



**TOWN PLANNING SCHEME
POLICY NO. 47:
TOWN CENTRE PARKING AND
TRANSPORTATION**

**Adopted on the 21st April 2020 in accordance with
Clause 8.2 of Town Planning Scheme No. 3.**

LOCAL PLANNING POLICY NO. 47 – TOWN CENTRE PARKING AND SUSTAINABLE TRANSPORTATION

1. INTRODUCTION

The Council seeks to promote the ‘inner core’ of the Denmark town centre as the key commercial area in the Shire; making it an even better place to visit, shop, enjoy and stay. The Council’s vision is that the Denmark town centre has a high level of amenity and activity and a well-defined sense of place. This includes promoting development which activates the town centre, including outside usual business hours, such as cafes, restaurants and small bars.

To achieve the above, the Council seeks to promote business activity, encourage appropriate redevelopment and development and promote sustainable transportation options such as walking and cycling. To assist in implementing this, until at least the finalisation of a new Local Planning Scheme, the Council will support varying certain planning standards to achieve stated Policy objectives.

Although an adequate supply of convenient parking is essential, the Council also appreciates that car parking areas should not dominate the structure of the town centre given it may make the town centre less attractive and vibrant. There is already adequate parking to support the town centre on private property, in the street and in public parking areas without unduly constraining new development with excessive parking requirements. Relaxing the parking requirements is one way in which the land use planning system can assist to incentivise development.

Other requirements and standards of the Scheme, Policy 26.1 and Policy 31 continue to apply including the preferred location and design of car parking and delivery areas and the requirement to pave/seal/linemark and drain carparking and access areas.

This Policy applies to change of land use applications, where an intensification of land use is proposed, development and redevelopment applications within the area as defined in Figure 1.

2. POLICY BASIS

This is a local planning policy prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015* and the *Shire of Denmark Town Planning Scheme No. 3* (the ‘Scheme’).

More specifically, this Policy applies Clause 6.2 of the Scheme, that allows for the modification of any development standard, and establishes the consistent manner in which Council agrees to relax specific Scheme parking requirements.

3. OBJECTIVES

The objectives of this Policy are to:

- promote business activity along with appropriate redevelopment and development in the town centre;

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- assist in creating a vibrant town centre that is increasingly resilient;
- establish guidelines relating to the rate of providing car parking bays for redevelopment, new development and changes of use;
- facilitate the provision of adequate parking facilities within the town centre;
- provide guidance as to when the local government may vary the parking provisions of the Scheme for development within the town centre; and
- promote sustainable transportation including walking and cycling.

4. DEFINITIONS

Definitions in this Policy are as per the Scheme and those outlined below:

- ‘Device’ means a thing to or in which one or more bicycle frame(s) and wheels can be locked, and includes rails, bicycle lockers and bicycle compounds.
- ‘End-of-trip facilities’ are secure bicycle storage and other secure ‘end of trip’ facilities such as lockers and showers.
- ‘Parking bays’ means parking spaces.

5. POLICY PROVISIONS

5.1 General

This Policy supports a reduction in the number of car parking spaces set in Appendix XI – Parking Standards in the Scheme for uses in Table 1 for the area shown in Figure 1. The Policy also sets a lower rate for cash-in-lieu payments to facilitate appropriate development and redevelopment.

1. Land use	2. Scheme Parking Space Requirements	3. Local Planning Policy No. 47 Parking Space Requirements
Consulting Rooms	First Consultant 4 bays Additional Consultants 4 bays each	1 per 40m ² of Gross Leasable Area (gla)
Offices Premises and Commercial	1 per 40m ² gla	1 per 40m ² gla
Places of Public Assembly and Entertainment	1 per 4 persons	1 per 40m ² gla
Restaurants	1 per 4 persons	1 per 40m ² gla
Retail shops	1 per 40m ² gla	1 per 40m ² gla
Small bars	Not applicable (n/a) – the local government generally applies 1 per 4 persons	1 per 40m ² gla
Cafes	1 per 4 persons	1 per 40m ² gla
Alfresco dining	n/a	No spaces required
Residential uses	n/a	As per the R-Codes, unless varied in an approved Local

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		Development Plan; parking to be provided on-site
Short-stay accommodation	n/a	At least one bay per unit or as determined by the local Government; parking to be provided on-site
Uses not listed in Appendix XI of the Scheme	Refer to Clause 5.21 of the Scheme.	The local government will determine the number of parking spaces having regard to: <ul style="list-style-type: none"> • the nature of the proposed use; • the number of employers and employees likely to be employed or accommodated with the proposed use of the land; • the likely demand for visitor parking; • the orderly, proper and sustainable planning of the area; • the times of peak usage and opportunities to share parking; • this Policy and its objectives; and • any other matter considered relevant by the local government.

* The lower parking space rate in column 3 above applies where agreed sustainable transport measures are provided to the satisfaction of the local government; guidelines are provided in this Policy.

The local government reserves the right to amend rates for the provision of on-site car parking spaces when circumstances change such as the creation of a more resilient town centre or to reflect a new Local Planning Scheme.

5.2 Car parking

Existing development

The local government shall determine the extent of car parking required in each case, having regard to the extent of the floor space extensions and the nature of the land use.

Where redevelopment of an existing approved building is proposed, then the gross leasable area (gla) of the existing building will be deleted from the gross leasable area (gla) of the new building for determining additional car parking requirements (i.e. provided that existing

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parking bay numbers are retained, additional parking is only required for new floor space established). This provision is therefore not intended as a control or means to achieve retrospective provision of car parking to service an existing development.

Residential & Short-stay (Holiday Accommodation) development

All parking for residential and short-stay developments, whether free-standing or as a component of mixed-use development, shall be provided on-site.

Non-residential development

In the town centre, except for resident car spaces and staff car spaces expressly agreed to by the local government, all car parking areas must be freely available to the general public. Closure of car parks, at certain times, for reasons of security or other agreed reasons may be approved by the local government.

Special purpose bays

In addition to the provision of car parking spaces, the local government may where relevant require the provision of areas for parking of vehicles for people with disability and parking bays marked exclusively for the use of motor cycles, delivery and services vehicles, taxis, buses, coaches, courier services and for other relevant forms of motorised transport.

Joint use of parking facilities

Clause 5.22 of the Scheme allows for Council to consider sharing of parking areas by land uses whose peak parking demand times do not coincide.

Cash-in-lieu of on-site parking

Even with a reduction of car parking space standards set in this Policy, there will be instances where the required number of car parking bays cannot be provided on site for non-residential development. In these instances, the local government will consider the applicant meeting the difference through a cash-in-lieu payment.

Clause 5.23 of the Scheme sets out the method of calculation of cash-in-lieu payments for car parking. In summary, the payments relate to what it would have cost in terms of the land value along with sealing and draining the car parking spaces and vehicular manoeuvring areas. To facilitate appropriate development the local government will accept a subsidised rate for cash-in-lieu parking.

The rate is \$5000 per car parking space for 2019/20 which is indexed to the Australian Consumer Price Index. The local government will set the cost per car parking space in the adopted Fees & Charges.

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Where desirable to facilitate the conservation of a heritage place, or to enhance or preserve heritage values of a place included on the Heritage List or within a Heritage Precinct, a cash-in-lieu payment may be provided up to a maximum of 100% of the car parking and vehicular manoeuvring costs.

Modifying development standards and requirements for parking

Where, in the opinion of the local government, conditions are such as to render full compliance with the provisions of this Policy impractical, the local government may permit such departures as are warranted in the circumstances of the case.

The local government will require the proponent to appropriately justify modifications to development standards and requirements for car parking provision. In addition to considering clause 6.2 of the Scheme, the local government will consider variations to this Policy based on the merits of the application and the objectives of this Policy.

5.3 Sustainable transportation

Support for sustainable transportation

The local government supports sustainable transport, including walking and cycling, and acknowledges the need to facilitate supportive environments including bicycle parking and end-of-trip facilities. New developments should endeavour to include bicycle parking alongside car parking. Large-scale development will be encouraged to also provide end-of-trip facilities including lockers, change rooms and showers. The local government also promotes a town centre that is increasingly designed for pedestrians to assist in creating a more vibrant, economically stronger and socially safer place.

Pedestrian movement and links

The local government will seek to ensure there are safe and convenient routes for pedestrians, including disabled persons, between car parks and buildings on each development site.

The local government will seek to create a sense of place and positive environment for pedestrians by providing interest for pedestrians at ground level. Where new linkages are proposed which benefit the public, in the opinion of the local government, the local government may reduce parking requirements for development applications which propose and implement the new linkages. The pedestrian links should be convenient, attractive and safe.

Bicycle facilities and spaces

New development or major redevelopment are to provide facilities and spaces for bicycles for staff, customers/visitors and the public. Existing development will be encouraged to provide bicycle parking and end-of-trip facilities when upgrading developments.

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Rate of bicycle parking provision

The local government will determine the number of bicycle spaces/facilities depending on the nature of the development. As a guide, the following minimum levels of bicycle parking should be provided on site as outlined in Table 2:

Activity/ Use	Number of Bike Parking Spaces for Employers/Employees
Residential	1 space per dwelling unit (storage unit)
Short stay accommodation	1 space per 10 guest bedrooms
Offices, commercial premises and retail shops	1 space per 150m ² of gla
Small bar, café, restaurant, eating establishments and hotels	1 space per 100m ² of bars and public areas, including lounges, beer gardens and restaurants
Other non – residential uses	1 space per 150m ² of gla

Development which provides bicycle facilities set out in Table 2 can seek a reduction in car parking provision outlined in Table 1.

Design of bicycle parking devices and facilities

Bicycle parking devices and facilities are installations that allow for the secure and convenient parking of bicycles. All bicycle parking is to comply with *AS 2890.3 - Bicycle Parking Facilities and Austroads Part 14 – Bicycles*.

Where the building is built up to the front boundary, the local government may accept short-term bicycle parking spaces being provided in the road reserve adjacent to the building, located so as to provide a minimum clear footpath width of 2.0m directly adjacent to the building unless otherwise approved by the local government, subject to the standards defined in AS 2890.3 being met. Long- term bicycle parking must be provided on site (not within the road reserve).

Provision of End-of-Trip Facilities

Major redevelopment and new development shall provide ‘end-of-trip facilities’ which include destination facilities provided for bicycle commuters such as showers, change rooms and lockers to the satisfaction of the local government.

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6. APPLICATION PROCEDURE

Application requirements

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

- a clear explanation of how the proposed parking supply has been calculated with relevant reference to this Policy;
- parking bays for people with disability;
- sustainable transportation facilities;
- turning templates for the likely maximum size of vehicles accessing the site; and
- a traffic impact statement or traffic management plan.

Assessment criteria

When considering applications for development approval in the town centre, the local government will have regard to:

- any relevant provisions contained in the Scheme;
- relevant legislative requirements;
- relevant State Planning Policies, Development Control Policies and Planning Bulletins published by the Western Australian Planning Commission;
- any relevant local planning policy;
- the nature of the proposed development;
- the number of employees likely to be employed on site;
- the anticipated demand for employer, employee, customer, visitor and resident bicycle parking;
- the orderly and proper planning of the locality;
- Austroads Part 14 – Bicycles; and
- this Policy.

Related Policies	<i>Town Planning Scheme Policy No. 15 Townscape Policy Town Planning Scheme Policy No. 17.1 Alfresco Dining & Trading in Public Places Town Planning Scheme Policy No. 26.1 South Coast Highway Commercial Developments Town Planning Scheme Policy No. 31 Commercial Strategy</i>
Related Procedures and Documents	<i>Planning and Development (Local Planning Schemes) Regulations 2015</i>
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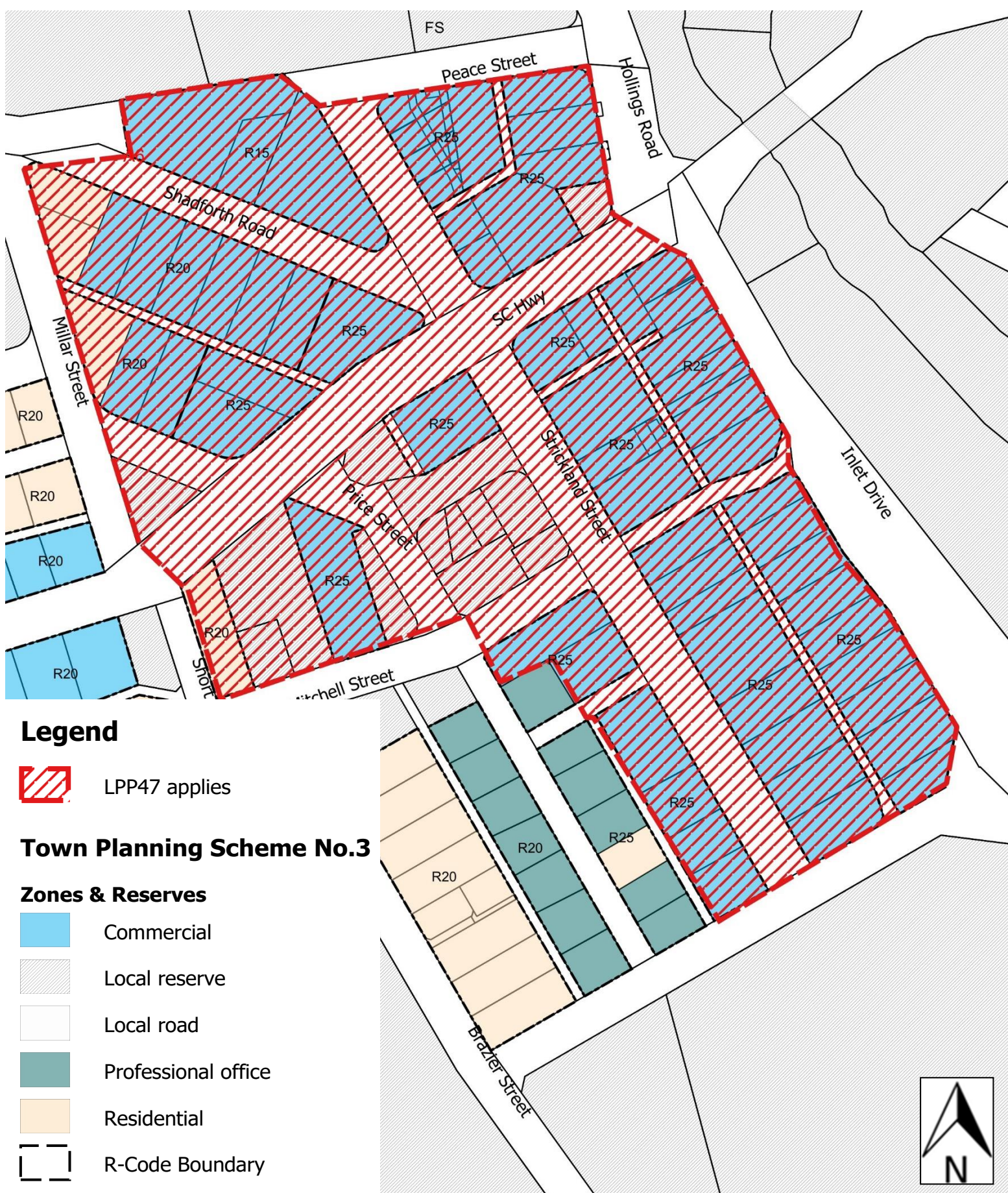


FIGURE 1

LOCAL PLANNING POLICY NO.47 - TOWN CENTRE PARKING & SUSTAINABLE TRANSPORTATION



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