



# SHIRE OF MANJIMUP



## Manjimup Town Centre Parking Strategy 2018



## Contents

Background .....	4
Purpose .....	4
Statutory environment .....	4
Local Planning Scheme No. 4 (LPS4) .....	4
Draft Local Planning Policy Car Parking .....	5
Car parking.....	6
Cash in Lieu .....	6
Strategic sites.....	6
Future actions .....	7
Table 1 .....	7
Outstanding recommendations from the 2011 Car Parking Study .....	7
Conclusion .....	8
Figure 1 .....	9
Figure 2 .....	10

## Background

A car parking study was undertaken by Planning Solutions, at the request of the Shire of Manjimup, in 2011. The purpose of the Manjimup car parking study was to understand the demands placed on existing car parking within the town site, and was to recommend strategies on how to deal with the demands.

The 2011 study examined the existing public car parking, demand for car parking over time and recommendations to address matters associated with car parking demand.

Its study area focused on the Manjimup town centre generally, bounded by Mount Street, Lock Street, Rose Street and the railway, plus Manjin Park. Refer Figure 1.

Since 2011, a number of changes have occurred in the town centre which has shifted the areas of high demand. Woolworths relocated from Rose Street to a purpose built development on Mottram Street, outside of the 2011 study area. This new development would most likely experience a 'high' parking demand, meaning the location could demonstrate 75 percent or greater car parking occupancy rate during peak times.

With Manjimup's identification as a regional 'Supertown' in July of 2011 by the State Government and the preparation of a growth plan, its revitalisation has been supported at State and local levels and businesses are seeing the benefits of the growing economy.

## Purpose

The purpose of this strategy is to expand on the 2011 Car Parking Study, which examined a limited study area, by including the new Woolworths development and the changes to the town site since the study was written. This strategy will consider:

- the level of appetite for the Shire to provide public parking
- the costs associated with the provision of a centralised facility, resourcing and ongoing management
- the impact the public facility and other measures will have in equalising demand areas within the town site
- the timing for the delivery of strategic public parking facilities.

This strategy will include public parking projects that will be funded through cash-in-lieu payments. A Local Planning Policy will be prepared which implements any Town Site Parking Strategy within the Shire of Manjimup area.

## Statutory environment

### Local Planning Scheme No. 4 (LPS4)

LPS4 provides the statutory basis for the imposition of car parking by the Shire, and the processes by which it may vary requirements for alternative provisions within the scheme area. The provisions of the scheme include the number, layout and design of car bays.

The release of the *Planning & Development (Local Planning Schemes) Regulations 2015* (the Regulations), incorporating Model and Deemed Provisions, did not include standard provisions in relation to car parking requirements or acceptable variations to requirements. With this in mind, the provisions within LPS4 allow the Shire to deal with multiple scenarios for the consideration in relation to car parking. Scenarios associated with applications for development approval may include:

- on-site parking provisions in accordance with the LPS4 requirements
- variation to parking requirements
- reciprocal parking arrangements
- payment of cash in lieu
- landscaping in lieu of bays.

Part 2 of the Deemed Provisions of the Regulations, details the procedure for preparing and advertising local planning policies and states that the local government may prepare a policy in respect of any matter related to the planning and development of the scheme area. A local planning policy may apply to the whole of the scheme area or to a part or parts of the scheme area specified in the policy.

The Shire has the ability to utilise discretion in respect to the provision of on-site parking where other off street parking facilities may be available at the time or in the future.

LPS4 also provides for the collection of cash in lieu for car parking. The agreement to collect cash in lieu by the Shire can only occur when the local government has

- purchased land for a car park
  - provided a public car park in the vicinity of the proposed development or have a firm commitment to do so
- or
- have an endorsed car parking strategy (this document) with agreed works to be implemented.

The provisions of LPS4 were some of the most current at time of writing (2010) including the ability of the local government requiring the provision of spaces for bicycle racks and vehicles for the disabled as necessary. Although no standards for cycle bays have been provided in LPS4 these could be provided within a local planning policy, although with less statutory weight.

### **Draft Local Planning Policy Car Parking**

A local planning policy relating to car parking was originally prepared under the Shire of Manjimup's Town Planning Scheme No. 2. This policy was reviewed and revoked in December 2016. Equally a cash-in-lieu for parking was revoked in 2008.

The Shire has prepared a local planning policy regarding parking and cash-in-lieu as an implementation tool for this strategy and other future parking strategies for town centres.

## Car parking

Under the provisions of LPS4, no land shall be used or developed for any purpose requiring a development approval unless car parking requirements have been met in accordance with Table 2 and 3. The 2011 parking study concluded that there was sufficient parking spaces for the land uses at the time and that the future demand requires consideration to enable innovative ways to provide effective parking locations.

## Cash in lieu

As discussed above, the LPS4 provisions enable that where an applicant cannot satisfactorily provide car parking on the site of a development application, the local government may accept a cash payment in lieu of the provision of parking spaces. This strategy and related local planning policy satisfies the requirement under Part 5 of LPS4 for an endorsed car parking strategy with agreed works prior to any agreed cash-in-lieu payment.

The decision to accept cash-in-lieu remains at the discretion of Council and is not an as of right for the developer not to deliver the required car parking. The advantages of cash-in-lieu fees are:

- public parking spaces allow shared use among different sites where the peak parking demands occur at different times
- better urban design as public parking lots can be placed where they have the lowest impact on vehicle and pedestrian circulation.

## Strategic sites

The 2011 Parking Study nominated 'strategic off-street' car parking locations as the parking associated with the Manjimup Hotel, the Manjimup Centre Plaza, Mitre 10 and Target Country and the area behind the Shire offices. Of those, only the latter is public and under the control of the Shire. Additional strategic sites are required to be identified to address parking demands associated with the Mottram Street developments.

The 2011 Parking Study stated that "a major obstacle to improving the connectivity with the town centre is the existing railway corridor. Improving the walkability of the urban landscape from Coronation and Manjin Parks to 'high' demand locations may encourage customers to utilise Manjin Park more readily."

As such the railway corridor itself, which is leased for a period of 21 years to the Shire of Manjimup, has been identified as a potential area for strategic public parking. Two key locations are shown in Figure 2. Providing these additional areas of public parking should assist with the connectivity within the town centre and higher use of the existing parking area within Manjin Park.

These sites have been identified as they create parking opportunities for Giblett Street and Mottram Street businesses which may have either a shortfall of parking or historically no parking allocations. Together with appropriate landscaping, these areas

could also provide attractive connections between businesses on each side of the rail reserve.

## Future actions

The cost of the provision of car parking bays varies depending on the location. The actual cost of a bay depends on the slope, cut or fill required, drainage infrastructure requirements and landscaping and irrigation standards. The LPS4 provisions state that a cash-in-lieu payment shall not be less than the estimate cost to the owner of providing and constructing the parking spaces and associated manoeuvring areas, plus the value of the land, as estimated by the Valuer General.

Construction costs for parking areas average at approximately \$2,500 per bay. It is Council's discretion as to whether it is considered equitable to seek monetary compensation for the land value given the strategic sites identified are within the Shire's control.

Table 1 below is the suggested additional public parking sites provision timeline. It is dependant, as always on budget and cash-in-lieu contributions.

Table 1

Map Ref	Priority	Location	Approx. Number of Bays	Comment
North	Short Term	<ul style="list-style-type: none"> <li>Rear of Giblett Street businesses</li> <li>North of Manjin Park</li> </ul>	80-85	
South	Medium Term	<ul style="list-style-type: none"> <li>Rear of Giblett Street businesses</li> <li>South of Manjin Park</li> </ul>	80-85	

## Outstanding recommendations from the 2011 Car Parking Study

The 2011 Parking Study was a comprehensive well researched report on the existing parking conditions within the Manjimup Town Centre. Some of the recommendations have been implemented by providing off-street parking. Outstanding recommendations are as follows:

- Maximise the use of existing car parking in Coronation and Manjin Parks by improving pedestrian access arrangements, reducing the obstacle created from the railway corridor, encouraging employees of business to park in the Manjin Park location, enhance signage, and permit longer term parking in these locations.
- Formalise the current car parking in the 'right of way' off-street locations.
- Improve car parking location behind the Shire offices.

- Support development in the low car parking demand locations.
- Identify a suitable location for a consolidated car parking facility.
- Review local road network to ensure optimal use of all car bays.
- Apply time restrictions to high demand locations.
- Prepare a plan which co-ordinates car parking at the rear of properties with access from right-of-way.
- Prioritise expenditure to the most cost effective projects.
- Impose main street design principles to new development where access to parking areas should be limited to existing crossing points.
- Ensure developments provide car parking to cater for the actual bays practically required, encouraging multipurpose trips and bicycle facilities.
- Consider opportunities for reciprocal use of car parking where justification is sound.

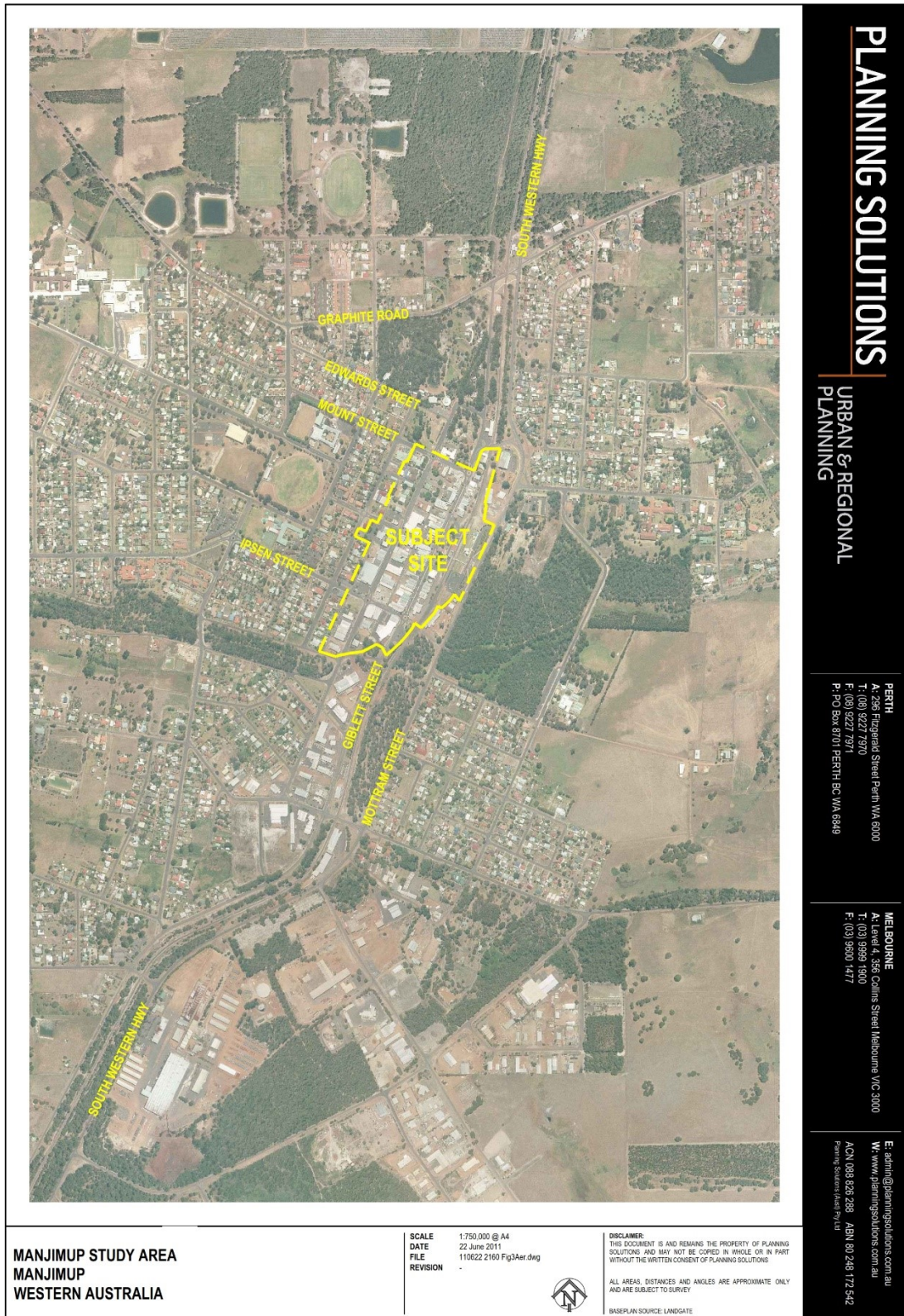
## Conclusion

The Shire requires a shift in the way it approaches the supply and management of parking. This demand management approach needs to be accompanied by implementation of the overdue recommendations made in the 2011 study. There needs to be a focus on providing time restricted parking, for enforcement and for way finding signage. All of these will assist in making more effective use of the existing supply of parking.

By implementing the outstanding strategies from 2011 and those recommended in this strategy, the Shire can ensure sufficient parking in the long term to support a growing commercial town centre and support accessibility to this centre by encouraging all travel modes including walking and cycling.



Figure 1



**MANJIMUP STUDY AREA  
MANJIMUP  
WESTERN AUSTRALIA**

SCALE 1:750,000 @ A4  
DATE 22 June 2011  
FILE 110622 2160 Fig3Aer.dwg  
REVISION -



**DISCLAIMER:**  
THIS DOCUMENT IS AND REMAINS THE PROPERTY OF PLANNING SOLUTIONS AND MAY NOT BE COPIED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PLANNING SOLUTIONS

ALL AREAS, DISTANCES AND ANGLES ARE APPROXIMATE ONLY AND ARE SUBJECT TO SURVEY

BASEPLAN SOURCE: LANDGATE

# PLANNING SOLUTIONS

URBAN & REGIONAL  
PLANNING

**PERTH**  
A: 236 Fitzgerald Street Perth WA 6000  
T: (08) 9227 7970  
F: (08) 9227 7971  
P: PO Box 8701 PERTH BC WA 6884

**MELBOURNE**  
A: Level 4, 386 Collins Street Melbourne VIC 3000  
T: (03) 9989 7900  
F: (03) 9900 1477

E: [admin@planningsolutions.com.au](mailto:admin@planningsolutions.com.au)  
W: [www.planningsolutions.com.au](http://www.planningsolutions.com.au)  
ACN 1088 828 288 ABN 60 248 172 542  
Planning Solutions Austral Pty Ltd

Figure 2

