

Local Planning Policy No.23

Bicycle Parking, Car Parking and Access for Non-Residential Development

Adopted: September 1998

Last Amended: 17 September 2024

1.0 Citation

This Local Planning Policy is prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. This Policy may be cited as Local Planning Policy No.23 'Bicycle Parking, Car Parking and Access for Non-Residential Development'.

2.0 Introduction

The methods the Town chooses to provide and manage car parking is a major determinant to the design of places and subsequently the travel choices people make.

Planning policy approaches to regulate car parking on private land typically mandate the minimum amount of parking that non-residential development is required to provide. This approach ensures that lots of car parking spaces are provided but often results in people not choosing to walk or cycle, can be detrimental to urban design and local character, add expense to local businesses, detract from the natural environment and increase local traffic through encouraging trips to be made by car.

This policy aims to support development outcomes consistent with the Town's Integrated Transport Strategy to provide an integrated, accessible and sustainable transport network. The policy applies an 'Open Option' approach where minimum on-site car parking mandates are not applicable. This approach ensures that businesses have the flexibility and choice to decide how much on-site car parking to provide on their properties based on their location, operations, and customer's needs.

Equally, good quality bicycle parking and end-of-trip facilities can provide the fundamental infrastructure to support mode shift to active modes of transport. This policy sets out requirements for the provision of bicycle parking and end of trip facilities for different land uses. It recognises that the demand for bicycle parking varies depending on the nature of a business, the needs of its employees, customers and visitors and in many instances there is a need to provide a mixture of bicycle parking facilities to match the needs of users.

This policy also provides design guidance for bicycle and car parking facilities to ensure all parking facilities are safe, accessible and achieve good quality development outcomes that supports the Town as a liveable inner-city community.

3.0 Objectives

- a) To make it easier for businesses to establish and grow within the Town.
- b) To avoid an over-supply of car parking that can encourage dependence on private vehicles and discourage the use of active modes of transport such as walking, cycling and public transport.
- c) To facilitate the provision of bicycle parking and end of trip facilities that are well designed to support mode shift to cycling and other active modes of transport.
- d) To ensure that the design and location of car parking minimises negative visual and environmental impacts on amenity and streetscapes.
- e) To ensure that car and bicycle parking facilities are safe and accessible including ensuring that ACROD parking bays are appropriately provided.
- f) To ensure that loading/unloading bays are appropriately provided to support business activity.

4.0 Scope

- a) This policy applies to all buildings developed or used for non-residential purposes, including the non-residential components of mixed-use development, on land within the Town of Victoria Park as follows:
 - i. For all new buildings - Clauses 5.1 and 5.2.1 apply; Clauses 5.2.2, 5.2.3 and 5.3 only apply where on-site car parking is proposed;
 - ii. For changes of use of an existing building (where not exempt from development approval) - Clause 5.2.1 applies; Clauses 5.2.2 and 5.3 only apply where new on-site car bays are proposed, and only apply to the new bays.
 - iii. For additions and alterations of less than 200m² NLA to an existing building - Clause 5.2.1 applies; Clauses 5.2.2, 5.2.3 and 5.3 only apply where new on-site car bays are proposed, and only apply to the new bays.
 - iv. For additions and alterations of more than 200m² NLA to an existing building - Clause 5.1 and 5.2.1 apply; Clauses 5.2.2, 5.2.3 and 5.3 only apply where new on-site car parking are proposed, and only apply to the new bays.
- b) This policy does not apply to residential only development, or the residential components of mixed-use development, where the parking provisions of the Residential Design Codes apply.
- c) Where a provision of this Local Planning Policy is inconsistent with the car parking requirements of the Local Planning Scheme, a Structure Plan or Local Development Plan, the Local Planning Scheme, Structure Plan or Local Development Plan's requirements shall prevail to the extent of the inconsistency.

5.0 Policy Requirements

5.1 Bicycle Parking and End of Trip Facilities

5.1.1 Bicycle Parking - Provision

Bicycle parking shall be provided in accordance with the minimum provision rates specified in *Table 1*.

Table 1. Bicycle Parking Provision Rates

Land Use Group ²	Minimum Bicycle Parking Provision Rate ¹	
	short-stay bicycle parking ³	long-stay bicycle parking
Offices	1 space per 500m ² NLA	1 space per 250m ² NLA
Retail, food and beverage, recreation and health services	1 space per 250m ² NLA	1 space per 500m ² NLA
Places of assembly	1 space per 100m ² NLA	1 space per 500m ² NLA
Education and childcare	1 space per 100m ² NLA	1 space per 250m ² NLA
Industry	Not applicable	1 space per 1000m ² NLA
Accommodation and home-based businesses	Not applicable	Not applicable
All other land uses	At the discretion of the Town ⁴	At the discretion of the Town ⁴

Notes

1. Where the minimum bicycle parking provision rate specified in Table 1 result in the requirement of a part space, the requirement shall be rounded up to the nearest whole number.
2. For full list of land uses included within each Land Use Group see Appendix 1.
3. Bicycle parking is to be provided on-site however suitably located on-street short-stay bicycle parking may be approved at the discretion of the Town. All on-street bicycle parking must comply with Town specifications.
4. Where a land use is not specifically referred to in Appendix 1 – Land Use Groupings of this policy the Town will apply a minimum bicycle provision rate of the most appropriate land use group for the use.

5.1.2 Bicycle Parking - Design

- a) All bicycle parking facilities shall be located in a convenient and safe location;
- b) All bicycle parking facilities shall be located as close as possible to the main entrance of the premises and not require access via steps;
- c) All bicycle parking facilities shall be designed in accordance with Australian Standard AS2890.3 – Bicycle Parking, with short-stay and long-stay bicycle parking facilities required to meet the following criteria:

Short-stay bicycle parking

- i. Be placed in public view to enable passive surveillance by customers, staff or passers-by;

- ii. Be located so as not to obstruct pedestrian movements;
- iii. Be clear of manoeuvring vehicles and opening car doors.
- iv. Allow the user to secure the bicycle frame and both wheels to the parking device.
- v. Be protected from the weather.
- vi. Be well lit.
- vii. Be spaced to cater for a wide range of bicycle types including cargo bikes and bicycles with a child trailer.

Long-stay bicycle parking

- viii. Be accessible via a continuous path of travel from the cycling or vehicle entry point to the premises;
- ix. Incorporate suitable security features, such as controlled access or security cameras, to provide a high level of security for users;
- x. Be appropriately signed, both at and on approach to the bicycle parking facilities;
- xi. Be arranged so that parking and manoeuvring caters for a wide range of bicycle types including cargo bikes and bicycles with a child trailer.

5.1.3 End-of-Trip Facilities - Provision

- a) End-of-Trip Facilities are to be provided in accordance with the minimum provisions specified in *Table 2*.

Table 2. End of Trip Facilities Provision Rates

Total number of bicycle parking facilities required ¹	Minimum provision of End-of-Trip Facilities
0-5	Not applicable
6-10	2 showers and change room facilities
More than 11	4 showers and change room facilities

Notes

- 1. The total number of bicycle parking facilities required equals the combined total of short-stay and long-stay bicycle parking spaces as required in Table 1.

5.1.4 End-of-Trip Facilities - Design

- a) All End-of-Trip facilities shall be designed to be safe, convenient, functional and meet the following criteria:
 - i. Be located as close as practical to long-stay bicycle parking facilities;
 - ii. Be provided with lockers to provide storage of clothing, towels and toiletries at a minimum rate of one locker per long-stay bicycle space;
 - iii. Incorporate suitable security features to ensure the safety of users and their belongings.
- b) End-of-Trip Facilities may be designed to be shared between multiple private businesses where shared access arrangements are in place between separate tenancies.

5.2 Car Parking

5.2.1 Car Parking – Provision

On-site car parking bays shall be provided in accordance with the 'Open Option' car parking provision rates set out in *Table 3*.

Table 3. Open Option car parking provision rates

Land Use	Minimum number of bays required	Maximum number of bays permitted
All	Not applicable unless in accordance with a provision of a local development plan or structure plan.	Not applicable unless in accordance with a provision of the scheme or a precinct structure plan. ¹

Notes

1. Maximum car parking rates apply to the 'Burswood Station East Precinct'.

5.2.2 Car Parking – Design

- a) All non-residential car parking facilities shall be designed in accordance with the relevant Australian Standards AS2890.1 Parking facilities – Off Street Parking, and meet the following criteria:

General

- b) Car parking areas shall be positioned so that they are not visually prominent from any street other than a right-of-way.
- c) Car parking areas shall provide safe and continuous paths of travel for pedestrians and cyclists, preferably physically separated from vehicles but otherwise via differentiating surface treatments, traffic calming measures and/or appropriate signage.
- d) Car parking and vehicle circulation areas are to be sealed, drained, line marked and sign posted in accordance with AS2890.1.

Uncovered at-grade parking

- e) Uncovered at-grade parking visible from a street other than a right-of-way shall be designed, landscaped and/or screened to prevent negative visual impact on the streetscape.
- f) The perimeter of all uncovered at-grade parking areas shall be landscaped by a soft landscaping strip of at least 1.5 metres in width. In some circumstances a greater area in landscaping may be required, particularly where a parking area adjoins a residential property, an area of parkland or an open air recreation area.
- g) Uncovered at-grade parking areas shall include shade trees at a minimum rate of one medium tree every four bays.
- h) Water sensitive urban design treatment measures should be demonstrated in the design of all uncovered at-grade parking.

Covered parking at-grade or above

- i) Covered parking facilities at or above ground level are to incorporate screening, landscaping, public art and/or other design elements to integrate the parking facilities with the building façade.
- j) Where covered parking at ground level abuts a street frontage, other than a right-of-way, car parking areas shall be sleeved with active land uses for a minimum of 75% of the frontage to maintain pedestrian interest and activity at street level.

Basement Parking

- k) Basement parking should generally not protrude more than 1m above ground, and where it protrudes above ground is designed or screened to prevent negative visual impact on the streetscape.
- l) Ventilation grills or screening devices for car parking openings shall be integrated into the building façade and landscape design of the development.

Car stackers

- m) Car stackers will not be supported in uncovered at-grade parking facilities unless impacts on the streetscape and adjoining properties are mitigated through incorporated screening, landscaping, public art and/or other design elements to integrate with the building façade to the satisfaction of the Town.
- n) All car stackers shall be designed in accordance with Australian Standard AS5124:2017 – Safety and machinery – Equipment for power driven parking of motor vehicles.
- o) An acoustic assessment relating to the proposed car stacker system may be required as part of the assessment of an application for development approval.

5.2.3 Car Parking - Special Purpose Bays

ACROD parking bays

- a) Where new on-site car parking is provided, bays for exclusive use by people with disabilities are to be provided at a rate of 1 space for every 20 car parking spaces or part thereof.
- b) All ACROD parking bays shall be designed in accordance with Australian Standard 2890.6 Parking Facilities - Off-street parking for people with disabilities, to be convenient, functional, safe and meet the following criteria:
 - i. All accessible bays shall be located nearest to the principal pedestrian entrance or where appropriate to a publicly available wheelchair accessible lift of the building it serves.
 - ii. A continuous, accessible path of travel shall be provided between each ACROD parking space and the pedestrian entry to the building or where appropriate to a publicly accessible wheelchair accessible lift entry.
 - iii. All accessible bays shall be marked and signposted by incorporating the international symbol of access for people with a disability.

Loading bays

- c) In non-residential developments with over 1000m² NLA and where car parking is provided, at least one bay shall be permanently set aside as a loading bay marked for the exclusive use of service delivery and courier vehicles.
- d) All loading bays shall be designed in accordance with the following criteria:
 - i. Be located in a convenient and safe location.
 - ii. Be of a suitable size for the nature of the land use.
 - iii. Shall not be located adjacent to any adjoining residential land use.
- e) Be appropriately signed, both at and on approach to the loading bay.

5.3 Access to non-residential parking

- a) Vehicle access points to non-residential parking facilities are to be designed so that access is provided from a:
 - i. right-of-way where available for lawful use; or
 - ii. from the secondary street frontage where available and where no right-of-way for lawful use exists; or
 - iii. from the primary street frontage where no secondary street or right-of-way for lawful use exists.
- b) No more than one access point is provided per street frontage other than a right-of-way.
- c) Access to developments on corner lots shall be located the maximum distance possible away from the corner intersection.
- d) Driveways widths are to be kept to a functional minimum, with two-way access to allow for vehicles to exit in a forward gear where;
 - i. the public street to which it connects is designated as a primary distributor or district distributor road.
 - ii. the distance from an on-site car parking space to the street is 15.0m or more.
- e) Where vehicle access to the car parking facility crosses a footpath, the crossover design and materials shall maintain pedestrian priority for the footpath over vehicle movements.
- f) Vehicles exiting a site shall have sightlines to maintain visibility of pedestrians, cyclists and other vehicles in accordance with the following:
 - i. A minimum 1.0m x 1.0m visual sightline truncation is provided at the intersection of a wall or fence with a vehicle exit point from a development.
 - ii. Structures may be permitted within the sightline truncation area provided that:
 - I. the structure has a maximum height of 750mm, or 600mm in the case of a solid portion of wall/fence; or
 - II. is a fence with open style infill incorporating one pier not exceeding 350mm x 350mm; or
 - III. is an open style fence with pickets or horizontal rails with gaps equal to at least the width of the picket or horizontal rail.
- g) Where sight lines are unavoidably compromised suitable traffic calming and other safety devices may be required.

6 Definitions

active mode of transport	means the use of human powered (primarily walking and cycling) modes of transport.
continuous path of travel	An uninterrupted route to or within premises or building and providing access to all services and facilities. It shall not incorporate any step, stairway, turnstile revolving door, escalator or other impediment which would prevent it from being safely negotiated by people with disability.
end of trip facility	Facilities which enable people to shower and change at the beginning or end of their journey to and from a destination. The facilities shall include change rooms, showers and storage lockers.
long-stay bicycle parking	Facilities for the purpose of serving long-stay users with a focus on security and weather protection. Typically provide storage in the form of individual bicycle lockers or secure storage areas.
long-stay user	An employee or visitor that requires bicycle parking for a period of three hours or more.
medium tree	A species of tree that has the potential at maturity to be a minimum height of 8.0m with a minimum canopy width of 6.0m and is a minimum size of at least 35 litres when planted.
net lettable area (NLA)	As defined within the Deemed Provisions for local planning schemes.
short stay bicycle parking	Facilities for the purpose of serving short stay users with a focus on convenience and accessibility. Typically in the form of an upside down 'U' shaped bar.
short stay user	Visitors that require bicycle parking for a period of three hours or less.

7 Version Control & Administration

LPP Category	Transport and Infrastructure
Responsible Service Area	Urban Planning
Adoption Date	September 1998
Review Date(s)	17 September 2024
Next Review Date	September 2026

8 Appendices

Appendix 1 - Land Use Groupings	
Land Use Group	Land Use
Offices	<ul style="list-style-type: none"> • office
Retail, food and beverage, recreation and health services	<ul style="list-style-type: none"> • betting agency • brewery • bulky goods showroom • consulting rooms • convenience store • fast food outlet – drive through • fast food outlet / lunch bar • liquor store – large • liquor store – small • medical centre • recreation – private • restaurant/café • service station • shop • small bar • tavern • veterinary centre • winery
Places of assembly	<ul style="list-style-type: none"> • amusement parlour • art gallery • cinema/theatre • civic use • community purpose • exhibition centre • funeral parlour • market • place of worship • reception centre
Education and childcare	<ul style="list-style-type: none"> • childcare premises • education establishment
Industry	<ul style="list-style-type: none"> • animal establishment • commercial vehicle parking • fuel depot • garden centre • industry • industry - light • warehouse • motor vehicle, boat or caravan sales • motor vehicle repairs • motor vehicle wash • renewable energy facility • resource recovery centre • telecommunication infrastructure • trade display • trade supplies • transport depot • waste storage facility
Accommodation and home-based businesses	<ul style="list-style-type: none"> • family day care • home business • home occupation • home office • home store • hotel • independent living complex • residential aged care facility • serviced apartment • tourist development
All other land uses	Any land use not listed above