

LOCAL PLANNING POLICY

POLICY NO:	LPP.11
POLICY SUBJECT:	CAR PARKING
ADOPTION DATE:	20 August 2009
LAST REVIEW	13 May 2010

STATEMENT OF INTENT

This policy establishes standards for the provision of car parking associated with all development within the Shire of Toodyay. The policy aims to ensure adequate and safe access to facilities and services, whilst maintaining and complementing the amenity and character of the Shire.

The policy aims to facilitate consistent decision making by the Council and provides a guide for prospective developers and the general community on the development standards for car parking.

This policy is made pursuant to the provisions of the Shire of Toodyay Local Planning Scheme No 4 and clarifies the requirements of Clause 5.17.

OBJECTIVES

The policy establishes guidelines that will:

- Result in the construction of efficient and attractive car parking areas;
- Provide appropriate access, circulation and manoeuvrability within parking areas;
- Provide the adequate size and number of parking bays to meet the needs of development; and
- Ensure vehicular and pedestrian safety.

STATUTORY POWERS

This Local Planning Policy is made pursuant to Clause 2.2 of the Shire of Toodyay Local Planning Scheme No 4.

POLICY STATEMENT

1.0 GENERAL PROVISIONS

- 1.1 Unless otherwise provided within this policy, all development shall provide on site car parking in accordance with the requirements set out in “Table 1 – Car Parking Requirements”.

- 1.2 Where a proposed use is not specifically defined within Table 1, the Council will establish the requirement for the use dependent on the merits of the proposed development and considering:
 - a) The number of vehicles likely to be attracted to the development;
 - b) Maintenance of safety and amenity standards;
 - c) The traffic generating potential of the proposed development; and
 - d) The car parking availability in the immediate locality.
- 1.3 Premises (or lots) with more than one use will have the parking requirements calculated in proportion to the uses occupying the site. Council may consider a variation to the parking requirements for these developments where it is satisfied that appropriate and reasonable common usage of the parking areas occurs.
- 1.4 This policy is not intended as a control or means to achieve the retrospective provision of car parking to service an existing development.
- 1.5 The Council may vary the requirements of this policy, where it is considered that full compliance with the policy is impractical or such variation is warranted in the circumstances of the case.
- 1.6 The Council reserves the right to introduce fees in public parking areas and implement any other financial measures considered necessary to ensure adequate parking provision within the Shire of Toodyay.
- 1.7 Council may require the lodgement of performance or bank guarantees to ensure the satisfactory construction, completion and establishment of car parking areas and associated landscaping.

2.0 CASH IN LIEU OF PARKING BAYS

- 2.1 The Council may consider a cash contribution in lieu of the provision of car spaces in the following circumstances:
 - a) Where the development is of a minor nature and additional parking bays are not considered essential to the functioning of the land use;
 - b) Where the majority of the required parking bays are constructed on site, there is only a minor deficiency in the total number of bays provided and the remaining bays can not be accommodated on the land; or
 - c) Within the Town Centre zone, in accordance with the provisions of Part 4.0.
- 2.2 Unless otherwise provided within this policy, the cash in lieu payment for parking bays shall be calculated as follows:
 - a) The estimated cost to the developer in constructing the required parking bays to a bitumen paved standard, including drainage,

lighting and landscaping. For the purpose of this policy, a parking bay (and its associated manoeuvring and landscaping areas) is considered to occupy an area of 30m²; plus

- b) The value of that area of land which would have been occupied by the parking bays as determined by the State Valuer General or other licensed Valuer.

The costs of construction will be determined by the Council and will be reviewed annually, taking into consideration CPI adjustments and be listed in the schedule of fees and charges.

- 2.3 The use of cash in lieu payments to meet car parking requirements is not as of right and shall be determined at Council's discretion. It is Council's preference that the cash in lieu arrangement only be used within the Town Centre zone and it is unlikely that cash in lieu of parking bays will be considered outside of this zone.
- 2.4 Where the Council agrees to the payment of cash in lieu of the provision of parking bays, an appropriate condition will be included on the planning approval for the proposed development. This payment must be made prior to the issue of a building licence for the proposed development. The Council may vary this requirement and consider staged payments supported by a bank guarantee, where cash in lieu of car parking will be provided for more than 20 parking bays.
- 2.5 Council will hold all cash payments in lieu of the provision of parking bays in reserve and these monies will be used for the provision of public car parking facilities either within the Town Centre zone or in the vicinity of the land where the parking requirement arose.
- 2.6 Any parking bays provided by Council as a result of cash in lieu payments will be administered by Council and will be made available to the general public for use. The Council reserves the right to impose fees for the usage of these areas.
- 2.7 Where the amount of cash in lieu payable under this policy cannot be agreed, it shall be determined by arbitration in accordance with the Commercial Arbitration Act 1985.
- 2.8 Where desirable to facilitate the conservation of a heritage place contained on the State Register of Heritage Places, the Heritage List or situated within a heritage area, the Council may agree to cash in lieu arrangement for 100% of the car parking requirement.

3.0 CAR PARKING WITHIN RESIDENTIAL ZONES

- 3.1 All residential development shall be provided on site parking bays in accordance with the provisions of the Residential Design Codes (2002) and as shown within Table 1.

- 3.2 The Council will not accept a cash-in-lieu arrangement for parking bays required for residential land uses.
- 3.3 All single houses and grouped dwellings shall be provided at least one covered car bay.
- 3.4 The Council's preference is that residential parking areas be situated at the rear of a dwelling, accessed via a side driveway, or for garages and carports integrated with and located under the main roof of the dwelling. Parking areas within the front setback area is the least preferred option, as this is considered to have a detrimental impact on the streetscape and neighbourhood amenity.

4.0 CAR PARKING IN THE TOWN CENTRE ZONE

- 4.1 All developments within the Town Centre zone must provide car parking, in accordance with the requirements specified within "Table 1 – Car Parking Requirements".
- 4.2 Within the Town Centre zone, the Council may consider the variation to those parking ratios specified in Table 1, where it can be shown that:
 - a) The land use generates a lesser demand for parking; or
 - b) The proposed development meets the requirements of any design guidelines adopted by the Council and significantly enhances the streetscape, amenity and economic viability of the Town Centre.

This will be a consideration in calculating appropriate cash in lieu contributions for development within the Town Centre.

- 4.3 Parking areas within the Town Centre zone should be situated at the rear of buildings and screened from the streetscape, so as to enhance and preserve the heritage, amenity and ambience values of the Town Centre zone.
- 4.4 Cash in lieu of the provision of parking bays for developments within the Town Centre zone will only be considered where there is insufficient land area available to provide the parking bays and no other reasonable solution for the provision of on-site car parking exists.
- 4.5 The cash in lieu payment for parking bays within the Town Centre zone shall be calculated as follows:
 - a) The estimated cost to the developer in constructing the required parking bays to a bitumen paved standard, including drainage, lighting and landscaping. For the purpose of this policy, a parking bay (and its associated manoeuvring and landscaping areas) is considered to occupy an area of 30m²; plus
 - b) 75% of the value of that land area that would have been occupied by the parking bays as determined by the State Valuer General or other licensed Valuer.

The costs of construction will be determined by the Council and will be reviewed annually, taking into consideration CPI adjustments and be listed in the schedule of fees and charges.

5.0 DESIGN STANDARDS FOR CAR PARKING AREAS

LOCATION AND AVAILABILITY

- 5.1 On site parking bays shall be situated such that they are readily accessible to staff, clients, residents and visitors. Closure of public car parking areas at certain times is at the discretion of the Council.
- 5.2 Council may be prepared to support the provision of the required parking bays on adjoining or nearby land in the same ownership, provided that the subject land is appropriately zoned. This scenario will only be supported through a legal agreement registered on the relevant certificates of title.
- 5.3 Council may be prepared to support the sharing of parking areas between adjoining land uses in different ownerships, where the demand for the parking bays occurs at different times and all parties involved have no objections to the arrangement. This scenario will only be supported through a reciprocal rights agreement, signed by all parties and the Council, and registered against the certificate of title.
- 5.4 Council may require that new commercial or industrial developments be provided loading bays, such that commercial vehicles can be positioned wholly on site when loading and that loading activities can occur without disrupting access to car parking areas.

DESIGN & CONSTRUCTION STANDARDS

- 5.5 Unless otherwise stated in this policy, all parking bays shall be constructed, bitumen sealed, kerbed, drained, line-marked, landscaped and maintained to the satisfaction of the Council and in accordance with the relevant Australian Standards.
- 5.6 Staff and visitor parking bays, and in the case of a mixed use development, residential parking bays, shall be appropriately marked and/or signposted.
- 5.7 Council may consider construction of car parking areas to a suitable gravel standard only, provided such areas are located behind the building line. Any parking bays within front setback areas must be bitumen sealed, in accordance with Clause 5.5.
- 5.8 All parking areas must be designed such that vehicles may egress or ingress the parking area in a forward direction.
- 5.9 All new and relocated vehicular driveways or crossovers providing ingress and/or egress to a property should comply with the following criteria:

- a) The driveway or crossover must not be obtrusive or dominate the streetscape or residential environment;
- b) The driveway or crossover must be located such that safe vehicle sight lines to and from oncoming traffic are maintained and must be clear of all obstructions such that pedestrians can be clearly seen;
- c) Where a property has more than one street frontage, the driveway or crossover should be located on the street with the lowest traffic volume;
- d) Driveways and crossovers should be located more than 6 metres from:
 - A 'T' junction or street intersection;
 - A break in the median strip;
 - The commencement of a curve leading to an intersection;
 - The approaches to "stop" or "give way" signs; and
- e) Driveways and crossovers should not be located within 25 metres of any signalised intersection and preferably not within 90 metres of a signalised intersection involving a major road.

MATERIALS AND LANDSCAPING

5.10 The materials used in parking areas and driveways within the Toodyay townsite must be sympathetic to the historic values of the area.

5.11 All car parking areas associated with commercial or industrial development must include adequate provision for landscaping to soften the impact of extensive paved areas and to maintain visual amenity. Such landscaping must comply with the following criteria and any other adopted design criteria of the Council:

- a) Landscaping strips shall be provided along all street boundaries. The landscaping strips are to be bound by non-mountable kerbing (or similar);
- b) All landscaping shall include shade trees and indigenous or common local shrubs, with a minimum plant cover of 75%;
- c) Council will not support the extensive use of loose landscaping materials such as woodchips or gravel;
- d) In the case of larger parking areas, landscaping will also be required within and between rows of car parking bays; and
- e) Landscaping strips must be reticulated and maintained to the satisfaction of the Council.

Adopted as TP Policy 28 July 2005
Reviewed Council Meeting 24 November 2005
Reviewed Council Meeting 16 November 2006
Amended Council Meeting 15 November 2007
Amended Council Meeting 21 May 2009
Reviewed Council Meeting 13 May 2010

TABLE 1

CAR PARKING REQUIREMENTS

LAND USE	MINIMUM NUMBER OF CAR PARKING SPACES
RESIDENTIAL	
Single House	As per the Residential Design Codes
Grouped Dwelling	As per the Residential Design Codes
Multiple Dwelling	As per the Residential Design Codes
Ancillary Accommodation	As per the Residential Design Codes
Single Bedroom or Aged or Dependent Persons' Dwelling	As per the Residential Design Codes
OTHER RESIDENTIAL	
Caretaker's Dwelling	2 bay per dwelling
Consulting Rooms	2 bays for the dwelling plus 3 spaces per consultant
Home Business	2 bays per dwelling plus 1 per employee
Residential Building <i>(A Residential Building is a building being used or designed to be used for human habitation temporarily by 2 or more persons or permanently by 7 or more persons who do not comprise a single family, but does not include a hospital, sanatorium, prison, hotel, motel or residential school).</i>	1.5 bays per bed
TOURIST	
Bed & Breakfast	2 bays per dwelling plus 1 bay for each guest room
Farm Stay/Host Farm	1 bay per guest room plus 1 bay for each member of staff
Holiday Accommodation	1 bay per accommodation unit plus 1 bay per 4 units for visitors and staff plus 1 bus bay for every 20 units
Motel	1 bay per accommodation unit plus 1 bay per 4 units for visitors and staff plus 1 bus bay for every 20 units
RETAIL AND COMMERCIAL	
Convenience Store	1 bay per 20m ² of NLA plus 1 loading bay
Fast Food Outlet	1 bay per 20m ² of NLA plus 1 loading bay
Hotel	1 bay per bedroom plus 1 bay for every 10m ² of public bar area plus 6 bays for every 100m ² of lounge and dining areas plus 1 loading bay
Motor Vehicle, Machinery and/or Marine Sales and Hire	1 bay per 100m ² of sales area plus 1 bay per employee
Office	1 bay per 30m ² of ground floor NLA plus 1 bay per 40m ² of upper floor/s NLA
Reception Centre	1 bay per 4m ² of function area plus 1 loading bay
Restaurant	1 bay for every 20m ² of NLA plus 1 loading bay

LAND USE	MINIMUM NUMBER OF CAR PARKING SPACES
Service Station	2 bays per working bay plus 1 bay for each employee <i>A convenience store or restaurant associated with a service station shall be calculated in accordance with the requirements for these uses</i>
Shop – Retail	1 bay per 20m ² of NLA plus 1 loading bay
Shop – Hardware & Rural Services	1 bay per 50m ² of NLA plus 1 loading bay
Showroom	1 bay per 50m ² of NLA plus 1 loading bay
Tavern	1 bay for every 10m ² of public bar area plus 6 bays for every 100m ² of lounge and dining areas plus 1 loading bay
Trade Display	1 bay per 50m ² of display area plus 1 loading bay
Warehouse	1 bay per 100m ² of NLA plus 1 loading bay
INDUSTRY	
Industry – General	1 bay per 100 m ² of NLA (minimum 5 bays) plus 1 loading bay
Industry – Light	1 bay per 50m ² of NLA (minimum 5 bays) plus 1 loading bay
Industry – Noxious	1 bay per 100 m ² of NLA (minimum 5 bays) plus 1 loading bay
Industry – Rural	1 bay per employee plus 3 visitors bays plus 1 loading bay
Industry – Service	1 bay per 50m ² of NLA (minimum 5 bays) plus 1 loading bay
Motor Vehicle, Machinery and/or Marine Repair, Wrecking, Wash	1 bay per service or repair bay plus 1 bay per employee
Storage facility/depot/lay down area	1 bay per employee with a minimum of 4 bays plus 1 loading bay
COMMUNITY USES	
Child Care Service	1 bay per 5 children
Cinema / Theatre	1 bay per 4 seats
Educational Establishment	1.5 bays per classroom for educational establishments catering for kindergarten to year 10. All other applications assessed on its expected parking requirements. <i>Safe pick-up and set-down areas (including off-street bus zones) shall be developed as directed by Council.</i>
Funeral Parlour	5 bays plus 1 bay per employee
Hospital	1 bay per 2 beds
Medical Centre	5 bay per practitioner <i>Ancillary medical services / pharmacies will be calculated at 1 bay per 20m² of NLA</i>
Nursing Home	1 bay per 3 beds
Place of Worship	1 bay per 4 persons that the building is designed to accommodate
Veterinary Centre	6 bays per practitioner
NON-URBAN	

LAND USE	MINIMUM NUMBER OF CAR PARKING SPACES
Roadside Stall	4 bay <i>A minimum of 200m clear sight distance is required along all roads adjoining the site</i>
Rural Pursuit	1 bay per 100m ² of display area plus 1 loading bay plus 1 bay per 45m ² of retail NLA
Winery	1 space per 30m ² of NLA plus 1 loading bay

Notes:

Net Lettable Area (NLA) means the area of all floors within the internal finished surfaces of permanent walls but excludes the following areas:

- (a) All stairs, toilets, cleaner's cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas;
- (b) Lobbies between lifts facing other lifts serving the same floor;
- (c) Areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building;
- (d) Areas set aside for the provision of facilities or services to the floor or building where such facilities are not for the exclusive use of occupiers of the floor or building.

All other definitions for terms used within this policy can be found within the Shire of Toodyay Town Planning Scheme No 4.

