

5.9 MIRRABOOKA TOWN 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 the Mirrabooka Town 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 town centre by public transport, walking and cycling.
- To provide a balanced parking supply, with sufficient publically accessible and timed parking to prevent over supply of parking infrastructure.
- To ensure that parking is provided for various services, facilities and developments at a rate that is appropriate for a town centre environment, and to efficiently manage parking supply and demand.
- To assist in the funding of the necessary upgrade of the parking facilities associated with the redevelopment of the Mirrabooka Town Centre.

Applications Subject of this Policy

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

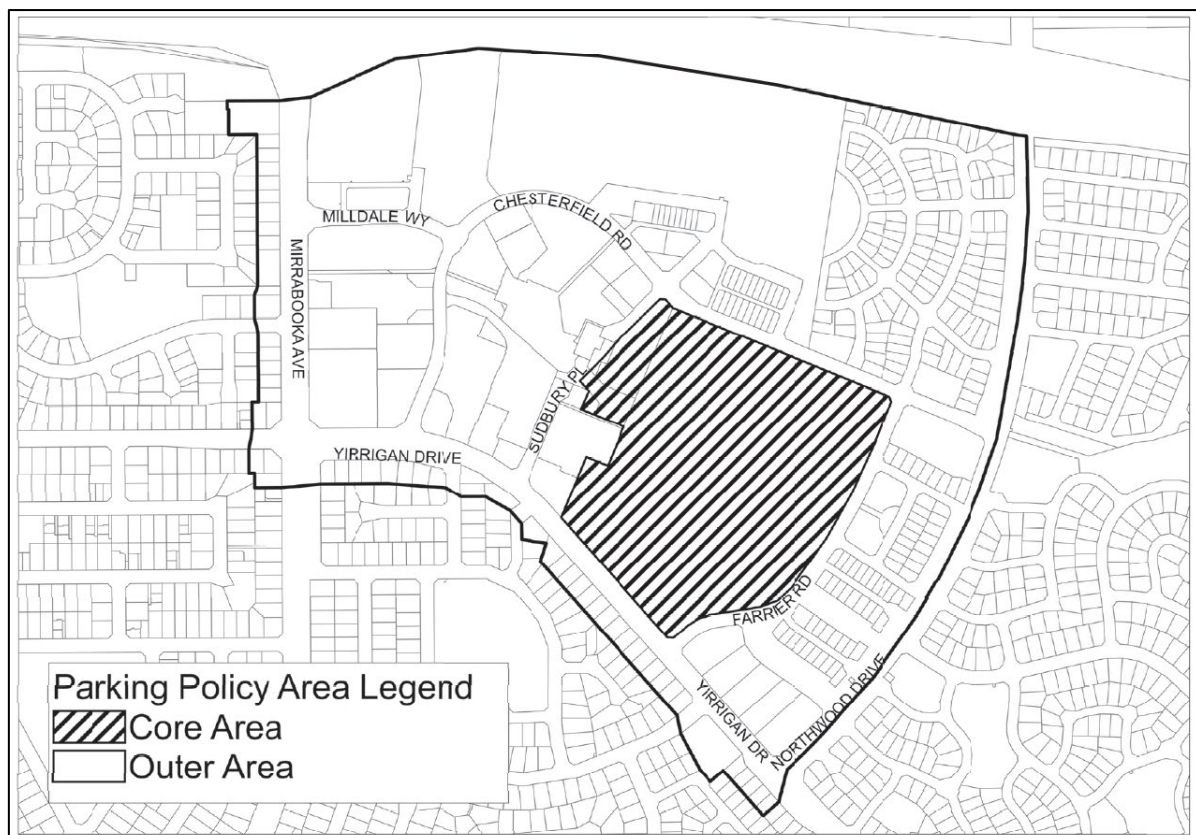


Figure 1 – Parking Policy Area

Definitions and Interpretations

Definitions in this Policy shall be as per Local Planning Scheme Number 3, Mirrabooka Town 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: means parking that is provided or offered to members of the public whether or not upon a payment of a fee or subject to other condition, but does not include parking that involves the use of reserved or dedicated parking bay.

Short Stay Parking: means bays that are available to the public where a minimum of 50% of vehicles stay less than 4 hours and a minimum of 90% stay less than 6 hours.

POLICY PROVISIONS

1. Non - Residential Development - Core Area Car Parking Provisions

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	200 bays per hectare	100 bays/ hectare	60% of public parking*
Development with a plot ratio of 1.0 or less of non-residential floor space	2.0 bays per 100m ² of non-residential floor space	1.0 bays per 100m ² of non-residential floor space	60%*
Outer Area			
Development with plot ratio over 1.0 of non-residential floor space	400 bays per hectare	200 bays/ hectare	60% public parking*
Development with a plot ratio of 1.0 or less of non-residential floor space	4.0 bays per 100m ² of non-residential floor space of gross floor area	2.0 bays per 100m ² of non-residential floor space of gross floor area	60% public parking*

*May include on-street parking directly abutting the site.

Note: Parking requirements for 'Nursing Home' uses to be assessed in accordance with Local Planning Policy 6.7 'Parking and Access'

Table 1 - Non - Residential Development

2. Redevelopment of Existing Developments

Where an existing non-residential development, with approved parking in excess of the provisions set out in Table 1 of this policy applies for re-development, 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

3.1 Car parking bays for residential development in areas allocated density codes of between R20 and R160 in an approved Activity Centre Plan shall be in accordance with State Planning Policy 7.3 Residential Design Codes.

3.2 Parking for multiple dwellings (apartments) with an R-ACO code shall be in accordance with Table 2.

Dwelling Size	Minimum Car Parking Bays / Dwelling
Small (less than 75m ² or 1 bedroom)	0.75 bays / dwelling
Medium (75 – 110m ²)	1 bay / dwelling
Large (more than 110m ²)	1.25 bays / dwelling
<i>Note: These parking ratios are as per Local Planning Scheme No.3 requirements</i>	

Table 2 – Multiple Dwelling Car Parking Ratios for Areas Coded R-ACO

3.3 Residential visitor bays may be provided on-street at the expense of the applicant directly abutting the site.

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.

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?

6.4 Transport Assessments are required in accordance with the City's Parking and Access Policy.

7. Cash-in-lieu of Public Parking Provision

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

- Construction of public parking on part of lot 603, Sudbury Road and part of Lot 507 Sudbury Road, Mirrabooka;
- Purchase of part of lot 507 Sudbury Road, Mirrabooka
- Additional on-street public parking in the Mirrabooka Town Centre.

8. Rate of Bicycle Parking Provision

The following levels of bicycle parking shall be provided on site as outlined in Table 3:

Activity/ Use	No. Bicycle Parking Spaces For Employees/Resident	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 GFA	0.1 spaces per 100m ² of GFA
Other Non – Residential Uses	0.25 spaces per 100m ² of GFA	0.1 spaces per 100m ² of GFA

Table 3 – Rate of Bicycle Parking Provision

9. Rate of Motorcycle/Scooter Parking Provision

In all developments, the following minimum levels of motor cycle parking (including scooters) shall be provided on-site in addition to Standard Car Parking Bays as follows:

Activity/ Use	No. Motorcycle Parking Spaces For Employees/Residents	No. Motorcycle Parking Spaces For Customers/Visitors
Residential	Development exceeding 20 dwellings provide 1 motorcycle/scooter space for	Not Applicable

	every 10 car bays (for each 5 motorcycle/scooter parking bays provided, car parking bays may be reduced by 1 bay)	
Office	0.2 space per 100m ² of GFA	0.1 spaces per 100m ² of GFA
Other Non – Residential Uses	0.1 spaces per 100m ² of GFA	0.1 spaces per 100m ² of GFA

Table 4 – Rate of Motorcycle Parking Provision

10. Variations

Variations will be limited to the following percentages for the clauses listed below:

- Table 2, maximum car parking rates may be increased by 20% for tavern and hotel uses only.

No variations will be permitted on the following:

- Table 1 - Maximum parking for non-residential development;
- Table 1 – Minimum short stay parking;
- 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	1215/035	26 January 2016
Modified	0217/041	12 June 2018
Modified	119/004	19 December 2019