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# Airlie Beach Car Parking Study

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## Document Control

**Document:** Airlie Beach Car Parking Study

**This document has been prepared for:**






**Contact:** Jonathan Cutting  
Strategic Town Planner  
Whitsunday Regional Council  
PO Box 104, Proserpine QLD 4800  
(07) 4945 0657  
[jonathan.cutting@whitsundayrc.qld.gov.au](mailto:jonathan.cutting@whitsundayrc.qld.gov.au)

**This document has been prepared by:**



**Contact:** Tim Boxall  
PSA Consulting (Australia) Pty Ltd  
PO Box 10824, Adelaide Street, Brisbane QLD 4000  
Telephone +61 7 3220 0288  
[tim@psaconsult.com.au](mailto:tim@psaconsult.com.au)  
[www.psaconsult.com.au](http://www.psaconsult.com.au)

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## EXECUTIVE SUMMARY

PSA Consulting (Australia) has been commissioned by Whitsunday Regional Council (WRC) to undertake the *Airlie Beach Car Parking Study*. The purpose of the study is for Council to develop a better understanding of the present car parking supply and demand, and to identify Airlie Beach's capacity to meet future car parking needs to 2031. It is Council's desire to strike the perfect balance in car parking supply to meet the demand for parking in a manner that is cost effective, maximises the return to Council, and that meets the needs of those residing in, or visiting Airlie Beach.

With visitors and residents accustomed to paying for parking, Council is in a favourable position to undertake this car parking study and to implement recommendations to provide more efficient on-street and public car parking in Airlie Beach. Similarly, with the new draft planning scheme, Council is in a position to influence the on-site parking requirements of new developments and in doing so, reduce pressure on existing areas where car parking is at a premium.

There is a broad range of on-street and off-street car parking in and surrounding the main street of Airlie Beach. Each parking area in Airlie Beach was found to fit into one of the following three categories:

- On-street car parking;
- Public off-street car parking, further split into two categories:
  - Car parks owned and operated by WRC; and
  - Car parks owned and operated by a private operator i.e. Care Park.
- Other off-street car parking:
  - Private staff parking for places of employment; and
  - Car parks that are accessible to the public for visits to that particular business.

The overall peak parking demand for the Airlie Beach study area on the days of the survey was determined to be 709 out of 1,242 spaces. In general, 'on-street' car parking experienced the highest level of demand followed by 'other off-street' parking. Demand for parking started at a relatively high level in the early afternoon before dropping steadily towards the evening. In the early morning, demand was at the lowest level observed during the survey, but built up steadily throughout the day.

An outcome of the survey was that different parking behaviours were identified across the study area. As such, the study area has been divided into three precincts that each has unique characteristics in terms of user groups and parking behaviours. The precincts were adapted from those shown in the *Airlie Beach Structure Plan* and the *Airlie Beach Access and Movement Strategy* and are as follows:

- Precinct 1 – Main Street and Foreshore;
- Precinct 2 – Waterson Way; and
- Precinct 3 – Port of Airlie.

The survey found that there is no immediate problem with the overall parking supply in Airlie Beach given parking demand was calculated to be below 75% of capacity until the year 2024 and reaches 88% of capacity by 2029. However, in reality, it is expected that expansion of some parking areas and products will be required before this time, as the distribution of parking throughout Airlie Beach is not evenly spread across each of the three precincts.

A review of the private car parking provisions contained in the draft *WRC Planning Scheme 2016* was undertaken in conjunction with a comparison of the minimum car parking rates required under the draft to other similar tourist destinations under the jurisdiction of local governments. Overall, it was identified that there is a high level of general consistency between WRC and other Councils in this regard.

In order to address future parking capacity issues within Airlie Beach, a number of strategies have been identified for each precinct. Each strategy looks at ways of increasing the effectiveness of car parking in that particular precinct.

## **PRECINCT 1 – MAIN STREET AND FORESHORE**

### **Strategy 1: Better Management of Main Street Regulated Parking**

The recommendations of this study are as follows:

- a) That on-street parking along the main streets of Airlie Beach Centre continue to operate free of charge;
- b) That time restrictions of on-street regulated parking throughout Airlie Beach be standardised to 8.00am-8.00pm seven days per week;
- c) That eight of the existing P1 hour parking bays along Shute Harbour Road be converted to P15 minute bays as show in Figure 38, to stimulate additional 'quick transaction' trade in the Centre;
- d) That enforcement by WRC Local Law Officers of on-street parking along the main street of Airlie Beach Centre be increased substantially; and
- e) That WRC introduce a Commercial Vehicle Loading Zone Permit so that only legitimate delivery vehicles are permitted to use the designated loading zones.

### **Strategy 2: Upgrade of Central Lagoon (Airlie Creek) Car Park**

The recommendations of this study are as follows:

- a) That the Central Lagoon (Airlie Creek) car park be retained due to its important role in providing employee and overflow car parking for the Airlie Beach Centre; and
- b) That WRC undertake an extensive upgrade of the Central Lagoon (Airlie Creek) car park. This upgrade should at the very least include:
  - i. Reconfiguration of the car park layout so that unusable areas of sealed pavement can be given over to open space and community purposes;
  - ii. New landscaping and embellishment of the open space surrounding the car park similar to the proposed Coconut Grove Foreshore improvements;
  - iii. Installation of mast-head lighting to improve the safety of the car park and surrounds after dark; and
  - iv. Installation of a boom-gate to control undesirable motor vehicle access to the car park and Foreshore area, and to reduce illegal parking.

### **Strategy 3: Refinement of Parking Fees for WRC Off-Street Car Parks**

The recommendations of this study are as follows:

- a) That any changes to fees charged for WRC off-street car parks be justified by a business case that considers not only the impacts to revenue, but the capital costs of new equipment and operating systems, as well as the ongoing operational costs.

## **PRECINCT 2 – WATERSON WAY**

This study does not make any recommendations regarding Precinct 2.

## **PRECINCT 3 – PORT OF AIRLIE**

### **Strategy 4: Increase Car Parking Capacity of Whitsunday (Port of Airlie) Transit Terminal**

This study has identified a medium term shortage of parking at Whitsunday Transit Terminal (WTT) car park and Precinct 3 overall. Given the importance of drive tourism and the growth in day cruises out of Airlie Beach, it is essential that Council identify a solution to the looming car parking shortage at the Terminal.

The recommendations of this study are as follows:

- a) WRC enter into negotiations with the receivers of Port of Airlie to identify means by which Council could obtain air-rights over Site C so that WRC could construct a multi-level car park on the site. If the negotiations are positive, WRC should then prepare a business case to establish the viability of such a venture. This business case should include considering the introduction of infrastructure charges for island development to fund long stay parking for island workers; or alternatively

- b) WRC enter into negotiations with Cruise Whitsunday and Whitsunday Island management to relocate all long stay parking of island workers to Abel Point Marina and /or Shute Harbour and in doing so, to release up to one third of car parking spaces at WTT car park that are currently being used for that purpose.

### **PLANNING SCHEME PROVISIONS**

#### **Strategy 5: Amend Planning Scheme Provisions**

The recommendations of this study in regard to amendments to the on-site car parking requirements in the draft *WRC Planning Scheme 2016* are detailed in Chapter 7 of this report.

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## LIST OF ACRONYMS

AO	Acceptable Outcome
EDQ	Economic Development Queensland
GFA	Gross Floor Area
km	Kilometre
m	Metre
PFTI	Plan for Trunk Infrastructure
PO	Performance Outcome
PSP	Planning Scheme Policy

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PWD	Person With Disability
QPP	Queensland Planning Provisions
SPA	Sustainable Planning Act
WRC	Whitsunday Regional Council
WTT	Whitsunday Transit Terminal

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# 1 INTRODUCTION

PSA Consulting (Australia) has been commissioned by Whitsunday Regional Council (WRC) to undertake the *Airlie Beach Car Parking Study*. The provision of car parking to meet the demand of the area's growth is considered a complex issue given the unique nature of Airlie Beach with its variety of mixed uses, short-term stay tourists and permanent residents.

The purpose of the study is for Council to develop a better understanding of the present supply and demand, and to identify Airlie Beach's capacity to meet future car parking needs to 2031. It is Council's desire to strike the perfect balance in car parking supply that meets the demand for parking in a manner that is cost efficient, maximises the return to Council, and that meets the needs of those residing in, or visiting, Airlie Beach.

The provision and management of both on-street and off-street parking is a complex issue. Council already has time regulated parking in the main street with a mix of short-stay parking spaces available for customers to access retail and business premises.

For longer stays, off-road car parking is available to the rear of the main street, as well as on-road parking on surrounding streets. Council owns a number of these off-road car parks and parking fees are collected using a pay and display system.

With visitors and residents accustomed to paying for parking, Council is in a favourable position to undertake this car parking study and to implement recommendations to provide more efficient on-street and public car parking in Airlie Beach. Similarly, with the new draft planning scheme, Council is in a position to influence the on-site parking requirements of new developments and in doing so, reduce pressure on existing areas where car parking is at a premium.

## 1.1 PROJECT OBJECTIVES

Whitsunday Regional Council has identified the objectives of the *Airlie Beach Car Parking Study* as follows:

- Identify the Airlie Beach Study Area's capacity to meet the future car parking demand and provide strategic options to Council to efficiently meet the proposed car parking demand until 2031 by informing potential investment into infrastructure to support demand;
- Investigate the viability, potential location and ongoing operational performance requirements of a multi-storey parking facility in the Airlie Beach locality;
- Provide a car parking study, inclusive of funding feasibility, that provides direction for Council to enhance Airlie Beach's capacity to meet the identified parking demand for 2031;
- Allow Council to adequately plan for and resource Local Laws officers to monitor and enforce parking regulations for the resulting Council regulated parking;
- Allow Council to have a more accurate needs assessment of capital expenditure required for maintenance and upkeep of facilities to inform Council's Capital Works budget; and
- Inform regulation by developing evidence based recommendations for car parking codes for the Planning Scheme.

## 1.2 THE STUDY AREA

The study area for the *Airlie Beach Car Parking Study* is shown in Figure 1.

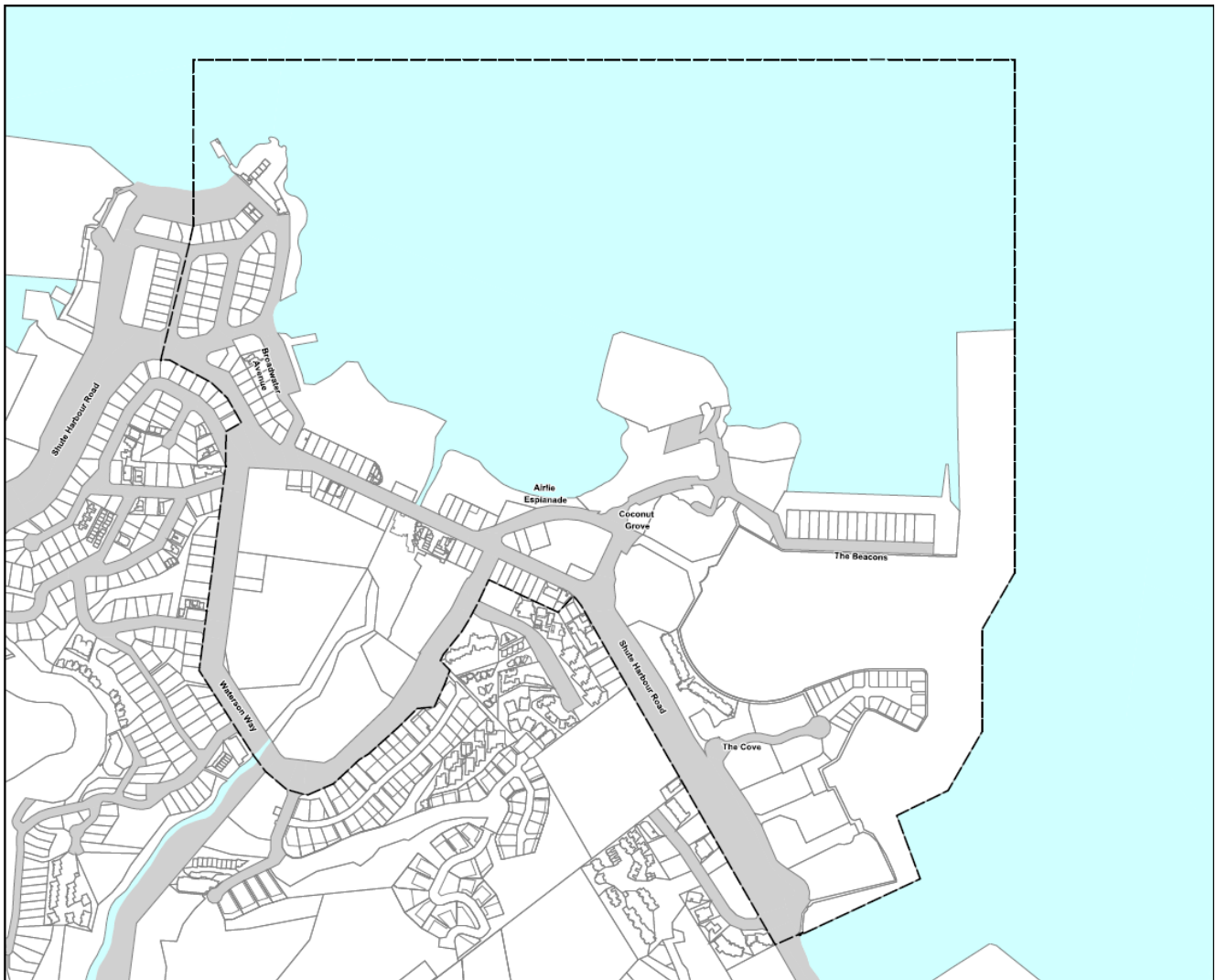


Figure 1: Airlie Beach Study Area (Source: WRC)

### 1.3 PSA APPROACH

PSA Consulting has adopted the following approach to undertaking the *Airlie Beach Car Parking Study*:

1. Review previous car parking studies;
2. Survey 2016 car parking utilisation;
3. Revisit recommendations of previous reports; and
4. Examine the capacity of the draft *WRC Planning Scheme 2016* to assist.

The findings of this approach are presented in this report as follows:

- Parking Analysis:
  - Chapter 2: Car Parking Supply;
  - Chapter 3: Car Parking Demand;
  - Chapter 4: Analysis of Survey Demand and Precincts;
  - Chapter 5: Analysis of Potential Demand; and
  - Chapter 6: Capacity to Meet Projected Demands in 2031.

- Planning Scheme Review:
  - Chapter 7: Planning Scheme Car Parking Provisions.
- Recommendations:
  - Chapter 8: Precinct Strategies and Recommendations.

## 1.4 PREVIOUS CAR PARKING STUDIES

### 1.4.1 Airlie Beach Car Parking Management Strategy Review

Completed in 2010 by consultants TTM, the review focused on both car parking utilisation and length of stay. The review found that there was a shortfall in the supply of short term car parking in the Airlie Beach Centre. This shortfall in short term parking was also found to be exacerbated by the high level of parking infringement that occurs in Shute Harbour Road.

This amounted to approximately 30% of all on-street parking on Shute Harbour Road and had the effect of eliminating approximately 30 spaces from the short term supply each day. Additionally, this shortfall in short term car parking supply was found to be made worse by the lack of defined medium and long term parking in the Centre, which had the effect of short term parkers competing with medium and long term parking in areas beyond Shute Harbour Road.

Overall, the *Airlie Beach Car Parking Management Strategy Review* found that there was adequate parking supply in the Centre to meet peak demands based on surveys, and that the apparent shortfall was seen as a management issue rather than a physical supply issue.

### 1.4.2 Airlie Beach Car Parking Strategy 2015 – Draft Report

Whitsunday Regional Council completed the *Airlie Beach Car Parking Strategy 2015 – Draft Report* in September 2015. Recommendations made in the report were based on analysis of the total Gross Floor Area (GFA) of buildings in the Airlie Beach Centre.

Demand for car parking was then determined using car parking rates provided in the draft *WRC Planning Scheme 2016* and a comparison to the Bundall Centre mixed use car parking requirements as detailed in the draft *Gold Coast City Plan 2015*. As a result, the Airlie Beach Centre was identified as having an oversupply of 18 formal car parks.

## 1.5 OVERVIEW OF SURVEY

A car parking utilisation survey (as opposed to a length of stay survey) was conducted over two days on Thursday 28<sup>th</sup> April and Friday 29<sup>th</sup> April 2016. The survey was conducted on the Friday immediately preceding the Labour Day long weekend in order to capture the additional demand by visitors to Airlie Beach for the long weekend.

The survey of car parking in the lead-up to a long weekend provides a balance between the lower 'normal' weekday parking demands experienced throughout the year and the higher demands of holiday seasons or special events such as Market Days or Schoolies.

Weather over the survey period saw intermittent showers on Thursday and fine, sunny conditions on Friday.

## 2 AIRLIE BEACH CAR PARKING SUPPLY

There is a broad range of on-street and off-street car parking in and surrounding the main street of Airlie Beach. Each parking area in Airlie Beach fits into one of the following three categories:

- On-street car parking;
- Public off-street car parking, further split into two categories:
  - Car parks owned and operated by WRC; and
  - Car parks owned and operated by a private operator i.e. Care Park.
- Other off-street car parking:
  - Private staff parking for places of employment; and
  - Car parks that are accessible to the public for visits to that particular business.

Car parking areas surveyed are listed in Table 1 and shown graphically in Figure 2. For the public car parking areas, time regulation and fee charging is also designated.

**Table 1: Airlie Beach Car Parking Areas**

On-Street Car Parking Areas*	Public Off-Street Car Parking Areas*	Other Off-Street Car Parking Areas
Broadwater Avenue (T) (N)	West Lagoon (Broadwater) (T) (C)	Pacific Place, 402 Shute Harbour Rd
Shute Harbour Road (T) (N)	Down Under Bar (T) (C)	Airlie Bait and Tackle, 400 Shute Harbour Rd
Airlie Esplanade (T) (N)	Central Lagoon (Airlie Creek) (T) (C)	Airlie Centrepoint, 398 Shute Harbour Rd
Coconut Grove (T) (N)	Whitsunday Sailing Club (T) (N)	Airlie Beach YHA, 394 Shute Harbour Rd
Beacons Road, Port of Airlie (N)	Airlie Beach Hotel (T) (C)	Cold Rock, 390 Shute Harbour Rd
Waterson Way East (T) (N)	The Boathouse (Ground level) (T)(C)	Next to Cold Rock, 388 Shute Harbour Rd
Waterson Way West (T) (N)	The Boathouse (Basement) (T) (C)	Pacific Centre, 384 Shute Harbour Rd
	Whitsunday Transit Terminal (T) (C)	Magnums, 366 Shute Harbour Rd
	Woolworths Centre (T) (C)	Beaches Backpackers, 356 Shute Harbour Rd
		Paddy's Shenanigans, 352 Shute Harbour Rd
		NAB, 348 Shute Harbour Rd
		Fun Rentals, 342 Shute Harbour Rd
		Hertz, 342 Shute Harbour Rd
		Beachworx, 271 Shute Harbour Rd
		Doctor's Surgery, 257 Shute Harbour Rd
		Shipwrecked Seafood, 1 Airlie Esplanade

\* (T) Time regulated, (N) No charge, (C) Charge.

It should be noted that although the survey covered the majority of private off-street car parking areas, it is acknowledged that some areas were not captured by the survey due to an inability for the surveyors to gain access to that particular car park.

Each of these parking areas contain a varying number of parking spaces with some areas also providing dedicated person with Disability (PWD) spaces. In order to more accurately represent the current car parking situation in Airlie Beach, the on-street parking areas along Shute Harbour Road have each been broken into two separate groupings namely parking on the beach side of the road (north-east side) and parking on the hill side of the road (south-west side).





Figure 2: Airlie Beach Car Parking Areas (Source: PSA, WRC)



The supply of car parking for on-street parking areas is shown in Table 2.

**Table 2: Car Parking Supply – On-Street Parking Areas**

Car Parking Area	Number of Parking Spaces	Number of PWD Spaces	Total Parking Spaces
Broadwater Avenue	1	1	2
Shute Harbour Road (hillside)	28	3	31
Shute Harbour Road (beachside)	18	0	18
Airlie Esplanade (hillside)	10	1	11
Airlie Esplanade (beachside)	6	1	7
Coconut Grove	66	0	66
Beacons Road, Port of Airlie	29	0	29
Waterson Way East (hillside)	9	0	9
Waterson Way East (beachside)	9	0	9
Waterson Way West*	16	3	19
<b>TOTAL</b>	<b>192</b>	<b>9</b>	<b>201</b>

\*Note: There is the potential for these parking spaces to be lost due to the possible upgrade of Waterson Way to a 4-lane road at some future time.

Figure 3 shows the layout and range of various on-street car parks along Shute Harbour Road and Airlie Esplanade. As can be seen, in addition to the car parking bays, there are a significant number of loading zone and bus zones.



**Figure 3: Main Street Car Parking** (Source: PSA, WRC)

A variety of public off-street parking areas are also available throughout Airlie Beach. The supply of public off-street car parks is shown in Table 3. Note that only formal car parks were considered as part of this survey. Two informal parking areas that were being utilised but not surveyed are the car park to the south-west of the Woolworths car park and the area between Coconut Grove and the Whitsunday Sailing Club. Both of these informal car parks were observed to be used

by vehicles throughout the day with some vehicles continuing their stay overnight. This was particularly evident in the car park to the south-west of Woolworths.

**Table 3: Car Parking Supply – Public Off-Street Parking Areas**

Car Parking Area	Number of Parking Spaces	Number of PWD Spaces	Total Parking Spaces
West Lagoon (Broadwater)	98	2	100
Down Under Bar	19	1	20
Central Lagoon (Airlie Creek)	88	0	88
Whitsunday Sailing Club	67	2	69
Airlie Beach Hotel	73	2	75
The Boathouse, Port of Airlie	55	0	55
The Boathouse (Basement)	121	3	124
Whitsunday Transit Terminal	170	3	173
Woolworths Centre	195	5	200
<b>TOTAL</b>	<b>886</b>	<b>18</b>	<b>904</b>

A number of other off-street parking areas are also contained in the Airlie Beach study area. The capacity of each is outlined in Table 4. Note that this inventory excludes accommodation houses.

**Table 4: Car Parking Supply - Other Off-Street Parking Areas**

Car Parking Area	Number of Parking Spaces
Pacific Place	5
Airlie Bait and Tackle	17
Airlie Centrepoint	2
Airlie Beach YHA	6
Cold Rock	16
Next to Cold Rock	8
Pacific Centre	8
Magnums	15
Beaches Backpackers	15
Paddy's Shenanigans	6
NAB	8
Fun Rentals	12
Hertz	11
Beachworx	1
Doctor's Surgery	5
Shipwrecked Seafood	2
<b>TOTAL</b>	<b>137</b>

It should also be noted that total supply available to visitors would be far fewer than the 137 spaces as shown given that stock of rental car businesses (e.g. Fun Rental, Hertz) and bays reserved for staff parking are included in these numbers.

## 2.1 TIME RESTRICTIONS ON PARKING

Each public parking area within Airlie Beach has time restrictions limiting the duration vehicles can park in the bay. These restrictions vary considerably throughout the study area.

The current parking restrictions for on-street parking are as follows:

- Broadwater Avenue – 1 hour maximum, 8am-5pm Mon-Fri and 8am-12pm Sat;
- Shute Harbour Road (Hillside and Beachside) – 1 hour maximum, 8am-6pm Mon-Sat;
- Airlie Esplanade (Hillside) – 1 hour maximum, 8:30am-5:30pm Mon-Fri;
- Airlie Esplanade (Beachside) – 1 hour maximum, 8:30am-5:30pm Mon-Fri. Some areas are 15 minutes maximum, 8:30am-5:30pm Mon-Sun;
- Coconut Grove – 1 hour maximum, 8:30am-5:30pm, Mon-Fri;
- Beacons Road – No restrictions;
- Waterson Way East (Hillside) – 1 hour maximum, 8am-5pm Mon-Fri;
- Waterson Way East (Beachside) – 1 hour maximum, 8:30am-5:30pm Mon-Fri. Some areas are 15 minutes maximum, 8:30am-5:30pm Mon-Sun; and
- Waterson Way West – 2 hour maximum, 8am-5pm Mon-Fri, 8am-12pm Mon-Sat.

Public off-street parking areas also have restrictions on duration of stay as follows:

- West and Central Lagoons – 24 hour maximum, pay and display;
- Down Under Bar – 1 hour maximum, 8am-6pm Mon-Sat;
- Whitsunday Sailing Club – 4 hour maximum;
- Airlie Beach Hotel – 24 hour maximum, pay and display;
- The Boathouse, Port of Airlie – 24 hour maximum pay and display;
- Whitsunday Transit Terminal – 72 hour maximum, pay and display; and
- Woolworths Centre – 12 hour maximum, pay and display.

Other off-street parking areas also have restrictions that are set by the individual owner of the car park.



### 3 CAR PARKING DEMAND

The survey results provide an insight into both the parking demand for the study area, and the preference of residents, workers and visitors for varying parking products.

#### 3.1 UTILISATION OF ON-STREET PARKING

Utilisation of on-street parking spaces varied from 22% to 133% during the survey period, depending on the parking area and the time of day. The utilisation of each individual parking area at various times of the day can be seen in Table 5.

The table shows some occasions where the utilisation is greater than 100%. This corresponds to vehicles parked in an informal parking space such as a loading or no stopping zone.

It is common practice that a main street should have frequent turnover with preferably one in every eight spaces vacant at any one time, which corresponds to an utilisation of approximately 88%. Taking this into account, utilisations that are over 88% have been highlighted in Table 5 as red.

As can be seen, there are a significant number of parking areas that are currently being over-utilised, particularly along Shute Harbour Road and Waterson Way.

**Table 5: Utilisation of On-Street Car Parking Areas**

Car Parking Area	Parking Supply	Average Utilisation (% occupied)					Peak Utilisation	
		Thursday		Friday			% occupied	Time
		Afternoon (1-3pm)	Evening (4:30-6:00pm)	Early AM (7:30-8:30am)	Mid AM (9-11am)	Lunch (11:30am-12:30pm)		
Broadwater Avenue	2	75	33	75	83	25	100	Many
Shute Harbour Road (hillside)	31	85	73	56	97	92	100	Many
Shute Harbour Road (beachside)	18	114	102	58	109	100	133	Fri 10am
Airlie Esplanade (hillside)	11	73	79	82	85	77	91	Thu 5pm
Airlie Esplanade (beachside)	7	86	86	79	86	71	100	Many
Coconut Grove	66	34	28	17	40	42	47	Many
Beacons Road, Port of Airlie	29	64	59	64	66	76	88	Fri 11am
Waterson Way East (hillside)	9	50	33	33	22	22	67	Thu 3pm
Waterson Way East (beachside)	9	111	81	72	96	111	133	Many
Waterson Way West	21	60	52	48	60	57	67	Fri 11am

#### 3.2 UTILISATION OF PUBLIC OFF-STREET PARKING

Utilisation of public off-street car parks was consistently lower than the utilisation of on-street parking throughout the day with the exception of the Down Under Bar and Whitsunday Transit Terminal car parks, which saw very high levels of utilisation throughout the survey period. Overall, utilisation varied from as little as 8% through to as much as 105%, depending on the car park and the time of day. The utilisation for each public off-street car park at varying times throughout the day is detailed in Table 6.

Table 6: Utilisation of Public Off-Street Parking Areas

Car Parking Area	Parking Supply	Average Utilisation (% occupied)					Peak Utilisation	
		Thursday		Friday			% occupied	Time
		Afternoon (1-3pm)	Evening (4:30-6:00pm)	Early AM (7:30-8:30am)	Mid AM (9-11am)	Lunch (11:30am-12:30pm)		
West Lagoon (Broadwater)	100	16	9	8	28	22	34	Fri 10am
Down Under Bar	20	85	60	65	98	90	105	Fri 10am
Central Lagoon (Airlie Creek)	88	34	10	22	47	56	58	Fri 11am
Whitsunday Sailing Club	65	68	57	51	57	65	77	Thu 1pm
Airlie Beach Hotel	75	37	31	27	36	45	47	Fri 12pm
The Boathouse, Port of Airlie	55	45	31	29	29	35	55	Fri 12pm
The Boathouse (Basement)	244	24	12	16	33	42	46	Thu 1pm
Whitsunday Transit Terminal	173	79	65	74	88	96	97	Fri 12pm
Woolworths Centre	200	43	36	20	36	40	46	Thu 1pm

The one occurrence of utilisation greater than 100% was for the Down Under Bar where during one of the survey times, a car was observed to be double-parked.

As can be seen, most of the public off-street parking areas are currently operating at less than 80% capacity, with a large number of areas operating at less than 30% capacity. The only two areas with utilisation greater than 80% are the Down Under Bar and Whitsunday Transit Terminal car parks. One reason for the Down Under Bar car park being at or near capacity for most of the day is that it is the only off-street car park directly on the main street that is accessible to the public. Additionally, the fact that all on-street parking in the Airlie Beach area is available at no cost is also a significant contributing factor in the relatively low utilisation of the public off-street parking product.

### 3.3 UTILISATION OF OTHER OFF-STREET PARKING

A similar high level of variation in utilisation rates can be seen for the other off-street parking areas. Throughout the survey periods, the utilisation varied from as little as 0% to as much as 200%, depending on the car park and time of day. Utilisation of each parking area is shown in Table 7.

Table 7: Utilisation of Other Off-Street Parking Areas

Car Parking Area	Parking Supply	Average Utilisation (% occupied)					Peak Utilisation	
		Thursday		Friday			% occupied	Time
		Afternoon (1-3pm)	Evening (4:30-6:00pm)	Early AM (7:30-8:30am)	Mid AM (9-11am)	Lunch (11:30am-12:30pm)		
Pacific Place	5	20	27	40	53	40	60	Fri 9am
Airlie Bait and Tackle	17	21	29	15	43	44	47	Many
Airlie Centrepoint	2	25	50	50	50	50	50	Always
Airlie Beach YHA	6	33	67	67	67	67	67	Always
Cold Rock	16	16	21	9	35	41	44	Fri 12pm
Next to Cold Rock	8	N/A	N/A	13	46	63	75	Fri 12pm
Pacific Centre	8	44	17	25	50	56	63	Fri 1pm

Car Parking Area	Parking Supply	Average Utilisation (% occupied)					Peak Utilisation	
		Thursday		Friday			% occupied	Time
		Afternoon (1-3pm)	Evening (4:30-6:00pm)	Early AM (7:30-8:30am)	Mid AM (9-11am)	Lunch (11:30am-12:30pm)		
Magnums	15	77	93	93	93	57	113	Many
Beaches Backpackers	15	93	96	107	113	130	133	Fri 11am
Paddy's Shenanigans	6	42	22	67	33	67	83	Fri 8am
NAB	8	N/A	N/A	69	50	75	75	Fri 12pm
Fun Rentals	12	88	92	92	92	92	92	Always
Hertz	11	68	82	64	73	77	82	Many
Beachworx	1	200	200	0	33	0	200	Many
Doctor's Surgery	5	N/A	N/A	N/A	27	10	50	Fri 11am
Shipwrecked Seafood	2	125	117	75	100	150	150	Many

Again, there are a number of occurrences where the utilisation exceeds 100% as a result of either vehicles double parked or vehicles using an informal parking location outside the designated bays.

### 3.4 OVERALL PEAK PARKING DEMAND

The overall peak parking demand for the Airlie Beach study area on the days of survey was determined to be 709 out of 1,242 spaces. This equates to an average utilisation of available parking bays of just over 57%.

Demand for car parking varies throughout the day and was also found to be dependent on the type of car parking area i.e. on-street, public off-street, other off-street. Figure 4 shows the utilisation of car parking spaces over the two survey days segregated into each type of parking product.

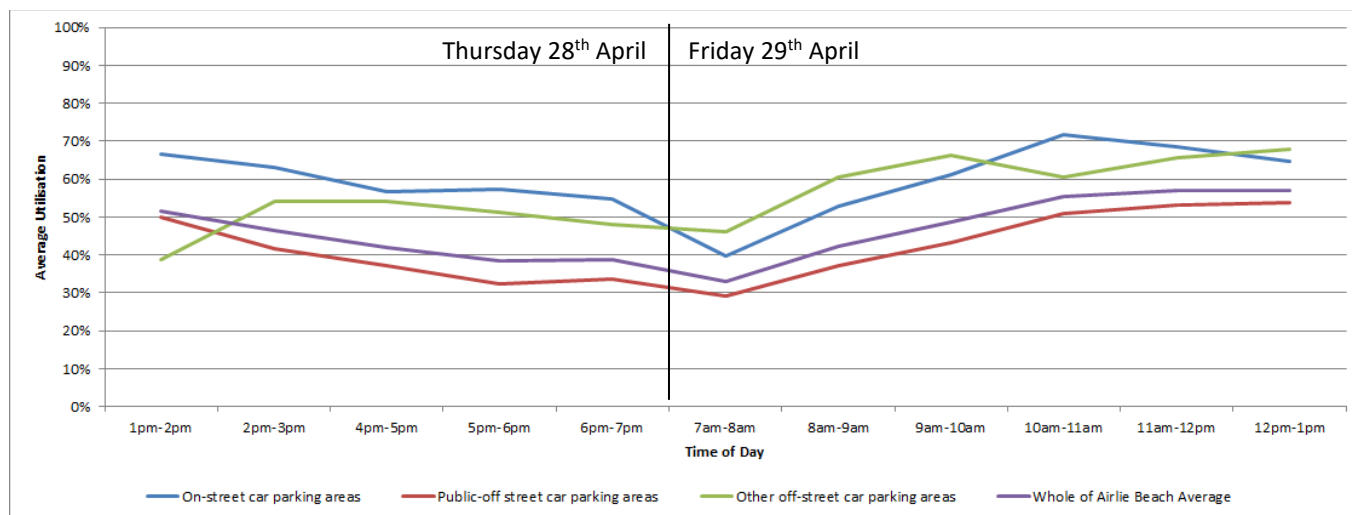


Figure 4: Overall Car Parking Utilisation

As can be observed in Figure 4, the highest demand for parking is on-street followed by other off-street parking. The lower demand for public off-street parking brings down the average utilisation of parking in Airlie Beach between 30% and 50%.

In general, demand for parking started at a relatively high level at the commencement of the survey period before dropping steadily throughout the afternoon. Demand for parking in the early morning was at the lowest level observed during the survey, but built up throughout the day. The overall car parking utilisation as shown in Figure 4 would suggest that Airlie Beach has sufficient quantum of car parking bays and spare capacity to handle future demand. However as outlined in the

following analysis, the overall car parking utilisation camouflages a number of issues regarding the preference of employees and visitors on their preference for parking location and parking cost.

## 4 ANALYSIS OF SURVEY PRECINCT DEMAND

As an outcome of the survey, different parking behaviours have been identified across the study area. As such, the study area has been divided into three precincts that each has unique characteristics in terms of user groups and parking behaviours.

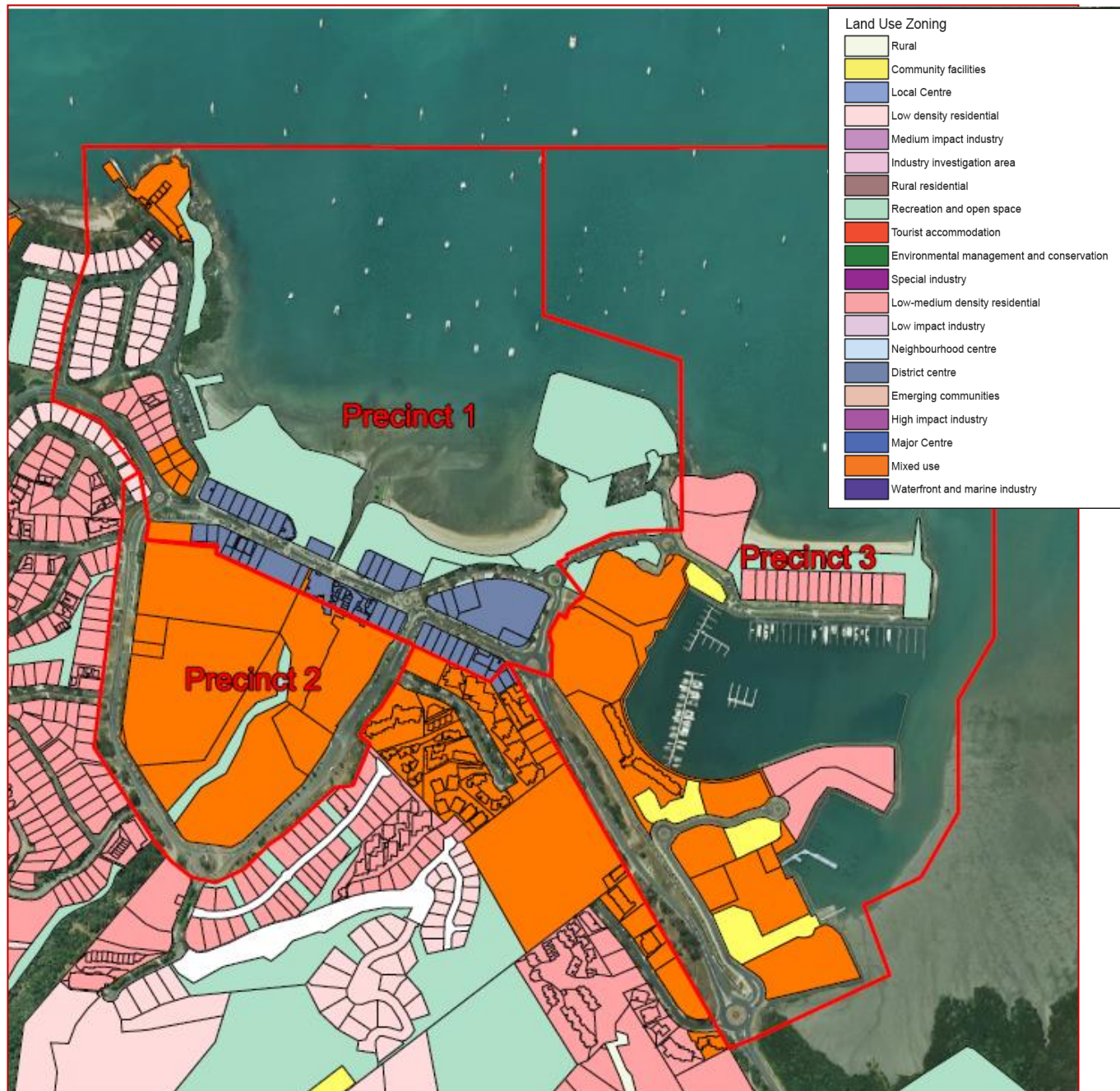
Figure 5 shows the precinct boundaries that have been adapted from those shown in the *Airlie Beach Structure Plan* and the *Airlie Beach Access and Movement Strategy*. It should be noted that these precincts are different and unrelated to those precincts identified in the Local Plan of the draft *WRC Planning Scheme 2016*.



Figure 5: Airlie Beach Precinct Boundaries (Source: PSA, WRC)



Figure 6 shows the land use zoning of the Airlie Beach study area and immediate surrounds.



**Figure 6: Airlie Beach Land Use Zoning** (Source: PSA, WRC)

Land uses in Precinct 1 include District Centre, Recreation, Open Space, Mixed Use and Residential. The predominant land use in Precinct 2 is Mixed Use with Residential bordering the precinct. Precinct 3 is Mixed Use with some Community Facilities and Residential.

## 4.1 PRECINCT 1 – MAIN STREET AND FORESHORE

The Main Street and Foreshore Precinct contains most of the parking areas that were surveyed. It contains all of the “other” off-street parking areas as well as the following on-street and off-street parking areas:

- On-street parking areas:
  - Broadwater Avenue;

- Shute Harbour Road (Main Street);
- Airlie Esplanade (Main Street); and
- Waterson Way East.
- Public off-street parking areas:
  - West Lagoon;
  - Down Under Bar;
  - Central Lagoon;
  - Whitsunday Sailing Club; and
  - Airlie Beach Hotel.

In total, 87 on-street car parks, 352 public off-street car parks and 137 other off-street car parks are available across the precinct, making a total supply of 576 car parks.

It should be noted that this supply excludes any visitor parking provided by residential apartments, or the informal parking that is presently occurring in the area between Coconut Grove and the Whitsunday Sailing Club.

With respect to the latter, draft plans are currently in place for an upgrade of the Airlie Beach Foreshore. The upgrade involves the expansion of the Whitsunday Sailing Club car park to provide an additional 24 spaces as well as the construction of 19 parking spaces on Ocean Road.

Although the project will result in the removal of the informal parking area, the overall provision of additional bays will assist in parking for special events including the weekend markets and cruise ship visits, not to mention a significant improvement to the amenity of the area. The concept plan for the upgrade is shown in Figure 7.



Figure 7: Airlie Beach Foreshore Upgrade Project (Source: RPS, WRC)

Figure 8 charts the utilisation of car parking in Precinct 1 across the survey period.

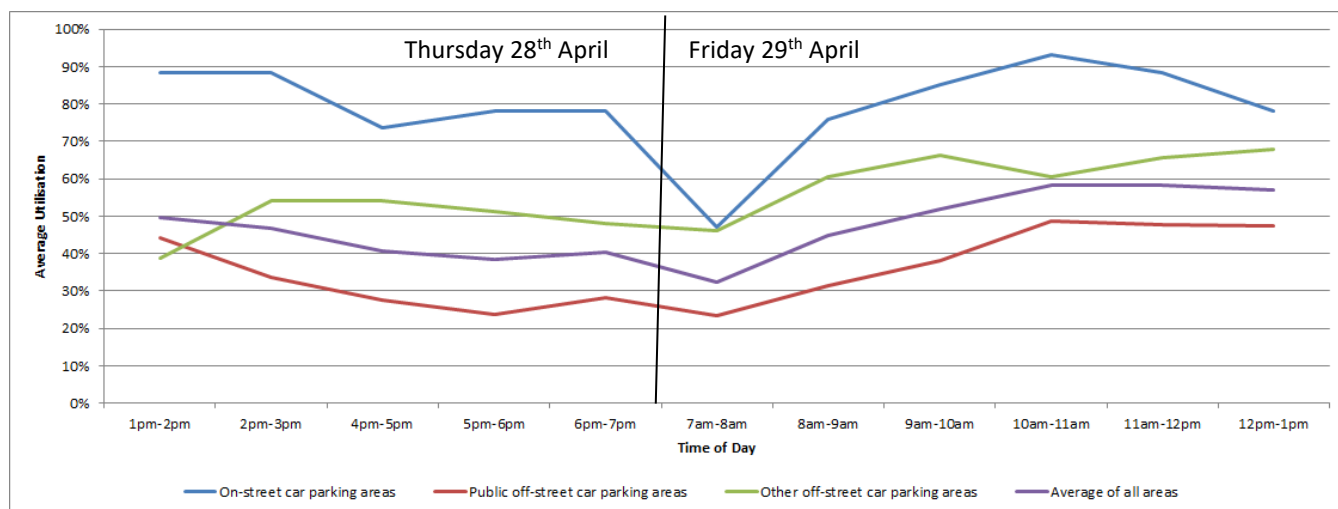


Figure 8: Precinct 1 Average Car Parking Utilisation

As can be seen, the peak period for parking in Precinct 1 is between 10am and 11am in the morning when average utilisation reaches 60%. This corresponds to an average of 335 parking spaces being in use during this period. The timing of this peak corresponds to most shops and cafes being open along the main street and residents and tourists alike accessing the precinct.



The high demand for on-street parking throughout the day highlights the importance of this parking product to residents and visitors alike. With a mix of free P15 minute and P1 hour parking bays along the Airlie Beach streets, the survey demonstrates that the preference of the public is to access the Centre for short duration periods. This is not uncommon to all major seaside centres along the eastern seaboard.

Given the economic benefits of these high volume, short term visits to the traders and businesses along Airlie Beach main street, it is essential that free on-street car parking is not only retained but improved, by increasing the turnover of spaces. As suggested later in this report, the conversion of some existing P1 hour spaces to P15 minute bays as well as increased enforcement to reduce overstays will ensure that more parking is available throughout the day for increased short term visitation and trade.

## 4.2 PRECINCT 2 – WATERSON WAY

Precinct 2 contains only two car parking areas, those being on-street parking along Waterson Way West and the public off-street car park at the Woolworths Shopping Centre. In total, 221 parking spaces are available in Precinct 2 comprising 21 on-street car parks and 200 public off-street car parks. The average utilisation of each type of car park together with an overall average in Precinct 2 is shown in Figure 9.

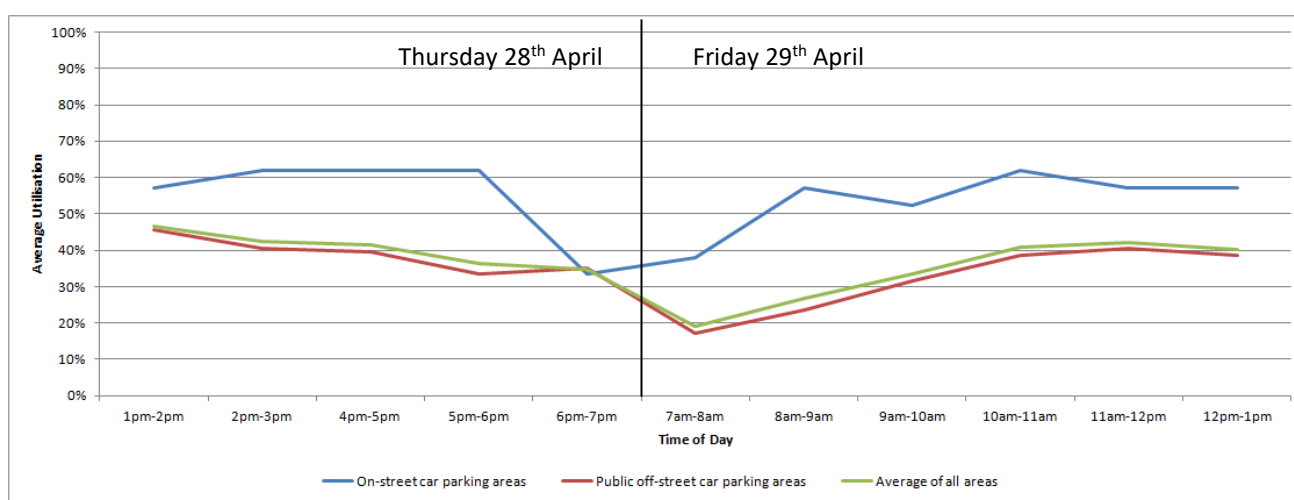


Figure 9: Precinct 2 Average Car Parking Utilisation

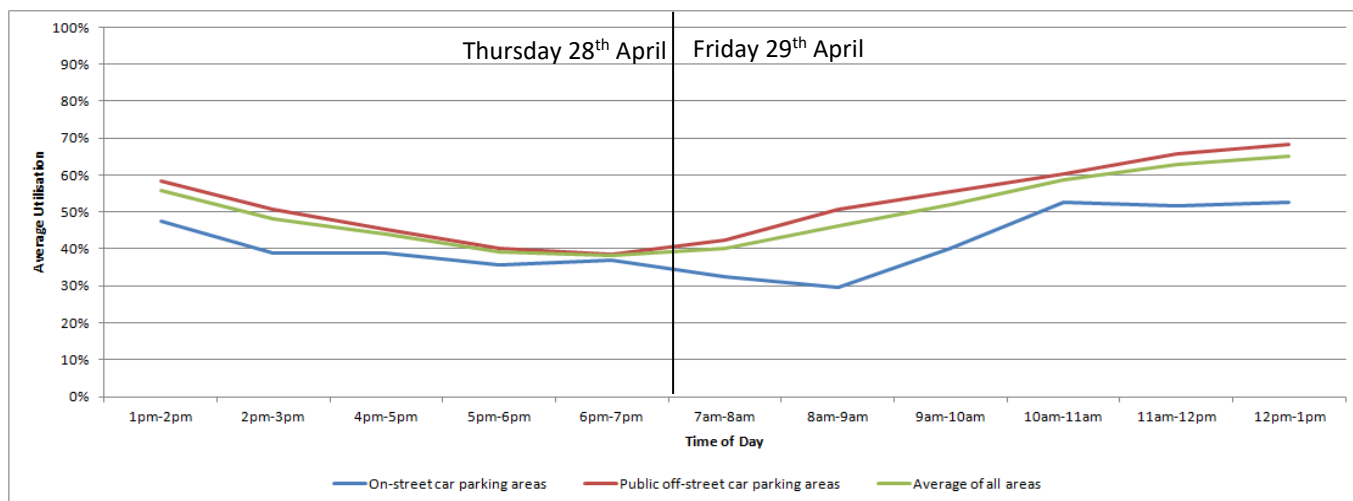
The utilisation profile of Precinct 2 is distinctly different to that of Precinct 1. It shows demand for parking declines through the afternoon before starting at a low point the following morning. From this low utilisation, demand gradually increases through the morning at which point, the average utilisation remains steady at 40%. Utilisation in this precinct is also notably lower than that of Precinct 1.

Peak utilisation for Precinct 2 occurs a number of times throughout the survey period and resulted in a total demand of 103 vehicles using 221 parking spaces.

## 4.3 PRECINCT 3 – PORT OF AIRLIE

Precinct 3 contains all of the parking areas constructed as part of the new Port of Airlie development. The Port of Airlie Precinct contains Coconut Grove and Beacons Road as on-street parking areas as well as The Boathouse (ground level and basement) and the Whitsunday Transit Terminal (WTT) as public off-street car parking areas. Precinct 3 contains 95 on-street car parks and 352 off-street car parks making a total of 447 car parks in the precinct.

Parking behaviour is strongly influenced by the tourism sector as evidenced particularly by the demand for parking at the WTT as shown in Figure 10.



**Figure 10: Precinct 3 Average Car Parking Utilisation**

Unlike Precincts 1 and 2, the utilisation of public off-street car park areas is significantly higher than the utilisation of on-street parking. This is due to the presence of the WTT car park, which has high occupancy for most of the day.

With respect to Figure 10, it can be seen that car parking utilisation peaks in the middle of the day before declining across the afternoon. In the morning, average utilisation starts relatively high at 40% before climbing towards 70% occupancy in the early afternoon.

At peak time, 291 vehicles were parked in various locations within Precinct 3.

This profile is reflective of tourists accessing the various day cruises out of the WTT as well as visitors frequenting the many restaurants and retail outlets within the Port of Airlie development.

The WTT is becoming increasingly popular with drive tourists and island staff respectively. Typically, the tourists using the WTT car park are day trippers who leave the Port of Airlie in the morning and return in the afternoon. Cruise Whitsunday staff members are tending to park on-street in Heritage Drive or ride cycles to work.

The second user group using the WTT are island staff who work on the islands for extended durations of one week or more. Anecdotal views as well as the survey would suggest that 30% of the WTT car park is filled with the vehicles of these users at any one time.

Given the WTT car park has only 171 car bays, there would appear a need to consider alternative arrangements for these users such as the existing under-utilised car parks at Abel Point and Shute Harbour. Alternatively, a new multi-level car park on the existing site would cater for these workers as well as the growing day-tripper demand.

## 5 ANALYSIS OF POTENTIAL DEMAND

Future demand for parking in each precinct has been calculated using the population projections for the Airlie Beach area as proposed in the *Whitsunday Regional Council Urban Growth Strategy Report*.

The report outlines two growth scenarios for the Airlie Beach area as follows:

- A **modest growth scenario** – which involves an 87% increase in population between the years 2013 and 2036. This corresponds to an annual compound growth rate of 2.75%; and
- An **all potential growth scenario** – which involves a 112% increase in population between the years 2013 and 2036, corresponding to an annual compound growth rate of 3.32%.

These annual compound growth rates have been used to determine the demand for parking in future years.

### 5.1 Precinct 1 – Main Street and Foreshore

Currently a maximum of 335 parking spaces (not including the informal area between Coconut Drive and the Whitsunday Sailing Club or the additional spaces realised by the Foreshore Upgrade Project) were observed to be occupied in Precinct 1 at any one time.

Using this figure as the base peak demand for the year 2016, peak demands through to the year 2031 have been extrapolated using both a 'modest' growth of 2.75% and an 'all potential growth' scenario of 3.32%. These growth forecasts align with those underpinning the draft *WRC Planning Scheme 2016*.

Hence the forecast peak parking demand for each year for both scenarios is shown in Table 8 and graphically in Figure 11.

**Table 8: Precinct 1 Potential Future Year Demands**

Year	Peak Demand – Modest Growth Scenario (Number of Parking Spaces Occupied)	Peak Demand – All Potential Growth Scenario (Number of Parking Spaces Occupied)
2016	335	335
2017	344	346
2018	354	358
2019	363	369
2020	373	382
2021	384	394
2022	394	408
2023	405	421
2024	416	435
2025	428	449
2026	439	464
2027	451	480
2028	464	496
2029	477	512
2030	490	529
2031	503	547

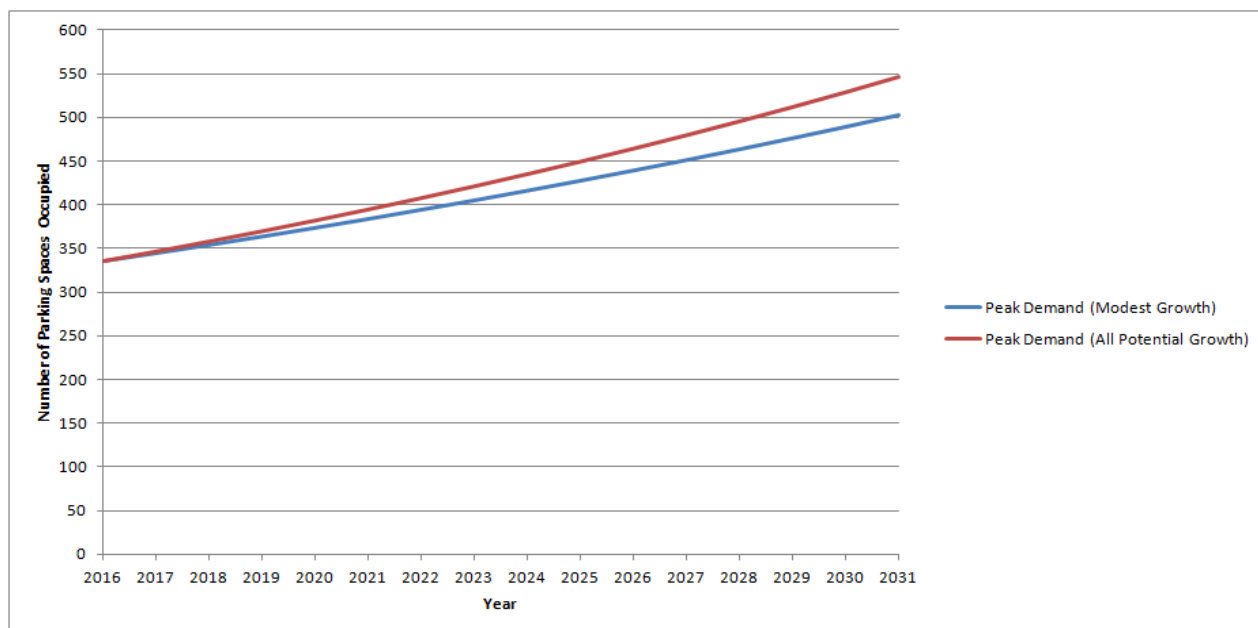


Figure 11: Precinct 1 Potential Future Year Demands

## 5.2 Precinct 2 – Waterson Way

Precinct 2 has a current peak demand of 103 parking spaces being occupied at any one time. Using both the modest growth and all potential growth scenarios, future year demands have been extrapolated based on this base demand. The forecast peak parking demands can be seen in Table 9 and Figure 12.

Table 9: Precinct 2 Potential Future Year Demands

Year	Peak Demand – Modest Growth Scenario (Number of Parking Spaces Occupied)	Peak Demand – All Potential Growth Scenario (Number of Parking Spaces Occupied)
2016	103	103
2017	106	106
2018	109	110
2019	112	114
2020	115	117
2021	118	121
2022	121	125
2023	125	129
2024	128	134
2025	131	138
2026	135	143
2027	139	148
2028	143	152
2029	147	157
2030	151	163

Year	Peak Demand – Modest Growth Scenario (Number of Parking Spaces Occupied)	Peak Demand – All Potential Growth Scenario (Number of Parking Spaces Occupied)
2031	155	168

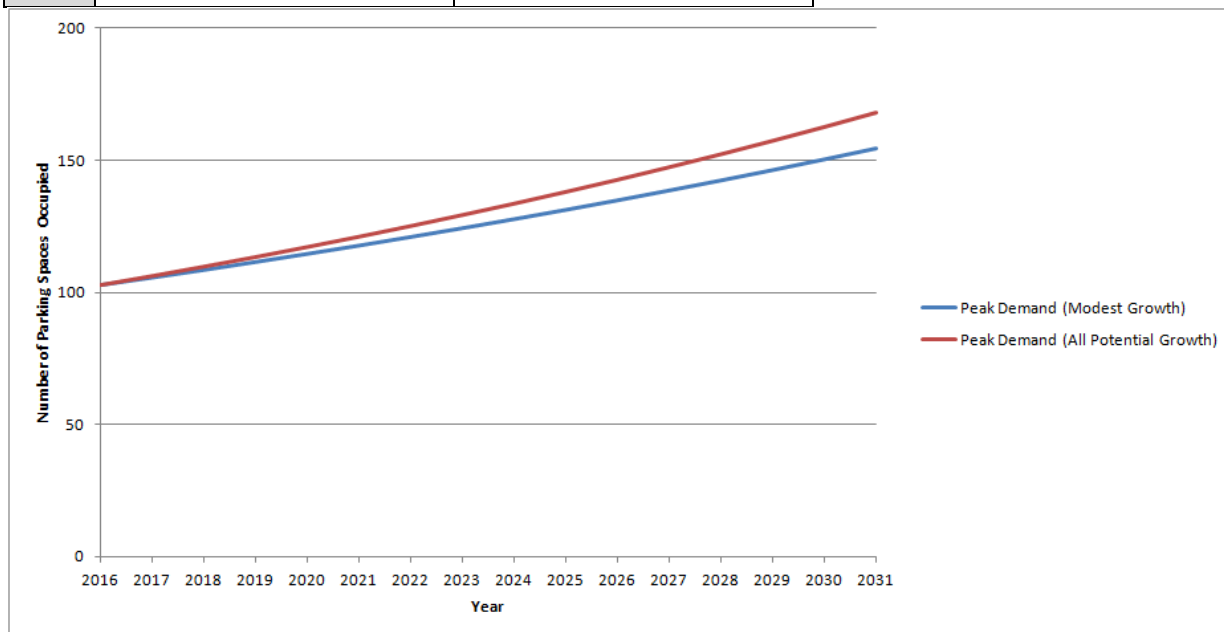


Figure 12: Precinct 2 Potential Future Year Demands

### 5.3 Precinct 3 – Port of Airlie

Using the base peak demand of 291 in the year 2016, future year demands for Precinct 3 have been obtained using both the modest growth and all potential growth scenarios. Table 10 and Figure 13 show the future year demands through to the year 2031.

Table 10: Precinct 3 Potential Future Year Demands

Year	Peak Demand – Modest Growth Scenario (Number of Parking Spaces Occupied)	Peak Demand – All Potential Growth Scenario (Number of Parking Spaces Occupied)
2016	291	291
2017	299	301
2018	307	311
2019	316	321
2020	324	332
2021	333	343
2022	342	354
2023	352	366
2024	362	378
2025	371	390
2026	382	403
2027	392	417

Year	Peak Demand – Modest Growth Scenario (Number of Parking Spaces Occupied)	Peak Demand – All Potential Growth Scenario (Number of Parking Spaces Occupied)
2028	403	431
2029	414	445
2030	425	460
2031	437	475

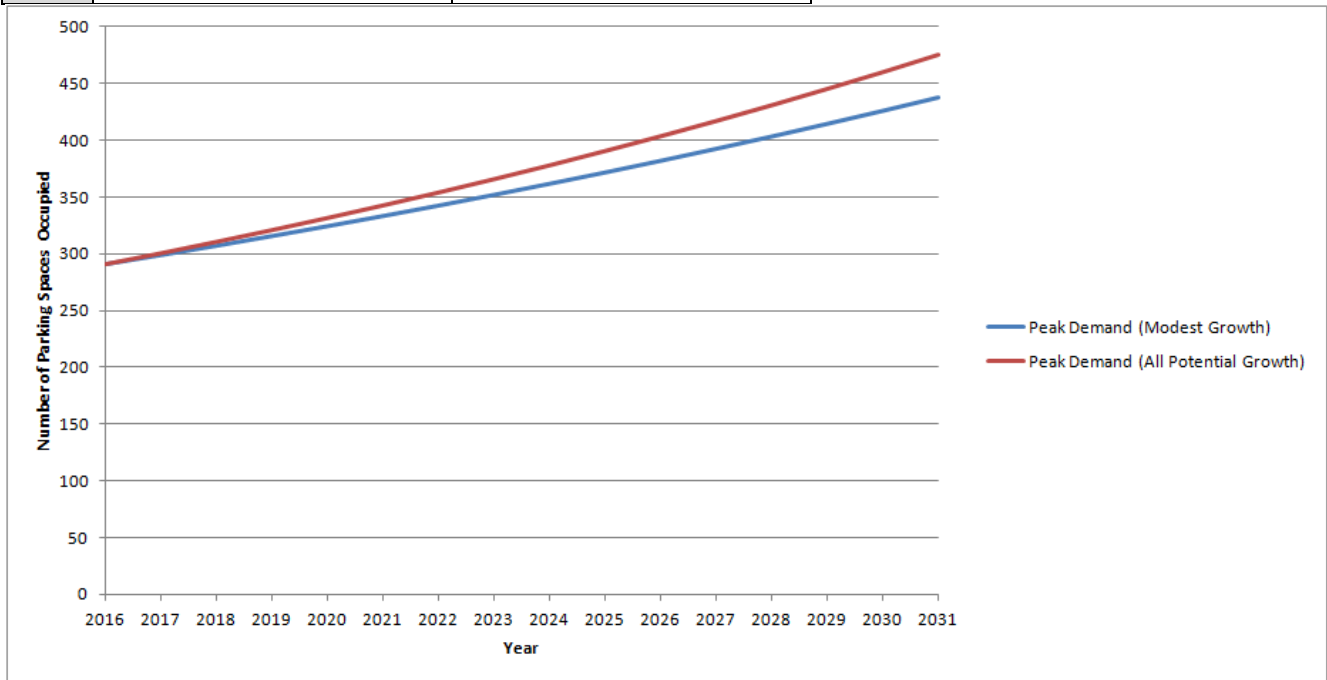


Figure 13: Precinct 3 Potential Future Year Demands

## 6 CAPACITY TO MEET PROJECTED DEMANDS IN 2031

When assessing each precinct’s capacity to meet projected demands in 2031, it is important to understand that it is not efficient to operate car park facilities at 100% capacity. Rather, it is considered good practice for about one in every eight car parks (about 12%) to be available at any one time. Higher utilisation rates than this results in frustration of drivers as they circulate along streets or parking aisles looking for a spare bay. As such it would be ideal if each precinct has approximately 12% spare capacity in order to function efficiently.

It was assumed in the capacity analysis that demand for parking in each precinct must be met by an adequate supply of parking within that precinct. For example it is considered unlikely that someone would park at Woolworths in order to visit the Port of Airlie. A number of factors contribute to this assumption including:

- The distance that would need to be travelled on foot;
- The topography between the car park and destination; and
- The potentially unfavourable weather conditions experienced during the walk.

It is acknowledged however that should an alternative parking solution not be found, than this situation may become unavoidable. As such an analysis on the capacity of the whole of Airlie Beach to meet projected car parking demands in 2031 leads this discussion.

### 6.1 WHOLE OF AIRLIE BEACH

In order to ascertain whether macro changes to parking supply are required in Airlie Beach, an assessment has been carried out to determine whether the study area has sufficient capacity to meet projected demands to 2031.

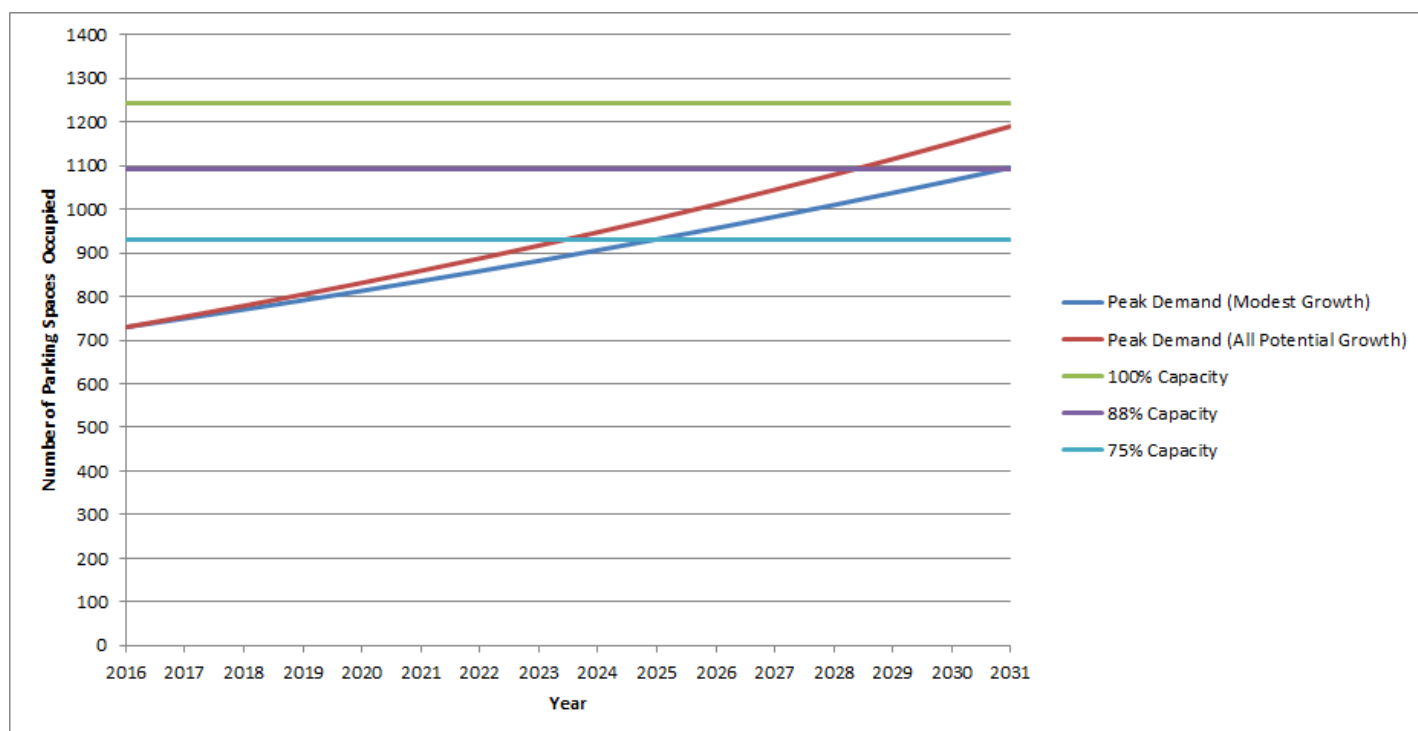


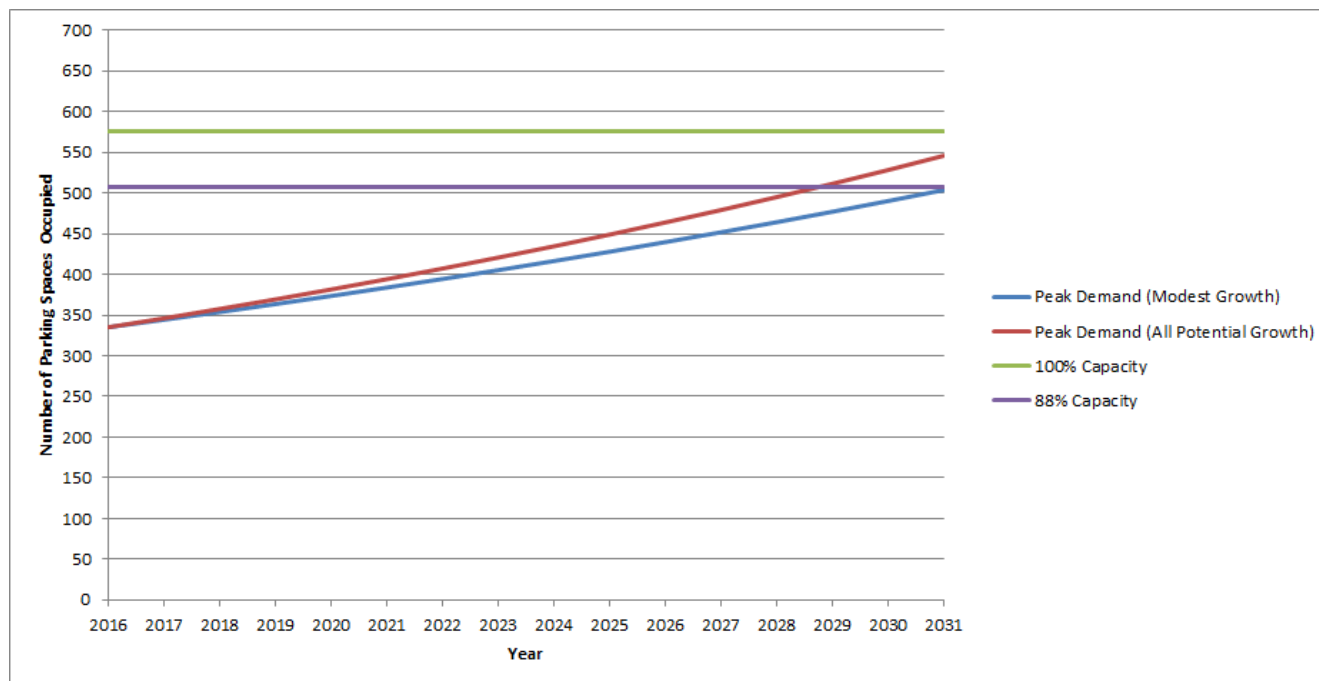
Figure 14: Whole of Airlie Beach Future Demand and Capacity

As shown in Figure 14, it is evident that there is no immediate problem with overall parking supply in Airlie Beach given parking demand will be below 75% of capacity until the year 2024 and reaches 88% of capacity by 2029. However In reality, it is expected that expansion of some parking areas / product will be required before this time, as the distribution of parking throughout Airlie Beach is not evenly spread across each of the three precincts.

None is more evident of this imbalance in car parking distribution across Airlie Beach than the perceived car parking shortage in Shute Harbour Road ‘main street’, when public off-street car parks just a short walk away are severely underutilised.

## 6.2 PRECINCT 1 – MAIN STREET AND FORESHORE

Precinct 1 has a combined capacity of 576 parking spaces. Assuming that 12% of these bays should ideally be empty at all times, this leaves 507 parking spaces available for use in the precinct.



**Figure 15: Precinct 1 Future Demand and Capacity**

A graph showing the comparison between projected demand and capacity is presented in Figure 15. As shown, Precinct 1 has sufficient spare capacity to handle demand under both a ‘modest’ growth and ‘all potential growth’ scenario to 2031.

It has been suggested that the Central Lagoon (Airlie Creek) car park may be closed in the future to allow the site to be reclaimed for open space. The Central Lagoon (Airlie Creek) car park contains 88 parking spaces. Figure 16 would suggest that without Central Lagoon (Airlie Creek) car park, Precinct 1 has sufficient supply for the next 5-6 years, however care should be exercised in this regard. Although the car park operates well under capacity, the facility does provide an easily accessible overflow area when the main street is at capacity. Further the facility provides revenue to Council. Any closure would result in increased pressure for Council to provide additional parking say on the Waterson Way site, however revenue potential would be far less than the Central Lagoon (Airlie Creek) car park given its distance to the main street.



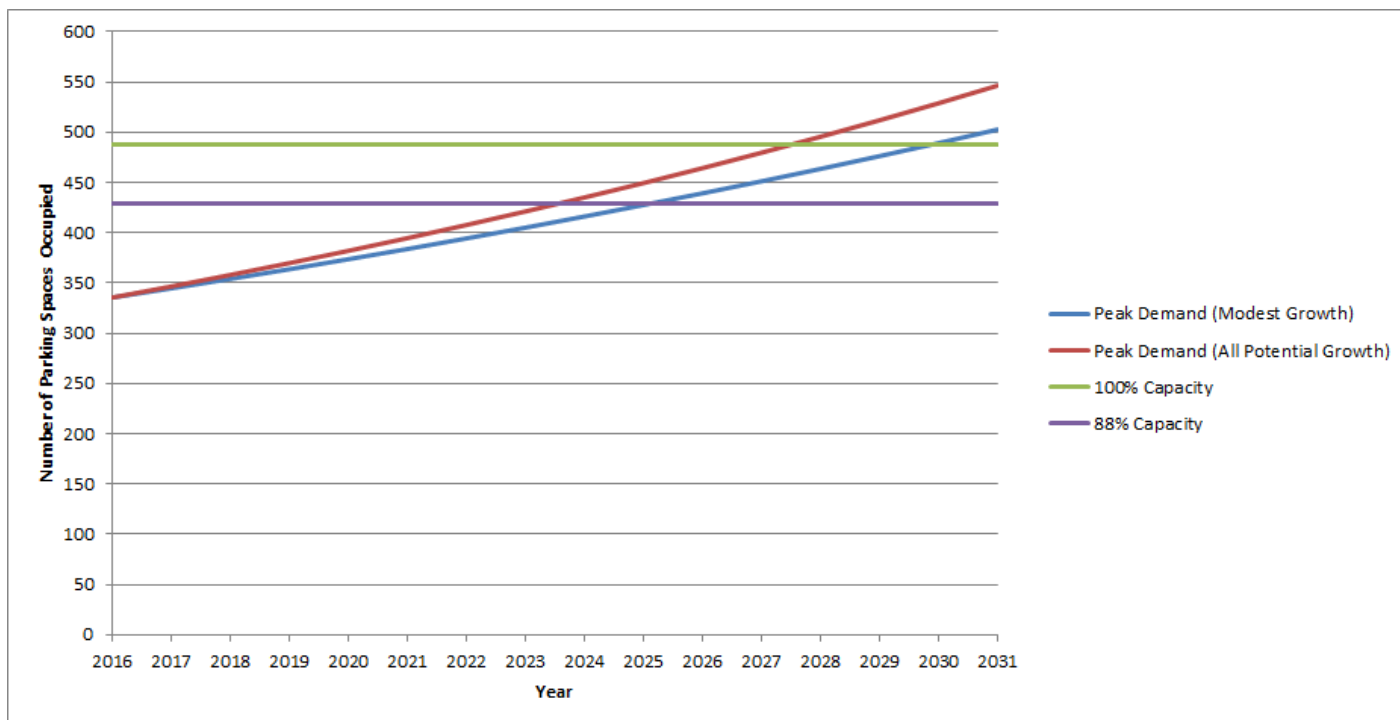


Figure 16: Impact of Central Lagoon Car Park Closure

### 6.3 PRECINCT 2 – WATERSON WAY

The overall capacity of Precinct 2 is 221 parking spaces with 194 of these being available for use should ideally one in eight remain empty. Figure 17 compares the demand for and capacity of car parking in Precinct 2.

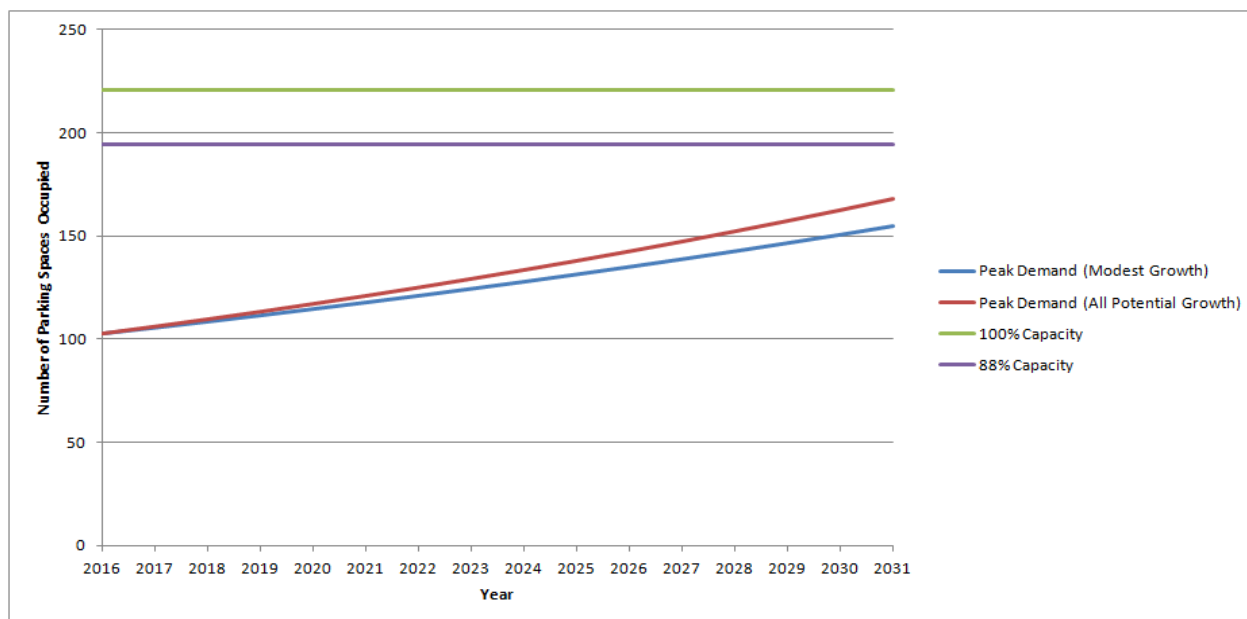
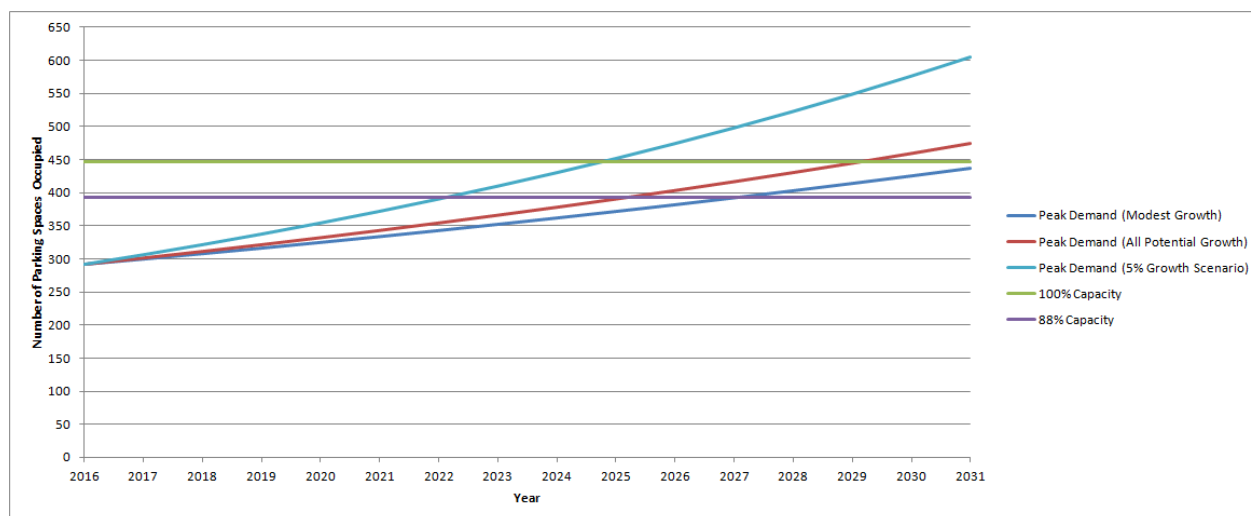


Figure 17: Precinct 2 Future Demand and Capacity

The graph shows that there is ample parking capacity within the precinct to more than cater for the projected demand through to the year 2031 and beyond. Owing to the fact that the precinct only contains one off-street car park (i.e. Woolworths Shopping Centre) that is also privately owned and operated, it is not viable to consider reducing the amount of parking supplied in this precinct.

## 6.4 PRECINCT 3 – PORT OF AIRLIE

Precinct 3 has a total of 447 parking spaces available. This is further reduced to 393 spaces in order to achieve 88% occupancy at any one time. A graph showing the demand and capacity of the Port of Airlie precinct is shown in Figure 18.



**Figure 18: Precinct 3 Future Demand and Capacity**

Assuming a modest growth scenario was achieved, the Port of Airlie would have a sufficient number of car parking spaces to operate until the year 2027. Similarly an all potential growth scenario would see demand exceed supply by 2025.

There is a degree of concern as to whether growth in the Port of Airlie will be limited to the all potential growth demand of 3.32% given a number of factors:

- The growth of tourism in the Whitsundays overall;
- The potential for increased resort activity on Whitsunday Islands and the associated increase in transfers from WTT;
- The increased demand by island workers for long stay car parking at WTT car park; and
- The potential for future ‘high end’ hotels to be located at Airlie Beach and the subsequent increased day trips to the islands.

As such, a 5% growth scenario has been added to Figure 18. It shows that if achieved, the Port of Airlie would only have sufficient number of car parking spaces to operate until the year 2025 and 2022 should 88% utilisation be used as the measure of ideal supply.

With a 5% growth, 2031 demand would exceed supply by 158 spaces. This would equate to an entire new off-street parking area needing to be provided or a major expansion of the existing parking facilities.

Strategies to improve the parking balance and capacity at all precincts including Precinct 3 are considered in Chapter 9.

## 6.5 FUTURE CONSIDERATIONS

In addition to the future demand scenarios, there are other matters that should be considered when discussing the future car parking needs of the Airlie Beach area.

### 6.5.1 Electric Vehicle Charging

As the number of electric and hybrid vehicles in Australia grows, the need for electric vehicle charging facilities is increasing. This is particularly relevant to the Airlie Beach area, which sees a substantial amount of drive tourism each year. Ergon Energy in association with Economic Development Queensland (EDQ) is working to create an electric vehicle highway across Queensland.

Three recent examples of electric vehicle charging facilities from across Australia follow:

- **Perth to South-West Electric Highway:** In June 2015, Australia's first electric highway was launched in Western Australia with fast charging stations installed in Mandurah, Bunbury and Busselton. The project provides chargers that consist of a 43kW fast AC option and two 50kW Fast DC options for different makes of electric vehicles. A slow charger is also located at each station, which can deliver up to 7kW. A 15 amp GPO is also available. Additional charging stations are to be installed at Dunsborough, Donnybrook, Bridgetown, Nannup, Augusta, Harvey and Fremantle to complete the electric highway;
- **Tesla Fast Charge Facility – Goulburn:** The first Tesla "Supercharger" station outside of Sydney and Melbourne was established in Goulburn (NSW) in October 2015. Goulburn, near Canberra, is a key town on the Hume Highway between Sydney and Melbourne and allows for Tesla's electric vehicles to drive between the two capital cities. The "Supercharger" station has eight bays and can deliver 270km of optimal distance driving range to a Tesla Model S in 30 minutes. The installation in Goulburn is the largest in the southern hemisphere and joins the ranks of existing facilities at Albury-Wodonga, Euroa and Pyrmont in Sydney; and
- **Newstead Electric Charging Station:** Newstead, located 140 kilometres north-west of Melbourne, has replaced an old petrol station with an electric charging station. With an upgrade to the existing power reticulation, the petrol station was able to be repurposed as an electric charging station that provides a 16 amp charger. The station owner has plans to upgrade the charger to three-phase electrical power so that it can charge a car for approximately 100 kilometres of travel after four hours. The Newstead charging station is not a fast charger, however it provides a good example of how existing infrastructure can be converted to renewable energy technology.

In the context of Airlie Beach, it is essential that consideration be given to the provision of electric vehicle charging stations. Given the current need for a fast charge requiring an electric vehicle to occupy a bay for at least 20 minutes and the growth in electric vehicles, the number of bays required will increase substantially over time. With the current spare car parking capacity at Abel Point Marina, it is suggested WRC approach Ergon and EDQ regarding the establishment of a recharging station at this location.

## 7 PLANNING SCHEME CAR PARKING PROVISIONS

### 7.1 BENCHMARKING RATES FOR USE TYPES

This chapter reviews the private car parking provisions contained in the draft *WRC Planning Scheme 2016* and compares the minimum car parking rates required by that draft to other similar tourist destinations under the jurisdiction of local governments. These include Sunshine Coast Regional Council, Gold Coast City Council, Cairns Regional Council, Redland City Council and Port Macquarie Hastings Council (NSW). All towns and cities examined exhibit a similar profile to that of Airlie Beach in that they are coastal locations, they have a substantial tourist sector contributing to the local economy, they experience seasonal peaks with influx of tourists, and have a prominence of mixed land use precincts based predominately on an activity centre network and tourism accommodation areas. In addition to the above Councils, Brisbane City Council and Logan City Council were also compared to provide a more complete picture.

Appendix 1 sets out the minimum car parking rates adopted by each planning scheme. Overall it identifies a high level of general consistency between WRC and other Councils. The key findings are as follows:

#### Accommodation uses

- (a) **Multiple dwelling** – The WRC rate of car parking spaces per unit based on bedroom numbers is generally consistent with all Council's reviewed. Visitor rates vary from predominantly 1 space per 4 units to 2 spaces plus 1 space per 10 units. WRC rate of 1 space per 5 units is acceptable. A differing approach is taken to tandem parking for residents but universally this is not accepted for visitor car parks.
- (b) **Short-term accommodation** – Council addresses rates to a varied extent based on self-contained and non self-contained backpacker accommodation and motel accommodation. WRC rates generally apply to self-contained accommodation and closely align to Cairns. The draft *WRC Planning Scheme 2016* does not differentiate for non-self contained or backpacker/dormitory style accommodation. It is suggested that additional rates be inserted for these forms of accommodation (refer to Table 13).

#### Tourist and Entertainment uses

- (a) **Bar** – Gold Coast and Sunshine Coast have rates of 5 car parking spaces per 100m<sup>2</sup> GFA and 1 space per 15m<sup>2</sup> GFA respectively. Others apply the 1 per 10m<sup>2</sup> GFA rate. In relation to shared provision in a centre or mixed use zone, it is suggested that the rate can be reviewed to 1 space per 10m<sup>2</sup> GFA, or where in a centre or mixed use zone, 1 space per 15m<sup>2</sup> GFA (refer to Table 13).
- (b) **Food and Drink outlet** – WRC rate of 12 spaces per 100m<sup>2</sup> GFA is consistent with that of Brisbane and Macquarie – Hastings. Most others use rates varying from 1 space per 10m<sup>2</sup> to 1 space per 25m<sup>2</sup> GFA. In relation to shared provision in a centre or mixed use zone, it is suggested that the rate can be reviewed to 1 space per 15m<sup>2</sup> GFA or where in a centre or mixed use zone 1 space per 20m<sup>2</sup> GFA, or where for drive-in take-away food outlets with drive-through facilities 1 space per 10m<sup>2</sup> GFA and a queuing area for minimum of 8 cars from pickup point (refer to Table 13).
- (c) **Nightclub Entertainment Facility and Hotel** - a general level of consistency is maintained with a review of the rate for the food and drink outlet component.

#### Retail and Business uses

- (a) **Office** – The car parking rate applied across the Councils reviewed ranged from 1 space per 20 m<sup>2</sup> GFA to 3 spaces per 100m<sup>2</sup> GFA to 1 space per 40m<sup>2</sup> GFA where in a major or principle centre zone. The WRC rate of 1 space per 40m<sup>2</sup> GFA is a somewhat lower rate with that adopted by most of the Councils reviewed. Generally, a more rational approach is to apply a rate on a basis of gross leasable area, but this is now not common practice generally due to the interpretation with calculation of what space is GLA. It is suggested that the draft rate under the draft *WRC Planning Scheme 2016* be maintained.
- (b) **Shop** – The car parking rates range from 1 space per 17m<sup>2</sup> GFA to 1 space per 30m<sup>2</sup> GFA with predominately a rate between 1 space per 20m<sup>2</sup> to 1 space per 25m<sup>2</sup> GFA being adopted. The draft *WRC Planning Scheme 2016* rate of 1 space per 25m<sup>2</sup> GFA is consistent with that of Cairns. No change is suggested.

Particular matters and car parking rates suggested for review are as set out in Table 11.

Table 11: Recommended Changes to Draft WRC Planning Scheme 2016 Car Parking Rates

Draft WRC Planning Scheme – Parking Rates		
Use	Current proposed rate	Recommended Change
Multiple dwelling	1 bedroom : 1.0 space per unit 2 bedroom :1.5 space per unit 3 or more bedroom: 2 spaces per unit  Visitor spaces :1 space per 5 units	Visitor spaces: 1 space per 5 units ( <b><u>note tandem parking is not acceptable.</u></b> )
Short-term accommodation	1 bedroom : 1.0 space per unit 2 bedroom :1.5 space per unit 3 or more bedroom: 2 spaces per unit  Visitor spaces :1 space per 5 units  Except where in Airlie Beach Local Plan area -- 1 or 2 bedroom : 1.0 space per unit 3 or more bedroom: 1.5 spaces per unit  Visitor spaces :1 space per 5 units	<b>Where self contained-</b> 1 bedroom : 1.0 space per unit 2 bedroom :1.5 space per unit 3 or more bedroom: 2 spaces per unit  Visitor spaces :1 space per 5 units  <b>Where self contained and in Airlie Beach Precincts A,C,D,E,F and G-</b> <b>1 or 2 bedroom : 1.0 space per unit</b> <b>3 or more bedroom: 1.5 spaces per unit</b>  <b>Visitor spaces :1 space per 5 units</b>  <b>Where not self-contained (including a motel style accommodation) – 1 space per unit</b>  <b>Visitor spaces: 1 space per 5 units</b>  <b>Where for dormitory or hostel type accommodation:</b> <b>1 space per 100m<sup>2</sup> of GFA or</b> <b>1 space per 10 beds whichever is the greater, plus a space for a minibus (with suitable dimensions and turning radii).</b>
Bar	1 space per 10m <sup>2</sup> GFA	<b>1 space per 10m<sup>2</sup> of GFA , or where in a centre or mixed use zone 1 space per 15m<sup>2</sup> of GFA</b>
Food and Drink outlet	For drive-in take-away food outlets: (a) Developments with no on-site seating or no drive-through facilities provide 12 spaces per 100m <sup>2</sup> GFA; (b) Developments with on-site seating but no drive through facilities provide 12 spaces per 100m <sup>2</sup> GFA, or the greater of : i. 1 space per 5 seats ( both internal and external seating);or ii. 1 space per 2 seats (internal seating) (c) Developments with on-site seating and drive-through facilities greater of : i. 1 space per 2 seats (internal ) or ii. 1 space per 3 seats (internal and external).	<b>For all Food and Drink outlets other than for drive-in take-away food outlets with drive through :</b> <b>1 space per 15m<sup>2</sup> of GFA, or where in a centre or mixed use zone, 1 space per 20m<sup>2</sup> of GFA.</b>  <b>For drive-in take-away food outlets with drive-through facilities:</b> <b>1 space per 10m<sup>2</sup> of GFA and a queuing area for minimum of 8 cars from pickup point.</b>

## 7.2 CODE CRITERIA RELEVANT TO CAR PARKING DEMAND

To complement the benchmarking of car parking rates, it is also appropriate to review relevant performance criteria within the Development Code for Transport and Parking to gain a perspective as to the circumstances under which adequate car parking provision will be satisfied. The outcomes of this review are detailed in Table 12.

**Table 12: Development Code Assessment Criteria for Car Parking Demand**

Planning Scheme Code Performance Criteria		
Issue	Examples from Council Nominated	Draft Whitsunday Regional Council PS(2016)
Car Parking for Varying Periods of Peak Demand (shared or multi use principle).	<p>Brisbane City Council</p> <p><b>PO14</b> Development ensures that the number of car parking spaces and design of the car parking area:</p> <p>(a) meet the combined design peak parking demand for residential, visitor and business parking;</p> <p>(b) allow for the temporal sharing of car-parking spaces for uses with different peak parking demands.</p> <p>Note—In order to demonstrate that adequate car parking is provided, a traffic impact assessment prepared in compliance with the <u>Transport, Access, Parking and Servicing Planning Scheme Policy</u> is to identify the appropriate number of car parking spaces to be provided.</p> <p><b>AO14.1</b> Development provides a number of car parking spaces on site equalling the sum of the maximum design peak parking demand for the individual uses at any point in time.</p> <p><b>AO14.2</b> Development involving mixed use provides a non-residential car parking area with shared parking for all the businesses in the development.</p>	<p>Covered by PO3 and AO3.1 for Self assessable and Assessable development:</p> <p>PO3 Development provides on-site car parking for the demand anticipated to be generated by the development and existing conditions.</p> <p>AO3.1 Development provides on-site car parking spaces at the minimum rates outlined in Table 9.4.7.3.3 (Minimum on-site parking requirements).</p> <p>Note—where the calculated number of spaces is not a whole number, the required number of parking spaces is the nearest whole number.</p> <p>Additionally covered by PO2 and AO2.1 for assessable development</p> <p><b>PO2</b> Development provides for shared or multiple use of car parking areas.</p> <p><b>AO 2.1</b> Development provides for the shared or multiple use of car parking, particularly large car parking areas:</p> <p>(a) at times when car parking areas would otherwise not be occupied (e.g. weekends);</p> <p>(b) when car parking spaces service two or more land uses with varying peak usage times (e.g. Food and Drink Outlets and Entertainment activities which generate peak parking demands in periods when retail or office uses are relatively inactive; and</p> <p>(c) to reduce the amount and size of the car parking area.</p>
	<p>Cairns Regional Council</p> <p>Note – Where a conflict exists between the rates specified in Table 9.4.8.3.b and those proposed, a Traffic Impact Assessment Report prepared in accordance with Planning Scheme Policy – Parking and Access is required to demonstrate that sufficient vehicle parking is provided for the development.</p>	
<p><b>Comments:</b></p> <p>This issue is addressed in the draft <i>WRC Planning Scheme 2016</i> for assessable development. However, it is suggested that a note be included to give guidance to the demonstration of compliance with AO2.1 (b). Additionally, in the case of self-assessable development, compliance with the minimum rates for on-site car parking (for each use) must be achieved. If not, the development would be triggered up to code assessable.</p> <p><b>Recommendation:</b></p> <p>That a note generally drafted along the same lines as outlined in Brisbane City Council and Cairns Regional Council be included in the draft code with additional guidance provided in the draft PSP on what is needed to demonstrate adequate compliance with the applicable POs.</p>		

Planning Scheme Code Performance Criteria		
Issue	Examples from Council Nominated	Draft Whitsunday Regional Council PS(2016)
Car Parking Calculation for Extension of Existing Lawful Uses	<p>Gold Coast City Council</p> <p><b>PO3</b> Extensions to development are provided with additional car parking spaces to meet the increased parking demand. <b>Note: Additional car parking spaces are not required where it can be demonstrated that the existing parking on-site was in excess of the City Plan requirements at the time of approval or the applicable parking rates currently in effect or results in the loss of existing pedestrian and cycling facilities.</b></p> <p><b>AO3</b> Extensions to development provide additional car parking spaces based on the increased GFA.</p>	<p>Covered by PO3 and AO3.1 for Self assessable and Assessable development:</p> <p><b>PO3</b> Development provides on-site car parking for the demand anticipated to be generated by the development and existing conditions.</p> <p><b>AO3.2</b> Where development is proposed for existing Business or Entertainment activities within Airlie Beach Precinct D and Precinct E, car parking is only provided for additional GFA at the rates provided in Table 9.4.7.3.3 (Minimum on-site parking requirements).</p>
<p><b>Comment:</b> The draft <i>WRC Planning Scheme 2016</i> addresses this issue in the specific case of the Airlie Beach precincts only. It is assumed that in all other circumstances, the minimum rates are to apply to the new development in accordance with AO3.1 or the satisfying of the Performance Outcome. It is suggested that this policy position be made clear and additional guidance be included through a note.</p> <p><b>Recommendation :</b> That the draft code include a note that clarifies the position on circumstances where not covered by AO3.2.</p>		
Dealing with Tandem Spaces Design Options.	<p>Gold Coast City Council</p> <p><b>PO26</b> Car parking spaces do not restrict any other space unless it is in a tandem arrangement where no inconvenience arises from its use.</p> <p><b>AO26.1</b> Tandem car parking (2 car spaces parked nose to tail) are counted as 1 space, except in the following cases: (a) the spaces are designated and signed for residential purposes of the same dwelling; or (b) the spaces are designed and signed for the occupants of the site, in a single tenancy; or (c) the off-street car parking is to be operated as a privately operated public car park with on-site management whereby the off-street tandem car parking spaces may be counted as no greater than 1.5 spaces.</p>	<p>The code does not specifically address with reliance on AS for guidance.</p> <p><b>AO1.1</b> Development provides access driveways, internal circulation and manoeuvring areas, service areas and parking areas that complies with D1: Road Geometry of PSP SC6.8 (WRC Development Manual) and AS2890 (Parking Facilities) ensuring: (a) the number and type of vehicles planned for the development can be accommodated on the site</p>
<p><b>Comments:</b> This is increasingly becoming an issue where design solutions are being sought to meet the minimum on-site car parking requirements for residential purposes and commercial office and business tenancy(s) (employee parking). The draft <i>WRC Planning Scheme 2016</i> does not specially address tandem parking instead relying on the relevant Australian Standard. It may not be a significant matter at this time but is more than likely to be confronted by WRC in the future.</p> <p><b>Recommendation:</b> That an additional AO be included in the draft code to address the Council's policy position to this form of parking configuration, be it not to support or otherwise if supported, how it is calculated. However it is not to be supported in the case of visitor car parking space provision for all developments.</p>		



Planning Scheme Code Performance Criteria		
Issue	Examples from Council Nominated	Draft Whitsunday Regional Council PS(2016)
Inability to Meet Car Parking Requirement On-site and Making Contribution in Lieu of On-site Provision.	<p>Sunshine Coast Council</p> <p><b>PO3</b> Development provides on-site car parking for the demand anticipated to be generated by the development.</p> <p><b>AO3.1</b> ..... <b>OR</b> <i>Where development is physically unable to provide the required number of car parking spaces on-site, an Infrastructure Agreement is entered into between the developer and the Council, which provides for contributions in lieu of on-site car parking spaces.</i></p> <p>For assessable development, car parking provided for <i>mixed-use development</i> is sufficient to meet the demand of residential and business uses, with exclusive designations for both user types.</p>	<p><b>Comments:</b></p> <p>The draft <i>WRC Planning Scheme 2016</i> does not offer any further criteria to address this issue other than to have the development proposal seek to demonstrate through meeting the performance outcome that it satisfies the outcomes of the code (see example of PO3).</p> <p>PO3 Development provides on-site car parking for the demand anticipated to be generated by the development and existing conditions.</p> <p>The current drafting of the code does not address the opportunity through a performance assessment to consider car parking being provided off-site either through agreement with another property owner or monetary contribution to Council.</p> <p>Restrictions / limitations exist under current Queensland planning legislation to creating an Infrastructure Charge or Planning Scheme Policy for taking a contribution for car parking in lieu of the provision on-site in accordance with the Code requirements.</p> <p>WRC's position to not have provisions in the Planning Scheme is common practice and reflects the general direction given by the State Government in undertaking its State Interest Reviews of new planning schemes.</p> <p>It is noted that the draft <i>Airlie Beach Precinct Car Parking Strategy 2015</i> advocates a position to take contributes in lieu of on-site car parking provision for new development in the precinct.</p> <p><b>Recommendations:</b></p> <p>That discussions be convened between Council Officers, its legal advisors and Department Infrastructure Local Government and Planning Officers to work through all relevant issues and detail at an early stage to identify a preferred approach.</p> <p>That the preferred planning approach be based on the premise that it is possible to enter into an Infrastructure Agreement with the developer to make monetary contribution to infrastructure provision for car parking in lieu of meeting the requirement for the total or partial provision of car parking on-site; as:</p> <p>i.) Car parking infrastructure is deemed to be non-trunk (outside of the charges framework);</p> <p>ii.) Provides an opportunity to facilitate the planning scheme and local plan's urban design outcomes for the nominated Airlie Beach precincts (including car parking management plan); and</p>
	<p>Port Macquarie – Hastings Council</p> <p>Parking requirements of the community are met without imposing an additional liability on general rating revenue to provide a mechanism to offset parking shortfalls.</p> <p>Development Provisions a) Section 94 of the <i>Environmental Planning and Assessment Act 1979</i> permits Council, at its discretion, to accept a monetary contribution in lieu of on-site parking where it is considered impractical or undesirable to provide parking facilities on the site of the proposed development.</p> <p>Generally, contributions will not be accepted for the total amount of parking to be provided and will only be accepted in the commercial areas of Port Macquarie, Gordon Street, Laurieton, North Haven and Wauchope, as identified in Council's Contribution Plan 1993, as amended.</p> <p>Contribution rates are indexed (CPI) each quarter with variations in the contribution rate for each area. Applicants are advised to consult Council's staff at the time of preparing the DA application shall a contribution for parking be proposed.</p>	
	<p>Gold Coast City Council</p> <p>Note: Where off-street car parking cannot be reasonably provided, Council may consider improvements to active and public transport to offset the shortfall in car parking spaces.</p>	



Planning Scheme Code Performance Criteria		
Issue	Examples from Council Nominated	Draft Whitsunday Regional Council PS(2016)
		<p>iii.) It can be demonstrated that it meets the reasonable and relevant test for development conditions.</p> <p>That additional assessment criteria be drafted into the code to recognise the basis for determining the appropriateness of this opportunity (including particular design outcomes to be satisfied).</p>
On-street Parking Consideration	<p>Port Macquarie – Hastings Council</p> <p>The capacity of on-street parking to address peak or acute demands is not compromised by individual developments unable to provide car parking within their sites.</p> <p>Development Provisions a) On-street parking, for the purposes of car parking calculations, will not be included unless it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>• there is adequate on-street space to accommodate peak and acute parking demands of the area;</li> <li>• parking can be provided without compromising road safety or garbage collection accessibility;</li> <li>• parking can be provided without jeopardising road function; and</li> <li>• streetscape improvement works, such as landscaped bays and street trees are provided to contribute to the streetscape.</li> </ul> <p>Gold Coast City Council</p> <p>Note: Where off-street car parking cannot be reasonably provided, Council may consider improvements to active and public transport to offset the shortfall in car parking spaces.</p>	<p><b>Comments:</b></p> <p>The draft <i>WRC Planning Scheme 2016</i> does not include assessment criteria to address the issue of on-street car parking provision being recognised or calculated in new developments meeting their car parking requirements. This is common practice in most Queensland local government planning scheme codes. Generally, the approach taken is that any on-street provision is able to assist in meeting excess generated demand from time to time.</p> <p>The draft <i>WRC Planning Scheme 2016</i> however does address the need to not reduce on street car parking as a result of the proposed new development.</p> <p>It is considered that where similar circumstances arise to those raised in the Port Macquarie-Hastings' Development Control Plan that WRC could make a reasonable performance based assessment under the outcomes of the development code(s).</p> <p>These circumstances, which may not be applicable solely to Airlie Beach, are where the extensive width of a road reserve will accommodate kerb-side angled parking and potentially centre-road parking where in business centres and low speed environments and accompanied by a streetscape improvement program.</p> <p><b>Recommendation:</b> No changes to code at this time.</p>

In addition to those recommendations set out in Tables 13 and 14, the following further recommendations are provided for WRC 's consideration:

- That where the draft code addresses car parking being provided for mixed development residential and business uses, sufficient provision is made to meet the car parking demand for each use type with exclusive designations for both user types, including secured access in the case of residential uses parking;
- That in respect to the issue of public accessibility to privately controlled car-parking provision, (i.e. addressing restriction or limitation to public accessibility especially in the case of business type uses); no drafting changes on this matter be made to the draft *WRC Planning Scheme 2016*;
- That it would be preferable to restructure the tables and use a progressive numbering system for the entire Code under a single table with suitable header block reference to identify the assessment criteria for Self – assessable and Assessable and for Assessable only; and

(**Comment** - As an observation, the structure of draft Development Code – Transport and Parking will become confusing with the Code referencing duplication of PO and AO numbering as it occurs in the tables. For example,

in case of assessable development, it will be required to meet the PO3 and AO3.1 (under table 9.4.7.3.1) and PO3 and PO3.1 (under table 9.4.7.3.2) in the same Code).

- **That any variation proposed to the car parking rates as set in Table 9.4.7.3.3 ‘Minimum on-site car-parking requirements’, through assessment criteria in other codes be appropriately referenced in this Table.**

**(Comment:** An example was the variation in rate for Short-term Accommodation in the Airlie Beach Local Plan area. This has now been suitably addressed with changes recommended in Table 13).

## 7.3 DRAFT WRC PLANNING SCHEME 2016 LAND USE ZONE IMPLICATIONS

The draft *WRC Planning Scheme 2016* through the District Centre zone code and Mixed Use zone code defines the purpose and overall outcomes for new development within the study area. In view of maximum building heights possible, the corresponding floor space ratios and the critical nature of the car parking issue, it is suggested that additional outcomes be included in the draft zone codes regarding car parking, especially as it relates to Airlie Beach and specifically Precincts C, D and E under the draft *WRC Planning Scheme 2016*.

The smaller lot configuration, while contributing to the built form and streetscape character of Precincts D and E (i.e. continuous shop fronts and active street frontages), does demand good site layout and urban design outcomes to achieve the potential redevelopment opportunities prescribed by the Planning Scheme. This includes shared and /or controlled vehicular access to sites and on-site car parking provision.

The recommendations of the *Airlie Beach Car Parking Study* on its adoption should be consistent with, and built into, the draft *WRC Planning Scheme 2016*. This is likely to extend beyond policy issues already addressed, such as the expansion of existing business and entertainment uses in Airlie Beach which is set out in acceptable outcome AO3.2 of the Development Code for Transport and Parking:

**‘AO3.2 Where development is proposed for existing Business or Entertainment activities within Airlie Beach Precinct D and Precinct E, car parking is only provided for additional GFA at the rates provided in Table 9.4.7.3.3 (Minimum on-site parking requirements).’**

The draft *WRC Planning Scheme 2016* does not specifically address a strategy for off-site provision if the proposed new development cannot satisfy the minimum provision on-site. As stated earlier, this is not uncommon in most planning schemes.

It is however suggested that if this policy approach is to be pursued then the circumstances need to be clearly stated under which WRC is prepared to consider such an outcome. This is likely to address issues of general locality in precincts D and E; use type including scale and intensity of activity; and as a desired incentive to achieve exemplar good practice in meeting the preferred redevelopment outcomes for the relevant planning scheme zone and precinct.

### **Recommendations:**

- **That a review of the draft District Centre and Mixed Use zone codes and Local Plan code (Airlie Beach Area – if to be pursued) be undertaken to ensure the applicable recommendations of the *Airlie Beach Car Parking Study* are interpreted into the draft *WRC Planning Scheme 2016* planning outcomes; and**
- **That PSP SC 6.7.6 – ‘Traffic Impact Assessment Report’ be reviewed (potentially expansion of SC 6.7.6.2 (1) (h)-(i)) to include additional guidance to issues previously discussed and for those car parking policy options as discussed in section 8.4 below.**

## 7.4 CAR PARKING POLICY OPTIONS

### 7.4.1 On-site provision

A number of changes are suggested to the car parking rates and to the draft code. This includes addressing varying rates for Short-term Accommodation types. Generally, there should be encouragement for new development or redevelopment of sites where of a higher scale and intensity (to upper limits prescribed in the new draft *WRC Planning Scheme 2016* and especially in Precincts D and E) to have basement or above ground car parking (suitably screened and aesthetically designed) in preference to open at-grade parking (refer to Table 7.2.1.3.1 - PO19 and AO 19.1 addressed in part through – ‘Car parking is configured to behind buildings or in a basement format’).

### 7.4.2 Monetary contribution in lieu of on-site provision

The *Sustainable Planning Act* (SPA) does restrict a Council from preparing a planning scheme policy in relation to infrastructure contributions, this not being the case under previous legislation. The only Queensland example found of a provision being included in a contemporary planning scheme is that of Sunshine Coast Regional Council and that particular provision is fully set out in context within Table 12 in Section 8.2 above and in abridged form as follows:

**“OR**

**Where development is physically unable to provide the required number of car parking spaces on-site, an Infrastructure Agreement is entered into between the developer and the Council which provides for contributions in lieu of on-site car parking spaces.”**

SPA limits infrastructure charges to those infrastructure items defined by the Act where classified as trunk and part of the Plan for Trunk Infrastructure (PFTI).

Where infrastructure is deemed to be non-trunk (outside of the charges framework) and it can be demonstrated that it remains reasonable and relevant (lawful test for development conditions), then it is possible to enter into an Infrastructure Agreement with the developer to make contribution to infrastructure provision for car parking in lieu of meeting the requirement for the total or partial provision of car parking on-site.

The basis of the contribution rate needs to be validated by a detailed description of the approach / strategy to meeting the additional car parking demand through off-site provision, the basis of adopted rate, along with costing, timing and works description.

It is suggested that discussions be convened between WRC Officers, WRC legal advisors and Department of Infrastructure Local Government and Planning Officers to work through all relevant issues and details at an early stage.

With respect to Macquarie-Hastings Council, NSW under Section 94 of its planning legislation affords greater opportunity to seek contributions to car parking off-site including civic centre streetscape improvement works.

### 7.4.3 Mixed-use shared parking (varying peak demand)

This option forms a principal approach adopted by the draft *Airlie Beach Car Parking Strategy 2015* and is reflected in the parking rates review. As a mixed-use business and tourist accommodation locality, Airlie Beach exhibits the characteristics in which such an approach is appropriately applied. The review of car parking rates undertaken in Section 8.1 of this report considered this concept.

Literature reviewed provided an experienced insight into the concept. For example, a number of factors are to be considered in the case of establishing the number of spaces required in a shared parking situation. These include:

- The physical layout of the development and especially the ease of pedestrian access from the parking spaces to the different uses;
- The type of users typically parking at each type of facility, and their parking patterns e.g. employees who park for a full day versus customers who park for an hour or two; and
- The total accumulation of parked vehicles expected for each use during different time periods.

Further, the following method has been used to determine the minimum number of spaces required for a shared parking facility:

- Determine the minimum amount of parking required for each land use or destination by time period as if it were a separate use;
- Sum the number of required parking spaces in each time period across all uses; and
- Set the minimum requirement at the maximum total across time periods.

The outcomes to be achieved from this concept fall under the umbrella of “creating community” and “enhancing a sense of place.” As an example, shared parking can provide benefits through a reduction in an excessive amount of space given over to at-grade parking, and that less parking would be needed if car parking were somehow connected, shared, and used more efficiently. This reduction in the amount of land needed for parking, can create opportunities for more compact development, more space for pedestrian circulation, or more open space and landscaping (*CRCOG Best Practices Manual*).

## 8 PRECINCT STRATEGIES

In order to address future parking capacity issues within Airlie Beach, a number of strategies have been identified for each precinct. Each strategy looks at ways of increasing the effectiveness of car parking in that particular Precinct.

### 8.1 PRECINCT 1 – MAIN STREET AND FORESHORE

#### 8.1.1 Strategy 1: Better Management of Main Street Regulated Parking

At present, there are P1 hour, P15 minute and PWD parking bays through the Airlie Beach Centre as well as loading zones and bus stops. In all there are 49 and 18 passenger vehicle parking bays in Shute Harbour Road and Airlie Esplanade respectively. All on-street parking in Airlie Beach is time regulated and free.

This study has identified the high utilisation of this free parking product, in comparison to fee charging facilities surrounding the main street. However the study has also identified that many of the vehicles using main street parking are staying longer than the regulated time period or alternatively using loading zones, which in turn impacts on the delivery of goods to businesses in the Airlie Beach Centre.

It is well recognised that economic benefits flow to Centres where high volume turnover of car parking bays along the main street enables more customers to drop into commercial premises for quick transactions. While the installation of paid parking metres along the main street would increase this turnover, this study has identified that paying for parking is a barrier to many locals. As such, whilst the introduction of paid parking would increase turnover and raise increased revenue for Council, it is more likely to have a negative impact by turning some existing customers away from shopping in the Airlie Beach Centre, to the detriment of local traders.

An alternative way to increase turnover of main street car parking and to meet the demand of customers who just need to drop into a business for a few minutes, is to provide additional P15 minute parking bays. These short stay parking bays strategically located outside key attractors such as fast food outlets and banks, provide a quick and efficient parking product to those customers who only need to make one quick transaction.

At present there are only four P15 minute bays in the southern end of main street. It is the opinion of the study authors that the supply of this form of short-term parking product needs to increase substantially with the conversion of at least 8 existing P1 hour bays to P15 minutes.

It is noted that there is no standardisation of on-street time regulated parking across the Centre. For example Shute Harbour Road is regulated 8.00am-6.00pm Monday to Saturday while Airlie Esplanade is regulated 8.30am-5.30pm Monday to Friday. To confuse matters even further, the P15 minute bays in main street are regulated 8.30am-5.30pm Monday to Sunday. Given Airlie Beach is a tourist centre with a significant restaurant and entertainment precinct that requires management of parking even in the early hours of the evening, it is suggested that the entire Airlie Beach Centre on-street parking throughout the Airlie Beach Centre be regulated seven days a week from 8.00am-8.00pm.

The study has also identified an urgent need to increase the enforcement of main street parking, given these bays are in prime locations and the lifeblood of business up and down Shute Harbour Road and Airlie Esplanade. Private vehicles overstaying parking limits or parking in loading zones reduce car parking turnover and erodes the potential benefits to businesses of high volume customer turnover across the day. Whilst the primary purpose of increased enforcement will be the frequent turnover of on-street parking bays, there will be other benefits to WRC including:

- Increase in infringement revenue;
- A 'pushing out' of longer stays from prime main street parking bays to the Lagoon or other off-street car parks;
- Increased revenue from other Council car parks; and
- Loading zones along the main street freed of private vehicles and available once again for commercial vehicles.

Further and In order to simplify enforcement of loading zones, it is suggested WRC introduce a commercial vehicle loading zone permit. This would see only commercial vehicles with the permit able to use loading zones. This is common practice in a number of larger local government areas throughout Queensland. As an example, an annual Commercial Vehicle Permit from Brisbane City Council costs \$808, however it is suggested WRC consider issuing these permits at a lower pricing point to ensure a satisfactory uptake is achieved.



## Recommendations

This study has identified that on-street parking is by far the preferred form of private vehicle parking in Airlie Beach Centre. Given that the number of parking bays along Shute Harbour Road and Airlie Esplanade is finite, WRC needs to take a more active role in the management of on-street parking in Airlie Beach Centre.

The recommendations of this study are as follows:

- a) That on-street parking along the main streets of Airlie Beach Centre continue to operate free of charge;
- b) That time restrictions of on-street regulated parking throughout Airlie Beach be standardised to 8.00am-8.00pm seven days per week;
- c) That eight of the existing P1 hour parking bays along Shute Harbour Road be converted to P15 minute bays as show in Figure 19, to stimulate additional 'quick transaction' trade in the Centre;
- d) That enforcement by WRC Local Law Officers of on-street parking along the main street of Airlie Beach Centre be increased substantially; and
- e) That WRC introduce a Commercial Vehicle Loading Zone Permit so that only legitimate delivery vehicles are permitted to use the designated loading zones.



Figure 19: Potential Conversion of P1 Hour to P15 Minute Bays (Source: PSA, WRC)

### 8.1.2 Strategy 2: Upgrade of Central Lagoon (Airlie Creek) Car Park

As discussed in this report, there have been calls to close the Central Lagoon (Airlie Creek) car park. If closed, it is proposed the area be used for community open space.

However analysis undertaken for this study has shown that without the 88 car parking spaces at Central Lagoon (Airlie Creek) car park, Precinct 1 would run out of car parking capacity within 5-6 years, not to mention Council losing in the order of \$100,000 per annum revenue and without any guarantee that this loss would be compensated with higher takings from West Lagoon or Whitsunday Transit Terminal car parks.

Compounding the matter is that there is no obvious suitable location for Council to build a new car park, to offset the loss of 88 car parking spaces in such close proximity to the main street. There have been suggestions that a multi-level car park could be built in Precinct 2 behind Woolworths to replace any loss of car parking in Central Lagoon (Airlie Creek). Given the

findings of this study regarding the oversupply and underutilisation of parking to the west of Shute Harbour Road, the commercial viability of such a facility would be difficult to substantiate.

Clearly the Central Lagoon (Airlie Creek) car park is underutilised, but it performs substantially better than West Lagoon (Broadwater) car park. While this study has clearly identified that locals prefer not to pay for parking, if forced to pay, it is apparent they want to park as close as possible to main street.

Given the demand for and capacity constraints of on-street parking throughout the Centre, Central Lagoon (Airlie Creek) car park provides the next best thing to main street parking. Its proximity to the main street provides an ideal overflow parking facility to support Centre traders and businesses, not to mention easy parking for Centre employees.

While this study strongly supports the retention of Central Lagoon (Airlie Creek) car park, it is in need of urgent upgrade to not only increase parking efficiency, but to limit the loss of revenue through illegal parking, to improve the safety of public using the facility afterhours, and to enhance the overall amenity of the Foreshore surrounds.

### **Recommendations**

This study has identified the importance of the Central Lagoon (Airlie Creek) car park to the Airlie Beach Centre. Given Airlie Beach Precinct 1 will potentially run out of parking spaces by 2023 should the car park be removed, it is essential that the car park be retained. However the facility is underperforming and needs WRC intervention to modernise the facility.

**The recommendations of this study are as follows:**

- a) That the Central Lagoon (Airlie Creek) car park be retained due to its important role in providing employee and overflow car parking for the Airlie Beach Centre; and**
- b) That WRC undertake an extensive upgrade of the Central Lagoon (Airlie Creek) car park. This upgrade should at the very least include:**
  - i. Reconfiguration of the car park layout so that unusable areas of sealed pavement can be given over to open space and community purposes;**
  - ii. New landscaping and embellishment of the open space surrounding the car park similar to the proposed Coconut Grove Foreshore improvements;**
  - iii. Installation of mast-head lighting to improve the safety of the car park and surrounds after dark; and**
  - iv. Installation of a boom-gate to control undesirable motor vehicle access to the car park and Foreshore area, and to reduce illegal parking.**

### **8.1.3 Strategy 3: Refinement of Parking Fees for WRC Off-Street Car Parks**

The study has found that even though residents and tourists are already accustomed to paying for parking in the major off-street car parks, there is still a price barrier and reluctance to pay for parking. This reluctant behaviour is evident in the main street overstays, the illegal parking in main street loading zones, the non-payment or underpayment of fees in off-street car parks, and the practice of some employees to park outside the regulated areas and to walk into the Centre.

As with any Centre, employee parking is an issue at Airlie Beach. Whilst many employees are fortunate enough to have parking provided on-site at their place of employment, there are many who run the risk of overstaying on-street parking limits. Clearly the solution rests in these employees parking in Council off-street car parks where for a modest fee, the car can be parked safely for as long as required during the day. In appreciation of this, there have been calls for employees to have special discounted parking rates for WRC car parks.

Concerns have also been raised by some who frequent multiple off-street car parks during a day, as to the inability of the parking system to allow transfer of tickets between Council car parks. The transferability of a purchased ticket over any 24 hour period would allow vehicles to visit any of the five WRC off-street car parks in any one day without purchasing a different ticket and without wasting unused time.

There have also been calls for WRC to introduce a Resident's Parking Permit that would allow residents to have unlimited parking for a single annual fee. A similar permit is in place at Whitsunday Sailing Club.

Finally and in light of the substantial drive tourism market that sees Airlie Beach an important attractor to that market sector, WRC could consider raising the fees and charges for the Central Lagoon (Airlie Creek) and Broadwater car parks. If the average cost of one car space increased by just \$1, this would have seen an additional \$60,000 in revenue raised in 2014/15, based on the number of tickets sold.

While each of the above initiatives have merits, there will be financial implications for Council. The impacts will not only be a loss in revenue, but also capital and operational costs as all initiatives will require smart technology and access control at each of the Council car parks. These costs should not be underestimated and a full business case considering the costs to install boom gates, card readers and operating software at each of the five WRC car parks together with the cost of operating the system will need to be prepared.

Given Strategy 2 recommendations to install boom gates at the Central Lagoon (Airlie Creek) car park to manage undesirable vehicle entry and to reduce illegal parking, an interim solution for Council maybe the trial of various fee structures and initiatives on that sole car park and to test the community response before a roll-out across the other four Council-owned car parks.

### **Recommendations**

While there are merits in special car parking arrangements for employees, local residents, multi-users and the like, each has a flow-on impact on Council revenue. Prior to introducing any new fee structure for Council owned off-street car parks, a sound business case needs to be undertaken by WRC. It is also suggested that should the business case justify a new fee initiative, Council should consider trialling the initiative and its associated new technology on the refurbished Central Lagoon (Airlie Creek) car park.

**The recommendations of this study are as follows:**

- a) **That any changes to fees charged for WRC off-street car parks be justified by a business case that considers not only the impacts to revenue, but the capital costs of new equipment and operating systems, as well as the ongoing operational costs.**

## **8.2 PRECINCT 2 – WATERSON WAY**

The study has identified a significant oversupply and associated lack of demand for on-street and off-street parking in Precinct 2. While the study analysts can only postulate as to why visitors and residents do not want to park in this area to the south-west of main street, there is clearly no need for additional car parking provision in this area for at least two decades, unless major development and attractions are forthcoming in this locality.

There have been suggestions that a new multi-level car park be provided in this precinct. This study sees no demand to support the commercial viability of such a facility. In fact, given the extensive evidence of personal safety issues associated with low volume multi-level car park facilities in other jurisdictions, it is strongly suggested that no further consideration be given to such a facility in Precinct 2.

### **Recommendations**

**This study makes no recommendations regarding Precinct 2.**

## **8.3 PRECINCT 3 – PORT OF AIRLIE**

### **8.3.1 Strategy 4: Increase Car Parking Capacity of Whitsunday (Port of Airlie) Transit Terminal**

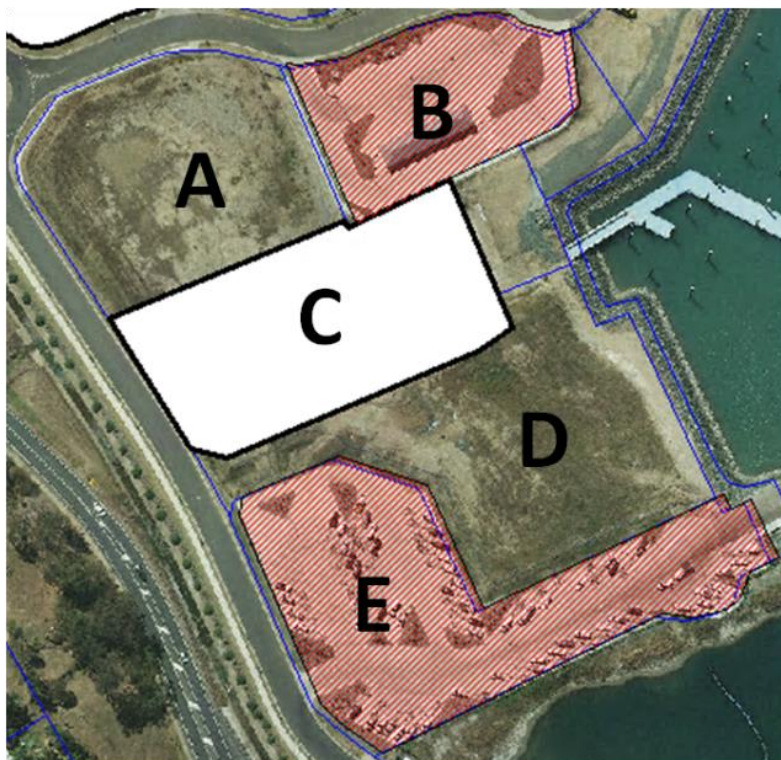
It has been identified that a significant number of additional parking spaces will be required at WTT within the next 6-10 years in order to meet the projected level of demand through to year 2031. This growing demand for car parking at the terminal is the result of both increased day trips by tourists and long term car parking by staff working on Whitsunday islands.

Given that any increase in car parking supply must be in close location to the WTT, Figure 20 shows that there are in essence only five major sites at the Port of Airlie that can be considered for additional car parking.

The existing Council operated car park is on Lot C. It contains 173 at-grade car parking bays.

Given the unique constraints of each site, it will be very difficult to provide additional at-grade or multi-level car parking at the Terminal.





**Figure 20: Port of Airlie Sites** (Source: PSA, WRC)

A summary as to the constraints of each site is as follows:

- Site A – currently being managed by receivers who intend to develop the site. It is considered highly unlikely that the receivers would be willing to enter into a lease with Council;
- Site B – owned by Council and currently operating as part of the Whitsunday Transit Terminal car park catering for taxi and bus transport. The facility is only two years old and a necessary part of the terminal. As such it is not considered suitable for demolition in order to construct a multi-level car park on that site;
- Site C – is being managed by the same receiver as Lot A. Council is currently leasing the site for the public car park (the Whitsunday Transit Terminal car park). Council has a 99 year lease (as of June 2015) over the land. The 99 year lease does not permit Council to construct a multi-level car park because such a facility would place the onus for new developments on lots A and D to provide underground parking;
- Site D – similar situation to Site A. There are plans to construct a boat multi-stacker on this site ; and
- Site E – similar situation to Site C. The site includes a boat ramp and is currently used by private vehicles for parking trailers. As a new facility and with no alternative boat ramp being available, the public opposition would make redevelopment difficult.

WRC has entered into a 10 year Development Agreement with the Port of Airlie in which they identify Site C (Lot 114 on SP260211) as a site to a) provide existing public car parks and b) the site for future private car parking as development intensifies at Port of Airlie. The Development Agreement contains a trigger that if there are applications for development on Site A (Lot 113) and Site D (Lot 115), then a multi-storey car park will be required.

In order to construct a multi-storey car park, the proponent must follow the following process:

- Lodge a Development Application and obtain appropriate approvals;
- Provide Council with a Redevelopment Notice a minimum of six months before construction is required to commence; and
- Provide a temporary car park with a minimum of 171 car parking spaces in the Port of Airlie before construction commences.

As a result of the existing site constraints and lease arrangements, it is unlikely that Council will be able to construct a multi-storey (or indeed an additional at-grade) car park at Port of Airlie. Nevertheless and given the medium term need for



additional parking, it is suggested that Council enter into negotiations with the receivers to see if the air-rights over Site C could be sold to Council, so that a multi-storey car park could be provided by Council.

Should WRC be successful in procuring airspace over Site C to construct a multi-level car park, and given the increasing demand by island staff for long term parking, it is suggested WRC consider an infrastructure agreement with island owners for monetary contributions towards the future car park.

An alternative strategy for Council consideration is for all long term car parking to be relocated to Abel Point Marina or Shute Harbour. While this would necessitate cruise boats using these facilities to transfer island staff, this arrangement would free up approximately 30% of the existing capacity of WTT car park and enable the facility to extend its life for many years.

Given the expected growth in demand for car parking at the WTT, the limited opportunities for Council to increase supply, and the overall shortage of parking in close proximity to WTT, an increase in parking fees could assist in managing demand. Any increase in parking fees in this precinct would likely be tolerated more than say paid parking in the main street due to the high number of tourists that currently use the WTT car park. With estimated revenue of \$280,000 this financial year, a 20% increase in fees would see WRC increase annual revenue by an estimated \$50-\$60,000 from this one facility.

### **Recommendations**

**This study has identified a medium term shortage of parking at Whitsunday Transit Terminal (WTT) car park and Precinct 3 overall. Given the importance of drive tourism and the growth in day cruises out of Airlie Beach, it is essential that Council identify a solution to the looming car parking shortage at the Terminal.**

The recommendations of this study are as follows:

- a) WRC enter into negotiations with the receivers of Port of Airlie to identify means by which Council could obtain air-rights over Site C so that WRC could construct a multi-level car park on the site. If the negotiations are positive, WRC should then prepare a business case to establish the viability of such a venture. This business case should include considering the introduction of infrastructure charges for island development to fund long stay parking for island workers; or alternatively
- b) WRC enter into negotiations with Cruise Whitsunday and Whitsunday Island management to relocate all long stay parking of island workers to Abel Point Marina and /or Shute Harbour and in doing so, to release up to one third of car parking spaces at WTT car park that are currently being used for that purpose.

## **8.4 PLANNING SCHEME PROVISIONS**

### **8.4.1 Strategy 5: Amend Planning Scheme Provisions**

Chapter 7 has provided a detailed discussion including recommended amendments to the draft *WRC Planning Scheme 2016* provisions for car parking. Due to the number and minor nature of amendments, they will not be repeated in this Chapter.

### **Recommendations**

**The recommendations of this study in regard to amendments to the on-site car parking requirements in the draft *WRC Planning Scheme 2016* are detailed in Chapter 7 of this report.**

## 9 CONCLUSION

In conclusion, Airlie Beach Centre has a significant supply of car parking, albeit some, such as West Lagoon (Broadwater) car park, are located in less than desirable locations to service the location specific demand. This *Airlie Beach Car Parking Study* has examined the demand for car parking across the Centre and found a number of matters require attention. The main findings from the study are:

- WRC needs to take a more active role in the management of on-street car parking through the Airlie Beach Centre;
- WRC needs to retain and modernise the existing Central Lagoon (Airlie Creek) car park;
- WRC should not embark on structural changes to fees charged for off-street car parks unless accompanied by a business case;
- WRC needs to initiate discussions with Port of Airlie to ascertain whether Council can attain air-rights for a multi-level car park over the existing WTT car park. If doable, WRC should consider the introduction of an infrastructure charge on island development to pay for car parking required by long-stay workers on the islands. If not doable, WRC should enter into discussions with key stakeholders to have the long-stay car parking of island workers relocated to Abel Point or Shute Harbour; and
- WRC to consider amendments to its draft WRC Planning Scheme regarding the on-site car parking provisions of private developments.

## APPENDIX 1 – COMPARISON OF CAR PARKING RATES

QPP Use	Whitsunday Planning Scheme (Draft New Planning Scheme)	Redland Planning Scheme (Public Notified Version)	Brisbane City Plan 2014	Logan City Plan 2015	Gold Coast City Plan 2016	Cairns Plan 2016	Sunshine Coast Planning Scheme 2014	Port Macquarie-Hastings DCP2013
<b>Accommodation Uses</b>								
Apartment building	Not specified  <i>Note – 2009 WPS rates included where at variance to that proposed under draft new Scheme</i> [1.0 space per 1 bedroom unit. 1.5 spaces per 2 bedroom unit. 2.0 spaces per 3 bedroom and greater unit 1 space per 7 units ]	1 space per unit plus 1 space per 4 units for visitors (2006 RPS)	As per Multiple Dwelling	As per Multiple Dwelling	To be determined upon submission of a car parking assessment to council	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time.	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	residential flat buildings 1 per 1 or 2 bedroom unit + 1 visitors' space per 4 per units 1.5 per 3-4 bedroom unit + 1 visitors' space per 4 per units
Multiple dwelling	1 bedroom : 1.0 space per unit 2 bedroom : 1.5 space per unit 3 or more bedroom: 2 spaces per unit  Visitor spaces : 1 space per 5 units  [1.0 space per 1 bedroom unit. 1.5 spaces per 2 bedroom unit. 2.0 spaces per 3 bedroom and greater unit 1 space per 7 units ]	Where any part of the site is within:  1. Capalaba Principal Centre, Cleveland Principal Centre or Victoria Point Major Centre; or 2. 800m walking distance of a pedestrian entry to a railway station; or 3. 400m walking distance of a bus stop that provides a minimum of 10 return services during normal business hours. per day including Saturdays  1 visitor space per 10 units (tandem parking is not acceptable); plus 1 space per 1 bedroom unit; or 1.5 spaces per 2 bedroom unit; or 2 spaces per unit with 3 bedrooms or more  All other areas  1 visitor space per 4 units (tandem parking is not acceptable); plus 1.5 space per 1 bedroom unit; or 2 spaces per unit with 2 bedrooms or more	<u>In city core area –</u> Maximum 0.5 space per 1 bedroom dwelling Maximum 1 space per 2 bedroom dwelling Maximum 1.5 spaces per 3 bedroom dwelling Maximum 2 spaces per 4 and above bedroom dwelling 1 visitor space for every 20 dwelling units Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling. At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking.  <u>All other cases:</u> 1 space per 1 bedroom dwelling 1.25 spaces per 2 bedroom dwelling 1.5 spaces per 3 or more bedroom dwelling 0.15 spaces per dwelling for visitor parking Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling. At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking.  Note—Multiple dwellings described as affordable housing, anticipated to accommodate students, accessed through a dual key arrangement, or resulting from conversion from another use (including short term accommodation) still require parking spaces in compliance with these rates for each room that is capable of being used as a dwelling.	1.5 covered spaces for small (<75m <sup>2</sup> ) or 1 bedroom dwellings; plus 2 spaces, including 1 covered space, for 2 bedroom dwellings and above; plus 0.25 visitor space per dwelling; plus 1 vehicle washing space where the use comprises more than 15 dwellings. In the Meadowbrook local plan: <ul style="list-style-type: none"><li>1.15 covered spaces for small (&lt;75m<sup>2</sup>) or 1 bedroom dwellings; plus</li><li>1.3 covered spaces for 2 bedroom dwellings and above;</li><li>0.4 visitor space per dwelling; plus</li><li>0.07 vehicle washing space where the use comprises more than 15 dwellings.</li></ul> For all other land (unless Column 3 applies): <ul style="list-style-type: none"><li>1.5 covered spaces for small (&lt;75m<sup>2</sup>) or 1 bedroom dwellings; plus</li><li>2 spaces, including 1 covered space, for 2 bedroom dwellings and above; plus</li><li>0.25 visitor space per dwelling; plus 1 vehicle washing space where the use comprises more than 15 dwellings.</li></ul> vehicle washing space where the use comprises more than 15 dwellings.	1 per 1 bedroom unit or dwelling 1.25 per 2 bedroom unit or dwelling 1.5 per 3 bedroom unit or dwelling 2 per 4 bedroom unit or dwelling  2 plus 1 per 10 units or dwellings for visitor car parking  Note: 50% of visitor parking to be provided in a single location	1.25 spaces per 1 or 2 bedroom unit ;or 1.75 spaces per 3 bedroom unit ; and 0.25 spaces per unit for visitors.  Or Where the site is located within the building height overlay or the Cairns city centre local plan as shown on the maps contained in schedule 2  1 space per one or 2 bedroom unit; or 1.5 spaces per 3 bedroom unit; and 1 space per 10 units for visitors.	1 space / dwelling + 1 visitor space / 4 dwellings	attached dwellings 1 per 1 or 2 bedroom unit + 1 visitors' space per 4 per units 1.5 per 3-4 bedroom unit + 1 visitors' space per 4 per Units  multi dwelling housing 1 per 1 or 2 bedroom unit + 1 visitors' space per 4 per units 1.5 per 3-4 bedroom unit + 1 visitors' space per 4 per units
Resort complex	As per separately defined for uses	1 visitor space per room; plus 1 space per 2 employees (on duty)	Not specified. Determined on demand assessment.	1 space per guest room; plus 1 space per 10m <sup>2</sup> of GFA for lounge, bar and beer garden area (excluding staff only areas); plus 1 space per 35m <sup>2</sup> GFA of liquor sales area; plus 1 space per 5m <sup>2</sup> of GFA for gaming machines.  For Centre zone where principle centre or major centre or medium	1 per 4 dwellings	Use the minimum number of spaces for each land use component of the Resort complex.	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	1.1 per unit + 1 per 2 employees (onsite at any one time) + 1 for on-site manager. If public restaurant/function room included - see Restaurant For major developments, coach parking may be provided in lieu of car spaces at a rate of 1 coach

QPP Use	Whitsunday Planning Scheme (Draft New Planning Scheme)	Redland Planning Scheme (Public Notified Version)	Brisbane City Plan 2014	Logan City Plan 2015	Gold Coast City Plan 2016	Cairns Plan 2016	Sunshine Coast Planning Scheme 2014	Port Macquarie-Hastings DCP2013
Short-term accommodation	<p>1 bedroom : 1.0 space per unit 2 bedroom :1.5 space per unit 3 or more bedroom: 2 spaces per unit</p> <p>Visitor spaces :1 space per 5 units</p> <p>Except where in Airlie Beach Local Plan area- 1 or 2 bedroom: 1.0 space per unit 3 or more bedroom: 1.5 spaces per unit</p> <p>Visitor spaces :1 space per 5 units</p>	<p>1 space per room; plus 1 space per employee (on duty)</p>	<p>If dormitory type accommodation e.g. a backpackers: 1 space per 100m<sup>2</sup> gross floor area plus 1 space for a minibus</p> <p>All other cases: Minimum 0.25 spaces per room, unit or cabin plus 1 space for staff per 20 rooms, units or cabins</p>	<p>density (not Browns Plains or Park Ridge – 1 space per 100m<sup>2</sup> of GFA</p> <p>1 space per residential unit; plus 1 visitor space per 2 residential units; plus 1 space for a manager resident on the premises; plus 1 space for 20m<sup>2</sup> of GFA of a restaurant, common room, catering and conference facility. 1 vehicle washing space.</p>	<p>1 per room plus 1 per managers residence</p>	<p>Where for self contained accommodation units: 1.25 spaces per 1 and 2 bedroom accommodation unit ; 1.75 spaces per 3 or more bedroom 0.25 spaces per accommodation unit for visitors, staff and service vehicles</p> <p>Where for non-self-contained accommodation units: 0.5 spaces per accommodation unit; 0.25 spaces per accommodation unit for visitors, staff and service vehicles;</p> <p>Where for self-contained accommodation units and on a site located within the Building height overlay or the Cairns city centre local plan as shown on the maps contained in Schedule 2: 1 space per one or 2 bedroom accommodation unit; or 1.5 spaces per 3 or more bedroom accommodation unit; and 1 spaces per 10 accommodation units for visitors, staff and service vehicles;</p> <p>Where for non-self-contained accommodation units and on a site located within the Building height overlay or the Cairns city centre local plan as shown on the maps contained in Schedule 2: 0.25 spaces per accommodation unit; 1 space per 10 accommodation units for visitors, staff and service vehicles;</p> <p>Where for Backpackers accommodation: 1 space per 10 beds.</p> <p>Note –Where developments include ‘dual key’ units, each unit is counted as one accommodation unit for the purposes of calculating car parking spaces.</p>	<p>1 space / rooming unit (covered) + 1 visitor space / 10 rooming units</p>	<p>space per 5 car spaces</p> <p>hotel or motel accommodation 1.1 per unit + 1 per 2 employees (onsite at any one time) + 1 for on-site manager.</p> <p>If public restaurant/function room included - see restaurants.(food and drink outlet this table )</p> <p>For major developments, coach parking may be provided in lieu of car spaces at a rate of 1 coach space per 5 car spaces</p> <p>Backpackers' accommodation 1 per 5 beds</p>
<b>Centre Uses:</b>								
Bar	1 space per 10m <sup>2</sup> GFA	1 space per 10m <sup>2</sup> GFA	NA	1 space per 10m <sup>2</sup> of GFA bar area (excluding staff only areas); plus 1 space per 3 gaming machines for gaming machines.	5 per 100m <sup>2</sup> of TUA	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time.	1 space / 15m <sup>2</sup> GFA	Not specified
Food and drink outlet	<p>For drive-in take-away food outlets:</p> <p>i. Developments with no on-site seating or no drive-through facilities provide 12 spaces per 100m<sup>2</sup> GFA;</p> <p>ii. developments with on-site seating but no drive through facilities provide 12 spaces per 100m<sup>2</sup> GFA, or the greater of :</p>	1 space per 10m <sup>2</sup> <u>gross floor area</u> .	<p>Food and drink outlet, if less than 400m<sup>2</sup> gross floor area, where not in the Open space zone, Sport and recreation zone or Conservation zone</p> <ul style="list-style-type: none"> <li>12 spaces per 100m<sup>2</sup> gross floor area and outdoor dining area</li> </ul> <p>Food and drink outlet, where in the Open space zone, Sport and recreation zone or Conservation zone</p> <ul style="list-style-type: none"> <li>6 spaces per 100m<sup>2</sup> gross floor area where no parking</li> </ul>	1 space per 10m <sup>2</sup> of GFA up to 400m <sup>2</sup> GFA, thereafter 1 space per 20m <sup>2</sup> GFA; plus 2 spaces per 10m <sup>2</sup> of GFA for an outdoor seating area.	5 per 100m <sup>2</sup> of TUA, plus queuing area for 10 vehicles for any drive thru facility from the collection point	<p>1 space per 25m<sup>2</sup> GFA and outdoor dining area</p> <p>Note - space for queuing of vehicles for drive through facilities is provided in accordance with the vehicle queuing requirements detailed in this code.</p>	1 space / 15m <sup>2</sup> GFA or <i>Where in a centre zone or the Tourist accommodation zone</i> 1 space per 20m <sup>2</sup> GFA	<p>Take-away food and drink premises No on-site seating 12 per 100 m<sup>2</sup> GFA + queuing area for minimum of 8 cars from pickup point 12 per 100 m<sup>2</sup> GFA + greater of either;</p> <p>On-site seating/no drive through 1 per 5 seats (both internal and external), or 1 per 2 seats (internal seating)</p>

QPP Use	Whitsunday Planning Scheme (Draft New Planning Scheme)	Redland Planning Scheme (Public Notified Version)	Brisbane City Plan 2014	Logan City Plan 2015	Gold Coast City Plan 2016	Cairns Plan 2016	Sunshine Coast Planning Scheme 2014	Port Macquarie-Hastings DCP2013
	iii. 1 space per 5 seats (both internal and external seating); or iv. 1 space per 2 seats (internal seating) iii. developments with on-site seating and drive-through facilities greater of : iv. 1 space per 2 seats (internal ) or v. 1 space per 3 seats (internal and external). <b>[1 space per 15m2 TUA]</b>		is provided already in that zone or within 200m walking distance of the outlet  Food and drink outlet, if 400m <sup>2</sup> or greater gross floor area <ul style="list-style-type: none"> <li>30 spaces plus 5 spaces per 100m<sup>2</sup> gross floor area and outdoor dining area</li> </ul>					On-site seating & drive through 1 per 2 seats (internal), or 1 per 3 seats (internal and external) + queuing area for minimum of 8 cars from pickup point
Function facility	1 space per 15m <sup>2</sup> GFA	1 space per 10m <sup>2</sup> <u>gross floor area</u>	10 spaces per 100m <sup>2</sup> gross floor area	1 space per 17m <sup>2</sup> of GFA.	10 per 100m <sup>2</sup> of TUA	1 space per 15m <sup>2</sup> of GFA	1 space / 15m <sup>2</sup> GFA or Where in a centre zone or the Tourist accommodation zone 1 space per 20m <sup>2</sup> GFA	In commercial zones: 1 per 30 m <sup>2</sup> serviced floor area. Outside commercial zones: 1 per 6 m <sup>2</sup> serviced floor area
Hotel	As per shop plus sufficient room for queuing. Accommodation and food and drink outlet as per separate defined uses. <b>[Sale/Consumption of Liquor - 1 space per 25m<sup>2</sup> TUA and drive through shop is provided with queuing lane on site for 12 vehicles; (b) Accommodation as per Accommodation unit requirements herein separately defined; and (c) Refreshment Premises – as per Refreshment Premises requirements herein separately defined].</b>	6 spaces per 100m <sup>2</sup> <u>gross floor area</u>	6 spaces per 100m <sup>2</sup> gross floor area plus 1 space per short term accommodation room	1 space per guest room; plus 1 space per 10m <sup>2</sup> of GFA for lounge, bar and beer garden area (excluding staff only areas); plus 1 space per 35m <sup>2</sup> GFA of liquor sales area; plus 1 space per 5m <sup>2</sup> of GFA for gaming machines.	6 spaces per 100m <sup>2</sup> of TUA and 1 space per short term/ serviced apartment plus queuing area for 10 vehicles for any drive-through facility from the collection point	a) 1 space per 15m <sup>2</sup> of GFA and licensed outdoor area; and b) 1 space per 50m <sup>2</sup> of GFA for liquor barn or bulk liquor sales area.	1 space / 15m <sup>2</sup> GFA or Where in a centre zone or the Tourist accommodation zone 1 space per 20m <sup>2</sup> GFA	1 per 6 m <sup>2</sup> serviced floor area (including beer garden) + 1 per 2 employees
Market	1 space per 25m <sup>2</sup> GFA or total use area <b>[1 space per 50m<sup>2</sup> of TUA plus 1 loading bay]</b>	1 per stall; plus 1 per 20m <sup>2</sup> of <u>market area</u>	6 spaces per 100m <sup>2</sup> site area (stalls plus pedestrian circulation)	1 space per 5m <sup>2</sup> of GFA of the stalls and the displays.	1 per 2 stalls	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time.	1 space / 20m <sup>2</sup> total use area	2.5 per stall (must be off-street)
Nightclub entertainment facility	As per shop plus sufficient room for queuing. Accommodation and food and drink outlet as per separate defined uses	1 space per 100m <sup>2</sup> <u>gross floor area</u> ; plus 1 spaces per employee (on duty)	6 spaces per 100m <sup>2</sup> gross floor area	1 space per 100m <sup>2</sup> of GFA plus 1 space per employee.	5 per 100m <sup>2</sup> of TUA	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time.	1 space / 15m <sup>2</sup> GFA	Not specified
Office	1 space per 40m <sup>2</sup> GFA  <b>[1 space per 30m<sup>2</sup> TUA]</b>	Where any part of the site is within Capalaba Principal Centre, Cleveland Principal Centre or Victoria Point Major Centre 1 per 60m <sup>2</sup> gross floor area All other areas 1 space per 30m <sup>2</sup> gross floor area	3 spaces per 100m <sup>2</sup> gross floor area	1 space per 20m <sup>2</sup> of GFA of any storey at ground level; plus 1 space per 30m <sup>2</sup> of GFA of any other storey with a minimum of 4 spaces; plus 2 visitors' spaces.	3 per 100m <sup>2</sup> of TUA	1 space per 25m <sup>2</sup> of GFA	1 space / 30m <sup>2</sup> GFA or 1 space / 40m <sup>2</sup> GFA where in the Major centre zone or the Principal centre zone	1 per 30 m <sup>2</sup> GLFA or 1.5 spaces per office (min), whichever is the greater.
Shop	1 space per 25m <sup>2</sup> TUA	Where any part of the site is within Capalaba Principal Centre, Cleveland Principal Centre or Victoria Point Major Centre 1 spaces per 30m <sup>2</sup> gross floor area All other areas 1 spaces per 20m <sup>2</sup> gross floor area	5 spaces per 100m <sup>2</sup> gross floor area	1 space per 17m <sup>2</sup> of GFA.	5 per 100m <sup>2</sup> of TUA	1 space per 25m <sup>2</sup> of GFA	1 space / 20m <sup>2</sup> GFA	1 per 30 m <sup>2</sup> GLFA
Shopping centre	1 space per 25m <sup>2</sup> GFA	As above for shop	5 spaces per 100m <sup>2</sup> gross floor area	1 space per 17m <sup>2</sup> of GFA for a floor area of 1-10,000m <sup>2</sup> GFA. 1 space per 20m <sup>2</sup> of GFA for a floor area >10,000- 30,000m <sup>2</sup> GFA. 1 space per 23m <sup>2</sup> of GFA for a floor area of >30,000m <sup>2</sup> GFA.	To be determined upon submission of a car parking assessment to council	1 space per 25m <sup>2</sup> GFA; 1 space per 100m <sup>2</sup> of internal storage and loading. Note – Internal storage and loading areas are those areas used by shops or tenancies within the shopping centre for storage and loading of products or goods	1 space / 20m <sup>2</sup> GFA or Where in a centre zone or the Tourist accommodation zone 1 space per 25m <sup>2</sup> GFA for any component above 1000m <sup>2</sup>	1 per 30 m <sup>2</sup> GLFA