

Burswood Peninsula – Precinct A

Parking Management Plan



Prepared by: Stantec Australia Pty Ltd for Bridge42

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1. INTRODUCTION

1.1. Background and Proposal

Stantec has been engaged to prepare a Parking Management Plan (PMP) for the area within Burswood Peninsula – referred to as Precinct A. Precinct A is the northern portion of the Belmont Park Racecourse Redevelopment area, which in its entirety is divided into:

- Precinct A (the subject of this PMP),
- Precinct B (south-west of the racecourse)
- Precinct C (the racecourse), and
- Precinct D (south-east of the racecourse).

The Redevelopment area is positioned between Victoria Park Drive and the Swan River, with Precinct A aligning the north and north-western foreshore. The Master Plan indicates a proposed yield of 910 apartments within four (4) Lots, and 203 townhouses with the townhouses along the outer foreshore edge and the apartments inset along the racecourse. Public open spaces are located centrally within Precinct A, with smaller areas provided sporadically between the townhouse developments, and a foreshore centre style structure proposed between Superlots G and H. Each Superlot encompasses between 13 and 21 individual townhouse lots.

On-street car parking is provided along the main street, with a public car park area also provided centrally to the Master Plan area near the foreshore centre. The Master Plan and subject site location within the wider Redevelopment area is shown in Figure 1.1.

Figure 1.1: Burswood Peninsula – Precinct A Master Plan January 2022



Source: DLE Burswood Peninsula Precinct A Master Plan

1.2. Purpose of the Report

This PMP is prepared in accordance with the structure presented in the Town of Victoria Park Parking Management Plan using the five-step process outlined in the Parking Management Framework document. This report determines the residential and visitor parking space requirements of Precinct A and intended application and management of the provided parking spaces.

The Parking Management Framework document provides the following steps in preparing a PMP:

1. Current Parking Environment
2. Investigation
3. Recommend Solutions
4. Make the Change
5. Review and Monitor

2. CURRENT PARKING MANAGEMENT ENVIRONMENT

With no existing infrastructure development within the Precinct A area, there is no onsite parking demand or supply issues at present. Staging of the Belmont Park Redevelopment project sees Precinct D, on the south-eastern corner of the site being developed as part of Stage 1 (currently under construction), followed by Precinct B. Parking demand associated with the surrounding development is unlikely to impact on Precinct A due to the proximity and connectivity of the subject site.

2.1. Stakeholders

Precinct A includes residential dwellings within townhouse and apartment developments as well as a large public open space area provided along the Swan River foreshore. Given the proximity to the racecourse and future commercial development in Precinct B and associated Activity Centre, some cross over of parking demand may occur between the neighbouring land uses, however use of the parking spaces within the site area will be predominantly by residents, visitors of residents, and visitors to the public open spaces and managed to ensure this priority of user is maintained Transport Modes

A Transperth bus service is proposed to access the Precinct A area, however detail of this service, such as timing, frequency and stop location, has yet to be decided. Currently the Belmont Park Train Station is only activated as a stop for events. With the development of Belmont Park this train station may be converted to a commuter station, potentially attracting long term commuter parking.

A possible active travel bridge between Burswood Peninsula and East Perth has been identified by the State Government to provide pedestrians and cyclist a direct connection to the northern side of the river.

2.2. Existing Issues or Concerns

Considering the proximity of the subject site to the external public transport and the provision of a Transperth bus service there is potential that the subject site car parking spaces will be used by commuters and visitors to adjacent land uses (namely the stadium and racecourse) and reduce the availability of spaces for genuine visitors to and residents of the Precinct.

3. INVESTIGATION

3.1. Parking Space Requirements

The parking space requirements of Precinct A can be determined by reviewing the proposed townhouse and apartment yields. The parking space requirements for different land uses is provided in the Town of Victoria Park Local Planning Policy 23 – Parking Policy which refers to the Residential Design Codes. The Institute of Transportation Engineers (ITE) Parking Generation Manual Version 5 has been referred to for the foreshore related visitor parking. The following minimum car parking rates are applicable to Precinct A:

Townhouses (Residential Design Codes Volume 1):

- 1.5 car parking spaces per dwelling, plus
- 0.25 visitor car parking spaces per dwelling

This equates to a car parking space requirement of 1.75 spaces per dwelling.

Apartments (Residential Design Codes Volume 2)

- 1.25 car parking spaces per dwelling, plus
- 1 space per four dwellings for the first 12 dwellings and then 1 space per 8 dwellings for the 13th and above.

Public Open Space (City Park 411)

- 4.2 spaces per acre, or 10.4 spaces per hectare

Each townhouse lot provides a minimum of 2 on-site residential car parking spaces with visitor car parking to be accommodated for within the street network. With 203 townhouses proposed, a total of 51 (50.75 rounded up) visitor spaces are to be provided for the entire precinct. These visitor parking bays are to be distributed throughout the precinct along the main street, and within the proposed visitor car parking areas central to the precinct area (see Figure 1.1).

Each apartment building is to provide 1.25 car parking spaces per apartment for residents and additional parking for visitors as detailed above, with all residential and visitor parking to be provided internally within the apartment building parking areas.

The foreshore centre has been assessed as a 'City Park' as per the rates provided in the ITE Parking Generation Manual. This equates to a requirement of 11 (10.3 rounded up) spaces for the public open space area of 9,931m².

A breakdown of the car parking space requirement and proposed provision is provided in Table 3.1 and presented in Figure 3.1.

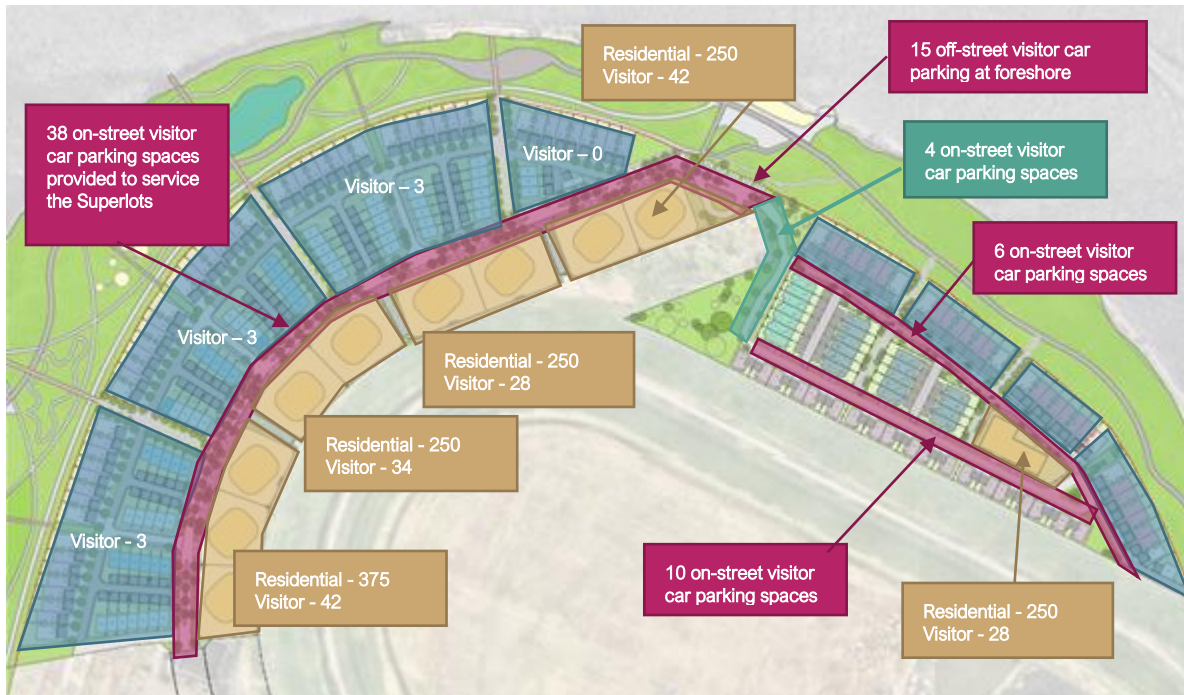
Table 3.1: Car Parking Space Requirement and Provision

Use	Yield	Residential Parking Requirement	Residential Parking Provision	Visitor Parking Requirement	Visitor Parking Provision
Townhouses	203	1.5/dwelling = 305 spaces	2/dwelling minimum = >406	0.25/dwelling = 51 spaces	67 spaces

INVESTIGATION

Apartments	910 (100 per building across 9 buildings, plus 10 in northern section)	1.25/dwelling = 1,138 spaces	1,138	1/4 dwellings for first 12 dwellings + 1/8 dwellings for 13 th and above = 129 spaces	129 spaces
City Park (ITE Code 411)	9,931m ²			10.4/hectare	11 spaces

Figure 3.1: Car Parking Space Provision



The on-street visitor car parking space provision associated with the townhouse developments of Precinct A is 67 spaces (within the blue and magenta areas), exceeding the minimum requirements set out in the Parking Policy which requires 51 spaces. There are 38 on-street spaces proposed to be provided on the main street between the connection with Precinct B and Superlot H, and 20 spaces within the northern portion, distributing the parking spaces through the length of the Precinct. An additional 15 car parking spaces are proposed within a central car parking space area for any additional visitor parking space requirements of the townhouses, and parking associated with use of the public open space by external visitors – which requires 10 car parking spaces

3.1.1. ACROD Parking

ACROD parking should be provided as required by Australian Standard 1428.1 Part 1: Design for access and mobility and AS/NZS 2890.6 Parking facilities Part 6: Off-street parking for people with disabilities as a minimum.

There is no specific requirement to provide ACROD parking where the parking area is for use of individual separate dwellings, however it is recommended that ACROD parking at a rate of 1 space per 100 car parking spaces minimum be implemented within the apartments, and for the on-street resident and visitor parking spaces. A minimum of one ACROD space should be provided within the public parking area alongside the foreshore.

3.1.2. Loading Areas

Loading areas should be provided within each apartment building, to be confirmed through the detailed design process. Deliveries to the townhouses will require temporary accommodation of available visitor parking spaces. These are expected to be infrequent with small delivery vehicles such as Vans.

3.2. Bicycle/Motorcycle Parking

Bicycle and motorcycle parking should be provided in accordance with the Town of Victoria Park Planning and Building Policy Manual Policy No. 7.7.1 Non-Residential Development Parking Requirements, as well as the State Planning Policy 3.1 Residential Design Codes Volume 2 Apartments. Bicycle parking for the townhouses will be accommodated within the individual lot.

The parking rates associated with the subject site uses are as follows:

Apartments (Residential Design Codes Volume 2)

- 0.5 bicycle parking spaces per dwelling for residents, plus
- 1 bicycle parking space per 10 dwellings
- Motorcycle Parking: Developments exceeding 20 dwellings, provide 1 motorcycle/scooter space per every 10 car bays

Public Open Space

- No specific rate is provided within the Planning Policy. Noting the connections to the cycle facilities within the public open spaces, it is expected that the area will be used frequently by cyclists. A bicycle parking area near the foreshore centre would be beneficial. It is suggested that a ratio of 1 bicycle parking space per 1,000m² be provided, equating to approximately 10 bicycle spaces.
- Motorcycle Parking: 1 motorcycle/scooter bay per 20 car parking bays,

Considering the full apartment yield of 910 dwellings, the total bicycle parking space requirement for the apartments is 455 resident spaces, and 91 visitor spaces spread across the apartment buildings. With 1,138 car parking spaces within the apartments, there is a requirement to provide 114 (113.8 rounded up) motorcycle spaces across all the apartment buildings.

With 9,931m² of public open space, there is a requirement to provide a minimum of 10 bicycle spaces and 1 motorcycle space. As there is vast area available within the public open space, providing additional parking for bicycles and motorcycles would be advantageous.

4. RECOMMENDED PARKING MANAGEMENT

4.1. Management Tools

With no external trip attractors within Precinct A itself aside from a small amount of Public Open Space, it is not expected that significant parking issues will occur due to land uses contained within the area. However, with the proposal for a Transperth bus service within the site, there is potential for commuters to utilise the parking areas within the site.

A number of potential management measures could be considered and implemented should they become necessary:

- Resident bus pass, to encourage use of public transport by Precinct A residents
- Resident/visitor parking permits
- Timed and/or paid parking restrictions
 - Foreshore parking
- 'No Parking' parking restrictions.

4.1.1. Resident Bus Passes

To encourage the use of the proposed public transport services accessing the area and reduce the reliance on residential vehicle trips, bus passes could be allocated to each residential dwelling within Precinct A.

4.1.2. Visitor Parking Permits

As all residential parking requirements are allocated to the townhouse or apartment lots with some dwellings providing up to double the residential space requirement, on-street long term residential parking should *not* occur. However, visitor parking permits could be provided to each residence should availability of on-street spaces for visitor parking becomes a problem.

4.1.3. Timed Restrictions/Paid Parking Restrictions

Alongside the abovementioned management measures, should visitor (commuter or otherwise) parking demand and/or occupancy become excessive, timed and/or paid parking restrictions could be considered. This is particularly applicable to the parking spaces nearer Superlot A due to the proximity of Precinct B in which commercial and retail uses will be present and may attract external traffic. Similarly, this applies if an increase in parking demand occurs during events being held at Belmont Racecourse and the Perth Stadium.

If timed restrictions are considered appropriate, further investigation should be undertaken through parking occupancy surveys to determine the appropriate length of time restriction for each area (or any other parking management approach to encourage turnover), e.g., the central parking area may be able to accommodate the long-term parking associated with Belmont Racecourse event parking without the need for timed

restrictions. But this may need to be coupled with other measures such as wayfinding and the implementation of high-quality active travel path networks to and from key destinations within the wider Belmont Park area.

Foreshore Parking

Parking alongside the foreshore centre should be managed in a similar manner to the residential visitor parking, however the timed restrictions made appropriate to the use. With the available connection to the network of pedestrian and cycle paths, longer term parking in this area will promote the use of the foreshore for recreational purposes.

4.1.4. Parking Restrictions

To ensure that all travel paths are unobstructed, and accessibility maintained to all car parking spaces, parking restrictions in the form of 'No Parking' may be required within the Local Access Streets and on the main street from Superlot H to the far eastern edge of the site. Such areas may need to be monitored and parking restrictions enforced at times of high demand from the Racecourse or the Stadium. This may also be required to ensure service and waste collection vehicles can access all roads when required.

4.1.5. Wayfinding Signage

Signage to assist the movements of people through the site, particularly those intending to utilise the central car parking area or access the public open space and foreshore. The signage should be provided at the entry to Precinct A from Precinct B and repeated through the length of the main street. Directional signage should be considered at the central parking area to guide visitors on entry and exit to the area. Wayfinding will reduce the potential for unnecessary movements and potential parking related issues within the Local Access Streets.

4.2. Application

Each of the above tools should be considered on a case-by-case basis if and when parking related issues arise, most likely determined by parking occupancy surveys. Based on the subject site location, lack of internal traffic attractors (other than public open spaces), it is not expected that significant long term parking issues will occur as a result of the internal land uses, however it is important to mitigate against parking overspill into the area from outer Precincts, and monitoring of parking behaviour during high profile external events should take place soon after a significant amount of development of Precinct A has been constructed.

An overview of the potential parking management of the site is shown in Figure 4.1, noting that the Trigger Points detailed in Section 5 Implementation Plan will determine whether the tools shown are warranted and should be implemented. The image is provided as a guide only.

Figure 4.1: Summary of Parking Management Plan



5. IMPLEMENTATION PLAN

5.1. Trigger Points

As detailed in Section 4.2, implementation of the identified parking management tools *should only take place as and when deemed necessary* as a result of observed parking issues and survey findings.

Implementation should follow the guidelines below to determine when changes to parking management measures may be required:

- *Commuter parking, visitors accessing public transport:* this may trigger the use of resident bus passes and/or parking permits, or if commuters are utilising available pedestrian and cycle paths to the nearby stations and bus stops, possible implementation of timed parking restrictions.
- *Event parking for the racecourse or stadium:* this may trigger the implementation of timed and/or paid parking restrictions along residential dwellings, as well as application of lengths where parking is prohibited in areas where visitor parking becomes problematic, i.e., within Local Access Streets. Wayfinding to the central parking area should be provided.
- *Inadequate supply of visitor parking due to Precinct B activity:* this may trigger the implementation of timed parking restrictions and/or visitor parking permits, particularly near the connection with Precinct B.
- *Restriction of movements through the Local Access Streets, obstruction of residential parking spaces:* this may trigger the need to implement parking restrictions or lengths where parking is prohibited within sections of the Local Access Streets or along the main street east of Superlot H.
- *Obstruction of travel path for service and waste collection vehicles:* as above, this may trigger the need to implement parking restrictions within the Local Access Streets and the main street east of Superlot H.
- *Design of parking areas to be in accordance with the relative Australian Standards:* to be undertaken through the detailed design process

The above trigger points can be measured through:

- Parking surveys
- Parking infringement data
- Records of resident complaints
- Council records relating to access issues for waste and/or service vehicles.

5.2. Impact Assessment

Prior to implementation of *any* of the above management tools, consideration should be given to the possible impact, be that positive or negative, on the stakeholders and users of the Precinct A road network and associated parking areas. Additionally, likely compliance and required enforcement of the proposed management tools should be considered.

Table 5.1: Assessment of Management Impacts

User	Impact to be assessed/considered
Residents	<ul style="list-style-type: none"> • Ensure consistent availability of on-street visitor parking spaces for all applicable residential properties within the site area. • Relocation/spill over of parking to other unrestricted areas within the site resulting from parking management implementation taking away parking provision of visitors to residential properties. • Visitors impacted by times and paid parking restrictions and enforcement.
Visitors of residents	<ul style="list-style-type: none"> • Ensure adequate availability of short- and long-term parking for visitors to all residential dwellings within acceptable walking distance • Visitors of residents impacted by times and paid parking restrictions and enforcement. • Relocation/spill over of parking to other unrestricted areas within the site taking away parking availability from genuine visitors. • Availability of visitor parking impacted by residents parking on-street instead of using their designated on-site bays
Visitors of public open spaces and foreshore	<ul style="list-style-type: none"> • Ensure adequate availability of car parking spaces for visitors to the area within acceptable walking distance to connections with the public open space areas. • Displacement of visitor parking occurring as a result of spill over of residential use
Commuters	<ul style="list-style-type: none"> • Availability of alternative parking areas and arrangements • Knowledge of nearby parking areas for commuters, i.e., information on nearby parking areas made available for commuters
Eventgoers	<ul style="list-style-type: none"> • Availability of alternative parking areas and arrangements • Knowledge of nearby parking areas for eventgoers, i.e., information on nearby parking areas made available for eventgoers

6. MONITOR AND REVIEW

Prior to the implementation of the abovementioned parking management tools, on-site observations and surveys of any perceived or actual parking issues should be undertaken. This will ensure an accurate understanding of the issues and the best possible outcome following the application of any of the management tools.

6.1. Monitoring Process and Reporting

Monitoring of the on-site parking conditions, prior to and after implementation of any parking management tools should be undertaken. Successful implementation can be determined by considering the following:

Table 6.1: Monitoring the Success of the Application

	Before Implementation	After Implementation
Resident Bus Passes	Parking demand of commuter traffic utilising bus services Availability of bus services for residents Boarding numbers	Parking demand of commuter traffic utilising bus services. Availability of bus services for residents Boarding numbers
Visitor Parking Permits	Long term parking space occupancy Overspill by residents to adjacent parking areas	Availability of parking adjacent to dwellings
Timed/Paid Parking Restrictions	Parking demand near attractors such as Precinct B Parking occupancy	Parking occupancy Compliance and enforcement requirements/number of fines issued Overspill to adjacent parking areas
Parking Restrictions	Parking demand near attractors such as Precinct B and the foreshore centre Parking demand (occupancy) within Local Access Streets Restriction of movements in Local Access Streets Obstruction of service and waste collection vehicles	Parking occupancy Compliance and enforcement requirements/number of fines issued Overspill to adjacent parking areas

Figure 6.1: Summary of Parking Management Plan





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