

# KARRATHA CITY CENTRE PARKING POLICY

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## 1. OBJECTIVE

The objectives of this Policy are to:

1. **Ensure adequate vehicle sightlines are provided/maintained.**
2. **Provide** guidance as to when the City may vary the parking provisions of Town Planning Scheme No. 8 (TPS8) for development within the City Centre zone;
3. **Provide** adequate off-street car parking, having regard to the most intensive potential use of the site, or range of uses;
4. **Prescribe** mechanisms for the supply and management of parking in the Karratha City Centre; and
5. **Augment** the provisions and requirements of draft local planning policy DP1 – Karratha City Centre Development Requirements.

## 2. PRINCIPLES

### 2.1 Scope of the Policy

- The Policy applies to the City Centre zone under TPS8.
- To the extent where this Policy is inconsistent with the Residential Design Codes of Western Australia 2008 (R Codes), this Policy shall prevail.
- To the extent where this Policy is inconsistent with an approved Development Plan, the provisions of the Development Plan shall prevail.

### 2.2 Preparation of Planning Applications – The Role of the Development Services Department

Prior to engaging a consultant, or preparing an application on behalf of a client, it is recommended that you first confirm with Development Services what Council approvals are required and obtain all relevant information.

While Development Services is not in a position to prepare applications including those for planning approval, building licence applications, applications for the registration of a lodging house or applications to construct or install an apparatus for the treatment of sewerage, it is often beneficial to seek feedback when preliminary plans have been prepared to ensure all relevant information is submitted and that fundamental or mandatory requirements have been met.

Applications for which further information is required will take longer to process. Development Services can be contacted on 9186 8569.

### 2.3 What Development Requires Planning Approval?

- The provision of parking is usually undertaken in conjunction with a change in use or development of a site and forms part of the planning approval.
- Any development works to be undertaken on City Centre zoned land requires a planning application unless exempted by this policy, TPS8 clause 4.1.3, Commonwealth, or State legislation such as the *Public Works Act 1902*.

The definition of development also includes the use of land, thus the occupying of land (regardless of the extent of building works occurring) may also require a planning application

## **2.4 Application Procedure**

When applying for planning approval, in addition to matters set out in the Application for Planning Approval Form, the applicant may also be required to provide:

- A traffic impact statement or traffic management plan;
- Turning templates for the likely maximum size of vehicles accessing the site;
- A clear explanation of how proposed parking supply has been calculated with relevant references to this Policy; and
- Parking bays for people with disabilities and bicycles.

## **2.5 Assessment Criteria**

When considering applications for planning approval in the City Centre Zone, the City shall have regard to:

- Any relevant provisions contained in TPS8;
- Relevant legislative requirements;
- Relevant State Planning Policies, Development Control Policies and Planning Bulletins published by the Western Australian Planning Commission, and other publications or guidelines produced by State agencies;
- Any relevant local planning policy;
- Any adopted Development Plan; and
- The level and nature of adjoining developments to assess the compatibility of the use.

## **2.6 General Provisions**

### **2.6.1 Existing Use Rights**

- For existing land uses, current provisions/parking arrangements shall apply.
- When a proponent chooses to redevelop and/or change uses on a site, should any additional activity intensity be proposed, the provisions of TPS8, Clause 6.12.5 will apply.
- Parking requirements in accordance with this Policy will be determined on a case-by-case basis at Council's discretion..

### **2.6.2 Minimum and Maximum Parking Requirements**

- All parking is to be in accordance with Clause 6.12 and Appendix 4 of TPS8.
- Where the discretion of the Council is used to vary the car parking requirements in accordance with Clause 6.12.5 and Appendix 4 of TPS8, the parking requirement shall be in accordance with Appendix 1 of this Policy and the general provisions of this Policy.
- Parking requirements shall be calculated for all uses on a site that are likely to generate parking demand in their own right. The aim is to achieve the maximum (target) rate of on-site parking for each use.
- The City reserves the right to amend rates of parking and/or remove the requirement for a minimum rate of on-site provision at some point in the future, when greater efficiencies in the supply and use of parking are being achieved.

### **2.6.3 Empirical Evidence**

- A proponent may demonstrate, using empirical evidence and to the satisfaction of the City, the target rate of supply does not suit the particular type of development proposed. A revised rate

may then be agreed by the City on the basis that this is not less than the specified minimum for the stipulated land use

#### 2.6.4 Internal Trip Capture

- Reductions to the maximum rate may be considered where a proponent can demonstrate a reasonable case that there will be internal trip capture (for e.g.: A land use included in a development will generate a reduced or no independent parking demand due to its reciprocal parking relationship with another use). Relevant considerations include:
  - Clear establishment of a relationship between different land uses on the same site, such as function rooms provided within a hotel development for use by hotel patrons.
  - How a claimed reduction relates to the scale of activity (for e.g.: A smaller restaurant co-located with a hotel has less capacity to accommodate public diners than a larger restaurant).
  - Whether land uses within a development are open to the public (for e.g. Fitness centres and pools provided in hotels for the exclusive use of hotel patrons).

#### 2.6.5 Cash-In-Lieu of On-Site Parking

- On agreement with the City, a developer may pay cash-in-lieu equivalent to up to the difference between the minimum and maximum rates of supply for non-residential parking.

#### 2.6.6 Calculation of a Cash-In-Lieu Payment

- The cash-in-lieu contribution is to be calculated on a per bay basis, with the amount payable per bay being equal to the average of:
  - The cost of a bay at-grade including construction costs and the rateable cost of land required to provide the bay (28m<sup>2</sup> assumed); and
  - The construction cost of a bay in a decked structure and 50% of the rateable cost of land required to provide the bay (assuming that future decked parking structures are likely to be limited to two storeys in most cases).
- All construction costs are to be calculated in accordance with development costs outlined below, indexed to the Building Inflation Index of WA.

Table 1: Car Parking Development Costs (current as at November 2011)

| Parking  | Development Costs                           |
|--|---|
| At-grade bays provided in off-street car parking areas (assuming 28m <sup>2</sup> per bay) | \$5,700 per bay plus applicable land costs  |
| Under-croft parking (assuming 37m <sup>2</sup> per bay)                                    | \$42,700 per bay plus applicable land costs |
| Bays in a decked structure (assuming 32m <sup>2</sup> per bay)                             | \$44,800 per bay plus applicable land costs |

- The current cash-in-lieu payment would be \$25,250 per bay plus applicable land costs, based on:
 

[\$44,800 (construction cost of a bay in a multi-storey structure) + \$5,700 (construction cost of an at-grade bay)]/2 = \$25,250 per bay plus applicable land costs (current as at November 2011).

#### 2.6.7 Special Fund

All cash-in-lieu monies received shall be placed in a separate account established for the sole purpose of holding cash-in-lieu monies on a temporary basis.

### 2.6.8 Spending of Monies Received

- The cash-in-lieu collected by the City from development within the City Centre shall only be available for transport expenditure, within or of benefit to the City Centre and may be held by the City until such time as an appropriate transport improvement project is defined.
- Transport improvement projects may be to the benefit of any mode of transport and include (but are not limited to):
  - Public parking provision;
  - Investment in public transport infrastructure and/or services; and
  - Public end-of-trip facilities and/ or cycle parking.
- Cash-in-lieu revenue may neither be reallocated to general revenue nor used to fund street maintenance.
- Development of public parking facilities funded by the City through the cash-in-lieu scheme should occur as demand arises. It would typically be precipitated by available non-private car parking in the City Centre being above 90% capacity during weekly peak periods.
- In the first instance, public parking can be made available at-grade on land set aside for future public parking facilities, should sufficient funding not be available for the construction of a decked facility. This is on the proviso that by build-out of the City Centre, off-street public parking will be provided exclusively in decked structures.

### 2.6.9 Reciprocal (Shared) Parking

- Reciprocal parking arrangements for non-residential parking shall be considered on a case-by-case basis at the Council's discretion, where it can be demonstrated that parking facilities can be shared between complementary land uses either on the same site, or on sites in close proximity.
- Where reciprocal parking is proposed off-site, a covenant or similar planning instrument governing the supply and use of the parking will be required with the City as a party to the agreement to ensure that the car parking is available whilst that use exists.
- In the case where the reciprocal parking facilities cease to be available or a reciprocal parking arrangement lapses, the City retains the right to require cash-in-lieu in accordance with the Policy to cover any shortfall in parking.
- Where reciprocal parking dispensations are proposed, applications for development shall include to use first principles to compare forecast traffic generation rates to generate a demand profile for parking, demonstrating that the land uses are complementary, and realistic demands for parking in peak periods can be met for all land uses with which the parking is associated.
- On-street parking shall not be included in any reciprocal parking calculations.
- The City retains discretion to take into account the proximity of parking and any barriers to pedestrian movement between the parking bays and destination land use(s) (e.g. roads).
- The maximum distances between parking bays and destination sites are outlined in Table 2.

Table 2: Maximum acceptable walking distance from reciprocal parking bays to destination land uses based on forecast average duration of stay.

| Forecast duration of stay | Walking distance (parking bay to building access) |
|---------------------------|---|
| <30 minutes               | 100m  |
| 30 minutes – 1 hour       | 200m  |
| 1 – 2 hours               | 400m  |
| >2 hours                  | 800m  |

### **2.6.10 Application of Multiple Reductions in On-Site Provisions**

- At the discretion of the City, the provision of parking may be calculated through a combination of the mechanisms described above.
- There is a presumption against approving less parking than the stipulated minimum rate for each land use proposed. The following factors will be considered in determining proposals for parking that are lower than the maximum for a land use:
  - Relevant empirical evidence;
  - Demonstrated internal trip capture;
  - Secured arrangements for reciprocal (shared) parking;
  - Payment of cash-in-lieu;
  - Innovations in transport or parking provision;
  - Council may give special consideration to encourage sites considered strategic to the development of the City Centre.
  - Other matters that demonstrate a parking rate below the maximum is acceptable at the discretion of Council.
- This clause may be reviewed by City in the future as and when there is less of a case for parking being available for the sole use of individual developments.

### **2.6.11 Disabled Parking, Service Vehicles, Loading Zones, Coach and Caravan Parking and Motorcycle Parking**

- All development will be required to provide ACROD parking in accordance with the requirements of AS2890.1.
- In the short term, as part of planning for the City Centre, the City may specify locations for on-street loading and ACROD bays.
- No on-street parking provision is made for oversized vehicles including semi-trailers and caravans. Semi-trailer parking provision (for the purposes of goods deliveries), is to be made on individual sites requiring such access.
- Service vehicle access and parking is to be factored into individual applications for planning approval.
- The City promotes a precinct-based approach to consideration of loading zones and shared loading zone(s) for larger developments requiring such services.

### **2.6.12 Bicycle Parking Facilities**

- The provision of bicycle parking facilities shall be in accordance with the provisions of Clause 6.14.2 and 6.14.3 of TPS8 and the City's Bike Plan.

### **2.6.13 Other Considerations**

#### **Screening**

- All on-site parking (including decked structures) shall be screened by buildings with active frontages, except where agreed with Council, along Sharpe Avenue and Karratha Terrace, and all other streets in the City Centre Zone at the discretion of the City.
- No at-grade parking aisles may be provided parallel to any street in the City Centre where the aisle or any parking bays would then abut to the street.

#### **Traffic Management**

- A traffic management report may be required where development is likely to have a significant impact on the local street network either through the volume or type of vehicle trips generated, where substantive or underground parking areas are proposed (greater than 50 bays), or where

heavy vehicles are required to manoeuvre within a site. Traffic management reports are typically required to:

- Demonstrate that the likely impact of traffic including service vehicles accessing and exiting the site will not adversely impact on the locality.
- Identify any engineering design modifications required to local roads.
- Assess on-site manoeuvrability for service and oversize vehicles (turning templates with overhangs).
- Assess parking and access way design in accordance with Australian Standard AS2890.
- Assess the location and design of parking for people with disabilities.

### 3. VARIATIONS

Variations to this policy will be assessed against the objectives of this Policy.

### 4. IMPLEMENTATION

This Policy will be implemented via decisions on applications for planning approval in the Karratha City Centre.

### 5. CONSEQUENCES

This policy represents the formal policy and expected standards of the Council. Appropriate approvals need to be obtained prior to any deviation from the policy. Elected Members and Employees are reminded of their obligations under the Council's Code of Conduct to give full effect to the lawful policies, decisions and practices of the Council.

### 6. REFERENCES TO RELATED DOCUMENTS

- Application for Planning Consent Form
- Development Services Fees and Charges Information Sheet BS-0005
- Shire of Roebourne Town Planning Scheme No. 8
- *Residential Design Codes of Western Australia 2008*
- City of Karratha Bike Plan
- Australian Standard AS1158 Lighting for Roads and Public Spaces
- Australian Standard AS2890 Parking Facilities 2004

|                         |                           |
|-------------------------|---------------------------|
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| Responsible Officer:    | Manager Planning Services |

*This Policy takes effect from the date of adoption by Council and shall remain valid until it is amended or deleted.*

## APPENDIX 1: MINIMUM AND MAXIMUM (TARGET) RATES OF ON-SITE PARKING

| Land use                                      |  | Minimum   | Maximum (target)   |
|---|--|---|--|
| <b>Residential</b>                            |  |   |  |
| 7   | Home business                                | At Council's discretion   |  |
| 8   | Home occupation                              | Demand for additional parking not compatible with this use  |  |
| 9/10  | Hotel/ motel                                 | 0.45 per accommodation room plus 0.45 per every five rooms for visitors and staff   | 0.9 per accommodation room plus 0.9 per every five rooms for visitors and staff  |
| 11  | Multiple dwelling                            | As per R Codes minus 10% of requirement across the residential development  |  |
| 13  | Residential building                         | 0.9 per every two sleeping units plus 1.8 per every seven units for visitors and staff  |  |
| 15  | Short-stay accommodation                     | 0.9 bays per single bedroom unit, 1.35 bays per two bedroom unit, 1.6 bays per three bedroom unit and 1.8 bays per four bedroom unit  |  |
| 17  | Tourist resort                               | At Council's discretion   |  |
| <b>Industry</b>                               |  |   |  |
| 31  | Industry – service                           | At Council's discretion   |  |
| <b>Commerce</b>                               |  |   |  |
| 41  | Dry cleaning premises                        | One per 44m2 net lettable floor area  | One per 22m2 net lettable floor area   |
| 42  | Market                                       | As per shop   |  |
| 44  | Motor vehicle and/ or marine sales and hire  | One per 666m2 of sales area and 0.45 per employee   | One per 333m2 of sales area and 0.9 per employee   |
| 45  | Motor vehicle and/ or marine service station | 0.45 per motor vehicle repair bay, one per 44m2 of net lettable sales area, one per 13.3m2 of dining space, 0.45 per employee and in the case of marine service station at Council's discretion | 0.9 per motor vehicle repair bay, one per 22m2 of net lettable sales area, one per 6.7m2 of dining space, 0.9 per employee and in the case of marine service station at Council's discretion |
| 47  | Motor vehicle wash                           | 0.45 additional bays per wash bay and 0.45 per employee   | 0.9 additional bays per wash bay and 0.9 per employee  |
| 48  | Office                                       | One per 66m2 net lettable area  | One per 33m2 net lettable area   |
| 48  | Outdoor display                              | One per 222m2 of display area plus 0.45 per employee  | One per 111m2 of display area plus 0.9 per employee  |
| 49  | Reception centre                             | One per 8.8m2 of function area  | One per 4.4m2 of function area   |
| 50  | Restaurant                                   | One per 13.4m2 of dining space  | One per 6.7m2 of dining space  |
| 51  | Restricted premises                          | One per 44m2 net lettable area  | One per 22m2 net lettable area   |
| 52  | Shop   | One per 44m2 net lettable area  | One per 22m2 net lettable area   |
| 53  | Showroom                                     | One per 112m2 net lettable area   | One per 56m2 net lettable area   |
| 54  | Take-away food outlet                        | One per 4.4m2 of public floorspace plus 0.45 per employee   | One per 2.2m2 of public floorspace plus 0.9 per employee   |
| <b>Health, welfare and community services</b> |  |   |  |
| 57  | Car park                                     | At Council's discretion   |  |
| 58  | Child care premises                          | One per every 22 children plus 0.45 per employee  | One per every 11 children plus 0.9 per employee  |
| 59  | Community use                                | At Council's discretion   |  |
| 60  | Consulting rooms                             | 1.8 per consulting room for the first two rooms and 0.45 per additional consulting room plus 0.45 per employee at the time of peak operation  | 3.6 per consulting room for the first two rooms and 0.9 per additional consulting room plus 0.9 per employee at the time of peak   |
| 61  | Education establishment                      | At Council's discretion   |  |
| 62  | Emergency services                           | At Council's discretion   |  |
| 64  | Hospital                                     | One per 6.7 beds plus 0.45 per employee plus additional bays at Council's discretion for outpatient services  | One per 3.3 beds plus 0.9 per employee plus additional bays at Council's discretion for outpatient services  |

|  |  |   |  |
|--|--|---|--|
| <b>66</b>                                    | Medical centre                               | As per consulting rooms for consulting rooms within the centre, one bay per 44m <sup>2</sup> of net lettable sales area within a pharmacy, two bays per every other premises within the centre and 0.45 per employee at the time of peak operation of each premises | As per consulting rooms for consulting rooms within the centre, one bay per 22m <sup>2</sup> of net lettable sales area within a pharmacy, two bays per every other premises within the centre and 0.9 per employee at the time of peak operation of each premises |
| <b>Land use</b>                              |  | <b>Minimum</b>  | <b>Maximum (target)</b>  |
| <b>68</b>                                    | Place of public meeting, assembly or worship | One per 8.8m <sup>2</sup> of meeting, assembly or worship area  | One per 4.4m <sup>2</sup> of meeting, assembly or worship area   |
| <b>70</b>                                    | Veterinary centre                            | 2.8 per practitioner where practice is limited to domestic pets. All other places at the City's discretion  | 5.6 per practitioner where practice is limited to domestic pets. All other places at Council's discretion  |
| <b>Entertainment, recreation and culture</b> |  |   |  |
| <b>72</b>                                    | Entertainment venue                          | One per 6.6m <sup>2</sup> of entertainment area   | One per 3.3m <sup>2</sup> of entertainment area  |
| <b>73</b>                                    | Private recreation                           | At Council's discretion   |  |
| <b>74</b>                                    | Public recreation                            | At Council's discretion   |  |
| <b>75</b>                                    | Tavern/Public Hotel Bar                      | One per 4.4m <sup>2</sup> of bar floor area available to the public plus one per 8.8m <sup>2</sup> of lounge floor area available to the public, plus one per 13.4m <sup>2</sup> of outdoor entertainment/ beer garden area available to the public                 | One per 2.2m <sup>2</sup> of bar floor area available to the public plus one per 4.4m <sup>2</sup> of lounge floor area available to the public, plus one per 6.7m <sup>2</sup> of outdoor entertainment/ beer garden area available to the public                 |