

SHIRE OF CHITTERING

TOWN PLANNING SCHEME NO. 6

**Local Planning Policy
No. 13**

CAR PARKING REQUIREMENTS

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1. STATUTORY CONTEXT

The Shire of Chittering, as enabled under Part 2 of Town Planning Scheme (TPS) No. 6, hereby makes this Local Planning Policy regarding Car Parking Requirements throughout the Shire of Chittering.

Any Local Planning Policy prepared under this Part shall be consistent with the Scheme and if any inconsistency arises the Scheme shall prevail.

A Local Planning Policy is not part of the Scheme and shall not bind the Local Government in any respect of any application for Planning Approval but the Local Government shall have due regard to the provisions of any Policy and the objectives which the Policy is designed to achieve before making its decision.

This policy applies to all land within the Shire of Chittering and supersedes the Statement of Planning Policy Development of Car Parking Requirements adopted 17/02/2000.

2. DEFINITIONS

The Dictionary of Defined Words and Expressions contained in Schedule 1 of TPS No. 6 relates directly to the application of this policy.

3. BACKGROUND

TPS No. 6 makes the following references to car parking:

5.12 Car Parking Requirements

Car parking shall be in accordance with the Local Government's Local Planning Policy – Car Parking Requirements.

6.2.4 Planning Requirements in Landscape Protection Special Control Areas

In dealing with an application for Planning Approval, the Local Government will not support:

(c) the storage or keeping of non-agricultural vehicles or materials on the land as may be visible from any public road;

10.2 Matters to be considered by Local Government

The Local Government in considering an application for Planning Approval, is to have due regard to such of the following matters as are in the opinion of the Local Government relevant to the use or development the subject of the application-

(q) whether the proposed means of access to and egress from the site are adequate and whether adequate provision has been made for the loading, unloading, manoeuvring and parking of vehicles;

This policy has been created to provide guidance for Council, land owners and developers in satisfying the car parking requirements of TPS No. 6.

4. OBJECTIVES

The objectives of this policy are:

To maintain the rural character of the Shire;

To establish standards for the provision of car parking to ensure safe and convenient access.

5. POLICY STATEMENT

5.1 Provision of car parking bays

- a) A person shall not develop or use land or erect, use or adapt any buildings for any purpose unless car parking bays of the number specified in Table 1 are constructed and maintained in accordance with the provisions of the Scheme;
- b) Where an application is made for planning consent and the purpose for which the land or building is to be used is not specified in Table 1, the Local Government shall determine the number of car parking bays to be provided, based on the number of employees and likely visitors to the site.

5.2 Standards

- a) Subject to requirements of the Building Code of Australia for disabled access, the dimensions of each space shall not be less than 2.75 metres wide and 7.5 metres long.

The Local Government may vary the dimensions specified:

- i) by up to 10% where obstructions, site dimensions or topography result in the loss of one car parking space in any run or group of car parking spaces;
 - ii) where the provision of car parking space dimensions are enlarged to accommodate larger vehicle. In such cases, the area set aside shall be not less than if the standards specified were applied.
- b) Cars (and if relevant trucks and buses) are to enter and exit each site in the forward direction;

- c) Within the R-Coded areas of the Bindoon and Muchea Townsites and elsewhere as required, car parking bays and access ways are to be sealed and drained to the satisfaction of the Council;
- d) Where car parking is available to the public the owner or occupier is to ensure that the bays are marked out and maintained in accordance with approved plans and landscaped with shade trees.

The Local Government may take into account the area to be landscaped and may reduce the required number of spaces to accommodate the landscaping.

5.3 Cash-in-lieu

In the Townsite Zone, if the Local Government is satisfied that adequate constructed car parking is provided in close proximity to the proposed development it may accept a cash-in-lieu payment instead of car parking bays, subject to the following:

- a) a cash-in-lieu payment is not to be less than the estimated cost to the owner of providing and constructing the parking bays required by this Policy, plus the value, as estimated by the Valuer General of Western Australia, of the land area that would have been occupied by the bays;
- b) before the Local Government agrees to accept a cash-in-lieu payment it must already have provided car parking bays nearby, or must have firm proposals for providing such bays within a period of not more than eighteen months from the time of agreeing to accept the payment;
- c) payments made under this Policy shall be paid into a special fund to be used to provide for public car parking bays in the near vicinity.

5.4 Off-site Parking

Where the number of parking bays in a planning proposal is less than the number required to be provided, the Local Government may approve the application if it can be demonstrated that off-street parking facilities in the near vicinity are available to cater for the requirements of the proposal. In such situations the local Government may require the Applicant to enter into a deed of agreement to ensure ongoing use of the site for car parking.

Table 1: CAR PARKING STANDARDS

USE	NUMBER OF CAR PARKING SPACES
Aged Persons Accommodation	As prescribed in the Residential Design Codes
Ancillary Accommodation	As prescribed in the Residential Design Codes
Child Day Care Centre	1 bay per employee or staff member, plus 1 per every 4 children allowed under maximum occupancy
Dwelling - Grouped	As prescribed in the Residential Design Codes
Dwelling - Single	As prescribed in the Residential Design Codes
Educational Establishment (Private Primary School)	1 bay per employee or staff member, plus 1 bay per classroom
Factory unit	1 bay per employee plus 3 bays for every 50m ² of retail floor space
Home Business	As prescribed in the Residential Design Codes, plus 1 bay for every person employed who is not residing on site, plus 1 visitor bay
Hotel	1 bay per employee, 1 bay for every bedroom, plus 1 bay for every 5m ² bar space
Industry – General	1 bay per employee, plus 2 visitor bays
Industry – Light and Service	1 bay per employee, plus 4 visitor bays
Library/Museum/Craft Centre	1 bay per employee, plus 6 visitor bays
Medical/Health Centre	1 bay per employee, plus 1 bay for every 2 beds
Motel	1 bay per employee, plus 1 bay for every bedroom
Office	1 bay per employee, but not less than 1 bay for every 30m ² floor space
Place of Assembly	1 bay for every 4 persons the building is designed to accommodate
Reception Centre/Restaurant	1 bay per employee, plus 1 bay for every 4 seats
Residential Building/ Lodging House	1 bay for every adult person resident on site, plus 2 visitor bays
Shop	1 bay per employee, plus 1 bay for every 20m ² of net letable floor space
Warehouse/Showroom	1 bay per employee, plus 1 bay for every 200m ² floor space

ADOPTED FOR PRELIMINARY APPROVAL by resolution of the Shire of Chittering at the Ordinary Meeting of the Council held on the 28th day of September 2005.

ADOPTED FOR FINAL APPROVAL by resolution of the Shire of Chittering at the Ordinary Meeting of the Council held on the 20th day of September 2006

and the seal of the Municipality was pursuant to that resolution hereunto affixed in the presence of:

PRESIDENT.....

ACTING CHIEF
EXECUTIVE OFFICER

Date:.....