

## 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:

<b>Ancillary Use</b>	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.
<b>Bicycle Parking Facilities:</b>	Bicycle parking facilities are defined in Australian Standard AS 2890.3 (as amended), Section 1.3, Clause 1.3.4.
<b>Built Form Areas:</b>	The areas set out in Appendix 1.
<b>End of Trip Facilities:</b>	A single unisex shower with associated change room and a single individual locker.
<b>Long Term Bicycle Parking Facilities:</b>	Long term bicycle parking facilities include those of a security Level A and B in accordance with AS 2890.3 (as amended), Table 1.1.
<b>Major Redevelopment:</b>	Development where 75% or more of the existing Net Lettable Area on a site is demolished and rebuilt.
<b>Net Lettable Area (NLA):</b>	The area of all floors within the internal finished surfaces of permanent walls of a building, but excludes all car parking areas, stairs, toilets, cleaner's cupboards, lift shafts, motor rooms, escalators, tea rooms, plant rooms, alfresco areas located off-site, lobbies between lifts facing other lifts serving the same floor area, and areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building.
<b>Parking Management Plan:</b>	A document prepared in accordance with Appendix 2.
<b>Persons:</b>	People proposed to be accommodated in a development, excluding any person staying in a bedroom of that development.
<b>Predominant Use:</b>	The primary use of a premises to which all other uses carried out on the premises are incidental or ancillary.

<b>Reciprocal Parking:</b>	Parking facilities serving separate uses or in a mixed use development that are shared, but not concurrently.
<b>Short Term Bicycle Parking Facilities:</b>	Short term bicycle parking facilities include those of a security Level C in accordance with AS 2890.3 (as amended), Table 1.1.
<b>Transport Infrastructure:</b>	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 <sup>1</sup>	Bicycle Parking Minimum		Unit of Measure
						Short Term	Long Term	
Built Form Area (refer Appendix 1)	Town Centre	Transit Corridor	Activity Corridor	Mixed Use				
<b>Medical Centre, Consulting Room, Vet Centre</b>	2.5	3.5	3.5	3	4	0.7	0.3	spaces per consulting room
<b>Amusement Parlour, Office</b>	1.5	2	2.2	2	2.5	0.2	0.8	spaces per 100m <sup>2</sup> NLA
<b>Child Care Premises, Club Premises, Cinema/Theatre, Family Day Care, Nightclub, Place of Worship, Reception Centre, Recreation-Private</b>	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			
<b>Serviced Apartment</b>	0.5	0.75	0.75	0.5	1.0	0.075	0.175	spaces per bedroom
<b>Hotel</b>	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
<b>Fast Food Outlet, Lunch Bar</b>	0.1	0.15	0.15	0.1	0.15	0.04	0.06	spaces per persons
<b>Restaurant/cafe, Small Bar, Tavern</b>	0.15	0.25	0.22	0.2	0.25	0.019	0.042	spaces per persons
<b>Betting Agency, Convenience Store, Restricted Premises, Shop</b>	3.5	5	4.5	4	5	1.6	0.9	spaces per 100m <sup>2</sup> NLA
<b>Civic Use, Fuel Depot, Industry, Bulky Goods Showroom Transport Depot, Motor Vehicle, Boat or Caravan Sales, Warehouse / Storage</b>	1.2	2	1.8	1.5	2	N/A	1	spaces per 100m <sup>2</sup> NLA
<b>Any other land use</b>	To be determined by the City on a site specific Parking Management Plan.							
<b>Motorcycle/ Scooter Bays</b>	1 motorcycle/scooter bay per 20 car parking bays.							

<sup>1</sup> 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)
<b>Car Parking</b>				
Use 1				
Use 2				
Use 3				
<b>Bicycle Parking</b>				
Use 1				
Use 2				
Use 3				
<b>End of Trip Facilities</b>				
Use 1				
Use 2				
Use 3				
<b>Total Demand</b>				

*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.

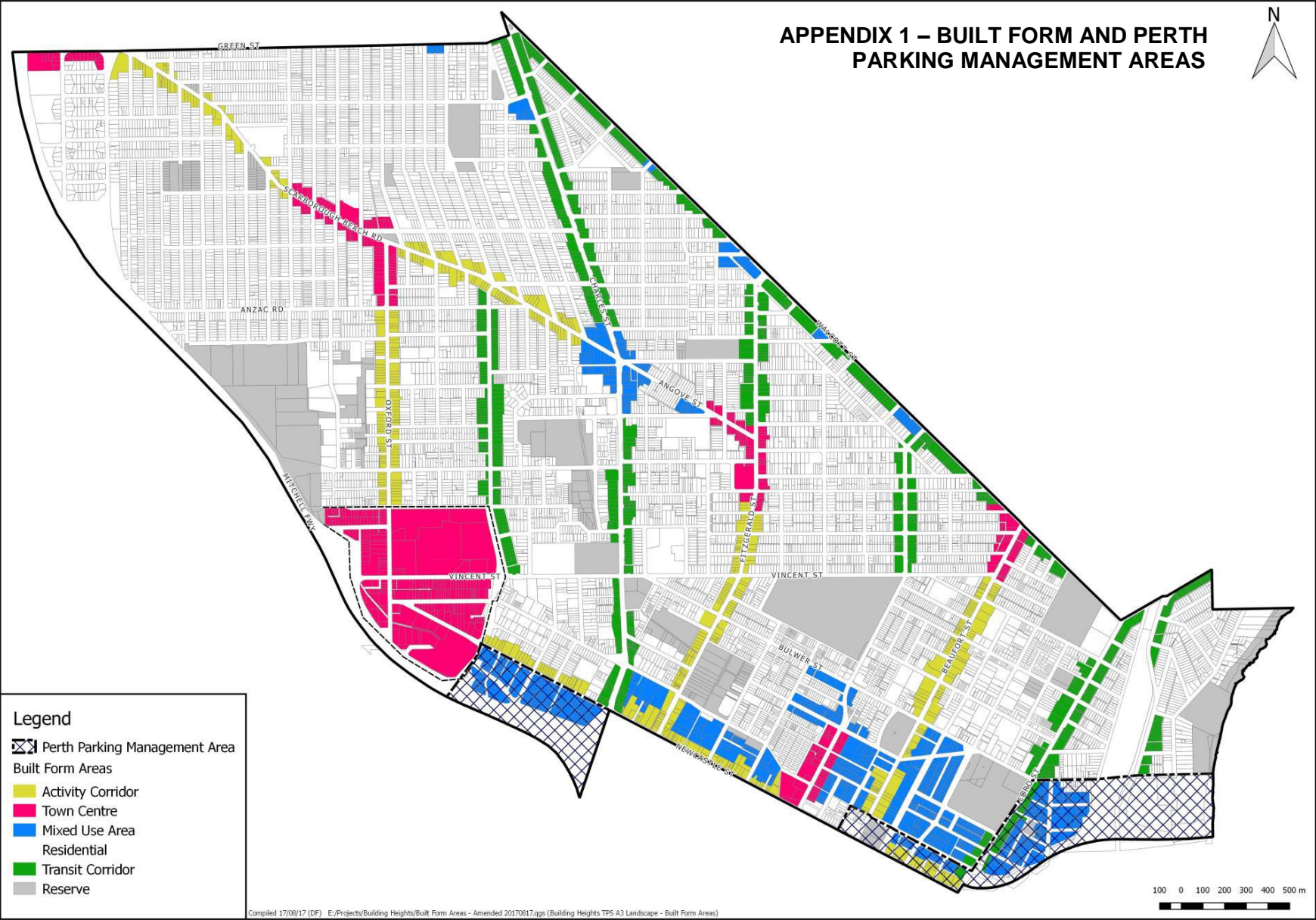
- 6.4.2. The contribution rate per bay is a 'one-off payment' and is to be determined annually by the Council when adopting Fees and Charges set out in the Annual Budget.
- 6.4.3. The applicant/owner may enter into an agreement with the City to pay all or part of the amount of cash-in-lieu by instalments 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**

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

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

**Parking Allocation:**

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

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

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	

<b>Pedestrian</b>	
Paths	
Facilities	
<b>Cycling</b>	
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.