



Policy Name:	LPP27 Interim Car Parking Provisions (Onslow)
File No:	LPP27 PD.DV.1
Policy Purpose:	Local Planning Policies are guidelines used to assist the Shire in making decisions under the Shire of Ashburton Local Planning Scheme No.7 ('Scheme'). The Scheme prevails should there be any conflict between this Policy and the Scheme.
Principles / Framework:	Shire of Ashburton 10 Year Community Plan 2012-2022 Goal 04 – Distinctive and Well Serviced Places Objective 03 – Well Planned Towns
Application:	Town Planning Scheme No.7
Statutory Environment:	Shire of Ashburton Local Planning Scheme No.7 Planning & Development Act 2005
Minute Number:	Ordinary Council Meeting 16 February 2011 (Item13.02.03)
Approval Date:	Adopted at the Ordinary Meeting of Council held on 16 October 2013. Initially adopted 16 February 2011.

1.0 SCOPE

A Local Planning Policy is not part of the Scheme and does not bind the Shire in respect of any application for planning approval but the Shire is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.

2.0 OBJECTIVES

- 2.1 The objectives are to ensure that within the Onslow Car Parking Provision Area the Policy:
- Provides an interim direction for car parking until a parking study is undertaken that investigates a range of parking options.
 - Provides sufficient on-site parking for all developments.
 - Any negative impacts of car parking on the streetscape are minimised.
 - Ensure that developments are provided with an acceptable standard of car parking that is safe, convenient and practical for the operation of the site and the community in general.
 - Defines the circumstances whereby reciprocal or shared parking or reduced parking arrangements may be permitted in order for developments to utilise existing public areas as a means of efficient result in the construction of attractive car parking areas;
 - Provides reasonable access, circulation and manoeuvrability conditions.
 - Provides adequate number of parking bays to meet the needs of new development.
 - Ensures vehicular and pedestrian safety.

3.0 DEFINITIONS

- 3.1 For the purpose of this Policy, the following definitions shall apply: "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; and
- (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.

"Onslow Car Parking Provision Area" as defined in Attachment 1.

"Reciprocal parking" means where parking facilities serve separate uses or a mixed use development and the parking demand generated by the various uses does not coincide.

4.0 INTRODUCTION

- 4.1 The Council shall determine the circumstances where it is appropriate to approve any use or development in accordance with the provisions of this Local Planning Policy. In considering any applications pursuant to this Policy, Council shall have regard to *"Local Planning Policy - Cash-in-lieu Car Parking Requirements" (LPP 11)*. Depending upon the merit of the application, the public interest and sound town planning principles, Council may consider *"Local Planning Policy - Cash-in-lieu Car Parking Requirements" (LPP 11)* as a more appropriate means of achieving car parking in Onslow.
- 4.2 It is not intended that this Policy should cover all situations. This Policy is intended to provide a practical guide to aid in the preparation of drawings to be submitted to the Shire. It is not meant to absolve the designer of any necessity to plan for the peculiar requirements of a particular site.
- 4.3 The dimensions detailed in this Policy and the Scheme are generally minimum requirements. Individual circumstances may require the use of dimensions different from those specified in order to provide satisfactory access and manoeuvrability conditions.

5.0 GENERAL PROVISIONS

- 5.1 All parking for residential development (whether free-standing or as a component of retail/commercial development) shall be provided on-site.
- 5.2 Where, in the opinion of the Shire, conditions are such as to render full compliance with the provisions of this Policy impractical, the Shire may permit such departures as are considered to be warranted in the circumstances of the case.
- 5.3 An existing building altered, extended, remodelled with, or without a change of land use, may be required to comply, wholly or partly, with the provisions of this Policy. The Shire shall determine the extent of car parking required in each case, having regard to the degree of alteration, extensions and/or remodelling and the nature of the altered land use. This clause is not intended as a control or means to achieve retrospective provision of car parking to service an existing development.
- 5.4 An applicant shall have regard for the provision on-site of disabled parking, staff parking and loading bays.

6.0 ONSLOW CAR PARKING PROVISION AREA PROVISIONS

6.1 Onslow Car Parking Provision Area

- 6.1.1 Determining car parking requirements for land within the Onslow Car Parking Provision Area shall be based on the following:



- All new development is required to provide car parking bays in accordance with the provisions of Appendix 8 of the Scheme. For first floor level or above office use only, the parking requirement may be reduced to one bay per 40m² NLA.
- In order to encourage restaurant/café use in Onslow, at the discretion of Council parking shall be determined in accordance with Appendix 8 of the Scheme (i.e. at one space per 6m² of dining space) or 1 space per 4 seats (whichever is less).
- Car parking for residential use shall be:
 - provided in accordance with the Scheme;
 - additional to any parking required for commercial/retail use on the same site; and
 - provided onsite to promote the opportunity for private resident parking and reduce potential conflict with retail and commercial car parking requirements.
- Where car parking cannot be provided onsite (location or access constraints) or where on site provision is not desirable in terms of traffic or pedestrian management, then cash in lieu may be considered by Council.
- Where laneway is provided to the rear of a site and where it is intended to use the laneway for access, this shall to be upgraded to provide a servicing function and potentially staff parking/loading bays.

6.2 Alternative parking arrangements for developments within the Onslow Car Parking Provision Area

6.2.1 Alternative parking arrangements for developments within the Onslow Car Parking Provision Area are at the discretion of Council. The provisions are not to be confused with cash-in-lieu arrangements as defined in Clause 6.17.3 of the Scheme as they relate parking within a road reserve and where the calculation of any monetary contribution does not include land cost. The following provisions are assessed pursuant to Clause 6.17.5 of the Scheme.

Where the development area is 2000m² NLA or less

- Where a development area is 2000m² NLA or less, Council may accept up to a maximum of 20% of the car parking requirement to be located within the Shire's road reserve, as directed by Council.

Where the development area is 2001m² NLA or more

- For developments above 2000m² NLA, Council may accept a maximum of 10% of the parking requirement to be located within the Shire's road reserve, as directed by Council.

6.2.2 Where Council accepts parking arrangements referred to in 7.2.1, Council will require the car parking spaces to be in the form of a monetary contribution for car parking bays calculated on the basis of planning, constructing and maintaining the cost of a 21.25m² car bay and associated access. At the discretion of Council, no contribution for land value is required in the calculation.

6.2.3 The value of a car space referred to in 7.2.1 is \$4,800 per bay and is subject to increase in line with the WA General Construction Index (GCI) *. * Note: Contributions are indexed in line the Local Government Cost Index, published by the Western Australian Local Government Association.

6.2.4 Within the Onslow Car Parking Provision Area, the reduction in the total number of car parking spaces by up to 10 percent may be accommodated, where acceptable alternative forms of transport are provided for. An applicant would need to justify such a reduction in the context of the proposal. For example, this could include where occupants of transient workforce accommodation will be bused to their worksite and that contractual limitation on workers are in place to limit having their own vehicles at their accommodation.

6.2.5 Within the Onslow Car Parking Provision Area, where redevelopment of an existing approved building in the Onslow Car Parking Provision Area is proposed then the NLA of the existing building will be deleted from the NLA of the new building for determining additional car parking



requirements (i.e. existing parking bay numbers shall be retained and additional parking is only required for new floors pace established).

6.2.6 Within the Onslow Car Parking Provision Area and notwithstanding any other provision of this Policy, where desirable to facilitate the conservation of a heritage place or to enhance or preserve heritage values of a place included on the Municipal Inventory, cash in lieu may be provided up to a maximum of 100% of the car parking requirement.

6.2.7 For new commercial/retail development in the Onslow Car Parking Provision Area, the Shire shall ensure, as a condition of Planning Approval, all parking on private property is available for use by the general public. The Shire has discretion to restrict parking access to the general public for security and/or staff purposes.

6.3 Expenditure of contributions

6.3.1 The Shire will use funding attained from contributions payment in accord with the requirements of the Scheme for provision of car parking facilities, including the Onslow Car Parking Provision Area.

6.3.2 The Shire will place the respective contributions in a reserve account which will ensure that the monies are only spent within the Onslow Car Parking Provision Area and for parking related purposes. It is anticipated that the parking areas subject of contribution income shall generally be used in the planning and development of parking within the road reserve, particularly the road reserves of:

- First Avenue;
- Second Avenue;
- Simpson Street; and
- Third Street.

6.4 Onslow Car Parking Provision Area Parking Requirements: General Considerations

6.4.1 It is intended that this Policy be an interim Policy until a review of traffic and car parking management within Onslow is completed (anticipated to be 2012/13). The review shall identify the location of future car parking requirements within the town and when these studies are completed, this Policy shall be reviewed and address alternative funding mechanisms for provision of future car parking.

7.0 DESIGN STANDARDS: GENERAL REQUIREMENTS

7.1 Location and Availability

7.1.1 On-site car parking shall be situated in locations readily accessible to staff, clients, residents and visitors, as the case may be. The Shire may be prepared to accept car parking on adjoining or nearby land in the same ownership, provided that the adjoining or nearby land is:

- appropriately zoned; and
- consolidated with lands the subject of the development; or
- subject of appropriate title restrictions to ensure its continued availability for the car parking use.

7.1.2 Except for resident car spaces and staff car spaces expressly agreed by the Shire, all car parking areas must be freely available to the general public. Closure of car parks at certain times for reasons of security may be approved by the Shire.

7.2 Special Purpose Bays

7.2.1 The Shire may require the provision of parking bays marked exclusively for the use of motor cycles, bicycles, delivery and services vehicles, taxis, buses, coaches and courier services.



7.2.2 The Shire will determine the number of parking bays to be allocated for bicycles and vehicles listed above depending on the nature of the development.

7.3 Reciprocal Parking

7.3.1 The Shire may consider reciprocal parking arrangements where it is convinced that the demand for parking by the uses proposed will not coincide.

7.3.2 Where reciprocal parking is proposed the Shire must be satisfied that:

- the parking facilities serving the proposed use will be located on the one lot; or that parking arrangements are permanent (e.g. easement, amalgamation, restrictive covenant or any other formal arrangement the Shire may require); and
- parking demand in the immediate and long term can be satisfied; and
- the uses being served by the parking arrangements are compatible (i.e. no overlap demand for parking facilities); and
- a proposed change of use will comply with the reciprocal parking arrangement, or will satisfy the parking requirements by other means.

7.4 Access Design

7.4.1 Car parking spaces must be situated such that vehicles can enter and leave the site in a forward direction.

7.4.2 Car parking must be designed so that either ingress to or egress from each space can be achieved in one movement.

7.4.3 Tandem or stack car parking will generally not be permitted in any commercial development.

7.4.5 A vehicular driveway (ingress and/or egress) should:

- be located to the street with the lowest traffic volume;
- have separate entry/exit if it is likely that it will be used simultaneously by vehicles both entering and leaving the site and obstruction to traffic in the street could occur; and
- be more than 6 metres from:
 - the prolongation of the property line of any intersecting street;
 - 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.
- not be within 25 metres of any signalised intersection and preferably not within 90 metres of a signalised intersection of any major road;
- not be closer than 1.5 metres to side boundaries; and
- 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.

7.4.6 Loading bays must be situated such that commercial vehicles can be positioned wholly within the bay when loading and that loading activities can occur without undue disruption to, or access to, other car spaces.

7.5 Parking for the Disabled

7.5.1 Special parking spaces for disabled should be provided, at the rate of two spaces per hundred spaces provided overall. A higher proportion of spaces might be appropriate at land uses where there are high volumes of sick and infirm visitors. It is essential that these spaces should be clearly signposted both for the convenience of disabled parkers and to discourage other



parkers from using such spaces. The spaces are wider than the standard space width, to assist movement into and out of the parked vehicles.

7.5.2 Additionally they should be located as close as possible to entrances, areas or facilities which are likely to be visited by disabled persons and should be connected by pathways or ramps that conform to the Australian Standard AS 1428-1977 "Design Rules for Access by the Disabled."

7.5.3 The recommended minimum widths of parking space for the disabled are 3.6 metres for angle parking and 2.5 metres for parallel parking. Parking space lengths for angle and parallel parking of 5.5 metres and 6.2 metres respectively are recommended. The parking bay width can be reduced to 2.5 metres if the bay abuts a footpath.

8.0 CONSTRUCTION STANDARDS

8.1 All car parking areas are to be sealed, line-marked and drained to the satisfaction of the Shire. Except as provided by Clause 5.3, bitumen sealing will be the minimum standard required.

8.2 Staff, resident and visitor car parking shall be appropriately marked and/or signposted.

8.3 All car parking within front setbacks and/or associated with showroom/front office use shall be sealed and landscaped to the Shire's satisfaction.

8.4 Car park design and construction shall include adequate provision for landscaping comprising screen, features and shade trees and shrubs (of indigenous species) as appropriate.


8.5 The Shire may require the lodgement of performance guarantees against the satisfactory construction, completion and establishment of car parking areas and associated landscaping.

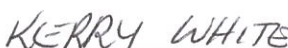
9.0 REFERENCE

The Shire of Ashburton Local Planning Scheme No. 7 and the Planning & Development Act 2005.

10.0 RESPONSIBILITIES

The Local Planning Section of the Development Services Division as per the Delegations Policy and Register and further authority is delegated to the Chief Executive Officer.


(Signature)
Signed


(Print Name)
Shire President

Monitor and Review: Principal Town Planner

Last Review Date: Ordinary Meeting of Council held on 16 October 2013

Next Review Date: October 2017

This policy is to remain in force until otherwise determined by the Council or superseded.



ATTACHMENT 1 - ONSLOW CAR PARKING PROVISION AREA

