



Council Policy

Parklet Policy



Parklet Policy

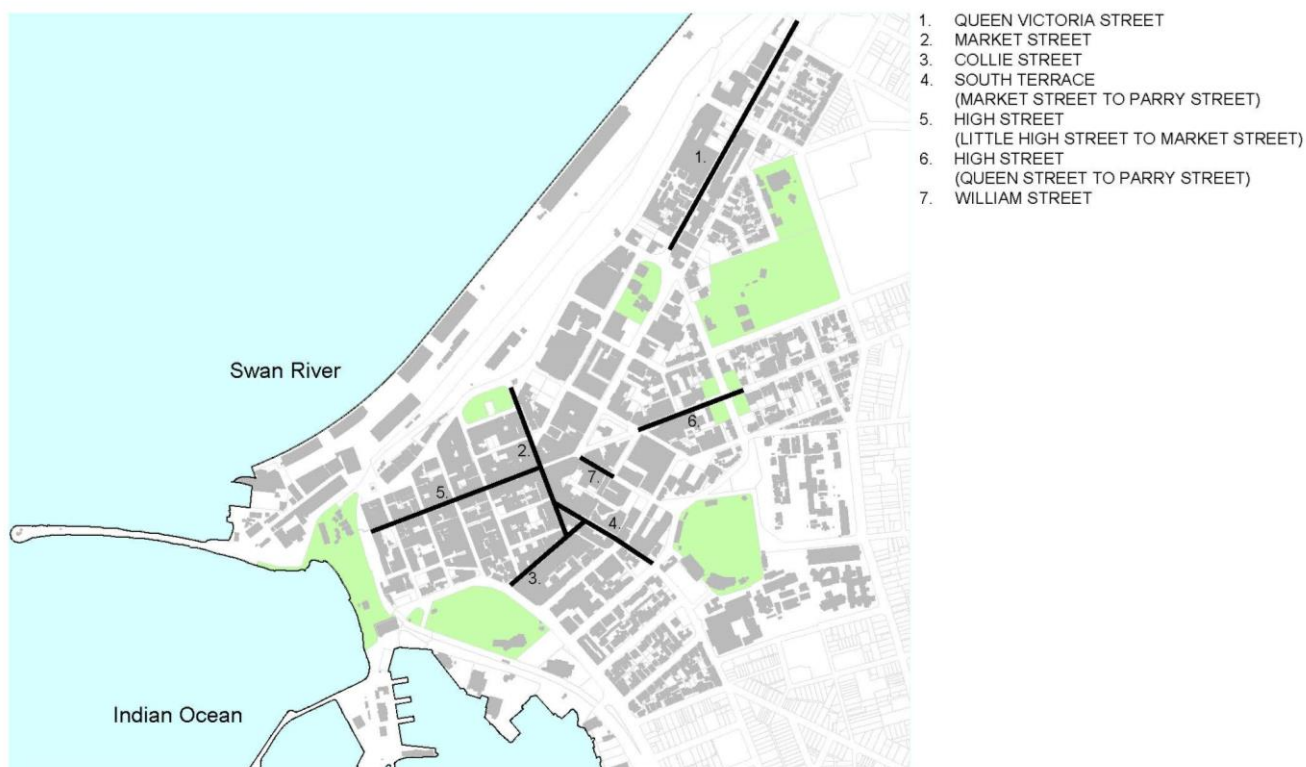
Policy scope

The purpose of this policy is to provide a framework for assessing the suitability of the road reserve, for proposals for the installation of parklets within the road reserve, from adjacent approved use premises and for public purposes in the City of Fremantle.

The objective of this policy is to enhance the interest, amenity and vitality of parts of the City by encouraging temporary, well designed, safe and functional parklets in compatible public spaces.

Policy statement

- 1.1 Parklets will only be located on an Access Road, and where the posted maximum vehicle speed limit is 40kph or lower.
- 1.2 Parklets will not be located on a Primary, District Distributor and Local Distributor streets which function as a primary public transport route or the following streets:
 - Market Street,
 - High Street (between Little High St and Market St, and Queen St and Parry St),
 - Queen Victoria Street,
 - High Street Mall,
 - Collie Street,
 - South Terrace (between Market St and Parry St); and,
 - William Street.



- 1.3 The installation of the parklet will not result in the loss of a space that serves a valuable public purpose such as space for the purpose of public transport, taxis, service vehicles, or people with disabilities.
- 1.4 The location and design of the parklet must not impede or negatively impact upon pedestrian or vehicular movement or sightlines at road junctions and vehicle access crossovers, or impede emergency vehicle movements.
- 1.5 The parklet proposal must be constructed in such a manner that it is capable of being removed and does not result in the damage, obstruction or permanent removal of existing infrastructure such as hardstand infrastructure (kerbing, paving, crossovers or road drainage), verge trees, lighting, underground services or other services.
- 1.6 The parklet will be made available for use by any member of the public regardless of whether or not they are customers of the business responsible for the parklet.
- 1.7 The use of a Parklet for the purposes of outdoor dining shall be in accordance with the provisions of the Alfresco Dining Policy, and must not negatively impact upon the amenity of occupiers in buildings in close proximity to the parklet, with the hours of use restricted to between 7am and 10pm.
- 1.8 Upon granting approval for a parklet, a review will be undertaken by the City every 2 years thereafter to assess compliance in line with this Parklet Policy and any other policy relevant to the use of the parklet including but not limited to the Alfresco Dining Policy. Parklets found to be non-compliant as part of that review will



have a two month period to achieve compliance before approval is granted for the parklet to remain in situ.

- 1.9 The Applicant shall make an annual payment and a non-refundable inspection fee for the use of on-street parking bays, and a Bond payment in accordance with the City's Schedule of Fees and Charges.

Definitions and abbreviations

Parklet - The temporary use of a portion of the road reserve, usually roadside vehicle parking, verge or paved areas, for the purpose of providing a space that enhances public amenity through provision of a structure, planters and/or landscaping, seating and/or benches.

Access Road – As defined under the Main Roads Road Hierarchy and is generally a local access road subject to a default speed of 50km/hr or lower.

Amenity Proximity – In this context is 250m.

Responsibility and review information	
Responsible officer:	Manager Infrastructure Engineering
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