

# Parklet Local Planning Policy

**VERSION 1**

November 2018

town planning services

Version	Adoption	Comment
1	27 November 2018 Council Item DCS388	Final – no objections received during advertising.

## Contents

<b>1.0 CITATION.....</b>	<b>3</b>
<b>2.0 BACKGROUND.....</b>	<b>3</b>
<b>3.0 OBJECTIVES .....</b>	<b>3</b>
<b>4.0 POLICY MEASURES .....</b>	<b>3</b>
4.1 General.....	3
4.2 Site Requirements .....	4
4.3 Application Requirements .....	5
<b>5.0 DEFINITIONS .....</b>	<b>5</b>

## 1.0 CITATION

This is a local planning policy prepared under the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City of Greater Geraldton Local Planning Scheme No. 1 ('the Scheme'). It may be cited as the *Parklet local planning policy*.

The local government may prepare a local planning policy in respect of any matter related to the planning and development of the Scheme area. In making a determination under the Scheme the local government must have regard to each relevant local planning policy to the extent that the policy is consistent with the Scheme.

## 2.0 BACKGROUND

Geraldton is aspiring to better fulfil the role as the region's capital. This recognises the city centre's important role to be a strong heart for Greater Geraldton. Revitalisation in the context of the Geraldton city centre means introducing strategies that can help to address existing issues and challenges, and harness many of the opportunities available.

One of the key objectives in guiding the overall revitalisation of the Geraldton city centre is to create comfortable and exciting places and streets for people to enjoy. The intent is to bring (back) activity to a place, and provide strategies around fostering this activity.

Parklets are small public parks set into the existing streetscape usually by transforming an existing car parking space. They represent high quality urban spaces that provide both visual interest and function while enhancing the overall appearance of the street.

This policy has been prepared in order to set out a process to allow for parklet development and guide design standards to ensure that they are accessible and safe to all.

## 3.0 OBJECTIVES

- a) Enhance the interest, amenity and vitality of the city centre by encouraging well designed, safe and functional parklets in compatible public spaces.
- b) To promote a vibrant street life balancing the interests and needs of residents, visitors and businesses alike.
- c) To limit the impacts of activities undertaken on thoroughfares on the public amenity and the characteristic streetscape of the area and the street.
- d) To maintain unobstructed sight lines for motorists and cyclists.
- e) Ensure that parklets are developed and maintained as public spaces that are open and accessible to all.

## 4.0 POLICY MEASURES

### 4.1 General

- 4.1.1 This policy is specifically aimed at the city centre (the area zoned 'Regional Centre under the Scheme) and parklets are encouraged to be located in areas with high pedestrian activity and where alternative parking is available.
- 4.1.2 Parklets must be designed to be easily recognised as 'no smoking' public open space areas and shall not include business logos or advertising.

- 4.1.3 Parklets are not for private use in association with the business responsible for the parklet. They must be made available for use by any member of the public.
- 4.1.4 Signage may be required to be displayed (to the satisfaction of the local government) indicating that the parklet is for public use.
- 4.1.5 Parklets are to be well designed and constructed to ensure they are safe and accessible; which includes;
- The use of high quality materials that are durable, attractive, non-slip and able to withstand windy conditions.
  - The provision of adequate protection/separation from passing traffic for all users; and
  - Being easily accessible for people with prams, wheelchairs, mobility scooters and the like.
- 4.1.6 The applicant is to ensure that the parklet is well maintained, no litter is on or under the parklet, and overall the parklet remains clean and safe.
- 4.1.7 Tables and chairs are to be either firmly fixed or must be securely stored overnight.
- 4.1.8 Parklets should be freestanding and not require securing to local government infrastructure and not cause damage to the footpath, trees or other local government property.
- 4.1.9 The parklet shall be designed as a temporary structure that can be removed within a 24 hour period.
- 4.1.10 Public liability insurance cover of not less than \$10 million is required. Business owners must ensure that their policy specifically notes the use of this land and the use of any particular installations/appliances.
- 4.1.11 The applicant is solely responsible for the costs associated with the design, construction and maintenance of the parklet and all and any associated costs with the removal, alteration, reinstatement or reconstruction of the street carriage way or footpath (to the approval of the local government).
- 4.2 Site Requirements
- 4.2.1 The parklet must not obstruct sight lines for either vehicles or pedestrians, either at road junctions and crossovers.
- 4.2.2 Parklets must be located in streets where appropriate traffic calming measures are in place, on roads where the speed limit does not exceed 50kmph or where approved by the local government.
- 4.2.3 Parklet should occupy no more than one on-street parking space, or more as assessed on the merits of the proposal. Larger structures may additionally require a building permit.
- 4.2.4 Parklets must be located at least one parking space from a street corner or driveway.

- 4.2.5 The location of a parklet must; keep drainage channels clear, be placed away from underground service access lids, fire hydrants and public litter bins and not occupy loading, taxi, bus and accessible parking zones.

### 4.3 Application Requirements

- 4.3.1 It is highly recommended that applicants make the time to see City staff who can help with the application itself and provide clarification on any aspect of the policy. This pre-consultation will greatly assist the application often resulting in a more timely approval.

- 4.3.2 The applicant is required to engage a structural engineer to assist with the design of the parklet and provide the local government with a structural engineer's certification when construction is complete.

- 4.3.3 Applications made under this policy should be in the form of an 'application for development approval' as per the Scheme requirements.

- 4.3.4 Applications shall be accompanied by;

- Site and elevation plans drawn to scale showing all dimensions, location and street context, existing and proposed infrastructure (including buildings, kerb line, street furniture, landscaping, regulatory signage, services), proposed means of access for pedestrians including those with disabilities, existing ground levels and proposed finish floor levels.
- A management plan for the parklet that details the applicant's responsibility for the day-to-day management, upkeep and maintenance of the parklet.
- Any additional information that would assist the assessment of the parklet, including photographs, brochures or details on the materials and finishes of proposed furniture, fixtures and signage.
- Written consent of the land and business owner whose property fronts the proposed parklet, and evidence of support of businesses and property owners immediately adjacent.

- 4.3.5 There is no fee for application for development approval made in the area zoned 'Regional Centre' under the Scheme.

- 4.3.6 Notify the City at least seven days before the beginning of any site works (subject to approval being given).

- 4.3.7 Any application for development approval granted for a parklet will be for a maximum of 2 years. Renewal of the approval will require the submission of renewed written consent of the land and business owner whose property fronts the proposed parklet, and evidence of support of businesses and property owners immediately adjacent.

## 5.0 DEFINITIONS

**Parklet** refers to the use of a portion of road reserve, usually vehicle parking spaces but excluding footpath areas, for the purpose of providing a space that enhances public amenity in the street and is accessible to all. This includes space that may or may not be associated with nearby cafes and restaurants and could include such amenities as bicycle racks, planter boxes, benches and other seating, landscaping and other amenities.





Figure 1 - Henry Street Parklet, Fremantle.



Figure 2 - Oxford Street Parklet, Leederville