

## **POL-C-101 Construction of Privately Funded Parking Areas within Road Reserve**

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### **1. PURPOSE**

To clearly state the circumstances in which Council is prepared to consider proposals for the construction of privately funded vehicle parking areas within a road reserve.

This policy applies to all proposals for the private funding of vehicle parking areas within road reserves abutting land zoned General Industrial under the City's District Zoning Scheme.

### **2. OBJECTIVES**

To promote the orderly and efficient use of land within established industrial areas within the City by allowing for the provision of privately funded vehicle parking areas within road reserves in appropriate locations.

To provide for additional vehicle parking areas within established industrial areas where a parking shortfall exists and landowners are willing to fund the provision of parking areas within road reserves.

To facilitate land use changes and minor building alterations without creating a shortfall in the provision of vehicle parking areas, by enabling contributions to be made by landowners towards the construction of vehicle parking areas within road reserves.

### **3. POLICY STATEMENT**

#### **3.1 Circumstances in which private funding of parking areas will be considered**

The Council will only apply this policy in established industrial areas zoned General Industrial under the District Zoning Scheme and may apply it in the case of applications for the change of use of land and for minor building alterations (eg installation of mezzanine floors in existing buildings) where a parking shortfall will exist as a result of the proposed change of use or development and there is no scope for additional vehicle parking on site.

Council will not support the private funding of vehicle parking areas within a road reserve as a means of reducing vehicle parking areas already provided on private property.

The existence of nearby parking areas within a road reserve will not be taken into account by Council in subsequent planning determinations regarding the provision of vehicle parking areas on privately owned land.

Parking areas will only be considered where the road reserve is of a sufficient width to facilitate the proposed additional parking area while still adequately catering for vehicle and pedestrian movement and maintaining adequate landscaped areas.

Parking areas provided for under this policy are to be easily observable from adjoining properties in order to maintain adequate passive surveillance.

Parking areas constructed within a road reserve will be available for the use of the general public and will not be reserved for the use of any particular landowners or associated with any business.

Parking areas provided for under this policy will be available for use free of charge.

The provision of parking areas within a road reserve will only be considered on local roads in locations deemed safe by the City's engineering staff and only where the posted speed of the road is 50km/h or less.

Parking areas provided for under this policy as a means of enabling the Council to support a change of use or minor alteration to a building, should be located in close proximity to the proposed development and must not be located more than 400 metres from the land in which the development is proposed.

### **3.2 Construction requirements**

All parking areas constructed under this policy are to be constructed in accordance with the City's Property Development Design Guidelines or where no Council guidelines exist the relevant Australian Standard and Austroads Guidelines apply. Parking areas shall meet all the following requirements:

- a) parking spaces shall be located a sufficient distance from any intersection to ensure safe vehicle movement;
- b) parking areas are to have a pavement thickness of no less than 200 millimetres base course and finished in 40 millimetres red oxide asphalt, unless agreed to by the Chief Executive Officer;
- c) where the distance from the kerb of the proposed parking area to the front property boundary is less than 1.2 metres or where a link needs to be provided for pedestrian access, brick paving or concrete infill will be required;
- d) landscaping is to be provided within a parking area constructed under this policy at the rate of an area equivalent to one parking bay for every 5 parking bays constructed and is to be located between the parking bays so as to ensure that the streetscape is not detrimentally affected by the parking area.

### **3.3 Funding arrangements**

All costs associated with the provision of parking areas provided under this policy are to be borne by the applicant; including application fees, costs associated with the relocation of services, verge irrigation, street lighting and any traffic management works required as a result of the construction of parking areas within a road reserve.

Design and construction works are to be carried out by a certified practising engineer or the City of Swan at the expense of the applicant.

All costs associated with the proposed parking area are to be calculated and paid to the City prior to the commencement of construction.

Where works are to be undertaken by a private contractor, a bond is to be paid and held until all works have been completed to the satisfaction of the City. Traffic management plans must be submitted 7 days prior to works commencing and an inspection fee will be charged.

Costs associated with the ongoing maintenance of the parking area will be borne by the City with the exception of all landscaping and verge areas which will remain the responsibility of the adjoining landowner.

Maintenance and repair works will only be undertaken by the City following the issue of a certificate of practical completion.

## **4. RATIONALE**

The provision of vehicle parking areas is of high importance when considering a development application in established industrial areas. Council receives numerous applications for changes to land use and minor additions to existing industrial buildings in which Council is requested to grant reductions to the number of parking bays required under the scheme, due to the inability to provide parking on site. The provision of privately funded vehicle parking areas within road reserves provides the City and landowners with an

alternative means of facilitating changes to the use of land and minor alterations to buildings without creating a shortfall in the number of parking spaces available in the immediate vicinity.

The City has been approached by a number of landowners who are willing to fund the provision of additional vehicle parking areas within road reserves abutting their land in order to address existing parking shortfalls.

Providing that the location is appropriate after taking into account design and safety issues, and providing that landowners are not using this approach as a means of reducing vehicle parking on site, now or in the future, it is considered appropriate to allow for provision to be made for vehicle parking areas within road reserves.

The provision of vehicle parking areas within road reserves is an appropriate and efficient use of road reserves where the reserve is of a sufficient width to enable properly designed and landscaped parking areas to be constructed. The provision of additional vehicle parking within areas where a parking shortfall currently exists will benefit the locality by discontinuing the illegal parking of vehicles on the verge, which is both unsightly and invariably results in damage to verges.

This policy is not to be applied in a manner that enables landowners to reduce the number of vehicle parking spaces provided on site, but rather provides an alternative means by which the Council can approve changes of use to uses with greater parking requirements, and minor building alterations including additions and internal alterations (e.g. mezzanine floors) without creating a parking shortfall in the location.

The policy provides the City with a means of facilitating the economic development of the City's established industrial areas, particularly in Malaga and Bellevue, by enabling landowners to change the use of land while ensuring that vehicle parking issues are properly addressed in accordance with the principles of proper and orderly planning.

## Document Control

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