

6.7 PARKING AND ACCESS

This document has been prepared under Schedule 2 of the 'Planning and Development (Local Planning Schemes) Regulations 2015' and the City of Stirling 'Local Planning Scheme No.3'.

1. INTRODUCTION

Dependency on cars for private passenger transportation can result in undesirable impacts on an area, such as traffic congestion and a public realm dominated by cars and car parking. Requiring development to provide an appropriate level of car parking while promoting alternative modes of transport (walking, cycling, rideshares, public transport) and behavioural changes can reduce the impact of cars and car parking on an area.

This Policy provides an evidence-based approach to on-site car parking requirements. The policy should be read in conjunction with the *Planning and Development (Local Planning Schemes) Regulations 2015* which provides further requirements and exemptions for car parking.

2. OBJECTIVES

The objectives of Local Planning Policy 6.7 are:

- a) To ensure development provides an appropriate level of car parking, reflecting supply and demand so that a major parking problem is unlikely to occur;
- b) To ensure safe, convenient, and efficient access for pedestrians, cyclists, and motorists;
- c) To prioritise access by public transport, walking and cycling;
- d) To facilitate the provision of adequate bicycle parking and end of trip facilities;
- e) To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking;
- f) To ensure that an oversupply of parking does not occur that discourages alternative forms of transport; and
- g) To ensure the amount of parking is not detrimental to the urban design and character of the locality.

3. APPLICATION OF THIS POLICY

This Policy applies to all development on land within the City of Stirling where Local Planning Scheme No. 3 applies.

Where this policy is inconsistent with the provisions of Local Planning Scheme No. 3, an approved structure plan, local development plan or a local planning policy applying to a particular site or area, the provisions of that planning instrument shall prevail to the extent of the inconsistency.

4. VARIATIONS

Applications seeking variations to this Policy shall be determined by the City in accordance with the objectives of this Policy. This may result in the City seeking the comments of adjoining or nearby neighbours in accordance with Local Planning Policy 6.18 – Public Consultation.

5. CAR PARKING RATIOS

This section outlines how many and what type of car parking bays are required in a development, and potential reductions to those requirements.

5.1 SPECIFIC PURPOSE BAY RATIOS

All non-residential components of developments, where works increase the number of non-residential car parking bays provided on-site, the following specific purpose bays are to be provided.

5.1.1. DELIVERY BAY RATIOS

In non-residential developments with over 500m² of GFA, a minimum of one bay shall be permanently set aside and marked for the exclusive use of delivery, service, and courier vehicles.

5.1.2. EDUCATION FACILITY RATIOS

For all Primary and Secondary Education Establishment developments, at least one 'Kiss and Drive' drop-off/pick-up drive-through facility is to be provided and managed on-site, to the satisfaction of the City.

5.1.3. ELECTRIC VEHICLE CHARGING BAY RATIOS

In non-residential developments with over 500 car parking bays on-site, a minimum of three electric car charging bays shall be provided on the site.

5.2 ACTIVITY CENTRE CAR PARKING RATIOS

Table 1: Activity Centre Car Parking Ratios identifies minimum car parking ratios for non-residential development (including change of uses) unless otherwise approved by the City. Table 1 applies to select District, Neighbourhood and Local Centres identified in the City's Local Planning Strategy. Activity Centres that are subject to Table 1 are identified in Figure 1.

For District Centres, Table 1 applies to any zoned land delineated in the City's Local Planning Strategy.

For Neighbourhood and Local Centres, Table 1 applies to any zoned land (with the exception of land zoned 'Industry' or 'Private Institution') within 200m (measured in a straight line) of the activity centre.

Note: The 200m measurement is from any property within the activity centre that is zoned Business, Civic, Hotel, Local Centre, Mixed Business, Mixed Use, Neighbourhood Centre, Service Station or Special Use.

Alfresco Areas are not required to provide car parking where Table 1 applies to the development.

Table 1 and the car parking ratios do not apply in the follow circumstances:

- a) Where an Activity Centre is not identified in Table 1;
- b) Where car parking ratios are specified in another planning instrument;
- c) To residential components of a residential or mixed use development. The car parking requirements of State Planning Policy 7.3 Residential Design Codes apply to all residential development;
- d) Where new development or redevelopment of a site proposes a net increase to the non-residential floor area by more than 50%. In that instance, Table 2 and 3 applies to all development on the site;
- e) The parking ratio for an Office land use located on the ground floor, will be as per the applicable ratio under Table 1. A parking ratio of 1 bay per 50m² GFA applies to Office land uses on upper floors as per Table 2. Reductions available in Table 3 are also applicable to Office land uses on upper floors;
- f) In regards to LC3 - Balcatta Road and LC19 - Erindale Road, Table 1 does not apply to surrounding properties zoned Mixed Business; and
- g) In regards to LC26 - Hutton Street, Table 1 does not apply to surrounding properties zoned Development.

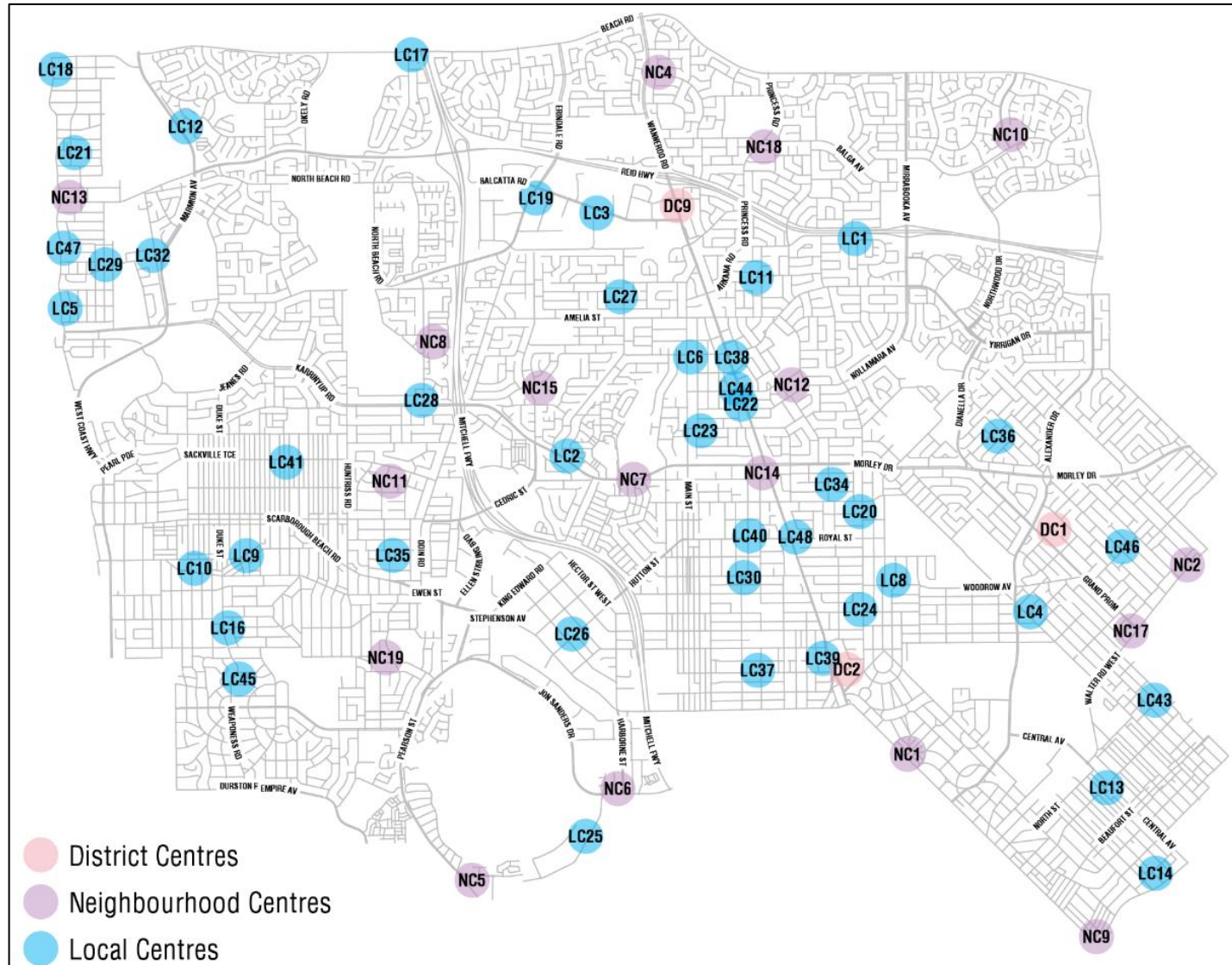


Figure 1 – Location of Activity Centres identified in Table 1

Table 1: Activity Centre Car Parking Ratios

Ratio	District/Neighbourhood Centre	Local Centre	
1 bay per 12.5m ² GFA	NC5 - Flynn Street	LC8 - Blythe Avenue	LC14 - Coode Street
	NC10 - Mirrabooka Village	LC9 - Brighton Road	LC18 - Elsie Street
	NC15 - Stirling Village	LC10 - Calais Road	LC25 - Herdsman Hotel
	NC19 - Woodlands Village	LC13 - Central Avenue	
1 bay per 20m ² GFA	NC13 - North Beach Plaza		
	NC14 - North Beach Drive		
1 bay per 25m ² GFA	DC1 - Dianella Plaza	LC1 - Arkana Road	LC28 - Karrinyup Road
	DC2 - Dog Swamp	LC2 - Balcatta Fresh	LC29 - Kitchener Street
	DC9 - Stirling Central	LC3 - Balcatta Road	LC30 - Lawley Street
		LC4 - Bayley Street	LC32 - Lynn Street
	NC4 - Fieldgate Square	LC5 - Bennion Street	LC35 - Muriel Avenue
	NC6 - Glendalough	LC12 - Carine	LC36 - Pimlott Street
	NC8 - Gwelup Plaza	LC16 - Doric Street	LC41 - Sackville Terrace
	NC12 - Nollamara	LC17 - Duffy Road	LC45 - The Downs
	NC18 - Balga Plaza	LC20 - Flinders Street	LC46 - The Strand
		LC21 - Flora Terrace	LC47 - West Coast Drive
	LC24 - Hector Street	LC48 - Yokine	
1 bay per 33m ² GFA	NC2 - Coode Street	LC6 - Beryl Street	LC34 - Michael Street
	NC7 - Grindleford Drive	LC11 - Canara Road	LC38 - Ravenswood Drive
	NC9 - Lord Street	LC19 - Erindale Road	LC39 - Roberts Street
	NC11 - Morris Place	LC26 - Hutton Street	LC40 - Royal Street
	NC17 - Walter Road West	LC27 - Jones Street	
1 bay per 50m ² GFA	NC1 - Adair Parade	LC22 - Green Avenue	LC43 - St Peters Place
		LC23 - Harrison Street	LC44 - Sylvia Street
		LC37 - Powell Street	

5.3 LAND USE CAR PARKING RATIOS

The minimum number of car parking bays required to be provided for the uses and activities referred to in *Table 2: Land Use Car Parking Ratios* where not covered by Table 1 or another planning instrument, shall be in accordance with the car parking ratios in Table 2.

Where an activity or use is not listed in Table 2, and Table 1 or another planning instrument is not applicable, the parking ratio will be determined by the City, having regard to the objectives of this policy, similar uses, surrounding uses, off-site parking availability and the results of parking surveys at similar use locations if required.

Developments may have different land use car parking ratio applied where different components are not incidental.

Table 2: Land Use Car Parking Ratios (*continued on next page*)

	Activity / Use	Car Parking Ratio
Accommodation	<ul style="list-style-type: none"> Boarding House Hostel Hotel Motel 	1 bay per separately lodged bedroom; or 1 bay per separately lodged bed in a shared room.
	<ul style="list-style-type: none"> Short Stay Accommodation 	<p><u>In zones that are not the Residential Zone -</u> to comply with the multiple dwelling parking requirements of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments; but</p> <p><u>In Residential Zones -</u> to comply with the parking requirements in State Planning Policy 7.3 Residential Design Codes. Where bedrooms are proposed to be rented individually, an additional bay is required for each bedroom to be used as Short Stay Accommodation.</p>
	<ul style="list-style-type: none"> Child Care Premises 	1 bay per staff member in attendance; and 1 bay per 7 children in attendance.
Commercial	<ul style="list-style-type: none"> Industry - Extractive Industry - General Industry - Light Industry - Noxious Industry - Service Motor Vehicle Repair Office Warehouse 	<p>1 bay per 50m² of GFA; except:</p> <p>Where a retail component of an Industry - Service is permissible and proposed, car parking for this component of the development is to be assessed using the relevant Retail ratio; and</p> <p>Where an Office land use located on the ground floor within an Activity Centre identified in Table 1, the car parking ratio in Table 1 shall apply to the ground floor Office component.</p>
	<ul style="list-style-type: none"> Education Establishment 	<p>Pre-primary / Primary - 1 bay per staff member in attendance; and 3.5 bays per classroom.</p> <p>Secondary - 1 bay per staff member in attendance; and 3 bays per classroom.</p> <p>Tertiary / Technical - 1 bay per 3.5 students in attendance; and 1.25 bays per classroom.</p>

Table 2: Land Use Car Parking Ratios (continued from previous page)

	Activity / Use	Car Parking Ratio
Food and Beverage	<ul style="list-style-type: none"> • Club Premises • Drive-Through Fast Food Outlet • Fast Food Outlet • Reception Centre • Restaurant • Small Bar 	1 bay per 10m ² of public floorspace.
	<ul style="list-style-type: none"> • Tavern 	1 bay per 6m ² of public floorspace.
	<ul style="list-style-type: none"> • Alfresco Area 	0 - 30m ² - no bays required; Greater than 30m ² - 1 bay per 14m ² of alfresco floor area. <i>(Note – for example a 60m² alfresco requires 4.2 bays.)</i>
Medical	<ul style="list-style-type: none"> • Consulting Rooms • Medical Centre • Veterinary Centre 	5 bays for each practitioner in attendance up to 2 practitioners; 2 additional bays for each practitioner in attendance in excess of 2 practitioners; and Any Pharmacist in a co-located Chemist service shall be counted as a practitioner.
	<ul style="list-style-type: none"> • Hospital • Nursing Home 	1 bay per 2 patient beds; and 1 bay per staff member in attendance.
Public Buildings	<ul style="list-style-type: none"> • Place of Worship • Public Amusement (Cinema/Theatre) • Recreation - Private 	1 bay per 4 persons in attendance.
	<ul style="list-style-type: none"> • Residential Development 	As per State Planning Policy 7.3 Residential Design Codes.
Retail	<ul style="list-style-type: none"> • Garden Centre • Motor Vehicle, Boat or Caravan Sale 	1 bay per 80m ² of display area.
	<ul style="list-style-type: none"> • Hardware Showroom • Retail Establishment • Showroom 	1 bay per 30m ² of GLA.
	<ul style="list-style-type: none"> • Convenience Store • Personal Care Services • Personal Services • Shop 	5,000m ² or less - 1 bay per 12.5m ² of GLA. 5,001 - 10,000m ² - 400 bays; and 1 bay per 14.25m ² of GLA in excess of 5,000m ² . 10,000m ² or more - 750 bays; and 1 bay per 16.5m ² of GLA in excess of 10,000m ² .
	<ul style="list-style-type: none"> • Service Station 	1 bay per service bay provided: and Any other specific uses are to be as per the relevant activity / use ratio.

5.4 CAR PARKING REDUCTIONS

The number of car parking bays required in accordance with Table 2, only for non-residential development is to be reduced where the criteria in *Table 3: Car Parking Reductions* are satisfied. Certain uses are excluded from having the requirement reduced as surveys undertaken by the City have shown that the reduction does not lead to a reduced car parking demand. Reductions to calculations may be granted cumulatively, to a maximum cumulative reduction of 50% of the number of bays identified by Table 2.

The reductions in parking as outlined in Table 3 are not applicable where another planning instrument specifies the parking ratio.

Table 3: Car Parking Reductions

Reduction %	Criteria	Excluded Activity / Use ^(d)
10% or 20%	The proposed development is within 800 metres ^(a) of a rail station; or The proposed development is within 400 metres ^(a) of a rail station.	
10% or 15%	The proposed development is within 400 metres ^(a) of a stop on a high frequency bus route or a bus station ^(b) ; or The proposed development is within 200 metres ^(a) of a stop on a high frequency bus route or a bus station ^(b) .	<ul style="list-style-type: none"> • Childcare Premises • Consulting Rooms • Medical Centre • Place of Worship • Small Bar • Tavern
5% or 10% or 15%	The proposed development provides at least the number of bicycle bays in line with the requirements in Table 4 (regardless of whether Table 4 ratios apply to the development). or Where the above concession is sought, and 'end-of-journey' facilities are provided as per the Bicycle Parking Facilities requirements. or Where the above two concessions are sought, and the proposed development is within 500 metres ^(a) of a constructed Principal Shared Path (PSP) or Perth Bicycle Network (PBN) – Continuous Signed Route identified by the State Government ^(c) .	<ul style="list-style-type: none"> • Childcare Premises • Consulting Rooms • Medical Centre • Place of Worship • Small Bar • Tavern
10%	The proposed development is within a Regional Centre, District Centre or Neighbourhood Centre as detailed in the City's Local Planning Strategy.	
10%	Where the building/place is listed on the City's Heritage List, Heritage Survey, or the State Register of Heritage Places (subject to the building being appropriately conserved).	

Notes:

- a) Distances is measured in a straight line from any part of the lot.
- b) Information regarding high frequency Bus Routes and Bus Stations can be found at: www.transperth.wa.gov.au
- c) Information regarding Principal Shared Paths and the Perth Bicycle Network can be found at www.transport.wa.gov.au/cycling
- d) Variations to the parking requirement for Activities and Uses excluded from specific Car Parking Reductions will only be considered where the proposal satisfies the Policy Objectives.

5.5 SHARED PARKING ARRANGEMENTS

The City may consider shared parking arrangements for developments where Table 2 applies. In assessing whether shared parking is appropriate whether the parking facilities are conveniently and safely located, and accessible for both developments and provide sufficient parking during times of shared parking. The City may consider the following shared parking arrangements:

- a) Up to 90% of the parking requirement specified, where there is minimal overlap (less than 30 minutes) in the operating times of uses; or
- b) Up to 50% of the parking requirement specified, where there is partial overlap (not more than 50 percent) in operating times of the uses.

5.6 FURTHER REDUCTION OF CAR PARKING BAYS

The matters of the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 Part 9A Cl. 77D are to be satisfied for the local government to reduce the required car parking ratio to match the proposed number of car bays so that a shared parking arrangement and payment in lieu is not necessary.

6. MOTORCYCLE PARKING RATIOS

All non-residential components of developments with 500m² or more of gross floor area, where works increase the number of non-residential car parking bays provided on site, one motorcycle parking space shall be provided for every 1,000m² of gross floor area. This requirement for motorcycle parking bays for non-residential components of developments are in addition to requirements in the State Planning Policy 7.3 Residential Design Codes for residential components.

7. BICYCLE PARKING FACILITIES

These requirements for bicycle parking bays for non-residential components of developments are in addition to requirements in the State Planning Policy 7.3 Residential Design Codes for residential components.

7.1. BICYCLE PARKING RATIOS

Bicycle parking spaces shall be provided in accordance with *Table 4: Bicycle Parking Ratios* for all non-residential components of developments with 400m² or more of gross floor area, where works increase the number of non-residential car parking bays provided on site.

Table 4: Bicycle Parking Ratios

ACTIVITY / USE	NUMBER OF BICYCLE PARKING SPACES
<ul style="list-style-type: none"> • Educational Establishment 	Pre-primary / Primary - 1 space per 5 students (over year 4)
	Secondary - 1 space per 5 students
	Tertiary / Technical - 1 space per 20 students
Retail <ul style="list-style-type: none"> • Convenience Store • Personal Care Services • Personal Services • Shop 	0 – 5000m ² - 1 space per 150m ² of GFA
	5000m ² – 10,000m ² - 1 space per 175m ² of GFA
	10,000m ² plus - 1 space per 200m ² of GFA
	All other uses 1 space per 400m ² of gross floor area (GFA)

7.2. END OF BICYCLE JOURNEY FACILITIES

End of Journey facilities support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of their journey to and from work. The following facilities shall be provided for all developments that are required to provide 10 or more bicycle parking spaces:

- a) There shall be a minimum of one female and one male shower, located in separate changing rooms (The changing rooms shall be secure facilities capable of being locked);
- b) Additional shower facilities shall be provided at rate of 1 female and 1 male shower for every additional 10 bicycle parking spaces, to a maximum of five male and five female showers per building; and
- c) A locker shall be provided for every bicycle parking space provided (only if 10 or more spaces provided). Lockers shall be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.

7.3. LOCATION OF BICYCLE PARKING FACILITIES

All bicycle parking spaces, and end of trip facilities shall comply with the following:

- a) Bicycle parking spaces and end of trip facilities are to be within close proximity to each other, with easy navigation between;
- b) Parking facilities shall be located at ground floor level and not require access via steps;
- c) Parking facilities shall be located as close as possible to main entrance points;
- d) Parking facilities shall be located in an area that allows informal surveillance of the facility to occur wherever possible; and
- e) Parking facilities shall be located away from areas of high pedestrian activity in order to minimise inconvenience or danger to pedestrians.

8. RESIDENTIAL PARKING DESIGN

The State Planning Policy 7.3 Residential Design Codes requires car parking and vehicle access to be as per the Australian Standards AS 2890.1 on the property. The following provide clarification around the relevant standards.

8.1 RESIDENTIAL TURNING CIRCLES (MANOEUVRING)

As per the Australian Standards AS 2890.1, a manoeuvring depth of:

- 6.0 metres is required for single vehicle garages or multiple vehicles garages containing internal walls and/or obstructions between vehicles.
- 5.8 metres may be considered for multiple vehicle garages with no internal walls and/or obstructions between vehicles.

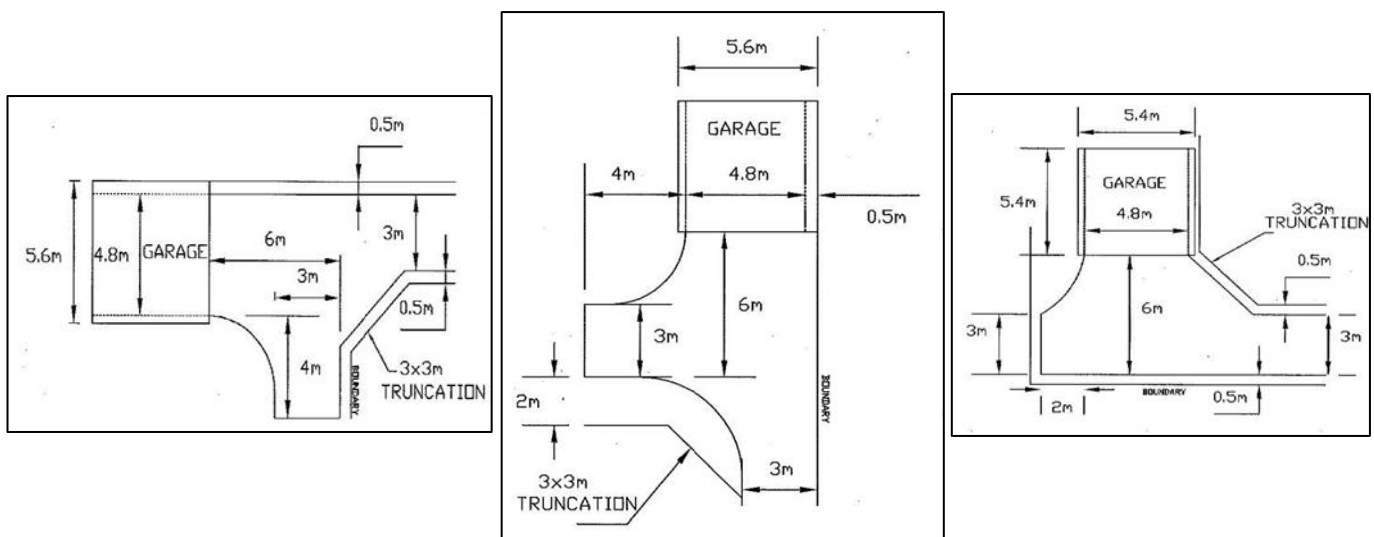


Figure 2 – Turning Circles

8.2 RESIDENTIAL DRIVEWAY TAPER

As per the Australian Standards AS 2890.1, to ensure vehicles can traverse a driveway:

- A maximum internal driveway taper of 1:5 is permitted; and
- A decrease in the internal driveway tapers must comply with the "Standard single turn swept path templates" as detailed in Australian Standard AS 2890.1.

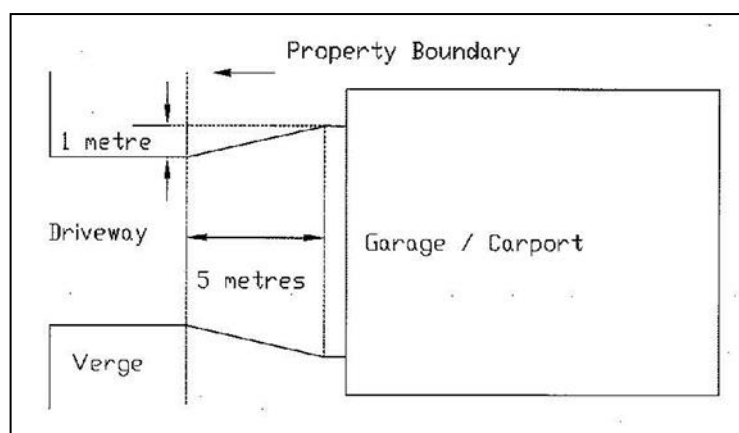


Figure 3 - Driveway Taper

8.3 RESIDENTIAL DRIVEWAY GRADIENTS

As per the Australian Standards AS 2890.1, a longitudinal section may be required to demonstrate compliance for driveway gradients.

8.4 RESIDENTIAL VERGE AREA

The following requirements apply to works in the verge area:

- a) Any redundant crossover is to be removed, and the verge and kerb are to be reinstated to the City's requirements at the applicant's expense;
- b) Crossovers are to be setback from street trees as per Local Planning Policy 6.11 - Trees and Development;
- c) Existing verge levels are not to be modified unless determined necessary by the City due to topography considerations; and
- d) Where a loss of constructed on-street parking occurs due to new vehicular access arrangements, the applicant must either replace or pay for the replacement of the parking at an appropriate location off-site.

9. NON-RESIDENTIAL PARKING DESIGN

All car parking and manoeuvring areas for non-residential developments are to be designed in accordance with the Australian Standards AS 2890.1 and the provisions set out hereunder:

9.1 NON-RESIDENTIAL PARKING LAYOUT AND DESIGN

Parking areas for all non-residential development:

- a) Shall be sealed, drained, marked and maintained thereafter to the satisfaction of the City;
- b) Shall be designed so as to enable all vehicles to return to the street in forward gear;
- c) Shall have entry and exit points and vehicle circulation patterns that are clearly indicated;
- d) That include Universal Access parking bays, are required to be provided in accordance with Australian Standard AS 2890.6 (as amended);
- e) That include tandem car parking bays, shall be a minimum length of 5.4 metres for each bay;
- f) That include car stacking systems or other such systems, may be supported subject to the submission on an acoustic report and parking management plan detailing the operation and specification of the system to the satisfaction of the City; and
- g) That include visitor parking which is to be outside any security barriers during operating hours and is to be clearly identifiable from the driveway or have signage as per the Australian Standards AS 1742 where necessary.

9.2 NON-RESIDENTIAL ACCESS

Access to non-residential parking areas shall be provided in accordance with the provisions set out hereunder:

- a) Be provided at a rate of no greater than one per street frontage;
- b) Be no less than 6.0 metres in width and no greater than 10 metres in width;
- c) Be no closer than 1.5 metres to a side boundary and no closer than 0.5 metres to street poles;
- d) Be aligned at right angles to the street and parallel in width;
- e) Be provided with sight line truncations as per Australian Standards AS1890.1
- f) Be designed so as to minimise traffic or pedestrian hazards, conflict with pedestrian/cyclist pathways and interference with public transport facilities;
- g) Be designed in accordance with Australian Standard AS 1742 and AS 2890.1;
- h) Be designed to accommodate the relevant sized vehicle turning radius associated with loading of waste and unloading of goods for the land use, as per current Austroads and Australian Standards;
- i) Be subject to Main Roads WA approval where they connect onto roads under Main Roads WA control such as, but not limited to, Primary Distributor Roads, roads designated as truck haulage routes and properties that abut traffic lights; and
- j) Be accessed from a local road in cases where a lot has access to both a Distributor Road and Local Road unless it can be demonstrated that access from the Distributor Road is safer.

9.3 NON-RESIDENTIAL SERVICE ACCESS

Service Access shall be provided to the rear of a shop, showroom, restaurant, warehouse or other commercial use for the purpose of loading and unloading of goods unless, in the opinion of the City, the circumstances do not warrant the provision of such access. Where alternative service access is provided, and such access is considered acceptable by the City, the City may waive the requirement of this Clause. Service Access shall be provided in accordance with the provisions set out hereunder:

- a) The service access shall be constructed such that vehicles using it may return to a street in forward gear;
- b) If a Right of Way is located to the rear of the lot, an area shall be paved on the lot so that vehicles when loading or unloading shall not remain on the right of way. The paved area shall be of such a size that if no alternative route exists, vehicles may manoeuvre so as to return to the street in forward gear;
- c) The service access shall not be less than 6.0 metres in width. If the size of the lot makes the provision of a 6.0 metre wide access way impracticable or unreasonable, the City may permit a service access of a lesser width, but in no case, less than 3.0 metres in width;
- d) The service access as required above shall be designed so as to segregate vehicles, both moving and stationary, from parking areas and access ways provided for customer parking;
- e) Loading/unloading areas should not be located within close proximity to any adjoining residential uses; and
- f) The service access shall be so designed to accommodate vehicle movement and turning for waste pick up and deliveries.

9.4 NON-RESIDENTIAL VERGE AREA

The following requirements apply to works in the verge area:

- a) Any redundant crossover is to be removed, and the verge and kerb are to be reinstated to the City's requirements at the applicant's expense;
- b) Crossovers are to be setback from street trees as per Local Planning Policy 6.11 - Trees and Development;
- c) Existing verge levels are not to be modified unless determined necessary by the City due to topography considerations; and
- d) Where a loss of constructed on-street parking occurs due to new vehicular access arrangements, the applicant must either replace or pay for the replacement of the parking at an appropriate location off-site.

10. TRANSPORT ANALYSIS

The City requires the submission of a transport analysis for certain developments as outlined below or where deemed necessary. The level of assessment required will be determined by reference to the Transport Impact Assessment Guidelines published by the Western Australian Planning Commission.

10.1 BRIEF TRANSPORT ANALYSIS STATEMENT

A Brief Transport Analysis (non-technical report) is required to be submitted for:

- a) Child Care Centres, Education Establishments and non-residential developments fronting a District Distributor Road or above or;
- b) A proposal seeking payment in lieu or shared parking arrangements as per the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 Part 9A.

The Brief Transport Statement shall include but not be limited to:

- a) Description of the development;
- b) Vehicle access and parking arrangement;
- c) Provisions for service vehicles;
- d) Hours of operation;
- e) Estimate of daily traffic volumes and type of vehicles (staff & customers);
- f) Location of nearest bus stops, train stations and level of accessibility;
- g) Pedestrian access / facilities (footpaths);
- h) Cycle access / facilities (bike paths); and
- i) Survey of existing car parking usage in the locality.

10.2 FULL TRANSPORT ANALYSIS REPORT

A full Transport Analysis (prepared by a qualified Traffic Engineer) is required to be submitted for developments requiring (after factoring in any reductions) and / or proposing more than 50 parking spaces and shall include, but not be limited to:

- a) Assessment of impact of vehicular movements upon surrounding roads and intersections;
- b) Description of the development;
- c) Assessment of the likely parking demand;
- d) Consideration of nearby developments including those with valid approvals which are yet to be constructed;
- e) Assessment of accessibility to the site by non-car modes;
- f) Assessment of the impact of the development on existing shared path and public transport networks; and
- g) Assessment of the potential impact on the amenity of the surrounding area.

11. PARKING MANAGEMENT PLAN

The City may require the submission of a Parking Management Plan for certain developments where deemed necessary. A Parking Management Plan shall include but not be limited to:

- a) Property details;
- b) Description of the development;
- c) Who is responsible for managing the parking;
- d) Parking allocation;
- e) Way finding measures; and
- f) Promotion of alternative modes of transport.

12. RELEVANT POLICIES, MANAGEMENT PRACTICE AND DOCUMENTS

- a) Street and Reserve Trees Policy;
- b) Crossover Policy;
- c) Guidelines and Technical Specification for Crossovers;
- d) Modification of Traffic Management Treatments for Property Access Policy;
- e) Verge Treatment Policy;
- f) Local Planning Policy 6.6 - Landscaping; and
- g) Local Planning Policy 6.11 - Trees and Development.

13. DEFINITIONS

Unless otherwise provided for in this Policy, definitions have the same meaning as the Residential Design Codes (R-Codes) Volume 1, Local Planning Scheme No. 3 and the *Planning and Development (Local Planning Schemes) Regulations 2015*. The following additional definitions apply to this policy.

Alfresco Area:	means an external area for public use with direct access from a restaurant, hotel or the like which is not permanently enclosed which may include a covered roof and is utilised for the consumption of food and / or beverages.
Distributor Road:	District Distributor A or District Distributor B road as defined in the City of Stirling Functional Road Hierarchy.
End of Journey Facilities:	means facilities which support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of their journey to and from work. The facilities include separate male and female changing rooms and shower facilities and lockers for the storage of clothing and other personal items.
Gross Floor Area (GFA):	means the total floor area within the building measured over the enclosing walls (including the portion of any common or party wall forming part of the building) exclusive of parking facilities sited within the building.
Gross Leasable Area (GLA):	means in relation to a building, the area of all floors capable of being occupied by a tenant for its exclusive use measured from the internal finished surface of external building walls, but excluding features such as balconies and verandahs and, if there are two or more occupants or tenants, excluding common use areas, service areas, and non-exclusive public spaces and thoroughfares.
High Frequency Bus Route:	means a public transport route with timed stops that runs a service at least every 15 minutes during weekday peak periods (7am-9am and 5am-7pm).
Local Road:	means as defined in the functional road hierarchy published by Main Roads WA.
Mixed Use Development:	means a development comprising of both residential and non-residential uses.
Public Car Parking Area:	means an area of car parking not provided as part of a public facility (such as a public library, beach or sports field etc), but is maintained by the City and accessible to the public at all times.
Public Floorspace:	To calculate public floorspace - a) Measurements shall be taken within the finished surfaces of the internal walls of the building; and b) Areas occupied by lifts, lift-wells, stairways, ramps, escalators, passages, corridors, lobby entries, kitchens, stages, sanitary areas, and staff areas, including staff areas behind counters, fixtures and similar areas shall not be included.
Redundant Crossover:	means a crossover which no longer provides vehicular access to a lot or is no longer adjoined to a driveway or access way on a lot.
Residential Development:	refers to development of single house/s, grouped dwellings, multiple dwellings, aged persons dwellings, single bedroom units and residential buildings as defined in the Residential Design Codes of Western Australia.
Service Access:	means vehicular access for non-residential uses to provide a function which includes but is not to limit the loading and un-loading of goods, deliveries, dispatch and the like.
Service Bays:	means areas where cars stand whilst the occupants undertake activities such as ordering at a Drive-Through Fast Food Outlet, or air/water/fuelling/charging bays at a Service Station.

14. CALCULATION OF BAYS

This section outlines how to assess the number of bays required for a development.

14.1 ROUNDING OF PARKING BAY REQUIRED

Calculations for parking ratios for all residential development shall be rounded up to the next whole number. 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 for non-residential development shall be rounded down.

14.2 ON-STREET PARKING AND PUBLIC CAR PARKING AREAS

For non-residential components of development, the number of on-site parking bays required is reduced by the number of on-street parking bays and bays within public car parking areas, subject to the following criteria:

- a) The number of required on-site parking bays is reduced by a maximum of 20% of the bays required for the development;
- b) The existing or proposed on-street parking bays being located within 100m of the site's street boundary (measured in a straight line);
- c) The public car parking area bays being located within 200m of the subject site (measured in a straight line);
- d) There is no restricted use of the parking bays such as permit parking requirements; and
- e) The on-street parking bays are not clearway zones during periods of the day.

14.3 CAR STACKERS

For non-residential components of development, the number of bays counted in a car stacker is as follows:

- a) Where all 'stacked' cars are capable of unrestricted movement in and out of the car stacker, they will each be counted as individual bays; or
- b) Where cars are 'stacked' and movement into and out of the car stacker is restricted by other stacked cars:
 - i) The stacker will be counted as a single bay; unless;
 - ii) Where use of the stacker is allocated to staff of a single tenancy, they will each be counted as individual bays.

14.4 TANDEM PARKING

For non-residential components of development, tandem parking bays are only counted as individual bays where bays are allocated to staff of a single tenancy. In all other circumstances the tandem parking will be counted as a single bay.

14.5 SPECIFIC PURPOSE BAYS (INCLUDED IN CALCULATION)

The following specific purpose bays contribute to the overall number of bays required:

- a) Universal Access parking bays required by the Building Code of Australia;
- b) Electric Vehicle Charging Bays, except where they are provided with a Service Station; and
- c) Bays for taxis, rideshares, drop-off/pick-up, prams/parents, aged persons and timed bays.

14.6 SPECIFIC PURPOSE BAYS (EXCLUDED FROM CALCULATION)

The following specific purpose bays are not counted in the overall number of bays required:

- a) Areas dedicated for buses / coaches;
- b) Spaces for delivery / courier / service vehicles; and
- c) Service bays and areas where cars stand whilst waiting to access a service bay.

OFFICE USE ONLY:

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

<i>Action</i>	<i>Council Date</i>	<i>Resolution No.</i>	<i>Effective Date</i>
<i>6.7 Parking - Revoked</i>	<i>10 July 2012</i>	<i>0712/005</i>	<i>7 Aug 2012</i>
<i>6.7 Parking and Access - Adopted</i>	<i>10 July 2012</i>	<i>0712/005</i>	<i>7 Aug 2012</i>
<i>Modified</i>	<i>20 Feb 2018</i>	<i>0218/037</i>	<i>15 May 2018</i>
<i>Modified</i>	<i>25 Feb 2019</i>	<i>0219/037</i>	<i>12 Mar 2019</i>
<i>Modified</i>	<i>19 Nov 2019</i>	<i>0119/004</i>	<i>19 Dec 2019</i>
<i>Modified</i>	<i>15 Nov 2022</i>	<i>1122/014</i>	<i>20 Jan 2023</i>

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