



CITY OF VINCENT

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 Planning and Development (Local Planning Schemes) Regulations 2015.
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

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).

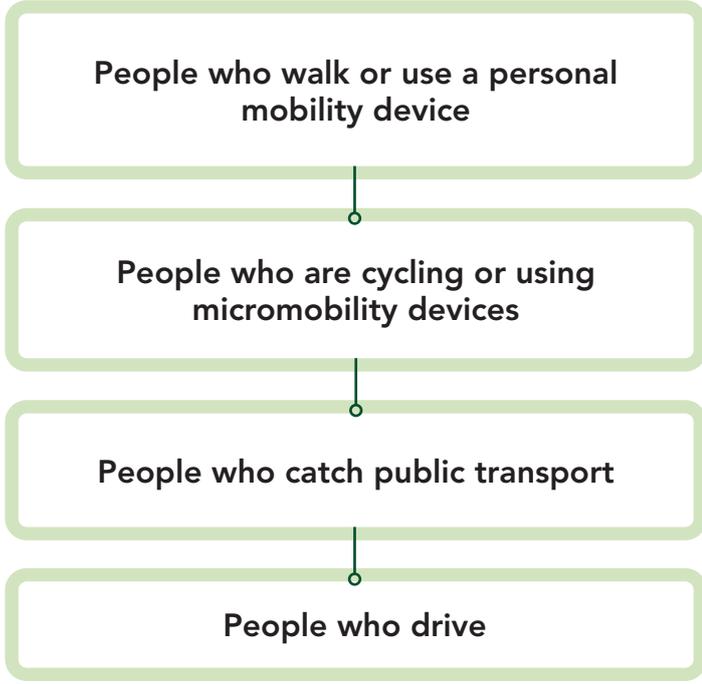


Figure 1: User Hierarch Model, ACS



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
 - 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
 - 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).

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
- 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 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
- 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;

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

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	Bicycle Parking Minimum		Unit of Measure (Spaces per)
	Built Form Area	Town Centre	Transit Corridor	Activity Corridor	Mixed Use		Residential	Short 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

Land Use	Car Parking Minimum					Car parking Maximum	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					1	0.075	0.175	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



Land Use	Car Parking Minimum					Car parking Maximum	Bicycle Parking Minimum		Unit of Measure (Spaces per)
	Built Form Area	Town Centre	Transit Corridor	Activity Corridor	Mixed Use		Residential	Short Term	
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
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.

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:

Please specify for each criteria the number bays allocated to each user group (i.e. staff, customers, accessible, service, etc).

No. car parking spaces:	
No. short term bicycle bays:	
No. long term bicycle bays:	
End-of-trip facilities:	
No. other parking: e.g., scooters	

Parking Demand:

Please specify the anticipated parking demand for the development.

Anticipated no. of staff at any one time:	
Anticipated no. of customers at any one time:	
Likelihood of multipurpose trips:	

Alternative transport options:

Please consider alternative ways people may be able to access your site. The Journey Planner website may provide some assistance.

Train: Where is the nearest station, how far is this from your site, and is the route provided with footpath access and shade?	
Bus: Where is the nearest bus stop, how far is this from your site and how frequent is the bus during peak periods?	



Cycling:

Is there a cycle path that accesses your site, are there existing facilities cyclists can use?

Public parking:

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?
Note: use of on-street parking within residential streets will not be supported.

Shared parking arrangement:

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:

Whether the peak operation hours of the development will overlap with those of the shared site.

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.

Any relevant local planning policy.

Adequate car parking is likely to be available at all times for both the proposed development and the shared site.

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.

Parking Management Strategies:

Please detail any parking management strategies that will be implemented such as management or tandem bays, way finding.

General Strategies

Bay allocation and marking, time limited parking, fees payable.

Management and maintenance of parking (including car stackers)

Management of tandem parking for staff / tenants

Wayfinding measures

Promotion of alternative transport modes:

I.e. The provision of well-maintained bicycle and end of trip facilities, use of active transport initiatives or public transport promotion.

Service Bays

Please detail how service vehicles will be accommodated

No. service bays provided:
Private and/or shared

Expected no. of delivery's:
Include schedule of deliveries
(i.e. days, times)

Management of shared service bays:
Include requirements of other
tenancies, demonstrating there will
no conflict.

Other
Sign marking, etc

Key findings from Traffic Impact Statement / Assessment

Justification for vehicle parking bays not satisfying the ratios stipulated in Table 1.

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