

PARKING – RESIDENTIAL

1. Objectives

- To encourage property owners to provide sufficient on site parking.
- To minimise vehicle damage to road verges.
- To provide guidelines for temporary parking areas on road verges where conventional on site parking cannot be achieved.

2. Principles

On-site parking should be provided on all residential lots in accordance with the residential Planning Codes, Town Planning Scheme and decisions of Council. Council recognises that there are occasions where this is not immediately possible and temporary solutions may be required.

3. Issues

Verges are part of the road reserves, and as such are not a parcel of land which can be developed in such a way that property rights to individuals may accrue. Residents who may be granted approval to develop verge parking need to be aware that the land remains under the ultimate control of Council.

Continuous or regular parking on verges can cause serious damage to the verge surface, creating dust problems in summer and mud problems in winter. Paving verges continues the extension of hardstanding areas which may contribute to an ongoing drainage problem, as well as difficulties for the healthy growth of street trees and other nearby plants. Verge parking on a regular basis should be discouraged and should not contribute to drainage responsibilities of Council, or significantly disadvantage local plant life.

The general provisions of this policy will apply to all existing verge parking areas including crossovers made obsolete by redevelopment, or the construction of walls, or other obstructions.

The provisions of the *Local Government Act 1995*, Town of Cottesloe Local Laws, Town Planning Scheme and relevant Policies will apply.

4. Policy

The Chief Executive Officer is delegated responsibility to approve residential parking other than on-site parking.

In the event of any redevelopment, any verge parking area approved in accordance with this policy, or by any previous decision of Council, or any vehicle crossing place made obsolete, is to be removed and the verge reinstated at no cost to Council.

Applications for a verge parking area should detail the special circumstances which currently prevent vehicle access onto private property.

Council reserves the right to order the removal of any verge parking area which is not built, used, or maintained to the satisfaction of Council.

Council, pursuant to the clause above, will consider an application for the construction of a verge parking area as a temporary measure in the following circumstances only:

- a. Where the applicant acknowledges that the verge parking area is to be totally removed at no cost to Council if the property is redeveloped, or if the removal is required by Council.
- b. Where vehicle access onto private residential property cannot reasonably be gained by a conventional vehicle crossover, or from a trafficable right of way.
- c. Where a vehicle cannot be accommodated on site due to insufficient area, or major variation of natural ground levels, or where access to available space on-site is an unreasonable expectation.
- d. Where on-site parking, with turn around space on a busy road cannot be reasonably achieved.
- e. Where a vehicle may be safely accommodated on the verge without adversely affecting the sight distance.

Construction of a temporary verge parking area shall be in accordance with written approval in regard to the following conditions:

- a. The dimensions and finished level of a verge parking area being consistent with the specification for a single width vehicle crossing place.
- b. Provision for two vehicles parked in tandem if space permits.
- c. A standard concrete kerb entry being built in accordance with the design for a brick paved crossover.
- d. The surface being protected paving brick, approved by the Manager Engineering Services and laid on a sand bed evenly graded to conform with verge levels.
- e. Provision being made for the disposal of all stormwater in close proximity without contributing water to the road/public drainage system.
- f. Existing or proposed verge parking areas are not to include any fence or sign, which restricts usage to any property owner, occupier, business or customer.
- g. Reinstatement resulting from excavation by other service authorities, or by Council in the course of road works, is to be carried out at the expense of the property owner.

Paved set down areas will be considered in special circumstances for approval on road verges where the following applies:

- a. The set down area will be limited to one bay, 6m long by 2.7m wide, at a right angle to the kerbline and immediately behind the kerbline.
- b. A footpath from the set down area to the private property, maximum width 1.2 metres, may be approved.
- c. If the surface of an original crossover is being converted to this use, then the remainder of the crossover is to be removed and replaced with indigenous native plant species in a non-lawn setting.
- d. Wherever possible, drainage water from the verge, in this situation, is to be controlled and directed into a private soak pit.

- e. Where existing parking restrictions are compromised by this approval, the applicants will find the change of signage necessary to allow 'Authorised Vehicles Only' signs for the set down area plus any other required sign changes.
- f. This approval, if given, for a set down area, does not grant the right for full time long term parking. Its use is restricted to short term visits, mail and other forms of deliveries, and to aid the infirm and disabled to access private properties as visitors.
- g. Applicants for the approval of 'Set Down Areas' must demonstrate the difficulties in the normal form of access from rear right of way or parking areas on adjacent streets or formal parking bays. Other factors would include narrow laneway widths, extreme level changes on existing vehicle right of way accesses and problems of access for the frail and disabled.

With every development approval including a condition requiring the removal of a redundant crossover because of the creation of a side or rear lane access, a \$500 bond shall be paid at the time of building licence approval to ensure the redundant crossover is removed. If the redundant crossover hasn't been removed within two months of the new rear access being used by the owner, and the owner refuses to undertake the removal, Council staff shall remove the crossover and rehabilitate the crossover area using funds taken from the \$500 bond. Any unspent bond funds shall then be returned.

If no alternative exists, and justification has been provided by the property owner, as part of a separate application, for a constructed verge parking area, consideration will be given to approval based on a reinforced grass area using available commercial products, to ensure a green aspect to the verge and capacity for drainage water to soak away without overflowing onto the street surface.

Adopted	July 1996
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