

COMPLISH

SECTION 94

CONTRIBUTIONS

PLAN

FOR

OFF-STREET

CARPARKING

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Appendix A

Off-Street Parking Code

1.0 Aims and Objectives

- 1 To fix the monetary contributions to be paid in lieu of providing carparking within developments such that adequate off-street carparking areas can be provided as development and parking demand population growth proceed.

It is envisaged that in the Kempsey business zone and other village shopping centres where Council has adopted or is considering a Development Control Plan that the developer generally follow the ensuing criteria:-

- i Elect to pay a monetary contribution per car space where such space cannot be provided on the development site or where the developer wishes to provide the contribution.
 - ii Alternatively Council will accept the transfer of land and construction of parking areas shown in the approved Development Control Plan for off-street carparking in lieu of carparking spaces where these are not required within the land to be developed.
- 2 To encourage developers to contribute towards large community carparks as well as onsite parking.

At present Council has in place carparking contributions for the township of Kempsey and villages of South West Rocks and Crescent Head, under the provisions and in accordance with Section 94 of the Environmental Planning and Assessment Act 1979 and Council policy 5.05.02 'Off-Street Parking Code.' The standard of service currently provided since the implementation of the scheme back in February, 1982 is as follows:-

i Central Kempsey

Land had been acquired in Stuart Street and carparking spaces constructed in Stuart Street, Clyde Street and Verge Lane with the advent of the Kempsey Mall and Macleay River Co-operative shopping complexes, yielding an additional 369 parking spaces.

ii West Kempsey

Land had been acquired in Edinburgh Lane and some 88 additional off-street parking spaces have been provided.

In West Kempsey Council had provided parking facilities well in advance of development by purchasing property for the future parking facility at Edinburgh Lane. In contrast the Central Kempsey area did not require as great a financial outlay for property as it did in West Kempsey, hence the difference in the contribution rates:

West Kempsey	\$6,135 per parking space unit
Central Kempsey	\$3,940 per parking space unit

It is clear from the contribution rates struck in the Plan, as shown above, that Council would be encouraging development in the Central Kempsey area, which considering the history of flooding and its current designation as CBD Floodway would contravene Council's Policy objectives in respect of its Flood Prone Lands Policy.

In the interests of encouraging reasonable redevelopment of Central Kempsey and a simultaneous development of the Western Kempsey area it is proposed to prepare a contribution rate for the whole of the Kempsey CBD areas central and west, as a combined rate.

iii South West Rocks

Land had been acquired between Landsborough Street and Paragon Avenue and at the intersection of Paragon Avenue and Gregory Street and some 66 additional off-street parking spaces provided.

iv Crescent Head

Land bounded by Rankine, Scott and May Streets had been acquired and parking area provided at the round-a-bout to give a total additional off-street parking space provision of 65 units.

Current contribution rates for each carparking spaces in 1992 are:-

South West Rocks	\$10,500
Crescent Head	\$6,580
Central Kempsey	\$2,780
West Kempsey	\$5,520

As of this date Council has not identified a suitable areas for off-street carparking within the village of Stuarts Point. However, an area in the general vicinity bound by Ocean, Fourth, Banksia Streets and the sports oval would be suitable for this kind of development. Developments within this commercial zone in this village have been confined to redevelopment and minor new development projects where off-street parking have been, in the main, accommodated within the confines of the developments.

With the advent of new development and redevelopments the option of providing off-street carparking will diminish and the developer will need to allow for the provision of this service outside the development. Hence the need to consider the implementation of contributions for provision of this service. To this end Council's policy will need to be enlarged to cover this village for future provision of off-street parking.

- 3 The current policy applies to all developments within the Kempsey Shire and is applicable where an existing building is altered, enlarged and or converted such that there is an increase in the capacity, or to erect new buildings or to use any land unless provision is made for off-street carparking.

2.0 Land to which this applies

Generally the category of service shall apply to commercial zones within the township of Kempsey and the villages of Crescent Head, South West Rocks and Stuarts Point. Within each of these commercial zones there will be general areas identified for future off-street parking as follows:-

i Central Kempsey

The area generally bounded by Stuart Street, Forth Street, Hill Street, York Lane, Verge Street, Eden Street and Sydney Street.

ii West Kempsey

The track of land bounded by Kemp, Elbow and Tozer Streets and known as the Edinburgh Lane carpark.

iii South West Rocks

Landsborough Street - central parking between Gregory Street and Memorial Avenue.

iv Crescent Head

The Scott Street parking area and on street parking in Main Street between Beranghi Street and Hill Street.

v Stuarts Point

To date no land parcel has been identified in this village for off-street carparking. However, it is anticipated that any off-street parking areas would be located in the general area bounded by Ocean, Forth, Banksia Streets and the existing sports oval.

Verge, Eden & road.

3.0 The Nexus

As the commercial zones outlined in this report grow due to population increases which place pressures on the existing services to expand and for new services to develop the need for an adequate off-street parking scheme for these traffic generating developments will increase. It is widely accepted that road transportation is tied into the successful economic growth and development of communities and as such the provision of carparking facilities is considered an integral part of that transportation system.

In order to provide an effective off-street parking development an efficient design is required. Council has in place for the Kempsey Shire an Off-Street Parking Code (5.05.01) incorporating such a design and is attached to this report as (*Appendix A*) and should be read in conjunction with the Australian Standard 2890.1-1986 'Off-Street Parking.'

4.0 What Service is needed?

The service to be provided by Council will be the provision of off-street parking areas where it may not be practical in any given commercial zone for new developments and or redevelopments to provide off-street parking facilities. To this end Council will need to collect a monetary contribution or allow the developer to provide works in kind so that the service can be provided.

Within each commercial zone the following works are proposed to meet the anticipated growth over the next ten years:-

Kempsey

It is proposed to continue expansion of the Endinburgh Lane carpark to accommodate the anticipated growth in this particular zone by providing an additional 116 off-street parking spaces as circumstances warrant in West Kempsey.

Completion of the Stuart Street carpark which shall involve the acquisition of the land on the corner of Forth and Stuart Streets and construction of an additional 30 off-street parking spaces.

Additionally Council constructed Verge Street (village green) in 1991 using loan funds. This carpark contains 67 spaces. No contributions have yet been received by Council to defray these costs.

South West Rocks

Expansion of the existing off-street parking area off Landsborough Street at the site of the Rocks library involving the acquisition of land and civil construction works, will need to be deferred until the existing works have been paid for sites currently provided by Council in total.

Crescent Head

To date Council has developed the Scott Street and Pacific Street parking areas and it is envisaged that the spaces provided to date will be adequate for the duration of this plan. In the interim Council will recoup funds spent to date as development proceeds.

Stuarts Point

At present there is no central off-street parking area, but it is envisaged that a maximum of 30 units will be provided within the confines of the commercial zone as development proceeds as previously identified.

5.0 Estimated Costs

Kempsey

CALCULATION

Cost of land purchased to date	\$443,261
Plus future land purchases	\$90,000
Plus construction costs for parking facilities in advance of development	\$135,780
Plus cost incurred in providing parking facilities in advance of development	\$309,476
Plus interest paid on loans	\$473,519
Total chargeable to development	\$1,452,036

South West Rocks

Cost in providing for land already purchased	\$392,302	—
Cost of providing parking facilities in advance of development	\$44,615	—
Holding costs of loan funds used	\$18,650	—
Total cost to provide service	\$455,567	

Crescent Head

Cost of providing for land already purchased	\$100,762
Cost of providing parking facilities in advance of development	\$62,615
Holding cost of loan funds used	\$32,200
Total cost to provide the service	\$195,577

Stuarts Point

Cost to construct an additional 30 units	\$27,900
Land acquisition costs	\$107,250
Total cost to provide the service	\$135,130

6.0 What proportion should Council meet?

The following break up of costs are based upon the developer providing for off-street carparking where it cannot be provided within the development site at no cost to Council:-

Kempsey

To date Council has provided 88 off-street parking units and purchased the residue of the property required to complete the carparking in Endinburgh Lane.

Contributions have to date not kept pace with the property and land acquisition costs incurred by Council to date. There are no funds available as of this date for extension of the parking facility. It is envisaged that work shall commence as development proceeds.

In Central Kempsey Council has provided parking facilities in advance of development at Verge Street (town green), Stuart Street and it will be necessary to recoup the money already spent before proceeding. In addition it is envisaged that completion of the Stuarts Street parking facility will be undertaken during this time adding an additional 30 off-street parking units. This work will require the acquisition of land on the corner of Forth and Stuart Streets and physical construction.

Contribution Rate = Total cost to provide the service
Number of parking space units required

= \$1,452,036

290

= \$5,000 per parking space unit

South West Rocks

As of this date Council has provided 66 parking space units in the block covered by Paragon Avenue, Gregory Street, Landsborough Street and Memorial Avenue. Owing to the high costs associated with acquiring land in this village, Council has provided parking facilities well in advance of development and will need to recoup expenditure to date prior to proceeding with provision of new parking facilities.

Catch up Contribution Rate = Cost to provide the service \$
Additional units provided

= \$455,567

43

= \$10,594 per parking space unit

Crescent Head

As of this date Council has provided 65 parking space units in the block covered by Scott Street, Rankine Street, May Street, Memorial Avenue and Pacific Street. Owing to the high costs associated with acquiring land in this village Council has provided parking facilities well in advance of development and will need to recoup expenditure to date prior to proceeding with provision of new parking facilities.

LAND

$$\begin{aligned} \text{Catch up Contribution Rate} &= \text{Cost to provide the service } \$ \\ &\quad \text{Additional units provided} \\ &= \$195,577 \\ &\quad \underline{\hspace{1cm}} \\ &\quad 57 \\ &= \$3,431 \text{ per parking space unit} \end{aligned}$$

Stuarts Point

To date all development and redevelopment has been able to provide for off-street carparking within the properties. It is envisaged that development within the life of this plan may require provision for off-street parking facilities for this village. To this end an allowance of 30 additional off-street units has been allowed for initially.

$$\begin{aligned} \text{Contribution Rate} &= \text{Total cost to provide the service} \\ &\quad \text{Number of parking space units required} \\ &= \$135,130 \\ &\quad \underline{\hspace{1cm}} \\ &\quad 30 \\ &= \$4,505 \text{ per parking space unit} \end{aligned}$$

7.0 Contribution Rates

The following contribution rates for each off-street parking unit shall be applied to the various villages and township of Kempsey and are to be indexed annually in accordance with Australian Bureau of Statistics publication 'Building Materials other than House Building Materials.'

1	Kempsey	\$5,000
2	South West Rocks	\$10,594
3	Crescent Head	\$3,431
4	Stuarts Point	\$4,505

Commencement for the contribution introduction of the abovementioned contributions shall be immediate.

8.0 Methods of Timing and Payment

The horizon for this Section 94 Plan is the year 2002. It is Council's intention to recover and expend contributions as soon as practical, however timing of expenditure will be dependent upon the account balance of the particular contribution trust fund to meet capital works schedules. Generally Council will accept the following methods in payment of contributions for off-street parking:-

1 Monetary Contribution

This cash contribution shall be collected at the time of seeking to:-

i Develop Land

To be paid at the prevailing rate prior to issuing building approval and or as determined by Council under the provisions of the Environmental Planning and Assessment Act 1979.

2 Contribution for Public Benefit

Should the developers decide to contribute by providing property and or construct the off-street parking other than on the property to be developed then the contribution rate could be adjusted making allowance for the cost of any civil works undertaken and or property given over for parking facilities.

At no stage will Council reimburse the developer for property given to Council and or civil works undertaken which has been estimated by Council to be beyond the contribution required for that development.

Council will not allow the contributions to be deferred as significant work has been done by Council to date in the various zones in advance of development. It is essential that these costs be recouped as development proceeds.

9.0 Preliminary Schedule of Works

Item	Description	Date	Stage
1	West Kempsey		
	Completion of 116 off-street parking units	2000	1
2	Central Kempsey		
	Completion of 30 off-street parking units	2002	2

10.0 Financial Statement

The financial statement of Section 94 Contributions received and expended has been prepared in accordance with the requirements of the Environmental Planning and Assessment Act. Copies of the current and previous statements are available from the Department of Corporate and Community Services (Accounting Section).

11.0 Review Procedure

Annual reviews of the plan will take place in February of each year. It will be the responsibility of the Department of Operations (Strategic Planner and specialist engineer) to commence the review after which it will be the responsibility of the Forward Planning Team to finalise any amendments to the plan. The review steps should be as follows:-

- 1 Meetings of the Forward Planning Team as needed to discuss and finalise any amendments.
- 2 Report to Council advising of the review and of any proposed amendments to the Plan, seeking adoption for the purposes of Public Exhibition.
- 3 Public Exhibition of the reviewed plan for a minimum period of 28 days if changes are proposed and 14 days if no alterations other than indexing increases are proposed.
- 4 Report to Council addressing any submissions received and recommending final form of reviewed plan.
- 5 Public Notice of adoptions of amended plan and advising of date of effect.

12.0 Methods for Monitoring and Updating

The following parameters are likely to impact on this Section 94 Plan and will be monitored by Council to enable a periodical update or review of the plan as follows:-

- * ABS population census data = Growth Rates
- * Progress of scheduled Section 94 works = Outstanding priority works
- * Impending major developments = Provision of services
- * The impact of Land Release Strategies = subdivision of lot uptake and building densities.
- * Change in Legislation = changes in planning direction.

All of the above have the potential to impact upon the performance of this Section 94 Plan. Review and amendment of the works schedule and formulae used in this plan in response to the review to maintain a dynamic and effective plan.

APPENDIX A

KEMPSEY SHIRE COUNCIL
OFF-STREET PARKING CODE

Appendix
"A"

1 INTRODUCTION

This Code applies to all land within the Shire of Kempsey.

The provisions of the Local Government Act, 1919, (as amended), its Ordinances, the Municipality of Kempsey Planning Scheme Ordinance and Kempsey Local Environmental Plan No. 1, apply in all respects in the provisions of this Code.

The Code applies to ALL development within the Shire and consent will NOT be given to alter, enlarge, convert or increase the capacity of any existing buildings, or to erect new buildings, or to use any land unless provision is made for off-street parking in accordance with this Code.

In the case of existing buildings, the off-street parking requirement will be calculated only on the basis of development in addition to that existing or differing from that which already exists.

In every case, there shall be an adequate driveway of at least 3m width connecting each parking space with a public road.

2 DEFINITIONS

"Council" shall mean the Kempsey Shire Council.

"Code" shall mean the Kempsey Shire Council Off-Street Parking Code.

"Development" in relation to any land includes the erection of any building and the carrying out of any works and any use of the land or building or work thereon for a purpose which is different from, or an extension of, the purpose for which the land or building or work was last being used.

"Erection, Construction" and similar expressions in relation to building include any structural work or any alteration, addition or rebuilding.

"The Gross Leasable Floor Area" required by Council to be provided as Flood Storage Area is not to be included in the Gross Leasable Floor Area for the purpose of calculating car parking requirements.

For Office and Commercial is that area upon which rent is calculated. It is generally the area which can be secured by the tenant and does not include facilities such as public toilets, stairs and lifts.

For Retail is generally inclusive of all areas excepting public areas such as malls, lifts and public toilets (unless the latter are an integral part of a particular premises, eg department store).

3 PARKING AREAS

General Design Criteria

Parking areas should generally conform to the following criteria:

POLICY NO.

5.06.01

5.06.01

POLICY TITLE

OFF STREET PARKING CONTRIBUTIONS

OBJECTIVES

- 1 To fix the monetary contributions to be paid in lieu of providing car parking within developments; and
- 2 To encourage developers to contribute towards large community car parks as well as on-site parking.

POLICY STATEMENT

- 1 That each year, at the time of setting the Estimates, Council review the amount of the contribution required to be paid in the ensuing twelve months.
- 2 That developers be advised of this policy in the code for Off-Street Car Parking.

File No

T4-2

Minute No

1.12969

Date Policy Adopted

27.10.86

Authority

E.P.A. Act Sec. 90

- a Parking is to be provided on-site or a contribution paid to Council towards the provision of public car parks.
- b Parking should be designed generally in accordance with the publication of the National Association of Australian State Road Authorities (N.A.A.S.R.A.), entitled "Guide to Traffic Engineering Practice".
- c Parking should be suitably signposted internally and also from all access roads, signposting should include:
 - i a directional sign if the car parking area is not visible at the entrance of the development;
 - ii in the car parking areas, a suitable sign shall be erected with wording to the effect that motor vehicles shall be parked in the marked parking bays;
 - iii where a separate visitor's off-street parking area has been provided, a suitable sign shall be erected to indicate visitor's parking.
 - iv Details of signposting are to be submitted for approval by Council.
- d The parking area should have a separate entrance and exit where more than 50 car spaces are provided, and in any case where a drive-in facility is provided.
- e The parking area should incorporate a rational circulation pattern.
- f The entrance/exit facilities should be capable of accommodating peak loads.
- g The parking area should have an all-weather surface designed in accordance with the requirements of the responsible authority.
- h That parking area should be designed in such a way as to ensure that vehicles enter and leave the area in a forward direction.
- i The provision of one-way parking aisles should be encouraged.
- j Pavement arrows should be provided to indicate clearly the direction of circulation, and parking bays should be clearly delineated.
- k The Parking area should be designed so as to minimise the potential for vehicular/pedestrian conflict, and should in fact provide a pedestrian connection between the car park and the development.
- l Dead-end parking aisles should be avoided.
- m The Parking area should be located so as to be readily visible and accessible from the frontage road, to encourage its utilisation and discourage on-street parking. Convenience for prospective parkers should be maximised, requiring minimum walking distances and level street approaches.
- n Landscaping should be based on parking design, rather than vice-versa.

- o Wheel stops should be provided to protect necessary areas from vehicle encroachment, particularly if used by pedestrians.
- p Parking bays for the disabled should be located to allow safe and convenient access to a development. A maximum grade of 8 percent should be provided on all pedestrian ramps used by the disabled.
- q If speed humps are used, they should be designed to be effective in the reduction of speed and should not create a safety hazard.
- r "Small car" spaces should not be provided as they are difficult to enforce, and "normal" vehicles could create a hazard if they used such spaces.

Where separate driveways are provided, a separation of one (1) metre shall be provided at the property boundary. This should be increased to 3 metres where the access is to a major road.

Driveways shall not be closer than 9 metres to the prolongation of the property line of any intersecting street.

4 Contribution in Lieu of Parking

In the Kempsey Business Zone and other Village Shopping Centres where the Council has adopted or is giving consideration to a Development Control Plan for that Shopping Centre, Council shall:

- a Levy a monetary contribution per car space, where such space cannot be provided on the site to be developed, or the developer wishes to pay the contribution.
- b Alternatively, Council will accept the transfer of land and construction or parking areas proposed in the approved Control Plan for off-street parking in lieu of car spaces where these are not required within the land to be developed.
- c Monetary contributions can be found in Council's current year's, fees and charges schedule.

5 Number of Spaces

The number of public off-street car parking spaces shall be in accordance with the following schedule; any private space associated with development other than residential development, ie parking spaces to which the general public are excluded from using for any length of time, shall not be considered as being parking spaces as required to be provided in accordance with the schedule.

When parking is required for more than one activity on the one parcel of land, parking should be provided to satisfy the peak cumulative parking requirements of the development as a whole.

The layout of off-street car parking spaces shall comply with Council's standards and shall be accessible at all times. Council's design standards are indicated in Annexure "A".

	Parking Requirements	Driveway Requirements
Residential Single Dwellings	One (1) space to be provided, two (2) spaces desirable	When fronting major roads turning facilities should be provided on site. Driveway Widths: 3 - 6 m.
Residential Multiple Dwellings	One (1) space for each dwelling, plus two (2) visitor spaces for the first four dwellings and one (1) visitor space for each four dwellings thereafter.	Drive Widths: Min. 3 m. Where there are more than eight(8) units or more on one block of land with only one access to a parking area, a dual carriageway is to be provided, with a minimum width of 4.86 m.
Residential Buildings (Boarding Houses, Lodging Houses, Hostels, etc.)	One (1) space per three (3) guest rooms, plus one space for Manager.	Driveway Widths: Min. 3m.
Residential Homes for the Aged	One (1) space for each five beds plus one (1) space for each two employees.	Special consideration should be given to emergency vehicles. Driveway Widths: - Combined 6 to 8 m. - Separate 4 to 5 m.
Motels	One (1) space per unit plus one (1) space for each two employees.	Reception Offices be located so that an entering vehicle travels a distance of 12m. before being required to Stop. Driveway Widths: - Combined 6 to 8 m. - Separate 4 to 5 m.
Associated Restaurant/or Function Room	One (1) additional space for each three (3) seats.	Driveway Widths: - Combined 6 to 8 m. - Separate 4 to 5 m.
Hotels:		
Bar Areas	1 space per 4 m ² min. 25 spaces	

	Parking Requirements	Driveway Requirements
Lounge Areas	1 space per 5m ² min. 20 spaces	
Dining Area Function Room Accommodation Employees	1 space per 3 seats 1 space per 3 seats 1 space per unit 1 space per 3 employees	Separate Driveways 4 m to 5 m
Truck Stops with overnight accommodation and service facilities.	1 truck space for each motel unit plus 1 space per two employees. 1 truck space plus 1 car space for each six seats	Separate Driveways 8m to 10m. Reception office should be located such that entering vehicles travel at least 30 m before being required to stop.
Nursing and Convalescent Homes	1 space per 4 beds. 1 space per 2 employees	Driveway Width: 4m to 6m. For developments with more than 80 beds. Separate driveways width: 4m to 5m. Special consideration should be given to emergency vehicles.
Office, Commercial, Retail, Consulting Rooms, Professional	1 space per 35m ² gross leasable floor area.	
Service Stations with a Convenience Shop	6 spaces per service bay. 1 space per 35m ² gross leasable floor area, plus 1 space per 3 employees.	All parking should be located so as not to obstruct the normal sale of petrol. Separate Driveways: 8m to 10m. Minimum Separation: 10m.
Single Unit Car Wash		Holding area is to hold at least 5 cars, with the finishing area holding at least 3 cars

	Parking Requirements	Driveway Requirements
Automatic Conveyor type Car Wash		Holding area is to hold at least 10 cars, with the finishing area holding at least 5 cars.
Car, Caravan, Boat and Truck Sale Yards.	1 space per 200 m ² of site area.	Separate driveway 8m to 10m min.
Spare Parts Facilities	1 space per 100m ² of site area.	Internal roadway to be 7m to 9m wide at least 25m long with a height clearance of 5m. Turning circle of 18m.
Car Tyre Retailers	1 space per 200m ² of site area plus 1 space per 2 employees.	Driveway width: 6m to 8m
Vegetable/Fruit Markets and Roadside stalls	1 space per 20m ² of building area, with a minimum of 10 spaces.	Driveway width: 4m to 5m
Drive-in Liquor Stores		Internal roadway of at least 2 lanes, each lane being at least 3m wide, with one-way circulation. Vehicles should travel a distance of at least 30m before reaching the service area.
Fast Food Restaurant	1 space per 65m ² of site area, plus 1 space per 5 seats, plus 1 space per 3 employees.	Separate driveways: 4m to 6m.

	Parking Requirements	Driveway Requirements
Licensed Club:		
Bar Area	1 space per 4m ² min. 25 spaces.	Driveway width: 4m to 6m.
Lounge Area	1 space per 5m ² min. 20 spaces.	
Dining Area	1 space per 3 seats	
Auditorium	1 space per 3 seats	
Employees	1 space per 3 employees	
Restaurant		
Restaurant	1 space per 10m ² min. 10 spaces plus 1 space per 2 employees.	Driveway width: 4m to 6m.
Squash Courts		
Squash Courts	3 spaces per court	Driveway width: 4m to 6m
Tennis Courts	3 spaces per court	
Bowling Alleys	3 spaces per alley	
Bowling Green	30 spaces per green	
Gymnasium	1 space per 25m ² of gross floor area. Minimum 4 spaces.	
Caravan Parks		
Caravan Parks	1 space per van site 1 visitor space per 10 van sites.	Driveway width: 6m to 8m Internal roadway should provide for one-way circulation with a width of 5m to 6m. Entering vehicles should travel at least 30m before being required to stop.
Factories		
Factories	One (1) space per 100m ² gross floor area.	Driveway width: 8m to 10m. Internal roadway min. 7.5m for two-way operation, 4.5m for one-way. Trucks should travel a distance of 30m before being required to stop.
Warehouses		
Warehouses		

	Parking Requirements	Driveway Requirements
Road Transport Terminals	1 truck space for each vehicle in the fleet.	As above.
Church Halls	One (1) space for ten seats, or one (1) space per fifteen (15) m ² of gross floor area.	
Funeral Parlours	One (1) space per five (5) seats.	Driveway Width: 4m to 6m
Places of Assembly, Public Halls	One (1) space per 15m ² of dancing or entertainment area, or one (1) space per ten (10) seats.	Driveway width: 4m to 6m
Places of Public Worship	One (1) space per ten (10) seats.	Driveway Width: 4m to 6m.
Theatres	One (1) space per ten (10) seats or one (1) space per 10 m ² of gross floor area, excluding stage, storage and the like.	Driveway Width: 4m to 6m.

