

Car Parking Dispensation Policy

Responsible Division	Community and Development
Responsible Business Unit/s	Development and Place
Responsible Officer	Manager Development and Place
Affected Business Unit/s	Development and Place

Purpose

The purpose of this policy is to provide parameters for considering a dispensation on the minimum number of required on-site car parking bays for non-residential developments, which are located within a town centre or within proximity to high frequency public transport.

Objectives

The objectives of this policy are to:

1. Recognise that different on-site car parking standards are appropriate for:
 - (a) Development within a town centre;
 - (b) Development within proximity to high frequency public transport; and
 - (c) Traditional development outside a town centre and not within proximity to high frequency public transport.
2. Encourage businesses, local services, and employment generators to locate in town centres and within proximity to high frequency public transport.
3. Ensure an appropriate amount of car parking is provided within town centres and within proximity to high frequency public transport.
4. Ensure the extent of car parking provided on site reflects the car parking demand of business.
5. Facilitate improved streetscapes along major roads and within town centres and within proximity to high frequency public transport.
6. Encourage alternative forms of transport (walking, cycling, and public transport) within the town centres and within proximity to high frequency public transport.

Scope

This policy applies to all non-residential development including change of use applications and non-residential portions of mixed used developments, within the following locations:

1. A town centre which is:
 - (a) Bayswater Town Centre;
 - (b) Maylands Town Centre; or
 - (c) Noranda Town Centre;
2. Proximity to high frequency public transport; and/or
3. A traditional development outside a town centre and not within proximity to high frequency public transport.

This policy does not apply to residential development within the areas identified in Clause 1 of this scope section.

Any development that does not meet the thresholds specified in Clause 1 of this scope section, is to provide car parking on-site in accordance with the provisions of the City of Bayswater *Town Planning Scheme No. 24* (TPS 24), unless otherwise approved by the City.

Definitions

Bayswater Town Centre is any lot within the area identified on the map in [Attachment 1](#).

Existing traditional development is shops (or the like), generally built in a main street environment before 1950 in the traditional style (for example – nil setback to the street, awnings covering footpaths).

Maylands Town Centre is any lot within the area identified on the map in [Attachment 2](#).

Noranda Town Centre is any lot within the area identified on the map in [Attachment 3](#).

Payment-in-lieu is the payment made for the provision of car parking, instead of providing the minimum number of physical on-site car parking spaces required by TPS 24.

Proximity to high frequency public transport is defined as any lot within:

- (a) 800m of a train station on a high frequency rail route, measured in a straight line from the pedestrian entry to the train station platform to any part of a lot; or
- (b) 250m of a high frequency bus route, or multiple bus routes that, if combined, have timed stops every 15 minutes during weekday peak periods (7–9am and 5–7pm), measured in a straight line from along any part of the bus route to any part of the lot.

Requirements

1. Car parking for non-residential land use(s) and/or development(s) located in a town centre or within proximity to high frequency public transport is to be provided in accordance with Table 1 of this policy, unless otherwise approved by the City.
2. Car parking for a change of use and/or development of an existing traditional development outside a town centre and not within proximity to high frequency public transport, are to be provided on site to the extent reasonably possible given the existing building fabric.
3. Dispensations for on-site car parking for land uses which are not specified in Table 1 of this policy, will be determined based on the merits of the application with reference to the closest applicable standard.
4. Lots which are located within a town centre and with proximity to high frequency public transport are only eligible for the greater of the two dispensations in Table No. 1 of this policy.
5. On-site car parking requirements are to be rounded up to the nearest whole number.

Table 1: On-site Car Parking Requirements for Non-Residential Developments Located within a Town Centre or within Proximity to High Frequency Public Transport

Non-Residential Land Use and/or Development Type	Development within a Town Centre – Bayswater, Maylands, and Noranda	Development within Proximity to High Frequency Public Transport
Existing Traditional Development	See Notes 1 and 2	See Notes 1 and 2
Community Uses Child care day care centre, educational establishment or place of public worship.	25% dispensation on TPS 24 standards	10% dispensation on TPS 24 standards
Food and Entertainment Uses Cinema, fast food outlet, hotel, lunch bar, market, restaurant, small bar, tavern or theatre.	50% dispensation on TPS 24 standards	25% dispensation on TPS 24 standards
Health Uses Consulting rooms (medical), health studio, hospital, medical centre or recreation facility.	25% dispensation on TPS 24 standards	10% dispensation on TPS 24 standards
Office Uses Office.	40% dispensation on TPS 24 standards	20% dispensation on TPS 24 standards
Retail Uses Gross Leasable Area equal to or less than 300m² Amusement parlour, betting agency, convenience store, exhibition centre, market, shop or showroom.	50% dispensation on TPS 24 standards	25% dispensation on TPS 24 standards
Retail Uses Gross Leasable Area greater than 300m² Amusement parlour, betting agency, convenience store, exhibition centre, market, shop or showroom.	25% dispensation on TPS 24 standards	10% dispensation on TPS 24 standards
Industrial Uses Builders yard, factory, industry, light industry, service industry, showroom, storage yard, warehouse.	20% dispensation on TPS 24 standards	10% dispensation on TPS 24 standards

Notes

1. *Applications for a change of use and/or minor redevelopment (no more than 100m² of additional floorspace) of an existing traditional development are to provide on-site car bays to the extent reasonably possible given the existing building fabric.*

2. *Major redevelopment (more than 100m² of additional floorspace) of existing traditional development is to provide car parking on-site in accordance with Table 1 of this policy, unless otherwise approved by the City.*

Related Documentation

Nil.

Related Legislation

This policy is adopted under all Local Planning Schemes in force within the City of Bayswater, in accordance with Schedule 2, Part 2, of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Relevant Delegations	
Council Adoption	19 April 2011
Reviewed / Modified	1 March 2016
Reviewed / Modified	25 July 2023
Reviewed / Modified	

Attachment 1: Bayswater Town Centre Map



Attachment 2: Maylands Town Centre Map



