposed adjacent to existing or future residential areas the potential impacts of vehicle emissions fumes as a result of high traffic flow on site should be addressed.</p> <p>S6.3 In Woodford, car parks are positioned at the rear of premises.</p>

Table 7.26 Traffic, Access and Parking Code (Part 7 Division 21)	
Column 1 Specific outcomes	Column 2 Acceptable solutions (if self-assessable) Probable solutions (if code assessable)
S07 Adequate bicycle parking is provided on site.	S7.1 The number of bicycle parking spaces provided is in accordance with <i>AUSTROADS Part 14</i> . S7.2 Bicycle parking is provided in accordance with <i>AS2890.3 Parking Facilities, Part 3: Bicycle Parking Facilities</i> .
Pedestrian and Bicycle Access	
S08 Pedestrian and bicycle facilities are safe, useable and readily accessible.	S8.1 Pedestrian paths are covered with non-slip materials. S8.2 A pathway for pedestrians and cyclists is provided from the street frontage into the development. S8.3 End of trip facilities for bicycles are provided in accordance with <i>AUSTROADS Part 14</i> . <div style="border: 1px solid black; padding: 5px;"> Note: The types of facilities envisaged are one locker per two bicycle parking spaces and one staff shower, with ancillary change rooms, per 10 bicycle spaces for both men and women. </div> S8.4 Pedestrian access from the street is separate from car parking and vehicle access areas. S8.5 Kerb ramps are provided between kerb and road level to allow easy access for trolleys, strollers and wheelchairs. S8.6 Graded access ramps are provided between the public and private domain where slopes restrict wheelchair access.
Shade Trees	
S09 Shade trees provide adequate levels of shade for users and reduce the visual dominance of hardcover.	S09 Shade trees are planted in car parks at a rate of one (1) tree per six (6) car parking spaces.
Building and Site Accessibility	
S010 Building design and site layout provide entries that are clearly visible to visitors from the street.	S10.1 In all precincts within the Regional Industry Zone provision is made at the front property boundary for inclusion of street numbers for easy identification by emergency service crews.

Table 7.27 Car Parking and Service Vehicle Requirements

(a) Car Parking Requirements

Note on car parking rates for certain commercial uses in Centres Zones and industrial uses in Industrial Zones.

For Medical Centre, Office, Restaurant and Shop uses in Centre Zones and General Industry, Service Industry and Special Industry uses in Industrial Zones a standardised car parking rate has been specified. This approach has been taken in recognition that:

- (a) The selected uses consistently demonstrate similar car parking demands;
- (b) The class of use occupying a tenancy is likely to change often in many Centre and Industrial Zones; and
- (c) Should different rates be specified for the selected uses, difficulties may be experienced if a use requiring a greater car parking rate takes over from a use that required a lesser car parking rate.

Through standardising rates this approach aims to avoid these difficulties, therefore making centres and industrial areas more desirable for prospective businesses.

Note on car parking rate for certain commercial uses in Precinct 1 of the Metropolitan Centre Zone.

Due to the proximity of Precinct 1 of the Metropolitan Centre Zone to a major public transport node in the form of the Caboolture Bus-Rail Interchange, the car parking rate specified for Medical Centre, Office, Restaurant and Shop uses in this Precinct is less than that specified for these uses in other Centres.

Through reducing the amount of car parking required this approach aims to encourage both a higher density of development in the Precinct and a greater use of public transport to access the Centre.

Note: Car parking rates are specified on a "part thereof" basis. This means that where the ratio of spaces is not evenly divisible, the number of spaces to be provided is increased up to the next whole number.

Use or Zone	Minimum Number of Car Parking Spaces Required
Accommodation Building	One (1) car park for every two (2) dwelling units in addition to one (1) visitor car park for every four (4) dwelling units.
Agriculture	N/A
Animal Husbandry (Intensive)	N/A
Animal Husbandry (Non-Intensive)	N/A
Bed and Breakfast Accommodation	One (1) car park for every residence in addition to one (1) car park for every accommodation room.
Brothel	Two (2) car parks per room in addition to one (1) car park for every employee.
Car Parking Facility	N/A
Car Wash	One (1) car park for every two (2) washing bays in addition to queuing areas.
Caravan Park	One (1) car park for each caravan site in addition to one (1) visitor car park for every ten (10) caravan sites in addition to one (1) wash bay.
Caretaker's Residence	One (1) car park for each caretaker's residence.
Cemetery	Twenty (20) sealed car parks in addition to forty (40) overflow car parks.
Child Care Centre	One (1) car park for every five (5) children in addition to one (1) car park for every employee.
Corrective Institution	One (1) car park for every 50m ² of net floor area.
Display Home	Ten (10) car parks per display home in addition to five (5) car parks for each additional display home.
Dual Occupancy	One (1) car park for every dwelling unit in addition to one (1) visitor car park per unit. Visitor parking may be

Use or Zone	Minimum Number of Car Parking Spaces Required
	provided in tandem.
Educational Establishment	One (1) car park for every ten (10) students in addition to one (1) car park for every employee.
Entertainment and Recreation (Indoor)	One (1) car park for every 20m ² of net floor area.
Entertainment and Recreation (Outdoor)	One (1) car park for every 20m ² of use area.
Estate Sales Office	One (1) car park for every employee in addition to six (6) visitor car parks.
Extractive Industry	Two (2) car parks in addition to one (1) car park for every employee.
Fuel Depot	Two (2) car parks in addition to one (1) car park for every employee.
Funeral Parlour	Twenty (20) sealed car parks in addition to forty (40) overflow car parks.
General Industry where not located in an Industrial Zone	One (1) car park for every 50m ² of total roofed area.
General Industry where located in an Industrial Zone	At least one (1) car park is provided for every 50m ² of total roofed area in addition to at least one (1) car park for every 200m ² of remaining use area.
Home Based Business	One (1) car park for customer parking, in addition to the parking provided for the residents of the property.
Hospital	Fifty (50) car parks in addition to one (1) car park for every 50m ² of net floor area plus one (1) space for an ambulance (SRV).
Hotel	One (1) car park for every 15m ² of net floor area. Or Where the use involves gaming machines, One (1) car park for every two (2) gaming machines in addition to six (6) car parks for every 100m ² of licensed area.
Landscape Supplies Production	One (1) car park for every 50m ² of use area.
Landscape Supply Centre	One (1) car park for every 250m ² of site area. Half of the amount of car parks provided accommodate a car and box trailer.
Marina	One (1) car park per berth.
Market	Three (3) car parks for every market stall.
Medical Centre where located in Precinct 1 of the Metropolitan Centre Zone	One (1) car park for every 25m ² of net floor area plus one (1) space for an ambulance (SRV).
Medical Centre where located in Precincts 2, 3, 4 or 5 of the Metropolitan Centre Zone or in any other Centre Zone	One (1) car park for every 20m ² of net floor area plus one (1) space for an ambulance (SRV).
Medical Centre where not located in a Centre Zone	One (1) car park for every 10m ² of net floor area plus one (1) space for an ambulance (SRV).
Motel	One (1) car park for every dwelling unit in addition to one (1) car park for each employee in addition to one (1) washing bay.
Motor Vehicle Repair Station	One (1) car park for every 15m ² of use area.
Multiple Dwellings	One (1) covered car park for every dwelling unit in addition to one (1) visitor car park for every three (3) dwelling units. In addition, for developments with more than six dwelling units, one (1) wash bay is provided for every twenty-five (25) dwelling units. One of the visitor car parks can be used as the wash bay.

Use or Zone	Minimum Number of Car Parking Spaces Required
Office where located in Precinct 1 of the Metropolitan Centre Zone	One (1) car park for every 25m ² of net floor area.
Office where located in Precincts 2, 3, 4 or 5 of the Metropolitan Centre Zone or in any other Centre Zone	One (1) car park for every 20m ² of net floor area.
Office where not located in a Centre Zone.	One (1) car park for every 20m ² of net floor area.
Place of Worship	One (1) car park for every five (5) seats or places.
Public Utility	N/A
Recycling Yard	One (1) car park for every 100m ² of use area.
Relocatable Home Park	One (1) car park for every dwelling unit in addition to one (1) visitor car park for every five (5) dwelling units in addition to one (1) wash bay.
Restaurant where located in Precinct 1 of the Metropolitan Centre Zone	One (1) car park for every 25m ² of net floor area.
Restaurant where located in Precincts 2, 3, 4 or 5 of the Metropolitan Centre Zone or in any other Centre Zone	One (1) car park for every 20m ² of net floor area.
Restaurant where not located in a Centre Zone	One (1) car park for every 15m ² of net floor area.
Retail Showroom	One (1) car park for every 50m ² of net floor area.
Retirement Village	<p>One (1) car park for every dwelling unit in addition to one (1) visitor car park for every five (5) dwelling units in addition to one (1) wash bay in addition to one (1) car park for every one (1) permanent employee. Fifty (50) per cent of the visitor parking may be provided in tandem.</p> <p>Note: The tandem bays must be in conjunction with the parking provided for a dwelling unit and must be clear of the internal roads.</p> <p>One (1) scooter mobile space per dwelling unit.</p>
Roadside Stall	Two (2) car parks or one (1) car park for every 10m ² of use area, whichever is greater.
Rural Service Industry	N/A
Rural Worker's Dwelling	One (1) car park for every rural worker's dwelling.
Sales or Hire Yard	One (1) car park for every 50m ² of use area.
Service Industry where not located in an Industrial Zone	One (1) car park for every 50m ² of use area.
Service Industry where located in an Industrial Zone	At least one (1) car park is provided for every 50m ² of total roofed area in addition to at least one (1) car park for every 200m ² of remaining site area.
Service Station	One (1) car park for every 20m ² of net floor area in addition to pump filling areas.
Shop where located in Precinct 1 of the Metropolitan Centre Zone	One (1) car park for every 25m ² of net floor area.
Shop where located in Precincts 2, 3, 4 or 5 of the Metropolitan Centre Zone or in any other Centre Zone	One (1) car park for every 20m ² of net floor area.
Shop where not located in a Centre Zone	One (1) car park for every 15m ² of net floor area.
Special Care Facility	One (1) car park for every 20m ² of net floor area plus one (1) space for an ambulance (SRV).
Special Industry where not located in an industrial Zone	One (1) car park for every 50m ² of total roofed area.

Use or Zone	Minimum Number of Car Parking Spaces Required
Special Industry where located in an industrial Zone	At least one (1) car park is provided for every 50m ² of total roofed area in addition to at least one (1) car park for every 200m ² of remaining site area.
Storage Facility	One (1) car park for every 100m ² of use area.
Surgery	One (1) car park for every 10m ² of net floor area not being used for dwelling.
Take Away Food Outlet where located in Precinct 1 of the Metropolitan Centre Zone	One (1) car park for every 25m ² of net floor area
Take Away Food Outlet	One (1) car park for every 20m ² of net floor area.
Transport Depot	One (1) car park for every employee.
Vehicle Sales and Service	One car park for every 200m ² of use area.
Veterinary Establishment	One (1) car park for every 15m ² of net floor area.
Warehouse	Two (2) car parks for each tenancy in addition to one (1) car park for every 200m ² of net floor area.
Winery	N/A

(b) Service Vehicle Requirements

Note on service vehicle requirements for certain commercial uses in Centre Zones.

For Medical Centre, Office, Restaurant and Shop uses in Centre Zones a standardised service vehicle requirement has been specified. This approach has been taken in recognition that:

- (a) The class of use occupying a tenancy is likely to change often in many Centre Zones; and*
- (b) Should different rates be specified for the selected uses, difficulties may be experienced if a use requiring higher service vehicle requirement takes over from a use that required a lesser service vehicle requirement.*

Through standardising rates this approach aims to avoid these difficulties, therefore making centres and industrial areas more desirable for prospective businesses.

Should a proposal be designed to expressly cater for a single use and that use requires a lesser service vehicle requirement than that specified, Council may consider varying the specified requirement.

CAR = Car

HRV = Heavy Rigid Vehicle

MRV = Medium Rigid Vehicle

SRV = Small Rigid Vehicle

Use	Type of Service Vehicle Required
Accommodation Building	MRV
Agriculture	AV
Animal Husbandry (Intensive)	AV
Animal Husbandry (Non-Intensive)	HRV
Bed and Breakfast Accommodation	CAR
Brothel	MRV
Car Parking Facility	MRV
Car Wash	SRV
Caravan Park	HRV
Caretaker's Residence	CAR
Cemetery	HRV
Child Care Centre	CAR
Corrective Institution	HRV
Dependent Person's Accommodation	CAR
Display Home	CAR
Domestic Horticulture	MRV
Dual Occupancy	CAR
Dwelling House	CAR
Educational Establishment	MRV
Entertainment and Recreation (Indoor)	HRV
Entertainment and Recreation (Outdoor)	HRV
Estate Sales Office	SRV
Extractive Industry	AV
Family Day Care	MRV
Forest Practice	AV
Fuel Depot	AV
Funeral Parlour	MRV
General Industry on a site having an area equal to or less than 4000m ²	AV – occasional access HRV – regular access (in accordance with Table 7.27(c))
General Industry on a site having an area greater than 4000m ²	AV
Home Based Business	SRV
Hospital	AV
Hotel	HRV
Keeping of Domestic Animals	SRV
Landscape Supply Centre	AV
Landscape Production Centre	AV
Marina	AV
Market	AV
Medical Centre	MRV
Medical Centre where located in a Centre Zone	HRV
Motor Vehicle Repair Station	HRV
Multiple Dwellings	CAR

Use	Type of Service Vehicle Required
Office	MRV
Office where located in a Centre Zone	HRV
Park	HRV
Place of Worship	SRV
Public Utility	HRV
Recycling Yard	AV
Relocatable Home Park	HRV
Restaurant	HRV
Retail Showroom where having a GFA of equal to or less than 500m ²	HRV
Retail Showroom where having a GFA greater than 500m ²	AV
Retirement Village	HRV
Roadside Stall	MRV
Rural Service Industry	AV
Rural Worker's Dwelling	CAR
Sales or Hire Yard	AV
Service Industry	HRV
Service Station	HRV
Shop where having a GFA of equal to or less than 500m ²	HRV
Shop where having a GFA greater than 500m ²	AV
Special Care Facility	MRV
Special Industry	AV
Storage Facility	AV
Surgery	MRV
Take Away Food Outlet	HRV
Telecommunication Facility	HRV
Transport Depot	AV
Vehicle Sales and Service	HRV
Veterinary Establishment	MRV
Warehouse	AV
Winery	HRV

(c) Service Vehicle Access and Manoeuvring

The design of the access to a service area is dependant on a combination of:

- The maximum size of the vehicle likely to use the facility,
- The frequency with which the vehicle will access the site,
- The hierarchy classification of the road frontage (major or minor)

(i) Occasional Access

Occasional access is described as an occasional service to a site. Examples of this are a furniture removal van for a multi unit development or office development. Requirements for providing Occasional Access are as follows:

- The vehicle shall be able to stand wholly within the site, or be able to park on-street (providing the vehicle stands clear of travel lanes);
- Reverse manoeuvres at the property boundary shall be limited to one only, wither on entering or departing, and shall be subject to consideration of both safety and obstruction to other on-street traffic;
- The swept path plus clearances shall be accommodated within the access driveway of circulation roadway; and
- The full width of the access driveway may be used for both entering and leaving the site.

(ii) Regular Road Access

"Regular" access is described as the design vehicle that would be expected on a daily to weekly basis. A "road" is defined as a trunk road that predominately caters for the through movement of vehicles. These are the collector, sub arterial and arterial roads in Council's road hierarchy. Requirements for providing Regular Road Access are as follows:

- (A) All manoeuvring associated with parking, loading and unloading shall be able to be confined to the service area;
- (B) Both entry and exit at the property boundary shall be in the forward direction; and
- (C) Circulation roadways shall be provided to connect the access driveway with the service area.

Regular Street Access

"Regular" access is described as the design vehicle that would be expected on a daily to weekly basis. A "street" is defined as a non-trunk street that predominately caters for the movement of traffic within a confined catchment, where there is no through movement of external traffic. These are the access and minor collector streets in Council's road hierarchy. Requirements for providing Regular Street Access are as follows:

- (A) Manoeuvring on-street shall be strictly limited to one reverse movement either onto or off the street, and furthermore, shall be subject to consideration of both safety and obstruction to other on-street traffic; and
- (B) The swept path of the maximum size design vehicle using the facility may be allowed to occupy the entire width (less specified clearances) of a two-way access driveway when the vehicle is entering or leaving the minor road.

(d) Queuing Requirements

Internal intersections and parking manoeuvre areas must be positioned so that they are clear of the potential queuing areas in entry and exit driveways. Potential queuing areas in entry and exit driveways are defined in the following table. The queue is measured internally from the property boundary.

Car Park Spaces	No of vehicles in the queue
1-50	1
51-75	2
76-100	3
101-150	4
151-200	5
201-250	6
Greater than 250	To be determined in traffic impact assessment report

Where vehicle queuing or special vehicle parking is expected, an adequate queuing or parking area that enables vehicles to stand without obstructing the free flow of moving traffic or unduly conflicting with pedestrian movement must be provided. The following uses must cater for the on-site queuing or standing of vehicles.

- (i) Hotel with drive through facilities – queuing space, clear of the road reserve, for ten vehicles being or waiting to be served.
- (ii) Convenience restaurant or fast food store with drive through facilities – queuing space, clear of the road reserve, for ten vehicles being or waiting to be served.
- (iii) Car wash station – queuing space, clear of the road reserve, for four vehicles using or waiting to use each washing bay.
- (iv) Service station – queuing space, clear of the road reserve, for four vehicles for each service bay.
- (v) Medical centre – standing area for ambulance
- (vi) Roadside stall – queuing for four vehicles, clear of the through traffic lanes.