

## **LOCAL PLANNING POLICY 23**

## **PARKING POLICY**

### **1. INTRODUCTION**

- a) This Policy consolidates the Council's parking requirements, and outlines its approach to the provision of parking facilities for non-residential and residential uses in the Municipality.
- b) The Council's approach to the provision of parking is based on the need to maintain high environmental standards and to facilitate the development of parking facilities that are regarded as valuable community facilities. To achieve these ideals the Council's parking policy addresses not only the matter of parking supply, but also traffic movement, access to services, the appearance and safety of parking areas and the impact of these facilities on pedestrians, cyclists and the surrounding environment. The principles and provisions outlined below are aimed at improving the safety and comfort of pedestrians, motorists and residents while keeping in mind the need for convenient access to services and facilities.

### **2. AIM**

- a) To facilitate the development of adequate parking facilities and safe, convenient and efficient vehicle and bicycle access for pedestrians, cyclists and motorists.

### **3. OBJECTIVES**

- a) To ensure the adequate provision of parking for various services, facilities and residential developments and to efficiently manage parking supply and demand.
- b) To ensure that the environmental and amenity objectives of the Town Planning Scheme, as outlined in the Scheme Text, are not prejudiced.
- c) To maintain a high standard of secure and attractive parking facilities.
- d) To provide guidance on the development and design of parking facilities.

### **4. POLICY AREA**

- a) This Policy applies to the entire area of the Municipality.

### **5. PRINCIPLES**

- a) Off-street parking should be provided at a rate that adequately meets the demand generated by a particular use or activity as determined by the Council. An oversupply of parking for a particular use will not be supported as this discourages the use of public transport facilities and is contrary to the objective of efficient management of parking facilities. Public parking should be provided where there is a demonstrated need or where off-street parking cannot be provided.
- b) The amenity of areas surrounding parking facilities should be safeguarded.

Parking facilities should complement their surroundings and provide a convenient service, without causing undue disruption to surrounding uses. The development of facilities of the highest standard of design, layout and landscaping is expected.

- c) Parking facilities should be located so they do not dominate the surroundings or intrude into residential areas, public spaces or landscaped features of the environment. Off-street parking areas should generally be located and designed so they are an integral part of the development for the site. Disabled and cyclist parking facilities should be visible and conveniently located.
- d) Efficient and safe vehicular access to residences, services and facilities should be balanced with the maintenance of a convenient and safe environment.
- e) Parking facilities should be maintained to a high standard, in terms of lighting, paving, draining, landscaping and layout, ensuring that the use of these facilities does not visually detract from the locality or impede pedestrian movement and vehicle circulation. Every effort should be made to reduce the apparent size and visual monotony of parking areas and to conveniently locate these parking areas in relation to the facilities they serve.
- f) The design, operation and location of parking facilities should aim to address personal and vehicular security matters, by providing clear and direct access through parking areas, and effective signs and lighting.

## 6. POLICY

### 6.1 Provision of Parking for Non-Residential Uses

- a) Parking bays shall be provided at the rate specified in the following table for non-residential developments, unless otherwise approved by the Council.
- b) **Note:** Parking requirements shall be calculated by rounding to the nearest whole number.
- c) Where the number of bays proposed for a non-residential or residential development is less than the number required, the Council may approve the development, if it can be demonstrated that nearby off-street parking facilities are available to cater for the parking requirements, or a portion of the parking requirement of the use proposed, and that, if necessary, satisfactory agreements have been made to enable those facilities to be used for that purpose.
- (d) Where tandem car parking is proposed for a non-residential use, only one of the two tandem car bays shall be calculated as part of the approved car parking requirement for the development.

### 6.2 Land Use Parking Requirements

- a) **Note:**  
Net floor area is the space within a building used for the general operations of the occupying use. Facilities ancillary to the main purposes (such as toilets, access ways, stairs, plant rooms and private car parking bays) are generally excluded.
- a. Net floor area equates to the area of a building determined for plot ratio calculation. This is defined under plot ratio in the 'Definitions' section of the Scheme Text

ACTIVITY/USE	NUMBER OF PARKING BAYS
<b>Shop</b>	1 for every 10 square metres of retail floor area.  "Retail floor area" means the floor area of each of the floors of a building used for the display and sale of goods but does not include floor areas used for concealed storage, food preparation, a workshop or a toilet.
<b>Banks and Building Societies</b>	1 for every 40 square metres of net office/administration area, plus 1 for every 10 square metres of net retail banking floor area.
<b>Open air retail nursery</b>	1 for every 50 square metres of nursery area.
<b>Office/administration</b>	1 for every 40 square metres of net floor area.
<b>Health clinic, medical consulting rooms, veterinary clinic</b>	4 per consulting room
<b>Hospitals administration, consulting rooms, treatment rooms/ areas.</b>	1 for every 40 square metres of net floor area.
<b>Hospital ward areas</b>	1 for every 3 beds (licensed)  Licensed beds (as defined by the Health Department of WA)
<b>Showroom</b>	3 for the first 150 square metres net floor area and thereafter 1 for every 75 square metres of net floor area.
<b>Open air display</b>	1 for every 100 square metres of display area.
<b>Warehouse/industry</b>	3 for the first 150 square metres of net floor area and thereafter 1 for every 75 square metres of net floor area.
<b>Public assembly, nightclubs, theatres and cinemas</b>	1 for every 4.5 square metres of net floor area.
<b>Amusement centres and Betting agency</b>	1 for every 10 square metres of net floor area
<b>Health studio, squash courts and tennis courts</b>	1 for every 30 square metres of net floor area and 3 for every court.
<b>Indoor bowling centre</b>	1 for every 30 square metres of net floor area.
<b>Indoor cricket</b>	1 for every 60 square metres of net floor area.
<b>Restaurant</b>	1 for every 4.5 square metres of sit down dining area.
<b>Fast food outlet</b>	1 for every 4.5 square metres of sit down dining area, plus 1 for every 4 square metres of counter/queuing area, other than dining area.
<b>Licensed drinking areas:</b>  <b>Bar areas</b>  <b>Lounge and Outdoor areas.</b>	1 for every 2 square metres of net drinking area.  1 for every 4.5 square metres of net seating area.

ACTIVITY/USE	NUMBER OF PARKING BAYS
<b>Commercial accommodation (e.g. hotel, motel, private hotel, lodging house, hostel, serviced apartments)</b>	1 for every bedroom or 1 for every 3 beds provided whichever is the greater.  (NOTE: Administration, dining, drinking areas, as per above standard)
<b>Caretaker's residence</b>	1 for every residence.
<b>Institutional home/nursing home</b>	1 for every 40 square metres of net administration/office floor area and consulting/treatment areas, plus 1 for every 3 beds provided.
<b>Child care facilities</b>	1 bay for every 5 children.
<b>Educational Establishment</b>	Public Schools - minimum of 14 bays per 100 students, plus staff car parking at a rate of 0.08 bays per student.  Private Schools - minimum of 14 bays per 100 students, plus staff car parking at a rate of 0.07 bays per student.  Technical Schools and Tertiary Institutions - 1 bay for every 6 students and 1 bay for every staff member  Academy or other educational centre - 1 bay for every 4 students and 1 bay for every staff member
<b>Research and Development</b>	1 bay for every 40 square metres of net floor area

Note – Also refer Local Planning Policy 30 'Car Parking Standards for Developments Along Albany Highway' which contains reduced parking standards for certain uses in certain locations along Albany Highway.

### 6.3. Provision of Parking for Residential Uses

- a) The number, location and layout of parking areas for all residential developments shall be in compliance with the provisions of the Residential Design Codes.
  - i. where visitor parking is provided it should be marked

### 6.4 Specific Purpose Bays

- a) The Council may require the provision of bays marked exclusively for the use of motor cycles, bicycles, delivery and service vehicles, taxis, buses and coaches and courier services, where the nature of the development requires specific purpose bays. The Council will determine the number of bays to be marked for bicycles and the vehicles listed above depending on the nature of the development.
- b) The Council will also require the provision of bays marked exclusively for use by disabled drivers at the rate specified in the Building Code of Australia.

## **6.5 Reciprocal and Combined Parking**

- a) Reciprocal and combined parking are defined as follows: Reciprocal parking - parking facilities serving separate uses or amixed development, but not shared concurrently.

Combined parking - parking facilities shared concurrently by a mixed use development or separate developments on the one site.

## **6.6 Reciprocal Parking**

- a) Reciprocal parking arrangements may be considered acceptable where the Council is convinced that demand for parking by the uses proposed will not coincide.
- b) Where reciprocal parking is proposed the Council must be satisfied that:
- i. the parking facilities serving the proposed uses will be located on the one lot, or that parking arrangements are permanent (e.g. easement, amalgamation, restrictive covenant or any other formal arrangement the Council may require);
  - ii. parking demand both in the immediate and long term can be satisfied;
  - iii. the uses being served by the parking arrangements are compatible (i.e. no overlap demand for parking facilities); and
  - iv. a proposed change of use will comply with the reciprocal parking arrangements, or will satisfy the parking requirement by other means before approval is granted.

## **6.7 Combined Parking**

- a) Parking for mixed use developments may be combined in one parking area, provided the total number of bays required under the provisions of this Policy are provided. If a mixed use development comprises a residential component each residential dwelling shall

be provided with at least one exclusive bay. Access shall be available at all times for all users and the Council may require bays to be marked for a particular purpose to ensure that access is not restricted.

## **6.8 Cash-in-Lieu of Parking**

- a) Cash-in-lieu of parking shall be considered where developments have a shortfall of parking according to the requirements outlined in the above land use parking requirement table. The Council may accept money for this shortfall to provide bays in a nearby existing or proposed public parking facility. This Policy provision should not be seen to be replacing the developer's responsibility to provide on-site parking. The provision of an adequate supply of parking is the intent of this provision and as such the following matters apply:
  - i. cash-in-lieu contributions shall only be permitted in localities where the Council is proposing to provide a public car park in the near future or where a public car park already exists;
  - ii. cash-in-lieu contributions may comprise all or part of the on- site parking requirement for a development;
  - iii. the contribution rate per bay shall be based on the estimated cost of the land (in the vicinity of the proposal), the cost of constructing the bay and any other related costs such as landscaping, lighting etc. Land costs will be as determined by the Council and include acquisition costs such as legal fees;
  - iv. the contribution received from the applicant for proposed facilities shall be held in a Trust Fund of the Council for the purpose of acquisition of land for parking in appropriate areas or accepted by the Council as a contribution towards the cost of providing existing public parking facilities in the area. Contributions may consist of cash or land, or a combination of both, and must be made prior to the issue of a building license to the Trust Fund. Other means of payment may be suitable subject to Council agreement. Any bays for which a contribution has been provided shall be constructed in the locality where the development will generate the need for additional parking; and
  - v. the Council will require, but not limit the use of the land on which parking facilities are provided to be used for that purpose. The bays provided as a result of cash-in-lieu contributions shall remain available to the public, be administered by the Council, and fees for parking may be imposed by the Council.

## **6.9 Access**

- a) Vehicular access points to parking areas shall be located and designed so that:
  - i. entry/exit points minimise: traffic or pedestrian hazards, conflict with pedestrian/cyclist pathways, the impact on nearby residential uses, traffic congestion and interference with public transport facilities;
  - ii. the number of entry/exit points is kept to a minimum. Where possible, new parking areas and vehicular access points

shall be linked to existing parking facilities; and

- iii. access is obtained away from major traffic streets where possible, but not if this necessitates access from a residential street where undue disturbance to residential amenity would result.

#### **6.10 Traffic Movement**

- a) The Council will require traffic circulation and manoeuvring spaces within parking areas to be designed so that:
  - i. adequate provision should be made to enable all vehicles to enter and leave the land in a forward direction where the Council believes that the nature of a development, its relation to adjoining streets or the nature of those streets makes it necessary to do so, and an access point from parking spaces to the street serves more than two spaces;
  - ii. vehicles are able to queue, if necessary, within the parking area and not on the street; and
  - iii. parking areas are not used as traffic thoroughfares to facilities that they do not serve.

#### **6.11 Safety**

- a) The Council will expect pedestrian, cyclist and motorist safety to be a priority in the design and operation of parking facilities, ensuring that:
  - i. pedestrian pathways through a parking area are clearly defined, well lit and signposted, where required, with direct access to the street or facilities served;
  - ii. traffic access to, and circulation within parking areas, is separated, where practicable, pedestrian and cyclist paths or pedestrian access points to or through a parking area; and
  - iii. driver sight lines are not obstructed by signs, fencing or any other obstacle.

#### **6.12 Parking Facilities**

- a) The following matters shall be taken into consideration in the design and construction of parking facilities:

##### **6.12.1 Design**

- a) Innovative approaches to the design of parking areas is expected in order to maintain amenity and encourage the use of parking areas for community activities in addition to parking, such as weekend markets, fairs, sporting activities and other entertainment activities.
- b) Where multi-storey parking facilities are proposed they should:
  - i. complement the surrounding built form, in terms of scale, height and character (built form development standards as specified in the precinct plans will apply); and

- ii. here they front the street should contain activities such as shops or similar uses to maintain pedestrian interest and activity at street level.
- c) Private off-street parking should generally be located at the rear of developments, and in some precincts beneath. All parking areas must be paved and landscaped to a high standard, and in particular, surface (open-air) parking areas fronting a street should be landscaped or treated in other suitable ways to maintain to a high visual standard of development.
- d) Where lighting is provided in parking areas the lights should not have a detrimental impact on adjoining residential uses, and should not be reduced in effectiveness due to overgrown vegetation or poor placement.
- e) Large expanses of parking area should be avoided. Parking areas should be detached, into smaller groups of bays, separated by landscaping or other uses or activities, especially where these areas front the street.

#### **6.12.2 Landscaping**

- a) All non-residential parking areas should contain shade trees (species to be approved by the Council) generally at a rate of one tree for every four bays.
- b) In residential areas any continuous row of parking or length of driveway shall be provided with planting areas, including shade trees, at the rate of one per eight bays or otherwise required by the Council.
- c) The perimeter of all parking areas should be landscaped by a planting strip of at least 1.5 metres in width. In some circumstances a greater area of landscaping may be required, particularly where a parking area adjoins a residential property, an area of parkland or an open air recreation area.

#### **6.12.3 Signs**

- a) Signs in parking facilities should be for the purpose of providing information on parking operations and access. Signs should not obstruct pedestrian thoroughfares or driver vision.

#### **6.12.4 Adjoining Development**

- a) When considering the development of parking facilities the Council will take into consideration:



- i. the location of parking spaces and structures, lights and signs on the site and their affect on the amenities of adjoining development, including the potential affect if parking spaces should later be roofed or covered; and
- ii. the extent to which parking spaces are located within required building setback areas and the resulting visual impact on adjoining properties.

#### **6.12.5 Layout and Dimensions**

- a) Generally car parking spaces shall be in accordance with the dimensions and layout outlined in Appendix A and B.
- b) The owner and occupier of parking facilities shall ensure that parking areas are operated, laid out, constructed and maintained in accordance with the development approval for the site, and are clearly marked at all times to the satisfaction of the Council. Landscaping, in particular, should be maintained to a high standard. This may include the marking of bays exclusively for residential dwellings, staff, visitors, service vehicles, etc.
- c) Enter and exit points and vehicle circulation patterns should be clearly indicated.

### **7. ADDITIONAL MATTERS**

#### **7.1 Occasional Parking**

- a) The Council may support the use of land or buildings for occasional parking facilities in the case of special events or circumstances relating to a particular or regular use of a site. Council approval, however, will be required and special conditions of approval may apply.

#### **7.2 Vacant Land**

- a) The Council does not support the use of vacant land or buildings for parking purposes unless occasional parking, as outlined in the above provision, has been approved.

#### **7.3 Activities Or Uses Within Parking Areas**

- a) Private parking areas should not be used for any other purpose or activity other than for parking vehicles, motorcycles and bicycles associated with the approved use for the site. The Council will not support the use of such parking areas for activities which have not been approved for the site, or the use of parking areas to carry out activities approved and intended to be conducted in buildings on the site.
- b) The Council may consider permitting the use of parking areas for weekend markets or other similar community activities or entertainment.

#### **7.4 Kerbside Parking**

- a) Kerbside parking cannot be used to satisfy the parking requirements of a commercial or a residential development unless the Council is satisfied that parking demand can be met. The Council may also consider the parking requirement to be satisfied by kerbside parking bays where the provision of off-street parking would be detrimental to the amenity of the area or incompatible with the character or built form of the area.

#### **7.5 Park And Ride Facilities**

- a) Subject to the provisions of this Policy park and ride facilities will be supported close to public transport stops to encourage the use of these services.

#### **7.6 Traffic/Environmental Impact Statement**

- a) A traffic/environmental impact statement may be required where proposed parking facilities are likely to have a significant impact on the surrounding street system and uses.

#### **7.7 Appendixes**

- a) Appendix A: Car Parking Bay and Manoeuvring Dimensions for Residential and Non-Residential Development.

## APPENDIX A: CAR PARKING BAY AND MANOEUVRING DIMENSIONS FOR RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT

Parking Angle	Width of Bay (metres)		Length of Bay (metres)		Depth of Bay (metres)		Minimum Manoeuvring Depth (metres)		Minimum Total Depth (metres)	
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### Type of Access

90°	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)
	2.4	2.4	5.4	5.4	5.4	5.4	6.0	6.0	11.4	11.4
2.6	2.6	5.4	5.4	5.4	5.4	5.9	6.0	11.3	11.4	
2.7	2.7	5.4	5.4	5.4	5.4	5.8	6.0	11.2	11.4	
75°	2.4	2.4	5.4	5.4	5.9	5.9	5.4		11.3	-
	2.6	2.6	5.4	5.4	5.9	5.9	5.3		11.2	-
	2.7	2.7	5.4	5.4	6.0	6.0	5.2		11.2	-
60°	2.4	2.4	5.4	5.4	5.9	5.9	5.0	-	10.9	-
	2.6	2.6	5.4	5.4	6.0	6.0	4.9	-	10.9	-
	2.7	2.7	5.4	5.4	6.0	6.0	4.8	-	10.8	-
45°	2.4	2.4	5.4	5.4	5.5	5.5	4.0	-	9.5	-
	2.6	2.6	5.4	5.4	5.7	5.7	3.8	-	9.5	-
	2.7	2.7	5.4	5.4	5.7	5.7	3.5	-	9.2	-
30°	2.4	2.4	5.4	5.4	4.8	4.8	3.1	-	7.9	-
	2.6	2.6	5.4	5.4	5.0	5.0	3.1	-	8.1	-
	2.7	2.7	5.4	5.4	5.0	5.0	3.1	-	8.1	-
0° Parallel Parking	2.4	2.4	6.3	6.3	2.4	2.4	3.0	-	5.4	-

### NOTE:

- (1) Denotes one-way access to the car parking bay.  
 (2) Denotes two-way access to the car parking bay.

### FOR THE PURPOSE OF THE ABOVE TABLE:

- a) **'One-way' access** means that access to the car parking spaces can only be obtained from one direction along the access driveway;
- b) **'Two-way' access** means that access can be obtained from either direction along a driveway;
- c) The particular measurements referred to shall be determined as indicated overleaf;
- d) The bay and aisle widths shall be increased by 0.3 metre for each side adjoined by a wall, fence, column or pier;
- e) Tandem parking of 10 metre length may be permitted where no barrier separates the bays;
- f) The dimensions of disabled car bays shall comply with the relevant Australian Standard; and
- g) In certain circumstances, car parking bay and manoeuvring dimensions may be varied from that indicated above subject to Council determining that the relevant Australian Standard is satisfied.



