

Policy Title:	Local Planning Policy: Access & Parking for Pedestrians, Bicycles and Vehicles
Policy No.:	3.1
Previous Policy (No.):	Central Business District Parking (formerly part of No. 5); Car Park Development on Road Verges (No. 38); Medical Centres Car Parking Analysis (No. 49); Vehicle Crossovers (No. 65).
Date Adopted:	30 November 2010
Date Last Reviewed:	-
Legal Parent:	<u>Planning and Development Act 2005</u>
Legal Subsidiary:	<u>City of Bunbury Town Planning Scheme No. 7, Part 2 – Local Planning Policy Framework.</u>

PART A

1. PRELIMINARY

1.1 Citation

This Local Planning Policy is made under section 2.1 of the City of Bunbury Town Planning Scheme No. 7 (the “Scheme”), and may be cited as Local Planning Policy: Access & Parking for Pedestrians, Bicycles and Vehicles (herein referred to as the “Local Planning Policy”).

1.2 Commencement

This Local Planning Policy was adopted by the Council of the City of Bunbury (the “City”) on 30 November 2010. The Local Planning Policy commenced operation on 09 December 2010.

1.3 Relationship to the Scheme and other Local Planning Policies

1.3.1 Pursuant to section 2.2 of the Scheme, this Local Planning Policy supplements the provisions of the Local Planning Scheme. Where a provision of this Local Planning Policy is inconsistent with the Scheme, the Scheme prevails.

1.3.2 Where a provision of this Local Planning Policy is inconsistent with an adopted Local Planning Policy that relates to design guidelines for a designated area, then the provisions of the Local Planning Policy that relate to design guidelines for a designated area shall prevail.

- 1.3.3 The provisions of this Local Planning Policy comprises of the Policy Text and Policy Maps. The Local Planning Policy is to be read in conjunction with the Scheme.

Notes:

1. A Local Planning Policy is not part of the Scheme and does not bind the Local Government in respect of any application for planning approval but the local government is to have due regard to the provisions of the Policy and the objectives which the Policy is designed to achieve before making its determination.
2. Clause 5.7.1 Car Parking of section 5.7 Site and Development Requirements under the Scheme sets out the car parking requirements as they relate to the land uses specified under the Car Parking Table, as well as variations that may be applicable to a particular application for development approval.

1.4 Relationship with Local Laws

- 1.4.1 This Local Planning Policy operates in conjunction with the Local Government's Local Laws in the regulation of development and the use of land within the Scheme Area as it pertains to access and parking. Local Laws will be enacted in order to support the achievement of parking objectives for the Local Government area, and should be read in conjunction with this Local Planning Policy.
- 1.4.2 Where a provision of the Local Planning Policy is inconsistent with a Local Law, the provision of the Local Law shall prevail.

2 PURPOSE

- 2.1 The purpose of the Local Planning Policy is to enable a consistent and accountable approach to the provision of car parking within land use planning and development of the City in accordance with the policy objectives.
- 2.2 The intent of the Local Planning Policy is to ensure that the transport needs of the community are adequately met by the associated use and development of land within the City, and in particular, the Central Business District (CBD).
- 2.3 In particular, this Local Planning Policy is to guide the exercise of discretion in the determination of applications for planning approval with respect to those matters affecting the provision of parking and/or access for pedestrians, bicycles and vehicles.

3 OBJECTIVES

3.1 Objectives for the Scheme Area

In accordance with the Aims of the Scheme, land use and development is to achieve the following outcomes for access, parking and public transport integration in the Scheme Area -

- (a) an adequate supply of vehicle and bicycle parking facilities that are safe and convenient to access and use by pedestrians and vehicles;
- (b) efficient and safe access and movement of pedestrians and vehicles within the road network;
- (c) integration of public transportation within both public and private developments/areas;

- (c) promotion of alternative transport modes such as public transport, walking, cycling and the viability of associated infrastructure by land uses and developments that generate demand for transportation of people;
- (d) adequate provision of loading and service vehicle parking facilities by land uses and developments that generate demand for transportation of goods and services; and
- (e) promotion of supportive environments for physical activity by maintaining streets that are pedestrian and cyclist friendly.

3.2 Objectives for the Central Business District Parking Area

To ensure the primacy of Bunbury's CBD, as the core of the Strategic Regional Centre, land use and development is to achieve the following outcomes for access, parking and public transport integration in the Central Business District Parking Area -

- (a) planning for the CBD needs to ensure the efficient, convenient, safe and equitable movement of people goods and services;
- (b) public transport should be promoted throughout the CBD to facilitate park and ride options and to encourage short run patronage in preference to the motor car;
- (c) strategic public parking stations should be established and protected in the northern, central and southern sectors of the CBD;
- (d) expansion of public parking areas must be based on a comprehensive parking demand assessment and extended cost/benefit analysis that include consideration of economic, social/cultural and environmental matters;
- (e) management of parking that includes planning, construction, maintenance and regulation is to be a dedicated area of the Local Government's operations, with appropriate resource allocations that are reviewed annually; and
- (f) developer contributions to the provision of parking need to be based on standards that are regularly reviewed and linked to other objectives that promote development, improve amenity, conserve heritage, promote pedestrian and cycle movements and cater particularly for the needs of people with a disability, aged persons and children.

4 LOCAL PLANNING POLICY AREA

- 4.1 This Local Planning Policy applies to all land within the local government district of the City of Bunbury, and as such, the Local Planning Policy Area is the Scheme Area, as depicted by Map 1: Local Planning Policy Area.
- 4.2 The boundaries of the Local Planning Policy Area incorporate that area referred to as the Central Business District Parking Area, as defined by Map 2: Central Business District Parking Area, as amended by the Local Government from time to time.

- Notes:
- 1. Land use and development within the Local Planning Policy Area is also subject to the [City of Bunbury Town Planning Scheme No. 7](#).
 - 2. The Policy Maps of the Local Planning Policy: Access & Parking for Pedestrians, Bicycles and Vehicles comprise of Map 1: Local Planning Policy Area and Map 2: Central Business District Parking Area.

5 APPLICATION

- 5.1 With the exception to those aspects of development to which the Residential Design Codes (the “R-Codes”) apply, the provisions of this Local Planning Policy apply to the development and/or use of premises in the Scheme Area for the purposes of determining vehicle access and parking requirements applicable to the development or use of land.
- 5.2 All residential dwelling development (either solely for residential purposes or as part of a mixed use development) shall comply with the Acceptable Development standards of the Residential Design Codes for the provision of car parking.
- 5.3 Subject to the Scheme, development and use of land for purposes necessitating the provision of parking shall make provision for parking bays in accordance with the standards and requirements of this Local Planning Policy; and except as otherwise provided, shall require the prior planning approval of the Local Government in accordance with the provisions of the Scheme.
- 5.4 In considering an application for planning approval where a variation is proposed to one or more Acceptable Development requirements prescribed under the Residential Design Codes and/or this Local Planning Policy, the Local Government may require the submission of an Development Impact Statement (Traffic & Parking), which has been undertaken by an appropriately qualified person or body at the applicant’s expense, as part of any application for planning approval.
- 5.5 The Local Government may require a Traffic Study as part of or separately to a Development Impact Statement (Traffic & Parking) report that is to be submitted for assessment as part of an application for planning approval. A Traffic Study is to be prepared to the specifications and satisfaction of the Local Government, and is to be undertaken by an appropriately qualified person or body at the applicant’s expense.
- 5.6 Applications for planning approval involving the development and use of land for a car park as the predominant use may require the submission of a Development Impact Statement (Traffic & Parking) and/or Traffic Study to be prepared by the proponent as part of any application.

6 EXEMPTIONS FROM PLANNING APPROVAL

Except where provided for within the provisions of the Residential Design Codes and subject to compliance with the relevant development requirements and standards of the Scheme, there are no other exemptions or exclusions permitted under the Scheme with respect to vehicle access and parking.

7 MEANING OF TERMS

- 7.1 Unless the context otherwise requires, words and expressions used in this Local Planning Policy have the same meaning as they have -
- (a) in the Planning and Development Act 2005; or
 - (b) if they are not defined in that Act (in order of precedence) -
 - i. in the Dictionary of Defined Words and Expressions in Schedule 1 of the Scheme; or
 - ii. in the Residential Design Codes; or

- iii. Building Code of Australia; or
- iv. in a relevant Australian Standard.

7.2 The meaning of other specific words and expressions relevant to this Local Planning Policy are given below:

(a) General definitions -

“Articulated vehicle” (“AV”) means a motor vehicle as defined by Australian Standard AS2890.2 Off-street Parking - Part 2: Commercial Vehicle Facilities (as amended).

“Bicycle” means a vehicle with two wheels, one in front of the other, and having a saddle-like seat for the rider. It is steered by handlebars and driven by pedals.

“Central Business District” (“CBD”) means that area included in the “City Centre Zone” under the Scheme, which is the business and commercial core of the municipality containing higher density housing, retailing, administrative and financial offices, tourism, cultural, entertainment and government activity. The CBD has primacy in the designated hierarchy of activity centres within the Greater Bunbury Region.

“Development site” means the lot or lots, or portion thereof, including a strata lot and survey strata lot, which are proposed or likely to comprise the land on which a development is to be situated once carried out.

“Gross floor area” (“gfa”) measured externally, means the sum of the areas of each floor of a building on a lot/development site, including the following -

- (a) fully enclosed covered floor areas and unenclosed covered floor areas,
- (b) mezzanine floors,
- (c) basements capable of occupation,
- (d) roof space or attic areas capable of occupation,
- (e) garages,
- (f) roofed balconies, open verandahs and porches;

but excludes the following –

- (g) covered pedestrian pathways and covered public areas that are external to the main building,
- (h) awnings adjoining a street frontage,
- (i) unenclosed pedestrian deck or platform adjoining and accessed from a street frontage,
- (j) a basement that extends not more than 0.5 metres above natural ground level, to the top most of the building slab,
- (k) ground floor vehicle parking bays/areas, and
- (l) landscape works.

“Heavy rigid vehicle” (“HRV”) means a motor vehicle as defined by Australian Standard AS2890.2 Off-street Parking - Part 2: Commercial Vehicle Facilities (as amended).

“Heritage area” means an area which has a distinctive character of heritage significance and which is desirable to conserve.

“Heritage place” means a surveyed area of land, foreshore, estuary or

watercourse. A place may be a site, area, building, group of works or landscape, together with its associated structures, contents and surrounds.

“Health consultant” means a “medical practitioner”, which has the same meaning as in the Medical Practitioners Act 2008, and also includes all other allied health professionals and paraprofessionals registered or certified by a relevant statutory board.

“Medium rigid vehicle” (“MRV”) means a motor vehicle as defined by Australian Standard AS2890.2 Off-street Parking - Part 2: Commercial Vehicle Facilities (as amended).

“Motorcar” or “car” means a motor vehicle with dimensions complying with a “B85 vehicle” or a “B99 vehicle” as defined by Australian Standard AS2890.1 Parking Facilities - Part 1: Off-street Car Parking (as amended).

“Motorcycle” or “motorbike” means any two wheeled or three wheeled motor vehicle with an engine displacement greater than 50 cubic centimetres (cc) and having a seat or saddle for the use of one or two riders, including a sidecar. For the purposes of this Local Planning Policy, this term shall include “motor scooter” or “moped”, which means any two wheeled or three wheeled motor vehicle with an engine displacement of 50 cubic centimetres (cc) or less.

“Motor vehicle” means any vehicle propelled by gas, oil, electricity or any other motive power, not being animal power, required to be licensed, and complying with the requirements necessary for licensing, under the Road Traffic Act 1974 (as amended), and includes a caravan, trailer or semi-trailer drawn or hauled by a motor vehicle.

“Small rigid vehicle” (“SRV”) means a motor vehicle as defined by Australian Standard AS2890.2 Off-street Parking - Part 2: Commercial Vehicle Facilities (as amended).

“Veterinary consultant” means a “registered veterinary surgeon”, which has the same meaning as in the Veterinary Surgeons Act 1960.

(b) Land use definitions -

“Aged or Dependent Person’s Complex” means premises used for the accommodation and care of aged or dependent persons on a permanent basis either in self-contained dwellings or serviced apartments or both, together with ancillary facilities incidental to the development. This term includes retirement village, supported accommodation, or personal care accommodation in the form of a nursing home. Ancillary facilities and incidental uses may include dining and recreation facilities, medical facilities, administrative offices, laundries, kitchens, and residential accommodation for persons associated with the development. This term may include Aged or Dependent Person’s Dwellings, Residential Building, or Hospital.

“Auction Premises” means premises used for the display and sale of goods, by auction, of a bulky or non bulky nature that are not normally purchased on a daily basis, such as motor vehicles, boats, caravans, machinery, trade goods and equipment, but does not include sale by auction of animals.

“Auction Premises - Livestock” means premises used for the display and sale, by auction, of animals and/or primary produce. This term does not include

“Auction Premises”.

“**Commercial Service**” means premises used as a bank, building society, credit union, finance company, real estate agency, travel agency, professional or consulting services which advertises or displays its business for direct dealings with the general public.

“**Department Store**” means premises used to sell by retail non-perishable goods of a bulky or non bulky nature, not normally purchased on a daily basis; where the area for display and sale is not less than 500 square metres in gross leasable area (gla), but does not include convenience store, shop, showroom, retail establishment, or warehouse.

“**Liquor Store**” means premises licensed as a Liquor Store under the Liquor Control Act 1988 (as amended) and used to sell packaged liquor for consumption off the premises.

“**Occasional Use**” means the use of any premises on an irregular or infrequent basis for the purposes of community, recreation or entertainment, which does not require the construction of a permanent building or the installation of permanent infrastructure or services.

“**Residential Building - Permanent**” means a building or portion of a building, together with rooms and outbuildings separate from such building but incidental thereto, which is used or intended, adapted or designed to be used for the purpose of human habitation permanently by seven or more persons who do not comprise a single family, but does not include a hospital or special care facility, a prison, a hotel, a motel, or a residential school.

“**Residential Building – Short-stay**” means a building or portion of a building, together with rooms and outbuildings separate from such building but incidental thereto, which is used or intended, adapted or designed to be used for the purpose of human habitation temporarily by two or more persons, but does not include a hospital or special care facility, a prison, a hotel, a motel, or a residential school.

“**Retail Premises**” means premises used to display, hire or sell by retail or wholesale non-perishable goods of a bulky or non bulky nature, not normally purchased on a daily basis; where the area for display and sale is not less than 500 square metres in gross leasable area (gla), but does not include a convenience store, department store, shop, showroom, supermarket, service station, trade display or warehouse.

“**Salvage Yard**” means premises used for the storage, dismantling or sale of materials salvaged from the erection, demolition, dismantling or renovating of, or fire or flood damage to structures including (but without limiting the generality of the foregoing) buildings, machinery, vehicles and boats.

“**Shopping Centre**” means premises used primarily for retailing and commercial services by separate individual leased areas that form a single, integrated complex with shared vehicle parking and other facilities where the ground floor area of the development exceeds 2,000 square metres. The term includes the use of such premises for any one or more of the uses permitted within a designated Activity Centre as prescribed by the relevant State Planning Policy, Local Planning Strategy and/or Local Planning Policy adopted by the Local Government and endorsed by the Western Australian Planning Commission (WAPC).

“Short-stay Grouped Unit” means a short stay unit with a maximum of two bedrooms that is one of a group of two or more short stay units on the same lot such that no short stay unit is placed wholly or partly vertically above another, except where special conditions of landscape or topography dictates otherwise, and includes a short stay unit on a survey strata with common property.

“Short-stay Multiple Unit” means a short stay unit with a maximum of two bedrooms in a group of more than one short stay unit on a lot where any part of a short stay unit is vertically above part of any other but does not include a Short-Stay Grouped Unit.

“Small Bar” means premises licensed as a small bar under the Liquor Control Act 1988 (as amended) and used to sell liquor for consumption on the premises; but does not include the sale of packaged liquor, and is limited to a maximum number of 120 persons who may be on the licensed premises.

“Spray Painting Premises” means the use of any land or buildings for painting or coating by spray process of any items including motor vehicles.

“Supermarket” means premises used to sell by retail perishable and non-perishable goods of a non bulky nature, normally purchased on a daily basis; where the area for display and sale is not less than 500 square metres in gross leasable area (gla), but does not include Convenience Store, Department Store, Shop, Showroom, Retail Establishment, or Warehouse.

“Temporary Use” means the use of any premises on an impermanent basis for a purpose that is not permitted in the relevant zone or local reserve unless the Local Government has exercised its discretion by granting planning approval after giving special notice in accordance with clause 9.4, and which requires the construction of a building or the installation of infrastructure or services that can be removed and/or adapted for use for a purpose permitted in the zone or local reserve. A temporary use must not exceed a duration of 5 years from the time of granting planning approval.

“Transit Centre” means a premises used for the assembly and distribution of passengers prior to, or subsequent to, their transportation, irrespective of the mode of transport. This term includes ancillary uses required for the comfort and amusement of passengers, but does not include a Transport Depot.

“Unrestricted Residential Accommodation” means a dwelling or dwellings (either single, grouped or multiple) that may be occupied either permanently as a residential dwelling or temporarily for short-stay accommodation.

7.3 Notes, and instructions printed in italics, are not part of the Local Planning Policy.

PART B

8 GENERAL STANDARDS FOR PROVISION OF ACCESS AND PARKING IN LAND USE AND DEVELOPMENT

8.1 Land Use & Development for Access & Parking

Access and parking shall be provided for the use and development of any land in accordance with the requirements of –

- (a) this Local Planning Policy: Access & Parking for Pedestrians, Bicycles and Vehicles; and
- (b) the Car Parking Table under the Scheme; and
- (c) the Residential Design Codes for residential and mixed use developments, subject to the variations; and
- (d) the applicable zone provisions under the Scheme; and
- (e) relevant Special Control Area(s); and
- (f) relevant Local Planning Policies or Local Laws; and
- (g) applicable Australian Standards.

Note: Section “8 General Standards for Land Use & Development” of this Local Planning Policy sets out the prescriptive provisions by which access and parking must be provided as part of any land use and development within either or both the Scheme Area and Central Business District Parking Area.

8.1.2 Parking bays are clearly delineated on site by the use of appropriate means, such as kerbing, landscaping, signage and line marking.

8.1.3 The dimensions of vehicle parking bays and aisles and the design, materials and construction of off-street parking bays/areas, accessways, driveways, crossovers, loading bays and pick-up/set-down areas is in accordance with Australian Standards (as amended) –

- (a) AS2890.1 Parking Facilities - Part 1: Off-street Car Parking;
- (b) AS2890.2 Parking Facilities - Part 2: Off-street Commercial Vehicle Facilities;
- (c) AS2890.5 Parking Facilities - Part 5: On-street Parking; and
- (d) the Local Government’s standard conditions (drawings) for all crossover types.

Notes: 1. Table 1 below sets out typically preferred minimum design requirements for off-street parking areas as illustrated in Figure 1 for information purposes only.

Table 1: Standard Design Requirements for Off-Street Parking Areas.

Parking Angle	Bay Width	Bay Length	Aisle Width	
			1 way	2 way
90° (right angle parking)	2.5m	5.4m	6.2m	6.2m
Disabled Person’s Parking (right angle parking)	3.2m	6.0m	6.2m	6.2m

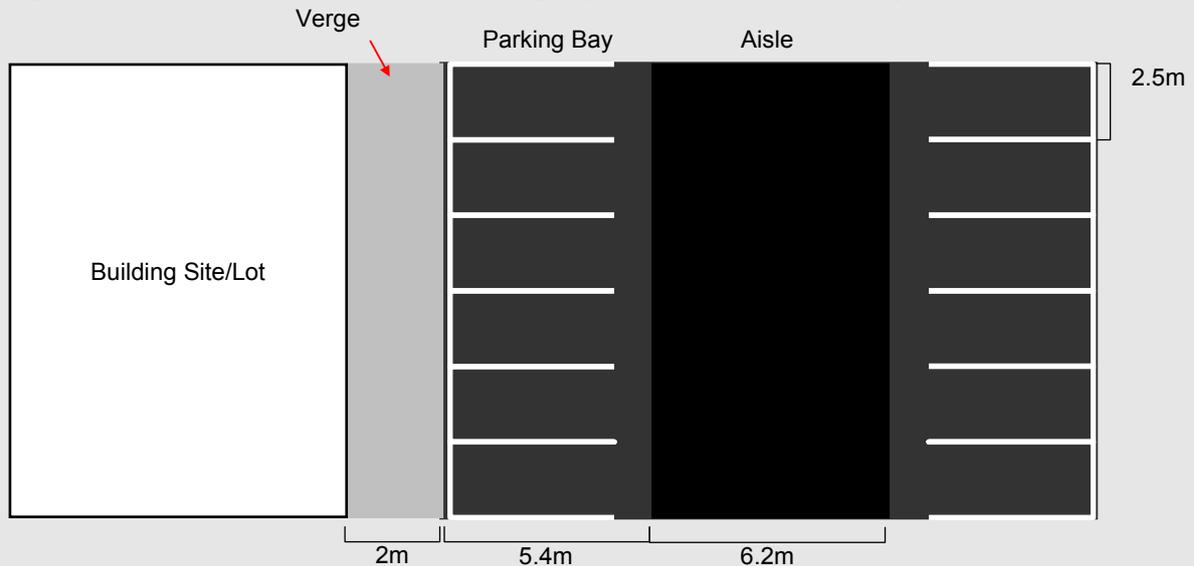
45° (diagonal parking)	2.5m	5.3m	3.7m	5.8m
0° (parallel parking)	2.5m	6.0m	3.6m	5.8m

* Required where the bay length is less than 5.4 metres.

2. Subject to approval by the Local Government, standard variations to the desired car parking bay dimensions may include –

- (a) Bays situated adjacent to walls or other obstructions that affect door opening, should be increased in width by 0.3 metres on the side of the obstruction.
- (b) The length of parallel parking bays may be reduced to 5.5 metres for end bays where free access is available.
- (c) The length of right angle parking bays may be reduced to 4.8 metres where vehicle overhang over a footway is allowed for. Where the vehicle may overhang the end of a bay, the footway should be widened by an additional 0.6 metres.
- (d) Where access aisles intersect, adequate truncations shall be provided to facilitate the simultaneous movement of vehicles to and from the access aisles – 85 percent (85%) to vehicle swept path with 300 mm clearances each side (refer to AS2890.1).

Figure 1: Example dimensions for car parking bays for off-street car parking.



3. Additional guidance on parking standards is provided, where relevant, within the provisions of each zone.

8.1.4 All sealed pedestrian and shared paths are designed and constructed of appropriate materials with gradients to permit all-able accessibility and mobility in accordance with Australian Standards AS1428 (Set) Design for Access and Mobility Set, as applicable, and specifically AS1428.1 Design for Access and Mobility - General Requirements for Access - New Building Work (as amended).

8.2 Vehicle Parking Demand & Availability

8.2.1 Parking provision shall be based on an assessment of parking demand that identifies the eighth highest shopping hour over the course of one year in the Central Business District Parking Area.

- 8.2.2 Applications for planning approval for a “medical centre” that incorporate floorspace used for the treatment of patients in addition to that dedicated for the purposes of consulting room(s) used by health consultant(s) shall be accompanied by a Development Impact Statement (Traffic & Parking) prepared in accordance with section 15 of this Local Planning Policy and section 10.2 of the Scheme.
- 8.2.3 Subject to the Scheme and the satisfaction of the Local Government, the additional number of car parking bays required for a “medical centre” that incorporates floorspace used for the treatment of patients in addition to that dedicated for consulting room(s) used by health consultant(s) shall be calculated on the basis of 1 bay per 20 square metres of gla.

Note: Car parking bays for employees other than for medical practitioners is accounted for within the minimum car parking requirements of the Car Parking Table under the Scheme.

8.3 Units of Measurement

The units of measurement for calculating the number of required parking bays shall be interpreted as follows -

- (a) when the unit of measurement is based on the number of employees, the shift or employment period during which the greatest number of employees are present at the premises shall be used in the computation;
- (b) when the unit of measurement is based on the “gross leasable area” the meaning of gross leasable area (gla) is as defined under the Scheme, and shall apply for determining the required number of parking bays;
- (c) when the unit of measurement is based on the “net lettable area” the meaning of net lettable area (nla) is as defined under the Scheme, and shall apply for determining the required number of parking bays; and
- (d) when the unit of measurement is based on the “gross floor area” the meaning of gross floor area (gfa) is as defined under this Local Planning Policy, and shall apply for determining the required number of parking bays.

8.4 Vehicle Parking Tables

- 8.4.1 Parking shall be provided on-site in compliance with the minimum number of bays prescribed in the vehicle parking tables (Car Parking Table) under the Scheme and/or this Local Planning Policy (Car Parking Table for Specific Uses, Service Vehicle Parking Table and Bicycle Parking Table), according to the use of the land and the scale of development.
- 8.4.2 Where the number of parking bays calculated for a development or use in accordance with the provisions of the Scheme and/or this Local Planning Policy is not a whole number, the number of parking bays required must be the next highest whole number.
- 8.4.3 Where more than one use is permitted on a lot/development site, the total number of parking bays is determined by the accumulated number of bays required for each permitted use as a proportion of the total area of the lot/development site.
- 8.4.4 Notwithstanding clause 8.4.3, where more than one tenancy is proposed / exists on a lot/development site, the total number of parking bays is determined by the

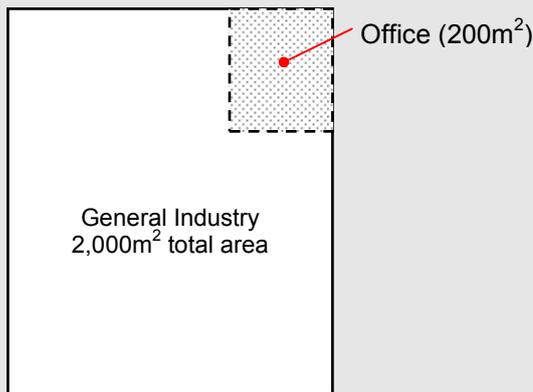
accumulated number of bays required for each tenancy as a proportion of the total area of a permitted use on the lot/development site.

Note: The following diagrams in Figure 2 below, illustrates the relationship between land use and ground floor area in the calculation of car parking provision.

Figure 2: Examples of how to calculate the number of car parking bays for two common land use and zoning scenarios.

Example 1:

Office as an incidental use as part of a general industry use as part of a general industry use (“P”) in the Industry Zone.



Uses

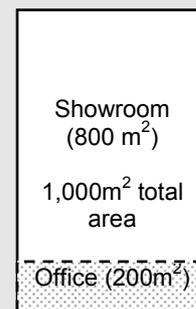
General Industry - 1 bay per 100m² of gla or 1 bay per employee, whichever is the greater; with not less than 5 bays. An additional 1 bay per 30m² of gla used for office/administration and/or retailing/wholesaling.

Calculation

200m² ancillary office (7 bays) + 1,800m² industry (18 bays) = total of 25 bays.

Example 2:

Office use (“D”) in addition to a showroom use (“P”) in the “Mixed Business Zone”.



Uses

Showroom - 1 bay per 50m² of gla for areas open to the public and used for display, sale or hire, plus 1 bay per 100m² of gla used for storage; with a minimum of 5 bays.

Office - 1 bay per 30 m² of gla, except for areas open to the public which shall be subject to a parking requirement of 1 bay per 20m² of gla; with a minimum of 5 bays.

Calculation

400m² showroom open to public (8 bays) + 400m² showroom for storage (4 bays) + 200m² office (7 bays) = total of 19 bays.

8.4.5 Where a use class is not specified in the Car Parking Table, the Local Government shall determine the number of parking bays to be provided having due regard to Car Parking Table for Specific Uses of this Local Planning Policies, section 10.2 of the Scheme, the nature of the proposed use/development, the number of persons likely to occupy or be accommodated within the premises, maintenance of road safety and traffic management, and the amenity of the area.

Car Parking Table for Specific Uses

Interpretation and application of the Car Parking Table for Specific Uses shall be in accordance with the following -

1. The “Use Classes” listed in column 1 of the Car Parking Table for Specific Uses are those land uses prescribed under the Zoning Table of the Scheme.
2. The “Specific Uses” listed in column 2 of the Car Parking Table for Specific Uses are those uses not defined in the Scheme, but which are determined as falling within the

Car Parking Table for Specific Uses	
	specified use class category and which are defined in Clause 7.2 of this Local Planning Policy.
3.	For each use class or specific use listed in columns 1 and 2 of the Car Parking Table for Specific Uses, the minimum number of parking bays to be provided is listed in column 3.
4.	The location and hierarchy of Activity Centres is as prescribed by the relevant State Planning Policy, Local Planning Strategy and/or Local Planning Policy adopted by the Local Government and endorsed by the Western Australian Planning Commission (WAPC).
5.	Recreation uses incorporating spectator seating shall provide 1 space for every 4 seats.
6.	Incidental uses include a shop, dining and/or drinking facilities (either licensed or unlicensed venue).

Car Parking Table for Specific Uses		
Use Classes ¹	Specific Uses ²	Minimum Car Parking Requirements ³
Agricultural & Primary Industry Uses:		
Use Class Not Listed -	Auction Premises - Livestock	No minimum requirement provided - as determined by the Local Government.
Commercial Uses:		
Use Classes Not Listed -	Auction Premises	1 bay per 15 square metres of gla, with not less than 5 bays per tenancy.
	Commercial Service	1 bay per 30 square metres of gla, except for areas open to the public which shall be subject to a parking requirement of 1 bay per 20 square metres of gla.
	Department Store	1 bay for every 30 square metres of gla.
	Liquor Store	1 bay per 20 square metres of gla, with a minimum of 2 bays, plus a car queuing area equivalent to 10 bays where drive through facilities are included.
	Retail Premises	1 bay per 40m ² gla for areas open to the public, plus 1 bay per 100m ² gla used for storage, with a minimum of 5 bays.
Use Classes Not Listed -	Shopping Centre ⁴ -	1 bay for every 16 square metres of gla for greater than 2,000 m ² gla up to 6,000 m ² gla, where located within a Neighbourhood Centre.
		1 bay for every 18 square metres of gla for greater than 6,000 up to 12,000 m ² gla, where located within a District Centre.
		1 bay for every 20 square metres of gla for greater than 12,000 m ² gla, where located within a District Centre.

Car Parking Table for Specific Uses		
Use Classes ¹	Specific Uses ²	Minimum Car Parking Requirements ³
	Supermarket	1 bay for every 30 square metres of gla.
	Video Hire Outlet	1 bay per 20 square metres of gla, with a minimum of 5 bays.
Community Uses:		
Educational Establishment -	Pre-primary	1 bay per employee, plus parking and set down areas for students as determined by the Local Government with consideration of the number of students the premises is designed to accommodate.
	Primary	1 bay per employee, plus parking and set down areas for students as determined by the Local Government with consideration of the number of students the premises is designed to accommodate.
	Secondary	1 bay per employee, plus student parking in addition to set down areas as determined by the Local Government with consideration of the number of students the premises is designed to accommodate.
	Tertiary	1 bay per employee, plus 1 bay per four students – or as determined by the Local Government with consideration of the number of students the premises is designed to accommodate.
Dining & Entertainment Uses:		
Use Class Not Listed -	Small Bar	1 bay per 2 square metres of gla used for bar area, plus 1 bay per 4 seats or 1 bay per 5 square metres of gla used for dining or reception/assembly area, whichever is the greater, plus 1 bay per 15 square metres of gla used for storage, food preparation, services and administration.
Health & Medical Uses:		
Nil	Nil	Not applicable.
Home Based Business Uses:		
Nil	Nil	Not applicable.
Industrial Uses:		
Use Classes Not Listed -	Salvage Yard	4 bays for up to the first 200m ² gla, plus 1 bay for every additional 100m ² gla or part thereof; with not less than 5 bays.

Car Parking Table for Specific Uses		
Use Classes ¹	Specific Uses ²	Minimum Car Parking Requirements ³
	Spray Painting Premises	1 bay per 100m ² gla or 1 bay per employee, whichever is the greater.
Infrastructure & Transportation Uses:		
Use Class Not Listed -	Transit Centre	No minimum requirement provided - as determined by the Local Government.
Leisure & Recreational Uses:		
Recreation - Private / Community Purpose ⁵ -	Bowling Alley	4 bays for every bowling lane, plus 1 bay per employee.
	Gymnasium	1 bay for every 10 square metres of gla.
	Indoor Sports	1 bay for every four persons the building is designed to accommodate - as determined by the Local Government with consideration of the applicable sporting activity in relation to the number of players and spectators.
	Squash Centre	3 bays per court, plus 1 bay per employee.
	Swimming Pool	1 bay for every 20 square metres pool area.
	Skating Rink	1 bay for every 20 square metres of skating area.
	Tennis Court	4 bays per tennis court.
	Stadium	No minimum requirement provided - as determined by the Local Government with consideration of the availability of public transport and proximity of public transport stops, time of events and availability of reciprocal or shared parking facilities.
Residential Uses:		
Grouped Dwelling / Multiple Dwelling / Single House -	Aged or Dependent Person's Dwelling	In accordance with the Residential Design Codes.
	Single Bedroom Dwelling	1 bay per dwelling, plus 1 bay per two dwellings for visitor parking.
Residential – Other Uses:		
Use Classes Not Listed –	Aged or Dependent Person's Complex	Where independent accommodation is provided as dwellings – in accordance with the Residential Design Codes. Where supported accommodation or hospital facilities is provided – 1 bay per 4 beds, plus 1 bay per employee - as determined by the Local Government.

Car Parking Table for Specific Uses		
Use Classes ¹	Specific Uses ²	Minimum Car Parking Requirements ³
	Residential Building - Permanent	1 bay per bedroom, plus 1 bay per four bedrooms for visitor parking.
	Residential Building – Short-stay	No minimum requirement provided - as determined by the Local Government with consideration of the primary activity.
Storage & Warehousing Uses:		
Nil	Nil	Not applicable.
Tourism Accommodation Uses:		
Use Classes Not Listed -	Short-stay Grouped Unit	1 bay per unit.
	Short-stay Multiple Unit	1 bay per unit.
	Unrestricted Residential Accommodation	In accordance with the Residential Design Codes.
Incidental, Occasional & Temporary Uses:		
Use Classes Not Listed -	Incidental Use ⁶	No minimum requirement provided - as determined by the Local Government.
	Occasional Use	No minimum requirement provided - as determined by the Local Government with consideration of the most applicable or equivalent use class type and the frequency and duration of the use.
	Temporary Use	No minimum requirement provided - as determined by the Local Government with consideration of most applicable or equivalent use class type and the duration of the use.
All Other Uses Not Listed:		No minimum requirement provided - as determined by the Local Government with consideration of the most applicable or equivalent use class type, subject to the Scheme and any other relevant Local Planning Policy.

- 8.4.6 An application for planning approval for a use class that does not have a minimum requirement for parking specified under the Scheme and/or this Local Planning Policy is to be accompanied by a Development Impact Statement (Traffic & Parking), which demonstrates that a proposed development or use of a premises incorporates sufficient parking supply to service the proposed development or use.

8.5 Existing Vehicle Parking Areas

- 8.5.1 All existing private and public car parking areas are to be retained and managed in a way that ensures appropriate access, signage, drainage, surfaces, landscaping (where applicable), lighting and surveillance. Monitoring and reporting on the adequacy and condition of the parking assets in the Central Business District Parking Area shall be undertaken on a regular basis or as required.
- 8.5.2 Where changes to existing parking areas are proposed that result in the loss of parking, then a comprehensive Development Impact Statement (Traffic & Parking) must be prepared for the Local Government's consideration that addresses the implications and ramifications of such changes on the overall provision of parking in the Central Business District Parking Area, and associated costs (if any) to the Local Government.

8.6 Existing Development (as part of a New Development or Change of Use)

- 8.6.1 Where a change of use occurs on part of a lot/development site, in addition to an existing permitted use and associated building(s), the additional parking bays to meet the requirements of the new use shall be provided in respect of the area subject to the change of use only, provided that –
- (a) there is adequate provision of on-street and/or off-street parking bays servicing the existing use/development and any existing area of parking is not reduced, or if disturbed, any existing parking bays are replaced in the new development; and
 - (b) the total area of use/development remains the same.

Note: In circumstances where there is a proposed new use on a floor of an existing building, the determination of the need for additional parking requirements will only apply to the floor that is the subject of the change of use.

- 8.6.2 Where an existing permitted use and associated building(s) on a lot/development site is enlarged or intensified, such as construction of an additional building or an extension of an existing building, additional parking bays to meet the requirements of the new development shall be provided in respect of the additional building or extension of the existing building only, provided that –
- (a) there is adequate provision of on-street and/or off-street parking bays servicing the existing use/development and any existing area of parking is not reduced, or if disturbed, any existing parking bays are replaced in the new development; and
 - (b) the use of the land remains the same.

8.7 New Development or Change of Use (overall Building)

- 8.7.1 Subject to the Scheme and this Local Planning Policy, car parking bays shall be provided in relation to any use or development as off-street, and subject further to the provisions of section 9 of this Local Planning Policy, shall be provided on the land on which the development is proposed. On-street (or 'kerbside') parking may be approved by the Local Government in accordance with provisions of section 8.14 of this Local Planning Policy.
- 8.7.2 Subject to Local Government approval, where there is a deficiency in the number of

vehicle parking bays provided to service a premises, off-site parking shall be provided in accordance with section 10 of this Local Planning Policy; whereby parking bays for a use/development on a lot/development site may be provided jointly with any one or more other premises, subject to the satisfaction of the Local Government and in accordance with the standards and requirements of the Scheme and this Local Planning Policy.

- 8.7.3 No building or land the subject of an application for planning approval to commence development shall be occupied until all required parking and loading facilities have been provided to the satisfaction of the Local Government.
- 8.7.4 When the use of any premises is changed to a use class that under the Scheme requires a greater number of parking bays, additional parking bays shall, unless otherwise approved by the Local Government, be provided to meet the requirements of the new use.
- 8.7.5 Any off-street parking or loading facility which is permitted but not required by the Scheme, shall comply with the Scheme and this local Planning Policy with respect to the location, design, construction and operation of such facilities.
- 8.7.6 Parking bays shall remain accessible and be used solely for the purpose of parking vehicles at all times, and shall not be used for the storage of -
- (a) unregistered vehicles; or
 - (b) recreational vehicles; or
 - (c) commercial vehicles, trucks or trailers (unless the parking facilities used to store such commercial vehicles trucks or trailers are in excess of the minimum requirement); or
 - (d) vehicles under repair; or
 - (e) bins or waste materials; or
 - (f) any other goods, materials for display or sale.
- 8.7.7 Where land is set aside as an off-street parking area, no buildings or structures shall be erected, placed or allowed to remain on such land unless they have received relevant approval and are solely to accommodate parked vehicles. If part of a parking area is not immediately required for parking, the Local Government may approve its use temporarily for open storage, lawns and gardens or trade display provided that such use does not contravene any other provision of the Scheme.

8.8 Vehicle Parking for People with a Disability

- 8.8.1 Provision for disabled parking shall be assessed taking into account the proposed land use, gross leasable area, lot area, location and the specific needs of the intended occupants / users. The overall amount of car parking bays that must be allocated to disabled parking shall be in accordance with Australian Standards AS2890.1 Parking Facilities - Part 1: Off-street Car Parking and AS2890.6 Parking Facilities - Part 6: Off-Street Parking for People with Disabilities. As a minimum, two percent (2%) of the overall amount of car parking bays for retail/commercial land uses must be allocated to disabled parking.
- 8.8.2 The Local Government may require an increase in the overall provision and level of disabled parking facilities for a particular development if the Local Government determines that such a requirement would be justified to address the required level of service.

- 8.8.3 Disabled car parking bays shall be designed in accordance with Australian Standards AS2890.1 Parking Facilities - Part 1: Off-street Car Parking, AS2890.6 Parking Facilities - Part 6: Off-Street Parking for People with Disabilities, AS1428.1 Design for Access and Mobility, and any other relevant standard adopted by the Local Government.

8.9 Cultural Heritage

Where a proposed development, redevelopment, or change of use involves a heritage area, place or building (as established by inclusion on the State Register of Heritage Places or the Heritage List under the Scheme), the Local Government may not require additional parking to that which is currently provided, subject to the heritage values of the heritage area, place or building being conserved to the satisfaction of the Local Government.

8.10 Floorspace Discretionary Thresholds (within City Centre Zone)

- 8.10.1 Subject to the Scheme and section 9 of this Local Planning Policy, the car parking requirement may, at the discretion of the Local Government, be reduced if the overall total gross floor area (gfa), including existing premises/buildings, of a proposed new development, extension or change of use on a lot is less than 2,000 m² within the “City Centre Zone”.
- 8.10.2 Subject to the Scheme and section 9 of this Local Planning Policy, the provision of car parking bays within the “City Centre Zone” may be varied according to the following gross floor area (gfa) thresholds where the Local Government has exercised its discretion in granting planning approval -
- (a) development/use of less than 500 m² gfa on a lot, shall not require parking to be provided on site (i.e. 100% concession);
 - (b) development/use of between 500 m² and 1,000 m² gfa on a lot, the concession may be to a maximum of 50%;
 - (c) development/use of between 1,000 m² and 1,500 m² gfa on a lot, the concession may be up to a maximum of 33%; and
 - (d) development/use of between 1,500 m² and 2,000 m² gfa on a lot, the concession may be up to a maximum of 25%.
- 8.10.3 Where a proposed development/use within the “City Centre Zone” has a minor variation that would exceed a threshold that substantially reduces the concession (e.g. 501 m² gfa), the Local Government may exercise its discretion in granting planning approval with a maximum variation of up to five percent (5%).

8.11 Mixed Use Discretionary Threshold

Subject to the Local Government exercising its discretion in granting planning approval, where greater than 50 percent (50%) of the gross floor area (gfa) of a premises is used for residential purposes, and where the balance of the gross floor area is used predominantly between the hours of 9.00 a.m. and 5.00 p.m., the total number of car parking bays required to be provided under the Car Parking Table of the Scheme may be reduced by up to a maximum of 25 percent (25%).

8.12 Appropriate Distance Criteria to Off-site Vehicle Parking Areas

- 8.12.1 Subject to the Local Government exercising its discretion in granting planning approval, premises utilised for an office or commercial use with no public access permitted do not require off-street car parking to be located within the boundaries of the use/premises. In such circumstances, an appropriate off-street car parking facility may be located up to a maximum of 250 metres away from the use/premises.
- 8.12.2 Subject to the Local Government exercising its discretion in granting planning approval, premises utilised for a retail, office or commercial use with public access permitted may be located up to a maximum of 100 metres away from an appropriate area for a car parking facility.
- 8.12.3 Subject to the Local Government exercising its discretion in granting planning approval, premises that operate out of normal trading hours (i.e. after 6 pm, such as hotel, night club, restaurant, tavern, theatre, or any other use as determined by the Local Government) may be located up to a maximum of 200 metres away from an appropriate area for a car parking facility. Subject to the discretion of the Local Government, the appropriate area for a car parking facility may be located at a greater distance than 200 metres from the use/development site where amenity, security and safety issues are adequately addressed.
- 8.12.4 The provisions of clause 8.12.1 to 8.12.3 do not affect the requirement for landowners/developers to provide adequate off-street disabled car parking within the boundaries of the use/premises.

8.13 Alternative Transport Modes

- 8.13.1 For a use/development greater than 3,000 m² in gfa, the Local Government may exercise its discretion in granting planning approval by reducing the car parking requirement by up to 10 percent (10%) where the development provides for a practicable and convenient alternative transport mode to the private motor vehicle. Consideration shall be given, but not limited to, bus parking and access for people or groups with special needs and bicycle storage and access to the satisfaction of the Local Government.
- 8.13.2 A concession in respect of car parking requirements under clause 8.13.1 should not be granted in respect of a land use or development that is also subject to any other relaxation of car parking provision or standard under the Scheme or this Local Planning Policy.

8.14 On-Street Vehicle Parking

- 8.14.1 The Local Government may grant planning approval for the development and use of parking bays/areas within a road reserve (on the road verge), subject to -
- (a) The submission of a Development Impact Statement (Traffic & Parking) report that is to be submitted for assessment as part of an application for planning approval in accordance with section 15 of this Local Planning Policy and section 9.4 of the Scheme. The Development Impact Statement (Traffic & Parking) report is to be prepared to the specifications and satisfaction of the Local Government in accordance with section 16 of this Local Planning Policy, and is to be undertaken by an appropriately qualified person or body at the applicant's expense.
 - (b) The on-street parking bay/area development making a substantive

improvement to the amenity of the locality, as determined by the Local Government.

- (c) The following items shall be constructed or upgraded, as determined by the Local Government, as part of an application for on-street parking -
- i landscaping as required;
 - ii street lighting as required;
 - iii drainage as required;
 - iv traffic management infrastructure items as required;
 - v signage and line marking as required;
 - vi disabled parking bays as required; and
 - vii pedestrian pathway connecting to the municipal pathway network for the full frontage of the property, or where there is an existing slab path, the pathway shall be upgraded to a concrete path.

- 8.14.2 A requirement for on-street parking is to be additional to any applicable requirement for the provision of off-street and/or on-site parking of all development and/or use of land.
- 8.14.3 The Local Government may at its discretion remove on-street parking bays at a later date if required for any reason.
- 8.14.4 On-street parking bays/areas are to be available for the general public's use at all times. The applicant may not restrict access to or use of the parking bay/area in any way.
- 8.14.5 On-street parking shall be wholly contained within the road reserve in accordance with dimensions specified by the development standards and requirements of this Local Planning Policy.
- 8.14.6 On-street parking bays/areas are to be designed and constructed to the satisfaction of the Local Government in accordance with the following (as amended) -
- (a) Austrroads, Part 11 - Parking;
 - (b) Australian Standard AS2890.5 Parking Facilities - Part 5: On-street Parking; and
 - (c) the Local Government's road works construction specifications.
- 8.14.7 On-street parking bays/areas shall be sealed, kerbed, drained and finished in asphalt or brick paving to the satisfaction of the Local Government. The design of on-street parking bays/areas must be approved by the City Engineer prior to the commencement of construction and operation.
- 8.14.8 The application is to be made in the form of an application for planning approval in accordance with Part 9 of the Scheme.
- 8.14.9 Subject to the Scheme, all applications for car parking bays/areas within road reserves shall be advertised in accordance with Part 9 of the Scheme and the requirements of section 3.51 of the Local Government Act 1995.
- 8.14.10 The applicant shall pay an application fee, as determined by the Local Government, to cover the administration, assessment/approval and inspections of works. The fee shall be paid prior to the issuing of any approval. The applicant shall meet all costs for design, assessment/approval, construction and maintenance of the on-street parking facility.

8.15 Verge Crossovers

- 8.15.1 All developments/uses requiring vehicle access to the lot/premises shall have a constructed verge crossover to a minimum standard as prescribed by the Local Government's standard conditions, drawings and specifications for concrete, brick paved and asphalt driveways respectively. Alternative materials may be used for the construction of vehicle crossovers subject to the approval of the Local Government.
- 8.15.2 Verge crossovers are to be approved and constructed prior to occupancy of premises to the satisfaction of the Local Government.
- 8.15.3 The Local Government may bear one half of the cost of a standard verge crossover, subject to the crossover being -
- (a) the first constructed to that lot; and
 - (b) located, designed and constructed to the satisfaction of the Local Government in accordance with its standard conditions, drawings and specifications.

Note: The Local Government's specific requirements regarding the procedure for making application for approval and refund for a verge crossover are detailed in its Verge Crossover Application and Standard Conditions for All Crossover Types documentation, as amended from time to time.

- 8.15.4 The Local Government may refuse to permit more than one vehicle entrance or exit to or from any lot, may require separate entrances and exits, and may require that entrances and exits be placed in positions nominated by the Local Government, if it considers such provision necessary or desirable to avoid or to reduce traffic hazards, or otherwise to assist in planning for vehicular traffic.

9 CASH CONTRIBUTION IN LIEU OF PROVIDING PARKING BAYS

- 9.1 Subject to the Scheme and the provisions of this Local Planning Policy, the Local Government may require an applicant for planning approval to provide, or may otherwise agree to accept, a cash contribution in lieu of the provision of a proportion of the total number of car parking bays required under the Scheme in accordance with following requirements -
- (a) A cash in lieu contribution for car parking shall only be considered in locations where:
 - i. the Local Government has planned to provide a public car park that may adequately service the parking demands of both the general public and the proposed use/development; and/or
 - ii. a public car park exists (including the decking of an existing car parking area) that may adequately service the parking demands of both the general public and the proposed use/development; and
 - iii. the proposed development/use is situated in the locality of a planned or existing public car park in accordance with the requirements of the Appropriate Distance Criteria to Off-site Car Parking Areas under clause 8.12 of this Local Planning Policy.
 - (b) The cash in lieu contribution being in accordance with the Local Government's adopted Schedule of Fees and Charges for the relevant designated area, or where not otherwise specified is not less than the sum total of the following:

- i. The fair market value of the car parking bay area, as determined by the Valuer General. In addition to the parking bay itself, the parking bay area includes the turning area required for each bay (30 m² per bay), and may include additional areas required for access, manoeuvring and landscaping, as determined in accordance with the provisions of the Scheme and any relevant Local Planning Policy.
- ii. The estimated cost of providing and constructing the car parking bay area for the number of bays approved for the making of a cash in lieu contribution, either ground or decked parking, as determined by Local Government.
- iii. All costs incurred in obtaining the valuation to be borne by the applicant for planning approval.

Note: Cash in lieu for parking is an item of the Schedule of Fees and Charges, as amended from time to time, adopted under the City of Bunbury's Annual Budget pursuant to the *Local Government Act 1995*. The cash in lieu contribution rate specified in the Local Government's adopted Schedule of Fees and Charges applies within the relevant designated area (e.g. Central Business District Parking Area).

- (c) The cost of providing and constructing paved car parking bays may include, but not limited to -
 - i. the cost of construction, sealing, draining and curbing, line marking, landscaping, fencing, signage, illumination and pathways to the specifications and satisfaction of the Local Government; and
 - ii. unless otherwise determined by the Local Government, shall also include any other matters relevant to parking in the locality as determined by the Local Government.
- (d) A cash in lieu contribution for car parking received by the Local Government shall be paid into a trust fund and shall only be used for the acquisition and/or development of land as a public car park in the locality of the land the subject of the development proposal, or to reimburse the Local Government any expenses it has incurred in respect thereof including loan repayments. The parking bays provided as a result of cash in lieu contributions shall remain available to the public, be administered by the Local Government and may be subject to such fee structure as the Local Government from time to time may adopt.
- (e) The Local Government may prior to accepting cash in lieu contribution for car parking, adopt a programme to acquire and develop land as a public car park (including decking of an existing public car park) in accordance with (d) above.
- (f) The Local Government may prior to accepting a cash in lieu contribution for car parking, adopt a Local Planning Policy designating areas within which it will give consideration to requiring or accepting a cash in lieu contribution for car parking bays.

9.2 Subject to the agreement of the Local Government, a cash contribution in lieu of car parking may be permitted to a maximum of -

- (a) 100% of the overall on-site parking requirements for a development/use with a gross floor area of up to 2,000 m²; and
- (b) 50% of the overall on-site parking requirements for a development/use with a gross floor area of greater than 2,000 m²,

subject to the proposal meeting the requirements of the Appropriate Distance Criteria to Off-site Car Parking Areas under clause 8.12 of this Local Planning Policy.

- 9.3 Subject to the Scheme and the provisions of this Local Planning Policy, the Local Government may agree to accept a cash contribution in lieu of the provision of a proportion of the total number of car parking bays required under the Scheme as on-street parking bays constructed to the Local Government's specifications and satisfaction, in locations where the Local Government has not provided or is not intending to provide a public car park (including decking of an existing public car park), or where a public car park exists that inadequately services parking demands of both the general public and the proposed development.

Subject to the agreement of the Local Government, a cash in lieu contribution may be made by either -

- (a) as a one off cash payment of the total lump sum made to the Local Government; or
- (b) as staged lump sum payments to the Local Government; or
- (c) as an agreed annual fixed rate contribution made to the Local Government; or
- (d) as a combination of (b) and (c).

10 RECIPROCAL PARKING (PRIVATE) & SHARED PARKING (LOCAL GOVERNMENT)

- 10.1 Subject to the Scheme and the provisions of this Local Planning Policy, where there is a deficiency in the number of parking bays provided to serve a development/use, the Local Government may exercise its discretion in granting planning approval to permit the parking bays for that development/use to be provided jointly with any one or more other premises, subject to the applicant providing evidence to the satisfaction of the Local Government that -

- (a) reciprocal or shared off-street parking facilities are available in appropriate areas, as defined in clause 8.12, to accommodate the deficit in car parking required under the Scheme for the development/use; and/or
- (b) the peak hours of operation of developments/uses so sharing are different and do not substantially overlap, whether or not the premises providing reciprocating car parking separately have the prescribed number of parking bays; and
- (c) that a legal agreement has been made to enable those reciprocal or shared off-street parking facilities to be used for that purpose. Where a reciprocal or shared parking arrangement is proposed as part of an application for planning approval, the written consent of the property owner of the reciprocal or shared parking facility must be in the form of a legally binding agreement between both parties that is prepared to the satisfaction of the Local Government, and at the applicant's own cost.

- 10.2 An application for planning approval for a development/use that proposes a reciprocal or shared parking arrangement shall comply with the following requirements -

- (a) evidence shall be provided sufficient to satisfy the Local Government that no substantial conflict will exist in the peak hours or operation of the developments/uses for which the joint use of parking bays or the reciprocal access and circulation arrangements is proposed; and
- (b) an agreement is to be prepared by a solicitor to the satisfaction of the Local Government and at the expense of the applicant seeking to take advantage of the provisions for reciprocal or shared parking arrangement under this Local

Planning Policy, detailing the relevant issues of the joint usage, and executed by all parties concerned.

- 10.3 Any such agreement may, at the discretion of the Local Government, be in the form of –
- (a) a strata operating as an easement; or
 - (b) strata by-law; or
 - (c) an easement; or
 - (d) an easement in gross; and/or
 - (e) a restrictive covenant,

against any land providing parking bays, reciprocal access or circulation arrangements and shall ensure that where the easement or restriction is made expressly in favour of an adjacent landowner other than the Local Government, that the restraint cannot be removed without the consent of the Local Government upon the Local Government being satisfied that the joint use of parking facilities is no longer required.

- 10.4 Subject to the Local Government exercising its discretion in granting planning approval, reciprocal or shared car parking arrangements for a development/use may be provided -
- (a) by one owner or user in respect of separate premises in appropriate areas; or
 - (b) jointly by two or more owners or users of a premises,

subject to the proposal meeting the requirements of the Appropriate Distance Criteria to Off-site Car Parking Areas under clause 8.11 of this Local Planning Policy.

Note: Figures 3 and 4 give examples of how different reciprocal car parking arrangements may be applied.

Figure 3: Example of where one premise (Lot 3) provides car parking facilities for two other separate premises (Lots 1 and 2).

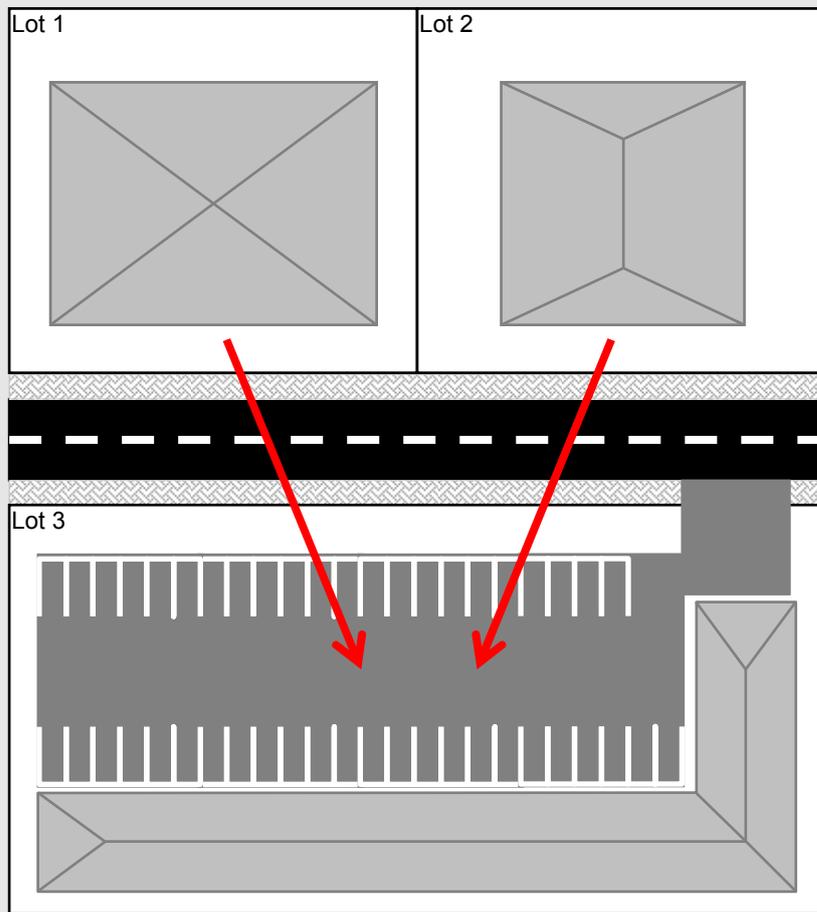
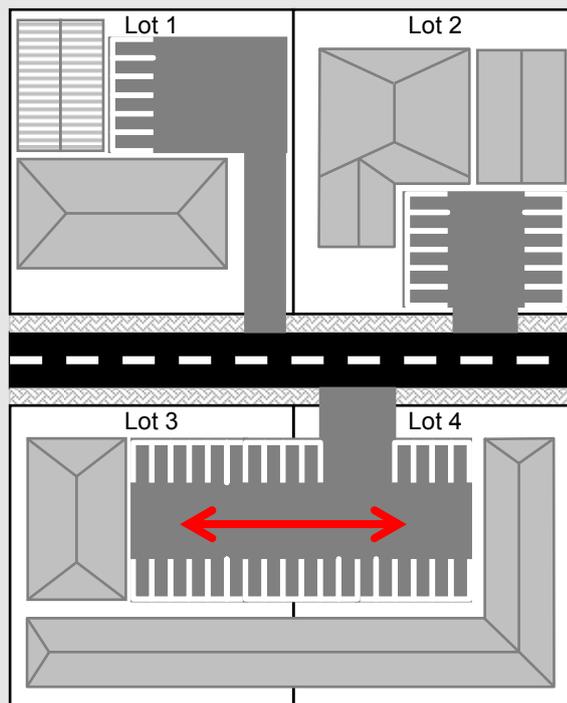


Figure 4: Example of where two premises (Lots 3 and 4) provide joint car parking facilities.



- 10.5 Where reciprocal car parking arrangements are proposed as part of an application for planning approval in accordance with clauses 10.1 and 10.2, the Local Government may require a Development Impact Statement (Traffic & Parking) to be prepared and submitted in accordance with section 15 of this Local Planning Policy for assessment as part of the application for planning approval.
- 10.6 The Local Government may require that reciprocal access and circulation arrangements are provided for any development/uses affected by a reciprocal or shared parking arrangement, where such arrangements are deemed necessary to improve design or amenity.
- 10.7 Subject to the Local Government exercising its discretion in granting planning approval, up to a maximum of 20 percent (20%) of the required number of parking bays may be provided as a reciprocal or shared parking arrangement for a commercial use (i.e. office and/or retail) where a reciprocal or shared parking facility is located within an appropriate location, as prescribed by the Appropriate Distance Criteria to Off-site Car Parking Areas under clause 8.12 of this Local Planning Policy.
- 10.8 For a use operating after six o'clock post meridiem (6 pm) (e.g. hotel, night club, restaurant, tavern, theatre, or any other use as determined by the Local Government as predominantly operating after 6 pm), up to a maximum of 60 percent (60%) of the required number of parking bays may be provided as a reciprocal or shared parking arrangement where a reciprocal or shared parking facility is located within an appropriate location, as prescribed by the Appropriate Distance Criteria to Off-site Car Parking Areas under clause 8.12 of this Local Planning Policy.
- 10.9 Where the Local Government has exercised its discretion in granting planning approval for a development/use with a reciprocal or shared parking arrangement and the development on and/or use of the land changes, any car parking requirements must be met on-site or in accordance with the Cash or Land Contribution in Lieu of Providing Parking Bays requirements under section 9 of this Local Planning Policy.
- 10.10 Subject to the agreement of the Local Government, should the landowner who is the subject of either a reciprocal or shared parking arrangement wish to withdraw their consent due to a change in land use of the reciprocating premises, then the landowner of the dependent premises shall meet the deficit in car parking required under the Scheme for the development/use, either by the making of a cash in lieu contribution to the Local Government in accordance with section 9 or securing an alternate reciprocal car parking arrangement in an appropriate area in accordance with section 13 of this Local Planning Policy.
- 10.11 Where an application for planning approval proposes a reciprocal car parking arrangement in an appropriate area, as defined in clause 8.12, the proposal shall not reduce the minimum amount of car parking required under the Scheme and/or provided in accordance with this Local Planning Policy on the reciprocating premises.

11 ON-STREET VEHICLE PARKING MANAGEMENT & PRICING

- 11.1 On-street parking (or 'kerbside') parking bays shall be allocated in the following order of priority -
- (a) bus zones, loading and unloading zones and taxi stands;

- (b) special purposes including people with a disability, bicycle storage and streetscaping; and
 - (c) private cars and motorcycles.
- 11.2 Introduce on-street metered car parking in areas determined by the Local Government, and provide price incentives for motorists to use designated off-street parking areas for longer duration parking periods.
- 11.3 Pricing for off-street parking should be set at a level that ensures that public transport is significantly cheaper than the private car for accessing the Central Business District.

12 FUNDING

- 12.1 Funding for the planning, management and development of parking infrastructure shall be through the Specified Area Rate, fees charges and fines, cash in lieu of parking and General Rate Revenue in the short term (i.e. five years). The percentage of revenue allocated to parking in the Central Business District from the Specified Area Rate is to increase to a dedicated 50% per annum over this short term period.
- 12.2 The Local Government shall annually review the adequacy of the Specified Area Rate to support the parking policy and it may consider an increase above that which applies to the General Rate.

PART C

13 DEVELOPMENT REQUIREMENTS FOR PROVISION OF ACCESS AND PARKING

The development and use of land for the purposes of access & parking for pedestrians, bicycles and vehicles is to be in accordance with the general requirements and standards for land use and development [section 5.7] of the Scheme, and the following development requirements of this Local Planning Policy.

Performance Criteria	Acceptable Development
Notes:	
1. Section 13 of this Local Planning Policy sets out the performance-based provisions by which car parking is to be assessed as part of any land use and development within the Scheme Area.	
2. Pursuant to Part 4 and Part 5 of the Scheme, development must meet the following Performance Criteria.	3. Pursuant to Part 4 and Part 5 of the Scheme, development that complies with the following Acceptable Development is deemed to have met the relevant Performance Criteria.
	4. The Acceptable Development provisions illustrate one way of meeting the associated Performance Criteria.

13.1 Provision of Vehicle Parking Bays

<p>PC1.1 Tandem car parking bays should not create an inconvenience from their use by visitors, and may only be used in circumstances where vehicle parking is provided for residents or employees.</p>	<p>AD1.1.1 Tandem parking bays (i.e. a bay for two car parking spaces aligned nose to tail) are counted as 1 bay, except in the following cases -</p> <ul style="list-style-type: none"> (a) the development is for residential purposes, and the tandem bays are to be used by the residents of the lot/development site in one tenancy; or (b) the tandem bays are to be used by staff/employees of a non-residential use in one tenancy. <p>AD1.1.2 The minimum length of the tandem car parking bay is 10 metres.</p> <p>AD1.1.3 Tandem garages have a minimum internal length of 11 metres.</p>
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Performance Criteria	Acceptable Development
13.2 Design of Off Street Vehicle Parking Areas	
<p>PC2.1 Parking areas (bays and aisles) must be designed and constructed of appropriate materials and to adequate dimensions to permit adequate internal circulation where necessary, and to avoid the use of public roadways for vehicle manoeuvring and movement between different parking and vehicle service areas.</p> <p>PC2.2 On-site parking is designed and located to service the needs of the development in a manner that –</p> <ul style="list-style-type: none"> • is sympathetic with the desired amenity and streetscape character of the local area; and • ensures that the total area of vehicle parking and manoeuvring does not dominate the street frontage of the lot/development site. <p>PC2.3 Vehicle parking structures are designed and constructed of materials that will complement and/or enhance both the dwelling and local streetscape character and amenity.</p>	<p>AD2.1.1 All non-residential development must provide for vehicular traffic to enter and leave premises in a forward direction (gear).</p> <p>AD2.2.1 On-site parking bays and internal circulation areas for non-residential and mixed use development in the “City Centre Zone” and “Residential Zone” –</p> <ul style="list-style-type: none"> (a) are located to the side or rear of the primary building on the lot/development site, where provided at ground level; and (b) the entrance to parking areas is clearly visible from the primary street or signalled in the layout and design of the development. <p>ALTERNATIVELY</p> <p>Vehicle parking areas do not exceed 50 percent (50%) of the primary street frontage width of the lot/development site, where located in the front setback area.</p> <p>AD2.3.1 A parking structure, where forward of the building line, is designed and constructed of materials and finishes that are matching with the style and character of existing or proposed development and in accordance with any relevant Local Planning Policy.</p>
13.3 Pedestrian Access & Mobility	
<p>PC3.1 Pedestrian access is provided in a manner that is convenient, safe and clearly visible from building entrances, on-site vehicle parking areas and the primary street.</p>	<p>AD3.1.1 Separate pedestrian access is provided with a minimum path width:</p> <ul style="list-style-type: none"> (a) in accordance with the Residential Design Codes for residential development; or (b) of 1.5 metres for non-residential and mixed use

Performance Criteria	Acceptable Development
<p>PC3.2 Public transport stops, vehicle parking and pick-up/set-down areas must allow for the separation of vehicles and pedestrians in order to provide safe and comfortable pedestrian access between parking areas or public streets and main entranceways of individual buildings.</p>	<p>developments,</p> <p>to the site/building (main building entrance) from the primary road frontage and/or from on-site vehicle parking areas.</p> <p>AD3.2.1 Parking areas are integrated as part of the overall design of any development, and must ensure that priority is given to direct pedestrian linkages between building main entrances and to adjoining public transport services where available.</p> <p>AD3.2.2 Illumination of parking areas and pedestrian paths are provided where appropriate.</p> <p>AND</p> <p>The use of solid walls and fences are avoided in locations adjacent to parking areas and pedestrian walkways, in order to improve visual permeability from street frontages and buildings.</p> <p>AD3.2.3 Car parking areas are designed and located to provide passive surveillance from buildings and public spaces in order to enhance the personal safety of users.</p>

13.4 Vehicular Access to Parking Areas

<p>PC4.1 The configuration of vehicle access ensures safe, orderly and convenient movement of vehicles having regard to the scale of operation.</p>	<p>AD4.1.1 Vehicle access for non-residential purposes is configured so that unrestricted service vehicle access is available to the service area(s).</p>
<p>PC4.2 All developments must make provision for safe and convenient vehicle access to/from an adjacent road or street frontage by means of crossovers designed, located, and constructed to a standard consistent with the maximum requirements for all vehicles visiting the site.</p>	<p>AD4.2.1 Crossovers are located to ensure that their position and use does not conflict with that of services or public utilities located within the road reserve, and adequately accommodate median strips and other traffic management (calming) devices, and streetscape design.</p>
<p>PC4.3 Vehicle crossovers must be designed, located, and constructed to minimise conflict with road and pedestrian traffic movements, by not compromising safety of road users or adversely impacting on</p>	<p>AD4.3.1 Access to developments on dual carriageway roads is left in / left out only.</p> <p>OR</p> <p>Subject to Local Government approval, a new intersection is</p>

Performance Criteria	Acceptable Development
<p>the efficiency of the road network.</p>	<p>provided between the accessway and the dual carriageway.</p>
<p>PC4.4 Access arrangements to parking areas must be located and design to ensure that vehicle queuing into the road system is minimised, and that vehicles are not required to reverse into the road system in order to egress from parking bays or areas.</p>	<p>AD4.3.2 Premises with more than one road frontage, of which the primary street is a “District Distributor Road” or greater in local road hierarchy - access is gained by means of the secondary or minor road in order to concentrate driveway traffic onto roads with lower traffic volumes, with traffic distributed to major roads by the use of existing intersections.</p>
<p>PC4.5 Vehicular access to premises is provided so as to minimize the number of crossovers, to be safe in use and not detract from the streetscape; and driveways and crossovers from parking areas or developments must be minimised in order to reduce interference with vehicle, bicycle, and pedestrian traffic movements on public roads, and to ensure safe and efficient flow of traffic within the road system.</p>	<p>AD4.4.1 Boundary fences and gates at crossovers to premises are set back to allow sufficient space to temporarily accommodate stationary vehicles, of a size and type normally associated with visiting the development or use, without any part of the vehicle protruding into the road reserve.</p> <p>ALTERNATIVELY</p> <p>Where the driveway within the road verge is of insufficient length to wholly accommodate a stationary vehicle, the gate is set back a sufficient distance into the property, and any boundary fencing is truncated to permit adequate sight lines for safe traffic movements (ingress and egress) to the lot/development site.</p>
<p>AD4.5.1 The maximum number of crossover points permitted to access premises is limited to –</p> <ul style="list-style-type: none"> (a) 1 crossover for each lot within the “City Centre Zone” and “Mixed Business Zone”. (b) 2 crossovers for each lot within the “Industry Zone” and “Shopping Centre Zone”. <p>ALTERNATIVELY</p> <p>Two crossovers may be permitted within the “City Centre Zone” where provision is made for a right-of-way or rights-of-carriageway arrangement.</p>	

Performance Criteria	Acceptable Development
	<p>AD4.5.2 The creation of additional vehicle crossover points will not be permitted on primary roads where an acceptable alternative access point is, or could be, made available to either an –</p> <ul style="list-style-type: none"> (a) existing cross over; or (b) secondary road via a public right-of-way or by rights-of-carriageway arrangements to a nominated crossover.
13.5 Internal Circulation	
<p>PC5.1 All developments must provide internal circulation to avoid use of the public road system for movement between different car parking and vehicle service areas in the development.</p>	<p>AD5.1.1 Aisle design does not include cross intersections.</p> <p>AD5.1.2 Car parking bay(s) is/are not located in areas used for manoeuvring of heavy vehicles.</p> <p>AD5.1.3 Car parks are designed so that vehicles do not reverse across pedestrian crossings.</p> <p>AD5.1.4 Speed humps are not provided in entry or exit queuing areas.</p>
13.6 Service Vehicle Parking	
<p>PC6.1 Service vehicle parking areas and accessways are readily accessible and avoid interference with pedestrian and car parking areas.</p> <p>PC6.2 Service and commercial vehicle parking in association with a non-residential use must not adversely impact on traffic movement within</p>	<p>AD6.1.1 Service vehicle parking areas and accessways are configured to provide -</p> <ul style="list-style-type: none"> (a) separate loading and unloading areas from car parking and pedestrian access areas; (b) loading and unloading areas located to the rear or the side of the primary building; (c) adequate height clearance for driveways, loading bays, building roof and canopies associated with the appropriate service vehicle; and (d) separation from the residential component of a mixed-use development. <p>AD6.2.1 The parking of any service or commercial vehicles is on-site and is entirely contained within the lot/development site boundary.</p>

Performance Criteria	Acceptable Development
<p>off-street parking areas, road network, or the availability of on-street parking; and</p> <p>The site layout, design of buildings, parking and internal circulation areas must provide for the required number (frequency of visits) and type of service vehicles to be serviced by a development.</p>	<p>ALTERNATIVELY</p> <p>Where there is a deficiency in the number of parking bays provided for service vehicles, off-site parking is provided in accordance with section 10 Reciprocal Parking (Private) & Shared Parking (Local Government), subject to the satisfaction of the Local Government and the standards and requirements of this Local Planning Policy.</p> <p>AD6.2.2 Provision is made for parking and manoeuvring of service vehicles on-site in accordance with the Table to Acceptable Development AD6.2.2: Service Vehicle Parking Table, for developments requiring access by service vehicles, to the satisfaction of the Local Government.</p>

Table to Acceptable Development AD6.2.2: Service Vehicle Parking Table

Interpretation and application of Table to Acceptable Development AD6.2.2: Service Vehicle Parking Table	
<p>1. This table sets out the minimum number of service vehicle parking bays required according to the use of the land.</p> <p>2. For each Use Class listed in column 1, the type of service vehicle is listed in column 2, and the minimum number of service vehicle parking bays to be provided is listed in column 3.</p> <p>3. The meaning of Vehicle Type is as follows:</p> <ul style="list-style-type: none"> (a) “Small Rigid Vehicle” (“SRV”); (b) “Medium Rigid Vehicle” (“MRV”); (c) “Heavy Rigid Vehicle” (“HRV”); (d) “Articulated Vehicle” (“AV”); <p>as defined in Australian Standard <u>AS2890.2 Off-street Parking - Part 2: Commercial Vehicle Facilities</u> (as amended).</p> <p>4. Where the number of service vehicle parking bays calculated, using column 3, is not a whole number, the number of car parking bays required must be the next highest whole number.</p>	
Lots/sites less than 1,000 m²	Minimum Requirements
All Use Classes	(a) Demonstrate that the development can accommodate the required service vehicle, but a separate parking bay and associated manoeuvring area is not required.

	(b) HRV and AV access is not required where it can be demonstrated that loading and unloading can take place within the road reserve, without impacting on the safe and efficient operation of traffic and with no detrimental impact on amenity.	
Lots/sites from 1,000 to 2,000 m²	Minimum Requirements	
All Use Classes	(a) 1 bay for SRV as required. (b) Restricted manoeuvring on-site for HRV as required. (c) Full manoeuvring on-site for SRV and other classes of service vehicle is required.	
Lots/sites greater than 2,000 m²	Minimum Service Vehicle Requirements	
	Vehicle Type ³	Bays & Manoeuvring Area ⁴
Agricultural & Primary Industry Uses:		
Agriculture - Extensive	AV	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Agriculture - Intensive	AV	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Agroforestry	AV	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Animal Establishment	MRV or HRV or AV as required	1 bay for visiting service vehicles with full manoeuvring on-site.
Animal Husbandry - Intensive	HRV or AV as required	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Auction Premises - Livestock	HRV or AV as required	1 bay per 500m ² gla, with full manoeuvring on-site.
Plantation	AV	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Rural Pursuit	Not Applicable	No minimum requirement provided.
Winery	MRV or HRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.

Table to Acceptable Development AD6.2.2: Service Vehicle Parking Table		
Lots/sites greater than 2,000 m²	Minimum Service Vehicle Requirements	
	Vehicle Type ³	Bays & Manoeuvring Area ⁴
Commercial Uses:		
Auction Premises	HRV	1 bay per 500m ² gla, with full manoeuvring on-site.
Commercial Service	SRV or MRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
Convenience Store	SRV or MRV as required	1 bay for visiting service vehicles with full manoeuvring on-site.
Department Store	HRV	1 bay for visiting service vehicles with full manoeuvring on-site.
Exhibition Centre	SRV or MRV as required	1 bay for visiting service vehicles with full manoeuvring on-site.
Liquor Store	MRV or HRV as required	1 bay for visiting service vehicles with full manoeuvring on-site.
Market	MRV or HRV as required	1 bay per 5 stalls less than 100m ² , plus 1 bay per 2 stalls greater than 100m ² , with full manoeuvring on-site.
Motor Vehicle, Boat or Caravan Sales	AV	1 bay for visiting service vehicles in addition to open display area, with full manoeuvring on-site.
Nursery	MRV or HRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
Office	SRV or MRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
Restricted Premises	SRV	1 bay for visiting service vehicles, with full manoeuvring on-site.
Retail Premises	HRV	1 bay per 500m ² gla, with full manoeuvring on-site.
Shop	SRV or MRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
Shopping Centre -		
located within a Neighbourhood Centre up to 6,000 m ² gla	SRV or MRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
located within a District Centre greater than 6,000 up to 12,000 m ² gla	HRV or AV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
located within a District Centre greater than 12,000 m ² gla	HRV or AV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.

Table to Acceptable Development AD6.2.2: Service Vehicle Parking Table		
Lots/sites greater than 2,000 m²	Minimum Service Vehicle Requirements	
	Vehicle Type³	Bays & Manoeuvring Area⁴
Showroom	MRV or HRV as required	1 bay per 1,000m ² gfa, with full manoeuvring on-site.
Supermarket	HRV or AV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
Video Hire Outlet	SRV or MRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
Community Uses:		
Child Care Premises	SRV	1 bay for every vehicle accommodated on-site, plus 1 bay for visiting service vehicles, with full manoeuvring on-site.
Civic Use	SRV or MRV as required	1 bay, plus 1 bay for visiting service vehicles, with full manoeuvring on-site.
Community Purpose	SRV or MRV or HRV as required	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Corrective Institution	HRV	1 bay for visiting service vehicles with full manoeuvring on-site.
Educational Establishment	SRV or MRV or HRV as required	1 bay for every vehicle accommodated on-site, plus 1 bay for visiting service vehicles, with full manoeuvring on-site.
Family Day Care	Not Applicable	No minimum requirement provided.
Funeral Parlour	SRV	1 bay for visiting service vehicles with full manoeuvring on-site.
Place of Worship	SRV	1 bay for visiting service vehicles, with full manoeuvring on-site.
Reception Centre	SRV or MRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
Dining & Entertainment Uses:		
Fast Food Outlet	MRV or HRV as required	1 bay for visiting service vehicles.
Hotel	SRV or MRV as required	2 bays for visiting service vehicles, with full manoeuvring on-site.
Lunch Bar	SRV	As per minimum requirements for lot/development site area.
Night Club	SRV or MRV as required	2 bays for visiting service vehicles, with full manoeuvring on-site.

Table to Acceptable Development AD6.2.2: Service Vehicle Parking Table		
Lots/sites greater than 2,000 m²	Minimum Service Vehicle Requirements	
	Vehicle Type³	Bays & Manoeuvring Area⁴
Restaurant	SRV or MRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
Small Bar	SRV or MRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
Tavern	SRV or MRV as required	2 bays for visiting service vehicles, with full manoeuvring on-site.
Health & Medical Uses:		
Consulting Rooms	SRV	1 bay for visiting service vehicles, with full manoeuvring on-site.
Hospital	HRV	1 bay for every vehicle accommodated on-site, plus 2 bays for visiting service vehicles, with full manoeuvring on-site.
Medical Centre	SRV or MRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
Veterinary Centre	SRV or MRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
Home Based Business Uses:		
Home Business	Not Applicable	No minimum requirement provided.
Home Occupation	Not Applicable	No minimum requirement provided.
Home Office	Not Applicable	No minimum requirement provided.
Home Store	SRV	As per minimum requirements for lot/development site area.
Industry - Cottage	SRV	As per minimum requirements for lot/development site area.
Industrial Uses:		
Industry - Extractive	HRV or AV as required	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Industry - General	HRV or AV as required	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Industry - Hazardous	HRV or AV as required	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.

Table to Acceptable Development AD6.2.2: Service Vehicle Parking Table		
Lots/sites greater than 2,000 m²	Minimum Service Vehicle Requirements	
	Vehicle Type ³	Bays & Manoeuvring Area ⁴
Industry - Light	MRV or HRV as required	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Industry - Mining	HRV or AV as required	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Industry - Noxious	HRV or AV as required	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Industry - Rural	HRV or AV as required	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Industry - Service	MRV or HRV as required	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Salvage Yard	HRV or AV as required	1 bay for every vehicle accommodated on-site, plus 1 bay for visiting service vehicles, with full manoeuvring on-site.
Spray Painting Premises	MRV or HRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
Infrastructure & Transportation Uses:		
Car Park	SRV	1 bay for visiting service vehicles with full manoeuvring on-site.
Marina	MRV or HRV as required	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Marine Filling Station	AV	1 bay for visiting service vehicles, with full manoeuvring on-site.
Motor Vehicle Repair	HRV	2 bays for visiting service vehicles, with full manoeuvring on-site.
Motor Vehicle Wash	SRV	1 bay for visiting service vehicles, with full manoeuvring on-site.
Service Station	AV	1 bay for visiting service vehicles, with full manoeuvring on-site.
Telecommunications Infrastructure	SRV or MRV or HRV as required	1 bay for visiting service vehicles with full manoeuvring on-site.

Table to Acceptable Development AD6.2.2: Service Vehicle Parking Table		
Lots/sites greater than 2,000 m²	Minimum Service Vehicle Requirements	
	Vehicle Type³	Bays & Manoeuvring Area⁴
Transit Centre	HRV	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.
Transport Depot	AV	1 bay for every vehicle accommodated on-site, with full manoeuvring on-site.
Leisure & Recreational Uses:		
Amusement Parlour	SRV	1 bay for visiting service vehicles with full manoeuvring on-site.
Betting Agency	SRV	1 bay for visiting service vehicles with full manoeuvring on-site.
Cinema / Theatre	SRV or MRV as required	1 bay for visiting service vehicles with full manoeuvring on-site.
Club Premises	SRV or MRV as required	1 bay, plus 1 bay for visiting service vehicles, with full manoeuvring on-site.
Recreation - Private	SRV or MRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
Residential Uses:		
Aged or Dependent Person's Dwelling	Not Applicable	No minimum requirement provided.
Ancillary Accommodation	Not Applicable	No minimum requirement provided.
Grouped Dwelling	Not Applicable	No minimum requirement provided.
Multiple Dwelling	Not Applicable	No minimum requirement provided.
Serviced Apartments	SRV or MRV as required	1 bay for visiting service vehicles, with full manoeuvring on-site.
Single Bedroom Dwelling	Not Applicable	No minimum requirement provided.
Single House	Not Applicable	No minimum requirement provided.
Residential – Other Uses:		
Aged or Dependent Person's Complex	MRV or HRV as required	1 bay for every vehicle accommodated on-site, plus 1 bay for visiting service vehicles, with full manoeuvring on-site.
Caretaker's Dwelling	Not Applicable	No minimum requirement provided.
Park Home Park	SRV	1 bay for visiting service vehicles with full manoeuvring on-site.

Table to Acceptable Development AD6.2.2: Service Vehicle Parking Table		
Lots/sites greater than 2,000 m²	Minimum Service Vehicle Requirements	
	Vehicle Type ³	Bays & Manoeuvring Area ⁴
Residential Building – Permanent	Not Applicable	No minimum requirement provided.
Storage & Warehousing Uses:		
Fuel Depot	AV	1 bay for every vehicle accommodated on-site, plus 1 bay for visiting service vehicles, with full manoeuvring on-site.
Storage	MRV	1 bay for visiting service vehicles, with full manoeuvring on-site.
Trade Display	HRV	1 bay for visiting service vehicles, with full manoeuvring on-site.
Warehouse	MRV or HRV as required	1 bay per 1,000m ² gfa, with full manoeuvring on-site.
Tourism Accommodation Uses:		
Bed and Breakfast	Not Applicable	No minimum requirement provided.
Caravan Park	SRV	1 bay for visiting service vehicles with full manoeuvring on-site.
Holiday Cottages	Not Applicable	No minimum requirement provided.
Motel	SRV or MRV as required	2 bays for visiting service vehicles, with full manoeuvring on-site.
Short-stay Grouped Unit	Not Applicable	No minimum requirement provided.
Short-stay Multiple Unit	Not Applicable	No minimum requirement provided.
Unrestricted Residential Accommodation	Not Applicable	No minimum requirement provided.
Incidental, Occasional & Temporary Uses:		
Incidental Use	No minimum requirement provided - as determined by the Local Government. Full manoeuvring on-site is required.	
Occasional Use	No minimum requirement provided - as determined by the Local Government with consideration of the most applicable or equivalent use class type and the frequency and duration of the use. Full manoeuvring on-site is required.	
Temporary Use	No minimum requirement provided - as determined by the Local	

Table to Acceptable Development AD6.2.2: Service Vehicle Parking Table		
Lots/sites greater than 2,000 m ²	Minimum Service Vehicle Requirements	
	Vehicle Type ³	Bays & Manoeuvring Area ⁴
	Government. Full manoeuvring on-site is required.	
All Other Uses:	No minimum requirement provided - as determined by the Local Government with consideration of the most applicable or equivalent use class type, subject to the Scheme and any other relevant Local Planning Policy.	

Performance Criteria	Acceptable Development
13.7 Loading Bay & Set Down Areas	

PC7.1 Loading bays and set-down areas must be provided as required by the nature of the development and/or use class for the following purposes -

- passenger pick-up and set-down;
- loading and unloading of goods;
- temporary service vehicle parking; and
- temporary trailer parking.

AD7.1.1 Loading bays and pick-up/set-down areas are accommodated on site as part of any development in addition to vehicle parking requirements where required.

13.8 Provision of Bicycle Parking Facilities	
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PC8.1 Bicycle parking facilities are provided on premises developed for public purposes, community uses, or commercial activities located within a “Public Purpose Reserve”, “City Centre Zone” or “Shopping Centre Zone”.

Bicycle parking and end of trip facilities must be sited, designed and constructed to ensure that they are safe, useable and readily accessible.

Subject to the Scheme and this Local Planning Policy, the car parking requirement may be reduced by 1 car parking bay per lot when bicycle parking facilities are provided in accordance with AD8.1.1 provided that the gross floor area of a proposed development is at least 2,000m²

AD8.1.1 Development and use of premises within a –

- “Public Purpose Reserve”; or
- “City Centre Zone”; or
- “Shopping Centre Zone”,

provides for sufficient on-site bicycle parking and end of trip facilities where practicable in accordance with Table to Acceptable Development AD8.1.1: Bicycle Parking Table, according to the use of the land and the scale of development.

AND

Where more than one use is permitted on a lot/development site, the total number of bicycle parking bays is determined by the accumulated number of bays

Performance Criteria	Acceptable Development
and is located within a “Public Purpose Reserve”, “City Centre Zone” or “Shopping Centre Zone”.	<p>required for each use component as a proportion of the total area of the premises.</p> <p>AD8.1.2 Bicycle parking bays may be incorporated into the setback area of a premise, and may be included as part of landscaped area of a lot/development site.</p>

Table to Acceptable Development AD8.1.1: Bicycle Parking Table
<p>Interpretation and application of Table to Acceptable Development AD8.1.1: Bicycle Parking Table</p> <ol style="list-style-type: none"> The Bicycle Parking Table provides a minimum recommended number and type of bicycle parking spaces. The number of bicycle parking bays provided for uses not listed in the Bicycle Parking Table [AD8.1.1: Bicycle Parking Table], are determined for each site with regard to the likely demand. “*” denotes that reference must be made to the Australian Standard <u>AS2890.3 Parking Facilities Part 3: Bicycle Parking Facilities</u> (as amended) for details regarding: <ol style="list-style-type: none"> Class 1 - fully enclosed individual lockers; Class 2 - locked compounds with communal access using duplicate keys; and Class 3 - facilities to which the bicycle frame and both wheels can be locked. “-“ denotes that there is no minimum requirement provided, as determined by the Local Government.

Land Use Classes	Number of bicycle spaces (add together)		Class of bicycle spaces*	
	Occupant / Employee	Visitor	Occupant / Employee	Visitor
Agriculture & Primary Industry -				
Agriculture – Extensive	No minimum requirement provided.			
Agriculture - Intensive	No minimum requirement provided.			
Agroforestry	No minimum requirement provided.			
Animal Establishment	No minimum requirement provided.			
Animal Husbandry - Intensive	No minimum requirement provided.			
Auction Premises - Livestock	No minimum requirement provided.			
Plantation	No minimum requirement provided.			
Rural Pursuit	No minimum requirement provided.			

Land Use Classes	Number of bicycle spaces (add together)		Class of bicycle spaces*	
	Occupant / Employee	Visitor	Occupant / Employee	Visitor
Winery	No minimum requirement provided.			
Amusement Parlour	-	2 plus 1 per 50m ² nla	1, 2 or 3	3
Auction Premises	No minimum requirement provided.			
Bed and Breakfast	No minimum requirement provided.			
Betting Agency	-	1 per 100m ² nla	1, 2 or 3	3
Caravan Park	No minimum requirement provided.			
Caretaker's Dwelling	Not applicable.			
Car Park	Not applicable.			
Child Care Premises	No minimum requirement provided.			
Cinema / Theatre	-	1 per 100m ² nla	1, 2 or 3	3
Community Use & Recreation (Public / Private) -				
Civic Use	1 per 1,500m ² gla	2 plus 1 per 1,500m ² nla	1, 2 or 3	3
Club Premises	No minimum requirement provided.			
Community Purpose	1 per 1,500m ² gla	2 plus 1 per 1,500m ² nla	1, 2 or 3	3
Library	1 per 500m ² gla	4 plus 2 per 200m ² nla	1 or 2	3
Public Hall	-	1 per 50 seats or max capacity	-	2
Sports Ground	1 per 1,500 spectator places	1 per 250 spectator places	1 or 2	3
Swimming Pool	-	2 per 20m ² of pool area	1 or 2	3
Commercial Service	-	1 per 200m ² nla	1, 2 or 3	3
Consulting Rooms	No minimum requirement provided.			
Convenience Store	-	1 per 100m ² nla	1, 2 or 3	3
Corrective Institution	No minimum requirement provided.			
Department Store	No minimum requirement provided.			

Land Use Classes	Number of bicycle spaces (add together)		Class of bicycle spaces*	
	Occupant / Employee	Visitor	Occupant / Employee	Visitor
Educational Establishment -				
Pre-primary / Primary / Secondary	1 per 5 persons over year 4	-	1 or 2	3
Tertiary	1 per 5 people	-	1 or 2	-
Exhibition Centre	1 per 1,500m ² gla	2 plus 1 per 1,500m ² nla	1 or 2	3
Family Day Care	Not applicable.			
Fast Food Outlet	1 per 100m ² gla	1 per 50m ² nla	1, 2 or 3	3
Fuel Depot	No minimum requirement provided.			
Funeral Parlour	No minimum requirement provided.			
Home Based Business -				
Home Business	Not Applicable.			
Home Occupation	Not Applicable.			
Home Office	Not Applicable.			
Home Store	Not Applicable.			
Hospital	1 per 15 beds	1 per 30 beds	1 or 2	3
Hotel	1 per 25m ² bar floor area and 1 per 100m ² lounge, beer garden	1 per 25m ² bar floor area and 1 per 100m ² lounge, beer garden	1 or 2	3
Industry -				
Extractive	No minimum requirement provided.			
General	1 per 750m ² gla	-	1 or 2	3
Hazardous	Not applicable.			
Light	1 per 750m ² gla	-	1 or 2	3
Mining	No minimum requirement provided.			
Noxious	No minimum requirement provided.			
Rural	No minimum requirement provided.			
Service	1 per 200m ² gla	-	1, 2 or 3	3

Land Use Classes	Number of bicycle spaces (add together)		Class of bicycle spaces*	
	Occupant / Employee	Visitor	Occupant / Employee	Visitor
Industry - Cottage	No minimum requirement provided.			
Liquor Store	No minimum requirement provided.			
Lunch Bar	-	1 per 100m ² nla	1, 2 or 3	3
Marina	No minimum requirement provided.			
Marine Filling Station	No minimum requirement provided.			
Market	-	1 per 10 stalls	-	3
Medical Centre	1 per 400m ² gla	1 per 200m ² nla	1 or 2	3
Consulting Rooms	1 per 8 practitioners	1 per 4 practitioners	1 or 2	3
Motel	1 per 40 rooms	-	1 or 2	3
Motor Vehicle, Boat or Caravan Sales	No minimum requirement provided.			
Motor Vehicle Repair	No minimum requirement provided.			
Motor Vehicle Wash	No minimum requirement provided.			
Night Club	No applicable.			
Nursery	No minimum requirement provided.			
Occasional Use	No minimum requirement provided.			
Office	1 per 200m ² gla	1 per 750m ² over 1,000m ²	1 or 2	3
Park Home Park	No minimum requirement provided.			
Place of Worship	-	-	-	3
Reception Centre	-	1 per 30 seats or 1 per 100 people the building is design to accommodate, whichever is the greater	1, 2 or 3	3
Recreation - Private	1 per 4 employees	1 per 200m ² nla	1, 2 or 3	3
Residential -				
Aged or Dependent Person's Dwelling	Not applicable.			

Land Use Classes	Number of bicycle spaces (add together)		Class of bicycle spaces*	
	Occupant / Employee	Visitor	Occupant / Employee	Visitor
Ancillary Accommodation	Not applicable.			
Grouped Dwelling	Not applicable.			
Multiple Dwelling	Not applicable.			
Serviced Apartments	Not applicable.			
Single Bedroom Dwelling	Not applicable.			
Single House	Not applicable.			
Residential Other -				
Aged or Dependent Person's Complex	1 per 7 dwellings / nursing beds	1 per 60 dwellings / nursing beds	1 or 2	3
Residential Building	1 per 4 lodging rooms	1 per 16 lodging rooms	1 or 2	3
Short-stay Grouped Unit	Not applicable.			
Short-stay Multiple Unit	Not applicable.			
Unrestricted Residential Accommodation	Not applicable.			
Restaurant	1 per 100m ² gla	2	1 or 2	3
Restricted Premises	No minimum requirement provided.			
Retail Premises	1 per 750m ² gla	-	1 or 2	3
Salvage Yard	No minimum requirement provided.			
Service Station	No minimum requirement provided.			
Shop	1 per 300m ² gla	1 per 500m ² over 1,500 m ² nla	1 or 2	3
Shopping Centre -				
Local / Neighbourhood Shopping Centre up to 6,000 m ² gla	1 per 300m ² gla	1 per 250m ² nla	1, 2 or 3	3
District Shopping Centre greater than 6,000 up to 12,000 m ² gla	1 per 300m ² gla	1 per 500m ² nla	1 or 2	3
District / Regional Shopping Centre greater than 12,000 m ² gla	1 per 800m ² gla	1 per 600m ² nla	1 or 2	3
Showroom	1 per 750m ² gla	-	1 or 2	3

Land Use Classes	Number of bicycle spaces (add together)		Class of bicycle spaces*	
	Occupant / Employee	Visitor	Occupant / Employee	Visitor
Small Bar	No minimum requirement provided.			
Spray Painting Premises	1 per 200m ² gla	-	1 or 2	3
Storage	No minimum requirement provided.			
Supermarket	1 per 300m ² gla	1 per 500m ² nla	1 or 2	3
Tavern	No minimum requirement provided.			
Telecommunications Infrastructure	No minimum requirement provided.			
Temporary Use	No minimum requirement provided.			
Trade Display	No minimum requirement provided.			
Transit Centre	No minimum requirement provided.			
Transport Depot	No minimum requirement provided.			
Veterinary Centre	1 per 400m ² gla	1 per 200m ² nla	1 or 2	3
Warehouse	1 per 750m ² gla	-	1 or 2	3
All Other Uses:	No minimum requirement provided - as determined by the Local Government with consideration of the most applicable or equivalent use class type, subject to the Scheme and any other relevant Local Planning Policy.			

Performance Criteria	Acceptable Development
	<p>AD8.1.3 Where bicycle parking bays are provided, end of trip facilities for bicycle users are designed and constructed in accordance with –</p> <p>(a) Australian Standard <u>AS2890.3 Parking Facilities - Part 3: Bicycle Parking Facilities</u> (as amended); and</p> <p>(b) <u>Austrroads Guide to Traffic Engineering Practice - Part 14: Bicycles</u> (as amended).</p> <p>AND</p> <p>The minimum standard of provision of such facilities being at the following ratios -</p> <p>(a) number of secure clothes lockers: 1 per bay; and</p>

Performance Criteria	Acceptable Development
	<p>(b) number of showers: 1 male and 1 female shower in separate change-rooms per 10 bays.</p>
<p>13.9 Provision of Motorcycle Parking Bays</p>	
<p>PC9.1 Parking bays for motorcycles are provided in a manner that meets the parking needs of each individual development / land use.</p> <p>OR</p> <p>Additional parking bays for motorcycles may be incorporated, where practicable, as shared or joint use facilities between premises.</p> <p>Subject to the Scheme and this Local Planning Policy, the car parking requirement may be reduced by 1 staff car parking bay (where applicable) per lot provided that the gross floor area of a proposed development is at least 2,000m² and is located within a “City Centre Zone” or “Shopping Centre Zone”.</p>	<p>No Acceptable Development solution provided.</p>
<p>13.10 Design of Off Street Motorcycle Parking Areas</p>	
<p>PC10.1 Motorcycle parking areas (bays and aisles) must be located, designed and constructed of appropriate materials and to adequate dimensions to -</p> <ul style="list-style-type: none"> • permit adequate internal circulation where necessary, and to avoid the use of public roadways for vehicle manoeuvring and movement between different parking and vehicle service areas; and • ensure that motorcycles parked in the bays are not vulnerable to being struck by a manoeuvring car. 	<p>AD10.1.1 The dimensions of motorcycle parking bays and the design, materials and construction of off-street motorcycle parking bays/areas for is in accordance with Australian Standards –</p> <ul style="list-style-type: none"> (a) <u>AS2890.1 Parking Facilities - Part 1: Off-Street Car Parking</u> (as amended); and (b) <u>AS2890.3 Parking Facilities - Part 3: Bicycle Parking Facilities</u> (as amended).

Notes: 1. The following summary table provides example dimensions for motorcycle parking bays that satisfy the relevant Australian Standard. The table sets out typically preferred minimum design requirements for off-street parking areas for information purposes only.

Parking Angle	Bay Width	Bay Length
90°	1.2m	2.5m

2. The Provisions of Motorcycle Parking Bay Areas are to be read in conjunction with the Car Parking Table of the Scheme.
3. Motorcycle parking bays are not required to be provided under the Scheme; however, these provisions provide alternative Performance Criterion and Acceptable Development solutions for achieving vehicle parking requirements, which should be determined for each site with regard to the likely demand.

PART D

14 VARIATION OF DEVELOPMENT REQUIREMENTS

14.1 Development in accordance with this policy is deemed to comply. However, alternative designs may be considered subject to demonstration that the proposed land use and/or development is in keeping with the intent and objectives of this policy to the satisfaction of the Local Government.

The Local Government will also consider the following -

- (a) the amenity of the subject site, adjacent properties and the surrounding local area; and
- (b) the availability and need for additional vehicular parking facilities within the local area; and
- (c) efficiency and functionality of vehicular and pedestrian traffic movement on the road network; and
- (d) safety of road users and pedestrians.

14.2 In exercising any discretion the Local Government should ensure that the variation will not contravene the following provisions of the Scheme -

- (a) intent & objectives of this Local Planning Policy;
- (b) section 1.6 The Aims of the Scheme;
- (c) section 4.2 Zone Objectives; and
- (d) section 10.2 Matters to be Considered by Local Government.

Note: Refer to section 5.5 and relevant provisions of each zone with respect to the applicable matters for consideration and scope of variations permitted under the Scheme for the development or use of land for pedestrian, bicycle and vehicle access & parking.

15 DEVELOPMENT IMPACT STATEMENT (TRAFFIC & PARKING)

15.1 Where an application proposes a variation to one or more Acceptable Development solutions or is required under the Scheme, or is considered to have a significant impact on the existing conditions of a locality, the Local Government may require a Development Impact Statement (Traffic & Parking) to be submitted for assessment as part of an application for planning approval.

15.2 The report is to be undertaken by an appropriately qualified person or body to the satisfaction of the Local Government and contain the following information in sufficient detail to permit the Local Government to make a proper development assessment of any proposed variation as part of a planning application -

- (a) the location of the subject site and the specific nature of the proposed development and ongoing operations to be undertaken, and all facilities proposed to be provided;
- (b) site analysis showing the location of existing and proposed buildings on the premises, relationship to adjoining and surrounding uses, and the nature of existing and likely development in the vicinity of the subject lot/development site;
- (c) the hours of operation of the development or use for non-residential uses;

- (d) the maximum number of employees/staff to be engaged on the premises and their expected parking demand; and or the number of residential dwellings and expected occupancy rates;
- (e) the maximum number of persons, other than employees, expected to attend/visit the premises at any time, and the resulting expected peak parking demand;
- (f) the existing off-street and on road parking situation within the subject site and in the local area;
- (g) the existing operating conditions of the road network in the immediate vicinity of the sit and local area;
- (h) the position and nature of vehicular access to the site (crossovers and intersections), and the need for any changes to existing roads infrastructure;
- (i) the expected maximum number of vehicle movements to and from the site within a 24 hour period;
- (j) the expected demand for site access by trucks and other service vehicles for parking, servicing, loading and unloading;
- (k) the frequency and proximity of existing or proposed public transport services available within 400 metres of bus stops and 800 metres of railway stations of the subject lot/development site;
- (l) the likely use of other modes of transport or pedestrian access and the frequency and proximity of existing public transport services;
- (m) the anticipated demand for bus, coach and taxi pick-up/set down and parking on site;
- (n) projected traffic/parking volumes generated by the proposed development or use likely to impact on the road network, and predicted operating conditions with and without the proposed development for the appropriate design years (generally a ten year horizon from the time of commencement/operation of the proposed development and/or use); and
- (o) any other relevant information requested by the Local Government, or its delegate.

16 NOTIFICATION & ADVERTISING

Where advertising is required to be undertaken or is deemed to be required by the Local Government, advertising will be undertaken in accordance with the provisions of section 9.4 of the Scheme.

17 IMPLEMENTATION & REVIEW

17.1 Why a Local Planning Policy?

The Scheme is a prescriptive instrument that sets out the legal provisions for how land may be used and developed. Sole reliance upon it for regulating all forms of development under all circumstances is not always practical and the Scheme makes allowance for this by enabling the Local Government to adopt Local Planning Policies from time to time in order to address specific issues or a range of issues in a specific place.

A Local Planning Policy is a tool to assist developers in preparing proposals with a greater understanding of the Council's desired outcomes for the City. This helps to

ensure that developers can invest the time and resources needed in preparing applications for planning approval with increased confidence; and that the City's staff and Councillors can assess development proposals in a more consistent and transparent manner.

17.2 The Codes Based Approach

This policy document utilises a nationally accepted practice of setting out Performance Criteria ("PC") and Acceptable Development ("AD") solutions. When policy is written in this way it is commonly referred to as a "code". A good example of the performance based approach can be seen in the Western Australian Planning Commission's Residential Design Codes ("R-Codes").

Using the code approach means that the Local Government can differentiate between specifying those aspects of development that must not be contravened under almost any circumstance from those aspects that are open to negotiation or that constantly change over time in response to the community's values, taste, technology, etc.

A development that conforms to all of the Acceptable Development solutions for that particular design element (e.g. car parking bays) automatically satisfies the relevant Performance Criteria, the process simply requires that the proposal complies with all of the Acceptable Development solutions for that element. Should this be the case, the proposal is then 'deemed to comply', and is therefore satisfactory under this particular policy, subject to the Scheme.

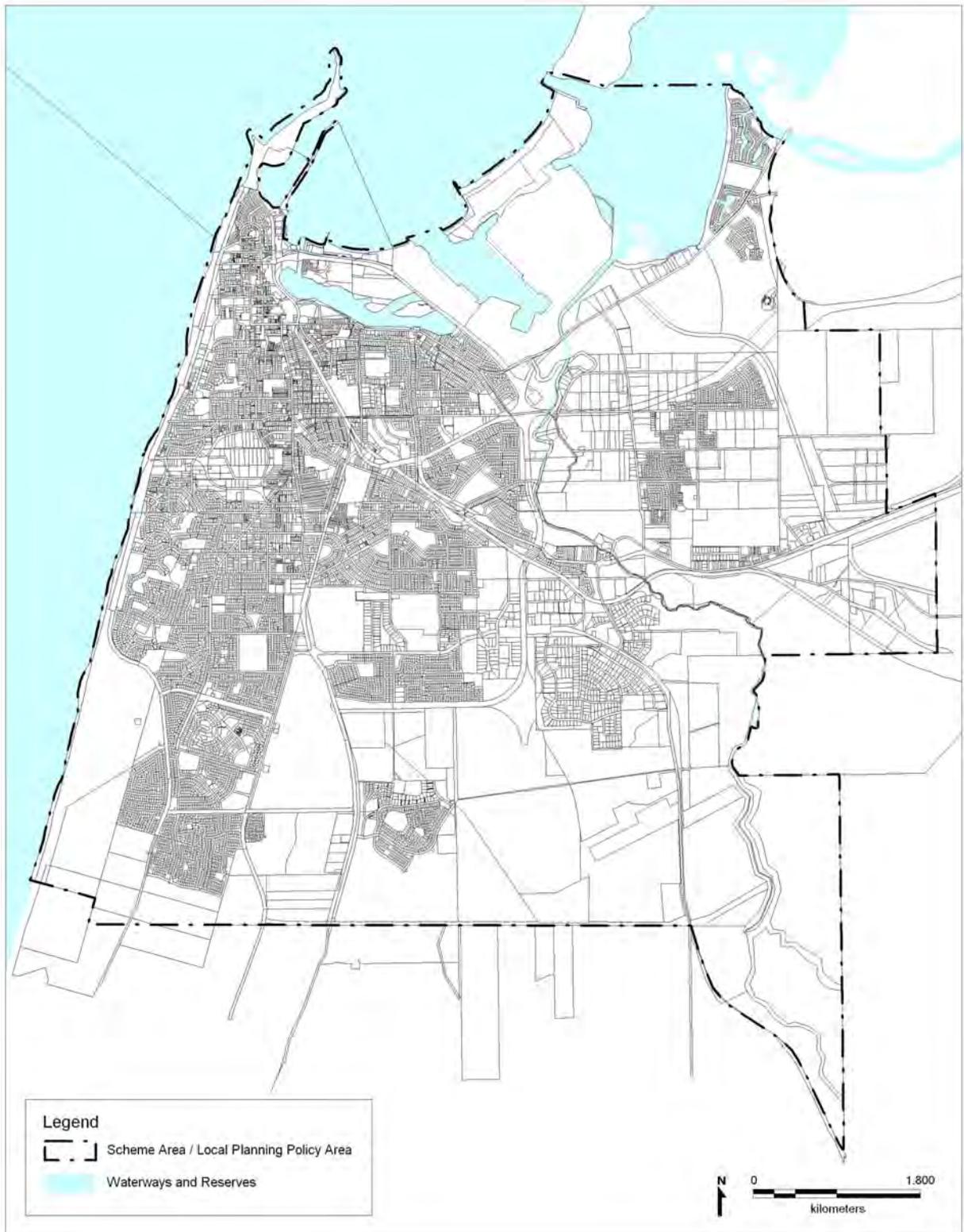
Alternatively, a development proposal that is submitted for an impact assessment must demonstrate that it meets the relevant Performance Criteria and notice has been given in accordance with clause 9.4.3 of the Scheme before the Local Government may approve it. An impact assessment solution should have regard for the nature of the Acceptable Development solutions as a measure of conformity with the intent and objectives of the Local Planning Policy and the zone under the Scheme.

17.3 Policy Review

The Local Government will review this Local Planning Policy annually in conjunction with the rest of the Local Planning Policy Framework in accordance with the Planning and Development Act 2005.

Map 1: Local Planning Policy Area

[refer to clause 4.1]



Map 2: Central Business District Parking Area

[refer to clause 4.2]

