

Local Planning Policy 2.3 Non-Residential Parking

1. Citation

This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. This Policy may be cited as Local Planning Policy – Non Residential Parking.

2. Purpose

The purpose of this policy is to guide car and bicycle parking supply, end-of-trip facilities, design and vehicle access for non-residential development within the City of South Perth (the City).

3. Application

- 3.1 This policy applies to all non-residential development and the non-residential component of mixed use developments within the City.
- 3.2 Where this policy is inconsistent with a local development plan, structure plan or other local planning policy that applies to a specific site or area, the provisions of that specific planning instrument shall prevail.

4. Objectives

- 4.1 To ensure parking is provided which meets the needs of users, is appropriate for its context and does not detrimentally impact the surrounding area.
- 4.2 To balance the provision of on-site car parking with the need to encourage active transport and public transport use.
- 4.3 To ensure safe, convenient, and efficient access for pedestrians, cyclists and motorists.

5. Development requirements

5.1. Car and Bicycle Parking

- 5.1.1. The minimum number of on-site car and bicycle parking spaces is to be provided in accordance with the requirements set out in Table 1.
- 5.1.2. Where the parking requirements for a specific 'Land Use' in Table 1 differ to the 'Zone' requirements, the requirements for the specific Land Use applies.

- 5.1.3. Car and bicycle parking in the ‘Centre’ zone is to be in accordance with an approved precinct structure plan or local development plan.
- 5.1.4. Calculations for car and bicycle parking bays for all development shall be rounded down to the next whole number.
- 5.1.5. Where identified by Table 1, a parking needs assessment is to be addressed as part of a Transport Impact Assessment (TIA) or Transport Impact Statement (TIS) prepared in accordance with the Western Australian Planning Commission’s Transport Impact Assessment Guidelines.
- 5.1.6. Where a TIA or TIS is not required by the City, based on the anticipated number of vehicle movements, a parking needs assessment shall demonstrate the proposed parking supply meets the demand for the use with regard to staff numbers, hours of operation, anticipated number of customers, and access to alternative travel modes.

Table 1: Car Parking Requirements

	Minimum number of on-site car parking bays	Minimum number of on-site bicycle parking spaces
Zone		
Mixed Use	1:25m ² NLA	1:175m ² NLA ¹
Neighbourhood Centre	1:25m ² NLA	1:175m ² NLA ¹
Local Centre	1:30m ² NLA	1:100m ² NLA ¹
Private Community Purpose	In accordance with a parking needs assessment.	
Residential	In accordance with a parking needs assessment.	
Land Use		
Office	1:50m ² NLA	1:300m ² NLA Long Term, plus 1:1000m ² NLA Short Term
Restaurant/café, Tavern	1:25m ² NLA	1:120m ² NLA Long Term, plus 1:60m ² NLA Short Term
Shop ²	1:25m ² NLA	1:500m ² NLA Long Term, plus 1:200m ² NLA Short Term
Child care premises	1 space per 4 children	1 space per 10 staff - Long Term
Residential aged care facility	In accordance with a parking needs assessment.	

Note: NLA means Net Lettable Area.

¹Bicycle parking design shall incorporate both Long Term and Short Term options. The allocation of Long Term and Short Term bays will be determined on a case-by-case basis, considering the nature and operational requirements of the specific land use.

² The minimum number of car parking bays for a ‘Shop’ land use greater than 1,500m² NLA is to be in accordance with a parking needs assessment.

5.2. Variations to Car Parking Standards

- 5.2.1. In exercising discretion to reduce car parking requirements for non-residential development contained in Table 1, due regard shall be given to Clause 77D of the Deemed Provisions.

- 5.2.2. Where a parking shortfall 2 or more bays is proposed, a payment in lieu of parking condition and/or shared parking arrangement condition may be imposed in accordance with the Deemed Provisions and the City's Payment in Lieu of Parking Plan.
- 5.2.3. In considering a proposal for a shared parking arrangement, the parking facilities serving the uses must be located on the same lot, or if located on a separate lot, the parking arrangements are provided permanently (e.g. through an easement, amalgamation, legal agreement, condition of approval, or any other formal arrangement acceptable to the City).

5.3. End of Trip Facilities

- 5.3.1. End-of-Trip Facilities are to be provided in accordance with the Table 2 unless otherwise varied by the City having regard to the nature of the proposed development, existing facilities and anticipated demand for end-of-trip-facilities.
- 5.3.2. End-of-Trip Facilities are to meet the following requirements:
 - (a) Lockers shall be provided and be of suitable volume and dimensions to allow storage of clothing, towels, cycling helmets and footwear; and
 - (b) Shower and change facilities must be located in a secure area to ensure the safety of occupants and their belongings.
 - (c) Shower and change facilities must be independent from universally accessible toilet facilities.

Table 2: End-of-Trip-Facilities Requirements

No. Showers	No. Change Rooms	No. Lockers
One shower per 5 long term bicycle parking spaces.	One change room per shower.	Two lockers per long term bicycle parking space.

5.4. Service or Loading Bays

- 5.4.1. A minimum of one service/loading bay shall be provided on-site and marked for the exclusive use of service, delivery and courier vehicles between 7:00am – 7:00pm.. The requirement for a service bay may be varied based on the operational requirements of the use as determined by the City.
- 5.4.2. Service bay/s shared between multiple businesses may be considered through a Parking Management Plan.
- 5.4.3. The service or loading bay is in addition to the minimum car parking requirements set out in Table 1.

5.5. Car Parking Design

- 5.5.1. The design of car parking facilities is to be in accordance with AS 2890.1 - Parking Facilities - Off-street Car Parking (as amended).
- 5.5.2. The design of parking for people with disability is to be in accordance with AS 2890.6 Parking Facilities - Off-street parking for people with disabilities (as amended) and AS 1428.4.1:2009 – Design for access and mobility – Part 4.1: Means to assist the orientation of people with vision impairment - tactile ground surface indicators (as amended).
- 5.5.3. Vehicle parking shall be contained wholly on-site and should generally be to the rear of the building or within a basement and screened from view from the street.
- 5.5.4. Shade trees shall be provided and maintained in uncovered car parks at the rate of one tree for every four car parking bays. Tree Wells shall be designed to the City's specifications.
- 5.5.5. Vehicle parking, manoeuvring and circulation areas, including crossovers, must be designed, constructed, sealed, drained, kerbed, marked and landscaped to the specifications and satisfaction of the City. Manoeuvring areas are to be wholly contained within the lot boundaries.
- 5.5.6. Tandem parking bays and car stacking systems will only be considered where the bays are provided for staff and for the use of a single tenancy.
- 5.5.7. Where car stacking systems are proposed, they are to be located behind the building or where visible from the street, screened from view and finished in materials to the satisfaction of the City.
- 5.5.8. A Noise Management Plan is required to demonstrate that a car stacking system would not adversely affect the amenity of adjoining properties in terms of noise, and that noise attenuation measures have been incorporated in the building design to reduce this impact.
- 5.5.9. The car stacking equipment shall comply with Australian Standard AS5124:2017 (as amended) and be maintained for the life of the development to the satisfaction of the City of South Perth.
- 5.5.10. The City encourages the provision of electric vehicle bays or 3-phase power.
- 5.5.11. The City encourages the provision of taxi and/or ride-share bays.

5.6. Bicycle Parking Design

- 5.6.1. Bicycle parking is to be located in accordance with the following requirements:
 - (a) Be located wholly on-site and to not obstruct pedestrian paths;
 - (b) Be well lit by appropriate existing or new lighting;

- (c) Be protected from the weather;
- (d) Be placed in public view in an area that is highly visible to users.

5.6.2. The design of bicycle parking facilities (Long Term and Short Term) is to be in accordance with AS 2890.3-2015 - Parking facilities Bicycle parking (as amended).

5.7. Vehicle Access

5.7.1. Access to on site car parking spaces to be provided:

- (a) Where available, from a communal street or right-of-way available for lawful use to access the relevant site and which is adequately paved and drained from the property boundary to a constructed street; or
- (b) From a secondary street where no right-of-way or communal street exists; or
- (c) From the primary street frontage where no secondary street, right-of way, or communal street exists.

5.7.2. Driveways shall be:

- (a) no closer than 0.5m from a side lot boundary or street pole;
- (b) no closer than 6m to a street corner as required under AS2890.1 Parking Facilities: Off street Parking (as amended);
- (c) aligned at right angles to the street alignment; and
- (d) located to avoid trees.

5.7.3. Driveways shall be designed for two way access to allow for vehicles to enter the street in forward gear.

5.7.4. Access points shall be designed to minimise conflict with pedestrian/cyclist pathways and public transport facilities;

5.7.5. A maximum of one (1) vehicle crossover is permitted per street frontage. Existing redundant crossovers shall be reinstated to the City's specifications.

5.7.6. Driveways shall be no wider than 6m at the street boundary and driveways in aggregate no greater than 9.0m for any one property.

5.8. Parking Management Plan

5.8.1. The City may require the submission of a Parking Management Plan (PMP) with an application for development, or as a condition of development approval where a development involves complex car parking arrangements, including, but not limited to,

car parking associated with various land uses, reciprocal parking, car stackers or tandem parking bays.

5.8.2. A PMP is to address the following aspects of parking management associated with the development, where relevant and with regard to the scale and nature of the development:

- (a) The total number of car parking bays, time restrictions on parking bays, short and long term bicycle parking spaces and the total number of other bays (for example, service and loading and unloading bays);
- (b) Access and manoeuvring arrangements for car parking bays, including where applicable (but not limited to), swept paths, tandem parking, car stackers, pickup and drop-off bays, service and loading and unloading bays;
- (c) Parking allocation for users of the development (for example, staff and customer bays, accessible bays and bays allocated for shared use), and duration of use of the bays;
- (d) Details of who will be responsible for the management, operation and maintenance of parking;
- (e) Management of allocation of parking bays as specified in the PMP, including signage and enforcement; and
- (f) Way-finding measures to ensure efficient use of parking facilities.

6. Definitions

Electric vehicle bays:	<i>means a parking bay that is serviced by electric vehicle charging infrastructure.</i>
End of Trip Facility:	<i>means a shower with associated change space and single individual locker/s.</i>
Long Term Bicycle Parking Facilities:	<i>means those of a security Level A and B in accordance with AS 2890.3 2015 (as amended).</i>
Net Lettable Area or NLA:	<i>has the same meaning as the Deemed Provisions being: means the area of all floors within the internal finished surfaces of permanent walls but does not include the following areas –</i> <ul style="list-style-type: none"><i>(a) stairs, toilets, cleaner’s cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas;</i><i>(b) lobbies between lifts facing other lifts serving the same floor;</i>

- (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.*

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

7. Relevant Legislation, Policies, Documents

Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2015
 City of South Perth Local Planning Scheme No. 7
 City of South Perth Local Planning Policies
 City of South Perth Payment in Lieu of Parking Plan
 Australian Standard 2890.1: Parking Facilities – Off-Street Parking
 Australian Standard 2890.3: Parking Facilities – Bicycle Parking Facilities

8. Document Control

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