

Parklets and outdoor dining structures

Design guide

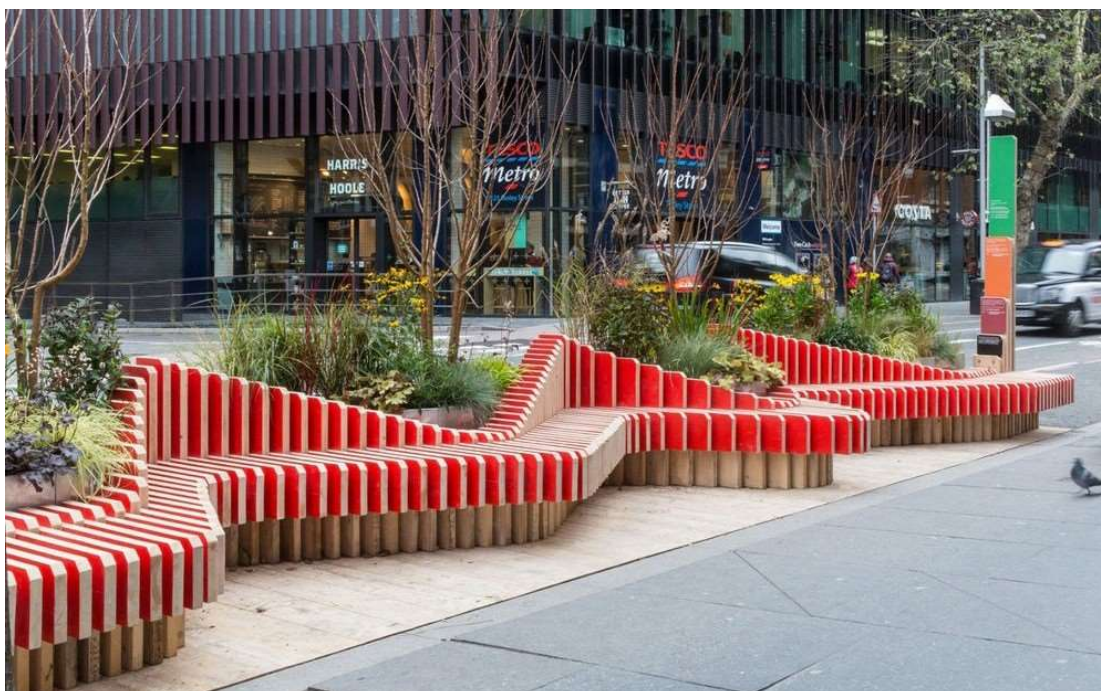
The City of Subiaco is supporting local businesses to build a stronger community by encouraging further activation of the streetscape. The purpose of this design guide is to assist with the development of new public spaces in the Subiaco town centre. This guide has been prepared in accordance with *Policy 6.9 Parklets and outdoor dining structures* and outlines the different types of parklet structures and general design requirements.

What is a parklet and why?

A parklet is a mini public park set within the existing urban streetscape. A parklet celebrates streets as places for people, enhances interest and creates a meeting place for the community. Structures can range from raised platforms placed in a parking bay to simple fixed planter barriers along a footpath.

The City of Subiaco classifies these structures into two main categories:

1. **Parklets** are structures designed to be used as public spaces at all times by the general public. Parklets can be built and maintained by the City, or built and maintained privately.
2. **Outdoor dining structures** are structures that are used commercially as an outdoor dining area. Outdoor dining permits are required for structures to be used in this way.



Example of a parklet (non-dining)

Whilst the application requirements for parklets and outdoor dining structures are slightly different, the design requirements are largely the same. The following sections of this document are applicable to both parklets and outdoor dining structures and both will be referred to as the **structure**, or when referring to raised platform designs, as the **platform**.

Design requirements

The approval of a parklet or outdoor dining structure is subject to a number of design and community factors including the location, safety, access and inclusion, demonstrated neighbour support, quality of the design and how it is intended to be used. Please ensure your application addresses any external streetscape factors including slope of land, distance from street corner and any other site conditions. Whilst the below design criteria is required to be addressed in all submissions, all applications will be assessed based on specific conditions on site. This may mean that additional design requirements will be requested before approval can be given.

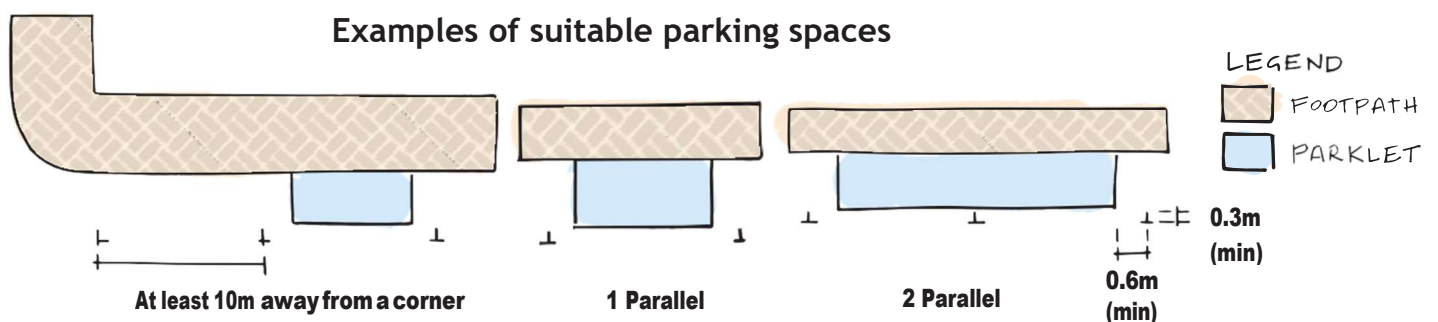
Design criteria:

Location

- The structure shall only be considered on public and private road reserves in the town centre zone and in other commercial areas. Parking spaces which serve public transport, service vehicles or people with disabilities will not be considered. Generally, these structures will only be approved in environments where the posted speed is 40 kilometres per hour or less. Structures on roads with a higher posted speed will be assessed on a case by case basis for example, on roads where traffic calming is in place and the speed limit does not exceed 50 kilometres per hour. No roads with a posted speed limit above 60kph will be considered. Some structures on footpaths will be considered only where a minimum pedestrian clearance width of 1.5 metres can be maintained.

Parking spaces

- Structures must generally be placed at least 10 metres from a street corner provided they do not adversely impact on road users. Factors to consider include vehicle sightlines, bike paths, pedestrian crossings and emergency vehicle movement.
- The structure must have a minimum buffer distance of 0.3 metres between the roadside edge of the parking space and the edge of the structure. A wider buffer may be required in some locations due to existing streetscape.
- The structure must have a minimum buffer distance of 0.6 metres between the outer edge of adjacent parking spaces and the edge of the structure, not including any bike rack attached to the structure.



Enclosures

- A positive edge must be formed along the sides of the structure facing the roadway and parking bays to offer adequate protection for users from moving vehicular traffic.
- Choice of materials is to be deemed aesthetically appropriate, safe and comfortable for all users. Refer to the design performance section for further information.

Platform

- The surface material should be non-slip.
- The platform must incorporate adequate drainage channels to allow an uninterrupted flow of storm water underneath the platform to the nearest drainage inlet. If any structure is placed over an existing drainage asset, then an adequate opening is to be provided with a lockable hatch door large enough to allow the lid of the drainage structure to be removed for maintenance purposes.
- The City will not approve any platforms placed above or next to any utility assets without permission from the asset owner (e.g. sewer, fire hydrants, water, power etc.)
- The structure is to be designed so that it can be removed quickly for any scheduled or emergency road works or other Council requirements.

Accessibility

- The structure must only provide access from the adjoining footpath via an unobstructed section which must be at least 1.5 metres wide, with any ramp gradients to be no steeper than 1 in 14, to meet disability and inclusion requirements of the Building Code.
- The top of any platform must be flush with the footpath with a maximum gap of one centimetre.

Advertising

- Third party logos, advertising or any other branding is prohibited on the structures. Signage displaying a business name is permissible provided it does not exceed 0.5 square metres. Larger signage may be considered under a planning application.

Safety materials

- At a minimum, one surface mounted bollard at each side of a platform structure (roadside) next to a parking bay is required.
- If the structure is to be installed alongside a road with a posted speed limit over 40 kilometres per hour, a safety rated bollard is required on the approach side of the structure. Bollard installation is at the owners' expense and is subject to adequate clearances from services underneath the road reserve.
- Dial Before You Dig (DBYD) information is required to determine what services are in proximity to the proposed location. On-site service location may be required at applicant's cost if it is identified that underground services are in close proximity to the bollard.
- No gas installations are to be installed within the structure.

Maintenance

- The applicant must demonstrate that all greenery is maintained and the structure is clean of litter, grime and graffiti at all times. This includes the surfaces and area underneath the platform.
- All drainage channels and openings underneath a platform, must be kept free of debris at all times to ensure an uninterrupted flow of water during rain events and to prevent the potential for fire during the summer months.
- If the structure is placed over an existing drainage asset, access must be granted (with reasonable notice) to City staff and contractors for maintenance of the asset.

Design performance

All parklets and outdoor dining structures should be designed and constructed to fit in with the existing character and aesthetics of the town centre. The final design performance criteria is listed below.

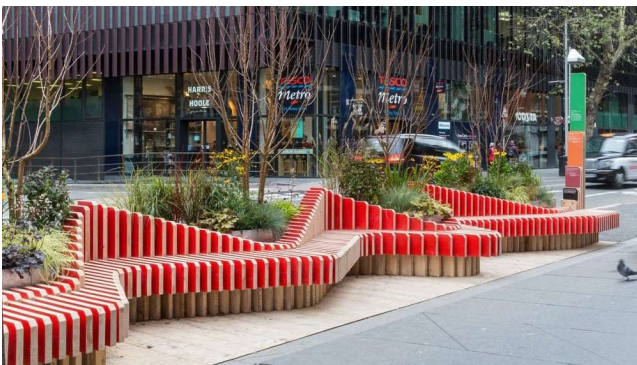
All structures must demonstrate design excellence by addressing the following criteria:



User experience: The structure is designed to allow for maximum comfort and use. This may be achieved by permanent seating, shade, dining, and bicycle parking considerations.



Urban greenery: All structures must incorporate planter boxes or greenery and consider the maintenance requirements.



Creativity: Structures should 'pop' and create an element of surprise and/or interest. Creative design can be demonstrated through a point of difference like a colourful edge with interesting materials.



Quality: Each structure shall be finished with quality materials and planting. Think about the character of Subiaco and consider incorporating leafy green, urban grunge, historical interpretation, colour and creativity into your design.



Sustainability: The City promotes the use of locally sourced and sustainable materials where possible.



Safe and Visual: Structures should enhance the presence of people and eyes on the street. This requires that it is visually open and feels safe to the cars driving by.