

CITY OF SUBIACO

LOCAL PLANNING POLICY 5.1

Car Parking and Transport

ADMINISTRATIVE

Version	Date	Comment
1.0	24 August 2021	Adopted
2.0	27 August 2024	Reviewed

AUTHORITY

- Planning and Development (Local Planning Schemes) Regulations 2015 (**LPS Regulations**)
- 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 LPS Regulations relating to local planning policies.

This Policy applies in conjunction with the Scheme, R-Codes Volume 2 and any other relevant local planning policies.

PURPOSE

The purpose of this Policy is to provide:

- Discretionary criteria for assessing a shortfall in non-residential car parking provision under the Scheme; and
- Guidance for the Transport Assessment requirements 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, except for clause 3.0 which does not apply to Residential development¹.

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.

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

2.0 Definitions

(a) 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 [LPS Regulations](#).

PMP: Parking Management Plan.

R-Codes Volume 2: [Residential Design Codes - Volume 2](#).

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

Scheme: [City of Subiaco Local Planning Scheme No. 5](#) (LPS 5).

TIA: Transport Impact Assessment.

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

3.0 Discretionary criteria

3.1 When varying the car parking requirement under the Scheme and/or this Policy, the City will consider the following:

3.1.1 Whether the car parking demand of the proposed development is less than the Scheme requirement, as demonstrated by:

- (a) A TIA (where required) as per clause 4.0; or
- (b) Where a TIA is not required, information provided by the applicant indicating the demand for carparking, including all of the following:
 - i. Staff and customer numbers
 - ii. Hours of operation
 - iii. Any other applicable/relevant information that the City may require.

3.1.2 The availability and likely use of alternative transport modes to the private car (i.e. bicycle/shared paths and public transport). The alternate transport modes shall be available for use at the same time as the operating hours of the development.

3.1.3 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. Consideration will be given to all the following:

- (a) The nature of the planned change
- (b) The certainty of the planned change
- (c) The imminence of the planned change.

- 3.1.4 The demonstrated practicability and likelihood that carpooling will occur to reduce the parking demand for the development.
- 3.1.5 The availability (existing and/or proposed) and likely level of use of bicycle parking and associated end of trip facilities (EOTF). Consideration will be given to whether the bicycle parking and EOTF:
 - (a) Exceeds the Scheme requirements; and
 - (b) Is available for use at the same time as the operating hours of the development; and
 - (c) Meets the requirements of Local Planning Policy 5.2 – *Bicycle Parking and End of Trip Facilities*.
- 3.1.6 The availability of public car parking, including on and off street parking. Consideration will be given to all the following:
 - (a) Proximity to the development site
 - (b) Parking time restrictions
 - (c) The operating hours of the public car parking (where applicable).
- 3.1.7 The reduction in car parking demand due to reciprocal parking arrangements on the same site. It must be clearly demonstrated that the demand for car parking by existing and proposed land use(s) will not coincide.
- 3.1.8 Any car parking deficiency or surplus associated with the existing use of the land.
- 3.1.9 Whether the provision of car parking required by the Scheme would have a significant adverse effect on the amenity of the development or the locality.
- 3.1.10 Any other matter the City considers appropriate.

4.0 Transport Impact Assessment

- 4.1 The City may require the submission of a TIA with a development application.
- 4.2 The requirement for a TIA, level of assessment required (being either a Transport Impact Statement or full TIA), 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 a development application, or as a condition of development approval where:
 - (a) A TIA is required under sub-clause 4.1 of this policy; and/or
 - (b) A development proposes alternative and/or complex car parking arrangements, including, but not limited to:
 - i. Car parking associated with various land uses
 - ii. Car stackers
 - iii. Tandem parking bays.
 - (c) A PMP may be required in other circumstances, as determined on a case by case basis by the City.
- 5.2 A PMP is to address the following aspects of parking management with regard to the scale and nature of the development (where relevant):
 - 5.2.1 The total number of:
 - (a) Car parking bays
 - (b) Short and long term bicycle parking spaces

- (c) The total number of other bays (for example, service and loading and unloading bays).
- 5.2.2 Access and manoeuvring arrangements for car parking bays (where applicable) including, but not limited to:
 - (a) Tandem parking
 - (b) Car stackers
 - (c) Pick-up and drop-off bays
 - (d) Service and loading and unloading bays.
- 5.2.3 Parking allocation for users of the development, for example:
 - (a) Staff and customer bays
 - (b) Accessible bays
 - (c) Bays allocated for shared use
 - (d) Duration of use of the bays.
- 5.2.4 Details of who will be responsible for the parking management, operation and maintenance.
- 5.2.5 Parking bays management allocation as specified in the PMP, including signage and enforcement.
- 5.2.6 Way-finding measures to ensure efficient use of parking facilities.
- 5.3 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 in any of the following circumstances:
 - (a) A TIA is required under sub-clause 4.1 of this Policy
 - (b) The development site is within 800 metres of a high frequency public transport route
 - (c) A travel plan may be required in other circumstances as determined on a case-by-case basis by the City.
- 6.2 Where a travel plan is required under sub-clause 6.1, it shall include appropriate objectives and solutions for any proposed land use(s).
- 6.3 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.
- 6.4 The travel plan should detail initiatives to actively reduce car travel and parking demand.
- 6.5 The City may impose condition(s) of development approval relating to a travel plan including, but not limited to:
 - (a) Provision of a travel plan
 - (b) Ongoing monitoring/compliance
 - (c) The requirement for annual review to ensure its objectives are met and that it remains relevant to the prevailing conditions of the time.