

5.8 STIRLING CITY CENTRE PARKING

Introduction

Where this Policy is inconsistent with the provisions of a parking Local Planning Policy applying to the whole of the Scheme area, the provisions of this local planning policy shall prevail. This Policy shall be read in conjunction with Part 3 of the Stirling City Centre Activity Centre Plan. Some of the provisions in this policy repeat provisions included the Stirling City Centre Activity Centre Plan. The parking dispensations available under Clause 5.5 of the City's Parking and Access Policy do not apply within this Policy area.

Objectives

- To facilitate the provision of adequate car, bicycle and motorcycle parking facilities within the policy area.
- To prioritise access to the city centre by public transport, walking and cycling.
- To ensure that parking is provided for various services, facilities and developments at a rate that is appropriate for an inner city environment, and to efficiently manage parking supply and demand.
- To ensure that the number of parking bays and the resultant traffic does not exceed the capacity of the road network.
- To assist in the funding of the necessary upgrade of the parking facilities and public transport network associated with the redevelopment of Stirling City Centre.

Applications Subject of this Policy

This Policy applies to all development within the policy area as defined in Figure 1.

Definitions and Interpretations

Definitions in this Policy shall be as per Local Planning Scheme Number 3, Stirling City Centre Structure Plan and those outlined below:

End-of-Journey Facilities:

Are secure bicycle storage and other secure 'end of trip' facilities such as lockers and showers.

Net Site Hectare:

Means the total area of the site upon which the development or use is approved as contained in the certificate of title or titles for the land if the whole of a lot (or if a portion of a lot, the area occupied by the approved development), including all landscaping and ancillary development, as a proportion of 10,000m².

Public Parking:

Public Parking means parking that is provided or offered to members of the public whether or not upon payment of a fee or subject to other condition, but does not include parking that involves the use of a reserved or dedicated parking bay.

Short Stay Parking:

Short Stay Public Parking Bays means bays that are available to the public where at least 50% of vehicles stay less than 4 hours and at least 90% stay less than 6 hours.

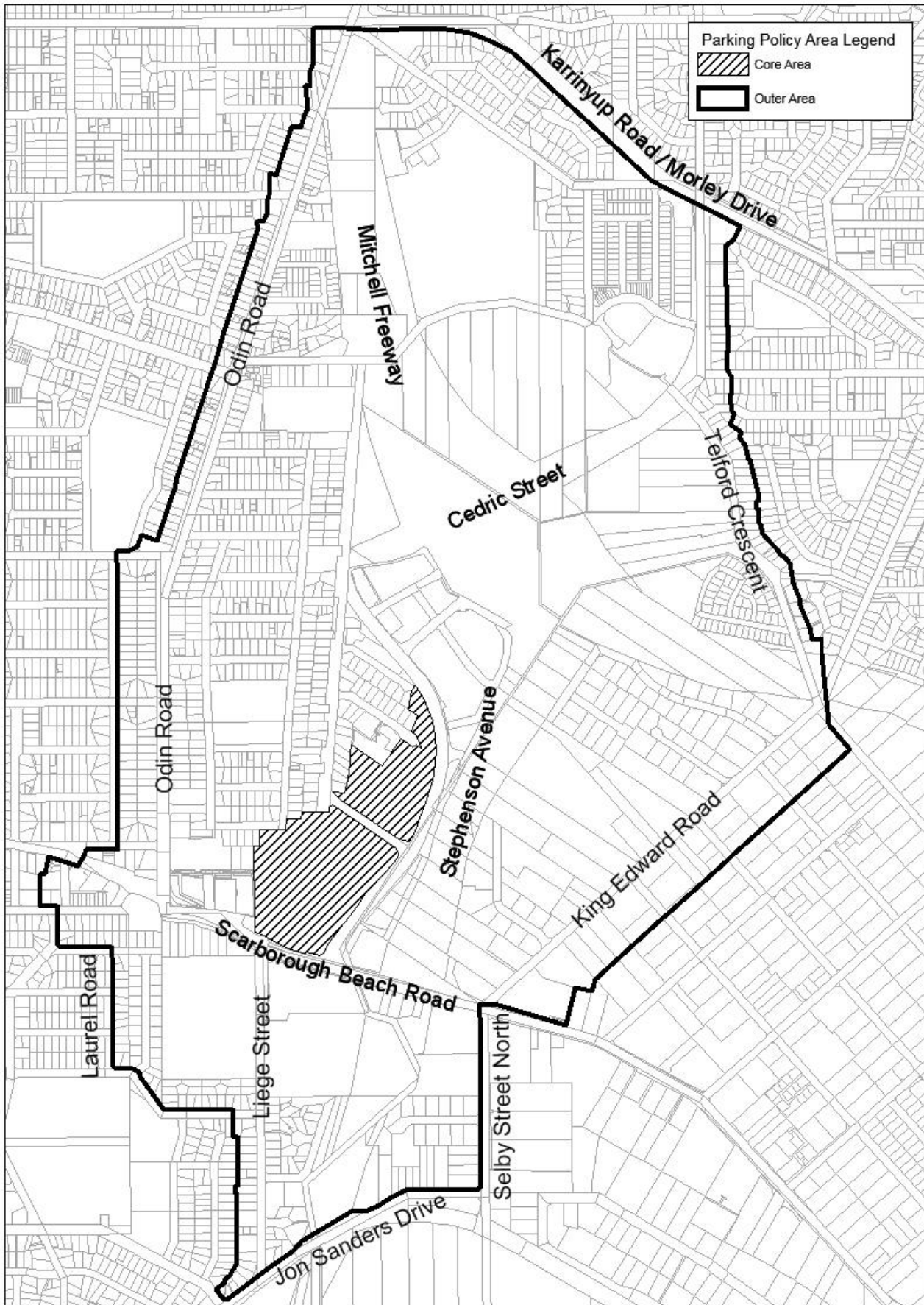


Figure 1 – Parking Policy Area

Policy Provisions

1. Non-residential Development

Car parking bays for non-residential development shall be provided on the site in accordance with Table 1.

Size Of Development	Max	Min Public Parking	Min Short Stay Parking
Core Area			
Development with plot ratio over 1.0 of non-residential floor space	400 bays per hectare	350 bays/ hectare	60%
Development with a plot ratio of 1.0 or less of non-residential floor space	2.5 bays per 100m ² of non-residential floor space	1.25 bays per 100m ² of non-residential floor space	60%
Outer Area			
Development with plot ratio over 1.0 of non-residential floor space	300 bays per hectare (250 bays per hectare after 31 December 2016)	125 bays/ hectare	60%
Development with a plot ratio of 1.0 or less of non-residential floor space	2.5 bays per 100m ² of non-residential floor space	1.25 bays per 100m ² of non-residential floor space	60%

Table 1 – Non-residential development

2. Redevelopment of Existing Developments

Where an existing non-residential and non-short stay development, with approved parking in excess of the provisions set out in Table 1 of this policy applies for redevelopment, the City may, at its discretion, permit the existing level of parking to remain, subject to all of the parking in excess of the permitted level of car parking being provided and managed as Public Parking as outlined in Table 1.

3. Residential Development and Short Stay Accommodation

3.1 The required number of car bays for residential development and short-stay accommodation shall be calculated as follows:

- i. Parking for residential development shall be in accordance with the Residential Design Codes, unless these standards are varied in an adopted Local Development Plan;
- ii. Parking for short stay accommodation shall be provided at a ratio of 1 bay per 2 accommodation units.

3.2 All other car parking requirements with the Stirling City Centre Special Control Area shall be in accordance with the adopted Stirling City Centre Activity Centre Plan, Local Development Plans and Local Planning Policy, and shall be guided by State Planning Policy 4.2 – Activity Centres for Perth and Peel.

Note: These requirements were inserted into the Scheme Text (Clause 6.11.18) as part of Scheme Amendment No.84.

- 3.3 Residential visitor bays may be provided on-street at the expense of the applicant and in accordance with the Stirling City Centre Urban Design and Landscape Strategy. The constructed bays may be used for paid parking.

4. Calculation of Car Parking Provision Requirements

- 4.1 All parking requirements for non-residential development are to be calculated by rounding to the nearest whole number. In the case of exactly 0.5, the requirement shall be rounded down to the nearest whole number. All parking requirements for residential development are to be calculated by rounding up to the nearest whole number.
- 4.2 Where reciprocal parking arrangements are proposed within a parking facility where different uses (such as office and residential) will generate parking demand at different times, the proposal must demonstrate that this will result in the efficient use of parking resources and will support the objectives of this policy.

5. Special Purpose Car Parking

In addition to the provision of car parking bays in accordance with Table 1, the approval of a development or use may require the on-site provision of parking reserved exclusively for the use of disabled motorists, delivery and servicing vehicles, couriers, taxis, buses and coaches, park and ride and kiss and ride at train stations at the discretion of the City of Stirling.

6. Use and Management of Car Parking Bays

- 6.1 A minimum of 60% of the public parking bays provided on site in accordance with Table 1 shall be used as Short Stay Public Parking.
- 6.2 Applications for new or redeveloped parking or for change of use of parking bays shall be required to be accompanied by a detailed Parking Management Plan to ensure the development is in accordance with this policy.
- 6.3 The Parking Management Plan shall describe how the onsite parking will be managed to ensure compliance with the Parking Policy and may include, but not be limited to, the following matters:
- How will access to the facility be controlled?
 - How will different types of parking within the facility be managed and controlled?
 - What management will be imposed on public parking to reflect short stay or long stay parking restrictions?
 - What methods will be used to police and enforce compliance with the relevant planning approval and this Parking Policy?
 - How will evidence be collected and reported to demonstrate compliance?
 - What safety and security measures will be implemented to protect those using the facility and their property?

7. Cash-in-lieu of Public Parking Provision

- 7.1 In accordance with the minimum number of public parking bays to be provided on site under Table 1, the City may approve a 20% reduction in the minimum amount of public

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parking required subject to the owner making a payment to the City prior to the issue of a building permit for development or the approval of a deposited plan for a subdivision or amalgamation or of a strata plan or survey strata plan, whichever occurs first, as a cash-in-lieu payment of public parking provision to meet the cost of the requirement for public parking bays. The cash-in-lieu payment will be calculated in accordance with Clause 5.8 of Local Planning Scheme No. 3.

7.2 Where payment is received by the City for the provision of public parking bays, these bays shall not be provided on the site the subject of the approval.

7.3 The cash-in-lieu payment shall be used to fund:

- Construction of public parking on part of lot 206 Ellen Stirling Boulevard and Lot 7427 Staveley Place, Innaloo;
- Purchase of additional land in the vicinity of the above sites to provide public parking in Innaloo;
- Additional on-street public parking in Innaloo, Woodlands and Stirling;

8. Rate of Bicycle Parking Provision

The following levels of bicycle parking shall be provided on site as outlined in Table 2:

Activity/ Use	No. Bicycle Parking Spaces For Employees/Residents	No. Bicycle Parking Spaces For Customers/Visitors
Residential	0.5 space per dwelling (storage Unit)	1 space per 10 dwellings
Office	0.75 spaces per 100m ² of NLA	0.1 spaces per 100m ² of NLA
Other Non – Residential Uses	0.25 spaces per 100m ² of NLA	0.1 spaces per 100m ² of NLA

Table 2 – Rate of Bicycle Parking Provision

9. Rate of Motorcycle/Scooter Parking Provision

The following levels of motor cycle/scooter parking shall be provided on site as outlined in **Table 3**:

Activity/ Use	No. Motorcycle/Scooter Parking Spaces For Employees/Residents	No. Motorcycle/Scooter Parking Spaces For Customers/Visitors
Residential	Development exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays (for each 5 motorcycle/scooter parking bays provided, car parking bays may be reduced by 1 bay)	Not Applicable
Office	0.2 space per 100m ² of NLA	0.1 spaces per 100m ² of NLA
Other Non – Residential Uses	0.1 spaces per 100m ² of NLA	0.1 spaces per 100m ² of NLA

Table 3 – Rate of Motorcycle Parking Provision

10. Variations

No variations will be permitted on the following clauses:

- Table 1 - maximum parking in Core Area;
- Table 1 - maximum parking and minimum short stay parking in Outer Area; and
- Clause 7 - payment of cash-in-lieu for shortfall of minimum public parking.

OFFICE USE ONLY:

Local Planning Scheme No.3 – Local Planning Policy History:

Action	Resolution Number	Effective Date
Adopt	1115/036	15 December 2015
Modified	0217/039	18 July 2019
Modified	1119/004	19 Dec 2019