9.4.4 Transport and parking code[14] [15]

9.4.4.1 Application

This code applies to accepted development subject to requirements and assessable development identified as requiring assessment against the Transport and parking code by the tables of assessment in **Part 5 (Tables of assessment)**.

9.4.4.2 Purpose and overall outcomes

(1) The purpose of the Transport and parking code is to ensure that transport infrastructure including pathways, public transport infrastructure, roads, parking and service areas, are provided in a manner which meets the needs of the development, whilst promoting active and public transport use and preserving the character and amenity of the Fraser Coast.

(2) The purpose of the Transport and parking code will be achieved through the following overall outcomes:-

(a) development is consistent with the objectives of the strategic transport network, which are to:-

(i) provide for a highly permeable and integrated movement network;
(ii) improve coordination between land use and transport so as to maximise the potential for walking, cycling and public transport use and reduce reliance on private motor vehicle travel;
(iii) achieve acceptable levels of access, convenience, efficiency and legibility for all transport users;
(iv) limit road construction to the minimum necessary to meet the endorsed levels of service for ultimate development of the Fraser Coast; and
(v) provide for staging of Council's limited trunk road construction program to maximise sustainability;

(b) transport infrastructure is designed and constructed to acceptable standards and operates in a safe and efficient manner that meets community expectations, prevents unacceptable off-site impacts and reduces whole of life cycle costs, including reduced ongoing maintenance costs;

(c) development provides for on-site parking, access, circulation and servicing areas that are safe, convenient and meet the reasonable requirements of the development.

9.4.4.3 Assessment benchmarks and requirements

Table 9.4.4.3.1 Assessment benchmarks for assessable development and requirements for accepted development

Performance outcomes		Acceptable outcomes	
Provision of on-site parking and servicing			
PO1	Development provides sufficient on-site car parking, bicycle parking and service vehicle spaces to satisfy the demand anticipated to be generated by the development.	**AO1.1**	Subject to acceptable outcome AO1.2 (below), development provides on-site car parking spaces, bicycle spaces and service vehicle spaces at the minimum rates specified in **Table 9.4.4.3.4 (Minimum on-site parking requirements)**.

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[14] Editor's note—Council may require the preparation of a Traffic Impact Assessment Report and an Integrated Transport Plan to demonstrate compliance with certain outcomes of the **Transport and parking code**.

[15] Editor's note—the **Planning scheme policy for development works** provides guidance for satisfying certain outcomes of the Transport and parking code, including requirements for the preparation of a traffic impact assessment report.

Performance outcomes		Acceptable outcomes	
			Note—where the calculated number of parking spaces is not a whole number, the required number of parking spaces is the nearest whole number. Note—the minimum on-site bicycle parking rates specified in **Table 9.4.4.3.4** provide for the needs of all users of the development including employees, customers, students and visitors.
		AO1.2	For development located in premises that were lawfully constructed in accordance with a previous development approval granted under a prior planning scheme, or are a pre-existing non-conforming use, the minimum number of on-site car parking spaces is equal to the number of spaces required by the previous development approval or provided by the pre-existing non-conforming use.
Layout, design and construction of on-site parking, servicing and access			
PO2	Development ensures that the siting, layout and design of access, on-site manoeuvring areas and parking and service areas:- (a) is safe, convenient and legible for all users including people with disabilities, pedestrians, cyclists and public transport services, where relevant; (b) does not interfere with the planned function, safety, capacity, efficiency and operation of the transport network; (c) limits potential conflict between service vehicles, other vehicles and pedestrians; and (d) minimises adverse impacts on the local streetscape character and amenity of the surrounding area.	**AO2.1**	Car parking dimensions and manoeuvring areas are designed and marked in accordance with *Australian Standard AS2890.1 Parking Facilities – Off Street Parking*.
		AO2.2	Bicycle parking is designed in accordance with the standards specified in *AS2890.3 – Parking Facilities –Bicycle Parking Facilities*.
		AO2.3	Service vehicle parking and manoeuvring is designed in accordance with the standards specified in *Australian Standard AS2890.2 Parking Facilities – Commercial Off Street Parking*.
		AO2.4	On-site vehicle parking and manoeuvring areas provide for vehicles to enter and leave the site in a forward motion
		AO2.5	The location and design of any new site access is consistent with the standards specified in the **Planning scheme policy for development works**.
		AO2.6	For assessable development, the number of site access driveways is minimised (usually one), with access to the lowest order transport corridor to which the site has frontage, consistent with amenity impact constraints.
		AO2.7	Assessable development provides clearly defined pedestrian paths within and around on-site vehicle parking areas that:- (a) are located in areas where people will choose to walk; and (b) ensure pedestrian movement through vehicle parking areas is along aisles rather than across them.

Performance outcomes		Acceptable outcomes	
PO3	Access driveways, internal circulation and manoeuvring areas, service areas and parking areas are constructed to best-practice engineering standards to accommodate the volume and type of vehicles anticipated to be generated by the development.	**AO3**	Access driveways, internal circulation and manoeuvring areas, service areas and parking areas are constructed in accordance with the standards specified in the **Planning scheme policy for development works**.
Service vehicle requirements			
PO4	Development provides for driveways, internal circulation areas and service areas to be designed to:- (a) ensure that proposed loading, unloading, waste collection and fuel delivery facilities (if required) can satisfactorily accommodate the number and type of service vehicles expected on-site; and (b) the movement of service vehicles on-site and loading and unloading operations do not interfere with on-site amenity and the safe and convenient movement of other vehicles and pedestrians on the site.	**AO4.1** **AO4.2**	Driveways, internal circulation areas, and service areas are provided to accommodate the nominated design vehicles for each development type using *AUSTROADS AP-34/95 Design Vehicles and Turning Path Templates.* Where development incorporates on-site collection of refuse bins, access and manoeuvring areas suitable for accommodating a HRV are provided.

Table 9.4.4.3.2 Assessment benchmarks for assessable development only – additional access and parking requirements

Performance outcomes		Acceptable outcomes	
Site access			
PO1	Development is designed such that turning traffic at driveways minimises the impact of the development on external traffic systems.	**AO1**	Turns to and from driveways on district collector or higher classification transport corridors are restricted to left turns only, or provision is made for right turns in accordance with the standards specified in the **Planning scheme policy for development works**.
PO2	Development provides for sight distances to and from driveways sufficient to ensure safe operation.	**AO2**	Available sight distances from driveways comply with the standards specified in the **Planning scheme policy for development works**.
PO3	Development provides appropriate and sufficient signage to ensure safe and convenient usage of site access systems.	**AO3**	Appropriate direction, regulatory, warning and information signage and line marking is provided in accordance with the requirements of the **Planning scheme policy for development works**.
Car parking requirements			
PO4	Development provides for shared or multiple use of car parking areas, particularly large car parking areas:- (a) at times when car parking areas would otherwise not be occupied (e.g. weekends); (b) when car parking 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 car parking area.	**AO4**	No acceptable outcome provided.
PO5	Development ensures that car parking areas, service areas and access driveways are located where:-	**AO5**	No acceptable outcome provided.

Performance outcomes		Acceptable outcomes	
	(a) they will not dominate the streetscape; and (b) will not unduly intrude upon pedestrian use of footpaths, through:- (i) the use of rear access lanes; (ii) car parking areas and service areas situated at the rear of the premises or below ground level; or (iii) shared driveways.		
PO6	Development provides for multi-level car parking areas to be located, designed, articulated and finished to minimise adverse impacts to the local streetscape character.	**AO6**	No acceptable outcome provided.
PO7	Development provides for car parking areas which are located, designed and managed to promote public security and safety.	**AO7**	No acceptable outcome provided.

Table 9.4.4.3.3 Assessment benchmarks for assessable development only – other requirements

Performance outcomes		Acceptable outcomes	
Road and transport network			
PO1	Development, particularly where involving high trip generating land uses or the creation of new roads and other transport corridors, ensures that the road network:- (a) accords with the 2031 Strategic transport network as shown on **Figure 9.4.4A** to **Figure 9.4.4F (2031 Strategic Transport Network)**; (b) provides visible distinction of roads, based on function and design features; (c) provides convenient, safe and efficient movement for all modes of transport between land use activities with priority given to pedestrian movement and bicycle use over vehicle movements; (d) allows for unimpeded and practical access to the development site and each proposed lot; (e) accommodates or facilitates access to cycle and pedestrian pathways; (f) facilitates a high standard of urban design which reflects a grid pattern to assist in connectivity and permeability, particularly for pedestrians and cyclists; (g) connects to and integrates with existing roads and other relevant facilities within and external to the land to be developed or subdivided; (h) provides for the dedication and construction of roads where required to allow access to, and proper development of, adjoining land that is intended for development;	**AO1**	No acceptable outcome provided. Editor's note—**the Planning scheme policy for development works** specifies standards and provides guidance for the design and construction of roads and transport corridors. Editor's note—a Traffic Impact Assessment Report and Integrated Transport Plan prepared in accordance with the **Planning scheme policy for information that Council may require** may assist in demonstrating compliance with the performance outcome.

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Performance outcomes		Acceptable outcomes	
	(i) provides for the construction and adequate drainage of all proposed roads, pathways, laneways and bikeways within and adjoining the land to be developed; (j) minimises any adverse impacts on the existing transport network, surrounding land uses, and the amenity of the locality; and (k) does not adversely impact on wildlife movement corridors.		
PO2	Development facilitates orderly provision of the transport network.	**AO2.1** **AO2.2**	Development provides for upgrades or contributes to the construction of transport network improvements. Required upgrading of the transport network is provided in accordance with the hierarchy characteristics and requirements outlined in the **Planning scheme policy for development works**.
Pedestrian and bicycle network and facilities			
PO3	Development provides for the establishment of a safe and convenient network of pedestrian and bicycle paths that:- (a) provides a high level of permeability and connectivity; (b) provide for joint usage where appropriate; (c) maximises opportunities to link activity centres, employment areas, residential areas, community facilities, open space and public transport stops located internally and externally to the site; (d) have an alignment that maximises visual interest, allows for the retention of trees and other significant features and does not compromise the operation of or access to other infrastructure; (e) incorporates safe street crossings with adequate sight distances, pavement markings, warning signs and safety rails; and (f) is well lit and located where there is casual surveillance from nearby premises.	**AO3**	No acceptable outcome provided. Editor's note—**the Planning scheme policy for development works** specifies standards and provides guidance for the design and construction of pedestrian and bicycle paths.
PO4	Appropriate on-site end of trip facilities are provided to encourage walking and cycling as an alternative to private car travel.	**AO4.1**	Development for a business activity, community activity, sport and recreation activity, industry activity, or for a hostel, short term accommodation, resort complex, residential care facility, air services or marina provides residents, employees and visitors with shower cubicles and ancillary change rooms and lockers (including provision for both males and females) at the following rates:- (a) 1 cubicle and 5 lockers for the first 5,500m^2 of gross floor area, provided that the development exceeds a minimum gross floor area of 1,500m^2; plus (b) 1 additional cubicle and 5 additional lockers for that part of the development that exceeds 5,500m^2 gross floor area

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Performance outcomes		Acceptable outcomes	
			up to a maximum of 30,000m² gross floor area; plus (c) 2 additional cubicles and 10 additional lockers for that part of the development that exceeds 30,000m^2 gross floor area.
		AO4.2	Development provides bicycle access, parking and storage facilities that:- (a) are located close to the building's pedestrian entrance; (b) are obvious and easily and safely accessible from outside the site; (c) do not adversely impact on visual amenity; and (d) are designed in accordance with the **Planning scheme policy for development works**.
Public transport facilities			
PO5	Development encourages the use of public transport through:- (a) appropriate development design which maximises accessibility via existing and planned public transport facilities; and (b) appropriate provision of on-site or off-site public transport facilities, having regard to the specific nature and scale of development, and the number of people or lots involved.	**AO5.1**	Development is designed and arranged to provide safe, convenient and functional linkages to existing and proposed public transport facilities.
		AO5.2	On-site public transport facilities are provided in conjunction with the following development:- (a) shopping centre, where having a gross floor area of greater than 10,000m²; (b) tourist attraction, having a total use area of greater than 10,000m²; (c) educational establishment, where accommodating more than 500 students; (d) major sport, recreation and entertainment facility; (e) indoor sport and recreation, where having a gross floor area of more than 1,000m^2 or for spectator sports; and (f) outdoor sport and recreation where for spectator sports.
		AO5.3	On-street public transport facilities are provided as part of the following development:- (a) shopping centre, where having a gross floor area of 10,000m^2 or less; (b) tourist attraction, where having a gross floor area of 10,000m^2 or less; (c) educational establishment, where accommodating 500 or less students; and (d) indoor sport and recreation where having a gross floor area of 500m^2 or less and not for spectator sports.
		AO5.4	Where not otherwise specified above, on-street public transport facilities are provided where development is located on an existing or future public transport route.
		AO5.5	Public transport facilities are located and designed in accordance with the standards specified in the **Planning scheme policy for development works.**
PO6	Development involving the creation of	**AO6**	No acceptable outcome provided.

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Performance outcomes		Acceptable outcomes	
	new roads ensures that a network of public transport routes is provided such that public transport can efficiently service the neighbourhood/estate with no or only minimal route redundancy.		
PO7	Development involving the creation of new roads ensures that the design of streets and roads to be used as a public transport route allows for the efficient and unimpeded movement of buses without facilitating high traffic speeds.	**AO7**	No acceptable outcome provided.
Amenity and environmental impacts of transport infrastructure			
PO8	Development ensures that on-site vehicle access, manoeuvring and parking facilities do not have adverse impacts on people, properties or activities, with regard to light, noise, emissions or stormwater run-off.	**AO8**	No acceptable outcome provided.
PO9	The environmental impacts of transport infrastructure are minimised by appropriate design and the use of low impact construction techniques.	**AO9.1**	Development ensures that the environmental impacts of transport infrastructure are minimised by the use of low impact construction techniques, including:- (a) co-location of transport corridors within an existing or planned infrastructure corridor; (b) location of transport corridors within an area clear of or consisting of disturbed vegetation; (c) avoidance of clearing of native vegetation and provision of fauna underpasses and associated fencing, where appropriate; (d) minimisation of changes to the hydrological regime, including drainage patterns, run-off and water quality; (e) avoidance of crossing waterways, drainage lines and wetlands. Where such crossings are unavoidable, disturbed areas are reinstated and revegetated on completion of works; and/or (f) minimisation of changes to the natural landform and extensive earthworks.
		AO9.2	Transport corridor design and construction is undertaken in accordance with the **Planning scheme policy for development works**.
Transport corridor widths, pavement, surfacing and verges			
PO10	Development provides the reserve width and external road works along the full extent of the site frontage, and other transport corridors where appropriate, to support the function and amenity of the transport corridor including, where applicable:- (a) paved roadway; (b) kerb and channel; (c) safe vehicular access; (d) safe footpaths and bikeways; (e) safe on-road cycle lanes or verges for cycling. (f) stormwater drainage; (g) provision of public utility services; (h) streetscaping and landscaping; and	**AO10**	The design and construction of road works, including external road works, is:- (a) undertaken in accordance with the **Planning scheme policy for development works**; and (b) consistent with the characteristics intended for the particular type of transport corridor specified in the **Planning scheme policy for development works.**

Performance outcomes		Acceptable outcomes	
	(i) provision of street lighting systems, road signage and line marking.		
PO11	Development provides for road pavement and surfacing that:- (a) is sufficiently durable to carry wheel loads for design traffic; (b) provides adequate area for parked vehicles; (c) ensures the safe passage of vehicles, pedestrians and bicycles; (d) ensures appropriate management of stormwater and maintenance of all-weather access; and (e) allows for reasonable travel comfort.	**AO11**	Road pavement design and construction is undertaken in accordance with the standards specified in the **Planning scheme policy for development works**.
PO12	Development provides pavement edging that controls:- (a) vehicle movements by delineating the extent of the carriageway; and (b) stormwater runoff.	**AO12**	Design and construction of pavement edging is undertaken in accordance with the standards specified in the **Planning scheme policy for development works**.
PO13	Development provides verges and footpaths that:- (a) allow safe access for pedestrians clear of obstructions; (b) allow safe passage of wheel chairs and other mobility aids; (c) allow safe passage of cyclists; (d) allow access for vehicles onto properties; (e) include an area for public utility services; (f) allow signage and line marking; and (g) contribute to the amenity of transport corridors.	**AO13**	Verge and footpath design and construction is:- (a) undertaken in accordance with the standards specified in the **Planning scheme policy for development works**; and (b) in accordance with the characteristics intended for the particular type of transport corridor specified in the **Planning scheme policy for development works**.
Intersections and traffic controls			
PO14	Development provides for traffic speeds and volumes to be catered for through the design and location of intersections and traffic controls so as to:- (a) ensure the function, safety and efficiency of the road network is maintained; (b) minimise unacceptable traffic noise to adjoining land uses; and (c) maintain convenience and safety levels for pedestrians, cyclists and public transport.	**AO14**	Intersections and speed control devices are designed and constructed in accordance with the **Planning scheme policy for development works**.
Development staging			
PO15	Staged development is planned, designed and constructed to ensure that:- (a) each stage of the development can be constructed without interruption to services and utilities provided to the previous stages; (b) transport infrastructure provided is capable of servicing the entire development; (c) early bus access and circulation is achieved through the connection of collector roads; and (d) materials used are consistent throughout the development.	**AO15**	No acceptable outcome provided.

Table 9.4.4.3.4 Minimum on-site parking requirements

Column 1 Land use	Column 2 Cars	Column 3 Service vehicles[16]	Column 4 Bicycles
Residential activities			
Dwelling unit	1 space (covered) per dwelling	Not required	Not required
Hostel	1 space (covered) rooming unit+ 1 visitor space / 10 rooming units + 1 space for an on-site manager (where applicable)	1 SRV	1 space / 10 rooming units (minimum 4 spaces)
Nature based tourism	1 space per cabin/site + 1 manager space	Not required	Not required
Multiple dwelling	Where located in the Low Density Residential Zone and Medium Density Residential Zone: 1 space (covered) / 1 bedroom unit; or 1.5 spaces/ 2 bedroom unit; or 2 spaces per 3 or more bedroom units; and 1 visitor space / 4 dwellings. **OR** Where located in any other zone: 1 space (covered) per dwelling unit and 1 visitor space / 4 dwellings	1 SRV where more than 10 dwellings	1 space / 4 dwellings (minimum 4 spaces)
Relocatable home park	1 space (covered) / relocatable home site + 1 visitor space / relocatable home site + 1 manager space (covered) + boat and trailer storage area	1 SRV where more than 10 relocatable home sites	1 space / relocatable home site (minimum 4 spaces)
Residential care facility	1 space / 4 beds	1 MRV + Ambulance	1 space / 10 beds (minimum 4 spaces)

[16] Editor's note—the vehicle dimensions and manoeuvring requirements for the following design service vehicles are contained in Australian Standard *AS2890.2 – Off street parking – Commercial Vehicle Facilities*:-
- SRV – Small rigid vehicle;
- MRV – Medium rigid vehicle;
- HRV – Heavy rigid vehicle; and
- AV – Articulated vehicle.

Column 1 Land use	Column 2 Cars	Column 3 Service vehicles[16]	Column 4 Bicycles
Resort complex	Not specified	Not specified	Not specified
Retirement facility	1 space / dwelling unit+ 1 visitor space/ 4 dwelling units + boat and trailer storage area/s for residents use.	1 MRV + Ambulance	1 space / unit
Short-term accommodation	1 space (covered) per rooming unit+ 1 visitor space / 10 rooming units	1 MRV	1 space / 10 rooming units (minimum 4 spaces)
Tourist park	1 space / caravan or cabin site + 1 visitor space / 10 sites + 1 manager space (covered) + boat and trailer storage area	1 HRV	1 space / 10 sites (minimum 4 spaces)
Business activities			
Adult store	1 space / 20m² GFA	1 SRV if less than 500m² GFA or 1 SRV and 1 HRV if 500m² to 1,999m² GFA or not specified if 2,000m² GFA or above	1 space / 400m^2 GFA (minimum 4 spaces)
Agricultural supplies store	1 space / 20m^2 total use area if less than 100m^2 total use area + 1 space / 50m^2 total use area for that part exceeding 100m^2 total use area	Not specified	1 space / 400m^2 GFA (minimum 4 spaces)
Food and drink outlet	1 space / 15m² GFA	1 SRV	1 space / 200m^2 GFA (minimum 4 spaces)
Garden centre	1 space / 20m^2 total use area if less than 100m^2 total use area + 1 space / 50m^2 total use area for that part exceeding 100m^2 total use area	1 SRV if less than 500m² GFA or 1 SRV and 1 AV if 500m² to 1,999m² GFA or not specified if 2,000m² GFA or above	1 space / 400m^2 total use area (minimum 4 spaces)
Hardware and trade supplies	1 space / 20m^2 total use area if less than 100m^2 total use area + 1 space / 50m^2 total use area for that part exceeding 100m^2 total use area	1 SRV if less than 500m² GFA or 1 SRV and 1 AV if 500m² to 1,999m² GFA or not specified if 2,000m² GFA or above	1 space / 400m^2 GFA (minimum 4 spaces)
Office	1 space / 40m² GFA where in a centre zone or 1 space / 30m² where not in a centre zone	Not specified	1 space / 400m^2 GFA OR the number of bicycle spaces specified in MP 4.1 (Sustainable buildings) of the QDC, whichever is the greater (minimum 4 spaces)
Outdoor sales	1 space / 150m² total display area + 4 spaces	1 AV	1 space / 400m^2 total use area (minimum 4

Column 1 Land use	Column 2 Cars	Column 3 Service vehicles[16]	Column 4 Bicycles
	per maintenance bay		spaces)
Service station	1 space / 20m^2 GFA (when involving sale of goods) + 2 spaces / service bay (minimum of 4 spaces)	AV	1 space / 400m^2 GFA (minimum 6 spaces)
Shop	1 space / 20m² GFA	1 SRV if less than 500m² GFA or 1 SRV and 1 AV if 500m² to 1,999m² GFA or not specified if 2,000m² GFA or above	1 space / 200m^2 GFA (minimum 4 spaces)
Shopping centre	1 space / 20m² GFA	1 SRV if less than 500m² GFA or 1 SRV and 1 AV if 500m² to 1,999m² GFA or not specified if 2,000m² GFA or above	1 space / 200m^2 GFA OR the number of bicycle spaces specified in MP 4.1 (Sustainable buildings) of the QDC, whichever is the greater (minimum 4 spaces)
Showroom	1 space / 50m² GFA	1 AV	1 space / 400m^2 GFA (minimum 4 spaces)
Veterinary services	1 space / 25m² GFA	1 SRV	1 space / 400m^2 GFA (minimum 4 spaces)
Entertainment activities			
Club	1 space / 15m² GFA	1 SRV	1 space / 400m^2 GFA (minimum 4 spaces)
Function facility	1 space / 15m^2 GFA	1 SRV	1 space / 400m^2 GFA (minimum 4 spaces)
Hotel	1 space / 15m^2 of non-residential GFA + 1 space / rooming unit + queuing for 10 vehicles if a drive through bottle shop is provided	1 MRV	1 space / 400m^2 GFA (minimum 4 spaces)
Nightclub entertainment facility	1 space / 15m² GFA	1 SRV	Not specified
Theatre	Not specified	Not specified	1 space / 400m^2 GFA (minimum 4 spaces)
Tourist attraction	Not specified	Not specified	Not specified
Industry activities			
Bulk landscape supplies	1 space / 100m² total use area	1 HRV	Not required
Extractive industry	Not specified	Not specified	Not required
Service industry	1 space / 40m² GFA	1 MRV	1 space / 400m^2 GFA (minimum 4 spaces)

Column 1 Land use	Column 2 Cars	Column 3 Service vehicles[16]	Column 4 Bicycles
Warehouse	1 space / 150m^2 GFA	1 AV	Not required
Low impact industry **Medium impact industry** **Research and technology industry**	1 space / 60m² GFA	1 AV	Not specified
High impact industry **Marine industry** **Special Industry** **Transport Depot**	1 space / 100m² GFA + 1 space per 200m² of external use area.	1 AV	Not specified
Community activities			
Cemetery	Not specified	Not specified	Minimum 4 spaces
Child care centre	1 space / employee + 1 customer space / 10 children	Not specified	1 space / 100m^2 GFA (minimum 4 spaces)
Community care centre	1 space / 20m^2 GFA	Not specified	1 space / 400m^2 GFA (minimum 4 spaces)
Community use	1 space / 20m^2 GFA	Not specified	1 space / 400m^2 GFA (minimum 4 spaces)
Crematorium	Sufficient spaces to accommodate the number of vehicles likely to be parked at any time, including 1 space per 15m^2 GFA for any area allocated for the conduct of services.	Not specified	Not specified
Educational establishment	Primary school or special education: 1 space/ employee (FTE) + provision of space for setting down and picking up of students. Secondary, Tertiary or technical institute: 1 space/ employee (FTE) + 1 space/ 10 students + provision of space for setting down and picking up of students.	Not specified	1 space / 100m^2 GFA OR for a tertiary education facility, the number of bicycle spaces specified in MP 4.1 (Sustainable buildings) of the QDC, whichever is the greater (minimum 6 spaces)

Column 1 Land use	Column 2 Cars	Column 3 Service vehicles[16]	Column 4 Bicycles
Emergency services	Not specified	Not specified	Not specified
Funeral parlour	1 space / 30m^2 GFA	1 SRV	Not specified
Health care services	1 space / 20m^2 GFA	1 SRV + Ambulance	1 space / 400m^2 GFA (minimum 4 spaces)
Hospital	1 space per 3 beds plus 1 space per 2 employees + set-down area for emergency vehicles	Not specified	1 space / 400m^2 GFA OR the number of bicycle spaces specified in MP 4.1 (Sustainable buildings) of the QDC, whichever is the greater (minimum 4 spaces)
Place of worship	1 space / 15m² GFA	SRV	1 space / 400m^2 GFA (minimum 4 spaces)
Recreation activities			
Indoor sports and recreation	1 space / 20m^2 Total Use Area	Not specified	Not specified
Outdoor sports and recreation	Sufficient spaces to accommodate the amount of traffic generated by the particular use.	Sufficient spaces to accommodate the amount of traffic generated by the particular use.	Sufficient spaces to accommodate the amount of traffic generated by the particular use.
Rural activities			
Rural industry	Not specified	AV	Not required
Wholesale nursery	Not specified	AV	Not required
Winery	Not specified	Not required	Not required
All other rural activities	Not required	Not required	Not required
Other activities			
All other activities	Not specified	Not specified	Not specified

Figure 9.4.4A 2031 Strategic transport network

Part 9

Fraser Coast Regional Council

Planning Scheme

2031 Strategic Transport Network

Figure: 9.4.4A

Legend

Roads Hierarchy

- State Roads
- Controlled Distributor
- Traffic Distributor
- Sub Arterial Main Street
- Access Street/Place
- Rural Arterial
- Major Collector
- Minor Collector
- Rural Road
- Urban Arterial

DCDB Parcel boundaries

DNRME Release 06/03/2018

Fraser Coast Regional Council Boundary

Ocean Background

Other Local Government Boundaries

N

Approx Scale @ A3 Not to Scale

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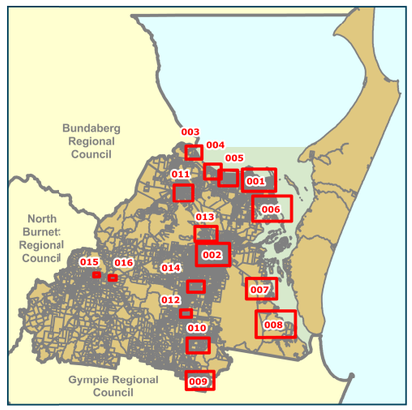

Hervey Bay - 001

Figure 9.4.4B 2031 Strategic transport network

Fraser Coast Regional Council

Planning Scheme

2031 Strategic Transport Network

Figure: 9.4.4B

Maryborough

Legend

Roads Hierarchy

- State Roads
- Controlled Distributor
- Traffic Distributor
- Sub Arterial Main Street
- Access Street/Place
- Rural Arterial
- Major Collector
- Minor Collector
- Rural Road
- Urban Arterial

DCDB Parcel boundaries

DNRME Release 06/03/2018

Fraser Coast Regional Council Boundary

Ocean Background

Other Local Government Boundaries

Approx Scale @ A3 Not to Scale

N

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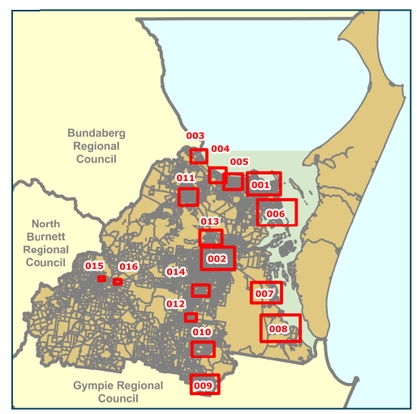

Maryborough - 002

Figure 9.4.4C 2031 Strategic transport network

Part 9

Fraser Coast Regional Council

Planning Scheme

2031 Strategic Transport Network

Figure: 9.4.4C

Legend

Roads Hierarchy

- State Roads
- Controlled Distributor
- Traffic Distributor
- Sub Arterial Main Street
- Access Street/Place
- Rural Arterial
- Major Collector
- Minor Collector
- Rural Road
- Urban Arterial

DCDB Parcel boundaries

DNRME Release 06/03/2018

Fraser Coast Regional Council Boundary

Ocean Background

Other Local Government Boundaries

Approx Scale @ A3 Not to Scale

N

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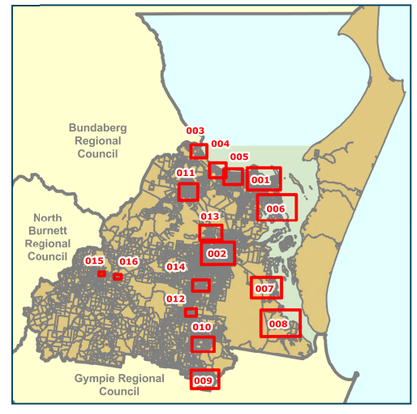

Burrum Heads - 003
Toogoom - 004
Dundowran - 005
River Heads - 006

BURRUM HEADS

Riverview Dr
Ivor Dr
Burrum Heads Rd
Bushnell Rd
Orchid Dr

TOOGOOM

Toogoom Rd
O'Regan Creek Rd
Pialba Burrum Heads Rd
Carkeet Rd

DUNDOWRAN

Pialba Burrum Heads Rd
Crooks Rd
Lexys Rd
Craignish Rd
Sempfs Rd
Karrasch Rd
Dundowran Rd
Lower Mountain Rd

RIVER HEADS

Booral Rd
Vanderwolf Rd
Buckley Rd
Bingham Rd
River Heads Rd
Gannet Way
Noble Rd

Figure 9.4.4D 2031 Strategic transport network

Part 9

Fraser Coast Regional Council

Planning Scheme

2031 Strategic Transport Network

Figure: 9.4.4D

MAAROOM

BOONOOROO

MAAROOM CR / BOONOOROO / TUAN

POONA

TINNANBAR

POONA / TAWAN / TINNANBAR

GLENWOOD

BAUPLE

Legend

Roads Hierarchy

- State Roads
- Controlled Distributor
- Traffic Distributor
- Sub Arterial Main Street
- Access Street/Place
- Rural Arterial
- Major Collector
- Minor Collector
- Rural Road
- Urban Arterial

DCDB Parcel boundaries

DNRME Release 06/03/2018

Fraser Coast Regional Council Boundary

Ocean Background

Other Local Government Boundaries

Approx Scale @ A3 Not to Scale

N

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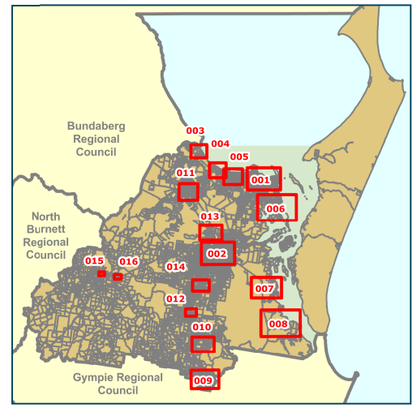

Maaroom Cr/Boonooroo/Tuan - 007
Poona/Tawan/Tinnanbar - 008
Glenwood - 009
Bauple - 010

Figure 9.4.4E 2031 Strategic transport network

Fraser Coast Regional Council

Planning Scheme

2031 Strategic Transport Network

Figure: 9.4.4E

Legend

Roads Hierarchy

- State Roads
- Controlled Distributor
- Traffic Distributor
- Sub Arterial Main Street
- Access Street/Place
- Rural Arterial
- Major Collector
- Minor Collector
- Rural Road
- Urban Arterial

DCDB Parcel boundaries

DNRME Release 06/03/2018

Fraser Coast Regional Council Boundary

Ocean Background

Other Local Government Boundaries

Approx Scale @ A3 Not to Scale

N

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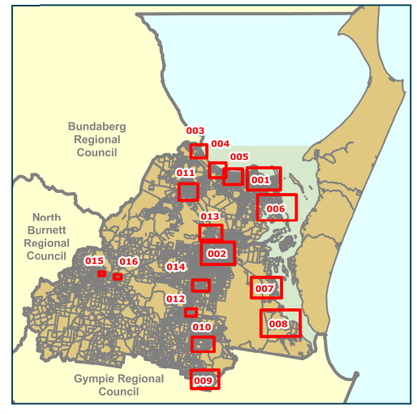

Howard/Torbanlea - 011
Tiaro - 012
Aldershot - 013
Owanyilla - 014

Figure 9.4.4F 2031 Strategic transport network

Part 9

Fraser Coast Regional Council

Planning Scheme

2031 Strategic Transport Network

Figure: 9.4.4F

Legend

Roads Hierarchy

- State Roads
- Controlled Distributor
- Traffic Distributor
- Sub Arterial Main Street
- Access Street/Place
- Rural Arterial
- Major Collector
- Minor Collector
- Rural Road
- Urban Arterial

DCDB Parcel boundaries

DNRME Release 06/03/2018

Fraser Coast Regional Council Boundary

Ocean Background

Other Local Government Boundaries

Approx Scale @ A3 Not to Scale

N

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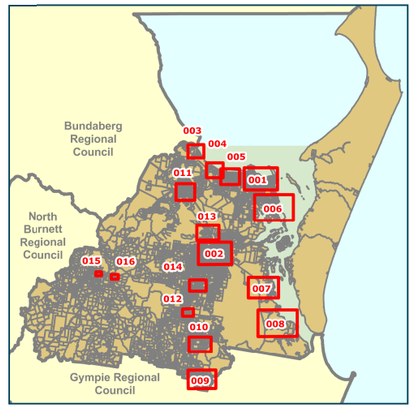

Brooweena - 015
Aramara - 016
FCRC LGA Overview - 017