



City of Perth
City Planning Scheme
No. 2

Planning Policy Manual – Part 1

Section 5.1
Parking Policy



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1. INTRODUCTION

This policy outlines the local government’s approach to the provision of off-street parking facilities in the City of Perth.

The local government’s approach to the provision of parking is based on the need to maintain high environmental standards and to create a balanced and sustainable transport system. To achieve these ideals, this policy addresses not only the matter of parking supply, but also traffic movement, access to services, the appearance and safety of parking facilities and the impact of these facilities on pedestrians, cyclists and the surrounding environment.

The policy also refers to the State Government’s ‘Perth Parking Policy’ (as amended) which was introduced by the State Government under the ‘Perth Parking Management Act 1999’. It sets out the approach by the State Government, the City of Perth and other responsible planning authorities to the development and management of parking facilities that fall within the Perth Parking Management Area (PPMA). It provides a framework for assessing the likely impacts of proposed parking facilities in light of the broader transport and planning objectives for the city.

2. AIM

To provide a framework for the development and balanced supply of safe, well designed and convenient off-street parking facilities throughout the Scheme area to meet the needs of all city users and which accords with the State Government’s ‘Perth Parking Policy’ (as amended).

3. POLICY AREA

This policy applies to all development within the Scheme area.

4. INTERPRETATION AND USE

This policy should be read in conjunction with the City Planning Scheme No. 2 (CPS2) and its associated Precinct Plans and Planning Policies; in particular the City Development Design Guidelines.

Specific provisions apply as follows:

- Parking for the ‘Residential’ Use Group in the Residential Scheme Use Area will be assessed in accordance with the R - Codes and variations to the R - Codes set out in the City Planning Scheme (as amended) and this policy.
- Parking rates for the ‘Residential’ Use Group in the Normalised Redevelopment Area and all Scheme Use Areas other than the Residential Scheme Use Area shall be as specified in this policy.
- General requirements for the location, design and management of all proposed parking facilities are also provided.
- The provision of parking for Use Groups other than for the ‘Residential’ Use Group, including public car parking facilities, within the Perth Parking Management Area (as defined under the Perth Parking Management Act 1999) will be assessed in accordance with the State Government’s ‘Perth Parking Policy’ (as amended).
- The provision of parking for Use Groups other than for the ‘Residential’ Use Group outside of the Perth Parking Management Area shall be guided by this policy.

5. OBJECTIVES

This policy aims to assist with the implementation of the State Government’s ‘Perth Parking Policy’ (as amended) and to guide off-street parking provision as well as the development and design of parking facilities within the Scheme area. The objectives of this policy are outlined below:-

- To contribute to the creation of a sustainable transport system through the efficient and effective management of off-street facilities within the city.
- To ensure that off street 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 environmental and amenity objectives of the Scheme, are not prejudiced.
- To achieve a balance of accessibility to, from and within the city for all users.
- To provide for the efficient and safe movement of pedestrians, cyclists, public transport and general traffic on city streets.
- To maintain a high standard of secure and attractive parking facilities that contribute positively to the aesthetic quality and ambience of the city’s streetscapes.
- To ensure the location and design of vehicle access to parking facilities is safe, convenient and efficient for all users with particular regard for impacts on pedestrians, cyclists and public transport.
- To ensure the design, location and management of parking facilities is safe and convenient for all users and to provide safe pedestrian access through parking facilities.

6. PRINCIPLES

The following principles shall be applied to off street parking within the Scheme Area:

- Off-street parking for the ‘Residential’ Use Group throughout the Scheme area and for Use Groups other than the ‘Residential’ Use Group outside the Perth Parking Management Area will be provided at a rate that adequately meets the demand generated by a particular use or activity.
- A range of parking facilities will be provided and managed having regard to the need to manage demand for private vehicle access to the city, the availability of public transport, traffic impacts, land use and parking use.
- In the Pedestrian Priority Zone (as defined by the State Government’s ‘Perth Parking Policy’ (as amended)), pedestrians and public transport will have priority over vehicular traffic.
- Sufficient service vehicles bays should be included on site to minimise the impact on the pedestrian environment and on-street parking.
- The leasing of parking bays for parking vehicles not associated with the approved use of the site will generally not be supported.
- An over supply of parking for a particular use will not be supported as this discourages the use of public transport facilities and is contrary to the objective of efficient management of parking facilities.
- The amenity of areas surrounding parking facilities will be safeguarded. Parking facilities are to complement their surroundings and provide a convenient service, without causing undue disruption to surrounding uses. The development of facilities of the highest standard of design, layout and landscaping is expected.

- Parking facilities are to be located so they do not dominate the surroundings or intrude into residential areas, public spaces or landscaped features of the environment. Off-street parking facilities will generally be located and designed so they are an integral part of the development for the site. Disabled and cyclist parking facilities are to be visible and conveniently located.
- Efficient and safe vehicular access to residences, services and facilities will be balanced with the maintenance of a convenient and safe environment.
- Parking facilities are to be maintained to a high standard, in terms of lighting, paving, draining, landscaping and layout, ensuring that the use of these facilities does not visually detract from the locality or impede pedestrian movement and vehicle circulation. Every effort is to be made to reduce the apparent size and visual monotony of parking facilities and to conveniently locate these parking facilities in relation to the facilities they serve.
- The design, operation and location of parking facilities will aim to address personal and vehicular security matters, by providing clear and direct access through parking facilities and effective signs and lighting.

7. POLICY

7.1 Provision of Parking

Residential uses

Parking for the ‘Residential’ Use Group should be provided in accordance with Figure 1.

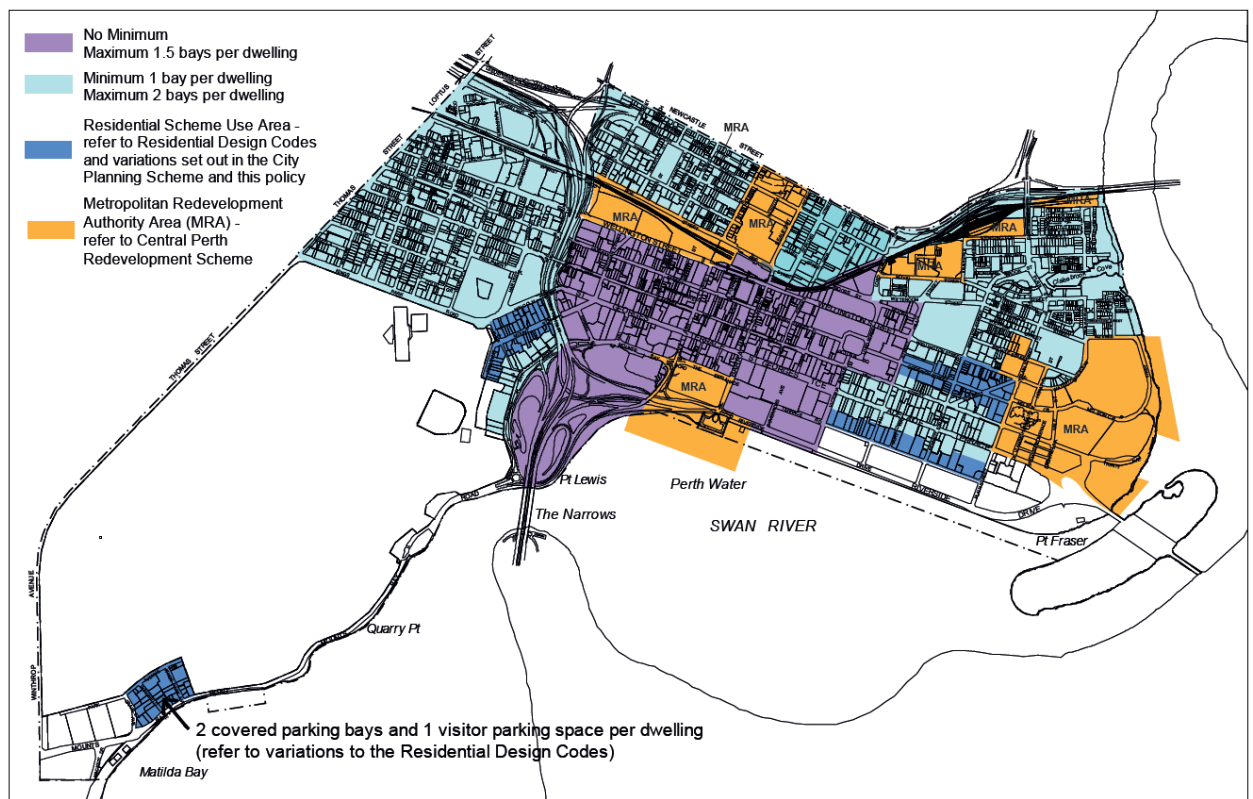


Figure 1: Parking Provision for Residential Development

- Visitor parking should be provided in residential developments where it can be expected that existing on-street facilities will not adequately provide for visitors to the development.

- The number, location and layout of parking facilities for the ‘Residential’ Use Group in the Residential Scheme Use Area will be assessed in accordance with the R - Codes and the variations to the R - Codes set out in the City Planning Scheme (as amended), together with the following provisions and exceptions:
 - Where visitor parking is provided it should be marked permanently as such and located so that it is easily accessible or its location is visible from the street entrance to the property.
 - Notwithstanding the requirements of the R - Codes, the number of visitor parking spaces required for a development may be reduced where provision of those parking spaces is likely to be counter productive resulting in a poor design of the parking layout, or where public parking facilities are provided in close proximity.
 - Any performance criteria in the R - Codes that allow for provision for off-site parking shall not apply. All parking for the ‘Residential’ Use Group is to be provided on the same lot as the development, unless a reciprocal or combined parking arrangement can be justified to the satisfaction of the local government.
 - Any performance criteria in the R - Codes that allows for reduction of on-site parking requirements based on street parking availability shall not apply.
- Where the number of parking spaces proposed for the ‘Residential’ Use Group is less than the minimum number required, the local government may approve the development if it can be demonstrated that nearby off-street parking facilities are available to cater for the parking requirements, or a portion of the parking requirements, of the use proposed and that, if necessary, satisfactory agreements have been made to enable off-street parking facilities to be used for that purpose.

Special Residential uses

- Within the Perth Parking Management Area, the ‘Special Residential’ Use Group will be subject to the provisions of the State Government’s ‘Perth Parking Policy’ (as amended).
- Elsewhere, the parking requirement for a use in the Special Residential Use Group will be 50% of the minimum and maximum rates for the relevant area as shown in Figure 1, unless otherwise justified by a parking management plan provided by the applicant to the satisfaction of the local government.
- All applications for Special Residential development will require a Traffic and Parking Impact Statement Report and detailed Access and Parking Management Plan.

These documents should:

- outline how access and parking for guests, staff and servicing is proposed to be managed to meet the long term operational needs of the use; and
- demonstrate that the proposed access and parking arrangements will not have a detrimental impact on the orderly and proper planning of the area.

Use Groups Other Than Residential

- Parking for Use Groups other than the ‘Residential’ Use Group, including public parking facilities in the Perth Parking Management Area shall be provided in accordance with the State Government’s ‘Perth Parking Policy’ (as amended).
- Outside the Perth Parking Management Area, parking for Use Groups other than the ‘Residential’ Use Group should be provided to adequately cater for car parking demand generated by the proposed development as determined by the local government.

7.2 Specific purpose parking bays

The local government may require the provision of specific purpose parking bays in accordance with the Loading and Unloading Policy.

7.3 Reciprocal and combined parking

- Reciprocal and combined parking are defined as follows:
 - Reciprocal parking - parking facilities serving separate uses or a mixed development, but not shared concurrently.
 - Combined parking - parking facilities shared concurrently by a mixed use development or separate developments on the one site.
- Reciprocal and combined parking for Use Groups other than the ‘Residential’ Use Group should accord with the provisions of the State Government’s ‘Perth Parking Policy’ (as amended).

Reciprocal parking

- Reciprocal parking arrangements may be considered acceptable where the local government is convinced that demand for parking by the uses proposed will not coincide.
- Where reciprocal parking is proposed the local government must be satisfied that:
 - the parking facilities serving the proposed uses will be located on the one lot, or that parking arrangements are permanent (e.g. easement, amalgamation, restrictive covenant or any other formal arrangement the local government may require);
 - parking provision both in the immediate and long-term would satisfy the parking requirements of this policy;
 - the uses being served by the parking arrangements are compatible (i.e. no overlap demand for parking facilities); and
 - a proposed change of use will comply with the reciprocal parking arrangements, or will satisfy the parking requirement by other means before approval is granted.

Combined parking

- Parking for mixed use developments may be combined in one parking facility. Access should be available at all times for all users and the local government may require parking bays to be marked for a particular purpose to ensure that access is not restricted.
- Where a mixed use development is proposed, in particular a development with a residential component within the Perth Parking Management Area, the local government may require the submission of a parking management plan detailing how the separation of parking spaces for different uses will be managed to the local government’s satisfaction.

7.4 Access

- Vehicular access points to parking facilities are to be located and designed so that:
 - entry/exit points minimise: traffic or pedestrian hazards, conflict with pedestrian/cyclist pathways, the impact on nearby residential uses, traffic congestion and interference with public transport facilities;

- the number of entry/exit points is kept to a minimum. Where possible, new parking facilities and vehicular access points shall be linked to existing parking facilities; and
- access is obtained away from major traffic streets where possible, but not if this necessitates access from a residential street where undue disturbance to residential amenity would result. Where possible, access should be obtained from a laneway.

7.5 Traffic movement

- The local government will require traffic circulation and manoeuvring spaces within parking facilities to be designed so that:
 - adequate provision is made to enable all vehicles to enter and leave the land in a forward direction where the local government believes that the nature of a development, its relation to adjoining streets or the nature of those streets makes it necessary to do so, and an access point from parking bays to the street serves more than two spaces;
 - vehicles are able to queue, if necessary, within the parking area and not on the street;
 - parking facilities are not used as traffic thoroughfares to facilities that they do not serve; and
 - the primary movement areas for pedestrians, cyclists and motor vehicles to circulate within, enter and leave parking facilities should be separated from each other.

7.6 Safety

- The design and management of parking facilities should have regard to the local government's Safer Design Policy, in particular in respect to minimising opportunities for crime, and discouraging graffiti and vandalism.
- The local government will expect pedestrian, cyclist and motorist safety to be a priority in the design and operation of parking facilities, ensuring that:
 - pedestrian and cycle pathways through parking facilities are clearly defined, well lit and signposted, where required, with direct access to the street or facilities served;
 - traffic access to, and circulation within, parking facilities are separated, where practicable, from pedestrian and cyclist paths or pedestrian access points to or through parking facilities; and
 - driver sight lines are not obstructed by signs, fencing or any other obstacle.

7.7 Urban Design

- Parking facilities should be designed in accordance with the City Development Design Guidelines Policy.
- The location and layout of parking facilities for the Residential Use Group in the Residential Scheme Use Area will be assessed in accordance with the R - Codes and the variations to the R - Codes set out in the City Planning Scheme (as amended).
- Innovative approaches to the design of parking facilities for non-residential uses is expected in order to maintain amenity and encourage the use of parking facilities for community activities in addition to parking, such as weekend markets, fairs, sporting activities and other entertainment activities.

- Where multi-storey parking facilities are proposed they are to complement the surrounding built form, in terms of scale, height and character.
- Private off-street parking is to generally be located at the rear of developments, and in some precincts beneath developments. Parking shall not be provided between the building and the street. All parking facilities must be paved and landscaped to a high standard, and in particular, surface (open-air) parking facilities fronting a street must be landscaped or treated in other suitable ways to maintain to a high visual standard of development.
- Where lighting is provided in parking facilities, the lights will not have a detrimental impact on adjoining residential uses and will not be reduced in effectiveness due to overgrown vegetation or poor placement.
- Large expanses of parking facilities are to be avoided. Parking facilities are to be detached, into smaller groups of bays, separated by landscaping or other uses or activities, especially where these areas front the street.
- Open deck car parks should incorporate interesting shade or roof structures to add visual interest when viewed from higher surrounding buildings.

7.8 Landscaping

- At-grade parking areas should be landscaped in accordance with the requirements of the City Development Design Guidelines Policy. The plant species and layout are to be approved by the local government.
- In Residential Use Areas any continuous row of parking or length of driveway shall be provided with planting areas, including shade trees, at the rate of one per six parking bays (as specified in the R - Codes) or otherwise as required by the local government.
- The perimeter of all parking facilities shall be landscaped by a planting strip of at least 1.5 metres in width. In some circumstances a greater area of landscaping may be required, particularly where a parking area adjoins a residential property, an area of parkland or an open air recreation area.

7.9 Impacts on adjoining or nearby development

- When considering the development of parking facilities the local government will take into consideration:
 - the location of parking bays and structures, lights and signs on the site and their affect on the amenities of adjoining development, including the potential affect if parking bays should later be roofed or covered; and
 - the extent to which parking bays are located within required building setback areas and the resulting visual impact on adjoining properties.
- Parking facilities must be designed and managed to minimise adverse impacts on any adjoining or nearby environment or land use with respect to noise, air quality and odour, lighting and vehicle headlights and other relevant impacts. For example:
 - Noise caused by vehicles, warning systems, gates, roller doors and other mechanical equipment should not have an adverse impact on adjoining or nearby residential properties.
 - Ventilation ducts should be located to minimise the impacts of fumes on adjoining properties.

- Screening should be of a sufficient height to minimise light spill from large vehicles (such as four wheel drives) into adjoining residential properties.

7.10 Layout and dimensions

- The design of parking facilities should comply fully with the relevant Australian Standards and Austroads Guides to Traffic Engineering Practice.
- Entry and exit points and vehicle circulation patterns are to be clearly indicated.
- Tandem parking bays will generally only be accepted where two bays are provided for the use of the one residential dwelling or a single commercial business. Tandem parking may be accepted where a parking management plan includes a valet arrangement or similar to the satisfaction of the local government.
- Car stacking systems or other such systems may be supported subject to the submission of a parking management plan detailing the operation of the system to the satisfaction of the local government.
- The design of entrances and exits and the position of parking control equipment (in the case of public car parks) shall prevent on-street queuing of vehicles seeking entry to a parking facility and minimise disruption to pedestrians and traffic flows.
- Entry to and exit from off-street parking facilities shall be in a forward direction, excluding residential developments with individual access to each dwelling.
- Vehicle access ways shall be located to minimise the loss of, or adverse impact on, the function of on-street amenities and services, such as trees, street furniture and on-street parking.
- Only one vehicle access way will generally be permitted per site. Dimensions and locations of vehicle crossovers must comply with the local government's Design and Construction Notes.
- Access ways are to be designed in accordance with AS 1742 and Austroads Guidelines to Engineering Practice.
- Joint use of vehicle access ways is to be considered for adjoining properties if this provides more efficient entry and exit arrangements.
- The local government will require the provision of parking bays marked exclusively for use by disabled drivers at the rate specified in the Building Code of Australia.
- The owner and occupier of parking facilities shall ensure that parking facilities are operated, laid out, constructed and maintained in accordance with the development approval for the site, and are clearly marked at all times to the satisfaction of the local government. Landscaping, in particular, is to be maintained to a high standard. This may include the marking of parking bays exclusively for residential dwellings, staff, visitors, service vehicles etc.

8. ADDITIONAL MATTERS

8.1 Occasional parking

The local government may support the use of land or buildings for occasional parking facilities in the case of special events or circumstances relating to a particular or regular use of a site. Local government approval, however, will be required and special conditions of approval may apply.

8.2 Vacant land

The local government will not support the use of vacant land or buildings for parking purposes unless occasional parking, as outlined in the above provision, has been approved. The State Government's 'Perth Parking Policy' (as amended) should also be referred to in relation to the use of vacant land for parking for Use Groups other than the 'Residential' Use Group.

8.3 Activities or uses within parking facilities

- Private parking facilities must not be used for any purpose or activity other than for parking vehicles, motorcycles and bicycles associated with the approved use for the site. The local government will not support the use of such parking facilities for activities which have not been approved for the site, or the use of parking facilities to carry out activities approved and intended to be conducted in buildings on the site.
- The leasing of parking bays for parking vehicles not associated with the approved use for the site will generally not be supported.
- Where a short stay public parking facility is proposed, the local government may require the submission of a parking management plan that discourages the use of parking spaces for commuter parking to the local government's satisfaction.
- The local government may consider permitting the use of parking facilities for weekend markets or other similar community activities or entertainment.
- The State Government's 'Perth Parking Policy' (as amended) should also be referred to in relation to activities or uses within parking facilities for Use Groups other than the 'Residential' Use Group.

8.4 On street parking

On street parking cannot be used to satisfy the parking requirements of a development unless the local government is satisfied that parking demand can be met. The local government may also consider the parking requirement to be satisfied by on street parking bays where the provision of off-street parking would be detrimental to the amenity of the area or incompatible with the character or built form of the area.

8.5 Traffic/environmental impact statement

A traffic/environmental impact statement may be required where proposed parking facilities are likely to have a significant impact on the surrounding street system and uses.

9. REFERENCE DOCUMENTS

- Australian Standard 1428 - Design for Access and Mobility.
- Australian Standard 1742 - Manual of Uniform Traffic Control Devices Part 11: Parking Controls.
- Australian Standard 2890.1 - Parking Facilities Part 1: Off-Street Car Parking.
- Guide to Traffic Engineering Practice Part 11: Parking.
- Guide to Traffic Engineering Practice Part 13: Pedestrians.
- City of Perth Safer Design Policy.
- City of Perth Design and Construction Notes.
- State Government's 'Perth Parking Policy' (as amended)



- City of Perth City Planning Scheme No. 2 (as amended)