



City of

# Bayswater



## Payment in Lieu of Parking Plan

23 May 2023

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## 1. Introduction

### 1.1. Regulatory Compliance

This Payment in Lieu of Parking Plan (the Plan) has been created under Schedule 2, Part 9A of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) and has been prepared in the Manner and Form approved by the Western Australian Planning Commission (WAPC).

### 1.2. Purpose

This Plan, together with the Regulations, governs the application of payments in lieu of providing car parking for development in the area(s) identified in this Plan. This Plan outlines the purposes for which payment in lieu of car parking will be used by the City of Bayswater (the City) in the areas(s) identified and how money collected will be administered.

### 1.3. Operational Dates

The Plan commenced operation on 23 May 2023.

The Plan will cease operation on 23 May 2033, being 10 years from the operational date, unless extended in writing by the WAPC prior to the expiry date.

### 1.4. Amendments to the Plan

Amendments to the Plan shall be made in accordance with clause 77M of the Regulations and the current version shall be published in accordance with clause 77L of the Regulations.

A record of amendments to the Plan shall be maintained in the table below:

Amendment No	Date	Comment

### 1.5. Objectives of the Plan

The Plan has the following objectives:

- To have a consistent application of payments in lieu of parking bays;
- To identify car parking areas under pressure from high demand ('hot spots');
- To provide a more effective use of the parking supply in town/activity centres; and
- To support an integrated approach to transport and parking management within the town/activity centres which balances provision for cars with the requirements of other modes of transport.

### 1.6. Linkages to Relevant Adopted Planning Documents

The Plan supports the implementation of the following documents and the Integrated Planning and Reporting framework:

#### 1.6.1. Strategic Community Plan

The Strategic Community Plan supports the majority of higher density residential infill being located within identified planning areas, which are primarily situated around key public transport nodes. The



broad intent of the planning areas is to encourage a diverse mix of compatible land uses, underpinned by density within a walkable catchment. This will create an ideal environment to encourage increased business opportunities within the planning areas identified. More intensive mixed use development will help to increase activation and vibrancy in these areas.

### **1.6.2. Local Planning Scheme**

Local Planning Scheme No.24 (the Scheme), adopted on 26 November 2004, is the primary document for controlling land use and development within the City. A new local planning scheme is to be prepared to align with the Local Planning Strategy in the short term.

The Local Planning Scheme outlines the general car parking calculations which are applied to the different land uses proposed within the City of Bayswater.

### **1.6.3. Draft Local Planning Strategy**

This is the City's first Local Planning Strategy (the Strategy), which will be used to guide the growth of the City of Bayswater. The Strategy forms the strategic basis for the comprehensive review of the Scheme and its local planning policies. The Strategy sets out the long-term planning directions for the City and provides the rationale for any zoning or classification of land under the local planning scheme.

The planning areas identified in the Strategy are where growth will be targeted. Planning will guide housing, employment, and infrastructure improvements to serve a growing population and assist local planning alignment with State planning objectives. The aim is for the identified planning areas to accommodate the majority of the required residential infill dwellings and employment development.

The identified planning areas are hubs that attract people for a variety of activities, such as shopping, working, studying and living. These areas mainly consist of a concentration of commercial uses combined with a varying proportion of other land uses such as residential, schools and open space. The role and function of these areas and the diversity of activities within them varies depending on their catchment and their locational attributes relevant to other areas.

### **1.6.4. Local Planning Policies**

Local planning policies can be prepared by the City in accordance with Division 2, Schedule 2, of the Regulations. These policies may apply to the whole Scheme area or part of the Scheme area. The City has two local planning policies which are applicable to the Plan, are outlined below.

#### **(a) Payment in Lieu of Parking Policy**

The purpose of this policy is to provide the parameters for which payment in lieu of on-site car parking may be taken for non-residential development within the City of Bayswater. The policy should not be seen as replacing the developer's responsibility to provide on-site parking, but rather as a mechanism to enable otherwise desirable developments, for which the full amount of parking cannot be provided on site, to proceed.

By allowing for the payment in lieu of car parking for non-residential development within the City of Bayswater's town/activity centres, the Policy provides a realistic alternative for developers to provide on-site car parking, which is not afforded to other areas in the City of Bayswater. This reinforces the objectives of the City's draft Local Planning Strategy by encouraging non-residential development within the town/activity centres, as these are identified planning areas.

This policy outlines the infrastructure cost applicable to the method of calculation for the payment in lieu of parking, in line with the State Government requirements.

#### **(b) Car Parking Dispensation Policy**

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/activity centre or within proximity to high frequency public transport.

By easing on-site car parking requirements for non-residential development within areas identified as planning areas, the Policy reinforces the objectives of the City's draft Local Planning Strategy by encouraging non-residential development within planning areas.

## 2. Terms Used

The terms used in the Plan have the same meaning as in the Regulations. In this Plan, the additional terms mean:

**Bayswater Town Centre** is any lot within the area identified on the map in Attachment 2.

**Infrastructure Cost** is the cost to construct a car parking space and includes the engineering and design, materials, labour costs, landscaping, line marking, draining and retaining.

**Maylands Town Centre** is any lot within the area identified on the map in Attachment 3.

**Morley Activity Centre** is any lot within the area identified on the map in Attachment 4.

**Noranda Town Centre** is any lot within the area identified on the map in Attachment 5.

**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 the City of Bayswater Town Planning Scheme No. 24 (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.

**Street Infrastructure** is any works within the street including but not limited to the formalisation of car parking spaces, wayfinding signage, footpath upgrades, street lighting, CCTV infrastructure and the like.

**Sustainable Transport Infrastructure** is any works associated with upgrading pedestrian, cyclist, micromobility devices and public transport networks and infrastructure.

## 3. Parking Plan Application and Area

This Plan relates to the area specified in Section 3.1. Moneys collected within the Plan area must be spent in the Plan area.

### 3.1. Maps

A list of the applicable maps under the Plan are provided below:

- (a) Index Map;
- (b) Bayswater Town Centre Map;

- (c) Maylands Town Centre Map;
- (d) Morley Activity Centre Map; and
- (e) Noranda Town Centre Map.

## **4. Reasonable Estimate of Costs for Payment in Lieu**

### **4.1. Calculation of Reasonable Estimate of Costs**

Payment in lieu of parking contributions are to be based on the infrastructure cost per square metre to construct a car parking space and a manoeuvring area of 30m<sup>2</sup>. A 50% discount to the car parking space and manoeuvring area of 30m<sup>2</sup> is to be applied to the calculation.

The infrastructure cost to construct a car parking space within any town/activity centre in the City of Bayswater is \$200 per square metre.

The payment in lieu of parking contribution is based on the following formula:

$$\text{Infrastructure cost per m}^2 \times 15\text{m}^2 \times \text{car parking space shortfall}$$

The purpose for which the payment in lieu will be applied, and the financial administration of the funds received, will occur in accordance with this Plan.

### **4.2. Revisions to Reasonable Estimate of Costs**

The Reasonable Estimate of Costs in this Plan can be revised by the City of Bayswater from time to time using the method(s) approved by the WAPC (as published in the Gazette). Revised Estimates of Cost are to be published in the updated version of the Plan in Section 4.1, together with a note confirming the date of inclusion of the revised estimate.

## **5. Purposes for Which Payment in Lieu Will be Applied**

The City's Bayswater Town Centre Short-Term Parking Management Plan, Maylands Town Centre Car Parking Strategy, and Car Parking Management Plan for Morley Activity Centre have been used to inform the works identified within each of the town/activity centres. The works stipulated within the management plans and strategy have been reviewed, and where works have already been completed, they have been included from the list of planned works.

In accordance with clause 77I(2) of the Regulations, money collected under the Plan must be applied for the purposes set out below:

### **5.1. Public Car Parking Infrastructure**

#### **5.1.1. Bayswater Town Centre**

The Bayswater town centre is currently undergoing significant change with the construction of the new Bayswater train station. This has resulted in the removal of a significant amount of existing parking for commuters and visitors. However, a new car park has been constructed along Hamilton Street to assist in alleviating the impact of the development and subsequent reduction in parking. The following works were identified within the Bayswater Town Centre Short-Term Parking Management Plan and will assist in improving parking within the locality.

- (a) Modifying time restricted parking.

A 30 minute time restriction for bays close to the key shopping areas on Whatley Crescent and King William Street. The restriction will encourage effective parking turnover and enough time for visitors to quickly visit a shop.

A two hour parking restriction within a short walk of the key shopping areas on Whatley Crescent and King William Street. This will allow sufficient time to enable visitors to undertake town centre activities, including visiting multiple town centre shops, sitting down for a coffee or a meal or visiting the library or the hairdresser.

A five hour parking restriction within a 10 to 15 minute walk of Bayswater Train Station to prioritise visitors to the town centre by allowing ample time to visit the local businesses in the town centre. It is considered that the restriction will deter the majority of weekday train commuters, as they will need more time to travel into the CBD or elsewhere for work and the like.

(b) Mark unmarked parking bays.

Unmarked parking bays need to be marked, initially in car parking 'hot spots' and then throughout the town centre, to highlight available parking which is currently unclear.

### 5.1.2. Maylands Town Centre

The Maylands town centre is undergoing change due to the closure of the Caledonian Avenue railway crossing. In light of the closure, Main Roads Western Australia intends to undertake works which will reduce the extent of car parking provided along Seventh Avenue which will have an impact on visitors. The following works were identified within the Maylands Town Centre Car Parking Strategy and will assist in improving parking within the locality.

(a) Take a consistent approach to time restrictions for on street parking.

For on street parking bays, the following parking periods are recommended:

- Within approximately 150m of the train station - two and three hours on streets and in City-managed car parks, with a number of 15 minute bays to allow for short term users;
- Within approximately 250m of the train station - three hours on streets and in City-managed car parks; and
- Within approximately 400m of the train station – four hours on streets and in City-managed car parks.

In specific 'hot spot' (potential problem) areas, this may be altered.

Time restrictions are recommended to only apply between 8am and 5pm Monday to Friday.

(b) Mark unmarked parking bays.

Unmarked parking bays need to be marked, initially in car parking 'hot spots' and then throughout the town centre, to highlight available parking which is currently unclear.

(c) Mark unmarked parking areas within clearway zones to clarify that these can be used for parking outside of clearway times at morning and afternoon peak periods.

Clearway areas can be used for on street parking outside of peak times. To encourage this use, parking will be formalised in clearway areas through marking of car parking bays so that drivers know they can park in these areas at these times.

(d) Implement an events parking permit for attendees of events over four hours.



The permit would enable attendees of events over four hours' duration to park at The RISE car park without risk of an infringement.

- (e) Introduce paid/ticketed parking for users of The RISE.

Paid parking could be implemented where the first two or three hours are free. This would enable regular users to not pay but would require others using the area to pay. This would require event permits as detailed above.

- (f) Investigate a decked parking structure over the existing parking at The RISE.

Currently there are 78 car bays in the outer section of The RISE. By constructing a parking deck above the existing parking area it would increase the number of available bays by approximately 65 (subject to design).

Possible impacts on increased anti-social behaviour, reduction of light to the open space central to the car parking area, and minimisation of tree loss require consideration.

- (g) Introduce time restricted car parking along Central Avenue.

Limit parking to four hours along Central Avenue between 8am and 5pm. This is intended to reduce the use of parking on the street by long term commuters.

- (h) Time restrict loading bays along Central Avenue and Sixth Avenue.

It is not necessary to reserve loading bays for their intended use at all hours. Due to the potential noise impact of un/loading vehicles, it is recommended that these bays be time restricted to 8am-5pm for this use, and they can be used as additional on street parking for all users outside of these times.

- (i) Establish a universal access bay in the central area of the town centre.

Currently there are no universal access bays on public land within the town centre.

- (j) Investigate options for decked parking.

This area bounded by Whatley Crescent, Seventh Avenue, Guildford Road and Ninth Avenue is the most heavily frequented zone within the centre. Should other actions be implemented, and the need for considerably more parking within the zone are identified, multi-level parking should be considered.

### 5.1.3. Morley Activity Centre

- (a) Modifying time restricted parking.

Change Boag Road on-street parking from 90 minutes to 2P - monitor compliance. Assess function of Progress Street and Bishop Street on-street parking. Speak with adjacent traders and if considered necessary conduct occupancy period survey and change some bays to 30 minutes.

- (b) Investigate options for decked parking.

Develop a plan to identify and prioritise potential sites for the construction of parking decks to serve the commercial centres.

- (c) Mark unmarked parking bays.

Unmarked parking bays need to be marked, initially in car parking 'hot spots' and then throughout the activity centre, to highlight available parking which is currently unclear.

- (d) Introduce paid/ticketed parking.

Paid parking could be implemented for on- and off-street parking to control use and maintain peak demand below 85%.

- (e) Investigate car parking impacts on residential streets, including cul-de-sacs.

Consider if road line marking or other measures are required to manage car parking along Drake Street, Stanbury Crescent, Charnwood Street, Hewton Street, and other streets where required.

## **5.2. Other Transport Infrastructure**

### **5.2.1. Bayswater Town Centre**

- (a) Advocating to the State Government to improve bus services in Bayswater.

- (b) Provide infrastructure to support greater use of sustainable modes of transport.

Upgrade pedestrian, cyclist and public transport networks and infrastructure to improve pedestrian, cyclist and public transport user safety and amenity.

### **5.2.2. Maylands Town Centre**

- (a) Provide infrastructure to support greater use of sustainable modes of transport.

Upgrade pedestrian, cyclist and public transport networks and infrastructure to improve pedestrian, cyclist and public transport user safety and amenity.

- (b) Advocate for the Public Transport Authority to formalise parking near the rail line.

Currently the area is used for commuter parking. However, much is informal and not managed. The City should advocate for formalised parking near the Maylands Train Station to improve the condition of these areas.

### **5.2.3. Morley Activity Centre**

- (a) Provide infrastructure to support greater use of sustainable modes of transport.

Upgrade pedestrian, cyclist and public transport networks and infrastructure to improve pedestrian, cyclist and public transport user safety and amenity.

Investigate traffic calming measures along Coode Street, Kennedy Road, Drake Street, Boag Road and Rudloc Road Morley to assist in facilitating a pedestrian and cyclist friendly environment.

### **5.2.4. Noranda Town Centre**

- (a) Provide infrastructure to support greater use of sustainable modes of transport.

Upgrade pedestrian, cyclist and public transport networks and infrastructure to improve pedestrian, cyclist and public transport user safety and amenity.

## 5.3. Ancillary or Incidental Purposes

### 5.3.1. Bayswater Town Centre

- (a) Introduce wayfinding signage.

Wayfinding signs and directories can efficiently guide people to car parking areas around the town centre. This needs to be predictable and consistent.

- (b) Remove 'No standing' or 'No parking' signage and replace with a solid line parallel to the kerb.

This signage can be replaced with a solid line close to the kerb. Removing these signs will reduce street clutter and improve the streetscape.

- (c) Upgrade signage.

Current signage is dated, damaged and inconsistently spaced, resulting in car parking restrictions being unclear.

- (d) Provide infrastructure to improve the quality and safety of the pedestrian environment.

Upgrade footpaths, street lighting and CCTV infrastructure to improve pedestrian safety and amenity.

- (e) Provide public education.

Undertake education campaigns to encourage public transport and active transport use.

- (f) Parking surveys.

Undertake parking surveys to assess ongoing issues, determine if there is a high occupancy percentage from long term parkers and vehicles parking overtime, and to determine parking trends. This data is essential to identify and justify triggers and priority areas for changes to regulations.

### 5.3.2. Maylands Town Centre

- (a) Introduce wayfinding signage.

Wayfinding signs and directories can efficiently guide people to car parking areas around the town centre. This needs to be predictable and consistent.

- (b) Remove 'No standing' or 'No parking' signage and replace with a solid line parallel to the kerb.

This signage can be replaced with a solid line close to the kerb. Removing these signs will reduce street clutter and improve the streetscape.

- (c) Upgrade signage.

Current signage is dated, damaged and inconsistently spaced, resulting in car parking restrictions being unclear.

- (d) Investigate opportunities to utilise technologies such as sensors and apps.

Sensors and apps can assist the City in better monitoring demand and use of parking areas in the town centre, and can improve the experience of drivers parking in the area.

- (e) Upgrade signage along Ninth Avenue to indicate that on street parking is permitted.

Parking on Ninth Avenue is currently underutilised as there is no signage in this area indicating that on street parking is permitted. The signage would make this permission clear and encourage parking there.

- (f) Modify 'No Parking on Road or Verge' signage to 'No Parking on Road or Verge (Residents excepted)' along Central Avenue.

Currently residents cannot park on the verge in front of their own properties. While the purpose of this is to prevent visitors to the multiple dwellings across the road from parking on the verge, it severely restricts the way residents can use the area.

- (g) Provide infrastructure to improve the quality and safety of the pedestrian environment.

Upgrade footpaths, street lighting and CCTV infrastructure to improve pedestrian safety and amenity.

- (h) Provide public education.

Undertake education campaigns to encourage public transport and active transport use.

- (i) Parking surveys.

Undertake parking surveys to assess ongoing issues, determine if there is a high occupancy percentage from long term parkers and vehicles parking overtime, and to determine parking trends. This data is essential to identify and justify triggers and priority areas for changes to regulations.

### 5.3.3. Morley Activity Centre

- (a) Introduce wayfinding signage.

Wayfinding signs and directories can efficiently guide people to car parking areas around the activity centre. This needs to be predictable and consistent.

- (b) Upgrade signage.

Current signage is dated, damaged and inconsistently spaced, resulting in car parking restrictions being unclear.

- (c) Provide infrastructure to support and improve the quality and safety of the pedestrian environment.

Upgrade footpaths, street lighting and CCTV infrastructure to improve pedestrian safety and amenity.

- (d) Provide public education.

Undertake education campaigns to encourage public transport and active transport use.

- (e) Parking surveys.

Undertake parking surveys to assess ongoing issues, determine if there is a high occupancy percentage from long term parkers and vehicles parking overtime, and to determine parking trends. This data is essential to identify and justify triggers and priority areas for changes to regulations.



### 5.3.4. Noranda Town Centre

- (a) Introduce wayfinding signage.

Wayfinding signs and directories can efficiently guide people to car parking areas around the town centre. This needs to be predictable and consistent.

- (b) Remove 'No standing' or 'No parking' signage and replace with a solid line parallel to the kerb.

This signage can be replaced with a solid line close to the kerb. Removing these signs will reduce street clutter and improve the streetscape.

- (c) Upgrade signage.

Current signage is dated, damaged and inconsistently spaced, resulting in car parking restrictions being unclear.

- (d) Provide infrastructure to support and improve the quality and safety of the pedestrian environment.

Upgrade footpaths, street lighting and CCTV infrastructure to improve pedestrian safety and amenity.

- (e) Provide public education.

Undertake education campaigns to encourage public transport and active transport use.

- (f) Parking surveys.

Undertake parking surveys to assess ongoing issues, determine if there is a high occupancy percentage from long term parkers and vehicles parking overtime, and to determine parking trends. This data is essential to identify and justify triggers and priority areas for changes to regulations.

## 6. Operation

### 6.1. Operational Requirements

The Plan shall operate in accordance with Part 9A of the Regulations.

### 6.2. Triggers for Payments to be Made

Prior to granting development approval and imposing a condition for payment in lieu of parking, the City will give the applicant a notice of apportionment (Appendix 6) in accordance with clause 77F(1)(b) of the Regulations, which confirms the specified shortfall of car parking spaces in the proposed development that is to be dealt with by the condition. The notice of apportionment confirms the City's consideration of a development application and how it will proceed to approval.

The City will provide the applicant with the notice of apportionment just prior to determination, following completion of the assessment of an application, to provide awareness to the applicant of the recommended condition(s).

Payment of money shall be made to the City to satisfy a payment in lieu of car parking condition validly applied to a development approval for development located in the area subject to the Plan. The payment in lieu of car parking condition applied to the development approval shall specify when the City requires payment of monies to be made.

### **6.3. Payment in Lieu of Parking Condition**

The City will apply the following condition on any applicable Development Approval for the payment in lieu of parking:

Prior to the commencement of development, payment of \$<insert total amount> shall be made to the City of Bayswater for the Payment in Lieu of car parking bays which have not been provided on site or in a shared parking arrangement.

This condition has been imposed under the requirements of the City of Bayswater Payment in Lieu of Parking Plan, the Payment in Lieu of Car Parking Local Planning Policy, and Schedule 2, clause 77H of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Additional information, by way of an advice note, may be provided by the City to confirm its expectations in relation to the payment in lieu of parking, where applicable.

### **6.4. Decision-making on Development Applications Using this Plan**

Decision makers are to have due regard to the Plan when making decisions on development applications that seek or require consideration of payment in lieu of car parking under the Plan. The plan is implemented in conjunction with the provisions of the City's Car Parking Dispensation Policy and Payment in Lieu of Car Parking Policy.

## **7. Financial Administration (clause 77I)**

### **7.1. Reserve Account to be Established and Maintained**

The City of Bayswater shall establish and maintain a Reserve Account for money collected under the Plan in accordance with clause 77I(1) of the Regulation. The Reserve Account shall be established under the provisions of the *Local Government Act 1995*, Section 6.11. The reserve account shall be operated in accordance with the requirements of the *Local Government (Financial Management) Regulations 1996*.

### **7.2. Interest Earned**

Interest earned on the Reserve Account under the Plan must be applied for the purposes set out in the Plan in accordance with clause 77I(3) of the Regulations.

### **7.3. Records to be Kept**

Records of income and expenditure for the Reserve Account established under the Plan shall be maintained by the City of Bayswater until all funds have been expended on items that are identified in the Plan or repaid.

### **7.4. Reporting**

Report of the Reserve Account shall be provided in accordance with the requirements of the *Local Government (Financial Management) Regulations 1996*.

### **7.5. Invoice for Payment of Money**

In addition to a payment in lieu of parking condition being applied to a development approval under clause 77H of the Regulations, the City shall issue an invoice to the payer at the appropriate time to enable the payer to satisfy the condition of development approval.

The appropriate time is when the payment in lieu of parking condition becomes active. In order for the condition to be active the development is to be at the stage when works are about to commence on-site, following the issuing of a Building Permit and/or prior to the occupation of the development. At this stage the Plan requires a City to issue an invoice for the payment in lieu of parking.

The invoice shall specify the method and timing for the payment of the money required to satisfy the payment in lieu of parking development approval condition. The City of Bayswater may enter into an agreement for a payment plan(s) to enable payments to be made over an agreed specified period of time.

## **7.6. Money Held in the Reserve Account at the Expiry of the Plan**

Money held in the Reserve Account at the Expiry of the Plan shall be treated in accordance with clause 77I(5), (6) and (7) of the Regulations.

Clause 77I(5) of the Regulations requires that any unexpended money, including interest earned on that money, is to be repaid to the relevant payer. The relevant payer is the original person or body corporate who paid the money.

Where the relevant payer cannot be found by the City after taking reasonable steps to find the relevant payer or if the body corporate has been dissolved, clause 77I(6) of the Regulations allows the City to retain the money. Reasonable steps to find the relevant payer, for the purpose of this clause, are as follows:

- (a) at least two attempts to contact the payer in writing, with at least 14 days passing between each notice being sent;
- (b) a detailed search of the City's records and a web based search for payer details for other properties; and
- (c) a request for payer details from service agencies (e.g. Water Corporation) as these organisations have more regular payment systems that may have involved the payer.

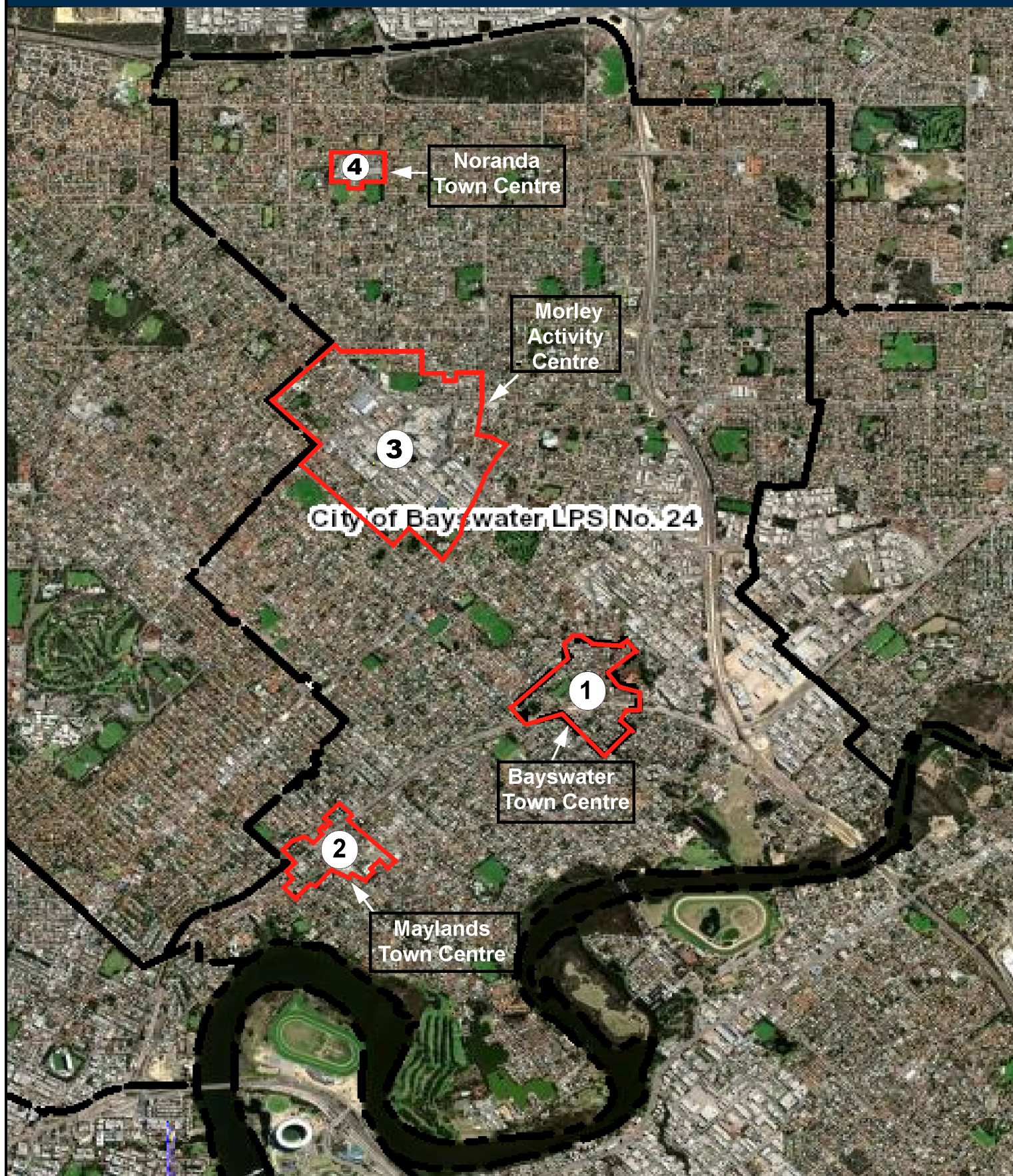
Clause 77I(7) of the Regulations requires that money retained may be applied for any purpose that:

- (a) relates to the provision or maintenance of public parking infrastructure or other transport infrastructure (for example cycling or pedestrian paths) in the Scheme area; or
- (b) is ancillary or incidental to purposes referred to in point (a).

## Appendix 1: Index Map



# Index Map



## Legend

 Parking Plan Area

Compiled By: Strategic Planning

Plot Date: June 2023

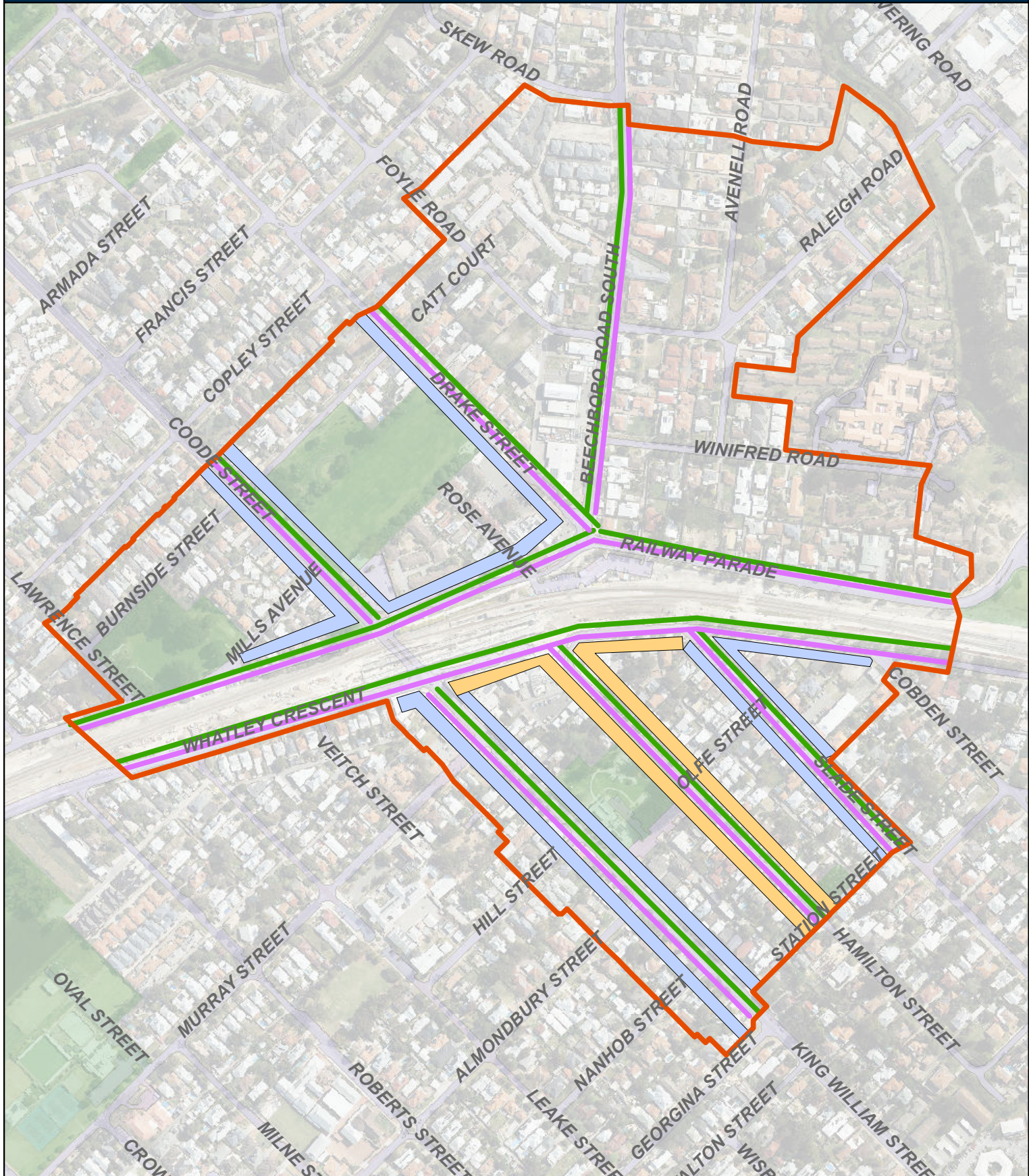
Base information sourced from Plan WA.  
© 2023 Department of Planning, Lands and Heritage



## **Appendix 2: Bayswater Town Centre Map**



# Parking Plan Area 1- Bayswater Town Centre Map



## Legend

- Parking Plan Area - Area 1
- Street Infrastructure
- Sustainable Transport Infrastructure
- 15 minutes to 2 hours parking
- 5 hour parking

0 50 100 200 300 Meters

Compiled By: Assets & Mapping Services  
Works & Infrastructure Division  
Plot Date: April 2023

Base information sourced from Shared Land Information Platform (SLIP) and City of Bayswater.  
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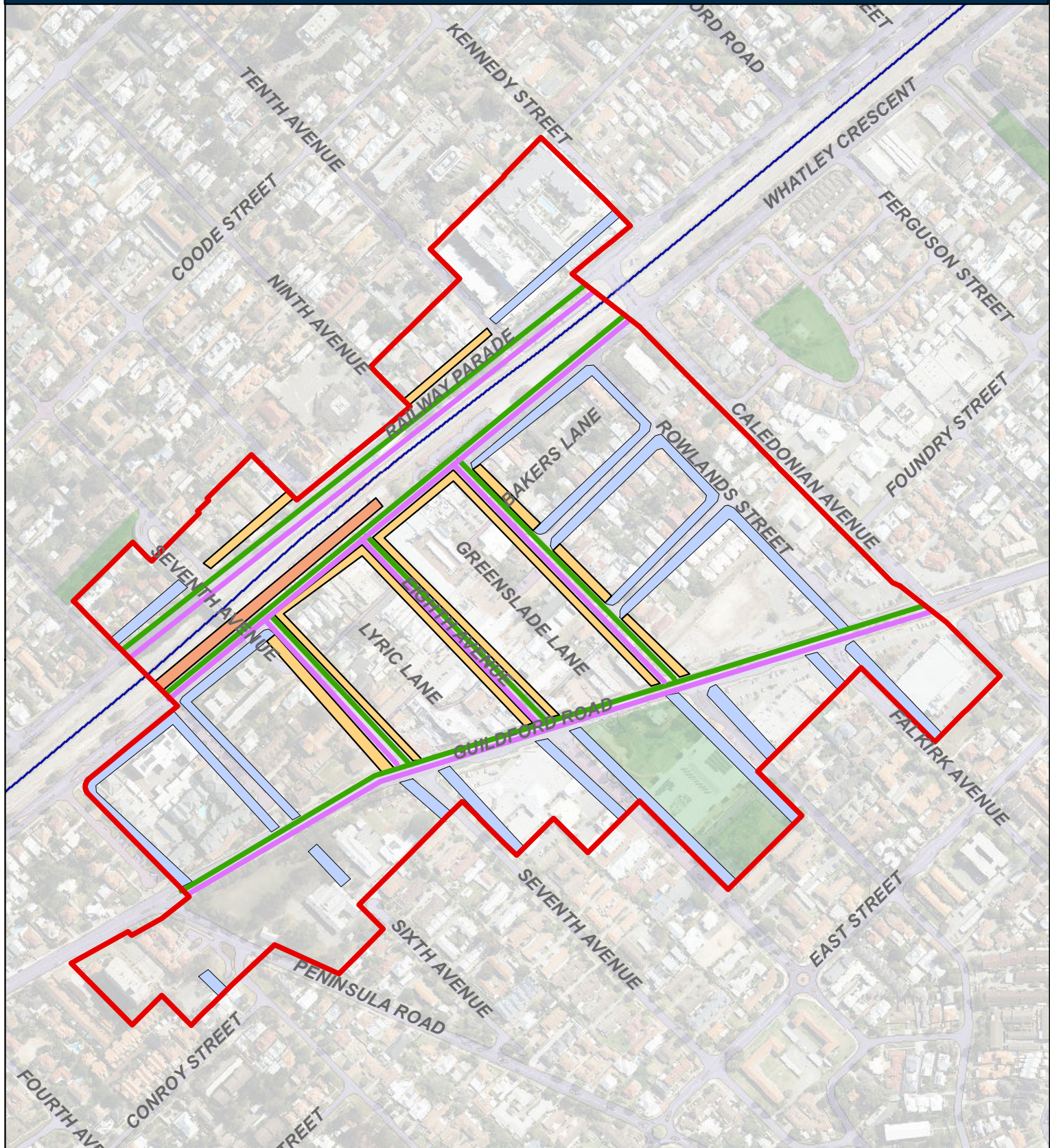










### **Appendix 3: Maylands Town Centre Map**



# Parking Plan Area 2 - Maylands Town Centre Map



## Legend

-  Parking Plan Area - Area 2
-  Street Infrastructure
-  Sustainable Transport Infrastructure
-  15 minute to 2 hour parking
-  3 to 4 hour parking
-  At grade parking

0 45 90 180 270 Meters

Compiled By: Assets & Mapping Services  
Works & Infrastructure Division  
Plot Date: April 2023

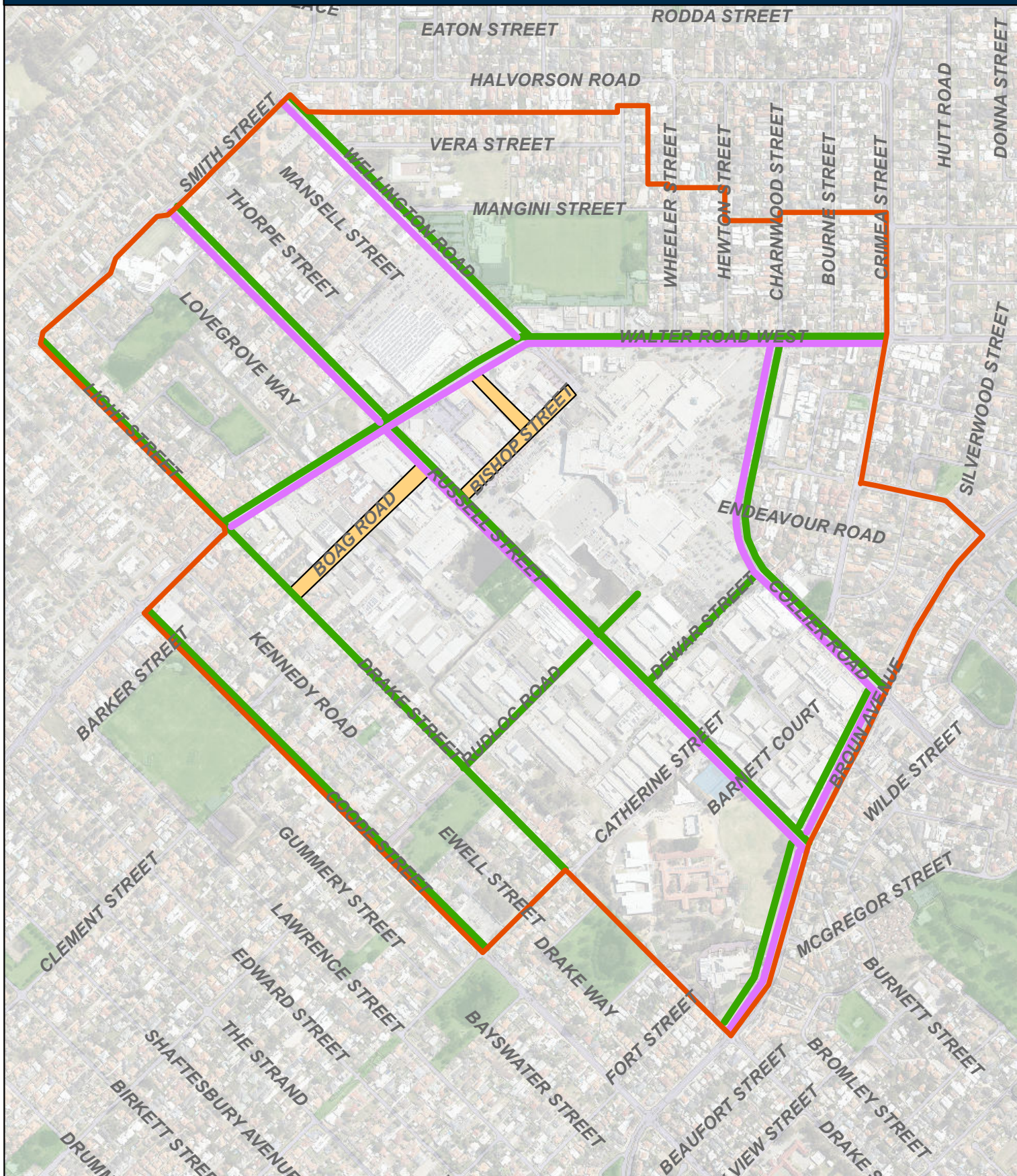




## Appendix 4: Morley Activity Centre Map



# Parking Plan Area 3 - Morley Activity Centre Map



## Legend

- Parking Plan Area- Area 3
- Street Infrastructure
- Sustainable Transport Infrastructure
- 15 minute to 2 hour parking

0 90 180 360 540 Meters

Compiled By: Assets & Mapping Services  
Works & Infrastructure Division  
Plot Date: April 2023



Base information sourced from Shared Land Information Platform (SLIP) and City of Bayswater.  
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## Appendix 5: Noranda Town Centre Map

# Parking Plan Area 4 - Noranda Town Centre Map

PARKINSON STREET

ROBERT THOMPSON PARK

BENARA ROAD




GARSON COURT

MCGILVRAY AVENUE

NORANDA SHOPPING VILLAGE

NORANDA SPORTING COMPLEX

## Legend

-  Parking Plan Area - Area 4
-  Street Infrastructure
-  Sustainable Transport Infrastructure

0 15 30 60 90 Meters

Compiled By: Assets & Mapping Services  
Works & Infrastructure Division  
Plot Date: April 2023

Base information sourced from Shared Land Information Platform (SLIP) and City of Bayswater.  
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## **Appendix 6: Notice of Apportionment**





# NOTICE OF APPORTIONMENT

Clause 77F(1)(b)(i) and (ii)  
of the *Planning and  
Development (Local  
Planning Schemes)  
Regulations 2015*

Version: 1.0 (June 2021)

Date of Notice: \_\_\_\_\_

Issuing Authority: \_\_\_\_\_

Notice is hereby given that the car parking space shortfall for the

\_\_\_\_\_

at \_\_\_\_\_

is \_\_\_\_\_

insert total number of car parking spaces shortfall on site

## Apportionment

### Payment In Lieu of Parking

For the purposes of imposing a payment in lieu of parking condition in accordance with clause 77H, the number of car parking spaces for which payment in lieu is required is

\_\_\_\_\_

insert number of car spaces subject to payment in lieu

### Shared Parking Arrangement

For the purposes of imposing a shared parking arrangement condition in accordance with clause 77Q, the number of car parking spaces for which a shared parking arrangement condition is imposed is \_\_\_\_\_

insert number of car spaces subject to a shared parking arrangement

Signed: \_\_\_\_\_

Name: \_\_\_\_\_

Position: \_\_\_\_\_