

## NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS

### PART 1 – PRELIMINARY

#### POLICY DEVELOPMENT

This Policy has been prepared under the provisions of Schedule 2, Part 2, Clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

#### POLICY 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 support a shift toward more active and sustainable transport modes.
3. To facilitate 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.
4. 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.

#### RELATIONSHIP TO OTHER DOCUMENTS

This Local Planning Policy forms part of the City of Vincent local planning framework. Where this Policy is inconsistent with the City's local planning scheme, the local planning scheme prevails. Where this Policy is inconsistent with an adopted Local Development Plan, Activity Centre Plan or Structure Plan, the Local Development Plan, Activity Centre Plan or Structure Plan prevails.

This Policy is to be read in conjunction with the Australian Standards. Where this Policy is inconsistent with the provisions of a specific Policy applying to a particular site or area (e.g. Character Retention Area Local Planning Policy), the provisions of that specific Policy shall prevail.

#### DEFINITIONS

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

<b>Bicycle Parking Facilities:</b>	Bicycle parking facilities are defined in Australian Standard AS 2890.3:2015, Section 1.3, Clause 1.3.4.
<b>Built Form Areas:</b>	The areas set out in Appendix 2.
<b>End of Trip Facilities:</b>	A single unisex shower with associated change room and a single individual locker.
<b>Long Term Bicycle Parking Facilities:</b>	Long term bicycle parking facilities include those of a security Level A and B in accordance with AS 2890.3:2015, Table 1.1.

<b>Major Redevelopment:</b>	Development where 75% or more of the existing Net Lettable Area on a site is demolished and rebuilt.
<b>Net Lettable Area (NLA):</b>	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 area, and areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building.
<b>Parking Management Plan:</b>	A document prepared by a qualified traffic consultant in accordance with Appendix 1.
<b>Persons:</b>	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
<b>Reciprocal Parking:</b>	Parking facilities serving separate uses or in a mixed use development that are shared, but not concurrently.
<b>Short Term Bicycle Parking Facilities:</b>	Short term bicycle parking facilities include those of a security Level C in accordance with AS 2890.3:2015, Table 1.1.
<b>Transport Infrastructure:</b>	<p>The works and undertakings described below for the purpose of providing public transport infrastructure, walking and cycling infrastructure, parking infrastructure and demand management:</p> <ol style="list-style-type: none"><li>1. Public transport stops, shelters and stations, signs, land designated for public transport, vehicles, track and catenary, priority signals and any associated works/designs.</li><li>2. Paths, signs, bike, pedestrian and cycling crossing and any associated works/designs.</li><li>3. On and off street parking bays, parking machines, parking signs, shelters and any associated works/designs and technologies.</li></ol>

## APPLICATION OF POLICY & DEVELOPMENT STANDARDS

### 1. Application

- 1.1. Part 2 applies to all applications for development approval that propose non-residential development located outside the Perth Parking Management Area (PPMA), pursuant to Part 7 of Schedule 2, of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

### 2. Development Standards

- 2.1. The decision-maker shall not refuse to grant approval to an application where the application satisfies the Policy Provision in Part 2 of this Policy and the relevant provisions of the scheme and any relevant local planning policy.

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## PART 2 – POLICY PROVISIONS

### 1. PARKING REQUIREMENTS

#### 1.1. Non-Residential Development

- (a) Parking for non-residential development shall be provided onsite and in accordance with subclause 1.2 and Table 1, unless otherwise approved by the Council.
- (b) Where the applicable standard set out in Table 1 results in a parking requirement that is not a whole number the parking requirements is the next highest whole number.
- (c) Non-residential development located in a Residential 'Built Form Area', as shown in Appendix 2, the minimum car parking requirements are to be calculated using the 'car parking maximum' column of Table 1.

#### 1.2. Application of Table 1

- (a) Table 1 applies to all non-residential development except changes of land use, alterations and/or additions that:
  - (i) do not constitute major redevelopment; and
  - (ii) do not propose or require the removal of approved on-site car parking bays; and
  - (iii) do not propose or require any building works that contribute to more than a 25% increase in Net Lettable Area of that tenancy; and
  - (iv) are not the first change of use after any new development's initial development approval; and
  - (v) have not been lodged within 12 months of the first change of use approved for a new development; and
  - (vi) are not a change of land use to a Tavern or Small Bar; and
  - (vii) are not subject to a previous Council decision for the same use.

**Table 1: Non-Residential Parking Requirements**

Land Use	Car Parking Minimum				Car Parking Maximum	Bicycle Parking Minimum		Unit of Measure
	Town Centre	Transit Corridor	Activity Corridor	Mixed Use		Short Term	Long Term	
Built Form Area (refer Appendix 2)								
<b>Medical Centre, Consulting Room</b>	2.5	3.5	3.5	3	4	0.7	0.3	spaces per consulting room
<b>Office</b>	1.5	2	2.2	2	2.5	0.2	0.8	spaces per 100sqm NLA
<b>Restaurant, Reception Centre, Small Bar, Tavern</b>	0.15	0.25	0.22	0.2	0.25	1 per 53 persons	1 per 24 persons	spaces per persons
<b>Hotel Motel Short Term Accommodation</b>	0.5	0.75	0.75	0.5	1.0	0.3 per 4 rooms	0.7 per 4 rooms	spaces per bedroom
<b>Fast Food, Lunch Bar</b>	0.1	0.15	0.15	0.1	0.15	1 per 25 persons	1 per 17 persons	spaces per persons
<b>Shop, Convenience Store, Home Store</b>	3.5	5	4.5	4	5	1.6	0.9	spaces per 100m <sup>2</sup> NLA
<b>Showroom</b>	1.2	2	1.8	1.5	2	N/A	1	spaces per 100m <sup>2</sup> NLA
<b>Other uses listed in the Scheme</b>	To be determined by the City on a site specific Parking Management Plan.							
<b>Use not listed in the Scheme</b>								
<b>Motorcycle/ Scooter Bays</b>	1 motorcycle/scooter bay per 20 car parking bays. No Motorcycle/scooter bays required where parking is provided at less than 20 bays.							

## 2. BICYCLE PARKING REQUIREMENTS

### 2.1. End of Trip Facilities Guidelines

Bicycle parking facilities are to be provided in accordance with Australian Standard 2890.3:2015 Table 1.1.

Where long term bicycle parking is required in accordance with subclause 1.2 and Table 1 of this policy, end-of-trip facilities must also be provided as follows:

- (a) One end-of-trip facility where one long term bicycle parking bay is required;
- (b) Two end-of-trip facilities where between two and five long term bicycle parking bays are required;
- (c) Where more than five long term bicycle parking bays are required, two end-of-trip facilities for the first five long term bicycle parking bays required and one additional end-of-trip facility for every additional five long term bicycle parking bay required thereafter; and
- (d) Located as close as practicable to the bicycle parking facilities.

## 3. 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 or where an existing shortfall has been approved.

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.

### 3.1. 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:

- (a) The Applicant submits a Peak Parking Demand Table (see Table 3) and a Parking Management Plan (refer to clause 6), and the City is satisfied that demand will not unreasonably coincide;
- (b) 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

- (c) Parking demand in the immediate and long term can be satisfied.

**Table 4: Peak Parking Demand Table**

<i>Calculating Peak Demand for Developments</i>				
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).*
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.*

**3.2. 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 in accordance with Table 1.

Where cash-in-lieu has been paid for a previous shortfall, the current application will only be charged cash-in-lieu for the new shortfall.

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.

Cash-in-lieu will be charged for the shortfall proposed on site and is not to be rounded to the nearest whole number.

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

- (a) Cash-in-lieu contributions may comprise all or part of the shortfall in onsite parking proposed for a development.
- (b) 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.
- (c) 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 years. An interest rate based on the long term bond rate is to be determined at the discretion of the City.

- (d) 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.
- (e) 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.
- (f) 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.

#### **4. MIXED USE DEVELOPMENT**

##### **4.1. 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 non-residential component in accordance with requirements identified in Table 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.

#### **5. SPECIFIC PURPOSE BAYS**

##### **5.1. Service Bays**

Where parking is required in accordance with subclause 1.2 and Table 1 of this policy, a service bay is to be provided in addition to the minimum number of car parking bays required under Table 1 unless it can be demonstrated that a service bay may be located off site, through a parking management plan.

##### **5.2. Drop Off/Pick Up Bays**

Where parking is required in accordance with subclause 1.2 and Table 1 of this Policy for a child care facility and a school, a separate area shall be provided for the adequate setting down and picking up of children and identified through a parking management plan.

#### **6. PARKING MANAGEMENT PLAN**

A Parking Management Plan shall be prepared, in accordance with the framework set out in Appendix 1 to the satisfaction of the City and lodged with



any development application which:

- is required to submit a Parking Management Plan under Table 1 of this Policy; and/or
- proposes 20 or more parking spaces (inclusive of car, bicycle and motorcycle/scooter); and/or
- applies alternative methods to achieve parking requirements under this policy (e.g. car stackers, tandem bays); and/or
- proposes parking that is not visible from the primary street (e.g. basement parking); and/or
- proposes parking that has obstructed access from the primary street (e.g. roller door, gate).

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.

Proposed car stackers are required to be in accordance with Australian Standards AS 2890 and other relevant standards, unless otherwise agreed upon by the City. Car Stackers are to provide all visitor and disabled parking at grade and in accordance with AS 2890.

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.

**APPENDIX 1 – PARKING MANAGEMENT PLAN FRAMEWORK**

<b><u>Owner/Applicant Details</u></b>	
<b>Name:</b>	
<b>Address:</b>	
<b>Phone:</b>	
<b>Email:</b>	
<b>Applicant Signature:</b>	

<b><u>Property Details</u></b>	
<b>Lot Number:</b>	
<b>Address:</b>	

**Parking Allocation:**

The following table should be prepared in conjunction with this Parking Management Plan to outline the parking available for the different users of this development application.

<b><u>Parking Allocation</u></b>	
<b>Total Number Car Parking Spaces:</b>	
<b>Total Number Short Term Bicycle Parking Spaces:</b>	
<b>Total Number Long Term Bicycle Parking Spaces:</b>	
<b>Total Number Other Bays:</b>	

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Development Type	Development Users	Parking Allocation			
		Type / Duration	No. Car spaces	No. Bicycle Spaces	No. Other Spaces
E.g. Private Recreation  Town Centre	Staff	Employee (> 3 hours)	2	1	-
	Customers	Visitor (< 3 hours)	7	2	-
	Other	Service (15 minute)	-	-	1
	Other	Disabled	-	-	1

Note: In a mixed use development the parking allocation for residential and non-residential portions must be provided separately in the above table.

**Alternative Transport:**

The following table should be prepared in conjunction with this Parking Management Plan to outline the alternative transport options available to users of this development application.

Transport Option	Type & Level of Service
Public Transport	
Train	

Bus	
Pedestrian	
Paths	
Facilities	
Cycling	
Paths	
Facilities	
Secure Bicycle Parking	
Lockers	
Showers/Change Room	

**Public Parking:**

Identify the number of on street and off street public parking in the vicinity in the following table.

	No. Marked Spaces	Location	Parking Restrictions
On Street Parking			
Off Street Parking			

### **Parking Management Strategies**

Parking management strategies must be provided to ensure that the 'Parking Allocation' is used as demonstrated in this Parking Management Plan.

The allocation of bays as specified in the Parking Management Plan shall be included in the development application and planning approval.

The following information shall be provided, where applicable, to the Parking Management Plan:

1. Details of who will be responsible for management, operation and maintenance of parking (inclusive of car stackers);
2. Management of allocation of parking bays as specified in this parking management plan including signage and enforcement;
3. Management of Tandem Parking for staff/tenants;
4. Way finding measures to ensure efficient use of parking facilities; and
5. Promotion of alternative transport modes such as the provision of well-maintained bicycle and end of trip facilities, use of Travel Smart initiatives or public transport promotion.

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**APPENDIX 2: BUILT FORM AREAS**

