



Shire of Boddington Local Planning Policy No. 9 - Car Parking And Vehicular Access

1. Policy Statement

The purpose of this Policy is to provide developers and the general public with a guide to Council's requirements for the provision of car parking and vehicular access for new development and changes of use and for vehicular access for subdivision applications.

2. Background and Issues

The provision of on-site car parking, for the use of the owners/operators, workers, customers and visitors to each lot, is a basic planning requirement to ensure public convenience, traffic management and the general amenity of an area. The *Shire of Boddington Local Planning Scheme No. 2 (LPS2)* accordingly sets out the specific parking requirements associated with various zones.

In the past, the standard of car parking and access for various developments (especially commercial and industrial developments) have created impacts including dust, drainage and safety impacts and detrimentally impacted the area's visual amenity.

The Council considers that car parking areas and vehicular access should be properly constructed, drained and defined on the development lot in order to enhance safety and to encourage orderly on-site use.

3. Definitions

In this Policy, the following definitions apply:

"AS 2890 - Australian Standard AS/NZS 2890.1.2004 – Parking Facilities – Part 1 – Off Street Car Parking published by Standards Australia in 2004 and reissued incorporating Amendment No 1 in August 2005 (and any associated updates).

"Car Parking" - the provision of off-street parking spaces for cars in accordance with LPS2 and this Policy.

"Crossover" - a constructed traffic way connecting a public road to the private property boundary that connects with the internal site circulation driveway, parking manoeuvring aisle or domestic driveway and which may carry one or two-way traffic.

"Gross Floor Area" (GFA) – in relation to a building means the aggregate of the total floor area of each level of the building including the thickness of external walls but excluding the space set aside for car parking or access thereto.

"Manoeuvring Aisle" - the area at the rear of each car parking space used to manoeuvre vehicles into and out of such spaces all of which combined comprise an access driveway providing access to the individual bays.

"Off-Site Parking" - the provision of car parking accommodation on a different lot to that on which the new development that gives rise to the need for the parking accommodation is to occur.

"R Codes" - the *Residential Design Codes of Western Australia* adopted by the Western Australian Planning Commission including any updates.

"Reciprocal parking" - where parking facilities serve separate uses or a mixed-use development and the parking demand generated by the various uses do not coincide.

"Sealed" - the use of impenetrable surfaces such as sprayed bitumen (two coat seal), bituminous concrete (hot-mix or asphalt), in-situ concrete, paving bricks or blocks, or pea gravel seal in concrete or exposed aggregate. The impenetrable surface should be supported by a compacted gravel base.

4. Objectives

The objectives of this Policy are to:

- complement the car parking and vehicular access provisions of LPS2;
- establish guidelines that will achieve the construction of efficient and attractive car parking areas, provide appropriate access, circulation and manoeuvrability conditions, provide adequate size and number of parking bays to meet the needs of new development and to ensure vehicular and pedestrian safety;
- set out the requirements and standards for the development of vehicle parking facilities associated with developments and land uses;
- set out design and general construction standards for car parking spaces and manoeuvring aisles appropriate to differing situations;
- provide for the management and convenience of vehicle parking for all developments and land uses at a scale and to a standard consistent with the amenity of a progressive town and district;
- improve the level of amenity and visual appearance of residential, commercial, industrial and other areas of the municipality through site development requirements;
- outline the opportunities and limitations for variations to car parking and access requirements; and
- set out the circumstances where landscaping for parking areas will be a requirement of development approval.

5. Application of the Policy

This Policy applies throughout the municipality.

The provisions of this Policy will be applied to Development Applications and Subdivision Applications as relevant across the entire municipality.

This Policy applies to all developments including new development, alterations or extensions to existing development, new site uses, additional uses, extension of uses or change of uses as considered appropriate by the local government.

In this Policy, references to different zones also include land zoned 'Special Use' and the associated uses on the approved Structure Plan such as Residential, Special Residential, Rural Residential, Rural Smallholdings and other uses.

6. Links to Town Planning Scheme and other documents

This Policy relates to various requirements set out in LPS2, Council's Local Planning Strategy, R Codes and relevant Australian Standards.

The provision of onsite parking is a requirement of LPS2 for new development and for various changes in land use (especially if the proposed use is expected to increase the demand for car parking spaces and/or lead to increased traffic impacts). The number of car parking spaces to be provided in relation to a range of different land use types is set out in the Scheme Text. Appendix 2 of LPS2 does not set whether the car parking standard is based on gross floor area or net floor area. For the purpose of this Policy, gross floor area will be used.

The number of bays to be provided under LPS2 is generally consistent with the likely demand for parking generated by each use and with the requirements for parking made by most other local governments within Western Australia.

7. Policy Provisions

7.1 General

No development shall be occupied, or a use commenced on a lot unless and until the on-site vehicle parking areas and associated access driveways, as set out in the Development Approval, have been constructed and completed, and the parking bays clearly defined or marked out to the specification and satisfaction of the local government. The local government will support performance bonds to assist in enabling earlier occupation for the development and/or use.

There is a presumption in this Policy in favour of parking areas and crossovers being sealed and drained. Unless otherwise set out in this Policy or approved by the local government, a person shall not develop or use any land or building within any urban zone (including the Commercial and Industrial Zones), unless it is provided with a sealed access way (crossover) for vehicles accessing between the property and the street.

Except for single house, certain group dwelling proposals and low-key development such as home occupations, all car parking spaces should be designed such that vehicles can enter and leave the site in a forward direction. Additionally, car parking should be designed so that both ingress and egress from each space can be achieved in one movement.

Tandem car parking is not generally supported for commercial or industrial development unless suitably justified by the applicant. Although generally discouraged, the local government may permit tandem parking in some forms of residential development.

An existing building extended, with or without a change of land use, may be required to comply, wholly or partly, with the provisions of this Policy. The local government shall determine the extent of car parking required in each case, having regard to the degree of extensions and the nature of the altered land use.

Where redevelopment of an existing approved building is proposed, then the gross floor area of the existing building will be deleted from the gross floor area of the new building for determining additional car parking requirements (i.e. provided that existing parking bay numbers are retained, additional parking is only required for new floor space established). This provision is therefore not intended as a control or means to achieve retrospective provision of car parking to service an existing development, provided the land use remains the same (there is no intensification of car parking and traffic).

An applicant shall have regard, as appropriate, for the on-site provision of parking for owners/operators, staff, customers, people with disabilities, in addition to loading spaces and special purpose bays.

The local government may through issuing development approvals or making recommendations on subdivision applications, require applicants to provide reciprocal rights of access to facilitate parking and access arrangements with adjoining owners.

Where a Development Application proposes access to a road under the control of Main Roads Western Australia (which means the State Government's lead agency that is responsible for managing highways and the primary road network should it be renamed), the location and standard of access are to be to the satisfaction of the local government and Main Roads Western Australia.

Stormwater from impervious surfaces is to be designed and managed in accordance with the *Decision process of stormwater management in Western Australia* (DoW 2009) using systems as outlined in the *Stormwater management manual for Western Australia* (DoW 2007-2009).

7.2 Location and Availability

In most situations, car parking will be provided on-site. On-site car parking shall be situated in locations readily accessible to staff, clients, residents and visitors, as the case may be to the satisfaction of the local government.

The number of on-site car parking spaces required to be provided for a particular zone are set out in Appendix 2 of LPS2 or in the R Codes. The local government reserves the right to define a car parking requirement for uses not detailed according to the merits of the particular development proposed.

Unless otherwise set out in LPS2, premises and/or proposals with more than one use will be determined on the basis of floor area for the use.

7.3 Residential Development

The R Codes, adopted into LPS2, specify parking and access requirements for residential development together with the requirement to provide landscaping for parking areas where the number of parking bays is 6 or more. The local government will require compliance with the 'deemed-to-comply' provisions or will provide a discretionary decision based on the 'design principles' of the R Codes.

The R Codes stipulate that provision be made on-site for vehicles to be able to leave a residential site without reversing onto the street where the driveway serves five or more dwellings.

In the Residential Zone and in areas classified as "Residential" in the Special Use Zone, all resident car parking areas should be located behind the building line. Visitor car parking will be considered in front of the building line, but only where suitable landscaping will screen the area and there will be no adverse effects on streetscape or traffic movement.

All parking for residential development, whether free-standing or as a component of retail/commercial development, shall be provided on-site.

7.4 Non-Residential Development

LPS2 sets out the provision to be made for parking for various non-residential land uses. Except as otherwise provided in LPS2 and this Policy, Council will expect compliance with these standards.

In the Commercial Zone, except for resident car spaces and staff car spaces expressly agreed to by the local government, all car parking areas must be freely available to the general public. Closure of car parks, at certain times, for reasons of security may be approved by the local government.

In commercial areas, especially in the Boddington town centre, preference is given to creating a continuous commercial facade fronting the street (usually with a nil/zero setback from the front property boundary) making the use of the rear part of the site, behind the building, suitable for parking purposes. Where rear service lanes are available, such as Peppercorn Lane, this arrangement is particularly convenient. Unless constrained by existing development, the local government expects that car parking will be located at the rear of commercial lots where a lot adjoins a service lane.

In the Commercial and Industrial Zones, the local government will require the loading and unloading areas to be designed to ensure loading/unloading occurs on-site (not on the street) and vehicles are able to exit and re-enter the street in a forward gear.

In the Industrial Zone, where front setbacks are normally applied, parking areas combined with site landscaping can be provided close to the street for the convenience of visitors, customers and employees.

In the case of uses not included in Appendix 2 of LPS2 or where requested by the applicant, the local government will determine the number of parking spaces to be provided in each case having regard to:

- the nature of the proposed use;
- the number of employees likely to be employed or engaged with the proposed use of the land;
- the likely demand for visitor parking;
- the orderly, proper and sustainable planning of the area in which the development is to occur;
- the times of peak usage and opportunities to share parking; and
- any other matter considered relevant by the local government.

7.5 Loading and Unloading Spaces

In addition to the provision of car parking spaces, the local government may also require loading and unloading to be provided on the subject land, where goods need to be despatched from or delivered to the premises by truck. The local government may require the provision of these spaces to be marked exclusively for the use of delivery and services vehicles.

Loading bays must be situated such that commercial vehicles can be positioned wholly within the bay when loading and that loading activities can occur without undue disruption to, or access to, other car spaces.

Parking dimensions for trucks and buses should be determined by using the swept path templates as appropriate.

The minimum dimensions to be provided for a sealed loading and unloading area shall be not less than 7 metres long and 3.5 metres wide and with a minimum height clearance of 3.5 metres. Depending on the anticipated length of heavy haulage vehicles, the dimensions may need to be greater to ensure usability.

7.6 Special Purpose Bays

In addition to the provision of car parking spaces, the local government may where relevant require the provision of areas for parking of vehicles for people with disabilities, the provision of bicycle racks to promote sustainable transport and the provision of parking bays marked exclusively for the use of motor cycles, delivery and services vehicles, taxis, buses, coaches, courier services and for other relevant forms of motorised transport.

The local government will determine the number of special purpose bays to be allocated for vehicles listed above and bicycles depending on the nature of the development.

7.7 Off-Site Parking

Where parking cannot be provided on the lot the subject of the Development Application, but opportunity exists to provide the required parking on adjoining or nearby land, the local government will consider whether or not to approve such an arrangement.

The prerequisite to any such arrangement is that the proponent of the development that gives rise to the need to provide parking:

- has control over the land (which is not the subject of the Development Application);
- can set in place legally binding provisions that will ensure that the land will continue to be available for parking in perpetuity; and
- will enter into a legal agreement with the local government to maintain the land for parking purposes and not to sell, lease or otherwise dispose of the land unless other equivalent provision is made elsewhere to the satisfaction of the local government.

The local government may be prepared to accept car parking on adjoining or nearby land in the same ownership, provided that the adjoining or nearby land is:

- appropriately zoned; and
- consolidated with lands the subject of the proposed development; or
- subject of appropriate title restrictions to ensure its continued availability for the car parking use.

Specific local government approval is required for any such arrangement. Applicants are required to provide relevant information for development approval under LPS2 setting out the full details of the way in which the above requirements will be met. The costs of preparing and adopting legal agreements under this provision will be borne by the applicant.

7.8 Cash-in-lieu of Car Parking

LPS2 does not set out the method of calculation of cash-in-lieu payments for car parking and vehicular manoeuvring. In practice, those payments relate to what it would have cost in terms of the land, sealing, draining and lining out to provide the spaces and vehicular manoeuvring on the application site.

The local government may accept a cash payment, in lieu of the provision of that required number of parking spaces and vehicular manoeuvring within the Commercial Zone, where an applicant for development approval can demonstrate to the satisfaction of the local government that:

- the minimum vehicle parking requirements cannot reasonably be provided on the site, or
- in the interests of the town centre development, it would be better served by providing a portion or all the vehicle parking requirement off site; and
- the surrounding parking facilities can accommodate the parking demand generated by the development to the satisfaction of the local government. This may require the preparation of a traffic/car parking management study by a suitably qualified professional.

Should the local government accept a cash-in-lieu payment, the following applies:

- the payment is not less than the estimated cost of constructing (sealing), draining and line-marking the parking spaces and vehicle manoeuvring areas required by LPS2, R Codes or as determined by the local government, plus the value of the land which would have been occupied by the area required for parking and vehicular manoeuvring areas. The cost per car parking bay is set out in the Council's annual review of land value in the Fees & Charges Manual (although this does not include vehicular manoeuvring areas). Land values are determined through valuations provide by Landgate or by a licensed valuer at the developer's cost;
- the local government having purchased land for a car park, or having provided a public car park in close proximity, or have a firm commitment to do so; and
- payments made under this clause being paid into a special fund to be used for the provision of public car parking facilities and the local government using these funds to provide public car parks, including on-street and off-street, in the vicinity of the land in respect of which the parking requirement arose (typically in the Boddington town centre).

Where desirable to facilitate the conservation of a heritage place, or to enhance or preserve heritage values of a place included on the Heritage List or within a Heritage Precinct, a cash-in-lieu payment may be provided up to a maximum of 100% of the car parking and vehicular manoeuvring costs.

The local government will consider options from the proponent to offset costs and partially meet off site car parking requirements, such as the proponent constructing the bays on Shire land and/or reserves subject to detailed design and a location approved by the local government.

7.9 Reciprocal Parking

The local government may consider reciprocal parking arrangements, where it is satisfied that the demand for parking by the uses proposed will not coincide. This is where the applicant can suitably demonstrate that various uses, within a single property, or in some cases adjoining or nearby properties, operate at different times of the day or different days of the week, such that the same parking areas can be used by more than one land use. Any such relaxation will be dependent upon the local government being satisfied that the arrangement will prevail for the duration of the uses concerned.

Where reciprocal parking is proposed, the local government must be satisfied that:

- the parking facilities serving the proposed use will be located on the one lot, or that parking arrangements are permanent (e.g. legal agreement, easement, registering appropriate caveats on title or any other formal arrangement that the local government may require); and
- parking demand in the immediate and long term can be satisfied; and
- the local government is satisfied that no conflict will occur in the operation of the land uses for which the joint use of parking facilities is proposed; and
- the uses being served by the parking arrangements are compatible (i.e. no overlap demand for parking facilities); and

- a proposed change of use will comply with the reciprocal parking arrangement, or will satisfy the parking requirements by other means.

If land uses change, such that the parking area is in demand at the same time, then the local government will require the revised parking arrangements to meet the changed circumstances.

7.10 Modifying Development Requirements for Parking

Where, in the opinion of the local government, conditions are such as to render full compliance with the provisions of this Policy impractical, the local government may permit such departures as are warranted in the circumstances of the case.

Clause 4.4 of LPS2 allows the local government to modify the requirements of LPS2, including car parking standards, but may only do so where it is fully satisfied that:

- approval of the proposed development would be consistent with the orderly and proper planning of the locality and the preservation of the amenities of the locality; and
- the non-compliance will not have any adverse effect upon the occupiers or users of the development or the inhabitants of the locality or upon the likely future development of the locality.

In order for the local government to consider whether to modify a car parking requirement, it must determine that the above matters are met. It is also incumbent upon the local government to ensure that it acts in fairness and equity between landowners and does not set an unreasonable precedent for similar applications from others.

Given the above, the local government will require the proponent to appropriately justify the modification to parking requirements.

The local government may consider modifying development requirements for car parking if the proponent sets out measures to address and implement sustainable transport, including walking and cycling, with associated facilities.

The local government considers that the availability of adjoining and/or nearby on-street parking may not constitute a reason to vary the Policy given circumstances and demands will change over time.

7.11 Dimensions for Parking Spaces, Manoeuvring Aisles and Access Driveways

The dimensions for parking bays and manoeuvring aisles in differing locations are set out in AS 2890 and Austroads and any associated updates. To provide general guidance to prospective developers and applicants, a table and diagram of parking spaces and manoeuvring areas is found in Attachment 1 to this Policy.

For more specific information, proponents of new development involving a smaller number of car parking bays (usually less than 10) should contact the Shire to determine the dimensions

that should be used for the parking facilities to ensure compliance. For larger car parking areas, proponents are encouraged to seek professional design services.

The dimensions detailed in this Policy are generally minimum requirements. Individual circumstances may require the use of dimensions different from those specified in order to provide satisfactory access and manoeuvrability conditions e.g. topography or the provision of special purpose bays.

7.12 Construction Standards for Parking Areas

There is a presumption in this Policy in favour of all parking areas being sealed, drained and line-marked to the satisfaction of the local government on land zoned Commercial, Industrial and Residential along with land similarly allocated in the Special Use zone. With the exceptions set out below and in this Policy, all car parking areas, access driveways and crossovers will be required to be sealed, drained and lined-marked or suitably defined to the satisfaction of the local government. The exceptions are parking for:

- development in the Rural, Rural Smallholding, Rural Residential and Special Residential zones;
- low-key development such as sheds and sea containers (for domestic purposes), single house, ancillary accommodation, home occupation, home business, bed and breakfast, holiday home and industry-cottage in any permitted zone; and
- areas used for parking, circulation and manoeuvring of vehicles on Industrial zoned land other than those areas required for customer and operator/staff parking, associated access ways and crossovers.

The local government may consider granting a short-term approval which waives sealing car parking areas for certain developments where suitably justified by the applicant. For the development to continue operating after the initial approval period, a new Development Application will be required. Unless there are exceptional circumstances, the local government will require the second development approval to include sealing the car parking.

Car parking situated in yard areas or generally behind the building line within the Industrial Zone may be constructed to a suitable gravel standard only. All car parking within front setbacks and/or associated with public use and/or showroom/front office use shall be sealed and landscaped to the local government's satisfaction.

All car parking, vehicle access ways, loading and unloading bays and turning and manoeuvring areas in the Commercial Zone shall be sealed and drained to the specification and satisfaction of the local government (unless associated with a low-key proposal such as a sea container for non-commercial use or a small outbuilding).

Draining car parks may involve the provision of a sump connected to the Shire's main drainage system or such other arrangements to the satisfaction of the local government. The drainage design should seek to treat and detain water on-site so that as much water as possible will soak into the ground, with any surplus water being piped or directed off-site. The drainage shall not be connected to the Shire main drainage without the written authorisation of the Shire and shall be constructed to the local government's satisfaction and standards.

Staff, resident and visitor car parking shall be appropriately marked and/or signposted to the satisfaction of the local government.

For more detailed requirements on the construction of parking areas and width and construction of crossovers, these are set out in Council's Subdivisional Development Guidelines and in the adopted *Guidelines for Subdivisional Development* prepared by the Institute of Public Works Engineering Australia.

7.13 Pedestrian Movement between Parking Areas and Buildings

The local government will seek to ensure there are safe and convenient routes for pedestrians, including disabled persons, between car parks and buildings on each development site.

7.14 Vehicular Access/Crossovers

The local government requires that points of entry to and exit from properties/car parking areas onto the street suitably address the safety of all road users, road geometry, sight lines and visibility. The respective positions of street furniture such as poles, street lamps and street trees will also be taken into account.

The width of any such access ways/crossovers will be determined by matters including the numbers of vehicles proposed within the car park and the frequency of movements into and from the land in accordance with AS2890. Generally, access ways will be required to accommodate simultaneous traffic movements into and out of the land.

Unless appropriately justified by the applicant and agreed to by the local government, parking areas will not be approved where there is no provision for turning a vehicle within the site except where no more than two vehicle bays are to be provided and where there are safe sight distances in both directions.

The local government will require crossovers to be suitably located (to maximise sight distances and safety), constructed and drained. Any gates and fencing are to be suitably located and designed to ensure there are sufficient areas to enable vehicles to park in the crossover and/or on the property without impeding traffic or compromising safety on to the adjoining road.

Where new development and subdivision is proposed, the local government may require sealed crossovers onto sealed roads. This includes for outbuildings that have a commercial component (for non-farming purposes), a sea container used for commercial purposes, family day care and industrial development.

The local government will not require crossovers to be sealed onto sealed roads for the following development or uses:

- for low-key development such as single house, ancillary accommodation, sea containers (for domestic or non-business use), home occupations, home business, bed and breakfast, holiday home, industry-cottage and non-commercial stables;

- domestic or non-business sheds in urban, rural living and rural areas;
- outbuildings for rural purposes where members of the public usually do not visit; and
- telecommunications infrastructure.

The requirement to seal the crossover applies unless the proponent demonstrates exceptional circumstances to the satisfaction of the local government.

If the road is gravel, the local government will allow an unsealed crossover which will need to be suitably located, constructed and drained to the local government's satisfaction.

The local government may consider granting a short-term approval, which waives sealing crossovers for certain developments, where suitably justified by the applicant. For the development to continue operating after the initial approval period, a new Development Application will be required. Unless there are exceptional circumstances, the local government will require the second development approval to include sealing the crossover.

Any crossovers onto roads managed by Main Roads Western Australia will need to be located and constructed to Main Roads Standards, to the satisfaction of Main Roads Western Australia and to the satisfaction of the local government.

A crossover/vehicular driveway (ingress and/or egress) should:

- be located such that any vehicle turning from the street into the driveway or into the street from the driveway can be readily seen by the driver of an approaching vehicle and be clear of all obstructions which may prevent drivers from having a timely view of pedestrians;
- have separate entry/exit if it is likely that it will be used simultaneously by vehicles both entering and leaving the site and obstruction to traffic in the street could occur;
- be located to the street with the lowest traffic volume; and
- be more than 6 metres from an intersection.

Road safety and turning radii will be taken into account in deciding the position of a crossover.

Twinned crossovers are required, wherever possible and practical, on Albany Highway, Bannister-Marradong Road, Bannister Road, Pinjarra-Williams Road and Crossman Road.

The access way should be not less than 4.5 metres in width, but if the size or shape of the lot makes the provision of any access way of that width impractical or unreasonable, the local government may permit a narrower access way but in no case less than 3 metres in width.

Where laneway access is provided to the rear of a site in the Commercial Zone which is not sealed, this is to be upgraded to provide an effective servicing function. This should be read in conjunction with Council's *Developer and Subdivider Contributions Policy*.

Where there is conflict between a proposed crossover and public utilities services, such as drainage pits and structures, services inspection pits, power or light poles, traffic medians and street trees, the local government may set the position of the crossover access onto the road,

require its construction and/or repair and maintain the crossover as provided for under Schedule 9.1 (7.2) of the *Local Government Act 1995*.

Any alterations for the removal/relocation of the conflicting public utilities will be at the owner's cost and subject to the approval of the service authority concerned.

Owners/designers are advised when designing building/s and/or requiring vehicle access from the street, to take into account Shire services, public utility services and street trees. Where possible, the position of roadside services should be designed and constructed to minimise potential conflict with crossovers.

The local government will contribute (or subsidise) half the cost of a standard crossover (one crossover to a property) subject to the crossover being deemed by the local government to conform to the local government's specifications.

The subsidy applies to the first crossover to a lot for industrial, business, commercial and residential uses. Crossovers, eligible for subsidy, must be claimed within 12 months of completion of the crossover.

The local government will not however contribute for reasons including:

- the cost of culverts, alteration to services or tree removal;
- reconstruction of an existing crossover to a property;
- subdividers proposing freehold (green title) or strata title lots; or
- applicants/landowners who received development approval incorporating a condition on crossovers.

The crossover subsidy rates will be set annually by Council with standard fees and charges.

The landowner is responsible for maintenance of crossovers (whether sealed or unsealed).

The local government will request, where considered appropriate, that the Western Australian Planning Commission impose a condition requiring the subdivider to construct (and generally seal) crossovers prior to the clearance of titles. The local government will not request a sealing requirement for amalgamations and will not usually request a sealing requirement for a boundary adjustment (where no additional titles are proposed). The local government will seek to ensure crossovers are appropriately located and constructed by subdividers.

Further construction and supporting details are outlined in the *Shire of Boddington Crossover Guidelines*.

7.15 New public roads created through subdivisions

Where a subdivider proposes to create a new public road, the local government will require the road to be suitably designed by a professional engineer and then suitably constructed and drained to the satisfaction of the local government. The road is to be consistent with the *Guidelines for Subdivisional Development* prepared by the Institute of Public Works Engineering Australia and/or *Liveable Neighbourhoods*.

Where the proposed lots are 3.99 hectares or less, the road/s should be suitably sealed and drained by the subdivider to the satisfaction of the local government.

For lots that are between 4 and 9.99 hectares, the local government will require that a sealed road is provided where more than 5 lots are created. For lots that are between 4 and 9.99 hectares, where 4 or less lots are created or have the potential to be created from the road, the local government will consider unsealed roads unless there is steeper topography or other ground conditions that create safety issues and/or higher levels of on-going maintenance.

For lots that are 10 hectares or more, the local government will accept unsealed roads provided they are suitably designed and drained.

7.16 Battleaxe access legs

The local government will require sealed battleaxe access legs for lots in the Commercial and Industrial zones and generally in the Residential and Special Residential zones unless suitably justified by the applicant to the satisfaction of the local government.

The local government supports unsealed battleaxe access legs in the Rural, Rural Residential and Smallholding zones provided they are designed and constructed to enable year-round access by two-wheel drive vehicles.

7.17 Landscaping

This section should be read in conjunction with Council's Planning Policy on Landscaping and Revegetation.

Car parking areas, particularly large parking lots, can be unattractive. The provision of landscaping can assist to reduce visual impacts. The use of shade trees and landscaping strips can provide visual relief from extensive areas of bitumen, or other forms of sealing or construction agreed to by the local government.

The local government will require that car park design and construction include adequate provision for landscaping comprising screen, feature and shade trees and shrubs as appropriate to the satisfaction of the local government.

In residential areas, the R Codes require specific landscaping proposals to be implemented where parking areas accommodate six or more vehicles.

For commercial and industrial developments, the local government will require 10% of the site area to be landscaped. The purposes of this landscaping are to:

- soften the impact of development;
- screen parking and other visually unattractive areas from view from the street; and
- improve the streetscape.

The local government will normally require the landscaping to be provided along the street frontage (as a minimum) to act as a screen for parking areas where located within the front setback.

Where an individual open car park contains 10 or more parking bays for a non-residential use, one parking bay in 10 shall be set aside and planted with trees and/or shrubs consistent with the site landscaping to provide shade and visual relief, and provided the applicant suitably demonstrates that area(s) will be maintained in good on-going condition to the satisfaction of the local government, it may be included in calculations as site landscaping rather than vehicle parking. The local government will consider alternative spacing and design of the landscaping to ensure the intent of this section of the Policy is suitably addressed to the satisfaction of the local government.

7.18 Implementation

The local government may require the lodgement of performance guarantees/bonds against the satisfactory construction, completion and establishment of car parking areas, vehicular access, crossovers and associated landscaping.

To achieve a neat, safe and consistent streetscape and good road condition, performance guarantee/bonds securing the construction of crossovers may be required to be paid at time of issue of Building Permit. The amount of the bond will be determined and set by Council in its annual fees charges bonds or as otherwise set out by the local government.

Crossover construction or reconstruction may be required as a condition of subdivision, development and/or as a condition of issue of Building Permit where it is deemed by the local government that the work is necessary.

The local government may construct the crossover, if not constructed by the owner/agent within 6 months of practical completion or occupation of the building, for which payment of a crossover bond has been made. Where the local government carries out the construction, the owner may not claim a subsidy.

8. Application Requirements

Applications for Development Approval for new development should provide, in addition to the details of the proposed development, a plan/s at a suitable scale with dimensions shown, which sets out for the entire lot the subject of the application, the following:

- the area to be or already covered by buildings or other structures;
- details of land to be allocated to car parking and other parking;
- details of the position of all access driveways and access crossovers;
- details of pedestrian movement systems between the car park and the building/s; and
- areas to be provided for landscaping and shade trees.

In giving consideration to a Development Application, the local government will require the applicant to:

- clearly indicate on the application form the type of land use that will operate from the land;
- the number of persons to be employed / involved in the operation of the land use; and
- other matters set out in this Policy.

Based on the above information, the local government as part of its development assessment will set out or estimate the expected parking needs of the proposed land use/development.

Related Policies	<i>LPP 5 Developer and Subdivider Contributions</i> <i>LPP 16 Residential Development and Design</i> <i>LPP 17 Stormwater Management</i>
Related Procedures and Documents	<i>Planning and Development (Local Planning Schemes) Regulations 2015</i> <i>Building Code of Australia</i>
Delegation Level	Chief Executive Officer, Manager Works and Services
Adopted	Originally adopted 11 August 2009. Revised Policy granted final adoption on 20 August 2019.

Attachment 1 - Parking dimensions, manoeuvring areas and explanatory figure

Parking Angle	Width of Bay (m)	Length of Bay (m)	Depth of Bay (m)	Minimum Manoeuvring Depth (m)	Minimum Total Depth (m)
		(a) One-Way Access			
90°	2.6	5.5	5.5	5.9	11.4
75°	2.6	5.5	6.0	5.3	11.3
60°	2.6	5.5	6.1	5.0	11.1
45°	2.6	5.5	6.1	3.6	9.7
30°	2.6	5.5	4.8	3.3	8.1
00° (parallel parking)	3.0	6.7	3.0	3.0	6.0
		(b) Two-Way Access			
90°	2.6	5.5	5.5	6.0	11.5
75°	2.6	5.5	6.0	6.0	12.0
60°	2.6	5.5	6.1	6.0	12.1
45°	2.6	5.5	6.1	6.0	12.1
30°	2.6	5.5	4.4	6.0	10.4
00° (parallel parking)	3.0	6.7	3.0	6.0	9.0

Explanatory Figure for Parking

