

Development Policy 18 – Karratha City Parking Policy

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
TITLE All local planning policies should have a simple and concise title, adhering to the following naming convention: Local Planning Policy - <Insert Policy Name> Note: A policy number may be included.	POLICY DP-18 - KARRATHA CITY CENTRE PARKING POLICY	Local Planning Policy 18 – Karratha City Centre Parking	Alignment with amended Regs & WA Planning Manual.
CITATION The following citation should be included at the start of all local planning policies: <i>“This is a Local Planning Policy prepared under Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015. This policy may be cited as Local Planning Policy (LPP) - <Insert Policy Name>.”</i> Note: For consistency, all local planning policies should be referred to using the acronym/prefix “LPP”	NIL	1. Citation This is a local planning policy prepared under Schedule 2 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> (the ‘Deemed Provisions’). This policy may be cited as Local Planning Policy 18 – Karratha City Centre Parking (LPP 18).	Alignment with amended Regs & WA Planning Manual.
INTRODUCTION The ‘introduction’ section of a local planning policy should include: ▪ Purpose – A brief statement outlining the policy's purpose and planning justification. <i>“The purpose of this policy is to <insert details>.”</i> ▪ Background information – a concise overview of any relevant background information for more complex policies (if applicable). ▪ Legislative references – reference to any specific clauses/regulations of relevant planning legislation that the policy seeks to provide guidance on (if applicable).	NIL	2. Introduction The purpose of this policy is to establish clear, transparent guidelines for the assessment of parking provisions within the Karratha City Centre. It provides a framework for the City to manage parking demand through development assessment, including the use of car parking plans and the application of cash-in-lieu of parking provisions.	Alignment with amended Regs & WA Planning Manual.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
OBJECTIVES Local planning policy objectives help determine if a planning proposal aligns with the policy's purpose and should be approved, especially when not all provisions are met. Objectives should be: ▪ Evidence-based – be performance-based and based on sound town planning principles. However, operational local planning policies may not require performance-based objectives because they set out administrative processes rather than assessment criteria. ▪ Legible – be clear, unambiguous, and written in dot points (unless there is only one objective). ▪ Actionable – begin with the infinitive form of the verb. For example, the objective/s of this policy is/are: – to promote... – to enable... – to preserve... – to conserve...'	1. OBJECTIVE The objectives of this Policy are to: a) Ensure adequate vehicle sightlines are provided/maintained. b) Provide guidance as to when the City may vary the parking provisions of Town Planning Scheme No. 8 (TPS8) for development within the City Centre zone; c) Provide adequate off-street car parking, having regard to the most intensive potential use of the site, or range of uses; d) Prescribe mechanisms for the supply and management of parking in the Karratha City Centre; and e) Augment the provisions and requirements of draft local planning policy DP1 – Karratha City Centre Development Requirements.	3. Objectives 3.1. The objectives of this policy are to: a) Ensure the provision of safe and functional vehicle sightlines for all development. b) Facilitate consistent and transparent decision making when varying the car parking provisions for development within the City Centre zone. c) Ensure that the provision of off-street car parking is commensurate with the intensity and diversity of proposed City Centre land uses. d) Establish clear mechanisms for the supply and management of parking in the Karratha City Centre, including reciprocal arrangements and payment-in-lieu of parking. e) Augment the overarching development requirements and objectives for the Karratha City Centre precinct as established in the local planning framework.	Minor amendments to objectives to ensure they are actionable and consistent with WA Planning Manual.
APPLICATION OF THIS POLICY The 'application of this policy' section should outline how the policy is to be read and applied, including: ▪ Extent of scope – what planning proposal/s (or planning matter/s) are subject to assessment against the policy, considering: – Geographical area. – Local planning scheme zone/s; and – Development type/s – considering both works and land use. ▪ Exceptions – when establishing that the policy applies to specific types of development, geographic areas and/or scheme zones, are there any exceptions	2. PRINCIPLES 2.1 Scope of the Policy ▪ The Policy applies to the City Centre zone under TPS8. ▪ To the extent where this Policy is inconsistent with the Residential Design Codes of Western Australia 2008 (R Codes), this Policy shall prevail. ▪ To the extent where this Policy is inconsistent with an approved Development Plan, the provisions of the Development Plan shall prevail.	4. Application of this Policy 4.1. Extent of Scope 4.1.1. This policy applies to all land zoned 'City Centre' under the City of Karratha Local Planning Scheme No. 8 (the 'Scheme'). 4.2. Relationship with State and Local Planning Frameworks 4.2.1. This policy is to be read in conjunction with the Scheme and any other relevant local planning policies. 4.2.2. The following hierarchy applies in the event of an inconsistency: a) To the extent of any inconsistency between this policy and the Scheme, the Scheme prevails. b) To the extent of any inconsistency between this policy and the Residential Design Codes (R-Codes), the R-Codes prevail.	▪ Update reference to Scheme & R-Codes ▪ Standardised frameworks section across all policies.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
and under what circumstances these exceptions apply. ▪ Relationship with State and local planning frameworks – is there a relationship between the policy and other existing planning instruments and if so, what is the hierarchy for the purposes of assessment. ▪ Type of assessment required – what type of assessment applies, is it a performance-based assessment where a proposal should be lodged to assess its acceptability against the policy provisions and objectives or is development that satisfies the policy provisions exempt from requiring development approval. ▪ How discretion will be exercised – what process should be followed to determine the acceptability of a proposal that does not strictly satisfy the policy provisions.		c) To the extent of any inconsistency between this policy and an approved Structure Plan or Local Development Plan (LDP), the provisions of the Structure Plan and/or LDP prevail.	
	2.2 Preparation of Planning Applications – The Role of the Development Services Department Prior to engaging a consultant, or preparing an application on behalf of a client, it is recommended that you first confirm with Development Services what Council approvals are required and obtain all relevant information. While Development Services is not in a position to prepare applications including those for planning approval, building licence applications, applications for the registration of a lodging house or applications to construct or install an apparatus for the treatment of sewerage, it is often beneficial to seek feedback when preliminary plans have been prepared to ensure all relevant information is submitted and that fundamental or mandatory requirements have been met. Applications for which further information is required will take longer to process. Development Services can be contacted on 9186 8569.	Deleted	Not required – advisory information / surplus to WA Planning Manual Requirements.
	2.3. What Development Requires Planning Approval? ▪ The provision of parking is usually undertaken in conjunction with a change in use or development of a site and forms part of the planning approval. ▪ Any development works to be undertaken on City Centre zoned land requires a planning application unless exempted by this policy, TPS8 clause 4.1.3, Commonwealth, or State legislation such as the Public Works Act 1902. ▪ The definition of development also includes the use of land, thus the occupying of land (regardless of the extent of building works occurring) may also require a planning application	4.3 Type of Assessment Required 4.3.1. A development application is required for any proposal seeking to vary the car parking requirements of the Scheme or the standards set out within this policy.	Reworked to remove duplicated / advisory information.
	2.4 Application Procedure When applying for planning approval, in addition to matters set out in the Application for Planning Approval Form, the applicant may also be required to provide: ▪ A traffic impact statement or traffic management plan; ▪ Turning templates for the likely maximum size of vehicles accessing the site; ▪ A clear explanation of how proposed parking supply has been calculated with relevant references to this Policy; and	Deleted.	Not required – advisory only and covered by Clause 67 of the Deemed Provisions / Planning Application Checklist.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
	- Parking bays for people with disabilities and bicycles. 2.5 Assessment Criteria When considering applications for planning approval in the City Centre Zone, the City shall have regard to: - Any relevant provisions contained in TPS8; - Relevant legislative requirements; - Relevant State Planning Policies, Development Control Policies and Planning Bulletins published by the Western Australian Planning Commission, and other publications or guidelines produced by State agencies; - Any relevant local planning policy; - Any adopted Development Plan; and - The level and nature of adjoining developments to assess the compatibility of the use.	4.4. Assessment Criteria 4.4.1. The City should exercise its discretion in considering variations to car parking requirements where a proponent can demonstrate that the proposal meets the objectives of this policy. 4.4.2. In determining the acceptability of a variation, the City should have regard to: a) Alignment of the proposal with the precinct objectives and any relevant provisions set out in the Scheme; b) The level and nature of adjoining developments to assess the compatibility of the proposed use and its associated parking demand with surrounding context; c) Empirical evidence regarding parking demand for the specific use; d) Demonstrated internal trip capture for mixed-use developments; e) Approved reciprocal or shared arrangements in accordance with the Deemed Provisions; and f) Provisions for payment-in-lieu of parking in accordance with the Deemed Provisions.	Reworked to clearly identify the matters to be considered when the City exercises discretion. a) Standard procedure per Clause 67 of Deemed Provisions; b) Generally consistent with intent of policy and its objectives, reworded to specifically state that existing context is a matter for consideration in the exercise of discretion. c) Reworked from existing Provision 2.6.3. d) Reworked from existing Provision 2.6.4. e) Reworked from existing Provision 2.6.9 though updated per the requirements brought in by the Deemed Provisions f) Reworked from existing Provisions 2.6.5 – 2.6.6 though updated per requirements brought in by the Deemed Provisions.
POLICY PROVISIONS 'Policy provisions' are specific measures such as design standards which, when implemented, are intended to deliver the desired planning outcomes expressed in the introduction, objectives and scope of the policy. All policy provisions should adhere to the following set of general principles: Evidence-based – should be based on sound town planning principles. Appropriate terminology – cannot contradict or over-ride a provision of the scheme and should not be used to establish a mandatory or controlling status. The use of mandatory language such as 'shall', 'must' and 'not permitted' in local planning policy provisions is to be avoided, instead, phrases such as 'should' and 'may' should be used.	2.6 General Provisions 2.6.1 Existing Use Rights For existing land uses, current provisions/parking arrangements shall apply. When a proponent chooses to redevelop and/or change uses on a site, should any additional activity intensity be proposed, the provisions of TPS8, Clause 6.12.5 will apply. Parking requirements in accordance with this Policy will be determined on a case-by-case basis at Council's discretion. 2.6.2 Minimum and Maximum Parking Requirements - All parking is to be in accordance with Clause 6.12 and Appendix 4 of TPS8. - Where the discretion of the Council is used to vary the car parking requirements in accordance with Clause 6.12.5 and Appendix 4 of TPS8, the parking requirement shall be in accordance with Appendix 1 of this Policy and the general provisions of this Policy.	Deleted 4. Policy Provisions 4.3. General Parking Requirements 4.3.1. All development should provide off-street car parking in accordance with Clause 5.11 and Appendix 3 of the Scheme. 4.3.2. Where the City exercises its discretion to vary the car parking requirements under Clause 5.11.5 of the Scheme, the parking rates provided at Table 1 of this policy should	Requirement overridden by Deemed Provisions & existing Development Approvals. Updates to Scheme references. Clarify and standardise provision wording Bring parking rates to within the policy to improve statutory weight.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE																																													
▪ Easy to understand – should be written in clear, concise, and plain language, avoiding ambiguity and technical jargon where possible. ▪ Measurable – should generally be expressed as quantitative standards. Qualitative provisions that aim to achieve good planning and design outcomes are also acceptable but should be specific to provide increased certainty of appropriate development outcomes. ▪ Numbered – should be clearly numbered for ease of reference. Based on the nature and complexity of the policy, specific section headings can also be used to assist with the legibility of the policy provisions. ▪ Self-contained – should ensure a single source of truth by avoiding repetition of legislation and other policies. ▪ Fair and reasonable – the impacts of policy provisions on stakeholder groups should be well considered. Local planning policy provisions can generally be categorised into four groups – residential, non-residential, operational and exemptions (refer to appendices 1A,1B and 1C for further details). It is common for a local planning policy to include a combination of these four groups. The key considerations pertaining each are outlined below:	▪ Parking requirements shall be calculated for all uses on a site that are likely to generate parking demand in their own right. The aim is to achieve the maximum (target) rate of on-site parking for each use. ▪ The City reserves the right to amend rates of parking and/or remove the requirement for a minimum rate of on-site provision at some point in the future, when greater efficiencies in the supply and use of parking are being achieved.	be used as the primary guidance for determining the appropriate supply. 4.3.3. Parking requirements should be calculated for all land uses on a site that generate independent parking demand. For development within the City Centre zone, the City aims to achieve the maximum (target) rate to ensure the long-term functional requirements of the precinct are met. <u>Table 1: Parking Rates for the Karratha City Centre.</u> <table><tr><th>Land Use</th><th>Minimum</th><th>Maximum (Target)</th></tr><tr><td>Hotel</td><td>0.45 per accommodation room plus 0.45 per every five rooms for visitors and staff.</td><td>0.9 per accommodation room plus 0.9 per every five rooms for visitors and staff.</td></tr><tr><td>Dry Cleaning Premises</td><td>One per 44m² net lettable floor area.</td><td>One per 22m² net lettable floor area.</td></tr><tr><td>Office</td><td>One per 66m² net lettable area.</td><td>One per 33m² net lettable area.</td></tr><tr><td>Outdoor Display</td><td>One per 222m² of display area plus 0.45 per employee.</td><td>One per 111m² of display area plus 0.9 per employee.</td></tr><tr><td>Reception Centre</td><td>One per 8.8m² of function area.</td><td>One per 4.4m² of function area.</td></tr><tr><td>Restaurant</td><td>One per 13.4m² of dining space.</td><td>One per 6.7m² of dining space.</td></tr><tr><td>Restricted premises</td><td>One per 44m² net lettable area.</td><td>One per 22m² net lettable area.</td></tr><tr><td>Shop</td><td>One per 44m² net lettable area.</td><td>One per 22m² net lettable area.</td></tr><tr><td>Showroom</td><td>One per 112m² net lettable area.</td><td>One per 56m² net lettable area.</td></tr><tr><td>Take-Away Food Outlet</td><td>One per 4.4m² of public floorspace plus 0.45 per employee.</td><td>One per 2.2m² of public floorspace plus 0.9 per employee.</td></tr><tr><td>Child Care Premises</td><td>One per every 22 children plus 0.45 per employee.</td><td>One per every 11 children plus 0.9 per employee.</td></tr><tr><td>Consulting Rooms</td><td>1.8 per consulting room for the first two rooms and 0.45 per additional consulting room plus 0.45 per employee at the time of peak operation</td><td>3.6 per consulting room for the first two rooms and 0.9 per additional consulting room plus 0.9 per employee at the time of peak operation</td></tr><tr><td>Hospital</td><td>One per 6.7 beds plus 0.45 per employee plus additional bays at Council’s discretion for outpatient services.</td><td>One per 3.3 beds plus 0.9 per employee plus additional bays at Council’s discretion for outpatient services.</td></tr><tr><td>Medical Centre</td><td>As per consulting rooms for consulting</td><td>As per consulting rooms for consulting</td></tr></table>	Land Use	Minimum	Maximum (Target)	Hotel	0.45 per accommodation room plus 0.45 per every five rooms for visitors and staff.	0.9 per accommodation room plus 0.9 per every five rooms for visitors and staff.	Dry Cleaning Premises	One per 44m ² net lettable floor area.	One per 22m ² net lettable floor area.	Office	One per 66m ² net lettable area.	One per 33m ² net lettable area.	Outdoor Display	One per 222m ² of display area plus 0.45 per employee.	One per 111m ² of display area plus 0.9 per employee.	Reception Centre	One per 8.8m ² of function area.	One per 4.4m ² of function area.	Restaurant	One per 13.4m ² of dining space.	One per 6.7m ² of dining space.	Restricted premises	One per 44m ² net lettable area.	One per 22m ² net lettable area.	Shop	One per 44m ² net lettable area.	One per 22m ² net lettable area.	Showroom	One per 112m ² net lettable area.	One per 56m ² net lettable area.	Take-Away Food Outlet	One per 4.4m ² of public floorspace plus 0.45 per employee.	One per 2.2m ² of public floorspace plus 0.9 per employee.	Child Care Premises	One per every 22 children plus 0.45 per employee.	One per every 11 children plus 0.9 per employee.	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Current version of the policy is not legal in that the WAPC needs to approve a policy that seeks to vary the R-Codes. – Short Term Accommodation and Motor Vehicle and / or Marine Service Staton – deleted – as a land use that has been deleted by Amendment 60. – Minor amendments to land use classification consistent with the modifications in Amendment 60. – Delete land uses that are not permissible in the City Centre Zone (Motor Vehicle and/or Marine Sales & Hire, Motor Vehicle Wash). ▪ No amendments to any minimum or maximum parking rate.
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DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION			AMENDMENT JUSTIFICATION / RATIONALE
			rooms within the centre, one bay per 44m ² of net lettable sales area within a pharmacy, two bays per every other premises within the centre and 0.45 per employee at the time of peak operation of each premises.	rooms within the centre, one bay per 22m ² of net lettable sales area within a pharmacy, two bays per every other premises within the centre and 0.9 per employee at the time of peak operation of each premises.	
		Place of Public Meeting, Assembly or Worship	One per 8.8m ² of meeting, assembly or worship area.	One per 4.4m ² of meeting, assembly or worship area.	
		Veterinary Centre	2.8 per practitioner where practice is limited to domestic pets. All other places at the City's discretion.	5.6 per practitioner where practice is limited to domestic pets. All other places at Council's discretion.	
		Entertainment Venue	One per 6.6m ² of entertainment area.	One per 3.3m ² of entertainment area.	
		Tavern	One per 4.4m ² of bar floor area available to the public plus one per 8.8m ² of lounge floor area available to the public, plus one per 13.4m ² of outdoor entertainment/ beer garden area available to the public.	One per 2.2m ² of bar floor area available to the public plus one per 4.4m ² of lounge floor area available to the public, plus one per 6.7m ² of outdoor entertainment/ beer garden area available to the public.	
	2.6.3 Empirical Evidence ▪ A proponent may demonstrate, using empirical evidence and to the satisfaction of the City, the target rate of supply does not suit the particular type of development proposed. A revised rate may then be agreed by the City on the basis that this is not less than the specified minimum for the stipulated land use	5.2. Variations to Parking Standards 5.2.1. The City may consider a reduction below the target rates where a proponent provides empirical evidence, to the satisfaction of the City, demonstrating that the specific nature of the land suits a lower rate of supply.			Reworked provision to reflect policy language requirement.
	2.6.4 Internal Trip Capture ▪ Reductions to the maximum rate may be considered where a proponent can demonstrate a reasonable case that there will be internal trip capture (for e.g.: A land use included in a development will generate a reduced or no independent parking demand due to its reciprocal parking relationship with another use). Relevant considerations include: ▪ Clear establishment of a relationship between different land uses on the same site, such as function rooms provided within a hotel development for use by hotel patrons. ▪ How a claimed reduction relates to the scale of activity (for e.g.: A smaller restaurant co- located with a hotel has less	5.2.2. Reductions to parking supply may be considered where internal trip capture is demonstrated, such as co-located uses where one use generates negligible demand.			Reworked provision for clarity, succinctness, and to remove advisory portion and be broadly applicable.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE								
	capacity to accommodate public diners than a larger restaurant). Whether land uses within a development are open to the public (for e.g. Fitness centres and pools provided in hotels for the exclusive use of hotel patrons.										
	2.6.5 Cash-In-Lieu of On-Site Parking On agreement with the City, a developer may pay cash-in-lieu equivalent to up to the difference between the minimum and maximum rates of supply for non-residential parking.	5.3. Cash-In-Lieu of Parking 5.3.1. Where a proponent cannot provide the required number of on-site bays, the City may accept a payment in lieu of parking in accordance with Part 9A of the Deemed Provisions.	DP was prepared prior to the adoption and gazettal of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>, which bring about formal requirements for cash-in-lieu arrangements.								
	2.6.6 Calculation of a Cash-In-Lieu Payment - The cash-in-lieu contribution is to be calculated on a per bay basis, with the amount payable per bay being equal to the average of: - The cost of a bay at-grade including construction costs and the rateable cost of land required to provide the bay (28m2 assumed); and - The construction cost of a bay in a decked structure and 50% of the rateable cost of land required to provide the bay (assuming that future decked parking structures are likely to be limited to two storeys in most cases). - All construction costs are to be calculated in accordance with development costs outlined below, indexed to the Building Inflation Index of WA. <u>Table 1: Car Parking Development Costs (current as at November 2011)</u> <table><tr><th>Parking</th><th>Development Costs</th></tr><tr><td>At-grade bays provided in off-street car parking areas (assuming 28m² per bay)</td><td>\$5,700 per bay plus applicable land costs</td></tr><tr><td>Under-croft parking (assuming 37m² per bay)</td><td>\$42,700 per bay plus applicable land costs</td></tr><tr><td>Bays in a decked structure (assuming 32m² per bay)</td><td>\$44,800 per bay plus applicable land costs</td></tr></table> - The current cash-in-lieu payment would be \$25,250 per bay plus applicable land costs, based on: [\$44,800 (construction cost of a bay in a multi-storey structure) + \$5,700 (construction cost of an at-grade bay)]/2 = \$25,250 per bay plus applicable land costs (current as at November 2011).	Parking	Development Costs	At-grade bays provided in off-street car parking areas (assuming 28m² per bay)	\$5,700 per bay plus applicable land costs	Under-croft parking (assuming 37m² per bay)	\$42,700 per bay plus applicable land costs	Bays in a decked structure (assuming 32m² per bay)	\$44,800 per bay plus applicable land costs	5.3.2. Any payment in lieu should be calculated using the Method of Calculation determined by the Western Australian Planning Commission and published in the Government Gazette. 5.3.3. Money received as payment in lieu should be applied towards transport infrastructure and public parking improvements within the City Centre as defined by an adopted Payment in Lieu of Parking Plan.	Given the adoption of the Deemed Provisions into the Scheme, Provisions 2.6.5 – 2.6.8 have been superseded by the Scheme and are redundant. Reworked Provision 5.3 of LPP 18 is entirely consistent with the formal requirements of the Deemed Provisions, removing all redundant or inconsistent portions of the existing provisions.
Parking	Development Costs										
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	2.6.7 Special Fund										

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE								
	All cash-in-lieu monies received shall be placed in a separate account established for the sole purpose of holding cash-in-lieu monies on a temporary basis. 2.6.8 Spending of Monies Received ▪ The cash-in-lieu collected by the City from development within the City Centre shall only be available for transport expenditure, within or of benefit to the City Centre and may be held by the City until such time as an appropriate transport improvement project is defined. ▪ Transport improvement projects may be to the benefit of any mode of transport and include (but are not limited to): – Public parking provision; – Investment in public transport infrastructure and/or services; and – Public end-of-trip facilities and/ or cycle parking. ▪ Cash-in-lieu revenue may neither be reallocated to general revenue nor used to fund street maintenance. ▪ Development of public parking facilities funded by the City through the cash-in-lieu scheme should occur as demand arises. It would typically be precipitated by available non-private car parking in the City Centre being above 90% capacity during weekly peak periods. ▪ In the first instance, public parking can be made available at-grade on land set aside for future public parking facilities, should sufficient funding not be available for the construction of a decked facility. This is on the proviso that by build-out of the City Centre, off-street public parking will be provided exclusively in decked structures.										
	2.6.9 Reciprocal (Shared) Parking ▪ Reciprocal parking arrangements for non-residential parking shall be considered on a case-by- case basis at the Council's discretion, where it can be demonstrated that parking facilities can be shared between complementary land uses either on the same site, or on sites in close proximity. ▪ Where reciprocal parking is proposed off-site, a covenant or similar planning instrument governing the supply and use of the parking will be required with the City as a party to the agreement to ensure that the car parking is available whilst that use exists. ▪ In the case where the reciprocal parking facilities cease to be available or a reciprocal parking arrangement lapses, the	5.4. Reciprocal and Shared Parking 5.4.1. The City may approve shared parking arrangements where it is demonstrated that parking facilities can be effectively shared between complementary land uses with different peak demand periods. 5.4.2. Shared parking should be located within the maximum walking distances specified in Table 2 of this policy to ensure safe and convenient pedestrian access. <u>Table 2: Maximum Walking Distances for Shared Parking</u> <table><tr><th>Forecast Duration of Stay</th><th>Walking Distance (Parking Bay to Building Access)</th></tr><tr><td><30 minutes</td><td>100 metres</td></tr><tr><td>30 minutes – 1hour</td><td>200 metres</td></tr><tr><td>1 – 2 hours</td><td>400 metres</td></tr></table>	Forecast Duration of Stay	Walking Distance (Parking Bay to Building Access)	<30 minutes	100 metres	30 minutes – 1hour	200 metres	1 – 2 hours	400 metres	Remove redundant or explanatory provisions. Remove provision re: cash in lieu where it is inconsistent with Deemed Provisions.
Forecast Duration of Stay	Walking Distance (Parking Bay to Building Access)										
<30 minutes	100 metres										
30 minutes – 1hour	200 metres										
1 – 2 hours	400 metres										

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION		AMENDMENT JUSTIFICATION / RATIONALE												
	City retains the right to require cash-in-lieu in accordance with the Policy to cover any shortfall in parking. - Where reciprocal parking dispensations are proposed, applications for development shall include to use first principles to compare forecast traffic generation rates to generate a demand profile for parking, demonstrating that the land uses are complementary, and realistic demands for parking in peak periods can be met for all land uses with which the parking is associated. - On-street parking shall not be included in any reciprocal parking calculations. - The City retains discretion to take into account the proximity of parking and any barriers to pedestrian movement between the parking bays and destination land use(s) (e.g. roads). - The maximum distances between parking bays and destination sites are outlined in Table 2. <u>Table 2: Maximum acceptable walking distance from reciprocal parking bays to destination land uses based on forecast average duration of stay.</u> <table><tr><td>Forecast duration of stay</td><td>Walking distance (parking bay to building access)</td></tr><tr><td><30 minutes</td><td>100m</td></tr><tr><td>30 minutes – 1hour</td><td>200m</td></tr><tr><td>1 – 2 hours</td><td>400m</td></tr><tr><td>>2 hours</td><td>800m</td></tr></table>	Forecast duration of stay	Walking distance (parking bay to building access)	<30 minutes	100m	30 minutes – 1hour	200m	1 – 2 hours	400m	>2 hours	800m	<table><tr><td>>2 hours</td><td>800 metres</td></tr></table>		>2 hours	800 metres	
Forecast duration of stay	Walking distance (parking bay to building access)															
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30 minutes – 1hour	200m															
1 – 2 hours	400m															
>2 hours	800m															
>2 hours	800 metres															
	2.6.10 Application of Multiple Reductions in On-Site Provisions - At the discretion of the City, the provision of parking may be calculated through a combination of the mechanisms described above. - There is a presumption against approving less parking than the stipulated minimum rate for each land use proposed. The following factors will be considered in determining proposals for parking that are lower than the maximum for a land use: - Relevant empirical evidence; - Demonstrated internal trip capture; - Secured arrangements for reciprocal (shared) parking; - Payment of cash-in-lieu; - Innovations in transport or parking provision;	Deleted.		Included in previous provisions.												

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
	- Council may give special consideration to encourage sites considered strategic to the development of the City Centre. - Other matters that demonstrate a parking rate below the maximum is acceptable at the discretion of Council. - This clause may be reviewed by City in the future as and when there is less of a case for parking being available for the sole use of individual developments.		
	2.6.11 Disabled Parking, Service Vehicles, Loading Zones, Coach and Caravan Parking and Motorcycle Parking - All development will be required to provide ACROD parking in accordance with the requirements of AS2890.1. - In the short term, as part of planning for the City Centre, the City may specify locations for on- street loading and ACROD bays. - No on-street parking provision is made for oversized vehicles including semi-trailers and caravans. Semi-trailer parking provision (for the purposes of goods deliveries), is to be made on individual sites requiring such access. - Service vehicle access and parking is to be factored into individual applications for planning approval. - The City promotes a precinct-based approach to consideration of loading zones and shared loading zone(s) for larger developments requiring such services.	Deleted	Delete where advisory or duplicated in the Scheme or other documents (ie, Australian Standards, Deemed Provisions etc).
	2.6.12 Bicycle Parking Facilities The provision of bicycle parking facilities shall be in accordance with the provisions of Clause 6.14.2 and 6.14.3 of TPS8 and the City's Bike Plan.	Deleted	Duplicate of Scheme requirement. WA Planning Manual states that policy provisions should be self-fulfilling.
	2.6.13 Other Considerations <u>Screening</u> - All on-site parking (including decked structures) shall be screened by buildings with active frontages, except where agreed with Council, along Sharpe Avenue and Karratha Terrace, and all other streets in the City Centre Zone at the discretion of the City. - No at-grade parking aisles may be provided parallel to any street in the City Centre where the aisle or any parking bays would then abut to the street. <u>Traffic Management</u> - A traffic management report may be required where development is likely to have a significant impact on the local street network either through the volume or type of	5.5. Design and Screening 5.5.1. To maintain a high-quality public realm, all on-site parking (including decked structures) should be screened by buildings with active frontages, particularly along Sharpe Avenue and Karratha Terrace. 5.5.2. At-grade parking aisles should not be provided parallel to any street where the aisle or parking bays would directly abut the street. 5.6. Traffic Management Reports 5.6.1. A traffic management report may be required for developments that significantly impact the local street network or propose more than 50 parking bays. 5.6.2. Such reports should demonstrate the proposed access, egress and on-site manoeuvring for all vehicles (including	Remove mandatory language Rework to contemporary provision wording. Reworked provisions for clarify and conciseness.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION		PROPOSED REVISION			AMENDMENT JUSTIFICATION / RATIONALE																																																		
	vehicle trips generated, where substantive or underground parking areas are proposed (greater than 50 bays), or where heavy vehicles are required to manoeuvre within a site. Traffic management reports are typically required to: ▪ Demonstrate that the likely impact of traffic including service vehicles accessing and exiting the site will not adversely impact on the locality. ▪ Identify any engineering design modifications required to local roads. ▪ Assess on-site manoeuvrability for service and oversize vehicles (turning templates with overhangs). ▪ Assess parking and access way design in accordance with Australian Standard AS2890. ▪ Assess the location and design of parking for people with disabilities.		service and oversized vehicles) meet Australian Standard AS 2890 – Parking Facilities.																																																					
DOCUMENT CONTROL A document (or version) control table should be included, as per the manner and form in Appendix 1D.	<table><tr><td>Policy Number:</td><td>DP-18</td></tr><tr><td>Previous Policy Number:</td><td>N/A</td></tr><tr><td>Resolution Numbers:</td><td>152434 - March 2013</td></tr><tr><td>Last Reviewed:</td><td>March 2013</td></tr><tr><td>Next Reviewed:</td><td>March 2015</td></tr><tr><td>Responsible Officer:</td><td>Manager Planning Services</td></tr></table>	Policy Number:	DP-18	Previous Policy Number:	N/A	Resolution Numbers:	152434 - March 2013	Last Reviewed:	March 2013	Next Reviewed:	March 2015	Responsible Officer:	Manager Planning Services	<table><tr><td>Version</td><td colspan="3">Decision to Adopt / Amend</td></tr><tr><td>1.</td><td colspan="3">18 March 2013 Ordinary Council Meeting Item 10.4</td></tr><tr><td>2.</td><td colspan="3">[Date] Ordinary Council Meeting Item [No.]</td></tr><tr><td>3.</td><td colspan="3"></td></tr><tr><td>4.</td><td colspan="3"></td></tr><tr><td>Public Consultation</td><td colspan="3">Not required – minor / administrative update</td></tr><tr><td>WAPC Approval Required</td><td>No</td><td>Date Approved by the WAPC</td><td>N/A</td></tr><tr><td>Document Reference</td><td colspan="3">Document Reference: LPP 18 Previous Policy Number: DP 18</td></tr><tr><td>Next Review Date</td><td colspan="3"></td></tr><tr><td>Review Frequency</td><td colspan="3">Every 5 years</td></tr></table>	Version	Decision to Adopt / Amend			1.	18 March 2013 Ordinary Council Meeting Item 10.4			2.	[Date] Ordinary Council Meeting Item [No.]			3.				4.				Public Consultation	Not required – minor / administrative update			WAPC Approval Required	No	Date Approved by the WAPC	N/A	Document Reference	Document Reference: LPP 18 Previous Policy Number: DP 18			Next Review Date				Review Frequency	Every 5 years			Per WA Planning Manual.	
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	3. VARIATIONS Variations to this policy will be assessed against the objectives of this Policy. 4. IMPLEMENTATION This Policy will be implemented via decisions on applications for planning approval in the Karratha City Centre. 5. CONSEQUENCES This policy represents the formal policy and expected standards of the Council. Appropriate approvals need to be obtained prior to any deviation from the policy. Elected Members and Employees are reminded of their obligations under the		Deleted			Removed – not consistent with Manner and Form																																																		

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE																
	Council's Code of Conduct to give full effect to the lawful policies, decisions and practices of the Council.																		
	6. REFERENCES TO RELATED DOCUMENTS ▪ Application for Planning Consent Form ▪ Development Services Fees and Charges Information Sheet BS-0005 ▪ Shire of Roebourne Town Planning Scheme No. 8 ▪ Residential Design Codes of Western Australia 2008 ▪ City of Karratha Bike Plan ▪ Australian Standard AS1158 Lighting for Roads and Public Spaces ▪ Australian Standard AS2890 Parking Facilities 2004	Related Documents <table><tr><td>Internal</td><td>External</td></tr><tr><td>City of Karratha Local Planning Scheme No. 8</td><td>Transport Impact Assessment (TIA) Guidelines (WAPC) Australian Standard AS2890 – Parking Facilities</td></tr></table> Relevant Legislation Planning and Development Act 2005 Planning and Development (Local Planning Schemes) Regulations 2015 State Administrative Tribunal Act 2004 This policy takes effect from the date of adoption by Council and shall remain valid for a period of 5 years unless reviewed prior. All records created or maintained under this document must be captured in the City's approved recordkeeping or business system. These records are to be retained and managed in accordance with the State Records Act 2000, Privacy and Responsible Information Sharing Act 2024, the City's Recordkeeping Plan, and authorised disposal authorities.	Internal	External	City of Karratha Local Planning Scheme No. 8	Transport Impact Assessment (TIA) Guidelines (WAPC) Australian Standard AS2890 – Parking Facilities	Included per governance requirements.												
Internal	External																		
City of Karratha Local Planning Scheme No. 8	Transport Impact Assessment (TIA) Guidelines (WAPC) Australian Standard AS2890 – Parking Facilities																		
APPENDICES	APPENDIX 1: MINIMUM AND MAXIMUM (TARGET) RATES OF ON-SITE PARKING	N/A	Per above the following uses are deleted: <table><tr><td>Home Business</td><td>Duplicates Scheme Does not provide standard ratio</td></tr><tr><td>Home Occupation</td><td>Duplicates Scheme Does not provide standard ratio</td></tr><tr><td>Multiple Dwelling</td><td>WAPC Approval required to vary car parking requirements set out by the R-Codes.</td></tr><tr><td>Residential Dwelling</td><td>WAPC Approval required to vary car parking requirements set out by the R-Codes.</td></tr><tr><td>Short Stay Accommodation</td><td>Use deleted by AMD 60</td></tr><tr><td>Tourist Resort</td><td>Duplicates Scheme Does not provide standard ratio</td></tr><tr><td>Industry Service</td><td>Duplicates Scheme Does not provide standard ratio</td></tr><tr><td>Market</td><td>Does not provide standard ratio</td></tr></table>	Home Business	Duplicates Scheme Does not provide standard ratio	Home Occupation	Duplicates Scheme Does not provide standard ratio	Multiple Dwelling	WAPC Approval required to vary car parking requirements set out by the R-Codes.	Residential Dwelling	WAPC Approval required to vary car parking requirements set out by the R-Codes.	Short Stay Accommodation	Use deleted by AMD 60	Tourist Resort	Duplicates Scheme Does not provide standard ratio	Industry Service	Duplicates Scheme Does not provide standard ratio	Market	Does not provide standard ratio
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Industry Service	Duplicates Scheme Does not provide standard ratio																		
Market	Does not provide standard ratio																		

Appendices may include:

▪ **Maps** – should be used where the scope of the local planning policy applies to a large or complex area.

▪ **Tables** – should be used to display complex quantitative policy provisions.

▪ **Figures** – should be used to illustrate how specific policy provisions will be applied and may also provide examples of development outcomes that would be considered to satisfy the policy provisions.

▪ **Definitions** – should refer to and not conflict with or repeat definitions that are included in existing legislation such as the Act, Regulations, or scheme. Definitions should only be used within a local planning policy where they assist with interpretation and consistency of policy application. Defined terms

	Land Use	Minimum	Maximum (Target)
Residential			
7	Home Business	At Council's discretion	
8	Home Occupation	At Council's discretion	
9/10	Hotel/ motel	0.45 per accommodation room plus 0.45 per every five rooms for visitors and staff	0.9 per accommodation room plus 0.9 per every five rooms for visitors and staff
11	Multiple dwelling	As per R Codes minus 10% of requirement across the residential development	
13	Residential building	0.9 per every two sleeping units plus 1.8 per every seven units for visitors and staff	
15	Short-stay accommodation	0.9 bays per single bedroom unit, 1.35	

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION				PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE	
should be shown in bold text where they are used throughout the policy. Submission requirements – in accordance with the Regulations (Schedule 2, cl. 63(1)), a local planning policy may outline any specialist reports (dealing with matters such as traffic, heritage, and environmental impact), or additional information that should be submitted to assist with consideration against the policy provisions. It is noted that some local governments may have an operational local planning policy dedicated solely to application requirements. Note: Maps, tables, and figures can be provided in the main body of the local planning policy where this assists with overall legibility.			bays per two bedroom unit, 1.6 bays per three bedroom unit and 1.8 bays per four bedroom unit				Inconsistent with Scheme Parking requirement.
	17	Tourist resort	At Council's discretion			Motor Vehicle and / or Marine Sales and Hire	Use not permissible in any City Centre zone. Redundant
	Industry					Motor Vehicle and / or Marine Service Station	Use deleted by AMD 60.
	31	Industry – service	At Council's discretion			Motor Vehicle Wash	Use not permissible in any City Centre zone. Redundant.
	Commerce						
	41	Dry cleaning premises	One per 44m2 net lettable floor area	One per 22m2 net lettable floor area		Car Park	Duplicates Scheme Does not provide standard ratio
	42	Market	At Council's discretion			Community Use	Duplicates Scheme Does not provide standard ratio
	44	Motor vehicle and/ or marine sales and hire	One per 666m2 of sales area and 0.45 per employee	One per 333m2 of sales area and 0.9 per employee		Education Establishment	Duplicates Scheme Does not provide standard ratio
	45	Motor vehicle and/ or marine service station	0.45 per motor vehicle repair bay, one per 44m2 of net lettable sales area, one per 13.3m2 of dining space, 0.45 per employee and in the case of marine service station at Council's discretion	0.9 per motor vehicle repair bay, one per 22m2 of net lettable sales area, one per 6.7m2 of dining space, 0.9 per employee and in the case of marine service station at Council's discretion		Emergency Services	Duplicates Scheme Does not provide standard ratio
	47	Motor vehicle wash	0.45 additional bays per wash bay and 0.45 per employee	0.9 additional bays per wash bay and 0.9 per employee		Private Recreation	Duplicates Scheme Does not provide standard ratio
	48	Office	One per 66m2 net lettable area	One per 33m2 net lettable area		Public Recreation	Duplicates Scheme Does not provide standard ratio
	48	Outdoor display	One per 222m2 of display area plus 0.45 per employee	One per 111m2 of display area plus 0.9 per employee		Tavern / Public Hotel Bar	Update land use to be consistent with Scheme.
	49	Reception centre	One per 8.8m2 of function area	One per 4.4m2 of function area			
	50	Restaurant	One per 13.4m2 of dining space	One per 6.7m2 of dining space			
	51	Restricted premises	One per 44m2 net lettable area	One per 22m2 net lettable area			
	52	Shop	One per 44m2 net lettable area	One per 22m2 net lettable area			
	53	Showroom	One per 112m2 net lettable area	One per 56m2 net lettable area			
	54	Take-away food outlet	One per 4.4m2 of public floorspace plus 0.45 per employee	One per 2.2m2 of public floorspace plus 0.9 per employee			

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT		ADOPTED REVISION		PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
		Health, Welfare and Community Services			
		57	Car Park	At Council's discretion	
		58	Child care premises	One per every 22 children plus 0.45 per employee	One per every 11 children plus 0.9 per employee
		59	Community use	At Council's discretion.	
		60	Consulting rooms	1.8 per consulting room for the first two rooms and 0.45 per additional consulting room plus 0.45 per employee at the time of peak operation	3.6 per consulting room for the first two rooms and 0.9 per additional consulting room plus 0.9 per employee at the time of peak operation
		61	Education establishment	At Council's discretion	
		62	Emergency services	At Council's discretion	
		64	Hospital	One per 6.7 beds plus 0.45 per employee plus additional bays at Council's discretion for outpatient services	One per 3.3 beds plus 0.9 per employee plus additional bays at Council's discretion for outpatient services
		66	Medical centre	As per consulting rooms for consulting rooms within the centre, one bay per 44m2 of net lettable sales area within a pharmacy, two bays per every other premises within the centre and 0.45 per employee at the time of peak operation of each premises	As per consulting rooms for consulting rooms within the centre, one bay per 22m2 of net lettable sales area within a pharmacy, two bays per every other premises within the centre and 0.9 per employee at the time of peak operation of each premises
		68	Place of public meeting, assembly or worship	One per 8.8m2 of meeting, assembly or worship area	One per 4.4m2 of meeting, assembly or worship area
		70	Veterinary centre	2.8 per practitioner where practice is limited to domestic pets. All other places at the City's discretion	5.6 per practitioner where practice is limited to domestic pets. All other places at Council's discretion

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION				PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
	Entertainment, Recreation and Culture					
	72	Entertainment venue	One per 6.6m2 of entertainment area	One per 3.3m2 of entertainment area		
	73	Private recreation	At Council's discretion			
	74	Public recreation	At Council's discretion			
	75	Tavern/ Public Hotel Bar	One per 4.4m2 of bar floor area available to the public plus one per 8.8m2 of lounge floor area available to the public, plus one per 13.4m2 of outdoor entertainment/ beer garden area available to the public	One per 2.2m2 of bar floor area available to the public plus one per 4.4m2 of lounge floor area available to the public, plus one per 6.7m2 of outdoor entertainment/ beer garden area available to the public		

Development Policy 19 – Storm Surge Risk Policy

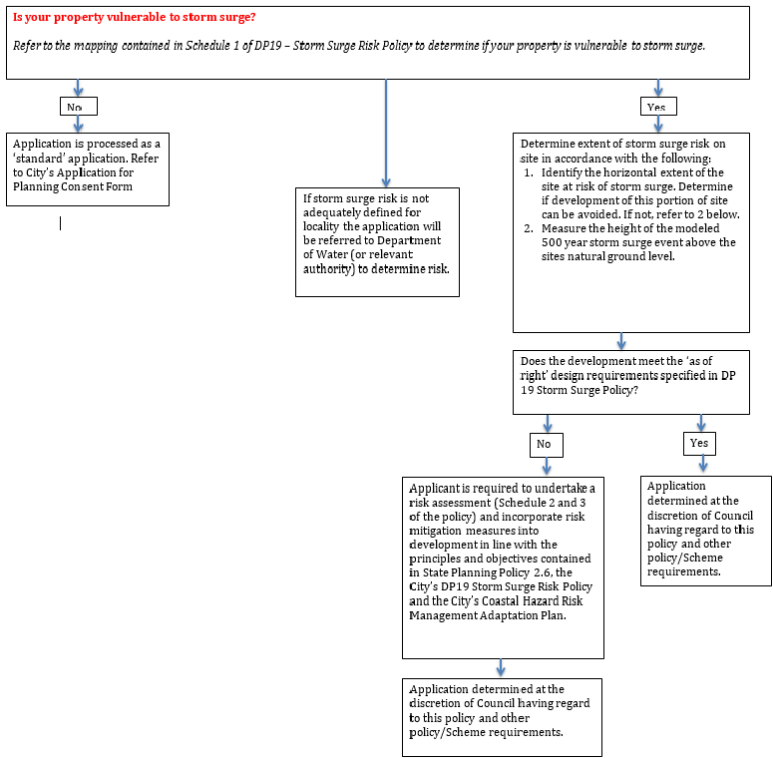
DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
TITLE All local planning policies should have a simple and concise title, adhering to the following naming convention: Local Planning Policy - <Insert Policy Name> Note: A policy number may be included.	POLICY DP19 LOCAL PLANNING POLICY DP19 STORM SURGE RISK POLICY	Local Planning Policy 19 – Storm Surge Risk	Alignment with amended Regs & WA Planning Manual.
CITATION The following citation should be included at the start of all local planning policies: <i>“This is a Local Planning Policy prepared under Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015. This policy may be cited as Local Planning Policy (LPP) - <Insert Policy Name>.”</i> Note: For consistency, all local planning policies should be referred to using the acronym/prefix “LPP”	Nil	1. Citation This Local Planning Policy has been prepared pursuant to Schedule 2 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> (Deemed Provisions). The policy may be cited as Local Planning Policy 19 – Storm Surge Risk (LPP 19).	Alignment with amended Regs & WA Planning Manual.
INTRODUCTION The ‘introduction’ section of a local planning policy should include: ▪ Purpose – A brief statement outlining the policy's purpose and planning justification. <i>“The purpose of this policy is to <insert details>.”</i> ▪ Background information – a concise overview of any relevant background information for more complex policies (if applicable). ▪ Legislative references – reference to any specific clauses/regulations of relevant planning legislation that the policy seeks to provide guidance on (if applicable).	2. PRINCIPLES The purpose of this policy is to: 1. Provide guidance on the application of Town Planning Scheme No. 8 (TPS8) in relation to land identified as being vulnerable to a 500 year ARI storm surge event, where possible in the most current mapping maintained and administered by the City; and 2. Apply State Planning Policies 3.4 and 2.6 and associated policy guidelines in the assessment of planning applications relating to land identified as being vulnerable to a 500 year ARI storm surge event.	2. Introduction The purpose of this policy is to provide clear guidance on the application of the City of Karratha Local Planning Scheme No. 8 (Scheme) in relation to development on land identified as vulnerable to a 500-year Average Recurrence Interval (ARI) storm surge event. It establishes a locally responsive framework for risk management and adaptation, ensuring that development proposals adequately account for coastal hazards to protect life and property. Coastal areas within the City of Karratha are susceptible to significant storm surge inundation, primarily driven by wind setup and atmospheric pressure during cyclonic events. The City has undertaken detailed mapping of the 500-year ARI event to inform decision-making in areas subject to development pressure. While this policy provides current best-practice standards, it serves as an interim instrument while the City prepares a comprehensive Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) as required by State Planning Policy 2.6 – Coastal Planning (SPP 2.6).	Alignment with amended Regs & WA Planning Manual.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
OBJECTIVES Local planning policy objectives help determine if a planning proposal aligns with the policy's purpose and should be approved, especially when not all provisions are met. Objectives should be: ▪ Evidence-based – be performance-based and based on sound town planning principles. However, operational local planning policies may not require performance-based objectives because they set out administrative processes rather than assessment criteria. ▪ Legible – be clear, unambiguous, and written in dot points (unless there is only one objective). ▪ Actionable – begin with the infinitive form of the verb. For example, the objective/s of this policy is/are: – to promote... – to enable... – to preserve... – to conserve...'	1. OBJECTIVE The objectives of this Policy are to: 1. Establish procedures for the assessment of development applications that relate to land that has been identified as being vulnerable to a 500 year ARI Storm Surge event; 2. Clarify the circumstances in which 500 year ARI Storm Surge information is required; 3. Guide applicants in relation to the Storm Surge information required to support development applications depending on the situation of the site and the management measures proposed; 4. Provide development standards, assessment procedures and decision guidelines for development proposals on land identified as being vulnerable to a 500 year ARI Storm Surge event; 5. Ensure adequate provision is made for the management of risk for all land identified as being vulnerable to a 500 year ARI Storm Surge event.	3. Objectives 3.1. The objectives of this policy are to: a) Establish procedures for the assessment of development applications on land identified as being vulnerable to a 500-year ARI storm surge event. b) Provide interim guidance for coastal risk and storm surge management pending the finalisation of the City's Coastal Hazard Risk Management and Adaption Plan (CHRMAP). c) Ensure that development proposals adequately account for coastal hazards to protect life and property.	Amendments to objectives to ensure they are actionable, legible and evidence based.
APPLICATION OF THIS POLICY The 'application of this policy' section should outline how the policy is to be read and applied, including: ▪ Extent of scope – what planning proposal/s (or planning matter/s) are subject to assessment against the policy, considering: – Geographical area. – Local planning scheme zone/s; and – Development type/s – considering both works and land use. ▪ Exceptions – when establishing that the policy applies to specific types of development, geographic areas and/or scheme zones, are there any exceptions and under what circumstances these exceptions apply.	2. PRINCIPLES 2.1. Scope of Policy 2.1.1 This Policy applies to land identified by mapping contained in Schedule 1 as being potentially vulnerable to a 500 year ARI event. 2.1.2 This policy also applies to all applications for development approval relating to land otherwise identified as being potentially vulnerable to storm surge. 2.1.3 The objectives of this policy will guide Council in its consideration of subdivision applications, Development Plans and Structure Plans. It is recognised, however, that these types of applications will be subject of separate assessment against the requirements of State Planning Policy 2.6 – State Coastal Planning Policy (SPP 2.6). 2.1.4 Council has discretion to waive the requirement for an applicant to provide supporting information as required by this Policy where it deems the nature of the proposed	4. Application of this Policy 4.1. Extent of Scope 4.1.1 This policy applies to all development proposals on land identified as being vulnerable to a 500-year ARI storm surge event as mapped and maintained by the City. Refer Appendix B – Storm Surge Risk Mapping. Deleted. Deleted	Title per Manner and form. Minor amendment to provision to encompass both existing provision 2.1.1 and 2.1.2. Explanatory in nature and covered in Section 4.3. Explanatory in nature. Local planning policies are discretionary in nature, and

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
▪ Relationship with State and local planning frameworks – is there a relationship between the policy and other existing planning instruments and if so, what is the hierarchy for the purposes of assessment. ▪ Type of assessment required – what type of assessment applies, is it a performance-based assessment where a proposal should be lodged to assess its acceptability against the policy provisions and objectives or is development that satisfies the policy provisions exempt from requiring development approval. ▪ How discretion will be exercised – what process should be followed to determine the acceptability of a proposal that does not strictly satisfy the policy provisions.	development is of a scale and/or nature that does not warrant the provision of such information (for example in the case of an outbuilding, temporary structure or renovation or repair to an existing building where the risk to human life and property is deemed to be 'Insignificant' or 'Minor' after completing the risk assessment matrix contained at Schedule 2 of this policy).		discretionary decision making is set out in the policy in other places.
	2.1.5 While the City of Karratha has taken all possible care in providing founding information, undertaking coastal hazard risk management and adaptation planning and establishing this policy as a guide to current best practice in storm surge risk planning and management, the City will not accept liability for any damage to property or loss of life as a result of storm surge where the subject development has been granted planning approval. The landowner/applicant is responsible for accepting the risk associated with the proposed development or land use.	Deleted	Explanatory in nature / not consistent with policy content.
	2.1.6 It must be noted that this policy seeks to achieve an acceptable level of risk in relation to the 500 year ARI storm surge event in accordance with State policy requirements. There remains the possibility of an occurrence of a more extreme storm surge event. Consideration of such an event is, however, outside the requirements of State Policy and accordingly has not been factored into policy requirements under this policy.	Deleted.	Explanatory in nature / not consistent with policy content. Summarised in introduction and objectives.
	2.2 Preparation of Planning Applications – The Role of the Development Services Department Prior to engaging a consultant, or preparing an application on behalf of a client, it is recommended that you first confirm with Development Services what City approvals are required and obtain all relevant information. Whilst Development Services is not in a position to prepare applications, including those for planning approval, building permits, private certification, applications for the registration of a lodging house or applications to construct or install an apparatus for the treatment of sewerage, it is often beneficial to seek feedback when preliminary plans have been prepared to ensure all relevant information is submitted and that fundamental or mandatory requirements have been met. Applications for which further information is required will take longer to process. Development Services can be contacted on 9186 8580.	Deleted	Explanatory in nature – consider explanatory note.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
	2.3. What requires assessment under this Policy? 2.3.1 This policy applies to all land identified as being vulnerable to a 500 year storm surge event as identified by the mapping contained within Schedule 1 of this policy. 2.3.2 Where mapping does not cover land that could be vulnerable to storm surge the development application is to be referred to the Department of Water (or relevant department) to determine whether the subject site is likely to be vulnerable to a 500 year storm surge event and therefore the requirements of this policy.	Deleted.	Duplication of extent of scope provision. Reworked at Provision 5.1.1.
	2.4 Storm Surge Mapping This policy seeks to provide the best available and most up-to-date mapping and information to inform decision making relating to development and subdivision of land vulnerable to a 500 year ARI storm surge event. Mapping of the 500 year ARI storm surge event has been undertaken by the City for areas that are subject to significant development pressure, such as the Karratha townsite. This mapping forms a part of this policy and will be maintained and updated by the City as more accurate information becomes available. The City will rely on the most accurate and up-to-date information and technical advice available for other localities in order to determine whether land is likely to be vulnerable to a 500 year ARI storm surge event. Mapping will be updated and improved as new data is made available. The maps available form the basis for determining the extent of land vulnerable to a 500 year ARI storm surge event. These maps therefore guide this policy in terms of its application.	Deleted	Explanatory in nature. Summarised in Introduction.
	2.5 Relationship of Stormwater Overland Flooding to Storm Surge 2.5.1 The impact of stormwater events on land the subject of a planning application will be assessed and managed separately to the impact of a 500 year ARI storm surge event, which is the subject of this policy.	Deleted.	Reworked and relocated to provision 5.1.2.
	2.5.2 An applicant should liaise with the Department of Water to determine the impact of overland flooding on the subject property and to identify appropriate finished floor levels and/or drainage requirements prior to lodging an application for development approval with the City. The Department of Water's written advice should be included as part of the application for development approval.		Reworked and relocated to provision 5.1.3

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
	2.5.3 Where the applicant has not consulted with the Department of Water prior to lodging an application for development approval, the City will refer planning applications to the Department of Water for comment where deemed necessary to determine the potential impact of a 100 year ARI stormwater event. The City will refer to stormwater flood mapping, where available, to determine the need to refer planning applications to the Department of Water.		Reworked and relocated to provision 5.1.1
	2.6 Application Procedure The following outlines the procedure for lodging an application within land vulnerable to a 500 year storm surge event: 2.6.1 Prior to lodging an application for planning approval, applicants are to refer to storm surge mapping made available by the City to determine if their land would be vulnerable to a 500 year ARI storm surge event. 2.6.2 If mapping is not available for a particular locality, the applicant will be referred to the Department of Water (or Responsible Authority) to determine whether a 500 year ARI AHD height can be provided. 2.6.3 If advice on the 500 year ARI AHD height is not available for a particular locality, the applicant may be required to provide a storm surge report and mapping to identify the 500 year ARI AHD height for the particular property. The report would need to recommend an appropriate risk management and adaptation response to the modelled storm surge impacts. 2.6.2 If the site is not identified as being vulnerable to a 500 year ARI storm surge event, this policy does not apply and the application can be prepared and lodged as a standard planning application subject to typical information requirements and assessment process (refer to Town Planning Scheme No. 8 Application for Development Approval). 2.6.3 If the site (or portion of the site) is identified as being vulnerable to a 500 year ARI storm surge event, then the application must either address the 'as of right' criteria contained in Section 5.2 below, or address the performance based criteria contained in Section 5.3 below. Refer to decision tree flow chart (Figure 1) for further guidance.	Deleted	Explanatory – superfluous to policy content.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
	FIGURE 1 – STORM SURGE APPLICATION ASSESSMENT PROCESS 		
		4.2. Relationship with State and Local Planning Framework 4.2.1. This policy is to be read in conjunction with the Scheme and the relevant state and local planning policies, specifically SPP 2.6. To the extent of any inconsistency between this policy and the Scheme or SPP 2.6, the Scheme and SPP 2.6 prevail.	Standard provision inclusion regarding statutory weighting.
	2.7 Assessment Criteria When considering applications for planning approval, the City shall have regard to: ▪ The precinct objective statements for the subject area. ▪ Any relevant provisions contained in the Scheme. ▪ The level and nature of adjoining developments to assess the compatibility of the use. ▪ Any relevant local planning policy.	4.3. Assessment Criteria 4.3.1. Development approval is required for any proposal on land identified as vulnerable to a 500-year ARI storm surge event to assess its acceptability against the provisions and objectives of this policy. 4.3.2. The City should exercise its discretion when considering the suitability of development in identified risk areas. The City should exercise its discretion by having regard to: a) The nature and suitability of the proposed development, given the identified risk. b) The adequacy of the proposed risk management and adaption measures to protect human life and property. c) The outcome of the proposed development as an outcome of the Risk Assessment Matrix (contained at Appendix C to this policy).	Reworked provision for clarity and to clearly set out matters for consideration during discretionary decision making.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE								
		d) The findings and recommendations of the Karratha Coastal Vulnerability Study. e) The precinct objectives for the subject site, as outlined in the Scheme, together with any other relevant and applicable Scheme provisions.									
POLICY PROVISIONS ‘Policy provisions’ are specific measures such as design standards which, when implemented, are intended to deliver the desired planning outcomes expressed in the introduction, objectives and scope of the policy. All policy provisions should adhere to the following set of general principles: ▪ Evidence-based – should be based on sound town planning principles. ▪ Appropriate terminology – cannot contradict or over-ride a provision of the scheme and should not be used to establish a mandatory or controlling status. The use of mandatory language such as ‘shall’, ‘must’ and ‘not permitted’ in local planning policy provisions is to be avoided, instead, phrases such as ‘should’ and ‘may’ should be used. ▪ Easy to understand – should be written in clear, concise, and plain language, avoiding ambiguity and technical jargon where possible. ▪ Measurable – should generally be expressed as quantitative standards. Qualitative provisions that aim to achieve good planning and design outcomes are also acceptable but should be specific to provide increased certainty of appropriate development outcomes. ▪ Numbered – should be clearly numbered for ease of reference. Based on the nature and complexity of the policy, specific section headings can also be used to assist with the legibility of the policy provisions. ▪ Self-contained – should ensure a single source of truth by avoiding	5. POLICY PROVISIONS 5.1 ‘As of Right’ Mitigation Measures 5.1.1 If the site (or portion of the site) is identified as being vulnerable to a 500 year ARI storm surge event, then the applicant may incorporate the following ‘as of right’ design responses within their application for planning approval which are considered to sufficiently address the level of risk associated with storm surge: a) elevating finished floor levels of habitable rooms and net lettable area above the 500 year ARI storm surge event level, in accordance with the following table: <table><tr><th>Height of Storm Surge above Natural Ground Level of Subject Property</th><th>‘As of Right’ Design Response</th></tr><tr><td>0 – 500mm</td><td>Raise height of the finished floor level for all habitable rooms (dwellings) or net lettable area for a commercial/ community building above the identified storm surge level through either:</td></tr></table>	Height of Storm Surge above Natural Ground Level of Subject Property	‘As of Right’ Design Response	0 – 500mm	Raise height of the finished floor level for all habitable rooms (dwellings) or net lettable area for a commercial/ community building above the identified storm surge level through either:	5. Policy Provisions 5.1. General Requirements 5.1.1. Where mapping is not available for a particular locality or land the City considers that the land could be vulnerable to storm surge but it is not identified by the mapping at Appendix B, the application may be referred to the relevant department to determine whether the site is likely to be vulnerable to a 500-year ARI storm surge event and, if so, the requirements of this policy apply. 5.1.2. The impact of stormwater events on land the subject of a development application is assessed and managed separately to the impact of a 500-year ARI storm surge event, which is the subject of this policy. 5.1.3. An application should be supported by a Stormwater Management Strategy / Plan, prepared by a suitably qualified consultant, to determine the impact of overland flooding on the site and to identify appropriate finished floor levels and / or drainage requirements. Where such advice is not submitted, the City will refer the application to the relevant agencies and authorities for comment. 5.2. Standard Design Responses 5.2.1. Where a site (or portion of the site) is identified as being vulnerable to a 500-year ARI storm surge event, the proponent should consider the following standard design responses to sufficiently address the level of risk: a) Elevating finished floor levels of habitable rooms and net lettable areas above the 500-year ARI storm surge event level, in accordance with Table 1; or Table 1: Standard Design Responses for Storm Surge Risk. <table><tr><th>Height of Storm Surge above Natural Ground Level</th><th>Standard Design Response</th></tr><tr><td>0 – 500mm</td><td>Raise finished floor level for all habitable rooms (dwellings) or net lettable areas (commercial / community buildings) above the identified storm surge level through filling of the land, structural / design (e.g. elevated stilt construction) or a combination of both.</td></tr></table>	Height of Storm Surge above Natural Ground Level	Standard Design Response	0 – 500mm	Raise finished floor level for all habitable rooms (dwellings) or net lettable areas (commercial / community buildings) above the identified storm surge level through filling of the land, structural / design (e.g. elevated stilt construction) or a combination of both.	Reworked provisions from Section 2.5. Minor amendments for clarity and conciseness. Change wording from “as of right” to “standard design” to avoid mandatory language.
Height of Storm Surge above Natural Ground Level of Subject Property	‘As of Right’ Design Response										
0 – 500mm	Raise height of the finished floor level for all habitable rooms (dwellings) or net lettable area for a commercial/ community building above the identified storm surge level through either:										
Height of Storm Surge above Natural Ground Level	Standard Design Response										
0 – 500mm	Raise finished floor level for all habitable rooms (dwellings) or net lettable areas (commercial / community buildings) above the identified storm surge level through filling of the land, structural / design (e.g. elevated stilt construction) or a combination of both.										

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION		PROPOSED REVISION		AMENDMENT JUSTIFICATION / RATIONALE
repetition of legislation and other policies. ▪ Fair and reasonable – the impacts of policy provisions on stakeholder groups should be well considered. Local planning policy provisions can generally be categorised into four groups – residential, non-residential, operational and exemptions (refer to appendices 1A,1B and 1C for further details). It is common for a local planning policy to include a combination of these four groups. The key considerations pertaining each are outlined below:		Filling of the land; or Structural / building design response (i.e. Elevated ‘Queenslander’ style housing); or A combination of fill/retaining and stilt construction.	500mm – 1 metre	Raise finished floor level for all habitable rooms (dwellings) or net lettable areas (commercial / community buildings) to the height of the identified storm surge level through filling of the land, structural design (e.g. elevated stilt construction) or a combination of both. Filling of the site between 500mm and 1 metre above natural ground level may be considered on a case-by-case basis where it does not detrimentally impact the adjoining amenity and complies with other relevant policy considerations.	
	500mm – 1 metre	Raise height of the finished floor level for all habitable rooms (dwellings) or net lettable area for a commercial/ community building to the height of the identified storm surge level through either: Filling of the land*; or Structural / building design response (i.e. Elevated ‘Queenslander’ style housing); or A combination of fill/retaining (to a maximum of 0.5m) and stilt construction. * Filling of the site between 500mm and 1 metre above natural ground level may be considered on a case-by-case basis however the onus will be on the applicant to demonstrate that this approach will not have a detrimental impact on the amenity of adjoining properties and that the application complies with other relevant policy considerations (i.e. height of retaining wall at boundary, building height and privacy setbacks that comply with the Residential Design Codes and relevant local planning policies).	1m – 2m +	Raise finished floor levels for all habitable rooms (dwellings) or net lettable areas (commercial / community buildings) above the identified storm surge level through structural design (e.g. elevated stilt construction) or a combination of fill/retaining (to a maximum of 0.5m) and structural design.	
	1m – 2m +	Raise height of the finished floor level for all habitable rooms (dwellings) or net lettable area for a commercial/ community building above the identified storm surge level through a structural / building design response (i.e. Elevated ‘Queenslander’ style housing); or A combination of fill/retaining (to a maximum of 0.5m) and stilt construction.			
	b) or by locating the development on a portion of the site that would not be vulnerable to a 500 year ARI storm surge event. c) Where filling is proposed, suitable retaining is required to prevent erosion and undermining of the substrate and foundations beneath the dwelling.		b) Locating the development on a portion of the site that is not identified as vulnerable to a 500-year ARI storm surge event.		Provision 5.1.1c) is relocated to conditions of approval.
	5.2 Performance Based Approach		5.3. Performance Based Approach		
5.2.1	Should an applicant choose not to incorporate the ‘as of right’ design responses outlined in Section 5.1 above, the applicant will be required to complete the risk assessment matrix contained at Schedule 2 of this Policy in order to define the level of risk relating to the proposal and determine appropriate mitigation measures to ensure an acceptable level of risk is achieved.		5.3.1. Where the standard design responses set out in Section 5.2 are not proposed, a risk assessment should be submitted to define the level of risk and determine the appropriate mitigation measures.		
5.2.2	Once the risk assessment matrix has been completed, the applicant and landowner will then be required to complete, sign and attach the Applicant’s Risk Checklist contained at Schedule 3 to this policy. This is to ensure that		5.3.2. The Risk Assessment should be prepared in accordance with the City’s Risk Assessment Matrix and should demonstrate that the proposal achieves an acceptable		Remove specific reference to accepting risk / liability. Legally grey area that needs review.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
	the landowner/applicant acknowledges and accepts the level of risk in relation to the proposed development or land use and takes responsibility for appropriately mitigating that risk.	level of risk to life and property. Refer Appendix C – Risk Assessment Matrix.	
	5.2.3 Based on the assessment undertaken by the applicant in clauses 5.2.1 and 5.2.2 above, the City will assess whether the level of risk and the proposed mitigation measures represent an acceptable approach for the proposed development, based on the following principles: a) the level of risk in the categories of ‘Public Safety’, ‘Public Infrastructure, Environmental’ and ‘Community’. If the level of risk in either of these categories has been assessed as being moderate or higher, then the City will have the discretion to refuse the development; and/or b) the level of risk in the ‘private property’ category. If the landowner and/or applicant is willing to accept the level of risk, then the City may apply its discretion to approve the development. If the level of risk has been assessed as being higher than moderate, then the City will have the discretion to refuse the development; and/or c) the type of mitigation measures proposed and whether these achieve an acceptable level of risk; and/or d) whether the applicant has agreed to accept a section 70A notification being placed on the title to notify prospective purchasers of the risk. If the applicant has agreed to accept this condition, then the City will have the discretion to approve the development.	Deleted.	Reworked and included within Section 4 as a matter for consideration.
	5.3 Mitigation Measures 5.3.1 Where a site is either fully or partially identified as being within the 500 year ARI Storm Surge event area, the City may consider imposing a range of mitigating measures, as follows: a) locating the development on the least hazardous portion of the site; b) a storm surge protection wall or barrier to the satisfaction of relevant authorities; c) a report prepared by a suitably qualified consultant which assesses the risk of storm surge to the subject property and which identifies appropriate mitigation response/s for the proposed development; d) Section 70A notifications on Title advising prospective purchasers that the land is identified as being vulnerable to storm surge inundation. This condition may be imposed on the development	5.4. Mitigation Measures 5.4.1. The City may consider imposing a range of mitigating measures as conditions of development approval, including: a) Relocation of the proposed development to the least hazardous portion of the site. b) A storm surge protection wall or barrier. c) The registration of a Notification on Title (Section 70A of the Transfer of Land Act 1893) for the purpose of advising prospective purchasers that the land is identified as being vulnerable to storm surge inundation. d) The installation and maintenance of signage on public buildings advising of flood vulnerability.	Reworked to include matters that can reasonably required by condition of approval. A storm surge report should be required PRIOR to an approval being issued and so has been removed.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
	where the finished floor level of part of the habitable or net lettable area of the building is located below the modelled 500 year ARI Storm surge inundation contour or at the discretion of Council where the land is considered to be significantly at risk of storm surge inundation; e) where an application proposes a public building, facility or other structure that may be perceived to be a public congregation space that is not intended to be used as an evacuation shelter, the City may impose a requirement for the applicant to place and maintain a sign on site visible from the public realm advising that the building may be vulnerable to flooding during a storm surge event and should not be used as an evacuation shelter during such an event; f) an Emergency Evacuation Plan prepared by a suitably qualified consultant where the scale and/or nature of the development warrants such a response in the opinion of the City; g) other measures as set out in relevant State Planning Policies and related guidelines; and/or h) other measures as identified by a certified coastal/marine engineer and approved by relevant agencies. The suitability of the above mitigating measures will be determined on a case-by-case basis by the City of Karratha in consultation with relevant agencies such as the Department of Water, Department of Transport, Department of Planning and any other relevant agency, as appropriate.	e) An Emergency Evacuation Plan where the scale or nature of the development warrants such a response. f) Where filling is proposed, plans prepared by a suitably qualified professional to demonstrate appropriate erosion control and foundation stabilisation.	Provision 5.4.1 (f) relocated from Provision 5.2
	5.3.2 An applicant should be aware that while the 'As of Right' mitigation approaches outlined in section 5.1.1 of this policy permit non-habitable and non-lettable rooms or structures to be located below the identified 500 year ARI storm surge event level, the applicant should give consideration to locating such rooms and structures at or above the 500 year ARI storm surge event level if they want to minimise the risk to that room or structure from a major storm surge event.		Informative only.
	5.4 Other Design Considerations The City shall have regard to the following additional design considerations for buildings proposed on land identified as being vulnerable to 500 year ARI storm surge inundation: a) Ensure footings are appropriately designed to prevent undermining by scour;	5.5. Design Considerations 5.5.1. Building design should handle structural loads associated with storm surge flow, waves and debris impact. 5.5.2. Electrical infrastructure, including power point sockets, should be located above the modelled 500-year ARI storm surge level.	Reworked and removed provisions that duplicate other documents / legislation.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE								
	b) Ensure the building is designed to handle structural loads associated with storm surge flow, waves and debris impact; c) Location of power point sockets and other electrical infrastructure above the modelled 500 year ARI storm surge level; d) Location of effluent disposal vents and systems so that they would not be impacted by 500 year ARI storm surge inundation; e) Ensure that all important services, including electricity, permanent fixtures and plumbing are elevated and / or protected from the impact of waves; f) Not enclose the understory in order to minimize the potential loads on the structure associated with water flow or wave impact. If enclosure is required, then consideration should be given to providing retractable enclosures that can be closed in day to day use, but can be easily opened during a storm surge alert; g) Use minimal profile bracing systems rather than shear walls for lower floor bracing. Lower floor columns and bracings should also be designed to resist potential wave action and the impact of debris, which could include vehicles, boats, caravans and the like. This should be considered in the design in addition to the required wind loads outlined within the relevant standards; h) Ensure foundations and footings are adequate to withstand potential erosive action during coastal inundation; i) Other design measures as considered appropriate by the City and/or on the advice of a referral agency.	5.5.3. Effluent disposal vents and systems should be located so they are not by impacted by 500-year ARI storm surge inundation. 5.5.4. Proponents should avoid the enclosure of understorey areas to minimise the structural loads associated with water flow or wave impact.									
	5.5 Discretion to Approve/Refuse Applications The City has the discretion to approve or refuse a planning application relating to land vulnerable to a 500 year ARI storm surge event pursuant to the requirements of this policy. Where applicants have not sufficiently demonstrated an appropriate response pursuant to the requirements of this policy, the City has the discretion to refuse the application or approve the application subject to such conditions considered necessary to bring the proposal into compliance with policy requirements.										
DOCUMENT CONTROL A document (or version) control table should be included, as per the manner and form in Appendix 1D.	6. REFERENCES TO RELATED DOCUMENTS ▪ Application for Planning Consent Form ▪ Development Services Fees and Charges Information Sheet BS-0005	5. Document Control <table><tr><th>Version</th><th>Decision to Adopt / Amend</th></tr><tr><td>1.</td><td>18 July 2016 Ordinary Council Meeting 11.3</td></tr><tr><td>2.</td><td>[Date] Ordinary Council Meeting Item [No.]</td></tr><tr><td>3.</td><td></td></tr></table>	Version	Decision to Adopt / Amend	1.	18 July 2016 Ordinary Council Meeting 11.3	2.	[Date] Ordinary Council Meeting Item [No.]	3.		
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DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE																								
	- Town Planning Scheme No. 8 - Residential Design Codes of Western Australia 2008 - State Planning Policy 2.6 – State Coastal Planning Policy - State Planning Policy 2.6 – State Coastal Planning Policy Guidelines - State Planning Policy 3.4 – Natural Hazards and Disasters - Karratha Coastal Vulnerability Study	<table><tr><td>4.</td><td colspan="3"></td></tr><tr><td>Public Consultation</td><td colspan="3">Not required – minor / administrative update</td></tr><tr><td>WAPC Approval</td><td>Not required</td><td>Approval Date</td><td>Not applicable</td></tr><tr><td>Document Reference</td><td colspan="3">Document Reference: LPP 19 Previous Policy Number: DP 19</td></tr><tr><td>Next Review Date</td><td colspan="3">TBC</td></tr><tr><td>Review Frequency</td><td colspan="3">Every 5 years</td></tr></table>	4.				Public Consultation	Not required – minor / administrative update			WAPC Approval	Not required	Approval Date	Not applicable	Document Reference	Document Reference: LPP 19 Previous Policy Number: DP 19			Next Review Date	TBC			Review Frequency	Every 5 years			
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	<table><tr><td>Policy Number:</td><td>DP19</td></tr><tr><td>Previous Policy Number:</td><td>N/A</td></tr><tr><td>Resolution Numbers:</td><td>152970-Oct 2014; 153397-Mar 2016; 153506-Jul 2016</td></tr><tr><td>Last Review:</td><td>July 2016</td></tr><tr><td>Next Review:</td><td>July 2018</td></tr><tr><td>Responsible Officer:</td><td>Manager Planning Services</td></tr></table>	Policy Number:	DP19	Previous Policy Number:	N/A	Resolution Numbers:	152970-Oct 2014; 153397-Mar 2016; 153506-Jul 2016	Last Review:	July 2016	Next Review:	July 2018	Responsible Officer:	Manager Planning Services	<table><tr><td colspan="2">Related Documents</td></tr><tr><td>Internal</td><td>External</td></tr><tr><td>City of Karratha Local Planning Scheme No. 8</td><td>State Planning Policy 2.6 – Coastal Planning State Planning Policy 3.4 – Natural Hazards and Disasters State Coastal Planning Policy Guidelines</td></tr><tr><td colspan="2">Relevant Legislation</td></tr><tr><td colspan="2">Planning and Development Act 2005 Planning and Development (Local Planning Schemes) Regulations 2015 State Administrative Tribunal Act 2004 Transfer of Land Act 1893</td></tr><tr><td colspan="2">This policy takes effect from the date of adoption by Council and shall remain valid for a period of 5 years unless reviewed prior. All records created or maintained under this document must be captured in the City's approved recordkeeping or business system. These records are to be retained and managed in accordance with the State Records Act 2000, Privacy and Responsible Information Sharing Act 2024, the City's Recordkeeping Plan and authorised disposal authorities.</td></tr></table>	Related Documents		Internal	External	City of Karratha Local Planning Scheme No. 8	State Planning Policy 2.6 – Coastal Planning State Planning Policy 3.4 – Natural Hazards and Disasters State Coastal Planning Policy Guidelines	Relevant Legislation		Planning and Development Act 2005 Planning and Development (Local Planning Schemes) Regulations 2015 State Administrative Tribunal Act 2004 Transfer of Land Act 1893		This policy takes effect from the date of adoption by Council and shall remain valid for a period of 5 years unless reviewed prior. All records created or maintained under this document must be captured in the City's approved recordkeeping or business system. These records are to be retained and managed in accordance with the State Records Act 2000, Privacy and Responsible Information Sharing Act 2024, the City's Recordkeeping Plan and authorised disposal authorities.		
	Policy Number:	DP19																									
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APPENDICES	SCHEDULE 1 – STORM SURGE RISK AREA MAPPING SCHEDULE 2 – APPLICANT RISK ASSESSMENT MATRIX SCHEDULE 3 – APPLICANT RISK ASSESSMENT CHECKLIST	APPENDIX A – DEFINITIONS APPENDIX B – STORM SURGE MAPPING APPENDIX C -RISK ASSESSMENT MATRIX APPENDIX D – RISK ASSESSMENT CHECKLIST	New appendix A for definitions, reworked from existing Section 3. Minor text changes to Appendices C and D.																								
Appendices may include:																											
Maps – should be used where the scope of the local planning policy applies to a large or complex area.																											
Tables – should be used to display complex quantitative policy provisions.																											
Figures – should be used to illustrate how specific policy provisions will be applied and may also provide examples of development outcomes that would be considered to satisfy the policy provisions.																											
Definitions – should refer to and not conflict with or repeat definitions that are included in existing legislation such as the Act, Regulations, or																											

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
scheme. Definitions should only be used within a local planning policy where they assist with interpretation and consistency of policy application. Defined terms should be shown in bold text where they are used throughout the policy. Submission requirements – in accordance with the Regulations (Schedule 2, cl. 63(1)), a local planning policy may outline any specialist reports (dealing with matters such as traffic, heritage, and environmental impact), or additional information that should be submitted to assist with consideration against the policy provisions. It is noted that some local governments may have an operational local planning policy dedicated solely to application requirements. Note: Maps, tables, and figures can be provided in the main body of the local planning policy where this assists with overall legibility.			

Development Policy 23 – Use of Karratha City Centre Reserved Land

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
TITLE All local planning policies should have a simple and concise title, adhering to the following naming convention: Local Planning Policy - <Insert Policy Name> Note: A policy number may be included.	POLICY DP-23 - USE OF KARRATHA CITY CENTRE RESERVED LAND	Local Planning Policy 23 – Use of Karratha City Centre Reserved Land.	Alignment with the manner and form.
CITATION The following citation should be included at the start of all local planning policies: <i>“This is a Local Planning Policy prepared under Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015. This policy may be cited as Local Planning Policy (LPP) - <Insert Policy Name>.”</i> Note: For consistency, all local planning policies should be referred to using the acronym/prefix “LPP”		1. Citation This Local Planning Policy has been prepared pursuant to Schedule 2 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> (Deemed Provisions). The policy may be cited as Local Planning Policy 23 – Use of Karratha City Centre Reserved Land (LPP 23).	Alignment with the manner and form.
INTRODUCTION The ‘introduction’ section of a local planning policy should include: ▪ Purpose – A brief statement outlining the policy's purpose and planning justification. “The purpose of this policy is to <insert details>.” ▪ Background information – a concise overview of any relevant background information for more complex policies (if applicable). ▪ Legislative references – reference to any specific clauses/regulations of relevant planning legislation that the policy seeks to provide guidance on (if applicable).		2. Introduction The purpose of this policy is to provide clear guidance on the assessment of land use and development proposals that impact the land reserved under the <i>Land Administration Act 1997</i> within the Karratha City Centre, including road reserves. It establishes the City's expectations for when private use of public land is acceptable and ensures such land uses contribute to the amenity and character of the urban core. The Karratha City Centre contains a network of public reserves designed for infrastructure, drainage and recreation. As the City Centre grows, there is increasing demand for private businesses to use this land for alfresco dining, car parking or landscaping. While some activities can improve the vibrancy and amenity of the area, it is important to ensure that proposals do not compromise the primary function of the reserve or public safety.	Alignment with the manner and form.

OFFICIAL

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
▪ Relationship with State and local planning frameworks – is there a relationship between the policy and other existing planning instruments and if so, what is the hierarchy for the purposes of assessment. ▪ Type of assessment required – what type of assessment applies, is it a performance-based assessment where a proposal should be lodged to assess its acceptability against the policy provisions and objectives or is development that satisfies the policy provisions exempt from requiring development approval. ▪ How discretion will be exercised – what process should be followed to determine the acceptability of a proposal that does not strictly satisfy the policy provisions.	▪ Proposed maintenance responsibilities of the proponent for any works or structures proposed in the public domain, including any relocation costs and mitigation arrangements resulting from any relocation of services. ▪ Plans and written submission clearly depicting and outlining the proposal. Any proposals to modify an existing drainage reserve managed by the City must be accompanied by a professional engineering investigation/study to determine any impacts of the modification and any mitigation or improvement measures that would be required to accommodate the modification. A similar investigation/study may be required should any proposal seek to erect/install any structure, building or infrastructure.	a) a Permit under the City of Karratha <i>Activities in Thoroughfares and Public Places and Trading Local Law 2017</i>; and/or b) a formal tenure arrangement under the <i>Land administration Act 1997</i> via the Crown Land Enquiry Form process. Compliance with this policy does not exempt a proponent from other requirements.	
		4.3. Assessment Criteria 4.3.1. Development approval should be obtained for any building, structure or use of land on reserved land unless otherwise exempt under the Scheme or Clause 61 of the Deemed Provisions. 4.3.2. The City should exercise its discretion when considering the suitability of development on reserved land. The City should exercise its discretion having regard to: a) The primary purpose and functional requirements of the reserve; b) The potential to enhance the City Centre amenity and vibrancy through high-quality urban design, landscaping or public art; c) The impact on existing and future public infrastructure, including the functional requirements of drainage reserves and utility easements; d) Safety and accessibility, including specifically, potential impacts on pedestrian safety and the efficient movement of vehicles; and e) Site context including whether the proposed development or use can be reasonably accommodated within the adjoining private property.	Clarification of what requires a DA. Introduction / reworking of the matters for consideration in the exercise of discretion.
	2. PRINCIPLES 2.1 Public Amenity Use of public land should be in the public interest and should preserve the intrinsic community value associated with the land. The Council encourages, and is supportive of, businesses and other parties that contribute positively to City Centre amenity through development and maintenance of landscaping over public land in the City Centre, where such uses have been approved. Use of public land for commercial purposes is generally not supported, however, the Council is supportive of alfresco dining on City-managed reserves.		Deleted – explanatory in nature and surplus to policy requirements.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE																	
	2.2 Use of Reserved Land As a general principle and as much as possible, private development must be accommodated within the subject property, including parking, drainage and infrastructure. The use of public land to support an adjoining private development may be considered if the public interest and community benefit is preserved and the development and management of that public land is consistent with the purpose of the reserve and enhances the area in accordance with the intent of the Karratha City of the North City Centre Masterplan. Use of City managed reserves requires City authorisation. The use of reserved land is limited to the designated purpose of the reserve and purposes ancillary and beneficial to that purpose. A change to a use inconsistent with the designated purpose, including any ancillary uses, may invoke a change in reserve purpose.		Deleted – explanatory in nature and surplus to policy requirements. Clarified elsewhere in the policy.																	
	2.3 Uses in Road Reserves The use of public road reserves must not impede the continued use as a public thoroughfare – vehicle or pedestrian. Where it is considered that a proposal will impede use of a road reserve as a public thoroughfare but the proposal is supported, consideration will need to be given to closure or partial closure of the road. Where it is intended by an adjoining property owner to provide parking bays on road verges, these parking bays should be designed and constructed to an acceptable standard, leased or licenced depending on access arrangements, and remain publicly accessible. The Council is supportive of landscaping and alfresco dining in the road verge where it does not impede public thoroughfare use and complies with relevant standards.		Deleted – explanatory in nature and surplus to policy requirements. Reworked to form provisions where appropriate.																	
	2.4 Lease or Licence Where use or proposed use of City Centre reserved land is considered appropriate by Council, the following approaches can be used: <table><tr><th>City Centre Reserve Type</th><th>Example Uses</th><th>Preferred Approach</th></tr><tr><td rowspan="3">Road Verge</td><td>Alfresco dining</td><td rowspan="2">Planning approval + licence</td></tr><tr><td>Car parking</td></tr><tr><td>Landscaping</td><td>Planning approval + maintenance agreement</td></tr><tr><td>Public art</td><td></td></tr><tr><td>Public infrastructure</td><td>Consult City</td></tr><tr><td rowspan="2">Other Reserves</td><td>Public car park</td><td>Reserve for parking</td></tr><tr><td>Car parking</td><td>Planning approval + lease</td></tr></table>	City Centre Reserve Type	Example Uses	Preferred Approach	Road Verge	Alfresco dining	Planning approval + licence	Car parking	Landscaping	Planning approval + maintenance agreement	Public art		Public infrastructure	Consult City	Other Reserves	Public car park	Reserve for parking	Car parking	Planning approval + lease	
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DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION			PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
		Landscaping Public art	Planning approval + maintenance agreement		
		Public infrastructure	Consult City		
	2.1. Other Considerations				
	When assessing proposals for the use of public land in the City Centre, consideration should be given to the impact of the proposed use on existing infrastructure and future requirements.				
	When considering closure or partial closure of roads to facilitate a development, consideration should be given to the resultant functionality of that road reserve, including matters of drainage and accessibility.				Deleted. Road closure proposals are not subject to this policy and the provision is redundant.
	Drainage reserves play a critical role in accommodating stormwater drainage. Where other uses are proposed in drainage reserves in the City Centre, it needs to be demonstrated that the drainage function of the drainage reserve will not be compromised.				Deleted. Reworked into provision where appropriate.
	Where modifications are proposed within a reserve to accommodate another use, including any infrastructure located within the reserve, consideration should be given to ongoing maintenance.				
	Appropriate indemnities and protections against damages or injuries arising from private use of public reserves should be provided for the City in any leasing or licensing documents.				Deleted. Lease / licensing separate process and not subject to this policy. Revision is redundant.
	Where loss in use of public land is likely to result from a proposed private use that is supported, it is expected that this loss will be offset by adequate funding, contribution or compensation for public benefit.				Deleted. The City cannot collect contributions without a formal mechanism / contribution plan in place.
POLICY PROVISIONS ‘Policy provisions’ are specific measures such as design standards which, when implemented, are intended to deliver the desired planning outcomes expressed in the introduction, objectives and scope of the policy. All policy provisions should adhere to the following set of general principles:	5. POLICY PRINCIPLES This policy applies to the Karratha City Centre however, may also be used as a guide in other City of Karratha town centres. It is recommended that proponents contact the City of Karratha before commencing any use or development over a City Centre reserve to determine whether it requires planning approval or is exempt and whether the proposal requires an agreement to be entered between the City and the proponent. The following principles will apply when considering an application or proposal:			5. Policy Provisions 5.1. Alfresco Dining and Street Trading 5.1.1. Alfresco dining should be designed to allow for the continued functional use of the reserve and allow for unobstructed pedestrian circulation.	Reworked provision from Provision 5, dot point 3 and Provision 2.3.

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
▪ Evidence-based – should be based on sound town planning principles. ▪ Appropriate terminology – cannot contradict or over-ride a provision of the scheme and should not be used to establish a mandatory or controlling status. The use of mandatory language such as ‘shall’, ‘must’ and ‘not permitted’ in local planning policy provisions is to be avoided, instead, phrases such as ‘should’ and ‘may’ should be used. ▪ Easy to understand – should be written in clear, concise, and plain language, avoiding ambiguity and technical jargon where possible. ▪ Measurable – should generally be expressed as quantitative standards. Qualitative provisions that aim to achieve good planning and design outcomes are also acceptable but should be specific to provide increased certainty of appropriate development outcomes. ▪ Numbered – should be clearly numbered for ease of reference. Based on the nature and complexity of the policy, specific section headings can also be used to assist with the legibility of the policy provisions. ▪ Self-contained – should ensure a single source of truth by avoiding repetition of legislation and other policies. ▪ Fair and reasonable – the impacts of policy provisions on stakeholder groups should be well considered. Local planning policy provisions can generally be categorised into four groups – residential, non-residential, operational and exemptions (refer to appendices 1A,1B and 1C for further details). It is common for a local planning policy to include a combination of these four groups. The key	a) As much as possible, private development must be accommodated within the subject property, including parking, drainage and infrastructure.	5.1.2. Any proposed use of reserved land should demonstrate that it does not detrimentally impact the safety of pedestrians, the efficient movement of vehicles or the primary purpose of the reserve.	Reworked from Provision 2.5 and Provision 5.
	b) There is a general presumption against private commercial uses in public reserves in the City Centre.	5.1.3. Adequate lighting should be provided to ensure the safety and amenity of the area after dark.	Materialised provision to ensure safety and amenity objectives and principles are met.
	c) Alfresco dining in the City Centre that complies with acceptable development standards for that use shall be supported.	5.1.4. Proponents should consider the inclusion of public art or high-quality landscaping within alfresco areas to contribute positively to the vibrancy of the City Centre.	Reworked provision 5g.
	d) Use of public reserves in the City Centre that is considered to enhance and contribute to the amenity of the City Centre may be supported.	5.2. Private Use of Public Reserves 5.2.1. The use of public reserves for private purposes, such as car parking or commercial landscaping, may be considered where it can be demonstrated that the primary purpose and functional requirements of the reserve are not compromised.	Consolidation of existing principle, explanatory note and provision.
	e) Any use of public reserves must not compromise use of that land as a public thoroughfare, for infrastructure provision or drainage.	5.2.2. Any proposed modification to an existing drainage reserve should be accompanied by a professional engineering investigation to determine impacts on the drainage network and identify necessary mitigation measures.	Reworked from Provision 2.5c).
	f) Offsets for the loss of public enjoyment resulting from a proposed use of a City Centre reserve can be considered.	5.2.3. Structures or landscaping within a road reserve should be designed to maintain clear sightlines for motorists and pedestrians in accordance with relevant safety standards.	Materialisation of a number of principles and objectives throughout the policy.
	g) Businesses and other parties are encouraged to contribute positively to City Centre amenity through development and maintenance of landscaping over adjoining public land in the City Centre. Such uses need to be approved by Council.		
	h) The City should be consulted regarding any public infrastructure proposed in City Centre reserves that is exempt from the requirement to obtain planning approval.	5.3. Design and Streetscape Quality 5.3.1. Development on reserved land should be of a high architectural standard and utilise materials and finishes that complement the surrounding City Centre character.	Materialisation of a number of principles and objectives throughout the policy.
	i) Proposals to use and develop public reserves in the City Centre may need to include appropriate indemnities and insurances.	5.3.2. Where private landscaping is proposed on reserved land, proponents should provide a management plan to ensure the ongoing maintenance and quality of the vegetation.	Reworked from Provision 5. G).

OFFICIAL

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
	Reserves Section 46 of the <i>Land Administration Act 1997</i> provides that a Local Government may grant a lease, sublease or licence over all or part of reserved land held under a Management Order by that Local Government for the purpose of the reserve or purposes ancillary and beneficial to that purpose, and where the Management Order specifically grants the Local Government with power to lease or licence. Any proposal to change the ‘purpose’ of a Reserve must be made to the Department of Lands by the management authority responsible for the reserve. It is the Council’s view that proceeds from lease of any reserved land in the City Centre should be directed towards improving other public land in the City Centre. Any lease or licence proposed over a Crown Reserve must be submitted to the Department of Lands in draft form for ‘in principle’ agreement and the fully executed original Deed then submitted to the Department of Lands for final approval and stamping, pursuant to Section 18 of the <i>Land Administration Act 1997</i>. Sections 47 and 48 of the <i>Land Administration Act 1997</i> allow only the Minister for Lands to lease or licence unmanaged reserves. Road Reserves Section 57 of the <i>Land Administration Act 1997</i> allows only the Minister for Lands to lease road reserves. The Local Government may grant licences in respect to road reserves in accordance with Local Laws and Section 3.58 of the <i>Local Government Act 1995</i>. Where a transaction involves the transfer of control of Council assets to a third party, the City is obliged to dispose of property under section 3.58 of the <i>Local Government Act 1995</i>. Sale in Freehold Sale of Reserved land and road reserve is only available through Department of Lands after a reserve is cancelled or a road is closed in accordance with the <i>Land Administration Act 1997</i>. Any such sale will be at current market value as determined by the Valuer General. Inclusion of Option to Purchase is not available in any lease or licence agreement granted by the City over reserved land or public road. While it would be desirable for proceeds from sale of any reserved land in the City Centre to be directed towards improving other public land in the City Centre, proceeds from		

DRAFT WA PLANNING MANUAL MANNER & FORM REQUIREMENT	ADOPTED REVISION	PROPOSED REVISION	AMENDMENT JUSTIFICATION / RATIONALE
	the sale of Crown land are transferred into Consolidated Revenue so it is not possible reallocate such revenue at a local level.		
APPENDICES Appendices may include: ▪ Maps – should be used where the scope of the local planning policy applies to a large or complex area. ▪ Tables – should be used to display complex quantitative policy provisions. ▪ Figures – should be used to illustrate how specific policy provisions will be applied and may also provide examples of development outcomes that would be considered to satisfy the policy provisions. ▪ Definitions – should refer to and not conflict with or repeat definitions that are included in existing legislation such as the Act, Regulations, or scheme. Definitions should only be used within a local planning policy where they assist with interpretation and consistency of policy application. Defined terms should be shown in bold text where they are used throughout the policy. ▪ Submission requirements – in accordance with the Regulations (Schedule 2, cl. 63(1)), a local planning policy may outline any specialist reports (dealing with matters such as traffic, heritage, and environmental impact), or additional information that should be submitted to assist with consideration against the policy provisions. It is noted that some local governments may have an operational local planning policy dedicated solely to application requirements. Note: Maps, tables, and figures can be provided in the main body of the local planning policy where this assists with overall legibility.	Nil		Nil.

