

CITY OF SUBIACO
LOCAL PLANNING POLICY 5.1
Car parking and transport

ADMINISTRATIVE

Version	Date	Comment
0.1	18 May 2021	Draft for public advertising
1.0	24 August 2021	Final for publishing

AUTHORITY

- Planning and Development (Local Planning Schemes) Regulations 2015
- City of Subiaco Local Planning Scheme No. 5 (Scheme)

STATUTORY BACKGROUND

This local planning policy (the Policy) is made pursuant to Schedule 2, Part 2, Division 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* relating to local planning policies.

This Policy applies in conjunction with the Scheme and any other relevant local planning policies.

PURPOSE

The purpose of this Policy is to:

- Provide discretionary criteria for the City's consideration in assessing a shortfall in non-residential car parking provision under the Scheme; and
- To provide guidance for the requirement for Transport Assessment and the submission of Parking Management Plans and Travel Plans.

APPLICATION

This Policy applies to development within the City of Subiaco as follows:

- Non-residential development and the non-residential component of mixed use development; and
- Residential development, with the exception of section 3.0 which does not apply to Residential development¹.

¹ Variations to car parking standards for residential development is considered in the Residential Design Codes.

POLICY

1.0 Objectives

- (a) To ensure that non-residential development incorporates appropriate provision of car parking to meet the needs of its users throughout its lifetime, having regard to the nature of the development and the local context.
- (b) To promote alternative modes of transport for development by enabling flexibility to reduce car parking requirements where alternative transport options other than private vehicles are readily available.

2.0 Definitions

2.1 The following terms are defined for the purpose of this Policy.

Development: as defined by the *Planning and Development Act 2005*.

Deemed Provisions: The provisions contained in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

PMP: means Parking Management Plan.

Reciprocal parking: car parking facilities that serve separate land uses, but are not shared concurrently.

Scheme: The applicable Local Planning Scheme to which this Policy applies, being the City of Subiaco Local Planning Scheme No. 5 (LPS 5).

TIA: means Transport Impact Assessment.

2.2 All other terms, words and expression used in this Policy have the same meaning as they have in the Scheme.

3.0 Variations to car parking standards

In exercising discretion to reduce car parking requirements for non-residential development, the following matters required consideration to ensure that the reduced car parking provision is reasonable.

- 3.1 Whether demand for car parking associated with the proposed development is demonstrated to be less than the car parking requirement in the Scheme. The City shall give consideration to the demonstrated demand for car parking via:
 - 3.1.1 A Transport Impact Assessment (TIA) (where required) as specified in section 4.0; or
 - 3.1.2 Where a TIA is not required, the applicant shall provide sufficient information for the City to determine the demand for car parking, including information such as staff and customer numbers, hours of operation and any other applicable/relevant information that the City may require.
- 3.2 The availability and likely use of modes of transport other than the private car, such as bicycle/shared paths and public transport. The alternate modes of transport shall be available for use at the same time as the operating hours of the development.

- 3.3 Any planned changes to the public transport network, including but not limited to services, frequencies and/or infrastructure that may reasonably reduce car dependence for users of the development. Consideration will be given to the nature of the planned change, its certainty and imminence.
- 3.4 The demonstrated practicability and likelihood that carpooling will be employed as a means of reducing the demand for parking for the development.
- 3.5 The availability (existing and/or proposed) and likely level of use of bicycle parking and associated end of trip facilities, particularly where such provision exceeds the requirements of those provided for by the Scheme. Any bicycle parking and end of trip facilities shall be available for use at the same time as the operating hours of the development.
- 3.6 The availability of public car parking including on and off street parking within close proximity of the development site as determined by the City. Any public parking shall be available for use at the same time as the operating hours of the development. The City will have regard to relevant matters such as parking time restrictions and the operating hours of the public car parking (where applicable).
- 3.7 The demonstrated reduction in car parking demand due to the reciprocal use of car parking spaces on the same site. In considering reciprocal parking, it must be clearly demonstrated that the demand for car parking by existing and proposed land use(s) will not coincide.
- 3.8 Any car parking deficiency or surplus associated with the existing use of the land.
- 3.9 Whether or not the provision of car parking required by the Scheme would have a significant adverse effect on the amenity of the development or the locality.
- 3.10 Any other matter the City considers appropriate.

4.0 Transport Impact Assessment

The City may require the submission of a TIA with an application for development. The requirement for a TIA, level of assessment required (being either a Transport Impact Statement or full Transport Impact Assessment), and content of the assessment will be determined by the City with reference to the *Transport Impact Assessment Guidelines* published by the Western Australian Planning Commission.

5.0 Parking Management Plans

- 5.1 The City may require the submission of a PMP with an application for development, or as a condition of development approval where:
 - 5.1.1 A TIA is required under section 4.0 of this policy; and/or
 - 5.1.2 A development proposes alternative and/or complex car parking arrangements, including, but not limited to, car parking associated with various land uses, car stackers and tandem parking bays.
- 5.2 A PMP may be required in other circumstances as determined on a case by case basis by the City.
- 5.3 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:

- 5.3.1 The total number of car parking bays, short and long term bicycle parking spaces and the total number of other bays (for example, service and loading and unloading bays);
 - 5.3.2 Access and manoeuvring arrangements for car parking bays, including where applicable (but not limited to), tandem parking, car stackers, pick-up and drop-off bays, service and loading and unloading bays;
 - 5.3.3 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;
 - 5.3.4 Details of who will be responsible for the management, operation and maintenance of parking;
 - 5.3.5 Management of allocation of parking bays as specified in the PMP, including signage and enforcement; and
 - 5.3.6 Way-finding measures to ensure efficient use of parking facilities.
- 5.4 The City may impose condition(s) of development approval relating to a PMP, including but not limited to, provision of and ongoing compliance with the PMP.

6.0 Travel Plans

- 6.1 Submission of a travel plan may be required by the City as part of a development application for development where a TIA is required under section 4.0 of this policy and the development site is within 800 metres of a high frequency public transport route.
- 6.2 Notwithstanding 6.1, a travel plan may be required in other circumstances as determined on a case by case basis by the City.
- 6.3 Where a travel plan is required under 6.1 or 6.2, it shall include appropriate objectives and solutions for any proposed land use(s).
- 6.4 The travel plan shall be based on the overall reduction of vehicle trips and promotion of alternative forms of transport for journeys to, for and from the workplace.
- 6.5 The travel plan should detail initiatives to actively reduce car travel and parking demand.
- 6.6 The City may impose condition(s) of development approval relating to a travel plan, including but not limited to, provision of a travel plan, ongoing monitoring / compliance, and the requirement for annual review to ensure its objectives are met and that it remains relevant to the prevailing conditions of the time.