



# **PARKING POLICY**

**POLICY NUMBER: LPP11**

## **STATUTORY BACKGROUND**

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This policy is adopted under Part 2 of Schedule 2, of the *Planning and Development (Local Planning Schemes) Regulations 2015* which enables the City of Kalgoorlie-Boulder (the City) to prepare local planning policies for any matter related to the planning and development of the Scheme area. This policy may be cited as Local Planning Policy Parking

## **PURPOSE**

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The purpose of this policy is to provide guidance on the parking requirements and the ability to grant concessions depending on the nature, magnitude and composition of development, and the related to parking requirements, demand and utilisation.

## **OBJECTIVES**

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The objectives of this policy are to:

1. Facilitate the development of adequate, safe and convenient parking facilities that meet the needs of users.
2. Ensure development proposals include an appropriate amount of parking.
3. Enable the payment of a financial contribution in lieu of actual parking provision for non-residential developments and provide guidelines to ensure the calculation of cash-in-lieu is applied in a consistent and transparent manner.

## **RELATIONSHIP TO OTHER DOCUMENTS**

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This Local Planning Policy forms part of the City's local planning policy framework. Where this policy is inconsistent with the City's local planning scheme, the Local Planning Scheme prevails. Where this policy is inconsistent with an adopted local development plan, activity centre plan or structure plan, the adopted local development plan, activity centre plan or structure plan prevails.

This local planning policy is not part of the local planning scheme and does not bind the Council in respect of any application for development approval. However, the Council shall have due regard to the provisions of the policy and the objectives which the policy is designed to achieve before making its determination.



This policy revokes the former policy LPP01 – Variation of Development Standards and/or Requirements of the Town Planning Scheme.

## DEFINITIONS

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The Terms Referred to in Scheme of the City of Kalgoorlie-Boulder Local Planning Scheme No. 2 (the Scheme). Additional terms used within this policy not defined within the Scheme are defined below.

**Occasional parking means** - a parking space that is not regularly or often use by the public associated with infrequent or special occasions.

**Reciprocal parking** means parking facilities serving separate uses or a mixed development, but not shared concurrently.

**Combined parking** means parking facilities shared concurrently by a mixed-use development or separate developments on the one site.

**CEO** means the Chief Executive Officer of the City.

**City** means the City of Kalgoorlie-Boulder.

## RELATED LEGISLATION

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This policy is to be read in conjunction with the following documents which complement this policy:

1. Planning guidelines - Transport impact assessment
2. City of Kalgoorlie-Boulder - Events Toolkit

## POLICY PROVISIONS

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### **On-street and Verge Bay Parking**

In circumstances where it is proposed to utilise on-street parking, the applicant may be required to demonstrate, through the provision of a parking study or specific parking demand and usage data (survey), that there is sufficient on-street spaces available during the hours of operation of the proposed use. Any request to utilise existing on street and/or embayed verge parking within bays will be considered in the context of the zoning, overall parking provision and streetscape character.

### **Cash In lieu**

1. A shortfall cash payment may be requested by council when a development proposal does not meet the requirements for on-site car parking bays as outlined in the Scheme (LPS2 clause 37, Parking).



2. The shortfall shall be calculated by determining the difference between the number of proposed car parking bays and the number of parking bays as required by the scheme.
3. Where a shortfall cash payment is required, it shall be included as a condition of development approval, which will specify the shortfall and the required contribution to the City.
4. As specified, the amount must be paid prior to the completion of the development and acceptance by the City.
5. The amount of the shortfall cash payment for a car parking space will be reviewed annually and the factors to be taken into consideration will include the consumer price index, and car park construction costs, including drainage, lighting and landscaping and any specified area rate or service charge imposed by council to secure increased public parking areas.

### **Parking Management Plans for Events and Special Circumstances**

The local government may support the use of land, road reserve or buildings for occasional parking in the case of special events or circumstances relating to a particular or regular use of a site.

Local government approval, however, will be required and special conditions of approval may apply.

Applicants are to submit an Event Proposal and Event Management Plan, on the prescribed form.

### **Transport Impact Statements**

The City may request a Transport Impact Statement to be prepared by a suitably qualified professional where the City considers that a proposal may have an impact on the amenity of the area and road network.

A Transport Impact Statement may be requested if a proposal meets any of the following criteria:

1. Development (non-residential above 2000m<sup>2</sup>, service stations and/or fast food outlets
2. Development contains 100 carparks
3. Development contains 2 of vehicle entry and exit points, and/or fronts onto many streets
4. The City considers the proposed development is likely to have a significant impact on the surrounding road network and/or surrounding land uses
5. The City otherwise considers that the development requires an assessment to be conducted.

### **Reciprocal Parking**

1. Reciprocal parking arrangements may be considered acceptable where the Council is convinced that demand for parking by the uses proposed will not coincide.
2. Where reciprocal parking is proposed the Council must be satisfied that:



- a. The parking facilities serving the proposed uses will be located on the one lot, or that parking arrangements are permanent (e.g. easement, amalgamation, restrictive covenant or any other formal arrangement the council may require);
- b. Parking demand both in the immediate and long term can be satisfied;
- c. The uses being served by the parking arrangements are compatible (i.e. no overlap demand for parking facilities); and
- d. A proposed change of use will comply with the reciprocal parking arrangements, or will satisfy the parking requirement by other means before approval is granted.

### **Combined Parking**

1. Parking for mixed-use developments may be combined in one parking area, provided the total number of bays required under the provisions of this policy are provided. If a mixed-use development comprises a residential component each residential dwelling shall be provided with at least one exclusive bay.
2. Access shall be available at all times for all users and the Council may require bays to be marked for a particular purpose to ensure that access is not restricted.

### **Parking of Boats, Caravans, and other large vehicles**

For parking of recreational (boats and caravans) and heavy vehicles in a residential area the following is to be met:

1. To be parked on an approved driveway;
2. No vehicle shall exceed 5 metres in height or 19 metres in length;
3. Must not exceed more than 40% of the site area; and
4. Shall be positioned to enable a minimum of 2 residential cars to be parked on-site.

### **Industrial Provisions**

1. The access shall be designed and constructed such that vehicles using it may return to a street in forward gear.
2. All vehicle access ways, servicing, manoeuvring and parking areas to be constructed and landscaped in suitable surface material and treatment that ensure dust suppression and maintain a high visual standard of development.

### **Variations**

If it is established to the satisfaction of the City that criteria contained within this policy is unreasonable or undesirable in a particular instance, the City may, at its discretion, vary the criteria, where it is satisfied that the proposal:

1. Approval of the variation will not set an undesirable precedent;
2. The overall objectives of this policy are met; and
3. Approval of the application is in accordance with variations to site and development requirements contained within Local Planning Scheme No.2 (Clause 50)



<b>DOCUMENT CONTROL</b>		
Responsible department	Development and Growth	
Date adopted by Council	18 December 2023	Resolution number: 15.2.2
Date of last review	18 December 2023	Policy reviewed and amended
Date of next review	18 December 2025	Revision Number: 1