

NOOSA PLANNING SCHEME POLICY 26 - MOTORCYCLE & MOTOR SCOOTER PARKING

Introduction

Council promotes the use of alternative means of commuting around the shire to the private motor car. One way of accessing local shops and businesses is by motorcycle or motor scooter. This policy sets out how Council will vary its normal carparking requirements to accommodate motorcycles and motor scooters when assessing certain types of development applications.

1. Definitions

For the purposes of this Policy, the term 'motorcycle space' covers both motorcycle and motor scooter use.

2. Types of application affected by this Policy

Council proposes that the Policy be applied to Code Assessable and Impact Assessable applications for the following types of uses: -

- a) All Commercial Business
- b) All Entertaining and Dining Business
- c) Industrial Business – Type 1 and Type 2
- d) Retail Business – Type 2, Type 4, Type 5, Type 6 and Type 7
- e) Education – Type 1 and Type 2
- f) All Open Space
- g) All Wellbeing
- h) Transport – Type 1, Type 2, Type 3, Type 4 and Type 6

3. Number of Spaces

Motorcycles occupy a much smaller area than a typical motor vehicle. A motorcycle parking space generally requires a width of 1.5m depending on the angle of the space. Seven motorcycles can occupy the space allocated to two carparking spaces where the spaces are parallel to the kerb. When in a perpendicular configuration, a carparking space can only accommodate two motorcycles. In the circumstances, it is preferable for motorcycles to occupy a space that would otherwise be available for a car in a parallel parking configuration.

However this Policy encourages developments to accommodate purpose designed spaces for motorcycles rather than simply undertaking a carparking configuration and then converting to motorcycle use at the end of the design process. For instance there may be small spaces available for motorcycles that may not be considered in a conventional layout for motor cars.

Table 3.1 below sets out the number of motorcycle spaces to be allocated to carparking areas. The number of motorcycle spaces is dependant on the size of the carpark and how many motor vehicles it was otherwise intended to accommodate.

Table 3.1

Number of carparking spaces required	Number of motorcycle spaces required
Up to 9	Nil
10 – 19	2
20 and above	1 per 10 or part thereof

4. Motorcycle spaces in lieu of carparking spaces

It is not Council's intention to require motorcycle spaces to be provided in addition to the normal requirement for carparking spaces. However Council does not equate one motorcycle space to one car space for assessing carparking requirements. Table 4.1 below outlines the equivalent credit of carparking spaces for motorcycle spaces.

Table 4.1

Number of motorcycle spaces Provided	Equivalent number of carparking spaces that will be credited
2 – 3	0.5
4 and above	1 per 4 motorcycle spaces

5. Location of motorcycle spaces

It is desirable for motorcycle spaces to be easily identified by persons arriving at the premises. For this reason the spaces should be placed in an area of high visibility and also in a location that is convenient to the entrance of the premises. Motorcycle riders may not be prepared for adverse weather conditions and may need to have quick access to the premises.

6. Application of Policy

Council will apply this Policy on development applications for the nominated types of uses when being assessed as a Code Assessable application or Impact Assessable application. Council will determine its requirements and nominate the required number and location of motorcycle spaces in its conditions of approval. Such conditions may also advise of the equivalent number of carparking spaces that are not required to be provided in lieu of the provision of the motorcycle spaces.

POLICY HISTORY

PSP26 adopted by Council 9 November 2006 and took effect 14 November 2006

This is a certified copy of Planning Scheme Policy PSP26 *Motor Cycle & Motor Scooter Parking* that was adopted by Council at a meeting held on 9/11/2006.

DATED: 10/11/06
 VB Davidson
 CHIEF EXECUTIVE OFFICER

