

Policy P315 Car Parking Reductions for Non-Residential Development

Responsible Business Unit/s	Development Services
Responsible Officer	Manager Development Services
Affected Business Unit/s	Development Services

Policy Objectives

To allow a reduction of the number of car parking bays required for non-residential Uses, where there are significant opportunities to promote alternate modes of transport or utilise existing transport and car parking infrastructure.

Policy Scope

- This policy may be applied to any non-residential development or change in use which require the provision of car parking, other than the South Perth Station Precinct, or any other defined locality where specific car parking provisions apply in the form of the City's Scheme or Policies.
- In the case of a mixed use development, this policy shall only apply to the non-residential component.
- This Policy augments and is to be read in conjunction with the provisions of TPS6.

Status of Policy

This policy is a planning policy prepared, advertised and adopted pursuant to the provisions of clause 9.6 of TPS6. Under clause 1.5 of TPS6 all planning policies are documents supporting the Scheme.

Definitions

Comprehensive new development

As defined in TPS6, 'Comprehensive new development' means *"a development which is determined by Council not to be a minor alteration, addition or extension to an existing development"*.

Public car parking place

A car parking facility listed under Table 3 of this policy. The number of car parking bays used for calculations shall not include motorcycle bays, trailer bays, on street bays, or any car bay allocated exclusively to a specified user group.

Policy Statement

The car parking requirement in Table 6 of TPS6 may be reduced by the City of South Perth through the application of adjustment factors (outlined in Table 1 below), reflecting particular site and design factors. Such factors are to be justified by the Applicant.

Tables 2 and 3 are included for guidance purposes only. Also refer to the cash-in-lieu provisions contained within TPS6. The number of car parking spaces within an existing public car parking place within 400 metres of the proposed development should also be confirmed on site.

Table 1: Permitted Car Parking Reduction

	Percentage Reduction	Adjustment Factor	Factors to be successfully justified by the applicant to the City of South Perth
1a	20 per cent	0.80	The proposed development is within 400 metres** of a rail station; or
1b	15 per cent	0.85	The proposed development is within 800 metres** of a rail station.
2	15 per cent	0.85	The proposed development is within 400 metres** of a bus stop/station.
3	10 per cent	0.90	The proposed development is within 400 metres** of a ferry terminal.
4	20 per cent	0.80	The proposed development contains a mix of uses, where at least 45 percent of the gross floor area is residential, provided that the required provision of visitor bay's for each use are made available to visitors at all times.
5a	20 per cent	0.80	The proposed development is within 50 metres** of one or more existing public car parking place(s) with more than 50 car parking spaces;
or 5b	15 per cent	0.85	or The proposed development is within 400 metres** of one or more existing public car parking place(s) with more than a total of 75 car parking spaces;
or 5c	10 per cent	0.90	or The proposed development is within 400 metres** of one or more existing public car parking place(s) with more than a total of 50 car parking spaces;
or 5d	5 per cent	0.95	or The proposed development is within 400 metres** of one or more existing public car parking place(s) with more than a total of 25 car parking spaces.
6	10 per cent	0.90	The proposed development provides 'end-of-trip' facilities* for bicycle users, in addition to any facilities required under Clause 6.4(5);
or 6a	5 per cent	0.95	or Secure on-site and/or adjacent street bicycle parking (facilities within public view to which at least five bicycle frames and wheels can be locked)***.

Note:

The calculated total adjustment factor is applied to the car parking requirement provisions outlined in Table 6 of TPS6. The maximum adjustment factor, where all factors are justified to the maximum extent is 0.35 (0.80 x 0.85 x 0.90 x 0.80 x 0.80 x 0.90 = 0.352512).

If the resultant number of deficit car parking bays is less than or equal to 0.5 bays, no parking bays or cash-in-lieu of parking is required.

* Minimum requirement: 1 male and 1 female shower in separate change rooms with at least one secure clothes locker per change room.

** This distance means the most direct route via a gazetted footpath not just the direct route.

*** Only relates to those applications which are not required to provide bicycle parking under the requirements of Table 6 of TPS6.

Table 2: Calculating the number of car bays subject to cash-in-lieu payment

TPS6 car parking requirement	R
Apply the total adjustment factor	A
Minus the car parking proposed to be provided on site	P
Minus the most recently approved on site car parking shortfall (after taking into account relevant adjustment factors), unless the proposal is deemed to be a comprehensive new	S
Resultant number of car parking bays subject to cash-in-lieu payment	= R x A - P - S

Table 3: Public Car Parking Places

Ref.	Name	Street	Suburb	Parking Bays
Car Park 7	Angelo Street	Angelo Street	South Perth	63
Car Park 8	Anstey Street	Anstey Street	South Perth	28
Car Park 11	Narrows Bridge	Mill Point Road	South Perth	18
Car Park 12	Mill Point Road Boat Ramp	Mill Point Road	South Perth	18
Car Park 13	Melville Place	Melville Place	South Perth	16
Car Park 14	Boat Shed Café	Coode Street	South Perth	130
Car Park 15	Coode Street Boat Ramp	Coode Street	South Perth	15
Car Park 18	Collins Street	Collins Street	South Perth	32
Car Park 22	Comer Reserve	Melville Parade	Como	45
Car Park 23	Comer Reserve	Eric Street	Como	12
Car Park 33	Manning Senior Citizens	Downey Drive	Manning	61
Car Park 35	Welwyn Ave	Welwyn Ave	Manning	56

Legislation / Local Law Requirements

City of South Perth Town Planning Scheme No. 6.