

5.3 OUTCOME OF ADVERTISING - LOCAL PLANNING POLICY: NON-RESIDENTIAL PARKING AND PAYMENT IN LIEU OF PARKING PLAN

- Attachments:**
1. **Local Planning Policy: Non-Residential Parking**
 2. **Payment in Lieu of Parking Plan**
 3. **Policy No. 7.7.1 - Non-Residential Development Parking Requirements**
 4. **Community Consultation Submissions**

RECOMMENDATION:

That Council:

1. **PROCEEDS with:**
 - 1.1 **Local Planning Policy: Non-Residential Parking, pursuant to Clause 5 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, at Attachment 1; and**
 - 1.2 **Payment in Lieu of Parking Plan, pursuant to Clause 77J of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, at Attachment 2; and**
2. **REVOKES Policy No. 7.7.1 – Non-Residential Development Parking Requirements, in accordance with Schedule 2, Part 2, Clause 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, at Attachment 3.**

PURPOSE OF REPORT:

To present the outcome of community consultation.

To seek approval of Local Planning Policy: Non-Residential Parking (Parking Policy) at **Attachment 1** and the Payment in Lieu of Parking Plan (Plan) at **Attachment 2**, and repeal Policy No. 7.7.1 – Non-Residential Development Parking Requirements at **Attachment 3**.

BACKGROUND:

At its [14 March 2023](#) Meeting (Item 9.4), Council approved conducting community consultation of its intention to amend the Parking Policy and adopt the Plan.

The advertised Parking Policy included the following changes:

- Retitled policy to Local Planning Policy: Non-Residential Parking.
- Updated introduction to explain the policies alignment to the Accessible City Strategy (ACS).
- Improved objectives.
- Guidance for varying or waiving minimum parking standards.
- New provisions relating to:
 - Electric bays (Clause 2); and
 - Traffic Impact Statements and Assessments (Clause 6).
- Updated provisions to align with the proposed Payment in Lieu of Parking Plan.
- Updated land use table to include all land uses listed within Local Planning Scheme No. 2 (LPS2).
- Updated Parking Management Plan template to guide assessment.

The advertised Plan detailed the following:

- The Plan is developed in accordance with Schedule 2, clause 77J(3) of the Regulations and the [Manner and Form – Payment in Lieu of Parking Plan](#).
- The Plan outlines the application of payments in lieu of providing car parking for development in the City and outlines the purposes for which payment in lieu of car parking will be used and how money collected will be administered.
- The ACS actions to be delivered through the implementation of the Plan.

In accordance with the City's [Community and Stakeholder Engagement Policy](#), community consultation was undertaken for 24 days, excluding public holidays and the Easter weekend, between 28 March and 24 April 2023.

DETAILS:

Two submissions objecting to the Parking Policy and Plan were received. The verbatim comments and administrations response is included at **Attachment 4**.

No modifications to the Parking Policy or Plan are recommended. The final version of the Parking Policy and Plan are included at **Attachment 1** and **2**, respectively.

CONSULTATION/ADVERTISING:

Community consultation included advertising on the City of Vincent website, social media and through the following public notices:

- Perth Now (Central) – 6 April 2023; and
- Exhibited on the notice board at the City's Administration and Library and Local History Centre.

LEGAL/POLICY:

Section 2.7(2)(b) of the Act provides Council with the power to determine policies.

The City's [Policy Development and Review Policy](#) sets out the process for repealing and adopting policies.

The *Planning and Development Act 2005* and *Planning and Development (Local Planning Schemes) Regulations 2015* provide the criteria for creating, amending, and reviewing Local Planning Policies.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to approve the Parking Policy and Plan.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Accessible City

We have better integrated all modes of transport and increased services through the City.

SUSTAINABILITY IMPLICATIONS:

This does not contribute to any environmental sustainability outcomes. This action/activity is environmentally neutral.

PUBLIC HEALTH IMPLICATIONS:

This does not contribute to any public health outcomes in the *City's Public Health Plan 2020-2025*.

FINANCIAL/BUDGET IMPLICATIONS:

The Parking Policy and Plan ensures the City continues collecting payment in lieu of parking in accordance with Schedule 2, clause 77J of the Regulations.

The Plan ensures the money collected is spent in line with the ACS. If payment in lieu of parking was not collected, many of the action items within the ACS would remain unfunded.

It is financially responsible to align to the Plan to the already adopted action items contained within the ACS, instead of identifying new projects to be funded.

LOCAL PLANNING POLICY: NON-RESIDENTIAL PARKING



Legislation / local law requirements	This Policy has been prepared under the provisions of Schedule 2, Part 2 and 3 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .
Relevant delegations	16.1.1 Determination of various applications for development approval under the City’s Local Planning Scheme.
Related policies, procedures and supporting documentation	Local Planning Scheme No. 2 Accessible City Strategy 2020 - 2030 Payment in lieu of Parking Plan Australian/New Zealand Standard Parking Facilities (AS/NZS: 2890)

PRELIMINARY

INTRODUCTION

The City of Vincent’s Strategic Community Plan 2018–2028 identified the need for an Accessible City Strategy (ACS) to guide Vincent’s future transport infrastructure and advocacy. The ACS 2020 – 2030 was developed considering population growth, congestion pressures, and the environmental cost of transport.

The ACS seeks to create a more liveable, sustainable, healthy, equitable and prosperous Vincent through placing emphasis on walking, cycling and public transport. This Non-Residential Parking Policy (Policy) is a tool to help Vincent shift away from being a car-centric city by setting maximum parking requirements within Town Centres and focusing on other modes of transportation in alignment with the ACS user hierarchy model (Figure 1).

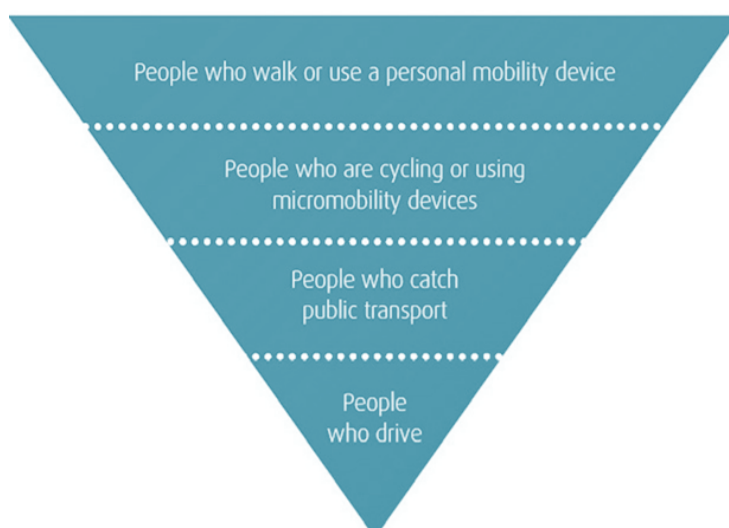


Figure 1: User Hierarch Model, ACS

PARKING

PURPOSE

The purpose of this policy is to guide parking supply for non-residential development within the City of Vincent.

OBJECTIVES

- To ensure suitable parking is provided for non-residential developments which meets the needs of its users, is appropriate for its location, and does not detrimentally impact the surrounding area.
- To ensure commercial development does not rely on on-street parking within residential streets to satisfy the parking demand.
- To ensure that an undersupply or oversupply of car parking does not adversely impact:
 - the existing streetscape by considering the location and design of car parking;
 - the locality by way of increased vehicle traffic; and
 - pedestrian legibility and wayfinding.
- To support a shift towards active and sustainable transport modes through the consideration of:
 - the number, location, and type (accessible, loading, short-term and long-term bays) of parking bays provided on site;
 - the number and location of parking for other active modes (e.g. bicycles or scooters) that are convenient and adequate enough to meet the demand of the development during the hours of operation;
 - end of trip facilities provided to support active transport modes;
 - the capability to provide electric charging bays from the outset or in the future through the provision of necessary infrastructure; and
 - vehicle sharing initiatives (i.e. communal vehicles that can be booked and returned).

SCOPE

The provisions of this policy apply to all non-residential development within the City of Vincent, unless there is a specific policy or plan that applies (e.g. Perth Parking Management Plan, Leederville Precinct Structure Plan).

Where a specific policy or plan is silent on provisions contained within this Policy, this Policy prevails.

Where a development application does not satisfy the policy provisions, the proposal is to be assessed against the objectives of this Policy.

POLICY PROVISIONS

DEFINITIONS

Accessible Parking Bay means a bay in accordance with AS/NZS 2890.6 2009 (as amended).

Bicycle Parking Facilities means the facilities defined in Australian Standard AS 2890.3 2015 (as amended).

Built Form Area means the 'built form areas' areas stipulated in Policy 7.1.1 Built Form (as amended).

LOCAL PLANNING POLICY: NON-RESIDENTIAL

PARKING



End of Trip Facility means a single unisex shower with associated change space and a single individual locker.

Long Term Bicycle Parking Facilities means those of a security Level A and B in accordance with AS 2890.3 2015 (as amended).

Net Lettable Area (NLA) means the area of all floors within the internal finished surfaces of permanent walls but does not include the following areas –

- a) stairs, toilets, cleaner’s cupboards, lift shafts and motor rooms, escalators, tear rooms and plant rooms, and other service areas;
- b) lobbies between lifts facing other lifts servicing the same floor;
- c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building; and
- d) areas set aside for the provision of facilities or services to the floor or building where those facilities are not for the exclusive use of occupiers of the floor or building.

On-site means the area contained within the lot boundaries.

Parking Management Plan means a document prepared in accordance with Appendix 1.

Payment-in-lieu means payment made “in lieu” of providing the minimum number of physical onsite car parking spaces.

Persons means the maximum number of people to be accommodated within a development at any one time, including employees, customers, and visitors.

Service Bay means parking bays reserved exclusively for the use of service and delivery vehicles, couriers, taxis and rideshare services, buses, coaches, or any other specific use (except public parking and tenant parking).

Short Term Bicycle Parking Facilities means those of a security Level C in accordance with AS 2890.3 2015 (as amended).

POLICY

1. Vehicle Parking

- 1.1 Parking for non-residential development provided on site in accordance with Table 1.

The number of car parking bays shall be rounded to the nearest whole number (i.e. where 11.4 bays are required, 11 bays shall be provided).

- 1.2 The on-site parking requirement stipulated in Table 1 can be varied or waived in the following instances:

- 1.2.1 A shortfall of five bays or less is proposed on land zoned ‘Centre’ or ‘Commercial’ under Local Planning Scheme No. 2 within a town centre area (Mount Hawthorn, Leederville, North Perth, Northbridge and Mount Lawley/Highgate). The application shall

LOCAL PLANNING POLICY: NON-RESIDENTIAL PARKING



demonstrate, through a Parking Management Plan, that the parking and alternate modes of transport is appropriate to meet the needs of its users.

1.2.2 The redevelopment of an existing building or a change of use is proposed that creates a parking shortfall of five bays or less. The application shall demonstrate, through a Parking Management Plan, that the parking and alternate modes of transport is appropriate to meet the needs of its users.

1.2.3 The development application proposes an Ancillary Use that does not

- Contribute to additional floor area;
- Remove on-site parking; and
- Extend outside the hours of operation of the predominant use.

1.2.4 A Parking Management Plan (see Appendix 1) is submitted as part of a development application and the Parking Management Plan demonstrates why a lesser or greater parking supply than the applicable ratio is required.

Note: Where clause 1.2.1, 1.2.2 or 1.2.3 is applicable and those requirements are met, community consultation may not be required.

1.3 All parking facilities, access and manoeuvring areas are to be designed in accordance with Australian Standards AS 2890.1 Parking Facilities – Off Street parking (as amended).

1.4 Development proposing new parking facilities, or a significant redevelopment shall provide 20% of the bays as electric vehicle bays.

The number of electric vehicle bays shall be rounded to the next whole number (i.e. where four parking bays are required, a minimum of one electric vehicle bay shall be provided).

Electric vehicle charging systems shall be maintained and remain operational for the life of development.

1.5 Where car stackers are proposed, they are to provide an amenity equal to that of Australian Standard AS 2890 and a load per platform rating of 2600 kilograms.

Car stackers are to be used for the sole use of resident and employee parking. Visitor and accessible parking bays are to be provided at grade, at a location convenient and easily identifiable to users.

2. Accessible Bays

2.1 The percentage of accessible bays required in a car park is specified by the National Construction Code (NCC) Volume 1 (as amended).

2.2 Accessible bays are to be constructed in accordance with AS 2890.6 (as amended).

3. Service Bays

3.1 One (1) service bay per development shall be provided on-site and clearly marked; or

LOCAL PLANNING POLICY: NON-RESIDENTIAL PARKING



- 3.2 Service bay/s may be located on-street or shared between multiple private businesses where identified through a Parking Management Plan. The Parking Management Plan shall include an agreement made between landowners which demonstrates the management and use of the bay. The Parking Management Plan and signed agreement shall be provided to the City.

4. Bicycle Parking

- 4.1 Bicycle parking facilities are to be designed and provided in accordance with Table 1 and the Australian Standard 2890:3 (as amended).

The number of bicycle bays shall be rounded to the next whole number (i.e. where 1.4 bays are required, a minimum of 2 bays shall be provided).

- 4.2 Bicycle parking facilities shall be in a convenient and safe location and not require access via steps.

- 4.3 Short term bicycle parking facilities shall meet the following criteria:

- be placed in public view
- be located outside pedestrian movement paths
- be easily accessible from the road
- be as close as possible to the cyclist's ultimate destination
- be well lit by appropriate existing or new lighting
- be protected from the weather where possible

Where a site is restricted and cannot provide short term bicycle parking, the City will investigate the ability for the bays to be provided in the verge. If available, the City will impose a condition on the development approval for the bays to be provided in accordance with the City's specifications, at the owner/applicant's expense.

5. End-of-trip Facilities

- 5.1 One (1) end-of-trip facility shall be provided where one to five long term bicycle parking bay(s) are required.

- 5.2 Where more than five long term bicycle parking bays are required, one end-of-trip facility for every five long term bicycle parking bays is required.

- 5.3 End-of-trip facilities shall be located as close as practicable to the bicycle parking facilities.

- 5.4 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. This is to be identified through a Parking Management Plan. The Parking Management Plan shall include an agreement made between landowners which demonstrates the management and use of the facilities. The Parking Management Plan and signed agreement shall be provided to the City.

6. Traffic Impact Statement and Traffic Impact Assessment

LOCAL PLANNING POLICY: NON-RESIDENTIAL PARKING



- 6.1 A traffic impact statement or a traffic impact assessment in accordance with the Western Australian Planning Commission's *Transport Impact Assessment Guidelines* is required in the following instances:
- A Traffic Impact Statement is required when the development generates 10 – 100 vehicle trips in the peak hour.
 - A Traffic Impact Assessment is required when the development generates more than 100 vehicle trips in the peak hour.

7. Payment in lieu of Car Parking

- 7.1 Payment-in-lieu of car parking shall be applied in accordance with Clause 77 off the Planning and Development (Local Planning Schemes) Regulations 2015 (as amended) and the City's Payment in Lieu of Parking Plan (as amended).
- 7.2 Development that does not comply with the applicable minimum on-site parking requirement as determined by clause 1.1 and 1.2 of this Policy will be subject to a condition on the determination notice requiring payment in lieu of parking.

Table 1: Non-Residential Development Parking Requirements

Land Use	Car Parking Minimum					Car Parking Maximum ⁽¹⁾	Bicycle Parking Minimum		Unit of Measure (spaces per)
	Town Centre	Transit Corridor	Activity Corridor	Mixed Use	Residential		Short Term	Long Term	
Amusement parlour	1.5	2	2.2	2	2.5	2.5	0.2	0.8	100sqm NLA
Bed and Breakfast	In accordance with the Residential Design Codes					1	0.075	0.175	bedroom
Betting agency	3.5	5	4.5	4	5	5	1.6	0.9	100sqm NLA
Bulky goods showroom	1.2	2	1.8	1.5	2	2	N/A	1	100sqm NLA
Caravan park	1.2	2	1.8	1.5	2	2	N/A	1	100sqm NLA
Caretakers' dwelling	0.5	0.75	0.75	0.5	0.5	0.5	0.075	0.175	Bedroom
Child care premises	0.15	0.25	0.22	0.2	0.25	0.25	0.019	0.042	Person
Cinema/theatre	0.15	0.25	0.22	0.2	0.25	0.25	0.019	0.042	Person
Civic use	1.2	2	1.8	1.5	2	2	N/A	1	100sqm NLA
Club premises	0.15	0.25	0.22	0.2	0.25	0.25	0.019	0.042	Person
Consulting rooms	2.5	3.5	3.5	3	4	4	0.7	0.3	Consulting room
Convenience store	3.5	5	4.5	4	5	5	1.6	0.9	100sqm NLA
Educational establishment	0.15	0.25	0.22	0.2	0.25	0.25	0.019	0.042	Person
Exhibition centre	0.15	0.25	0.22	0.2	0.25	0.25	0.019	0.042	Person
Family day care	0.15	0.25	0.22	0.2	0.25	0.25	0.019	0.042	Person
Fast food outlet	0.1	0.15	0.15	0.1	0.15	0.15	0.04	0.06	Person

PARKING

Land Use	Car Parking Minimum					Car Parking Maximum ⁽¹⁾	Bicycle Parking Minimum		Unit of Measure (spaces per)
	Built Form Area	Town Centre	Transit Corridor	Activity Corridor	Mixed Use		Residential	Short Term	
Fuel depot	1.2	2	1.8	1.5	2	2	N/A	1	100sqm NLA
Holiday Accommodation	In accordance with the Residential Design Codes					0.5	0.075	0.5	Bedroom
Holiday House	In accordance with the Residential Design Codes					1	0.075	1	Bedroom
Hotel	0.5	0.75	0.75	0.5	1	1	0.075	0.175	Bedroom
	0.15	0.25	0.22	0.2	0.25	0.25	0.019	0.042	Person
Industry (general, cottage & light)	1.2	2	1.8	1.5	2	2	N/A	1	100sqm NLA
Lunch bar	0.1	0.15	0.15	0.1	0.15	0.15	0.04	0.06	Person
Liquor store – large	3.5	5	4.5	4	5	5	1.6	0.9	100sqm NLA
Liquor store – small	3.5	5	4.5	4	5	5	1.6	0.9	100sqm NLA
Market	3.5	5	4.5	4	5	5	1.6	0.9	100sqm NLA
Medical centre	2.5	3.5	3.5	3	4	4	0.7	0.3	Consulting room
Motel	0.5	0.75	0.75	0.5	1	1	0.075	0.175	Bedroom
Motor vehicle, boat or caravan sales	1.2	2	1.8	1.5	2	2	N/A	1	100sqm NLA
Motor vehicle repair ⁽²⁾	1.5	2	2.2	2	5	5	1.6	0.9	Servicing bay
Motor vehicle wash ⁽²⁾	1.5	2	2.2	2	5	5	1.6	0.9	Servicing bay
Nightclub	0.15	0.25	0.22	0.2	0.25	0.25	0.019	0.042	Person
Office	1.5	2	2.2	2	2.5	2.5	0.2	0.8	100sqm NLA
Park home	0.5	0.75	0.75	0.5	1	1	0.2	0.8	Site
Place of worship	0.15	0.25	0.22	0.2	0.25	0.25	0.019	0.042	Person
Reception centre	0.15	0.25	0.22	0.2	0.25	0.25	0.019	0.042	Person
Recreation – private	0.15	0.25	0.22	0.2	0.5	0.5	0.019	0.042	Person
Restaurant / café	0.15	0.25	0.22	0.2	0.25	0.25	0.019	0.042	Person
Restricted premises	3.5	5	4.5	4	5	5	1.6	0.9	100sqm NLA
Serviced apartment	In accordance with the Residential Design Codes					0.5	0.075	0.5	Bedroom
Service station	3.5	5	4.5	4	5	5	1.6	0.9	100sqm NLA
Shop	3.5	5	4.5	4	5	5	1.6	0.9	100sqm NLA
Small bar	0.15	0.25	0.22	0.2	0.25	0.25	0.019	0.042	Person
Tavern	0.15	0.25	0.22	0.2	0.25	0.25	0.019	0.042	Person

LOCAL PLANNING POLICY: NON-RESIDENTIAL

PARKING



Land Use	Car Parking Minimum					Car Parking Maximum ⁽¹⁾	Bicycle Parking Minimum		Unit of Measure (spaces per)
	Town Centre	Transit Corridor	Activity Corridor	Mixed Use	Residential		Short Term	Long Term	
Trade display	3.5	5	4.5	4	5	5	1.6	0.9	100sqm NLA
Trade supplies	3.5	5	4.5	4	5	5	1.6	0.9	100sqm NLA
Transport depot	1.2	2	1.8	1.5	2	2	N/A	1	100sqm NLA
Veterinary centre	2.5	3.5	3.5	3	4	4	0.7	0.3	Consulting room
Warehouse / storage	1.2	2	1.8	1.5	2	2	N/A	1	100sqm NLA

(1) Maximum parking ratios for all built form areas (Town Centre, Transit Corridor, Activity Corridor, Mixed Use and Residential).

(2) Excludes areas used for the servicing of vehicles.

LOCAL PLANNING POLICY: NON-RESIDENTIAL PARKING



Appendix 1: Parking Management Plan

The purpose of the parking management plan is to assess and consider how the proposal will satisfy the parking demand of the development. Consideration of the existing site and surrounding context is required, as well as management strategies to ensure management of parking areas.

Minimum parking requirements may be waived or varied based on the parking management plan submitted. Justification for waiving or varying the minimum parking requirements is not limited to the elements contained within this template.

Owner / Applicant Details:	
Name:	
Address:	
Phone:	
Email:	
Property Details:	
Lot No.:	
Address:	
Parking Allocation:	
<i>Please specify for each criteria the number bays allocated to each user group (i.e. staff, customers, accessible, service, etc).</i>	
No. car parking spaces:	
No. short term bicycle bays:	
No. long term bicycle bays:	
End-of-trip facilities:	
No. other parking: <i>e.g., scooters</i>	
Parking Demand:	
<i>Please specify the anticipated parking demand for the development.</i>	
Anticipated no. of staff at any one time:	

LOCAL PLANNING POLICY: NON-RESIDENTIAL

PARKING



<p>Anticipated no. of customers at any one time:</p>	
<p>Likelihood of multipurpose trips:</p>	
<p>Alternative transport options:</p> <p><i>Please consider alternative ways people may be able to access your site. The Journey Planner website may provide some assistance.</i></p>	
<p>Train:</p> <p><i>Where is the nearest station, how far is this from your site, and is the route provided with footpath access and shade?</i></p>	
<p>Bus:</p> <p><i>Where is the nearest bus stop, how far is this from your site and how frequent is the bus during peak periods?</i></p>	
<p>Cycling:</p> <p><i>Is there a cycle path that accesses your site, are there existing facilities cyclists can use?</i></p>	
<p>Public parking:</p> <p><i>Are there public parking facilities (on-street or car parks) in the vicinity of the site? How many bays are available and are there any parking restrictions?</i></p> <p><i>Note: use of on-street parking within residential streets will not be supported.</i></p>	
<p>Shared parking arrangement:</p> <p><i>Clause 77Q of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 outlines the matters that the local government may have regard for when determining whether to approve a shared parking arrangement, including:</i></p>	
<p><i>Whether the peak operation hours of the development will overlap with those of the shared site.</i></p>	

LOCAL PLANNING POLICY: NON-RESIDENTIAL PARKING



<p><i>Whether the use of the car parking spaces to be made available on the shared site will impede the use of delivery or service areas on the shared site.</i></p>	
<p><i>Any relevant local planning policy.</i></p>	
<p><i>Adequate car parking is likely to be available at all times for both the proposed development and the shared site.</i></p>	
<p><i>The relationship between the proposed development and the shared site will be such that the shared car parking spaces are likely to be used by persons using the proposed development.</i></p>	
<p>Parking Management Strategies</p>	
<p><i>Please detail any parking management strategies that will be implemented such as management of tandem bays, way finding.</i></p>	
<p>General Strategies</p> <p><i>Bay allocation and marking, time limited parking, fees payable.</i></p>	
<p>Management and maintenance of parking (including car stackers)</p>	
<p>Management of tandem parking for staff / tenants</p>	
<p>Wayfinding measures</p>	
<p>Promotion of alternative transport modes:</p> <p><i>I.e. The provision of well-maintained bicycle and end of trip facilities, use of active transport initiatives or public transport promotion.</i></p>	
<p>Service Bays</p>	
<p><i>Please detail how service vehicles will be accommodated.</i></p>	

LOCAL PLANNING POLICY: NON-RESIDENTIAL PARKING



<p>No. service bays provided:</p> <p><i>Private and/or shared</i></p>	
<p>Expected no. of delivery's:</p> <p><i>Include schedule of deliveries (i.e. days, times)</i></p>	
<p>Management of shared service bays:</p> <p><i>Include requirements of other tenancies, demonstrating there will no conflict.</i></p>	
<p>Other</p> <p><i>Sign marking, etc</i></p>	
<p>Key findings from Traffic Impact Statement / Assessment</p>	
<p>Justification for vehicle parking bays not satisfying the ratios stipulated in Table 1.</p>	

LOCAL PLANNING POLICY: NON-RESIDENTIAL PARKING



OFFICE USE ONLY	
Responsible Officer	Manager Policy & Place
Initial Council Adoption	06/03/2018
Previous Title	Policy No. 7.7.1 Non-Residential Parking Requirements
Reviewed / Amended	01/2023
Next Review Date	2027

PAYMENT IN LIEU OF PARKING PLAN

1. Introduction

1.1. Regulatory compliance

This Payment in Lieu of Parking Plan (the Plan) has been created under Schedule 2, Part 9A of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) and has been prepared in the Manner and Form approved by the Western Australian Planning Commission (WAPC).

1.2. Purpose

This Plan, together with the Regulations, governs the application of payments in lieu of providing car parking for non-residential development that requires development approval, and to which a parking space shortfall of at least two bays is applicable in the area(s) identified in this Plan.

This plan outlines the purposes for which payment in lieu of car parking will be used in the areas(s) identified and how money collected will be administered.

1.3. Operational dates

The Plan commenced operation on [INSERT DATE] – Day after Publication of Notice of Adoption – clause 77N(1)(a) of the Regulations.

The Plan will cease operation on [INSERT DATE], being 10 years from the operational date, unless extended in writing by the WAPC prior to the expiry date.

1.4. Amendments to the Plan

Amendments to the Plan shall be made in accordance with clause 77M of the Regulations and the current version shall be published in accordance with clause 77L of the Regulations.

Amendment Number	Date	Comment

1.5. Objectives of the Plan

The objectives of this Plan are to:

- To guide the application of payments in lieu of providing car parking for non-residential development that requires development approval, and to which a parking space shortfall of at least two bays is applicable in the City of Vincent.
- Support implementation of the Accessible City Strategy which includes initiatives to
 - create a safe transport environment;
 - ensure consistent accessibility and connectivity into, around and beyond Vincent;
 - promote environmentally friendly and healthy transport modes and initiatives; and
 - make it enjoyable to get around the local area.

1.6. Linkages to relevant adopted planning documents

The Plan supports the implementation of the following documents and the Integrated Planning and Reporting framework:

- Strategic Community Plan
- Local Planning Strategy
- Local Planning Scheme
- Accessible City Strategy

2. Terms used

The terms used in the Plan have the same meaning as in the Regulations.

3. Parking plan application and area

This Plan relates to the area specified in Section 3.1. Moneys collected within the Plan area must be spent in the Plan area.

3.1. Maps

The Parking Plan applies to the entire City of Vincent local planning scheme area (Appendix 1).

4. Reasonable estimate of costs for payment-in-lieu

4.1. Calculation of reasonable estimate of costs

The maximum lump sum contribution shall be calculated in accordance with the method set out in Schedule 2, Clause 77 H (4) of the Regulations – Payment in lieu of parking condition for non-residential development.

For the purposes of the Calculation the Infrastructure Cost per m² is \$360.00 (as at 10/11/22) (as amended).

4.2. Revisions to reasonable estimate of costs

The Reasonable Estimate of Costs in this Plan can be revised by the City of Vincent from time to time using the method(s) approved by the WAPC (as published in the Gazette). Revised Estimates of Cost are to be published in the updated version of the Plan in Section 4.1, together with a note confirming the date of inclusion of the revised estimate.

Note: Where the method of calculation includes infrastructure costs, the City of Vincent can use a recognised construction cost publication to establish the construction cost escalation factor. The Plan will be updated to show the current revision to the Reasonable Estimate of Costs.

4.3. Attribution of costs

Contributions paid towards parking, access, and movement improvements in terms of the plan need to be spent in the City of Vincent, in accordance with the Accessible City Strategy and clause 5 of this Plan.

5. Purpose for which payment-in-lieu will be applied

Money collected under the Plan is to support the implementation of the Accessible City Strategy.

The items listed below are in accordance with clause 771(2) of the Regulations and must be applied for the purposes set out below.

5.1. Public Car Parking Infrastructure

ACS ITEM	ACTION
3.3.4	<p>Better manage the supply of on street parking through the implementation of various restrictions by:</p> <ul style="list-style-type: none"> • Limiting roadside residential parking, confining parking to the property; • Restricting parking to 3P or less within 2 blocks of train stations or transit nodes, with residential permit exemptions; • Restricting parking to 3P or less within 1 block of high-frequency transit corridors, with residential permit exemptions; and • Restricting parking to 2P or less within 2 blocks of town centres or mixed-use areas, with residential permit exemptions.

5.2. Other Transport Infrastructure

ACS ITEM	ACTION
4.2.1	Place plans should identify methods to improve pedestrian and cycling safety in the public realm making town centres safe and accessible to all.

5.3. Ancillary or Incidental Purposes

ACS ITEM	ACTION
1.1.3	Develop and implement a consistent wayfinding and signage plan across the City. This should consider parking, cycling and pedestrian transport modes, and provide appropriate localised details for each town centre and activity and transit corridor.
3.3.1	<p>Establish a business plan for the management of parking within Vincent with a view to the following:</p> <ul style="list-style-type: none"> • Prepare precinct specific parking management plans, with priority given to precincts already at capacity; and • Expand paid parking using the 'demand responsive pricing' methodology.
3.5.1	Repeat parking surveys at 3-5year intervals on a rolling basis across the City. A schedule of priority areas based on the data collected has been produced, with surveys recommended to start in Leederville Town Centres and surrounding area.

6. **Other information required by the WAPC**

No other information has been required by the WAPC under this Plan.

7. **Operation**

7.1. Operational requirements

The Plan shall operate in accordance with Part 9A of the Regulations.

7.2. Triggers for payments to be made

Payment of money shall be made to the Local Government to satisfy a payment in lieu of car parking condition validly applied to a development approval for development located in the area subject to

the Plan. The payment in lieu of car parking condition applied to the development approval shall specify when the Local Government requires payment of monies to be made.

Prior to granting development approval and imposing a condition for payment in lieu of parking, the local government must give the applicant a notice of apportionment in accordance with clause 77F(1)(b) of the Regulations, which confirms the specified shortfall of car parking spaces in the proposed development that is to be dealt with by the condition. The condition will read as follows:

Prior to the commencement of development, payment of \$<insert total amount> shall be made to the City of Vincent for Payment in Lieu of <insert number of car parking bays> car parking bays which have not been provided on site or in a shared parking arrangement.

This condition has been imposed under the requirements of the City of Vincent Payment in Lieu of Parking Plan and Schedule 2, clause 77H of the Planning and Development (Local Planning Schemes) Regulations 2015.

7.3. Decision-making on Development Applications using this Plan

Decision makers are to have due regard to the Plan, Local Planning Policy: Non-Residential Development, or any other applicable Structure Plan or Policy when making decisions on development applications that seek or require consideration of payment in lieu of car parking under the Plan.

8. Financial Administration (clause 77I of the Regulations)

8.1. Reserve Account to be established and maintained

The local government shall establish and maintain a Reserve Account for money collected under the Plan (clause 77I(1) of the Regulations). The Reserve Account shall be established under the provisions of the *Local Government Act 1995*, Section 6.11. The reserve account shall be operated in accordance with the requirements of the *Local Government (Financial Management) Regulations 1996*.

8.2. Interest earned

Interest earned on the Reserve Account under the plan shall be treated in accordance with clause 77I of the Regulations.

8.3. Records to be kept

Records of income and expenditure for the Reserve Account established under the Plan shall be maintained by the local government until all funds have been expended or repaid.

8.4. Reporting

Report of the Reserve Account shall be provided in accordance with the requirements of the *Local Government (Financial Management) Regulations 1996*.

8.5. Invoice for payment of money

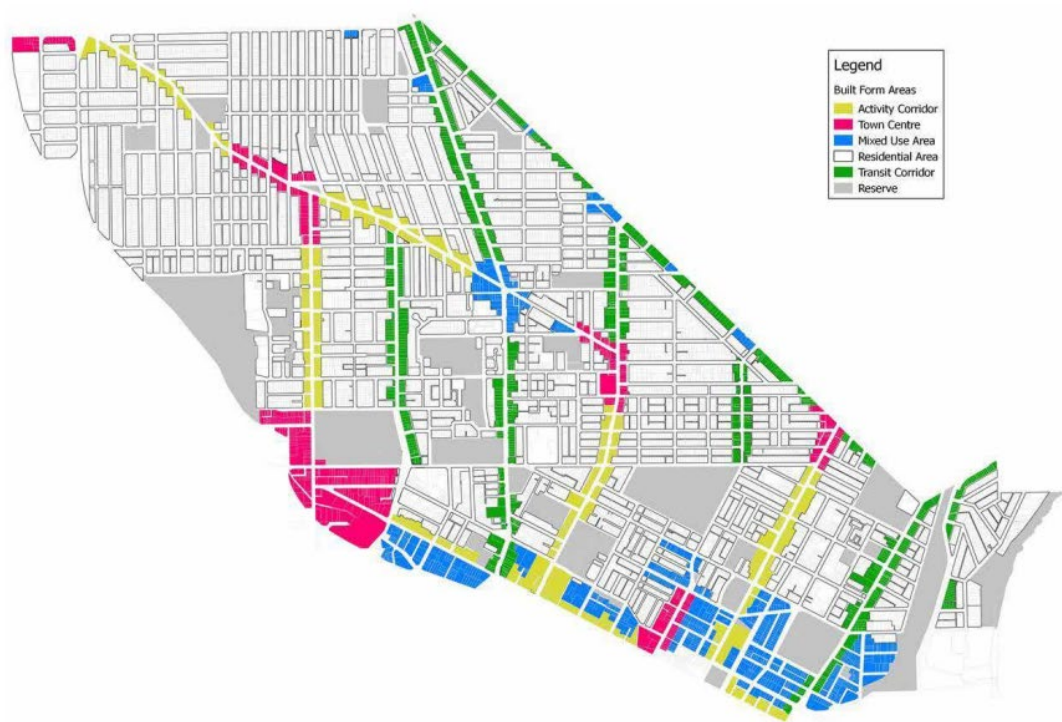
In addition to a payment-in-lieu of parking condition applied to a development approval under clause 77H of the Regulations, the local government shall issue an invoice to the payer at the appropriate time to enable the payer to satisfy the condition of development approval. The invoice

shall specify the method and timing for payment of the money required to satisfy the payment in-lieu of parking development approval condition.

8.6. Money held in the Reserve Account at the expiry of the Plan

Money held in the Reserve Account at the Expiry of the Plan shall be treated in accordance with clause 771(5), (6) and (7) of the Regulations.

Appendix 1: Map Area



POLICY NO: 7.7.1

NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS

PART 1 – POLICY OPERATION

POLICY DEVELOPMENT

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

PURPOSE & APPLICATION

The purpose of this Policy is to:

1. Define parking requirements that will meet the needs of the users of developments without resulting in the oversupply of parking;
2. Facilitate the payment of cash-in-lieu for non-residential development that is unable to meet the requirements of this Policy and determine the calculation of cash-in-lieu to be determined in a consistent and transparent manner; and
3. 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

1. To support a shift toward more active and sustainable transport modes that will reduce the dependence on single person private vehicle trips.
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.

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:

Ancillary Use	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 (as amended), Section 1.3, Clause 1.3.4.
Built Form Areas:	The areas set out in Appendix 1.
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 (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 in accordance with Appendix 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 (as amended), Table 1.1.
Transport Infrastructure:	The works and undertakings for the purpose of providing public transport infrastructure, walking and cycling infrastructure, parking infrastructure and demand management.

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.

2. PARKING REQUIREMENTS

- 2.1. Parking for non-residential development shall be provided onsite and in accordance with Table 1, unless the applicant is proposing an Ancillary Use that does not:
 - 2.1.1. Contribute to additional floor area;
 - 2.1.2. Remove on-site parking; and

- 2.1.3. Extend outside of the hours of operation of the predominant use.
- 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 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 parking requirements in Table 1 shall be applied to development applications in accordance with the relevant Built Form Area, as shown in Appendix 1.
- 2.4. Bicycle parking facilities are to be designed and provided in accordance with Australian Standard 2890:3 (as amended).
- 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.

Table 1: Non-Residential Parking Requirements

Land Use	Car Parking Minimum				Residential Built Form Area Minimum & All Areas' Maximum ¹	Bicycle Parking Minimum		Unit of Measure
						Short Term	Long Term	
Built Form Area (refer Appendix 1)	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 100m ² NLA
Child Care Premises, Club Premises, Cinema/Theatre, Family Day Care, Nightclub, Place of Worship, Reception Centre, Recreation-Private	0.15	0.25	0.22	0.2	All except Recreation – Private 0.25	0.019	0.042	spaces per persons
					Recreation – Private 0.5			
Serviced Apartment	0.5	0.75	0.75	0.5	1.0	0.075	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	0.04	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
Betting Agency, Convenience Store, Restricted Premises, Shop	3.5	5	4.5	4	5	1.6	0.9	spaces per 100m ² NLA
Civic Use, Fuel Depot, Industry, Bulky Goods Showroom Transport Depot, Motor Vehicle, Boat or Caravan Sales, Warehouse / Storage	1.2	2	1.8	1.5	2	N/A	1	spaces per 100m ² NLA
Any other land use	To be determined by the City on a site specific Parking Management Plan.							
Motorcycle/ Scooter Bays	1 motorcycle/scooter bay per 20 car parking 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.

3. END OF TRIP FACILITY REQUIREMENTS

- 3.1. Where long term bicycle parking is required in accordance with Table 1 of this Policy, end of trip facilities must also be provided as follows:
 - 3.1.1. One end-of-trip facility where one to five long term bicycle parking bay(s) are required; and
 - 3.1.2. Where more than five long term bicycle parking bays are required, one end-of-trip facility for every five long term bicycle parking bays is required.
- 3.2. 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 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. Drop Off/Pick Up Bays

Where parking is required in accordance with Table 1 of this Policy for a child care premises 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.

5. RECIPROCAL PARKING

- 5.1. Reciprocal car parking, 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 weekday/weekend uses and provide separate parking calculations, in accordance with Table 2 below. These separate car parking calculations should individually comply with the car parking requirements, however in the event of a shortfall, 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:
 - 5.2.1. The Applicant submits a Peak Parking Demand Table (refer to Table 2) and a Parking Management Plan (refer to Appendix 2), and the City is satisfied that demand will not unreasonably coincide;
 - 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 and are secured by easement, amalgamation, legal agreement, restrictive covenant or any other formal arrangement the City may require; and

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

Table 2: 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)
Car Parking				
Use 1				
Use 2				
Use 3				
Bicycle Parking				
Use 1				
Use 2				
Use 3				
End of Trip Facilities				
Use 1				
Use 2				
Use 3				
Total Demand				

Notes:

1. *The demands shown are to be the base 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

- 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.
- 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.
- 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.
- 6.4. The following provisions will apply where cash-in-lieu is considered acceptable:
 - 6.4.1. Cash-in-lieu contributions may comprise all or part of the shortfall in

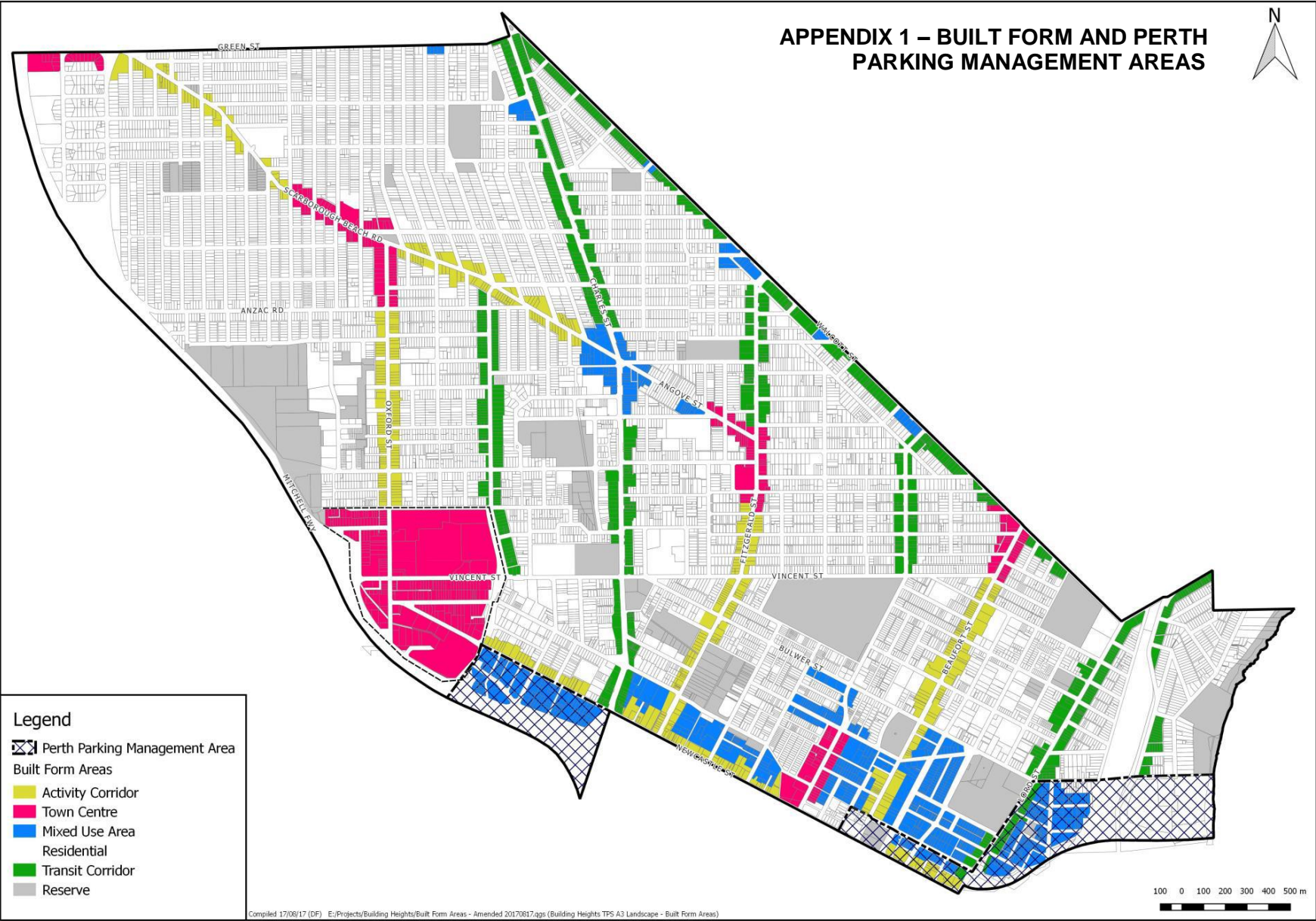
onsite parking for a proposed development.

- 6.4.2. The contribution rate per bay is a 'one-off payment' and is to be determined annually by the Council when adopting Fees and Charges set out in the Annual Budget.
- 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.
- 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.
- 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 guaranteed for the payment.
- 6.4.6. New development applications that meet the optional DAP application requirements set out in Regulations 6 of the *Planning and Development (Development Assessment Panels) Regulations 2011* shall be charged double the standard cash-in-lieu of car parking contribution rate as shown in the annual Fees and Charges.

7. PARKING MANAGEMENT PLAN

- 7.1. A Parking Management Plan shall be provided with an application where:
 - 7.1.1. A Parking Management Plan is required under Table 1 of this Policy;
 - 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;
 - 7.1.3. The development proposes 20 or more parking spaces (inclusive of car, bicycle and motorcycle/scooter parking bays);
 - 7.1.4. The development proposes alternative methods to achieve parking requirements under this policy, including but not limited to car stackers or tandem parking bays;
 - 7.1.5. The development proposes parking that is not visible from the primary street, including but not limited to basement parking;
 - 7.1.6. The development proposes parking that has obstructed access from the primary street, including but not limited to roller doors or security gates.
- 7.2. Parking Management 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 application.
- 7.3. 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 provide an amenity equal to that of Australian Standard AS 2890 and a load per platform rating of 2600 kilograms. Car Stackers are to 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.



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 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:	

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 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, 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 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 active transport initiatives or public transport promotion.

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with Administration's response to each comment.

No.	Comments Received in Objection:	Administration Comment:
1.	<p>Re: <i>Better manage the supply of on street parking through the implementation of various restrictions by Limiting roadside residential parking, confining parking to the property.</i></p> <p>I strongly object to any change to the present street parking system for residents & their families who are not allowed to park on their properties. The e-parking system works well & for a long-standing ratepayer equitable as I compete daily with non-locals parking in the street to attend Brisbane Street gyms x 4, cafes x 3, restaurants x 4, Birdwood Park activities, HBF oval concerts & football matches plus nonlocals parking along Brisbane Street to simply access many or all William Street venues. I have supported & welcomed new businesses knowing that as a resident & ratepayer I am able to park in my street & surrounding streets to accommodate local business.</p>	<p>Administration notes this submission objects to Clause 5.1 of the Plan, relating to Accessible City Strategy (ACS) action item 3.3.4. ACS Action Item 3.3.4 states:</p> <p><i>Better manage the supply of on street parking through the implementation of various restrictions by:</i></p> <ul style="list-style-type: none"> • <i>Limiting roadside residential parking, confining parking to the property.</i> <p>On 18 May 2021 (Item 9.3), the ACS was adopted by Council.</p> <p>It is not within the scope of this Plan to consider the appropriateness of the ACS action items, but it can be considered whether this Plan is used as a mechanism to implement the action items of the endorsed ACS.</p>
2.	<p>As a newly resident of the city of Vincent, I believe the planned implementation of non-residential parking will put off a lot of people visiting the local cafes/restaurants/businesses on oxford street. The area is already in a need of a revival. A great example is the City of Perth, or even why people would rather go to a Westfield Shopping centre than venture to the City of Perth. Parking at \$5.10 an hour is a joke and City of Perth is empty. People get put off by parking fees on top of slow growth wages/inflation. Moreover, it would generate a lot of rubbish paper (e.g. Wilson parking at Coles West Perth Leederville and wasting more time of my day to queue press for a "free" ticket. There are also subsequent increased expenses to employ despicable ticket parking officers who troll the streets.</p>	<p>The purpose of the Parking Policy is to guide parking requirements for non-residential development within the private realm. The minimum and maximum parking ratios are the same as they are in the current Policy No. 7.7.1 Non-Residential Development Parking Requirements.</p> <p>The Plan guides how money collected in-lieu of car parking is spent.</p> <p>The documents do not guide fees or parking spaces within the public realm.</p>

No.	Comments Received in Objection:	Administration Comment:
	<p>The government should look at the bigger picture and have good and safe public transport/buses if it is to discourage cars.</p> <p>With the number of apartments going up in the area, traffic congestion will be significantly more increased. Maybe it's time the council recognized that Perth does not have the infrastructure to be car-less. I am against any changes to the current system of parking and believe that there are detrimental effects on our community and businesses if it was to change.</p>	