# PARKING

**POLICY NUMBER: LPP11**

**STATUTORY BACKGROUND**

This Policy is adopted under Part 2 of Schedule 2, of the *Planning and Development (Local Planning Schemes) Regulations 2015* which enables the City of Kalgoorlie to prepare local planning policies for any matter related to the planning and development of the scheme area.

## PURPOSE

The purpose of this policy is to provide guidance on the parking requirements and the ability to grant concessions in the context of the nature, magnitude and composition of development in relation to parking requirements, demand and utilisation.

## OBJECTIVES

* Facilitate the development of adequate, safe and convenient parking facilities that meet the needs of users.
* To ensure development proposals include an appropriate amount of parking.
* To enable the payment of a financial contribution in lieu of actual parking provision for non-residential developments and provide guidelines to ensure the calculation of cash-in-lieu is applied in a consistent and transparent manner.

## RELATIONSHIP TO OTHER DOCUMENTS

This Local Planning Policy forms part of the City of Kalgoorlie-Boulder's (the City) local planning policy framework. Where this Policy is inconsistent with the City’s local planning scheme, the local planning scheme prevails. Where this Policy is inconsistent with an adopted Local Development Plan, Activity Centre Plan or Structure Plan, the adopted Local Development Plan, Activity Centre Plan or Structure Plan prevails. Where this Policy is inconsistent with the provisions of a specific Policy, Master Plan or Guidelines applying to a particular site or area, the provisions of that specific Policy, Master Plan or Guidelines shall  prevail.

## APPLICATION OF POLICY

This Policy applies to all use and development on zoned and reserved land within the City of Kalgoorlie-Boulder Local Planning Scheme No. 2 (LPS2).

This policy applies in respect of car parking requirements for both residential and non-residential development proposals. Car parking requirements for residential parking are to comply with the State Planning Policy 7.3 – Residential Design Codes (R-Codes).

## DEFINITIONS

The Terms Referred to in Scheme of theCity of Kalgoorlie-Boulder Local Planning Scheme No. 2 (the Scheme). Additional terms used within this policy not defined within the Scheme are defined below.

**Occasional parking means** - a parking space that is not regularly or often use by the public associated with infrequent or special occasions.

**Reciprocal parking** means parking facilities serving separate uses or a mixed development, but not shared concurrently.

**Combined parking** means parking facilities shared concurrently by a mixed-use development or separate developments on the one site.

## RELATED LEGISLATION

This policy is to be read in conjunction with the following documents which complement this Policy:

* WAPC Traffic Impact Assessment Guidelines
* City of Kalgoorlie-Boulder - Planning an Event

## POLICY PROVISIONS

**On-street and embayed verge Parking**

In circumstances where it is proposed to utilise on-street parking, the applicant may be required to demonstrate, through the provision of a parking study or specific parking demand and usage data (by way if a survey), that there is sufficient on-street spaces available during the hours of operation of the proposed use. Any proposal to request approval to utilise existing on street and/or embayed verge parking will be considered in the context of the zoning, parking and character.

**Cash In lieu**

a) A shortfall cash payment may be requested by council when a development proposal does not meet the requirements for on-site car parking bays as outlined in the Scheme (LPS2 clause 37)

b) The shortfall shall be calculated by finding the difference between the number of proposed car parking bays and the number of car parking bays as required under the scheme.

b) Where a shortfall cash payment is required, it shall be included as a condition of development approval, which will specify the number of bays to be paid

c) A shortfall cash payment required as a condition of the planning approval must be paid prior to occupation of the approved development.

d) The shortfall cash payment required is equal to $X for each bay

e) The amount of the shortfall cash payment for a car parking space will be reviewed annually and the factors to be taken into consideration will include the consumer price index, and car park construction costs, including drainage, lighting and landscaping and any specified area rate or service charge imposed by council to secure increased public parking areas.

**Parking Management Plans for Events and Special Circumstances**

The local government may support the use of land, road reserve or buildings for occasional parking facilities in the case of special events or circumstances relating to a particular or regular use of a site.

Local government approval, however, will be required and special conditions of approval may apply.

Applicants are to submit an Event Proposal and Event Management Plan, on the prescribed form.

**Transport Impact Statements**

The City may request a Transport Impact Statement to be prepared by a suitably qualified professional where the City considers that a proposal may have an impact on the amenity of the area and road network.

A Transport Impact Statement may be requested if a proposal meets any of the following criteria;

1. *Development in certain location*
2. *Development (non-residential above 2000m2, service stations and/or fast food outlets*
3. *Development contains 100 carparks*
4. *Development contains 2 of vehicle entry and exit points, and/or fronts onto many streets*
5. *The City considers the proposed development is likely to have a significant impact on the surrounding road network and/or surrounding land uses*
6. The City otherwise considers that the development requires an assessment to be conducted.

**Reciprocal Parking**

1. Reciprocal parking arrangements may be considered acceptable where the Council is convinced that demand for parking by the uses proposed will not coincide.
2. Where reciprocal parking is proposed the Council must be satisfied that:
3. the parking facilities serving the proposed uses 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 Council may require);
4. parking demand both in the immediate and long term can be satisfied;
5. the uses being served by the parking arrangements are compatible (i.e. no overlap demand for parking facilities); and
6. a proposed change of use will comply with the reciprocal parking arrangements, or will satisfy the parking requirement by other means before approval is granted.

**Combined Parking**

1. Parking for mixed-use developments may be combined in one parking area, provided the total number of bays required under the provisions of this Policy are provided. If a mixed-use development comprises a residential component each residential dwelling shall be provided with at least one exclusive bay.
2. Access shall be available at all times for all users and the Council may require bays to be marked for a particular purpose to ensure that access is not restricted.

**Parking of Boats, Caravans, and other large vehicles**

For parking of recreational and heavy vehicles, boats and caravans in a residential area the following is to be met:

1. To be parked on an approved driveway;
2. No vehicle shall exceed 5 metres in height or 19 metres in length;
3. Must not exceed more than 40% of the site area;
4. Shall be positioned to enable a minimum of 2 residential cars to be parked on-site.

**Industrial Provisions**

1. The access shall be designed and constructed such that vehicles using it may return to a street in forward gear.
2. All vehicle access ways, servicing, manoeuvering and parking areas to be constructed and landscaped in suitable surface material and treatment that ensure dust suppression and maintain a high visual standard of development.

**Variations**

If it is established to the satisfaction of the City that criteria contained within this Policy is unreasonable or undesirable in a particular instance, the City may, at its discretion, vary the criteria, where it is satisfied that the proposal:

* Approval of the variation will not set an undesirable precedent;
* The objectives of this Policy are met; and
* Approval of the application is in accordance with variations to site and development requirements contained within Local Planning Scheme No.2 (Clause 50)

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| Date Adopted: *Insert OCM details and date* | Item Number: *Insert OCM Item No.* |
| Delegation: Ordinary Council Meeting | Revision Number: 1 |
| Authority: City of Kalgoorlie-Boulder Local Planning Scheme No. 2 2021 (as amended) |