POLICY NO: 7.7.1

PARKING AND ACCESS

INTRODUCTION

This policy consolidates the City of Vincent's onsite parking and access requirements, and outlines its approach to the provision of adequate parking facilities.

The City's approach is based on the need to meet community expectation for parking supply, maintain high environmental standards, protect local amenity and support a shift toward more active and sustainable transport modes.

The policy is to be read in conjunction with the City's Town Planning Scheme and Residential Design Codes, and applies to all development applications located outside the Perth Parking Management Area (PPMA).

Where this policy is inconsistent with the provisions of an adopted Structure Plan, Design Guidelines or Local Development Plan applying to a particular site or area, the provisions of that document shall prevail to the extent of the inconsistency.

OBJECTIVES

1. To define parking requirements that will meet the needs of the users of developments without resulting in the oversupply of parking.

2. To ensure safe, convenient, and efficient access for pedestrians, cyclists and motorists.

3. To promote a high standard of design for parking areas.

4. To ensure that parking and access facilities do not prejudice the environmental and amenity objectives of the City's Town Planning Scheme.

5. To promote alternate transport modes by including requirements to provide bicycle parking and reducing parking requirements where alternatives exist.

6. To enable the payment of cash-in-lieu for parking shortfalls and to provide a set of guidelines to enable the calculation of cash-in-lieu to be determined in a consistent and transparent manner.

7. To ensure long term viability of parking proposals by defining the circumstances in which Parking Management Plans are required and providing guidelines for their content.

DEFINITIONS

For the purpose of this policy, the following definitions apply:

Adjustment Factor: A location, site or design factor identified in Table 2 that reduces the total gross parking demand for a development following a parking demand assessment as calculated using Table 1 of this policy.

End of Trip Facilities: Facilities which enable cyclists to shower and change at the beginning or end of their journey to and from work. The facilities include separate male and female change rooms, showers and storage lockers.

Net Lettable Area (NLA): The area of all floors within the internal finished surfaces of permanent walls of a building, but excludes all car parking areas, stairs, toilets, cleaner's cupboards, lift shafts, motor rooms, escalators, tea rooms, plant rooms, alfresco areas located off-site, lobbies between lifts facing other lifts serving the same floor, and areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building.

Public Floor Area (PFA): The publicly accessible areas at premises such as bars, lounges, dining areas, function areas, beer gardens and areas predominately used for entertainment and the like, and excludes alfresco areas located off-site, areas occupied by lifts, stairways, ramps, escalators, passages, hallways, corridors, lobbies, fixtures, kitchens, stages, sanitary areas, and staff areas including those staff areas behind counters.

Persons: The number of persons approved for a licensed premises or public building under the provisions of the Health Act 1911 and Health (Public Buildings) Regulations 1991.

Reciprocal Parking: Parking facilities serving separate uses or in a mixed use development that are shared, but not concurrently.

Transport Infrastructure: The works and undertakings described below for the purpose of providing public transport infrastructure, walking and cycling infrastructure, parking infrastructure and demand management:

1. Public transport stops, shelters and stations, signs, land designated for public transport, vehicles, track and catenary, priority signals and any associated works/designs.

2. Paths, signs, bikes, end of trip facilities (showers and lockers), pedestrian and cycling crossing and any associated works/designs.

3. On and off street parking bays, parking machines, parking signs, shelters and any associated works/designs and technologies.

POLICY STATEMENT

1. CAR PARKING REQUIREMENTS

1.1 Residential Development

Car parking facilities for the residents and visitors of Dwellings shall be provided onsite and in accordance with relevant provisions of the Residential Design Codes and the City's Policies.

1.2 Commercial Development

Car parking for commercial development shall be provided onsite and in accordance with Table 1, unless otherwise approved by the Council.

Table 1: Gross Car Parking Requirements

Activity	Car Parking Spaces (1)
Office, Bank, Amusement Centre, Funeral Parlour, Exhibition Centre	1 space per 50m^2 NLA
Bed and Breakfast Caretaker's Residence Hotel Motel Lodging House, Private Hostel Serviced Apartments Short Term Dwelling	1 space per two guest bedrooms in addition to the R Codes requirements for the dwelling 1 space per residence 1 space per 4 rooms 1 space per room 1 space per 4 beds As per the R Codes for a Multiple Dwelling As per the R Codes for the dwelling type
Home Occupation/Business	1 space in addition to the R Codes requirements for the dwelling type. This provision may be waived if the applicant can demonstrate they have no staff or customers attending the premises.
Betting Agency, Restricted Premises, Local Shop(2), Shop(2) Fish/Meat/Pet Shop(2)	1 space per 20m^2 NLA
Market	3 spaces per stall
Family Day Care, Centre-Based Child Care	1 space per 5 children
Cinema, Theatre	1 space per 6 seats
Civic Use(2)	1 space per 100m^2 NLA
Commercial Hall, Place of Worship, Club Premises, Function Centre	1 space per 5 persons (based on persons approved for the site)
Consulting Rooms/Vet Centre	3 spaces per consulting room or consultant, whichever is lesser
Dry-cleaning Premises, Laundrette	1 space per 30m^2 NLA
Educational Establishment - Primary/Secondary School - Tertiary/Technical School - Vocational School	 1.25 spaces per classroom 3 spaces per classroom 1 space per 4 students
Fuel/Transport Depot Industry, Light Industry Warehouse, Showroom	1 space per 100m^2 NLA

Activity	Car Parking Spaces (1)
Hospital/Institution	1 space per 3 patient beds
Motor Vehicle Wash, Service Station, Motor/Boat Vehicle Repairs	1 space per working/wash bay
Open Air Display, Storage Yard, Auction Mart, Motor Vehicle/Boat Sales	1 space per 100m^2 NLA
Eating House(2), Fast Food Outlet(2), Nightclub, Tavern, Small Bar	1 space per 5 persons (based on persons approved for the site)
Recreational Facility	1 space per 4 persons (based on persons approved for the site)

Notes:

1. *The parking requirement shall be calculated by rounding to two decimal points.*
2. *Refer to Adjustment Factor 7.*
3. *The parking demand for mixed use developments is calculated based on the aggregated demand for all uses on the site, which applies even if there is a change to only one use.*

1.3 Car Parking Adjustment Factors

The car parking requirement for commercial land uses shall be partly reduced if the Applicant can demonstrate the proposed development reflects particular site and design factors outlined in the Adjustment Factor Table shown in Table 2.

Table 2: Adjustment Factors

#	Adjustment Factor (1)	Development Scenario
1A or 1B	0.80 (20%) or 0.85 (15%)	The development is located within 400 metres(2) of a rail station; or The development is located within 800 metres(2) of a rail station.
2	0.80 (20%)	The development is located within 400 metres(2) of a bus route.
3A or 3B or 3C or 3D	0.80 (20%) or 0.85 (15%) or 0.90 (10%) or 0.95 (5%)	The development is located within 200 metres(2) of an existing off-street public car park with in excess of 50 car bays; or The development is located within 400 metres(2) of an existing off-street public car park with in excess of 75 car bays; or The development is located within 400 metres(2) of an existing off-street public car park with in excess of 50 car bays; or The development is located within 400 metres(2) of an existing off-street public car park with in excess of 25 car bays.
4	0.90 (10%)	The development is located in a Town Centre shown in Appendix 1.
5	0.80 (20%)	The development proposes a mix of residential and commercial uses, provided at least 50% of the total plot ratio is residential.
6	0.90 (10%)	The development provides on-site End of Trip Facilities exceeding the minimum requirements of this policy(3).

#	Adjustment Factor (1)	Development Scenario
7A or 7B	0.80 (20%) or 0.80 (20%)	The development proposes a small scale (less than 80 square metres of NLA) 'active use' (as indicated as (2) in table 1) and is located on the ground floor of a building in a Town Centre (see Appendix 1). The site cannot reasonably accommodate onsite parking required for the development due to the presence of a building listed on the City's Municipal Heritage Inventory and/or a tree listed on the Trees of Significance Inventory.

Notes:

1. *The maximum Adjustment Factor (rounded up to 4 decimal points), where all factors are applied to the maximum extent is 0.2654 (0.80 x 0.80 x 0.80 x 0.90 x 0.80 x 0.90 x 0.80).*
2. *The distance is measured from the pedestrian entrance to the development along footpaths to:*
   - *the rail station entrance (Adjustment Factors 1A-1B)*
   - *the road that contains the bus route (Adjustment Factor 2)*
   - *the lot boundary of the car park (Adjustment Factors 3A-3D)*
3. *Refer to clause 2.1 for the minimum End-of-Trip Facilities requirements of this policy.*
4. *Adjustment Factors may be separately calculated and applied to each use on a property. For example: where a development contains an office which provides extra end of trip facilities for its employees, and an eating house that does not have access to those facilities, Adjustment Factor 6 will only be applied to the office component.*

1.4 Existing Car Parking Shortfalls

After multiplying the car parking requirement by the relevant Adjustment Factors, the total car parking requirement may be further reduced by any existing car parking shortfalls for the site except in the case where parking shortfalls have been granted under Clause 2.4.

An existing car parking shortfall does not apply where the proposed development is located on vacant land or where 75 percent or more, of the existing gross floor area is demolished and rebuilt. For example, if a building contained 100 square metres of gross floor area of commercial and 75 square metres was demolished, the existing car parking shortfall would not apply.

For developments proposing a change of use or building work less than 75 percent redevelopment, the existing car parking shortfall is to be calculated by completing an existing car parking assessment, using the existing land uses, floor areas/number of persons approved and current parking ratios and adjustment factors. This total number, after subtracting the existing parking that is provided on site, becomes the existing car parking shortfall and is then subtracted from the car parking requirements (after adjustment factors).

1.5 Commercial Car Bays in Excess of 50

Where the total number of commercial car bays required (after adjustment factors) is greater than 50 car bays, the number of car bays in excess of 50, shall be reduced by 50 percent.

1.6 Example of a Car Parking Calculation

The following commercial car parking calculation provides an example of how car parking would be calculated in the following instances:

- Where more than one land use is proposed;
- Where the 'End of Trip Facilities' adjustment factor applies to the shop and office only; and
- Where there is an excess of 50 car bays required.

Car Parking	
Car parking requirement (nearest whole number) • Shop – 1 bay per 20 square metres of net lettable area Gross Floor Area = 500 square metres (requires 25 car bays) • Office – 1 bay per 50 square metres of net lettable area Gross Floor Area = 700 square metres (requires 14 car bays) Total car bays required = 39 car bays	= 39 car bays
Apply the adjustment factors. • 0.80 (within 400 metres of a bus route) • 0.85 (within 400 metres of a public car parking place with in excess of 75 car parking spaces) • 0.90 (within a Town Centre area) • 0.90 (provides end of trip facilities)	(0.5508) x 39 = 21.48 car bays
Car parking requirement (nearest whole number) • Eating House – 1 bay per 5 square metres of public floor area Public Floor Area = 300 square metres (requires 60 car bays) Total car bays required = 60 car bays	
Apply the adjustment factors. • 0.80 (within 400 metres of a bus route) • 0.85 (within 400 metres of a public car parking place with in excess of 75 car parking spaces) • 0.90 (within a Town Centre area)	(0.612 x 60) = 36.72 car bays
Total Number of Car Bays Required (after adjustment factors)	**= 58.2 car bays**
Number of Car Bays in excess of 50 = 8.2 car bays (8.2 x 0.5) + 50	54.1 car bays
Minus the car parking provided on-site	49 car bays
Resultant shortfall	**5.1 car bays**

2. CAR PARKING SHORTFALL

The City may, in the pursuit of orderly and proper planning and the preservation of the amenities of the locality, refuse a proposed development where a shortfall of on-site parking has been proposed.

Notwithstanding the above, the City may approve a commercial car parking shortfall in terms of the provisions of this policy relating to Reciprocal Car Parking and/or Cash in Lieu of Car Parking.

2.1 Reciprocal Car Parking

Reciprocal parking arrangements may be considered acceptable where the City of Vincent is convinced that demand for parking by the uses proposed will not unreasonably coincide.

Reciprocal car parking requirements is calculated by separating the day-time/ night-time or week-day/weekend uses and providing separate car parking calculations as per the above table. These separate car parking calculations should individually comply with the car parking requirements, however in the event that a shortfall is proposed, a cash-in-lieu payment may be required for the car parking calculation with the greatest shortfall.

The City may consider Reciprocal Parking where:

2.1.1 The Applicant submits a Peak Parking Demand Table (see Table 4) and a Parking Management Plan (refer to clause 8), and the City is satisfied that demand will not unreasonably coincide;

2.1.2 The parking facilities serving the proposed uses will be located on the one lot, or where located on separate lots, the parking arrangements are permanent (e.g. easement, amalgamation, legal agreement, restrictive covenant or any other formal arrangement the City may require); and

2.1.3 Parking demand in the immediate and long term can be satisfied.

Table 4: Peak Parking Demand Table

Calculating Peak Demand for Developments				
Proposed Use	Weekday		Weekend	
	Daytime (8am – 6pm)	Evening (6pm-12am)	Daytime (8am-6pm)	Evening (6pm-12am)
Use 1				
Use 2				
Use 3				
Total Demand				

Notes:

1. *The demands shown are to be the raw demands for the use as calculated using the Non-Residential Parking Requirement Table (Table 1) and after application of relevant Adjustment Factors (Table 2).*
2. *The applicant may use different time periods other than those shown however the parking requirement for the listed uses will be the maximum total demand of the time periods that are shown.*

2.2 Cash-in-Lieu of Car Parking

Cash-in-lieu of parking can be considered at the discretion of the City where developments have a shortfall of parking according to the total parking requirement.

The payment of cash-in-lieu is not to be seen as an alternative to providing sufficient parking on site, but rather as a mechanism to enable otherwise desirable developments to proceed where it can be demonstrated that it is not possible to provide sufficient parking on site.

The following provisions will apply where cash-in-lieu is considered acceptable:

2.2.1 Cash-in-lieu contributions may comprise all or part of the shortfall in onsite parking proposed for a development.

2.2.2 The contribution rate per bay is a 'one-off payment' and is to be determined annually by the Council when adopting the Fees and Charges set out in the Annual Budget.

2.2.3 The applicant/owner may enter into an agreement with the City to pay all or part of the amount of cash-in-lieu by instalments over a period not exceeding five (5) years. An interest rate based on the long term bond rate is to be determined at the discretion of the Director Corporate Services.

2.2.4 The contribution is to be held in a Reserve Account for the purpose of providing and/or upgrading existing and proposed Transport Infrastructure as defined in this policy. Confirmation of the agreement of the contribution is to be made within 28 days of the date of development approval.

2.2.5 For new developments over $3 million where a shortfall of car parking is proposed on-site, the City will impose double the standard cash-in-lieu contribution rate as shown in the annual Fees and Charges.

The $3 million threshold is equal to the opt-in value for proposals to be assessed by the Development Assessment Panel and is therefore considered a significant development.

2.2.6 Where cash-in-lieu is proposed or required, the City will apply the monetary amount as a condition of development approval, in addition to the requirement to lodge a bond/bank guarantee for the payment.

2.2.7 Where a proposed development is able to reasonably meet the car parking requirements on site but elects not to provide this parking, this application will be referred to the Council for determination.

2.3 Minimum Number of Car Parking Bays

Notwithstanding clauses 2.1 and 2.2, the following minimum number of car parking bays must be provided within the development:

2.3.1 If the total requirement (after adjustment factors and previously approved shortfalls have been taken into account) is between 11 - 40 bays, a minimum of 15 per cent of the required bays is to be provided.

2.3.2 If the total requirement (after adjustment factors and previously approved shortfalls have been taken into account) is between 41 – 70 bays, a minimum of 25 per cent of the required bays is to be provided.

2.3.3 If the total requirement (after adjustment factors and previously approved shortfalls have been taken into account) is above 71 bays, a minimum of 40 per cent of the required bays is to be provided.

2.4 Waiving of Car Parking Requirements

2.4.1 The City may, at its discretion, waive the car parking requirements for change of use applications to provide additional on-site car parking, including waiving cash-in-lieu requirements in the following instances:

a) where the application does not involve the reduction of existing on-site car parking bays as part of the application;
b) where the application does not involve any building works that contribute to additional floor area that would be subject to parking requirements; and
c) where a current planning approval required payment of cash-in-lieu but that approval has not been acted upon in any way including payment of cash-in-lieu in part or in full.

2.4.2 Clause 2.4.1 does not apply to any new building completed with an occupation certificate issued on or after 1 January 2014 unless:

a) the change of use application is the second or subsequent application after the initial approval; and
b) a minimum period of 12 months has elapsed between the first and subsequent change of use applications.

2.4.3 These provisions do not apply to any change of use applications to Tavern or Small Bar.

3. CAR PARKING SURPLUS

3.1 Maximum Number of Car Parking Bays

The City may in the pursuit of orderly and proper planning and the preservation of the amenities of the locality refuse a proposed development where an oversupply of car parking has been provided. Any proposed development shall not exceed the maximum number of car parking bays, in accordance with the following table:

Table 5: Maximum Number of Car Parking Bays

Car Parking Requirement Adjusted Parking Requirement *)	Maximum Surplus (Percentage of the Car Parking Requirement)
0-15.99 car bays	Maximum surplus of 50% of car parking requirement
16-30.99 car bays	Maximum surplus of 40% of car parking requirement
31-45.99 car bays	Maximum surplus of 30% of car parking requirement
46-99.99 car bays	Maximum surplus of 20% of car parking requirement
100+ car bays	Maximum surplus of 10% of car parking requirement

3.2 Allocation of Car Parking in a Mixed Use Development

In a development that contains a mix of both residential and commercial uses, the car parking is to be initially allocated to the commercial component in accordance with requirements indentified in Clause 1 of this policy.

Any remaining car parking is then to be allocated to the residential component in accordance with the minimum Deemed-to-Comply provisions of the Residential Design Codes.

4. SCOOTER/MOTORCYCLE PARKING REQUIREMENTS

For every 15 commercial car bays required (after adjustment factors), the 15th car bay shall be replaced with two scooter/motorcycle parking bays to be designed in accordance with relevant standards.

Table 6: Scooter/Motorcycle Parking Requirements

Car Bays Required	Scooter/Motorcycle Bays Required	Total Number of Car and Scooter/Motorcycle Bays Required
0-14	0	Car Bays Required (as per standards)
15-29	2	Car Bays Required Minus 1 Scooter/Motorcycle Bays = 2
30-44	4	Car Bays Required Minus 2 Scooter/Motorcycle Bays = 4
45-59	6	Car Bays Required Minus 3 Scooter/Motorcycle Bays = 6
60-74	8	Car Bays Required Minus 4 Scooter/Motorcycle Bays = 8
75-89	10	Car Bays Required Minus 5 Scooter/Motorcycle Bays = 10

5. BICYCLE PARKING REQUIREMENTS

5.1 Commercial Bicycle Parking Requirements

Bicycle parking facilities are to be provided in addition to the calculated car parking requirement at the rate specified in Table 7.

Table 7: Commercial Bicycle Parking Requirements

Activity	Bicycle Parking Spaces
Office, Bank, Amusement Centre,	1 space per 100m^2 NLA
Hotel, Motel Lodging House, Private Hostel Serviced Apartments Short Term Dwelling	1 space per 4 rooms 1 space per 8 beds As per the R Codes for a Multiple Dwelling As per the R Codes for the dwelling type
Local Shop, Shop Fish/Meat/Pet Shop	1 space per 40m^2 NLA
Market	1 space per stall
Cinema, Theatre	1 space per 20 seats
Civic Use, Public Utilities,	1 space per 200m^2 NLA

Activity	Bicycle Parking Spaces
Commercial Hall, Place of Worship Club Premises, Small Bar	1 space per 20 persons
Consulting Rooms, Vet Centre	1 space per consulting room
Dry-cleaning Premises, Recreational Facility,	1 space per 60m^2 NLA
Eating House, Fast Food Outlet	1 space per 20m^2 PFA
Educational Establishment	1 space per classroom
Showroom, Warehouse	1 space per 200m^2 NLA
Hospital/Institution	1 space per 20 patient beds

5.2 Bicycle Parking Allocation

5.2.1 35 percent of the required number of bicycle parking spaces is to be allocated to class 1 or 2 facilities; and

5.2.2 65 percent of the required number of bicycle parking spaces is be allocated to class 3 facilities.

Class 1 facilities – Fully enclosed individual lockers

Class 2 facilities – Locked compounds fitted with class 3 facilities

Class 3 facilities – Facilities to which the bicycle frame and wheels can be locked. Generally in the form of an upside down 'U' shaped bar. It is noted that two bicycles can locked to one upside down 'U' shaped bar. Where a class 3 facility is provided on the footpath, it is required to conform to the City of Vincent specifications.

5.3 End of Trip Facilities

All developments that are required to provide 5 or more bicycle parking bays in accordance with clause 5.1 of this policy are required to provide End-of-Trip Facilities, which are to be designed in accordance with the following criteria:

5.3.1 A minimum of one female shower and one male shower, located in separate change rooms or a minimum of two separate unisex shower and change rooms;

5.3.2 Additional shower facilities to be provided at a rate of one female shower and one male shower for every additional 10 bicycle parking bays, to a maximum of five female and five male showers per development;

5.3.3 The end of journey facilities should be located as close as possible to the bicycle parking facilities;

5.3.4 Secure change rooms capable of being locked; and

5.3.5 A locker for every bicycle parking bay provided.

6. SPECIFIC PURPOSE BAYS

6.1 Service Bays

In commercial or mixed-use developments with a total commercial gross floor area of 1000 square metres or more, at least one of the required bays will be permanently set aside and marked for the exclusive use of service, delivery and/or courier vehicles.

6.2 Drop Off/Pick Up Bays

In addition to the parking bays required for a child care facility and a school, a separate area shall be provided for the adequate setting down and picking up of children.

6.3 ACROD Bays

The City of Vincent will also require the provision of bays marked exclusively for use by drivers with disabilities at the rate specified in the National Construction Code Series and relevant Australian Standards and in accordance with ACROD standards.

7. DESIGN AND LOCATION OF PARKING FACILITIES

7.1 Layout and Dimensions of Parking Facilities

7.1.1 All parking facilities shall be designed in accordance with AS 2890.1.

7.1.2 Onsite parking for a development shall be located at the rear of, or beneath buildings (see Diagram 1).

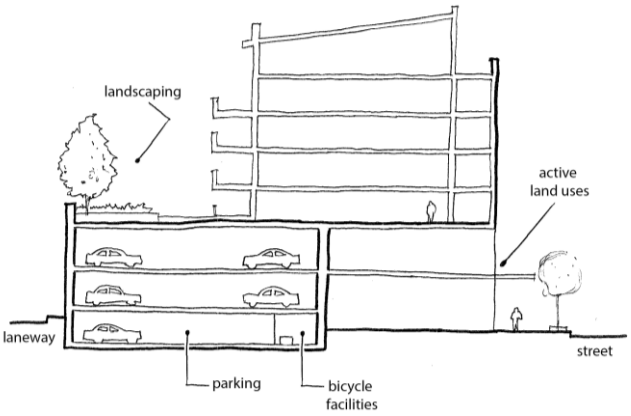


Diagram 1: Above ground parking is located to the rear behind active land uses

7.2 Open Air Car Parking

7.2.1 All open-air parking areas are to be landscaped at a rate of one tree per four car bays.

7.2.2 The perimeter of all open-air parking areas are to be landscaped by a planting strip of at least 1.5m width.

7.2.3 The landscaping is to be approved by the City and implemented prior to occupation of the use on site.

7.3 Enclosed Parking

7.3.1 Enclosed car parks are required to incorporate active land uses, for example, shop and eating house, that generate pedestrian activity along the ground floor street frontage, for at least 75% of all street frontages.

7.3.2 Enclosed car parks are to be designed and finished to complement existing adjacent buildings.

7.3.3 The height and setbacks for enclosed car parks are to be consistent with the relevant Precinct Policy.

7.4 Temporary Parking

The City may support the use of land or buildings for temporary parking facilities in the case of special events or circumstances relating to a particular or regular use of a site. Planning Approval will be required and the application will be assessed in accordance with parking requirements of this policy and special conditions of approval may apply.

7.5 Paid Parking and Time Limited Car Parks

The City requires an application for Planning Approval where paid parking is proposed for an on-site private car park. This application is subject to approval by the Council and will be considered on a case-by-case basis.

The City will consider, however is not limited to, the following aspects when determining applications for paid parking:

- Location of the proposed paid car park;
- Surrounding land uses;
- Existing car parking issues within the area;
- The structure of the fees;
- Time periods of paid parking restrictions;
- Proposed length of use operation; and
- The City of Vincent Car Parking Strategy.

7.6 Mechanical Parking Devices (Car Stackers)

7.6.1 In addition to compliance with the provisions of AS2890.1 – 'Off Street Parking', the applicant is required to clearly demonstrate in a Parking Management Plan that all proposed mechanical parking devices (car stackers) comply with the following:

A	Car bay width*	2.5m – 2.9m
B	Minimum car bay length	5.2m
C	Minimum height clearance	2.0m (entry point only)
D	Preferred car bay weight capacity Minimum car bay weight capacity(1)	2,500kg 2,000kg
E	Preferred aisle (manoeuvring) width Minimum aisle (manoeuvring) width(3)	7m 6m
F	All vehicle queuing areas being located onsite.	

G	Fully screened from the street and adjoining properties.
H	A minimum of 20% of all the onsite car bays provided (including the number within the stacker) shall be provided without requiring the use of a mechanical parking device (car stacker). The 20% can include at-grade car bays within the car stacker.
I	Mechanical parking devices (e.g. car stackers) shall be for tenants/owners and not visitors of a development, and be maintained as operational for the life of the building, including in the event of a power failure.
J	All pit and/or rotating mechanical parking devices (car stackers will be required to be fitted with sliding doors/safety barriers).

Notes:

1. *The bay width will be assessed on a case by case basis depending on the type of stacker, the presence of pillars and the aisle width (refer to E above).*
2. *Where a car stacker weight capacity is less than 2,500kg, a Section 70A notification under the Transfer of Land Act will be required to advise future owners and occupiers of the limitation.*
3. *Where a car stacker proposes an aisle width less than 7 metres, a Section 70A notification under the Transfer of Land Act will be required to advise future owners that multiple manoeuvres may be required to enter and exit the car stacker bay.*

7.6.2 Variations to 7.6.1 may be considered where the applicant can clearly demonstrate that site constraints prohibit compliance, and the City is satisfied that the mechanical parking device (car stacker) will not be unduly impractical in use in comparison to a regular parking area or adversely affect the amenity of the locality.

7.6.3 The City will apply conditions of development approval to all development applications involving mechanical parking devices to ensure:

7.6.3.1 Ongoing compliance with operational specifications is achieved as outlined in a Parking Management Plan.

7.6.3.2 Owners and prospective purchasers are aware of their obligations with respect to the use of mechanical parking devices (e.g. car stackers).

7.7 Adjoining development

When considering the impact of parking facilities on adjoining properties the City will take into consideration:

7.7.1 The location of parking spaces and structures, lights and signs on the site and their effect on the amenities of adjacent development, including the potential effect if parking spaces should later be roofed or covered; and

7.7.2 The extent to which parking spaces are located within required building setback areas and the resulting impact on adjacent properties.

The City may apply conditions of approval in relation to parking and access to ensure the protection of the amenity of adjoining development.

7.8 Vehicle Access

7.8.1 Residential Development

Vehicle access to dwellings shall be in accordance with the Residential Design Codes.

7.8.2 Commercial and Mixed Use Developments

Vehicular access points to parking areas are to be located and designed so that:

7.8.2.1 Entry/exit points minimise traffic or pedestrian hazards, conflict with pedestrian/cyclist pathways, the impact on nearby residential uses, traffic congestion and interference with public transport facilities;

7.8.2.2 The number of entry/exit points is kept to a minimum. Where possible, new parking areas and vehicular access points are to be linked to existing parking facilities;

7.8.2.3 Access is obtained away from major traffic streets where possible, but not if this necessitates access from a residential street where undue disturbance to residential amenity would result;

7.8.2.4 Entry and exit points and vehicle circulation patterns should be clearly indicated; and

7.8.2.5 Redundant crossovers to the street will be required to be removed and the verge reinstated at the developer's expense.

7.9 Traffic Movement

The City of Vincent will require traffic circulation and manoeuvring areas within parking areas to be designed so that:

7.9.1 Adequate provision is made to enable all vehicles to enter and leave the land in a forward direction where the City believes that the nature of a development, its relation to adjoining streets or the nature of those streets makes it necessary to do so, and an access point from parking spaces to the street serves more than two spaces;

7.9.2 Vehicles are able to queue, if necessary, within the parking area and not on the street; and

7.9.3 Parking areas are not used as traffic thoroughfares to facilities that they do not serve.

7.10 Signposting

7.10.1 In a mixed-use development, car bays should be clearly signposted differentiating between the residential car bays and the commercial car bays.

7.10.2 Where on-site parking provided for customer/client use is not directly visible from the adjacent street, adequate signage is to be provided to promote public knowledge of and direction to the car park. This signage is to comply with the requirements of the City's Policy relating to Signs and Advertising.

7.11 Lighting

Lighting is required to be provided in a car parking area that is located at the rear of a building, however should not have a detrimental impact on adjoining residential properties or other uses.

7.12 Safety

The City will expect pedestrian, cyclist and motorist safety to be a priority in the design and operation of parking facilities, ensuring that:

7.12.1 Pedestrian pathways through a parking area are clearly defined, well lit and signposted, where required, with direct access to the street or facilities served;

7.12.2 Traffic access to, and circulation within parking areas, is separated, where practicable, from pedestrian and cyclist paths or pedestrian access points to or through a parking area; and

7.12.3 Driver sightlines are not obstructed by signs, fencing or any other obstacle.

7.13 Strata Plan

The car parking area for commercial car bays shall be shown as ‘common property’ on any strata plan or subdivision for the property and these car bays shall be made available for the owners or occupiers and visitors of the residential component outside normal business hours.

8. PARKING MANAGEMENT PLAN

8.1 Requirement for a Parking Management Plan

A Parking Management Plan shall be prepared to the satisfaction of the City and shall form part of the planning approval for any development application that proposes 20 or more parking spaces or applies alternative methods to achieve parking requirements under this policy (e.g. car stackers). The City will require compliance with a Parking Management Plan as a condition of development approval. In addition, the City will require notifications to be lodged under section 70A of the Transfer of Land Act notifying proprietors and/or prospective purchasers of the property of their obligations with respect to onsite parking.

8.2 Information to be Included

A Parking Management Plan should outline in detail how parking for the proposed development will be managed and identify practical strategies to minimise parking conflicts between users. A Parking Management Plan should include:

- property information such as address, land use and contact details of the responsible person(s) for the day to day management of parking (if known);
- number of parking spaces per category (for example tenant/staff spaces, customer spaces, spaces for persons with a disability, loading spaces, motorcycle/scooter spaces and bicycle spaces);
- strategies to be employed to manage parking demand for the site; and
- where car stackers are proposed, details on how the system will be operated to the satisfaction of the City.

8.3 Notification of Specific Parking bays on Planning Approval

The allocation of bays as specified in the Parking Management Plan shall be included in the development application and planning approval. This may include specific allocations of residential, commercial and visitor parking.

8.4 Amendments to an Approved Plan

A Parking Management Plan forms part of the planning approval. Any proposed amendments to an approved Parking Management Plan are therefore submitted and processed as an amended development application to the Council. The Council may delegate this approval to the Chief Executive Officer.

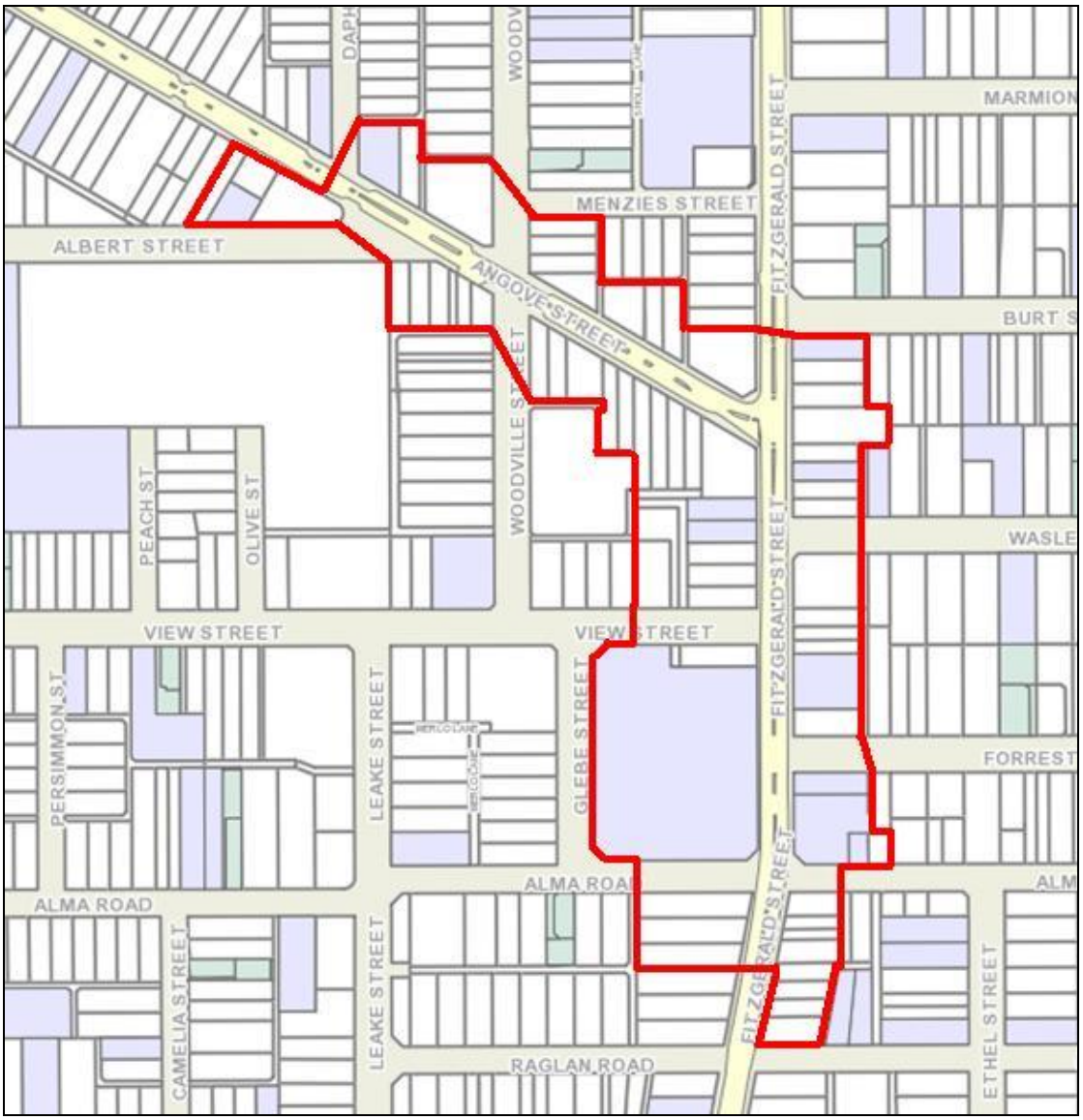
Date Initially Adopted:	27 March 2001
Date Amended:	20 November 2001, 24 September 2002, 26 October 2004, 23 May 2006, 12 August 2008, 8 October 2013, 8 December 2015
Date of Next Review:	October 2016

APPENDIX 1: TOWN CENTRES

Map 1: Mount Hawthorn Town Centre

Map 2: Leederville Town Centre

Map 3: Mt Lawley/Highgate Town Centre



Map 4: North Perth Town Centre

Map 5: William Street Town Centre