

LOCAL PLANNING POLICY 205

PUBLIC PARKING

KEY FOCUS AREA **Prosperity**



Purpose

The purpose of this policy is to guide Council on the application of costs associated with the satisfaction of car parking provisions of Local Planning Scheme No. 3 (LPS3) relative to non-residential development, with particular emphasis on cash-in-lieu requirements under the Scheme for car parking.

Policy

This Policy identifies where land available for Council to make plans for the provision of public or joint venture parking stations within the town.

This Policy clarifies the arrangements for cash-in-lieu payments under LPS3.

Cash-in-lieu payments may be made to Council to satisfy the parking requirements of LPS3. The payment will vary dependant on the realistic cost for construction of a future decked parking station. Opportunity for public parking adjacent to or within the Town Centre and Local Centre zones must be identified by the Town prior to accepting a cash-in-lieu payment for parking.

Public parking provided on land owned or controlled by the Council is a finite resource. In managing the use and allocation of public parking bays, Council is making a conscious decision on depletion of this resource and the long term availability of public parking for uses which are considered desirable within the Town. Whether the proposed land use should be encouraged is a contributory factor to the allocation of these parking bays.

Opportunity for construction of a parking station along Stirling Highway is limited except for within (and immediately adjacent) the town centre. Accordingly, this Policy does not propose that cash-in-lieu for parking be allowed for development in the Highway zone unless safe access can be provided and the parking station will not have a detrimental impact on the amenity of adjoining residential properties.

This Policy assigns cost estimates relative to the long term construction cost for decked parking bays. These cost estimates are subject to review bi-annually at the time Council sets its annual budget.

Where existing land owned or controlled by the Town in or adjacent to the Town Centre and Local Centre zones is available for the construction of a decked public parking station, the cost of providing public parking does not include land acquisition, but is based on the realistic cost of providing for decked parking facilities at \$30,000 per bay (see note on 'preferred uses' below).

Council under the terms of this Policy, may take into account the desirability of the use being contemplated in setting the cash-in-lieu payment under the Scheme. A 'preferred use' in the town centre may be afforded the maximum support by applying a concession for cash-in-lieu parking bays.

This Policy identifies '**preferred uses**' as being existing buildings containing 'Shops (small)', 'Restaurants', 'Small Bars', 'Consulting Rooms' and 'Office' (above ground level), 'Hairdressers and Barbers', and 'Beauty Salons' with a gross floor area of 300m² or less located within the Town Centre in Bay View Terrace, St Quentin Avenue or the associated laneways.

In order to encourage 'preferred uses' in the town centre, the Town will allow a 50% concession to apply to the cash-in-lieu payment of \$30,000 (reduced to \$15,000).

This policy was initially prepared as a Local Planning Policy in accordance with Schedule 2, Part 2 of the

Planning and Development (Local Planning Schemes) Regulations 2015 (LPS Regs).

Document Control Box			
Legislation:	<i>Planning and Development (Local Planning Schemes) Regulations 2015</i>		
Organisational:	LPS3 Parking Provisions Claremont North East Precinct (NEP) Structure Plan Claremont NEP Design Guidelines and Residential Design Codes Requirements for Bicycle Parking Local Planning Policy on Bicycle Parking and Facilities LV127		
Version #	Decision:	OCM Date:	Resolution Number:
1.	Adopted	01/03/2016	30/16
2.	Modified	18/12/2018	228/18