

# CARPARKING IN THE TOWN PLANNING SCHEME NO. 24 AREA POLICY



Responsible Division	Planning and Development Services
Responsible Business Unit/s	Planning Services
Responsible Officer	Planning Manager
Affected Business Unit/s	Planning Services

## PURPOSE:

To provide dispensation on the minimum on-site car parking standards for non-residential developments that are located in town (activity) centres or close to high frequency public transport.

## OBJECTIVES:

1. To recognise that different on-site car parking standards are appropriate for developments located in town (activity) centres or close to high frequency public transport.
2. To encourage businesses, local services and employment generators to locate in town (activity) centre locations and close to high frequency public transport.
3. To balance the provision of sufficient on-site car parking with the need to encourage pedestrians and promote alternative transport methods.

## INTRODUCTION:

Car parking is an important land use. However, too much car parking in an area can sometimes be as detrimental as too little car parking, as car parking areas have the potential to affect the character, amenity and vibrancy of a place and/or the feasibility and affordability of the use and development of land.

The “right” amount of car parking for a particular area depends on numerous factors, such as the local context, the vision for an area, the density of development and surrounding land uses, accessibility for pedestrians and alternative transport options available (such as public transport or cycling).

This policy recognises that:

1. Less on-site car parking is generally required for the use and/or development of land within town (activity) centres or close to high frequency public transport routes. These areas usually have better public transport, cycling or walking options available and have a greater mix of land uses so that a number of tasks can be combined into one trip (reducing the need for multiple vehicle trips).
2. A higher level of on-site car parking provision is generally required in other areas that are designed around and more dependent on vehicle transportation.
3. Traditional town centres have a different character to suburban commercial areas, based on shops built up to the street, a greater focus on pedestrians and car parking positioned at the rear of a site. This policy encourages the retention of traditional character buildings and encourages new developments to complement the town centre environment.

## POLICY STATEMENT:

1. This policy applies to all non-residential land use and/or development within the Town Planning Scheme No. 24 (TPS 24) area.
2. This policy does not apply to car parking associated with residential development nor industrial development. Car parking for residential development is to be provided in accordance with the Residential Design Codes (as amended), unless otherwise approved by the City of Bayswater. Car parking for industrial development is to be provided in accordance with Table No. 2 of Town Planning Scheme No. 24, unless otherwise approved by the City.
3. Car parking for non-residential land use(s) and/or development(s) located in a town (activity) centre or close to high frequency public transport is to be provided in accordance with Table No. 1 of this policy, unless otherwise approved by the City.
4. Car parking for non-residential land use(s) and/or development(s) that are not located in a town (activity) centre or close to high frequency public transport is to be provided in accordance with Table No. 2 of Town Planning Scheme No. 24, unless otherwise approved by the City.

**Table No. 1 – On-Site Car Parking Requirements for Non-Residential Developments Located in a Town (Activity) Centre or Close to High Frequency Public Transport**

Non-Residential Land Use and/or Development Type	Maylands and Bayswater Town Centres  Refer to Notes	Lots Close to High Frequency Public Transport  Refer to Notes
<b>Existing Traditional Development</b>  (refer to the definition and notes)	On-site parking provision to the extent possible	On-site parking provision to the extent possible
<b>Community Uses</b>  Child care day care centre; educational establishment or place of public worship.	25% dispensation on TPS 24 standards	10% dispensation on TPS 24 standards
<b>Food and Entertainment Uses</b>  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
<b>Health Uses</b>  Consulting rooms (medical), health studio, hospital, medical centre or recreation facility.	25% dispensation on TPS 24 standards	10% dispensation on TPS 24 standards
<b>Office Uses</b>  Office.	40% dispensation on TPS 24 standards	20% dispensation on TPS 24 standards
<b>Retail Uses</b>	50% dispensation	25% dispensation

<b>Gross Leasable Area equal to or less than 300m<sup>2</sup></b> Amusement parlour, betting agency, convenience store, exhibition centre, market, shop or showroom.	on TPS 24 standards	on TPS 24 standards
<b>Retail Uses</b> <b>Gross Leasable Area greater than 300m<sup>2</sup></b> Amusement parlour, betting agency, convenience store, exhibition centre, market, shop or showroom.	25% dispensation on TPS 24 standards	10% dispensation on TPS 24 standards

*Notes to Table No. 1*

- a) *The Maylands Town Centre is defined as any lot within the Maylands Activity Centre Zone plus Lot 10, No. 221 Railway Parade, Maylands and Lot 12, No. 223 Railway Parade, Maylands.  
The Bayswater Town Centre is defined as any lot within 400 metres walking distance of Bayswater Train Station.*
  - b) *Proximity to high frequency public transport is defined as:*
    - (i) *Any lot within 400 metres walking distance of a train station (other than Bayswater or Maylands train stations); or*
    - (ii) *Any lot within 100 metres walking distance of a high frequency bus route. The only high frequency bus route currently recognised by this policy is the bus route operating along Beaufort Street/Brown Avenue between Nelson Street, Bedford and Russell Street, Morley.*
  - c) *Existing traditional development is defined as shops (or the like), generally built in a town centre environment before 1950 in the traditional style (for example - nil setback to the street, awnings covering footpaths). Changes of use and minor redevelopment of these sites are to provide on-site car bays to the extent reasonably possible given the existing building fabric. Major redevelopments of these sites, defined as the addition of more than 100m<sup>2</sup> of additional floorspace, require on-site car parking provision in accordance with Table No. 1 of this policy (non-existing traditional development standards).*
  - d) *Dispensation for on-site car parking for land uses and/or developments that are located within the Maylands or Bayswater town centres or close to high frequency public transport, but that are not specified in Table No. 1 of this policy, will be determined based on the merits of the application with reference to the closest applicable standard.*
  - e) *On-site car parking requirements are to be rounded up to the nearest whole number.*
5. Car parking areas are to be designed in accordance with relevant Australian Standards.
  6. Car parking areas should be provided at the rear of a development throughout the TPS 24 area wherever possible, in order to reduce the impact of vehicle parking areas on the amenity, character and vibrancy of the streetscape. The street setback and front landscaping requirements contained in TPS 24 may be varied or waived (where required) in order to provide for car parking at the rear of a development.
  7. Where on-site car parking for customers and/or staff is not clearly visible from the street, appropriate signage is to be provided to indicate where parking is located.

**DEFINITIONS:**

*Nil*

**RELATED LEGISLATION:**

Clauses 2.6 and 8.4 of Town Planning Scheme No. 24 (as amended)

**RELATED DOCUMENTATION:**

*Nil*

Relevant Delegations		
Risk Evaluation		
Council Adoption	Date	19 April 2011
Reviewed / Modified	Date	1 March 2016
Reviewed / Modified	Date	
Reviewed / Modified	Date	