

9.4 ADVERTISING OF AMENDED POLICY NO. 7.7.1 - NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS AND PAYMENT IN LIEU OF PARKING PLAN

- Attachments:**
1. **Local Planning Policy - Non-Residential Parking**
 2. **Payment in Lieu of Parking Plan**

RECOMMENDATION**That Council PREPARES:**

1. **an amendment to Local Planning Policy: Non-Residential Parking, included in Attachment 1, for the purpose of community consultation, pursuant to Schedule 2, Part 2, Clause 4(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015*; and**
2. **the proposed Payment in lieu of Parking Plan, included in Attachment 2, for the purpose of community consultation, pursuant to Schedule 2, Part 9A, Clause 77K(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.**

PURPOSE OF REPORT:

For Council to consider the proposed amendments to the Local Planning Policy: Non-Residential Parking as detailed at **Attachment 1** and the Payment in lieu of Parking Plan as detailed at **Attachment 2**, for the purpose of community consultation.

BACKGROUND:

The City's [Policy No. 7.7.1 – Non-Residential Parking Requirements](#) (Parking Policy) was last reviewed in August 2018.

Parking Policy

The Parking Policy guides the assessment of parking for development applications in the City of Vincent. The Parking Policy sets the minimum and maximum amount of parking that applies to non-residential development as deemed-to-comply standards, and where the payment of cash-in-lieu of parking bays should be considered.

The City does not have an adopted plan for how the cash-in-lieu of car parking should be spent. Instead, requests are made at each budget review for funds to be expended on upcoming projects relating to parking, generally in the suburb where the funds were collected.

A Notice of Motion (NOM) was adopted at the 25 June 2019 Ordinary Council Meeting. The NOM delegated the Chief Executive Officer (CEO) (subsequently on-delegated from the CEO) the authority to not require cash-in-lieu of car parking for applications that involve a parking shortfall of five bays or less. This applies to areas zoned Centre or Commercial under the Local Planning Scheme No. 2 (LPS2) within the Town Centre areas (Mount Hawthorn, Leederville, North Perth, Northbridge and Mt Lawley/Highgate).

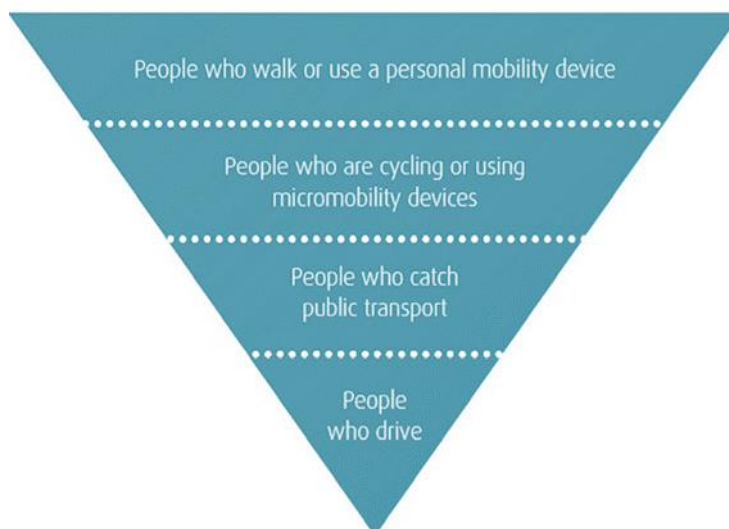
State Government Planning Reform

The State Government introduced changes in 2021 that aimed to create a consistent approach to applying cash-in-lieu of parking for non-residential development across the State. New regulations were adopted that require local governments to have a Payment in Lieu of Parking Plan (Plan) in place by July 2023 that applies to any cash-in-lieu collected from development approvals. The Plan is to specify what the cash-in-lieu collected is to be used for.

While the City adopts how funds are expended through the budget process, it is not sufficient for the purpose of this new clause. A local government will be unable to lawfully impose payment in-lieu of parking conditions on a development approval under its local planning scheme after the interim parking provisions expire on 1 July 2023 if there is no adopted Plan in place.

Accessible City Strategy 2020 – 2030

The [Accessible City Strategy](#) (ACS) was adopted by Council on 18 May 2021. The development of the ACS was guided by the Strategic Community Plan (SCP). Through this, the Vincent community identified a preference to prioritise pedestrians and better connections with cycling and public transport facilities. This is demonstrated in the ACS User Hierarchy Model (Figure 1).



(Figure 1: ACS User Hierarchy Model)

The ACS prioritises the need for environmentally friendly transport modes and initiatives and recognises that population growth and private car ownership places an unsustainable load on the road network.

Actions within the ACS relating to the Parking Policy include:

Action 2.3.2 Require car parking configurations be adaptable to alternative uses for future development.

Action 2.3.3 Ensure all new and existing high-density residential development has access to electric vehicle charging bays:

- Amend LPP 7.7.1 to require electric vehicle parking bays for new developments; and
- Support the retrofit of existing private car parking to provide electric vehicle parking bays.

Action 3.2.2 Ensure appropriate end of trip facilities are provided within town centres, mixed use centres and major parks in accordance with LPP 7.7.1.

As of 30 June 2022, the City had \$1,429,508 in the cash-in-lieu of parking reserve.

\$703,000 is included in the Capital Budget 2022/23, endorsed by Council at its Special Council Meeting in July 2022, to fund the following actions of the ACS:

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.

Amount: \$198,000

2.2.1 Develop a set of link and place guidelines to guide future streetscape improvements.

Amount: \$100,000

3.3.1 Establish a business plan for the management of parking within Vincent with a view to the following:

- Prepare precinct specific parking management plans, with priority given to precincts already at capacity; and
- Expand paid parking using the 'demand responsive pricing' methodology.

Amount: \$205,000

3.3.4 Better manage the supply of on street parking through the implementation of various restrictions by:

- 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.

Amount: \$200,000

DETAILS:

Local Planning Policy: Non-Residential Parking

The findings of Administration's review of the Parking Policy are as follows:

Objectives

New objectives are proposed to support a more flexible approach to parking. The objectives require consideration of the site and surrounding context, other methods of transportation, and the application of cash-in-lieu of car parking bays. An objective is included to clarify commercial development should not rely on on-street parking within residential streets to satisfy their parking demand.

Parking ratios

The Department of Planning, Lands and Heritage (DPLH) are reviewing parking ratios across the Perth Metropolitan area. Administration will review the policies ratios once this work is completed.

Schedule 2, clause 77D of the Regulations allows minimum on-site parking requirements to be varied or waived. The Policy includes guidance for these instances.

This would support a more flexible approach to align with the ACS, the reuse of existing buildings, and alignment with the Small Business Friendly initiatives being implemented by the City.

Payment in lieu of car parking

The payment in lieu of car parking requirements align to Schedule 2, clause 77F of the Regulations.

The Regulations require development that do not satisfy the minimum requirements to pay a cash contribution. The cash-in-lieu contribution cannot be varied or waived.

Clause 6.4.6 of the existing Parking Policy allows Council to charge double the fee for Development Assessment Panel applications. This clause is not permitted under the amended Regulations and is not included in the amended Parking Policy.

Other key changes

- Updated introduction to explain the policies alignment to the ACS.
- New clause 1.2 includes instances when the minimum parking requirement can be varied or waived. A Parking Management Plan is always required to justify why the parking ratios in Table 1 should be varied or waived.

- New clause 1.4 requires developments proposing new parking facilities, or modified parking arrangements to provide 20 percent of parking bays as electric charging bays, consistent with the Leederville Precinct Structure Plan.
- New clause 2 provides guidance for accessible bays to ensure they are considered as part of the development application.
- Minimum bicycle parking ratios and end of trip facilities remain as existing. There is no cap on the number of facilities that can be provided. Additional guidance is included for the location of bicycle bays.
- New clause 6 provides guidance on when a traffic impact statement or traffic impact assessment should be provided for the City's assessment.
- Land use table includes all land uses listed within the scheme. The ratios applied are consistent with other previously listed land uses. This will reduce the number of development applications being submitted where an application is only required due no ratio being applied within the policy.
- Parking Management Plan template has been refined for ease of use and to specify the information required for development assessment. The PMP stipulates the use of on-street parking within residential streets will not be supported.

Payment in lieu of parking plan

The Plan (included at **Attachment 2**) is in accordance with Schedule 2, clause 77J(3) of the Regulations and the [Manner and Form – Payment in Lieu of Parking Plan](#).

The Plan governs the application of payments in lieu of providing car parking for development in the City of Vincent and outlines the purposes for which payment in lieu of car parking will be used and how money collected will be administered.

The money collected would assist funding the action items of the ACS. The actions included in the Plan are high priority and are scheduled to be completed within the coming years.

As the ACS action items are completed, this Plan would be reviewed and updated to include new actions that could be funded by the money collected in lieu of parking bays.

CONSULTATION/ADVERTISING:

In accordance with the City's [Community and Stakeholder Engagement Policy](#), community consultation of all new and significantly amended policies must be provided for a period exceeding 21 days in the following ways:

- notice published on the City's website;
- notice posted to the City's social media;
- notice published in the local newspapers;
- notice exhibited on the notice board at the City's Administration and Library and Local History Centre; and
- letters distributed to relevant local businesses and community groups.

Public notice of this proposed new policy will be published following Council's approval to advertise.

LEGAL/POLICY:

Section 2.7(2)(b) of the *Local Government Act 1995* provides Council with the power to determine policies.

The City's [Policy Development and Review Policy](#) sets out the process for the development and review of the City's policy documents.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to undertake community consultation of the proposed amended policy.

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 would continue collecting payment in lieu of parking in accordance with Schedule 2, clause 77J of the Regulations.

The Plan ensures 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 as they are not included within the City's Long Term Financial Plan.

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

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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).

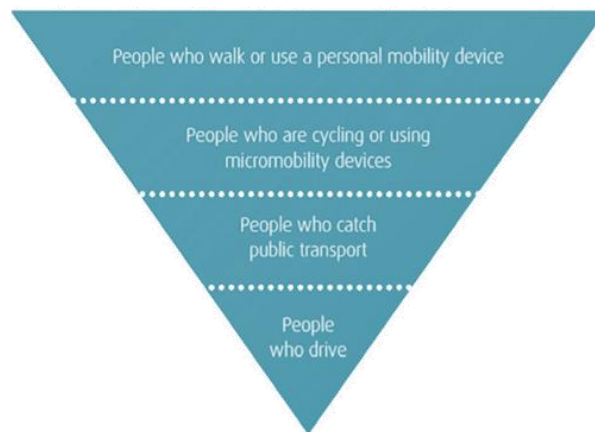
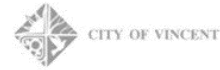


Figure 1: User Hierarch Model, ACS

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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 and 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).

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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

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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

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- 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

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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

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Land Use Built Form Area	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	
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

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Land Use Built Form Area	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.

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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:	

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Anticipated no. of customers at any one time:	
Likelihood of multipurpose trips:	
Alternative transport options:	
<i>Please consider alternative ways people may be able to access your site. The Journey Planner website may provide some assistance.</i>	
Train: <i>Where is the nearest station, how far is this from your site, and is the route provided with footpath access and shade?</i>	
Bus: <i>Where is the nearest bus stop, how far is this from your site and how frequent is the bus during peak periods?</i>	
Cycling: <i>Is there a cycle path that accesses your site, are there existing facilities cyclists can use?</i>	
Public parking: <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> <i>Note: use of on-street parking within residential streets will not be supported.</i>	
Shared parking arrangement:	
<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>	
<i>Whether the peak operation hours of the development will overlap with those of the shared site.</i>	

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 <i>Please detail any parking management strategies that will be implemented such as management of tandem bays, way finding.</i></p>	
<p>General Strategies <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: <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 <i>Please detail how service vehicles will be accommodated.</i></p>	

LOCAL PLANNING POLICY: NON-RESIDENTIAL PARKING



<p>No. service bays provided: <i>Private and/or shared</i></p>	
<p>Expected no. of delivery's: <i>Include schedule of deliveries (i.e. days, times)</i></p>	
<p>Management of shared service bays: <i>Include requirements of other tenancies, demonstrating there will no conflict.</i></p>	
<p>Other <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 77(5), (6) and (7) of the Regulations.

Appendix 1: Map Area

