

POLICY NO: 7.7.1

NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS

PART 1 – ~~PRELIMINARY~~ POLICY OPERATION

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~~

PURPOSE & APPLICATION

The purpose of this Policy is to:

- ~~To d~~ Define parking requirements that will meet the needs of the users of developments without resulting in the oversupply of parking.;
- ~~To support a shift toward more active and sustainable transport modes.~~
- ~~To f~~ Facilitate the payment of cash-in-lieu for ~~parking shortfalls and non-residential development that is unable to provide a set~~ meet the requirements of guidelines to enable this Policy and determine the calculation of cash-in-lieu to be determined in a consistent and transparent manner.;
- ~~To e~~ Ensure long term viability of parking proposals by defining the circumstances in which Parking Management Plans are required and providing guidelines for their content.

This Policy applies to all applications for development approval pursuant to Schedule 2, Part 7 of the *Planning and Development (Local Planning Schemes) Regulations 2015* for non-residential development within the City of Vincent outside of the Perth Parking Management Area.

POLICY STRUCTURE

Part 1 Policy Operation: sets out the purpose and application, policy objectives, relationships to other documents and definitions.

Part 2 Policy Provisions: sets out the parking requirements for non-residential development within the City of Vincent outside of the Perth Parking Management Area.

Appendices:

Appendix 1 – Built Form and Perth Parking Management Areas Map

Appendix 2 – Parking Management Plan Framework

POLICY OBJECTIVES

- To support a shift toward more active and sustainable transport modes.

2. [To ensure that parking facilities do not prejudice the environmental and amenity objectives of the City's Local Planning Scheme.](#)
3. [To ensure appropriate parking and access is provided in non-residential development to meet the needs of its users.](#)

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. This Policy is to be read in conjunction with the Australian Standards.

DEFINITIONS

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

<u>Ancillary Use</u>	A land use subsidiary to the predominant land use. The Ancillary Use may have a lesser floor area or accommodate fewer people than the predominant land use; and shall not negatively impact the amenity of the area.
Bicycle Parking Facilities:	Bicycle parking facilities are defined in Australian Standard AS 2890.3:2015, (as amended) , Section 1.3, Clause 1.3.4.
Built Form Areas:	The areas set out in Appendix 21 .
End of Trip Facilities:	A single unisex shower with associated change room and a single individual locker.
Long Term Bicycle Parking Facilities:	Long term bicycle parking facilities include those of a security Level A and B in accordance with AS 2890.3:2015, (as amended) , Table 1.1.
Major Redevelopment:	Development where 75% or more of the existing Net Lettable Area on a site is demolished and rebuilt.
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 area, and areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building.
Parking Management Plan:	A document prepared by a qualified traffic consultant in accordance with Appendix 4.2 .

Persons: People proposed to be accommodated in a development, excluding any person staying in a bedroom of that development.

Predominant Use: The primary use of a premises to which all other uses carried out on the premises are incidental or ancillary.

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

Short Term Bicycle Parking Facilities: Short term bicycle parking facilities include those of a security Level C in accordance with AS 2890.3:2015, (as amended), Table 1.1.

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, bike, 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.~~

~~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*.~~

~~Development Standards~~

~~1.2. 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.~~

PART 2 – POLICY PROVISIONS

1. OPERATION OF POLICY & DEVELOPMENT STANDARDS

1.1. Applications for development approval that comply with the Policy Objectives of Part 1 and the standards set out in Clauses 2, 3 and 4 of this Policy are considered to be acceptable in relation to parking for non-residential development.

1.2. Where a proposal does not meet the standards set out in Clauses 2, 3 or 4 of this Policy, the decision maker is required to exercise judgement to determine the proposal. The decision maker is to exercise its judgement to consider the merits of the proposal having regard to the objectives of this Policy and one or more of the following requirements:

1.2.1. The development provides adequate parking and/or transport infrastructure to service the needs of its users;

1.2.2. Alternative public car parking, bicycle parking and/or end of trip facilities are already provided and is available and accessible to meet the demands of the development during the hours of operation, for the life of the development;

1.2.3. Reciprocal car parking, bicycle parking and/or end of trip facilities are provided in accordance with Clause 5;

1.2.4. Alternative transport modes are convenient and adequate enough to meet the demand of the development during the hours of operation;

1.2.5. Cash-in-lieu of parking is provided in accordance with Clause 6;

1.2.6. An alternative arrangement is agreed in writing between the applicant and the City, through an approved Parking Management Plan.

4.2. PARKING REQUIREMENTS

1.1. Non-Residential Development

~~(a)~~2.1. 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.~~ applicant is proposing an Ancillary Use that does not:

~~4.1.1-2.1.1.~~ Contribute to additional floor area;

~~4.1.2-2.1.2.~~ Remove on-site parking; and

2.1.3. Extend outside of the hours of operation of the predominant use.

~~(b)~~2.2. Where the applicable standard set out in Table 1 results in a parking requirement that is not a whole number, the car parking requirements requirement is taken to be the next highest whole number and bicycle parking is to be taken to be the next nearest whole number.

2.3. Non-residential development ~~located~~ parking requirements in a ~~Residential~~ ~~Table 1 shall be applied to development applications in accordance with the relevant~~ Built Form ~~Area~~ Area, as shown in Appendix ~~2, the minimum car~~ 1.

2.4. Bicycle parking requirements facilities are to be calculated using designed and provided in accordance with Australian Standard 2890:3 (as amended).

2.2.5. 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.

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 Residential Built Form Area Minimum & All Areas' Maximum ¹	Bicycle Parking Minimum		Unit of Measure
						Short Term	Long Term	
Built Form Area (refer Appendix 21)	Town Centre	Transit Corridor	Activity Corridor	Mixed Use				
Medical Centre, Consulting Room, Vet Centre	2.5	3.5	3.5	3	4	0.7	0.3	spaces per consulting room
Amusement Parlour, Office	1.5	2	2.2	2	2.5	0.2	0.8	spaces per 100sqm 100 m ² NLA
Restaurant Child Care Premises, Club Premises, Cinema/Theatre, Family Day Care, Nightclub, Place of Worship, Reception Centre, Small Bar, Tavern Recreation-Private	0.15	0.25	0.22	0.2	0.25	1 per 53 persons 0.019	1 per 24 persons 0.042	spaces per persons
Hotel Motel Short Term Accommodation Serviced Apartment	0.5	0.75	0.75	0.5	1.0	0.3 per 4 rooms 0.075	0.7 per 4 rooms 0.175	spaces per bedroom
Hotel	0.5	0.75	0.75	0.5	1.0	0.075	0.175	spaces per bedroom
	0.15	0.25	0.22	0.2	0.25	0.019	0.042	spaces per person
Fast Food Outlet, Lunch Bar	0.1	0.15	0.15	0.1	0.15	1 per 25 persons 0.04	1 per 17 persons 0.06	spaces per persons
Restaurant/cafe, Small Bar, Tavern	0.15	0.25	0.22	0.2	0.25	0.019	0.042	spaces per persons
Shop Betting Agency, Convenience Store, Home Store Restricted Premises, Shop	3.5	5	4.5	4	5	1.6	0.9	spaces per 100m ² NLA
Showroom Civic Use, Fuel Depot, Industry, Bulky Goods Showroom Transport Depot, Motor Vehicle,	1.2	2	1.8	1.5	2	N/A	1	spaces per 100m ² NLA

Boat or Caravan Sales, Warehouse / Storage									
Other uses listed in the Scheme Any other land use	To be determined by the City on a site specific Parking Management Plan.								
Use not listed in the Scheme									
Motorcycle/ Scooter Bays	1 motorcycle/scooter bay per 20 car parking bays. No Motorcycle/scooter bays required where parking is provided at less than 20 bays.								

¹ [This column applies as a minimum standard for the Residential Built Form Area and a maximum standard for all Built Form Areas including Residential.](#)

~~1.3.~~ **END OF TRIP FACILITY REQUIREMENTS**

~~1.1.~~ **End of Trip Facilities Guidelines**

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

~~3.1.~~ Where long term bicycle parking is required in accordance with ~~subclause 1.2~~ and Table 1 of this ~~policy~~ [Policy](#), end-of-trip facilities must also be provided as follows:

~~(a)~~ [3.1.1.](#) One end-of-trip facility where one ~~long term bicycle parking bay is required~~ ~~Two end-of-trip facilities where between two and to~~ five long term bicycle parking ~~bays~~ [bay\(s\)](#) are required; ~~and~~

~~(b)~~ [3.1.2.](#) Where more than five long term bicycle parking bays are required, ~~two~~ [one](#) end-of-trip ~~facilities~~ [facility](#) for ~~the first~~ ~~every~~ 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~~ [is required.](#)

~~(c)~~ [3.2.](#) ~~Located~~ [End-of-trip facilities shall be located](#) as close as practicable to the bicycle parking facilities.

[3.3. End-of-trip facilities may be shared between multiple private businesses where legal access arrangements are agreed between landowners and the arrangement forms part of a development application.](#)

4. SPECIFIC PURPOSE BAYS

4.1. 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 M~~ [Parking Management Plan](#).

4.2. 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 premises and a school or educational establishment, a separate area shall be provided for the adequate setting down and picking up of children and identified through a Parking Management Plan.

~~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 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.~~

~~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.~~

5. RECIPROCAL PARKING

5.1. Reciprocal car parking requirements is calculated by separating the bicycle parking and use of end of trip facilities may be considered where it can be demonstrated that the subject application will have access to parking for separate day-time/night-time or week-day/weekday/weekend uses and providing provide separate car parking calculations as per the above table, in accordance with Table 2 below. These separate car parking calculations should individually comply with the car parking requirements, however in the event ~~that~~of a shortfall ~~is proposed~~, a cash-in-lieu payment may be required for the car parking calculation with the greatest shortfall.

5.2. The City may consider Reciprocal Parking where:

~~(a)~~5.2.1. The Applicant submits a Peak Parking Demand Table (~~see refer to Table 32~~) and a Parking Management Plan (refer to ~~clause 6Appendix 2~~), and the City is satisfied that demand will not unreasonably coincide;

~~(b)~~5.2.2. 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. and are secured by~~ easement, amalgamation, legal agreement, restrictive covenant or any other formal arrangement the City may require); and

~~(c)~~5.2.3. Parking demand in the immediate and long term can be satisfied.

Table 42: 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)
<u>Car Parking</u>				
<u>Use 1</u>				
<u>Use 2</u>				
<u>Use 3</u>				
<u>Bicycle Parking</u>				
<u>Use 1</u>				
<u>Use 2</u>				
<u>Use 3</u>				
<u>End of Trip Facilities</u>				
Use 1				
Use 2				
Use 3				
Total Demand				

Notes:

1. *The demands shown are to be the rawbase 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.*

6. Cash-in-Lieu of Car Parking CASH-IN-LIEU OF CAR PARKING

6.1. The cash in lieu required to be paid by an applicant shall be calculated on the number of bays required, in accordance with this Policy, minus:

6.1.1. The number of parking bays provided on site;

6.1.2. The number of bays that cash in lieu has already been paid for; and/or

6.1.3. The number of bays that the City has waived through an approval for that development.

~~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.~~

6.2. 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.

~~2.4-~~6.3. Cash-in-lieu will be charged for the shortfall proposed on site and is not to be rounded to the nearest whole number.

~~2.2.6.4.~~ 6.4. The following provisions will apply where cash-in-lieu is considered acceptable:

- ~~(a)~~ 6.4.1. Cash-in-lieu contributions may comprise all or part of the shortfall in onsite parking for a proposed ~~for a~~ development.
- ~~(b)~~ 6.4.2. 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.
- ~~(c)~~ 6.4.3. 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 years. An interest rate based on the long term bond rate is to be determined at the discretion of the City.
- ~~(d)~~ 6.4.4. 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.~~
- ~~(e)~~ 6.4.5. 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~~ guaranteed 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.~~

~~3.~~ **MIXED USE DEVELOPMENT**

~~3.1.~~ **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 Doomed to Comply provisions of the Residential Design Codes.~~

~~4.1.~~ **SPECIFIC PURPOSE BAYS**

~~4.1.1.1.~~ **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.~~

~~4.2.1.1.~~ **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.~~

5.7. PARKING MANAGEMENT PLAN

~~7.1. 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:~~ provided with an application where:

~~(a) 7.1.1. A Parking Management Plan is required under Table 1 of this Policy; and/or~~

~~7.1.2. The development application does not meet the standards set out in Clauses 2, 3 or 4 of this Policy and the development application seeks consideration under subclauses 1.2.1, 1.2.2, 1.2.4 or 1.2.6 of this Policy;~~

~~(b) 7.1.3. The development proposes 20 or more parking spaces (inclusive of car, bicycle and motorcycle/scooter); and/or parking bays;~~

~~(c) 7.1.4. applies The development proposes alternative methods to achieve parking requirements under this policy (e.g., including but not limited to car stackers, or tandem parking bays); and/or;~~

~~(d) 7.1.5. The development proposes parking that is not visible from the primary street (e.g., including but not limited to basement parking); and/or;~~

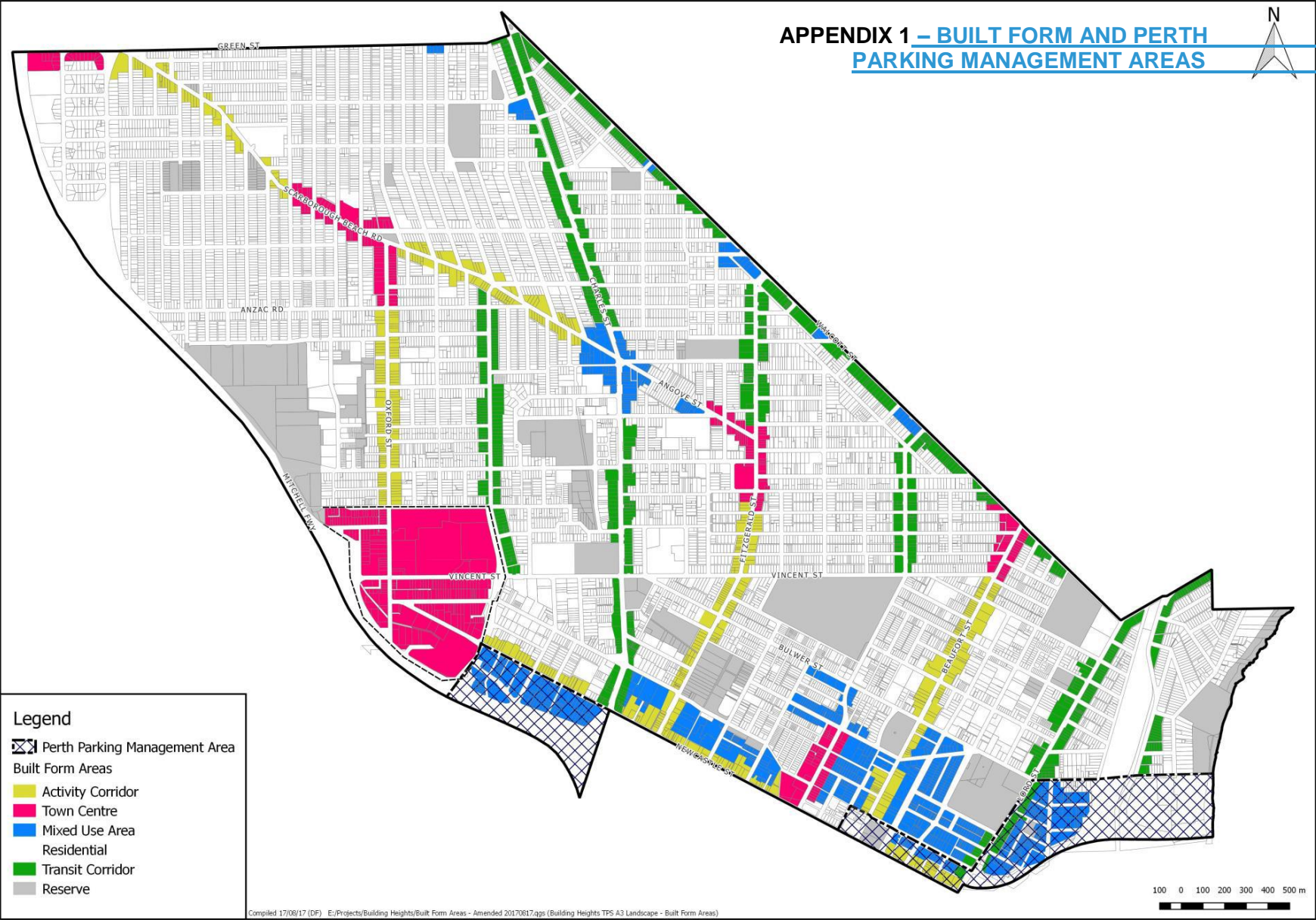
~~(e) 7.1.6. The development proposes parking that has obstructed access from the primary street (e.g., including but not limited to roller door, gate) doors or security gates.~~

~~7.2. Parking Management Plan as a condition~~ Plans shall be prepared, in accordance with the framework set out in Appendix 2, to the satisfaction of the City and be lodged with the development approval application.

~~2.3-7.3. The~~ 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.

~~7.4. Proposed car stackers are required to be in accordance with~~ provide an amenity equal to that of Australian ~~Standards~~ Standard AS 2890 and ~~other relevant standards, unless otherwise agreed upon by the City.~~ a load per platform rating of 2600 kilograms. Car Stackers are to ~~provide all visitor~~ be used for the sole use of resident and employee parking. ~~Visitor and disabled parking bays are to be provided at grade, at a location convenient and easily identifiable to users~~ 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 2 – PARKING MANAGEMENT PLAN FRAMEWORK

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

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

Parking Allocation:

The following table should be prepared [for inclusion](#) in ~~conjunction with~~ this Parking Management Plan to outline the parking available for the different users of this development application.

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

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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 [for inclusion](#) ~~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 [providing implementation details](#) 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~~[within](#) 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~~[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~~[active transport](#) initiatives or public transport promotion.

