

## 9. Economic Services and Development

### 9.6 C-9PCP06 – Planning – Car Parking

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#### **PART A- Policy**

##### **Objectives**

- a) To provide sufficient parking for all developments within the Shire of Dandaragan;
- b) To recognize the need for different standards to be applied for coastal and rural town sites, and rural areas of the Shire.
- c) To provide clarity on the application of cash in lieu of onsite parking; parking requirements/ratios inclusive of buses, bicycles and cars for various land uses; and general guidance on the standards of construction.
- d) To ensure developments are provided with an acceptable standard of car parking, which is safe, convenient and practical for the operation of the site and for the community in general.

##### **Policy Statement**

#### **1.0 Introduction**

This car parking policy is to complement car parking standards set out in the Local Planning Scheme and further add bicycle parking requirements for different land uses as a way to encourage the use of non-fossil fuel mode of transportation. It also provides a guideline for cash in lieu parking arrangements and car parking access and design.

In regard to payment of cash in lieu for car parking, Section 3 of this policy is not intended to conflict with Clause 5.8 of Local Planning Scheme No.7, but more so provide clarity and a consistent approach to the application of cash in lieu parking arrangements. Similarly, the Standards Table included in Section 4 of the policy is to provide consistency in parking ratios for development across the Shire.

#### **2.0 Legislative and Strategic Context**

The policy has been prepared in accordance with Part 2 of Local Planning Scheme No. 7. The policy does not bind the local government with respect to any applications for planning approval, although the local government should have due regard to this policy when determining development applications that are reliant on the provision of car parking.

Should there be any inconsistency between this policy and the Planning Scheme, the Planning Scheme provisions shall prevail.

#### **3.0 Cash in Lieu Arrangements**

- 3.1 Where a person who applies for planning approval is required to provide car parking spaces in accordance with the Local Planning Scheme that person may pay cash in lieu of the provision of car parking spaces providing the Local government so agrees and is satisfied that adequate parking is available or can be constructed in close proximity to a proposed development;

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- 3.2 The local government will where desirable support an agreed cash-in lieu arrangement up to a 100% concession 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.
- 3.3 In light of the minimal lot areas and historical nature of subdivision the Council will waive, pursuant to Clause 5.5.1 of the Shire of Dandaragan Local Planning Scheme No.7, the car parking provision applicable to the ground level portion (net lettable area) of development on Lots 1145 to 1151 Sandpiper and Andrews Street, Jurien Bay.
- 3.4 The cash in lieu payment is not to be less than the estimated cost for the owner or developer of providing and constructing the parking spaces required by the Scheme plus the value of that area of the land which would have been occupied by the parking space inclusive of manoeuvring area.
- 3.5 Before the local government agrees to accept a cash payment of parking spaces, there must be:
- (a) An existing public car parking area located within 300 metres of the proposed development and the parking has not already been allocated to another development; or
  - (b) An area within a 300 metre radius of the development that has been identified on a plan endorsed by the Council as suitable for construction of a public car park and can be developed within eighteen months from the time of agreeing to accept the cash payment;
- 3.6 The estimated cost of the land referred to in clause 3.4 shall be determined by the Valuer General or by a licensed valuer appointed by the Local government, with this service to be funded by the party requesting the parking concession.

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

- 3.7 The estimated cost of constructing parking bays referred to in clause 3.4 shall be determined by the local government or by a person nominated by the local government who is competent in the field of architecture or engineering, with any associated cost for this service to be funded by the party requesting the parking concession;

*Note: The estimated cost of construction is reviewed annually as part of the Council annual budgetary process.*

- 3.8 The monies received by the local government under clause 3.4 will be paid into a separate car parking fund and only be used for the acquisition or development of land as a public car park or to reimburse the local government for any expenses it has incurred including loan repayments, within the locality and shall relate as much as practicable to the development of the land the subject of the payment;

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- 3.9 If the parties cannot agree upon the amount payable, it shall be determined by arbitration in accordance with the *Commercial Arbitration Act 1985*. The costs of the arbitration shall be borne by the party requesting the parking concession.
- 3.10 Where offsite bays are proposed to be located within the road reserve adjoining or within 300 metres of the property, the developer is to pay the local government:
- The land value component for each car bay, as determined in accordance with statement 3.6 and based on an area of 27.5 m<sup>2</sup> per car bay inclusive of manoeuvring area, but excluding standard crossovers, and
  - The estimated construction cost as determined in accordance with statement 3.7, unless the applicant accepts responsibility to construct the said bays to the local government's parking and engineering specifications.
- 3.11 The use of cash in lieu payments to meet car parking requirements is not 'as of right' and shall be determined at local government's discretion applicable to commercial development within the Town Centre areas of the four gazetted town site within the Shire.
- 3.12 Where the Developer is granted a cash-in-lieu payment and the where the Shire of Dandaragan has acquired land for car parking a further amount, being 15% of the cash-in-lieu payment, is to be paid to the local government for the future maintenance of the car parking and landscaping as provided by the Shire with the cash-in-lieu funds.
- 3.13 Any cash in lieu payment paid to the local government will be held in trust to be applied solely for the provision, construction and maintenance of further car parking facilities including associated lighting, paths and landscaping for car parking, which should be in reasonable proximity (a 300m radius to allow for walkability) to the premises from which the payment was derived.
- 3.14 Cash in lieu contributions will be included as a condition of planning approval for the proposed development and shall be payable prior to the issue of a building licence, unless other wise agreed too by the Shire CEO, but at the very least, prior to occupation of the building. Where a cash-in-lieu contribution is to be provided for more than 10 car parking bays, the applicant may enter into an agreement for staged payments at the discretion of Council.

## 4.0 Car, Bus and Bicycle Parking Requirements

- 4.1 The Minimum Parking Requirements in Table B shall apply across the Shire, unless otherwise specified as a lesser standard in Table 2 of the Local Planning Scheme.

**Table B - Minimum Parking Requirements**

LAND USE	CAR BAYS	BICYCLE RACKS	BUS BAYS
<b>Aged or Dependent Persons (Ancillary Accommodation)</b>	In accordance with the Residential Design Codes		
<b>*Amusement Parlour</b>	1 bay for 4 seats or 1 bay for 4 people accommodated	1 rack for 50 m <sup>2</sup> GFA	

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LAND USE	CAR BAYS	BICYCLE RACKS	BUS BAYS
<b>Aquaculture &amp; Incidental Use</b>	1 bay for each employee <b>plus</b> 1 bay for 40m <sup>2</sup> of display, demonstration or lecture area.		
<b>*Art and Craft Centre</b>	1 bay for 30 m <sup>2</sup> GFA <b>plus</b> 1 bay for every employee		
<b>*Backpackers Accommodation</b>	1 bay for every 2 beds <b>plus</b> 1 bay for every employee		
<b>Bed and Breakfast</b>	1 bay for each guest bedroom <b>plus</b> 1 bay for each employee		
<b>*Betting Agency</b>	1 bay for 20 m <sup>2</sup> GFA	1 rack	
<b>Caravan Park/ Camping Ground</b>	1 bay for each site <b>plus</b> 1 visitor bay for every 10 sites.	2 racks at reception area	
<b>Caretaker's Dwelling</b>	1 bay (under cover) for every dwelling unit		
<b>Child Care Premises/ Day Care Centre</b>	1 bay for every employee <b>plus</b> 1 bay for every 4 children attending	1 rack	
<b>Cinema/Theatre</b>	1 bay per every 4 seats <b>plus</b> 1 bay for each employee	1 rack for every 50 seats	
<b>Civic Use</b>	1 bay for 40 m <sup>2</sup> GFA <b>plus</b> 1 bay per staff member	1 rack for 30 seats	
<b>Club Premises</b>	1 bay for 45 m <sup>2</sup> GFA		
<b>Community Purposes/Clubs</b>	1 bay for 4 persons/seats	1 rack for 30 seats	
<b>Consulting Rooms (medical)</b>	1 bay for 30 m <sup>2</sup> GFA <b>plus</b> 1 bay for each employee.		
<b>Convenience Store</b>	1 bay for 20 m <sup>2</sup> GFA	2 racks	
<b>Dwelling (Single)</b>	1 bay (under cover) for each dwelling.		
<b>Exhibition Centre</b>	1 bay for 30 m <sup>2</sup> GFA <b>plus</b> 1 bay for each employee		
<b>Fast Food Outlet/Takeaway</b>	1 bay for 20 m <sup>2</sup> GFA <b>or</b> 1 bay for every 4 seats provided whichever is greater.	2 racks	
<b>Fuel Depot</b>	1 bay for 30 m <sup>2</sup> of ancillary office floor area, with a minimum of 2 bays, <b>plus</b> 1 bay for each employee.		
<b>Funeral Parlour</b>	1 bay for 30 m <sup>2</sup> of administration/ customer service area <b>plus</b> 1 bay for every 4 persons in a memorial service - minimum of 6 bays		
<b>Group Dwelling</b>	In accordance with the Residential Design Codes	1 rack for every 20 dwelling units	
<b>*Health Studio/Centre</b>	1 bay for 45 m <sup>2</sup> GFA (including swimming pools)	3 racks	
<b>Hospital</b>	1 bay for 4 Beds <b>plus</b> 1 for every employee	1 rack for every 50 beds	
<b>Hotel/Tavern</b>	1 bay for every bedroom <b>plus</b> 2 bays for 25 m <sup>2</sup> of bar and public area <b>plus</b> 1 bay for 2 every employees	1 rack for 75 m <sup>2</sup> of bar and public area	1 bay for every 75 beds

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LAND USE	CAR BAYS	BICYCLE RACKS	BUS BAYS
<b>Industry- General, light &amp; Service</b>	1 bay for 100 m <sup>2</sup> GFA <b>plus</b> 1 bay for every two employees		
<b>Industrial Unit Building (Multiple Occupancy)</b>	2 bays for each industrial unit <b>or</b> 1 bay for 100 m <sup>2</sup> GFA, whichever is greater		
<b>*Laundromat / Dry Cleaning Premises</b>	4 customer car bays <b>plus</b> 1 car bay for each employee onsite		
<b>*Liquor Store</b>	1 bay for 20 m <sup>2</sup> GFA.		
<b>*Lunch Bar</b>	1 bay for 20 m <sup>2</sup> GFA	1 rack	
<b>*Market</b>	At the discretion of Council.		
<b>Motel</b>	1 bay for each unit <b>plus</b> 3 bays for 25 m <sup>2</sup> of service area		1 bay for every 100 beds
<b>*Motor Vehicle Hire</b>	1 car bay for 30 m <sup>2</sup> of sales/customer service area and office space <b>plus</b> 1 car bay for every hire vehicle.		
<b>Motor Vehicle Repairs</b>	1 bay for 30 m <sup>2</sup> of sales/customer service area and office space <b>plus</b> 2 bays for each service bay.		
<b>Motor Vehicle Sales</b>	1 bay for every 250 m <sup>2</sup> of sales area <b>plus</b> 1 bay for every employee		
<b>*Motor Vehicle Wrecking</b>	1 bay for 50 m <sup>2</sup> GFA		
<b>Multiple Dwelling</b>	In accordance with the Residential Design Codes	1 rack for every 20 dwelling units	
<b>*Museum</b>	1 bay for 40 m <sup>2</sup> GFA	1 rack for 100m <sup>2</sup> GFA	
<b>Office</b>	1 bay for 20 m <sup>2</sup> nla	1 rack for 200m <sup>2</sup> GFA	
<b>*Open Air Display</b>	1 bay for 50 m <sup>2</sup> of open display		
<b>*Plant nursery</b>	1 bay for 100 m <sup>2</sup> of publicly accessible sales area <b>plus</b> 1 car bay for each employee		
<b>Place of Worship / Public Assembly</b>	1 bay for every 4 seats	1 rack for every 50 seats	
<b>Reception Centre</b>	1 bay for every 10 m <sup>2</sup> GFA <b>or</b> 1 bay for every 4 seats provided, whichever is the greater		1 bay for every 100 seats
<b>*Recreation - Outdoor/Indoor (Commercial Activity / Event)</b>	1 bay for every participant <b>plus</b> 1 car bay for every 4 spectators		1 bay for every 50 spectators in lieu of car bays

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LAND USE	CAR BAYS	BICYCLE RACKS	BUS BAYS
<b>Residential Building or Residential hostel or Boarding House</b>	1 bay for each bedroom <b>plus</b> 1 bay for every 2 employees.	1 rack for every 5 bedrooms	
<b>Restaurant / Café (including Alfresco dining areas)</b>	1 bay for every 10 m <sup>2</sup> GFA <b>or</b> 1 bay for every 4 seats, whichever is the greater.		
<b>Rural Pursuit</b>	1 bay for each employee		
<b>Service Station</b>	1 bay for every service unit <b>plus</b> 1 car bay for every employee - minimum of 4 bays		
<b>Shop</b>	1 bay for 20 m <sup>2</sup> nla	1 rack for 200m <sup>2</sup> GFA	
<b>Showroom</b>	1 bay for 50 m <sup>2</sup> GFA		
<b>*Tourist Accommodation (Resort Units, Chalets, Cabins)</b>	1 bay for each accommodation unit	2 racks at reception area	1 bay for every 50 beds
<b>Trade Display</b>	1 bay for every trade participant <b>plus</b> 1 car bay for every 4 spectators		1 bay for every 50 spectators in lieu of car bays
<b>*Transient Accommodation / Workers' Accommodation</b>	1 bay for every 4 beds	At the Council's discretion	1 bay for every 50 beds
<b>Transport Depot</b>	1 bay for every 30 m <sup>2</sup> of office area <b>plus</b> 1 bay for each employee.		
<b>Veterinary Centre</b>	1 bay for every 10 m <sup>2</sup> GFA <b>plus</b> 1 bay for every employee		
<b>Warehouse</b>	1 bay for every 100 m <sup>2</sup> GFA		

*\* Denotes use class is not listed in Table 1 of the Shire of Dandaragan Local Planning Scheme No.7*

- 4.2 The Council may consider the reciprocal use of parking bays subject to justification being provided that adequately demonstrates a shared parking arrangement without causing conflict or a shortfall in parking availability.
- 4.3 The Council may consider a reduction in the minimum number of car parking bays as prescribed in Table B based on the provision of additional bus bays and/or bicycle racks in consideration of practicality and appropriateness associated with the proposed development or use.
- 4.4 The Council may require the provision of parking bays to be line marked and/or sign posted exclusively for the use of vehicles with disabled people, motor cycles, bicycles, delivery and services vehicles, taxis, buses, coaches and courier services.

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- 4.5 Except for single residences and group dwelling developments to a maximum of two units (duplexes), all car parking spaces must be situated such that vehicles can enter and leave the site in a forward direction.
- 4.6 Car parking must be designed so that ingress to or egress from each space can be achieved in one movement.
- 4.7 Tandem or stack car parking will not be permitted in any commercial development other than for staff purposes. Although generally discouraged Council may permit tandem or stack parking in some forms of residential development.
- 4.8 Internal driveway access shall be of a sufficient width to accommodate two way traffic and shall not be less than 5.5 metres in width.
- 4.9 Internal battle-axe driveway access shall not be less than 4.0 metres in width for residential developments.
- 4.10 A vehicular driveway (ingress and/or egress) shall where practical:
- (a) be located to the street with the lowest traffic volume;
  - (b) have separate entry/exit if the driveway is likely to be used simultaneously by vehicles entering and leaving the site where potential obstruction to traffic in the street could occur; and
  - (c) be more than 6 metres from:
    - an intersection;
    - a break in the median strip;
    - the commencement of a curve linking the carriageways of the public streets at an intersection; and
    - the approaches to “stop” or “give way” signs.
  - (d) not be closer than 1.5 metres to side boundaries, other than for residential development where a vehicular driveway may be adjacent to the boundary;
  - (e) be located such that any vehicle turning from the street into the driveway or into the street from the driveway can be readily seen by the driver of an approaching vehicle and be clear of all obstructions which may prevent drivers from having a timely view of pedestrians (clear line of sight);
  - (f) be relatively level within 6 metres of the site boundary or any footpath.
- 4.11 Council may require that new commercial or industrial developments be provided with dedicated service access and loading bays, which must be situated such that commercial vehicles can be positioned wholly within a bay when loading and that loading activities can occur without undue disruption to, or access to, other car spaces.

## **5.0 Construction Standards**

- 5.1 Car parking bays for all developments, including all forms of residential development, shall conform to the minimum internal dimensions and manoeuvring areas as outlined in Appendix 1 to this policy.

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- 5.2 Bus parking for all developments shall conform to the minimum internal dimensions of 16.5 metres in length and 3.5 metres in width, with adequate manoeuvring area.
- 5.3 All car and bus parking areas with the town sites of Jurien Bay and Cervantes are to be sealed, line-marked, kerbed and drained standard to the satisfaction of the local government, except as provided for in statement 5.5 below.
- 5.4 All car and bus parking areas with the town sites of Badgingarra and Dandaragan are to be constructed to an all weather paved standard with appropriate open drainage to the satisfaction of the local government, except as provided for in statement 5.5 below.
- 5.5 Car parking situated in industrial and rural zones may be constructed to a suitable gravel standard only. All car parking within front setbacks and/or associated with showroom/front office use shall be constructed to an all weather paved standard (ie suitable aggregate material over a compacted sub-grade soil on a grade of less than 10%) and landscaped to the satisfaction of the local government.
- 5.6 Car and bus parking design and construction shall include adequate provision for landscaping comprising screen features and shade trees and/or shrubs (of indigenous species) as appropriate.
- 5.7 Staff, resident, visitor car and bus parking shall be appropriately marked and/or signposted to the satisfaction of the local government.
- 5.8 Council may require the lodgement of performance (bank) guarantees against the satisfactory construction, completion and establishment of car and bus parking areas and associated landscaping.

### 6.0 Responsibilities

All proposals that do not conform to the standards prescribed in this policy and the applicable Local Planning Scheme shall be referred to the Council for determination.

#### GOVERNANCE REFERENCES

<b>Statutory Compliance</b>	<ul style="list-style-type: none"> <li>▪ Shire of Dandaragan Local Planning Scheme No. 7</li> <li>▪ <i>Planning and Development Act 2005</i></li> <li>▪ <i>Australian Standards 1428 and 2890.1</i></li> <li>▪ <i>Shire of Dandaragan Parking and Parking Facilities Local Law 2010</i></li> </ul>
<b>State Policy</b>	N/A
<b>Organisational Relationship</b>	<i>Internal – Technical Works and Services Department -f Shire Road Works Specifications</i> <i>External – Main Roads Western Australia</i>



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APPENDIX 1

