

Subject**CAR PARKING POLICY****COUNCIL**

Item No.

9.3.2

No. Pages

15**Policy Area**

This policy applies to the Town Planning Scheme Area only

Objectives

1. To provide sufficient on-site parking for all developments within the townsite of the Shire of Broome.
2. To minimise any negative impacts of car parking on the streetscape within the Scheme area.
3. To provide specific carparking requirements within the Town Centre - "Chinatown" and other zones within the Scheme area and to specify carparking requirements for individual use classes under TPS4.
4. To ensure that developments are provided with an acceptable standard of car parking, which is safe, convenient and practical for the operation of the site and the community in general.
5. To define the circumstances whereby reciprocal or shared parking arrangements may be permitted in order for developments to utilise existing private and public car parking spaces as a means of efficient use of land within the Tourist, Town Centre- Chinatown and Mixed Use Zones.

Policy**1.0 CAR PARKING PROVISION**

No development or redevelopment, including land use changes will occur within the Scheme area without the provision of the required number of car bays in accordance with Table One.

All carparking areas shall be provided on-site, kerbed, drained, marked out and sealed, to Council's specifications, except for car bays provided in accordance with the "Cash in Lieu" arrangements set out in Sub-clause 2.0 of this policy.

2.0 CASH IN LIEU ARRANGEMENTS.

Any required car parking bays, which are required as a condition of approval, which can not be provided on site maybe provided off-site or within the adjacent road reserve at the discretion of Council will be subject to a cash in lieu payment as follows:

Where offsite bays are proposed to be located within the road reserve adjoining the property by the Developer, the Developer is to pay Council for each car bay:

- (a) The land value component, as determined by an Council appointed valuer, based on the area of bay plus total manoeuvring areas excluding standard crossovers, plus
- (b) The estimated construction cost as determined by Council.

NOTE: Where the applicant proposes to construct the bays, the construction cost shall not be paid to Council.

Where offsite bays are proposed by the Developer, and cannot be provided onsite or within the adjacent road reserve by the Developer or it is not desirable for the car bays to be located in the road reserve by Council, the Developer is to pay to Council for each car bay:

- (a) The land value component, as determined by an Council appointed valuer, based on an area of 23m² per car bay, plus
- (b) The estimated construction cost as determined by Council.

The land valuation component of any cash in lieu payments is to be undertaken in accordance with the Scheme requirements, by a qualified valuer appointed by the Shire of Broome. All costs associated with the valuation are to be met by the developer.

Valuations for the purposes of calculating cash in lieu payments for car parking will only be valid of a period of 6 months from the date of valuation. If payment is not received within the 6 months of the date of valuation a new valuation will be required.

The estimated cost of construction is reviewed annually as part of the Council annual budgetary process. If payment is not received within the 6 months of the date of

Any carparking within the road reserve is to be screened with suitable landscaping. Plans of the proposed landscaping are to be prepared and submitted to Council for assessment. All costs associated with the establishment and maintenance of the landscaping, including reticulation, shall be borne by the developer.

The Developer is to enter into a Deed of Agreement with Council. The deed of agreement is to be prepared and executed at the owner's cost between the owner and the Shire prior to the development first being occupied, under which the owner agrees to maintain the carparking and landscaping on the road reserve and to permit the Shire to lodge an absolute caveat against the Certificate of Title to the land to secure the performance of that maintenance obligation.

Cash in lieu paid to Council is to be held in trust to be applied solely to the provision, construction and maintenance of further car parking facilities including associated lighting, paths and landscaping for the car park, which should be in reasonable proximity (a 400m radius to allow for walkability in accordance with the Liveable Neighbourhoods Community Design Codes) to the premises from which the payment was derived.

Cash-in lieu contributions will be included as a condition of planning approval for the proposed development and shall be payable prior to first occupation of the building. Where a cash-in-lieu contribution is to be provided for more than 20 carparking bays, the applicant may enter into an agreement for staged payments at the discretion of Council.

Under the provisions of the Scheme Council has the power to require cash in lieu payments for carparking, however it does not have the power to recalculate or refund cash in lieu payments for developments or change in use application once the payment has been received.

3.0. RECIPROCAL AND SHARED CAR PARKING REQUIREMENTS

Where a development within the Tourist, Town Centre - Chinatown and Mixed Use zones (excluding residential style development such as grouped/multiple dwellings, residential buildings including backpackers and the like) is not able to provide on-site car parking to satisfy the provisions of Town Planning Scheme No 4, the total number of car parking spaces required on-site may be reduced where it can be demonstrated that the car parking demand can be met off-site through a Reciprocal or Shared car parking arrangement .

Reciprocal /Shared car parking arrangements for mixed use developments located on the same site will be dealt with on a case by case basis.

In order for a Reciprocal or Shared car parking arrangement to be considered, the application will be required to demonstrate the following:

- a. The nominated off-site car parking facility is to be conveniently located in close proximity to the subject development.
- b. The applicant must have legal access to the nominated car parking facility secured by a deed of agreement between the parties for the operating hours of the subject development
- c. Safe and well lit pedestrian access be provided between the nominated car parking facility and the subject development;
- d. The use of the nominated car parking facility by the subject development will not adversely impact on its operation or any other businesses in the immediate vicinity;
- e. The subject development customers and patrons will utilise the nominated car parking facility;
- f. There are no existing reciprocal or shared car parking agreements on the nominated car parking facility which would restrict its uses;
- g. Alternative car parking arrangements can be provided should the nominated car parking facility no longer be available. This may take the form of an alternative reciprocal car parking arrangement or a cash-in-lieu contribution for any car parking shortfall;
- h. That the nominated car parking facility does not exceed 80% of its average peak time capacity at any time and must be demonstrated via a traffic assessment report prepared by a suitably qualified professional.

Percentage of Reciprocal and Shared Car Parking

The following percentage shall apply for reciprocal and shared car parking arrangements:

- For commercial/office and retail developments, up to 20 per cent of the required car parking bays can be provided as a reciprocal or shared arrangement
- For businesses that operate predominantly after 6:00pm, up to 50 percent of the required car parking bays can be provided as a reciprocal or shared car arrangement,
- If a development has been approved with a reciprocal or shared car parking arrangement and the land use changes, a reassessment of carparking requirements will be required based on car parking demands and impacts of the new development on the nominated car parking facility. Should the new development require the provision of additional car parking spaces, the additional requirement maybe provided through additional on-site car parking, a cash-in-lieu contribution and or renegotiating the reciprocal or shared car parking arrangement or a combination of the above;
- Where a reciprocal or shared car parking arrangement is proposed, the proposal shall not reduce the minimum amount of parking required by the other property owner. The consent of the other property owner must be in writing in the form of a legal agreement with all costs associated with the preparation and execution of the legal agreement shall be borne by the applicant;
- Should the landowner(s) of a nominated car parking facility, which is subject to an existing reciprocal or shared parking arrangement wish to withdraw their consent due to either a change of land use or ownership on the property, then the resultant car parking shortfall shall be addressed through the following:
 - additional on-site car parking;
 - cash-in-lieu contribution and/or;
 - renegotiating a new reciprocal or shared car parking arrangement.
 This will be formalised in an agreement between the applicant and Council.

4.0 CARPARK LOCATION & DESIGN

- 4.1 The location of carparking on-site is not to detract from the visual amenity of the proposed development or adjoining lots, and should facilitate safe, easy and convenient vehicular and pedestrian movements.
- 4.2 All carparking bays shall be sealed, kerbed and drained to Council's specifications prior to the use commencing or the occupation of the development.
- 4.3 Council may require the provision of a performance bond of up to 100% of the estimated cost of construction, as determined by Council.
- 4.4 The dimensions of carparking bays shall be in accordance with Table 2.

- 4.5 Council may require or permit a modification of the width of access aisles in order to facilitate adequate access and vehicular manoeuvring *within the provisions of the Australian Standard for car parking for particular use classes (i.e. retail v office)*

5.0 TOWN CENTRE – CHINATOWN ZONE

- 5.1 Within this zone, Council may accept a cash in lieu payment where car parking requirements cannot be met on-site. The payment will be accepted as a contribution to the cost of providing public carparking, at Council's discretion.
- 5.2 Council may, at its discretion, reduce the number of carparking spaces as required in accordance with Table 1, if Council is satisfied that the development will not detrimentally affect the amenity of the area and/or if special circumstances such as heritage issues justify any reduction.
- 5.3 A flat rate carparking ratio of 1:25m² for all land-uses (excluding residential type development, a residential building, motel and hotel) within Chinatown shall apply.

6.0 LOCAL CENTRE, MIXED USE AND TOURIST ZONES

- 6.1 A minimum of 50% of the assessed carparking bays are to be provided on-site.
- 6.2 Cash-in-lieu payments are to be made for carparking bays not provided on-site.
- 6.3 Developers may be permitted to develop part of the road reserve, which adjoins a site in accordance with plans approved by Council at the time of assessing the application for planning approval for the proposed development.
- 6.4 Any carparking permitted by Council within the road reserve will be at the full cost of the Developer and be subject to the requirements set out in Sub Clause 2.0 of this policy.
- 6.5 The developer is to provide or contribute to the provision of landscaping, footpaths and street lighting and provide for the future maintenance of these works as determined by Council.

7.0 PROVISION OF CARPARKING IN ROAD RESERVES OTHER THAN WITHIN THE "RESIDENTIAL", 'LIGHT AND SERVICE INDUSTRY' AND "INDUSTRY" ZONES

- 7.1 Council, at its discretion, may permit a portion of the abutting road reserve to be developed for carparking. The maximum area of the road reserve that can be utilised for the provision of car parking is 40% of the total road reserve area adjoining the lots frontage. Any bays to be constructed in the road reserve shall be subject to a cash-in-lieu payment for the land component.

The Developer can either design and construct the car parking as approved by Council's Manager Engineering Services or alternatively Council shall arrange to design and carry out the necessary works at the full cost of the developer. Any carparking constructed in the road reserve shall thereafter be designated public carparking and shall be available for use by all motorists.

- 7.2 Any carparking within the road reserve is to be screened with suitable landscaping. Plans of the proposed landscaping are to be prepared and submitted to Council for assessment and approval. All costs associated with the establishment and maintenance of the landscaping, including reticulation, shall be borne by the developer.
- 7.3 A deed of agreement is to be prepared and executed at the owner's cost between the owner and the Shire prior to the development first being occupied, under which the owner agrees to maintain the carparking and landscaping on the road reserve and to permit the Shire to lodge an absolute caveat against the Certificate of Title to the land to secure the performance of that maintenance obligation.
- 7.4 Any application for planning approval proposing car parking on the road reserve for industrial zones where car parking cannot be accommodated on site will be referred to full Council for consideration. The applicant is required to provide written justification for the proposal.

8.0 ALL OTHER ZONES (EXCLUDING RESIDENTIAL)

Car parking requirements for all land zoned Industry, Light and Service Industry, Port, General Rural, Rural Agriculture, Rural Living, Settlement, Special Use, Development and Waterbank Conservation and Development shall be determined at Council's discretion on a case by case basis.

Delegation

All development proposals, which comply with Table 1 and Table 2 of this policy shall be determined under delegated authority by Chief Executive Officer.

Any application for planning approval that involves a reduction in the required carparking numbers, a cash in lieu payment or reciprocal/shared carparking arrangement will be referred to council for consideration. The applicant is required to provide written justification in writing for the proposal.

All development proposals, which do not comply with this policy shall be determined by Council.

TABLE 1

ZONE	MINIMUM NUMBER OF CAR PARKING BAYS
RESIDENTIAL	Requirements for carparking in residential areas are to be in accordance with the provisions of the Residential Design Codes <i>with the exception of those use classes which do not fall into the classification of residential development, which shall comply with the use class car parking requirements as listed below.</i>
TOWN CENTRE - CHINATOWN	A flat rate of 1 bay per 25m ² for all land uses with the exception of "Residential" (all types), "Residential Building" (e.g. Backpackers' Hostel), "Motel" and the accommodation component of a "Hotel", <i>which shall comply with the use class car parking requirements as listed below.</i>

USE CLASSES IN OTHER ZONES (OTHER THAN THOSE LOCATED WITHIN THE RESIDENTIAL AND TOWN CENTRE- CHINATOWN ZONES)	MINIMUM NUMBER OF CARPARKING BAYS
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Aquaculture	1 car bay per employee plus 2 additional bays Where public access/tours are provided, an additional 1 bay per 40m ² of display area and 1 bay per 4 seats provided in any demonstration or lecture area.
Art and Craft Centre	1 car bay per 25m ² of gross floor area plus 1 per employee
Art Gallery	1 car bay per 40 m ² gross floor area
Bed and Breakfast Accommodation	In addition to any car bays required by the Residential Design Codes, 1 car bay for each guest bedroom.
Camping and caravan parks	A minimum of 1 bay per caravan site and 1 for every 2 camp sites, plus visitors car parking at 1 per 20 sites with a minimum of 2 visitor bays. All visitor bays shall be outside of any security fences/barriers.
Caretaker's Dwelling	2 car bays
Child Care Centre	1 bay per employee plus a minimum of 5 car parking bays for the pick up and dropping off of children.
Cinema/Theatre	1 car bay per every 4 seats plus 1 bay for each employee
Civic Use	1 car bay per 40 m ² plus 1 bay per staff member
Community Purposes/Clubs	1 car bay per 4 persons capable of being accommodated
Consulting Rooms	4 car bays for each professional person, plus 1 for each other employee.
Dry Cleaning Premises	4 customer bays plus 1 per employee
Education Centre	1 car bay per staff member plus adequate pickup/setdown areas on site; and Provision of on-site bus standing and turning areas; and If students are of driving age, adequate provision for student onsite parking, at the discretion of Council.

Fuel Depot	1 car bay per 30m ² of ancillary office floor area, with a minimum of 2 bays, plus 1 per employee. Adequate parking and manoeuvring for heavy vehicles shall also be provided, at the discretion of Council.
Funeral Parlour	1 car bay per 30m ² of administration and customer service area. 1 car bay per 4 persons capable of being accommodated for any memorial service areas. Where bodies are stored and/or prepared for service or cremation, an additional 2 car bays.
Home Business	In addition to any car bays required by the Residential Design Codes, 1 additional car bay for each employee not resident in the dwelling and 1 car bay for clients.
Home Occupation	In addition to any car bays required by the Residential Design Codes, 1 car bay for clients.
Hotel	1 car bay for each bedroom and 1 car bay for each 6m ² of bar, lounge or other areas designated for the public (including function rooms), plus 1 bay for each staff member.
Industry (all types)	1 car bay per 50m ² of building area in all zones except the "Industry" zone where 1 car bay per 100m ² of building area shall be provided. 1 car bay per 30m ² of ancillary office floor area.
Library (Use not listed)	1 car bay per 40 m ² of floor area plus 1 bay per staff member
Liquor Store	1 car bay per 15m ² gross floor area.
Market	At the discretion of Council.
Motel	1 car bay for each bedroom and 1 car bay for every 25m ² gross floor area of service building.
Motor Vehicle Hire	1 car bay per 30m ² of sales/customer service area and office space. 4 additional drop off bays. Separate car parking for hire vehicles.
Motor Vehicle Repairs and Wrecking	1 car bay per 50m ² gross floor area where for vehicle wreckers. For vehicle repairs, 1 car bay per 30m ² of sales/customer service area and office space plus 2 car bays per service bay.
Motor Vehicle Sales	1 car bay per 150m ² of site area allocated to vehicle display and sales (including buildings). Where vehicle servicing is provided, 1 car bay per 30m ² of sales/customer service area and office space plus 2 car bays per service bay.
Museum	1 car bay per 40 m ² gross floor area
Nightclub	1 car bay for each 6m ² public drinking area.
Office	1 car bay per 30m ² GLA.
Place of Assembly/Worship	1 car bay for every 4 persons being accommodated.
Plant nursery	1 bay per employee and where selling occurs 1 bay per 50m ² of publicly accessible sales area.
Poultry Farm	1 car bay per employee plus 2 additional bays.
Public Utility	1 car bay per 25m ² with a minimum of 2 bays.

Recreation – Outdoor/Indoor/Private	<p>1 car bay per 3 spectator seats in a sporting venue.</p> <p>3 car bays per tennis or squash court.</p> <p>15 car bays per bowling green.</p> <p>1 car bay per 25m² of gross floor area in a gym, health club or basketball court(s), or the like.</p> <p>All other recreation types at the discretion of Council.</p>
Residential Building	1 car bay for each six beds.
Residential (single, grouped, multiple and special purpose dwellings)	In accordance with the Residential Design Codes.
Restaurant (including Alfresco dining areas)	1 car bay per 4m ² of dining area and 1 bay for each 6m ² of drinking or assembly area, where provided
Retail Premises– Hire/Shop	1 car bay per 15m ² gross floor area
Rural Pursuit	1 car bay per employee plus 2 additional bays.
Service Stations	<p>2 car bays for every working bay and 1 car bay for every employee.</p> <p>Number of car parking bays required for the storing of vehicles to be at Council's discretion.</p>
Showroom	1 car bay per 50 m ² of gross floor area
Stockyards	<p>1 car bay per employee plus 2 additional bays.</p> <p>Adequate parking and manoeuvring for heavy vehicles shall also be provided.</p> <p>Where sales/auctions are undertaken, and additional 1 car bay per 20m² of sales/display area.</p>
Take Away/Fast Food Outlets (Use not listed)	<p>1 car bay per 2m² of counter area plus 1 car bay per employee; and</p> <p>Where a drive through facility is provided, 4 stacking bays plus 1 waiting bay.</p>
Tavern (Use not listed)	1 car bay for each 6m ² public drinking area.
Tourist Development	*refer to policy 3.1.8.
Transport Depot	<p>1 car bay per 30m² of ancillary office floor area, with a minimum of 4 bays, plus 1 bay per employee.</p> <p>Adequate parking and manoeuvring for heavy vehicles shall also be provided.</p>
Veterinary Clinic/Hospital	4 car bays for each professional person, plus 1 for each other employee.
Warehouse	1 car bay per 50 m ² of gross floor area.
Workers' Accommodation	1 car bay per 4 beds.
Zoological Gardens	<p>1 car bay per employee plus 2 additional bays.</p> <p>Where public access/tours are provided, an additional 1 bay per 40m² of indoor display and 1 bay per 80m² of outdoor area and 1 bay per 4 seats provided in any demonstration or lecture area.</p>
Other uses not listed	Number of parking bays to be determined by Council, on a case by case basis.

TABLE TWO

BAY	LENGTH OF PARKING
Parallel to Kerb or Boundary	6 metres
Other angle	5.5 metres
Boat bay	10 metres
CATEGORY OF USE	WIDTH OF PARKING BAY
Reserved parking with low turnover rates, employee parking at commercial or industrial premises	2.7 metres
Public car parks with low turnover rates, town centre car parks, sporting venues, other places of public assembly or amusement	2.7 metres
Public car parks with moderate turnover rates, local shops, medical centres, offices, tenant parking in residential buildings, visitor parking at commercial, industrial and residential premises	2.7 metres
Carparks with high turnover rates, estimated at 30 minutes or less, shopping centres up to 1000m ² gross floor area, fast food outlets	2.7 metres
Parking spaces reserved for use by disabled persons in accordance with AS 1428 and AS 2890.1. Parking spaces for use by disabled persons shall be provided in all public parking areas at the rate of 1 parking space for each parking area containing up to 100 spaces, and 1 for each 100 spaces thereafter or part thereof	3.8 metres for Residential development and all development within a Residential zone, in accordance with the Residential Design Codes. 3.2 metres for all other uses/zones
Boat bay	3.2 metres

SHIRE OF BROOME TOWN PLANNING SCHEME No.4 (TPS4)-LOCAL PLANNING POLICIES

This Policy is a Local Planning Policy adopted under the provisions of Clause 2.5 of TPS4. TPS4 is administered by the Council of the Shire of Broome as the responsible authority under the Scheme. TPS4 was gazetted and came into operation on the 21st December 1999.

Planning policies adopted under TPS4 may only be amended or rescinded after the procedures set out in Clause 2.5 and 2.6 have been completed.

Delegation:	
Policy Number:	4.1.8
Adoption Date	21 August 2001
Implementation Responsibility:	Manager Planning Services
Review Responsibility:	Manager Planning Services
Date Amended:	Adopted-16 October 2001, pg 33, 8 April 2003, pg 44 - 47

(NEW POLICY)

DEVELOPMENT SERVICES Planning Services

4.1.8

TITLE:	<i>Car Parking on Private Land</i>
ADOPTED:	21 August 2001
REVIEWED:	8 April 2003
ASSOCIATED LEGISLATION:	Planning and Development Act 2005
ASSOCIATED DOCUMENTS:	Residential Design Codes 2002 AS/NZ 2890.1:1993/2004 – Parking Facilities, Part 1: Off-street car parking
REVIEW RESPONSIBILITY:	Director Development Services
DELEGATION:	

Previous Policy Number 4.1.8

Objective:

1. To ensure the provision of an appropriate number of car parking spaces having regard to the activities on the land.
2. To ensure that the design and layout of parking areas matches the relevant Australian Standard and that there is a balance between function, economics, safety and aesthetics in all development.
3. To enable car parking to be provided off-site where it is not reasonable or feasible to be provided on-site.

Policy area:

This policy applies to all land designated under the Shire's Town Planning Scheme No. 4 ('TPS4').

Policy:

Car parking rates:

1. Car parking must be provided at a rate in line with the table at Schedule 1 of this policy.
2. Where a use is not included in the table to Schedule 1, an adequate number of car spaces must be provided, at the discretion of the Shire.

Design standard

3. All on-site car parking facilities must be constructed and designed in accordance with the Australian/New Zealand Standard Parking Facilities Part 1: Off-street car parking (AS/NZS 2890.1:1993/2004). *(Proponents must ensure that the widths of parking spaces and access aisles accord with the classifications provided within the Standard).*
4. Car parking areas and access lanes must be constructed and be able to be used before the commencement of the use, in accordance with either the approved plans for the use or with a separately submitted plan.
5. Car parking areas and access lanes must be constructed so that they are useable and serviceable at all times and are able to be appropriately drained.

The following minimum standard for construction is specified:

- The minimum standard for single, grouped and multiple dwellings must be in line with the relevant provisions of the Residential Design Codes (Rcodes).
 - Parking and access areas for industrial developments may comprise a mix of hard-sealed (paved) areas, and crushed rock, dependent upon the drainage method employed, the proximity of the area to the frontage of the site, and the anticipated use of the parking areas. A lower standard may apply to storage areas.
 - For Commercial, Tourist and all other developments, parking spaces and access areas must be constructed with an all-weather hard seal, using concrete, bitumen or brick paving. A lower standard may apply to storage areas.
6. Any new vehicular crossovers must be designed and constructed to the Shire's standard crossover specification.
 7. Any existing crossovers, which are not required as part of a development, must be removed and the kerb and footpath must be reinstated at the proponents expense. Reinstatement may include the regrading and stabilisation of the verge, as well as landscaping.
 8. All car parking areas must be appropriately landscaped and maintained.

Off site parking provision:

9. Council may waiver the requirement to provide car parking on-site, subject to the following:
 - A cash-in-lieu contribution for each car parking space is made. The contribution is determined by calculating the cost of constructing the car parking spaces on public land and may include the value of the land if there are plans to purchase the land for car parking. In the case of development within the Town Centre – Chinatown Zone, this contribution is determined in line with a Parking Plan, or otherwise to the satisfaction of the Shire.

- Car parking is proposed to be provided on land either directly adjacent or nearby. Applicants will need to supply the Shire with proof of a suitable legal mechanism to ensure that the parking is available for the use.
10. Where car parking is provided within the adjacent road verge, the Shire will require the proponent to take out and maintain public liability insurance to the sum of not less than \$10 million, and to prepare and register a notification under Section 70A of the Transfer of Land Act, to give notice of the landowners responsibility for the maintenance of the verge area. Council will, in any case, reserve the right to request the landowner to remove the works in the future.

Schedule 1 to Car parking policy 4.1.8

The parking rates specified in this table apply to all areas included in the Shire of Broome Local Planning Scheme (LPS4), with the exception of land included in the Town Centre – Chinatown Zone. All development in this zone attracts a minimum requirement of 1 space per 25m² of leasable floor area except for residential development (Residential Planning Codes) and Tourist Accommodation (see below).

LAND USE:	MINIMUM NO. OF ON-SITE CARPARKING SPACES
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RESIDENTIAL

Dwellings (Single, Grouped, and Multiple)	As per the Residential Design codes
Home business	In addition to any spaces required by the R-Codes, 1 additional space per employee not resident in the dwelling and 1 space for clients.
Home occupation	In addition to any spaces required by the R-Codes, 1 space for clients.
Residential Building	1 space per 6 beds.

TOURIST

Bed and Breakfast Establishments	In addition to any spaces required for the residence, 1 space for each guest bedroom.
Caravan Park/Chalet Park/Camping Ground	A minimum of 1 space per caravan site and 1 space for every 2 camp site, plus visitor car parking at 1 space per 20 sites, with a minimum of 2 visitors spaces. All visitors spaces must be external to any security fences/barriers.
Hotel	1 space per 2 bedrooms plus 1 space for every 6m ² of public bar, function or lounge area, plus 1 space for each staff member.
Motel	1 space per 2 bedrooms and 1 space for every 25m ² gross floor area of service/administration building.
Tourist Accommodation	1 space per two apartments/rooms

COMMERCIAL

Consulting Rooms, including Veterinary Clinic	4 spaces for each professional person, plus 1 for each other employee.
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Office/Art Gallery	1 space per 30m ² leasable floor area. This ratio may be reduced to 1 space per 60m ² , where the use is established as part of or in close associated with tourist accommodation.
Motor Vehicle Hire	1 space per 30m ² of office/customer service area. 4 drop-off spaces, and parking for hire vehicles.
Motor Vehicle Sales	1 space per 150m ² of site area allocated to vehicle display and sales (including buildings).
Nightclub	1 space for each 6m ² of any public drinking area.
Plant Nursery	1 space per 100m ² of display area and loading space plus 1 space per 30m ² of retail area.
Restaurant/Café/Bar	1 space for each 6m ² of seating area. This ratio may be reduced to 1 space per 12m ² , where the use is established as part of or in close associated with tourist accommodation.
Shop	1 space per 15m ² of leasable floor area. This ratio may be reduced to 1 space per 50m ² , where the use is established as part of or in close associated with tourist accommodation.
Service Station	2 spaces per working space and 1 space for each employee.
Showroom	1 space per 50m ² of leasable floor area.
Takeaway Food Outlet	1 space for every 2m ² length of counter area, plus 1 space per employee.

INDUSTRIAL

Industry (all types)	1 space per 50m ² of building area (minimum of 4 spaces per site) plus 1 loading space per site, except in the 'Industry' zone where 1 space per 100m ² of building area must be provided.
Caretaker's Dwelling	1 space for exclusive use of the dwelling.

COMMUNITY USES

Child Care Centre	1 space per employee and adequate pickup/setdown area either on-site or on land directly adjoining the centre.
Community Purposes, Clubs, Halls, Place of Assembly	1 space per 4 persons accommodated.
Education Centre	1 space per staff member, plus pickup/setdown areas.

Provision of on-site bus standing and turning areas; and
If students are of driving age, adequate provision for
student on-site parking.

Recreation

1 space per 3 spectator seats in a sporting venue.

3 spaces per tennis or squash court.

15 spaces per bowling green.

1 space per 25m² of gross floor area in a gym, health
club or basketball court(s) or the like.