



Council Policy

Guidelines for the Assessment of Off-site, Verge and Cash-In-Lieu Carparking Proposals.

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Preamble

Increasingly, development proposals are being lodged with Council in which the amount of carparking to be provided on the site is not sufficient to meet the expected carparking demand generated by the site. Similarly, there are some existing developed sites for which insufficient carparking is available to meet current demand and the owners and/or occupiers of the land are investigating ways of providing more carparking for the site (these sites were generally developed prior to the introduction of town planning controls).

Any one of the options outlined below, or a combination of two or more of them can potentially help in the resolution of this issue:

- i) reduce the size of the development on the site;
- ii) provide more carparking on site;
- iii) provide additional carparking on an adjoining or nearby site;
- iv) utilise the verge area adjoining the site for carparking;
- v) make a cash payment to Council to cover the carparking shortfall and Council set that money aside for the provision of public carparking facilities in the locality in the future (cash-in-lieu carparking).

Whilst options (i) & (ii) above should generally be looked at first in all cases, there are a number of situations in which there may be planning merit in exploring one or more of the other three options.

Objective

To provide a framework in which proposals for off-site, verge and cash-in-lieu carparking can be assessed in a consistent manner and facilitate the approval of such proposals where appropriate.

Policy

1.0) Policy Areas:

This policy shall apply to all land within the City of Albany. For the purposes of the policy the Middleton Beach and Albany Central Areas are as defined in sections 1.1 & 1.2.

1.1 The Middleton Beach Area is that area of Middleton Beach zoned 'Tourist Residential' in the Town of Albany Town Planning Scheme 1A (see Appendix One).

1.2 The Albany Central Area is that area zoned 'Central Area' in the Town of Albany Town Planning Scheme 1A (see Appendix Two).

2.0) Providing carparking on an adjoining or nearby site:

Providing carparking for a development on one site on an adjoining or nearby site which forms a separate Certificate of Title (irrespective of the ownership of each site) may only be approved if it complies with the conditions outlined below-

- 2.1 The planning merit of approving the provision of carparking for a development on one site on an adjoining or nearby site is established. It should be noted that “Carpark” must be a use which can be approved by Council on the site where it is proposed to provide carparking.
- 2.2 Meeting a carparking shortfall through providing carparking on an adjoining lot should only where a boundary adjustment or lot amalgamation is not practical.
- 2.3 The site on which carparking is being provided should generally be separated by a distance of no more than 20 metres (via the road reserve or other accessible land, be it public or private) from the site where the development is taking place if the carparking is dedicated to a residential and/or holiday accommodation use.
- 2.3 The site on which carparking is being provided must generally be separated by a distance of no more than 50 metres (via the road reserve or other accessible land, be it public or private) from the site where the development is taking place if the carparking is dedicated to any other use.
- 2.5 Except where carparking is being provided on an adjoining site and adequate disabled access can be maintained, sufficient carparking for disabled persons must be provided on the site where the development is taking place.
- 2.6 The carparking area is to be designed and constructed at the applicant’s expense to the satisfaction of Council and must be drained, sealed and linemarked.
- 2.7 The carparking areas are to be landscaped and constructed in accordance with the conditions of planing consent using finishes and materials (paving, kerbing etc) consistent with the surrounding streetscape or with any plan that Council may have for the redevelopment of that streetscape.
- 2.8 The required number of carparking spaces are to be exclusively available for the use of the site where the carparking shortfall exists unless the principle of ‘reciprocal use’ can be established (eg. A nightclub operating only at night may be able to share carparking with a shop open only during the day).
- 2.9 Any arrangement to allow a carparking shortfall to be met through providing carparking on an adjoining or nearby site is to be supported by a legal agreement drafted at the applicant’s expense. Council and all affected

landowners are to be parties to the agreement. Where carparking is provided on an adjoining lot then the arrangement is to be reflected through an easement registered on the title of the affected lot as well as the legal agreement.

3.0) Use of a road verge for carparking:

Use of the road verge for carparking may only be approved if it complies with the conditions outlined below-

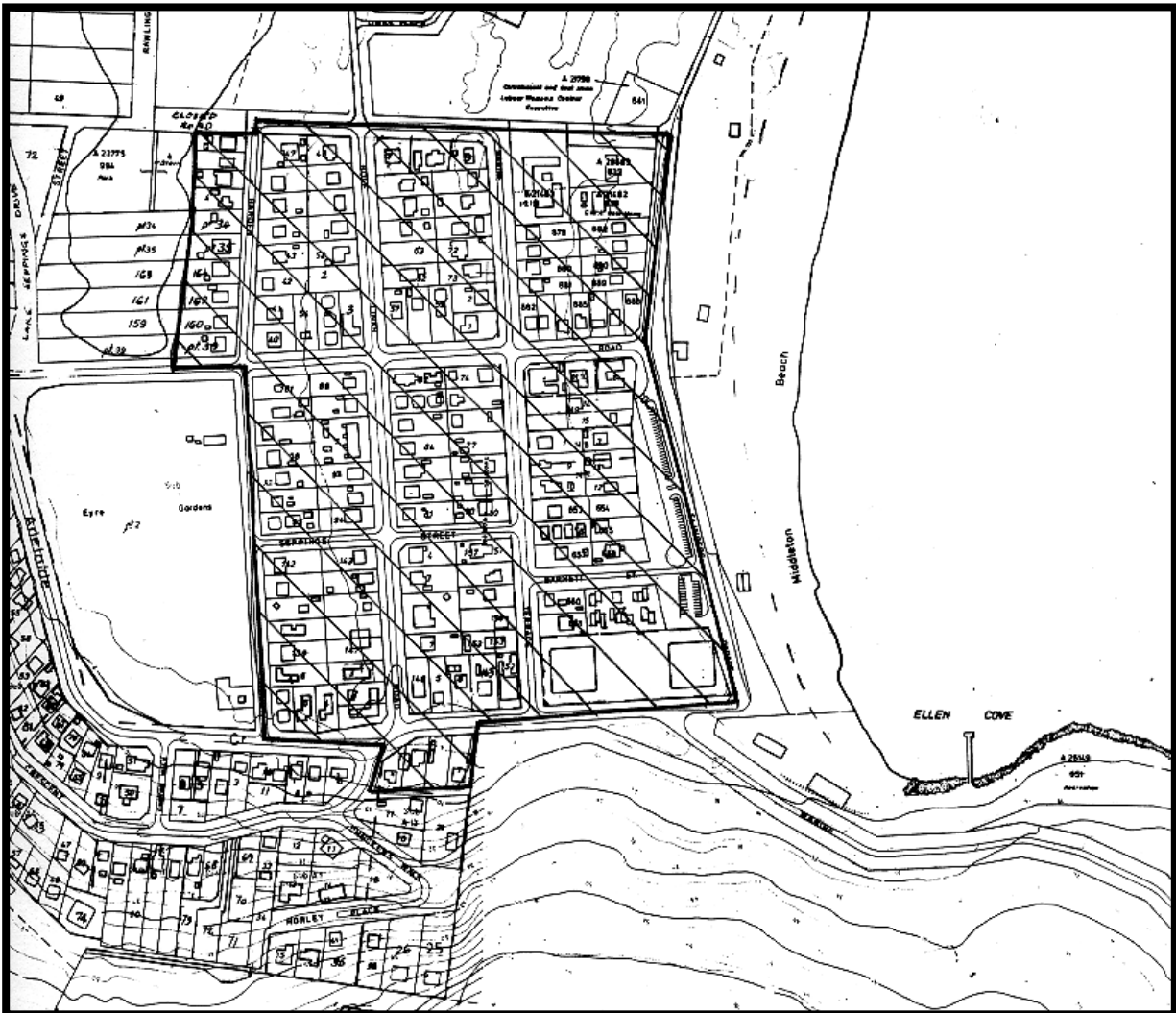
- 3.1 The planning merit of approving use of the road verge for carparking is established.
- 3.2 With the exception of the Seppings Street precinct in the Middleton Beach Area or other nominated precincts verge parking should only be approved if:
 - there is an existing development for which insufficient carparking is available to meet current demand; or
 - a building of heritage significance is being redeveloped for a contemporary use and development of sufficient carparking on-site will compromise that heritage significance.
- 3.3 Use of a road verge for carparking does not reduce traffic safety.
- 3.4 The carparking areas are landscaped and constructed using finishes and materials (paving, kerbing etc) consistent with the surrounding streetscape or with any plan that Council may have for the redevelopment of that streetscape.
- 3.5 The carparking is designed and constructed by Council at the applicant's expense to the satisfaction of Council.
- 3.6 The applicant contributes toward the upgrading or installation of footpaths in the road verge adjoining the carparking to ensure pedestrian safety.
- 3.7 Carparking bays constructed in a road verge are directly accessible from the adjoining road (not via private property).
- 3.8 Any carparking constructed in the road verge is considered as being a general public carpark under the care and control of Council.
- 3.9 Council retains the discretion to utilise any section of the road reserve adjoining the site to construct the necessary carparking.

4.0) Providing a cash payment in lieu of providing carparking:

Providing a cash payment in lieu of providing carparking (referred to as 'cash-in-lieu') will only be approved if it complies with the conditions outlined below-

- 4.1 The planning merit of accepting a cash payment in lieu of providing carparking is established.
- 4.2 Providing a cash payment in lieu of providing carparking is only acceptable in the Middleton Beach or Albany Central Areas as defined in sections 1.1 & 1.2 of this policy.
- 4.3 Providing a cash payment in lieu of providing carparking is not proposed for residential or holiday accommodation uses.
- 4.4 The cost of providing a cash payment in lieu of providing carparking will be calculated on the basis of 26m² per bay and include the following elements-
 - The cost of land on the development site as determined by a licensed valuer.
 - Asphalt paving on a basecourse equivalent to a public parking area.
 - Drainage.
 - Linemarking.
 - Landscaping.
 - Lighting.

Appendix One – Middleton Beach Area



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Appendix Two – Albany Central Area



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