

# Revised Perth Parking Policy - Draft

## 1. INTRODUCTION

This policy sets out the approach by the State Government and the City of Perth<sup>1</sup> to the development and management of parking facilities within the part of the City of Perth that falls within the Perth Parking Management Area.

The Perth Parking Management Area (PPMA) is part of the Perth metropolitan area that has been prescribed by Regulation as being subject to the Perth Parking Management Act.

The Policy recognises that vehicular access to the city is a critical element in ensuring Central Perth's continued financial and social viability. The Policy seeks to balance this requirement with the preservation and enhancement of the city's environment and to ensure a balanced transport system for accessing the city.

## 2. TYPES OF PARKING THE POLICY APPLIES TO

The Policy applies to all parking that occurs within the PPMA except residential parking.

## 3. OBJECTIVES

The policy seeks via the management of parking to contribute to:

- Ensuring the continued economic vitality of Central Perth;
- Improving accessibility to, and within the city, for all;
- Improving local and regional air quality and the physical environment of the city;
- Limiting the growth and eventually reducing the emission of gases that contribute to global warming;
- Reducing the impacts of vehicular traffic on urban form and amenity within Central Perth.
- Encouraging the efficient use of existing parking facilities within Central Perth.
- Providing a framework for the development of parking facilities within Central Perth.

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<sup>1</sup> The version of the PPP that appears in the Government Gazette will need to take account that there are several planning bodies with authority in regards to land use matters within the current PPMA. These are the City of Perth, the Western Australian Planning Commission, Town of Vincent and the East Perth Redevelopment Authority. In the gazetted version of the Policy it is proposed to insert suitable phrasing where there is a need to refer to the land use planning authority.

#### **4. PRINCIPLES**

In seeking to achieve the above objectives the Policy will apply the following principles to parking in the city:

- A range of parking facilities will be provided and managed having regard to the need to manage demand for private motor vehicles access to central Perth, availability of public transport, road capacity, traffic flow, land use and environmental conditions;
- In the heart of the city pedestrians will have priority; surrounding the pedestrian heart the emphasis will be on the provision of short term public parking. New long term public car parks may be built but they must be located outside of the core central business district area and within the General Parking Zone;
- The policy will not be applied retrospectively to existing parking facilities for which appropriate approvals have been gained, but where site re-development occurs proposals will be assessed in terms of this policy;
- The level of desirable tenant parking will vary according to the category of street from which such parking facilities take access; the general principle is that allowances are lower where access has greater detrimental impact on pedestrian movement;
- Parking facilities should complement their surroundings without causing undue disruption, or loss of amenity, to surrounding uses;
- Off street parking areas should be located and designed so they are an integral part of the development of the site. Parking facilities for people with disabilities and for cyclists should be visible and conveniently located;
- Parking should support the activity of the site where it is located;
- The use of tenant parking for public parking outside of the weekday business hours of the predominant land use, will be supported where it can be demonstrated that this will result in efficient use of parking resources.

#### **5. AREA OF APPLICATION**

This policy shall apply to the Perth Parking Management Area established by regulation under the Perth Parking Management Act 1999.

#### **6. POLICY PROVISIONS**

The provisions governing the establishment of parking facilities within the policy area break down into:

- Zones governing the provision of public parking;
- Maximum number of bays per hectare for tenant parking dependent on the category of the street from which access is taken; and
- Criteria for the assessment of parking.

## **6.1 Public Parking**

In this policy the following definitions are applied:

Public parking is defined as parking that caters to the public on a first come first served basis. The bays are available for use at any time the parking facility is open by any member of the public who conforms to the reasonable requirements of the parking facility operator. There is no exclusivity, reservation or restriction of use to a class or group of users unless a specific planning approval has been issued by the City of Perth.

Short-stay public parking facilities are those available to the public where at least 50% of vehicles stay less than 4 hours; and at least 90% stay less than six hours;

AND

Long-stay public parking facilities are those available to the public for use without time and vehicle turnover requirements applied to short-stay public parking.

### **6.1.1 Location of Public parking facilities**

This policy establishes three parking zones for public parking (see Figure 1):

#### Pedestrian Priority Zone (PPZ)

Within this zone:

- Short-stay public parking facilities may be permitted providing that they do not require access from streets within the Pedestrian Priority Zone.
- In any redevelopment affecting existing parking facilities access shall, wherever possible, be altered to eliminate access from streets within the Pedestrian Priority Zone.
- Access and parking for service and delivery or public transport vehicles will be permitted subject to controls to limit impacts on pedestrian movement within the zone.
- Further long-stay public parking will not be permitted.

#### Short-Stay Parking Zone (SPZ)

Within this zone:

- Public short-stay parking facilities may be permitted subject to compliance with the provisions of this policy and subject to acceptable assessment of merit (as judged by the approving authority) against the criteria as set out in Section 7.
- Further public long-stay parking facilities will not be permitted.

#### General Parking Zone (GPZ)

Within this zone:

- Public long-stay and short-stay parking may be permitted subject to compliance with the provisions of this policy and subject to acceptable assessment of merit (as judged by the approving authority) against the criteria as set out in Section 7.

## 6.2 Tenant Parking

In this policy, tenant parking is parking available on site for the exclusive use of tenants/occupants of the buildings on that site and visitors to that site.

Tenant parking shall not be leased or otherwise made available to tenants, occupants, visitors or workers of other sites, unless the City of Perth approves such leasing or use; or in the case of using vacant land or buildings, in line with Section 9 of the Policy.

Tenant parking will be permitted within the policy area subject to the limits set out in Table 1 below, and the priority of the street from which the proposed facilities will be accessed (see Figure 2).

In this policy the following definitions are applied:

- *At Grade Access* is where vehicles cross over the public footpath to/from the onsite parking
- *Integrated Access* is where vehicles seeking to enter or leave the onsite parking use either:
  - a public Right of Way (ROW);
  - parking on two or more properties is accessed by the shared entrance/exit arrangement; or
  - where two or more properties are amalgamated to form a single lot and all tenant parking is accessed by a common entrance/exit arrangement.

*Table 1: Tenant Parking Allowances.*

Street Category	Maximum Allowance ( bays per hectare)	
	At Grade Access	Integrated Access
Category 1	Replace	Replace
Category 2	100	150
Category 3	150	250

*Note: Calculation of maximum allowance of tenant parking bays will be rounded to the nearest whole number.*

To support the principle that in the heart of the City pedestrians will have priority, it is the long term aim of this Policy to reduce the number of parking bays with access to and from Category 1 streets. When considering developments seeking to use Category 1 streets to access parking, account will be taken of:

- the need for pedestrian priority;
- current City of Perth or Western Australian Planning Commission policy regarding the use of such streets by particular modes;
- the overall number of bays accessed from each section of streets;
- recent changes in numbers of parking spaces in the vicinity; and
- whether there are alternatives for access.

## **7. CRITERIA FOR EVALUATION OF PROPOSALS FOR PARKING FACILITIES**

### **7.1 Transport Impact Assessment**

The proponent must provide a Transport Impact Assessment where a proposed new parking facility, or alteration to an existing parking facility, is in the opinion of the City of Perth or the CEO of the State Government Department given responsibility for the administration of the Perth Parking Management Act, of a magnitude, location or type, that is likely to result in a significant impact.

The West Australian Planning Commission Transport Assessment Guidelines provide further guidance on Transport Impact Assessments.

### **7.2 Criteria for assessment**

In considering an application for the development of parking facilities within the policy area the authority(s) shall take into account as a minimum the following matters:

- a) The zone the proposed parking is located in (e.g. long stay parking should be located in the General Parking Zone).
- b) The impact that the proposed parking facility would be likely to have on the amenity of the environment within the PPMA including:
  - i. Does the development include active (commercial) street frontage.
  - ii. Does the development allow for higher density or more active development of land (for example mixed use of land that was formerly surface level car-park).
- c) The availability of public transport in the vicinity of the proposed parking facility.
- d) The impact of the facility on traffic flows within the area.
- e) The impact that establishing and operating the parking facility would have on pedestrian movement in the vicinity of the facility:
  - i. Proposals will be more favourably considered if they access from Category 3 streets.
- f) Any other relevant matters

### **7.3 Additional criteria for the assessment of long stay public parking facilities**

In addition to the criteria above long-stay public parking will also be subject to assessment against the following additional or expanded criteria:

- a) The net impact of the proposed car-park on long stay parking supply including:
  - i. Is the proposed parking replacing existing long stay public parking in the vicinity.
  - ii. Is the proposed parking consolidating existing parking in the vicinity into one location.
  - iii. Is the new parking development replacing a tenant parking allowance.
  - iv. Are there already more than 400 public long stay parking bays within 400m radius.

- b) The availability of public transport in the vicinity of the proposed parking facility defined by:
  - i. Is there a train station within a 500m radius (measured from pedestrian entrance/exits).
  - ii. Is there a CAT bus stop within 100m radius (measured from pedestrian entrance/exits).
  - iii. Is the car-park to service a customer group whose public transport options are limited.
- c) The impact of the facility on traffic flows within the area
  - i. Will the car-park traffic create areas of congestion.
  - ii. Will the development result in an increase of over 100 vehicles per hour during the peak on each of the major roads into the vicinity.
  - iii. Are the entrance and exit points located off side streets, Category 3 streets or shared access points.
  - iv. Does the parking facility intercept commuter traffic at the PPMA fringes.
- d) Any other relevant matters including:
  - i. Does the proposed car-park support balanced transport outcomes such as catering for large numbers of bicycles or motorcycles, incentive programs for high occupancy vehicles or support local development that have or will reduce the supply of tenant parking.
  - ii. Does the proposal support economic or social development that will contribute to the economic or social vibrancy of the area.

## **8. SPECIAL PROVISIONS**

### **8.1 Residential parking**

In this Policy residential parking is parking used solely in conjunction with residential uses. Premises providing short-term or temporary accommodation including hotels, lodging house, hostels and serviced apartments are not considered to be residential parking.

The access to, use, number of spaces, location and layout of parking areas for residential developments shall comply with the provisions of the City of Perth City Planning Scheme.

Tenant and public parking facilities may be used for residential parking. See Section 8.6.

### **8.2 Events parking**

Areas used intermittently for parking vehicles in association with special events are exempt from the provisions of this policy.

Events to which this provision can be applied are those that are either occasional unforeseeable events such as public transport disruption or events that the City of Perth and the CEO of the State Government Department given responsibility for the administration of the Perth Parking Management Act agree that in the interests of

ensuring a broad range of access options additional parking is needed on a temporary short term basis.

Event parking facilities are exclusively available for organisers, participants or patrons of a specific public or private event.

### **8.3 Parking for people with disabilities**

Parking facilities for people with disabilities shall as a minimum comply with the relevant current Australian Standards, and the provisions of the Federal Disabilities Discrimination Act.

Parking spaces reserved exclusively for the use of people with disabilities are not counted in the calculation of tenant bays. They are additional.

### **8.4 Motorcycle parking**

Motorcycle parking for tenant use should be provided at a rate of 5% of the total tenant bays allowable under the Perth Parking Policy.

For new or redeveloped public parking facilities in the pedestrian and short stay zones, motor cycle parking provision should be as a minimum 5% of all public spaces.

In the long stay zone, motor cycle parking should be at least 2% of all public spaces in new or redeveloped public parking facilities.

Parking spaces reserved exclusively for the use of motorcycles are not counted in the calculation of tenant bays. They are additional.

### **8.5 Special Purpose Bays**

The City of Perth may require the on-site provision of parking reserved exclusively for the use of delivery and service vehicles, taxis, buses and coaches and courier or any other use.

Special Purpose spaces required by the City of Perth are not counted in the calculation of tenant bays. They are additional.

### **8.6 Combined Parking**

More than one type of parking may be permitted within a single parking facility.

The use of tenant parking for public parking outside of the weekday business hours of the predominant land use, will be supported where it can be demonstrated that this will result in efficient use of parking resources.

Where there is a mix of parking occurring within the same parking facility, it will be necessary for the operator of the parking facility to have developed and maintained an up to date parking management plan that satisfies the City of Perth and the CEO of the State Government Department given responsibility for the administration of the Perth Parking Management Act . The Parking Management Plan will describe how the onsite parking will be managed to ensure compliance with the City of Perth's Planning Approval and the Perth Parking Policy.

### **9. Vacant Land and Buildings**

Vacant land and buildings may not temporarily be converted to parking unless there is a need to accommodate parking displaced from another site undergoing redevelopment. Approval will only be allowed for the temporary conversion to parking use where a planning approval has been issued for redevelopment of the site from which the parking will be relocated. No increase in the quantum of parking transferred from the site being redeveloped will be allowed. The intent of this measure is to facilitate the ongoing development and evolution of Central Perth.

Such approvals will generally be for a period corresponding to the completion of the redevelopment.

Figure 1

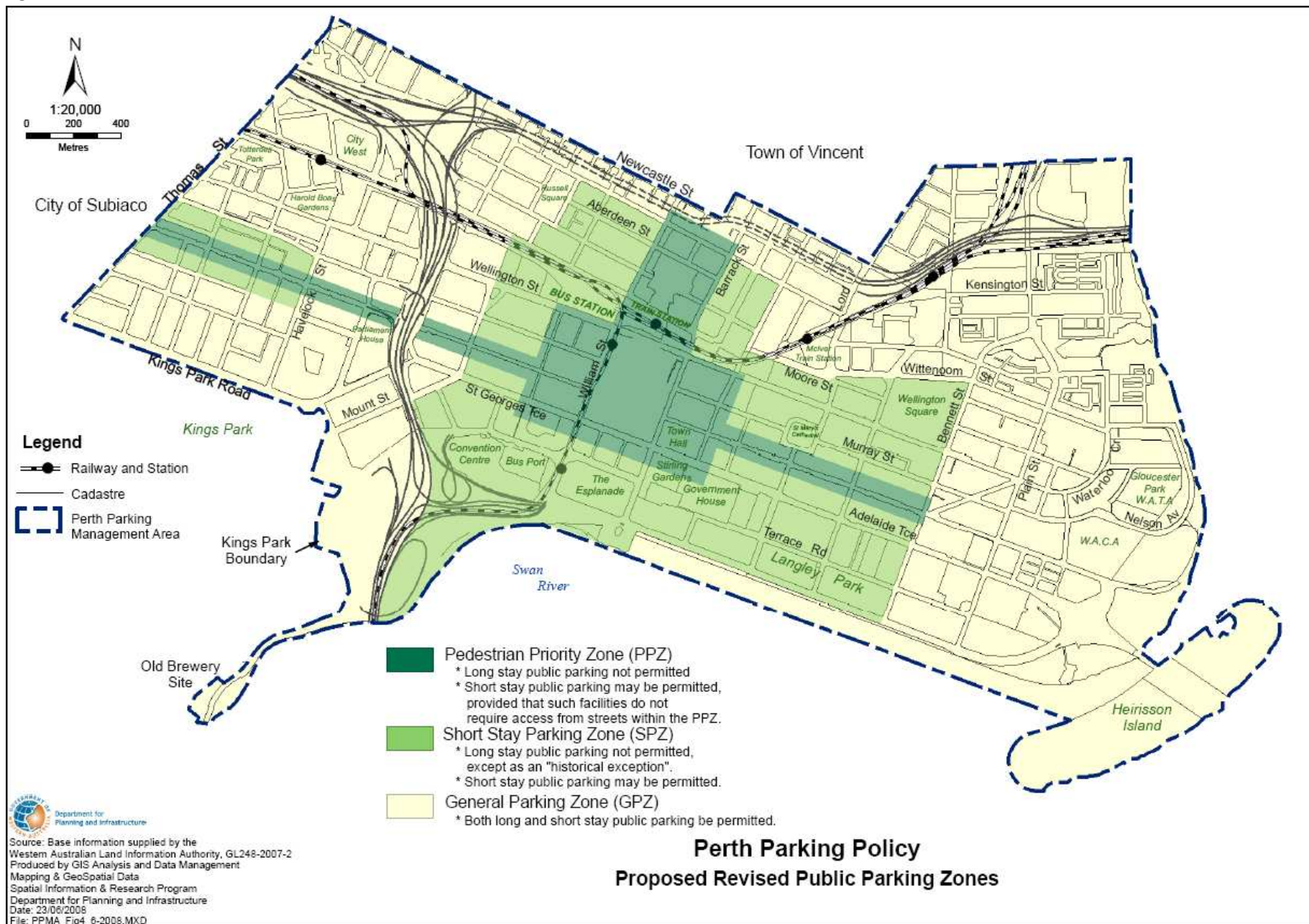


Figure 2

