Appendix 23

Central Business District Car Parking Strategy

(Refer Chapter 25 Car Parking Requirements)
Central Business District Car Parking Strategy

1. Aims and Objectives

1.1 Aim

The primary aim of this development control plan is to inform developers of the requirements of Council in relation to the provision of both on and off street car parking facilities.

The secondary aim is to ensure that car parking is provided in such a way as to meet the requirements of future development within the CBD of the City of Wagga Wagga.

1.2 The Objectives of the Plan are as follows:

(1) To ensure sufficient car parking is provided to meet the varying needs of all CBD users including consumers, business operators, employees, tourists, residents and service providers.

(2) To ensure that the car parking provided is adequate, efficient, accessible, easily identified, secure and aesthetically acceptable.

(3) To ensure that CBD car parking becomes integrated with other transport systems within the CBD including pedestrian and service vehicle networks.

(4) To ensure that any additional car parking provided is developed in such a way as to be non intrusive upon the streetscape and compatible with built environment.

(5) To minimise the detrimental effects (particularly visual and radiated heat effects) associated with off street car parking areas through the provision of shade areas and appropriate landscaping.

2. Definitions

CBD - Central Business District

Retail sector - That area of land referred to as Zone No. 3 Business under the Wagga Wagga Local Environmental Plan 1985.
Pedestrian linkages - Walkways which will be provided as part of the Pedestrian Movement and Access Strategy to ensure the safe and easy access for pedestrians from car parking facilities to the retail and commercial sector.

Gross leasable retail floor area - The sum of the area of each floor of a building where the area of each floor is taken to be the area within the internal faces of the walls, excluding stairs, amenities, lifts, corridors and other public areas but including stock storage area. (RTA Traffic Guidelines)

Contribution rates - The making of a monetary contribution to Council where a developer is unable to provide the car parking spaces required as part of their development proposal. This money is designated by Council for the provision of additional car parking facilities within the CBD. Rates are calculated on the basis of land value and estimated construction costs for equivalent spaces in the same block.

Section 94 - A section under the Environmental Planning and Assessment Act 1979, which details the policy in respect of payments towards provision or improvement of amenities or services. This section empowers Council to impose conditions as part of development approval which requires the contribution to occur.

3. Land to Which the Policy Applies

This Plan shall apply to the entire Wagga Wagga Central Business District bounded by Travers Street to the north, Tarcutta Street to the east, Best Street to the west, and the Railway Station area to the south as illustrated on the map marked Wagga Wagga CBD Car Parking Strategy deposited in the offices of the Council of the City of Wagga Wagga.

4. Relationship to Other Planning Instruments

This strategy supports the objectives and recommendations contained in the following documents:


5. The Policy

Council’s car parking policy is being reviewed in light of the environmental adaptation of Baylis Street, the future upgrade of Fitzmaurice Street and the
entire CBD area to which this Plan applies. Strategies and policies to meet the needs of all CBD users will need to be incorporated into a successful car parking strategy for this area.

It is intended that the aims and objectives of the Plan will be incorporated as part of the CBD redevelopment process.

5.1 **Council car parking strategy**

The Council car parking stations identified in the Schedule will provide both short term and long term parking areas. These parking areas shall be linked to the retail sector through the provision of pedestrian walkways. The use of pedestrian linkages from private parking locations to the main street area will also be encouraged.

5.1.1 Those car parks illustrated hatched on the map marked CBD Carparking Strategy will be constructed as part of the environmental adaptation of Baylis Street to meet parking demands associated with the redevelopment of the Central Business District.

5.1.2 Car parking areas shall be provided and located in such a manner as to cater for all CBD users. Each user group has different demands on parking time, location and accessibility, and car parking areas will be maintained to reflect demands as identified.

5.1.3 Council shall review and monitor parking requirements on an annual basis and will locate additional facilities and incorporate time restrictions according to the needs identified in the annual review process.

5.1.4 Council will quantify needs, locate facilities and employ controls to meet demands for car parking within the CBD area. In addition to this, Council will plan, program and provide parking to meet the needs of the future through the annual review process.

5.1.5 The location of car parking facilities shall integrate with the overall City and Central Area Traffic Management requirements identified.

5.1.6 Council will foster an ongoing community awareness program to educate CBD users of the location of car parking areas and the requirements e.g. time limitation appropriate to each. Such a program will also indicate to Council the perception of the community in regard to the location of parking facilities and the level of utilisation of individual locations.
5.1.7 Council shall make provision for the purchase of additional land as required for the provision of car parking areas should existing facilities become insufficient in number to meet the demands of the City.

5.1.8 Council will examine all development options available to ensure that car parking areas are provided throughout the CBD area in an equitable and sustainable manner.

5.1.9 This strategy shall be administered in conjunction with the provision outlined in the Schedule in regard to the implementation of these standards and the time frames associated with, and the goals of, the redevelopment of the CBD area.

5.1.10 Council’s requirements for car parking will continue to comply with the guidelines issued by the Roads and Traffic Authority of New South Wales. For retail land uses, the minimum provision of car parking is 1 space per 23 square metres of gross leasable retail floor area.

5.2 Private car parking areas

5.2.1 Council shall negotiate with the owners of private car parking areas to introduce controls and provisions within these developments. In these instances a partnership between the private sector and Wagga Wagga City Council for the management of these areas should be fostered to ensure that the City and Central Area traffic management strategy is maintained.

5.2.2 This Strategy will particularly be aimed at establishing a plan of enforcement with a time limitation principle to ensure a “turn over” of shoppers parking spaces on a regular basis and avoid these locations being used for all day parking purposes.

5.3 Cash contribution in lieu of car parking provided

5.3.1 Where an application can demonstrate that the number of car parking spaces required is impractical or unnecessary for a particular development or area, Council may use its discretionary powers to allow a variation to the standards to the minimum provision standards. Factors such as the type of land use, location, hours of operation, availability of parking in the general locality, planning proposals and so forth will be taken into the consideration of any variation of the minimum standards. Chapter 25 of DCP 2005 lists Council’s car parking requirements for various land uses.

5.3.2 Where it is considered impractical or impossible to provide car parking on a site within the CBD, Council may require the
developer to pay cash contributions in lieu of the parking spaces(s) required. Within the CBD, the contribution rate varies on a per block basis, based on land values likely to be paid by council and development costs. (Refer to Appendix 18 of DCP 2005). The contribution rates will be reviewed on an annual basis with regard to any possible changes in retail property values in the CBD, as well as the development costs associated with the provision of car parking spaces. Council’s Department of Environmental Services shall maintain information on current contribution rates.

5.3.3 A car parking levy obtained in lieu of off-street car parking is a contribution assessed pursuant to section 94 of the Environmental Planning and Assessment Act, 1979, and as such, is limited to Council’s traffic and parking strategy.

5.4 Emergency Vehicles

5.4.1 Access shall be provided at all times in car parking areas for use by emergency vehicles. Nothing in this Plan will prevent emergency vehicles from accessing any designated car parking area, nor will time restrictions on the parking of emergency vehicles apply.
6. Schedule

This schedule includes a list of works to be completed in association with the upgrade of the Central Business District, Baylis Street area. These works provide a guide as to the treatment of individual aspects of the mainstreet in regard to the provision of both on and off street car parking to meet the requirements of all CBD users both now and in the future.

The statement of works will be consistent with Council’s Management Plan Estimates and Works Program.

Works Associated with the Strategy

<table>
<thead>
<tr>
<th>PROJECT WORKS</th>
<th>CONCEPT TREATMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thompson: Baylis to Berry</td>
<td>Change to angle parking</td>
</tr>
<tr>
<td>Forsyth: Baylis to Berry</td>
<td>Review median and parking, parallel and front to kerb parking</td>
</tr>
<tr>
<td>Baylis: Morrow to Thompson</td>
<td>Changed parking - parallel and front to kerb</td>
</tr>
<tr>
<td>Baylis: Thompson to Forsyth</td>
<td>Changed parking - parallel and front to kerb</td>
</tr>
<tr>
<td>Baylis: Forsyth to Morgan</td>
<td>Changed parking - parallel and front to kerb</td>
</tr>
<tr>
<td>Baylis: Morgan to Edward</td>
<td>Changed parking - front to kerb with some parallel</td>
</tr>
<tr>
<td>Carpark between Forsyth &amp; Thompson</td>
<td>Landscaping and shade cloth treatment</td>
</tr>
<tr>
<td>Carpark between Forsyth &amp; Morgan</td>
<td>Landscaping and shade cloth treatment</td>
</tr>
<tr>
<td>Linkages: Baylis Street to car parks</td>
<td>Walkways - location to be determined</td>
</tr>
</tbody>
</table>
Figure A23.1  CBD Car Parking Strategy