



## LOCAL PLANNING POLICY 4.1: NON-RESIDENTIAL PARKING

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<b>1</b>	<b>PURPOSE</b>
<b>1.1</b>	To define on-site standards for car parking for non-residential developments within the City of Nedlands.
<b>2</b>	<b>APPLICATION OF POLICY</b>
<b>2.1</b>	This policy applies to all non-residential development on land that is reserved or zoned under the City of Nedlands Local Planning Scheme No. 3.
<b>3</b>	<b>RELATIONSHIP TO OTHER POLICIES AND LEGISLATION</b>
<b>3.1</b>	This policy has been prepared in accordance with Schedule 2 Part 2 Clause 4 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .
<b>3.2</b>	This policy should be read in conjunction with the following legislative instruments and its requirements apply unless specifically stipulated elsewhere in any of the below: <ul style="list-style-type: none"> <li>• <i>Planning and Development Act 2005</i></li> <li>• <i>Planning and Development (Local Planning Schemes) Regulations 2015</i></li> <li>• <i>City of Nedlands Local Planning Scheme No. 3</i></li> <li>• <i>Residential Design Codes Volumes 1 and 2</i></li> </ul>
<b>3.3</b>	Where this policy is inconsistent with a Local Development Plan, Structure Plan or Local Planning Policy that applies to a specific site, area or density code, the provisions of that instrument shall prevail over this policy to the extent of the inconsistencies.
<b>3.4</b>	Where this policy is inconsistent with the provisions of another general Local Planning Policy, the provisions of this policy shall prevail.
<b>4</b>	<b>OBJECTIVES</b>
<b>4.1</b>	To ensure suitable parking is provided for non-residential developments which meet the needs of its users, is appropriate for its location, and does not detrimentally impact the surrounding area.
<b>4.2</b>	To ensure commercial development does not rely on on-street parking within residential streets to satisfy the parking demand.
<b>4.3</b>	To ensure the amount of parking is not detrimental to the character and amenity of the locality.
<b>4.4</b>	To support the shift towards active and sustainable transport modes through the consideration of: <ul style="list-style-type: none"> <li>i. the number, location and type (accessible, loading, short-term and long-term bays) of parking bays provided on site.</li> <li>ii. the number and location of parking for other active modes (e.g. bicycles and scooters) that are convenient and adequate enough to meet the demand of the development during the hours of operation.</li> <li>iii. the provision of end of trip facilities to support active transport modes.</li> <li>iv. the capability to provide electric charging bays from the outset or in the future through the provision of necessary infrastructure.</li> <li>v. an oversupply of parking does not occur that discourages alternative forms of transport.</li> <li>vi. vehicle sharing initiatives (i.e. communal vehicles that can be booked and returned).</li> </ul>

**5 POLICY MEASURES****5.1 Vehicle Parking**

- 5.1.1** Parking for all non-residential development is to be provided on site in accordance with Table 1.
- 5.1.2** Where a land use is not listed within Table 1 of this policy, the parking ratio will be determined having regard to the objectives of this policy, similar uses and surrounding uses.
- 5.1.3** The number of car parking bays is to be rounded up to the next whole number.
- 5.1.4** The maximum number of parking bays provided shall be no more than twice the minimum figure outlined in Table 1 of this policy.
- 5.1.5** Development proposing new parking facilities, or a significant redevelopment shall provide 20% of the bays as electric vehicle bays.
- 5.1.6** The number of electric vehicle bays shall be rounded up to the next whole number.
- 5.1.7** Electric vehicle charging systems shall be maintained and operational for the life of the development.
- 5.1.8** Change of use applications require compliance with the requirements of this policy and must have regard to Clause 67 of the Deemed Provisions.
- 5.1.9** The parking requirements for development with multiple land uses is calculated based on the total demand for all land uses on the site (where car parking is not allocated by a strata plan).
- 5.1.10** Where car stackers are proposed they are to be used for the sole purpose of employee parking. Visitor and accessible parking bays are to be provided at grade, at a location convenient and easily identifiable to users.
- 5.1.11** Reductions to the number of car parking bays required in Table 1 of this policy may be considered where the following criteria is satisfied (to a maximum of a 30% reduction):

Criteria	Reduction percentage
Within 400m of a train station entrance	20%
Within 800m of a train station entrance	10%
Within 250m of a stop on a high frequency bus route	10%
Within 400m of a stop on a high frequency bus route	5%

**Note:** the distance is measured from the pedestrian entry at lot boundary using the road system (walkable catchment).

**5.2 Bicycle Parking**

- 5.2.1** Bicycle parking facilities are to be designed and provided in accordance with Table 1 and Australian Standard AS 2890:3.
- 5.2.2** The number of bicycle bays shall be rounded up to the next whole number.
- 5.2.3** Where a land use is not listed within Table 1 of this policy, the parking ratio will be determined having regard to the objectives of this policy, similar uses and surrounding uses.
- 5.2.4** The ratio of long-term bicycle parking for staff and short-term bicycle parking for visitors shall be demonstrated by the applicant based on the land use and the scale of the proposal to the satisfaction of the City.
- 5.2.5** Bicycle parking facilities shall:
- i. be located on site;
  - ii. ensure universal access is available at all times;
  - iii. ensure public access is available for all short-term bicycle parking at all times;
  - iv. be placed in public view;
  - v. be located outside pedestrian movement paths;
  - vi. be located to not interfere with access to doorways, loading areas, service/plat rooms, emergency access or bin storage areas;
  - vii. be as close as possible to the cyclist's ultimate destination;
  - viii. be well lit by appropriate lighting;
  - ix. be protected from the weather where possible.

**5.3 End-of-trip Facilities**

- 5.3.1** The following end-of-trip facilities shall be provided for all developments with a Floor Area (FA) of 1,500m<sup>2</sup> and above, or where 5 or more long-term bicycle parking bays are proposed:
- i. Minimum of one female and one male shower, located in separate secure changing rooms for the first 10 bicycle parking bays;
  - ii. Additional shower facilities shall be provided at a rate of one female and one male shower room for every additional 10 bicycle parking bays, to a maximum of five female and five male showers per building;
  - iii. 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 for the storage of cycle attire and equipment.
- 5.3.2** All required end-of-trip facilities shall be appropriately located to ensure easy access from bicycle parking areas and be in common property where shared by more than one tenancy.
- 5.3.3** All end of trip facilities are required to be designed in accordance with the relevant Australian standards and Building Codes, including universal access.
- 5.3.4** End-of-trip facilities are only required to be provided for change of use is proposed in an existing building where 10 or more bicycle parking bays are required.

**5.4 Motorcycle and Scooter Parking**

- 5.4.1** Motorcycle and scooter (moped) parking bays are to be provided at a ratio of 1 bay for every 20 car parking bays, in addition to the minimum car and bicycle parking requirements.
- 5.4.2** Motorcycle bays are only required to be provided for new developments and not where a change of use is proposed.

**5.5 Accessible Bays**

**5.5.1** The percentage of accessible bays required in a car park is specified by the National Construction Code (NCC) Volume 1.

**5.5.2** Accessible bays are to be constructed in accordance with AS 2890.6.

**5.6 Special Purpose Parking Bays**

**5.6.1** Where a service/loading bay is required for a land use it is to be provided in addition to the minimum number of car parking bays required under Table 1. A variation to this requirement may be appropriate where it can be demonstrated, through a Parking Management Plan, that a service bay is either, not required due to the land use, can be shared with visitor parking or may be located off-site.

**5.6.2** Car parking bays shall be provided for 'waiting purposes' in addition to the parking required in Table 1 of this policy for uses which have a significant portion of business through pick-up and/or have a drive through component. These bays shall be available in a location convenient for the user to ensure efficient use of the bay and are occupied for a maximum of 5 minutes, with signage provided to this effect.

**5.6.3** Any Drop off/Pick up bays proposed are to be in addition to the parking required in Table 1 this policy. The bays are to be specifically signed and designated for this purpose.

**5.6.4** Special purpose bays may be located in the public realm where appropriate as demonstrated through a Parking Management Plan. Construction of the parking bays and upgrades to the verge are to be at the cost of the applicant and constructed to the satisfaction of the City.

**6 TRAFFIC IMPACT STATEMENT AND TRAFFIC IMPACT STATEMENT**

**6.1** A traffic impact statement or a traffic impact assessment in accordance with the Western Australian Planning Commission's Transport Impact Assessment Guidelines is required in the following instances:

- i. A traffic impact statement is required when the development generated 10 – 100 vehicle trips in the peak hour.
- ii. A traffic impact assessment is required when the development generates more than 100 vehicle trips in the peak hour.

**7 PARKING MANAGEMENT PLAN**

**7.1** A Parking Management Plan (Appendix 1) is to be submitted as part of a development application where any of the following are proposed:

- i. A shortfall in the required parking outlined in this policy;
- ii. Shared or reciprocal parking arrangements, service bays and/or end-of-trip facilities are proposed between multiple businesses.

**7.2** In respect to clause 7.1, access, management and use agreements between multiple businesses and/or landowners shall be included in the Parking Management Plan, demonstrating the arrangements are permanent (e.g. through a registered easement, legal agreement or any other formal arrangement acceptable to the City).



## 8 NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS

**TABLE 1**

Land Use	Minimum car parking bays	Minimum bicycle parking bays	Unit of Measure (bays per)
Amusement parlour	2	0.5	100m <sup>2</sup> FA
Animal establishment	1 plus 0.15	0.2	Employee Animal
Art gallery	2	0.5	100m <sup>2</sup> FA
Betting agency	2	0.5	100m <sup>2</sup> FA
Bulky goods showroom	2	0.5	100m <sup>2</sup> FA
Childcare premises	0.2	0.1	Persons
Cinema/theatre	0.2	0.05	Persons
Civic use	2	0.5	100m <sup>2</sup> FA
Club premises	0.2	0.05	Persons
Community purpose	1	0.5	100m <sup>2</sup> FA
Consulting rooms	2	0.5	100m <sup>2</sup> FA
Convenience store	4	1	100m <sup>2</sup> FA
Educational establishment	0.1	0.05	Persons
Exhibition centre	0.25	0.05	Persons
Family day care	1 <sup>1</sup>	Nil	-
Fast food outlet	5	2	100m <sup>2</sup> FA
Garden centre	2	0.5	100m <sup>2</sup> FA
Home business	Additional spaces required by the number of staff and customers coming to the property. <sup>1</sup>		
Hospital	0.25 plus 0.5	0.1	Patient bed Employee Car parking bay
Hotel	0.1 0.2	0.2	Guest room Persons <sup>2</sup>
Industry – light	3	0.5	100m <sup>2</sup> FA
Liquor store – small	4	1	100m <sup>2</sup> FA
Lunch bar	3	1	100m <sup>2</sup> FA
Market	2.5	1	100m <sup>2</sup> FA
Medical centre	2	0.5	100m <sup>2</sup> FA
Motor vehicle, boat or caravan sales	2	0.5	100m <sup>2</sup> FA
Motor vehicle repair	4	0.5	Servicing bay
Motor vehicle wash	1 2	Nil	Servicing bay Waiting bay
Office	2	1	100m <sup>2</sup> FA
Place of worship	0.2	0.05	Persons
Reception centre	0.2	0.05	Persons
Recreation – private	0.3	0.05	Persons
Residential aged care facility	0.5 plus 0.5	0.2	Patient bed Employee
Restaurant/café	10	0.5	100m <sup>2</sup> FA <sup>2</sup>
Service station	0.75 plus additional for supplementary uses	1	Fuel bowser / charging bay  100m <sup>2</sup> FA
Shop	2	1	100m <sup>2</sup> FA
Small bar	5	0.5	100m <sup>2</sup> FA <sup>2</sup>
Tavern	0.1	0.05	Persons
Tourist and visitor accommodation	0.5 0.5	0.2 0.2	Unit Employee
Trade display	2	0.5	100m <sup>2</sup> FA
Trade supplies	2	0.5	100m <sup>2</sup> FA
Transport depot	1.5	1	100m <sup>2</sup> FA
Unhosted short-term rental accommodation	In accordance with R-Codes	In accordance with R-Codes	
Veterinary centre	3	0.3	Practitioner
Warehouse/storage	2	0.5	100m <sup>2</sup> FA

<sup>1</sup> In addition to the R-Code requirements for the dwelling.

<sup>2</sup> Person accommodated in bar / restaurant / hospitality areas.

<sup>3</sup> Person accommodated within public area

**9 DEFINITIONS**

For the purpose of this policy the following terms are defined

Accessible Parking Bay	A bay in accordance with AS/NZS 2890.6
Bicycle Parking Facilities	The facilities defined in Australian Standard AS 2890.3 2015
Floor Area (FA)	As defined under the Building Codes Australia.
Long term bicycle parking	Those of a security Level A and B in accordance with AS 2890.3 2015.
On-site	The area contained within the lot boundaries.
Parking Management Plan	A document prepared in accordance with Appendix 1.
Persons	The maximum number of people to be accumulated within a development at any one time, including employees, customers and visitors.
Reciprocal parking	Parking facilities serving separate uses, but not shared concurrently between the users and not necessarily on one site.
Service/loading bay	Parking bays reserved exclusively for the use of service and delivery vehicles, couriers, taxis and rideshare services, buses, coaches, or any other specific use (except public or tenant parking).
Shared parking	Parking facilities serving separate uses.
Walkable catchment	The actual area served within a walking distance along the street/footpath network measured from a public transport stop/station entrance.

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## Appendix 1: Parking Management Plan

The parking management plan aims to consider and evaluate the parking needs of the proposed development. It requires an assessment of the existing site and its surrounding context, along with strategies to effectively manage parking areas.

Minimum parking requirements may be varied based on the submitted parking management plan. The justification for such variations is not limited to the elements outlined in the template.

<b>Owner / Applicant Details:</b>	
Name	
Address	
Phone	
Email	
<b>Property Details:</b>	
Lot number	
Address	
<b>Parking Allocation:</b>	
No. car parking spaces	
No. bicycle bays	
No. long-term bicycle bays	
End-of-tip facilities	
No. other parking bays (e.g. scooter)	
No. electric vehicle parking bays	
<b>Parking Demand:</b>	
Please specify the anticipated parking demand for the development	
Anticipated no. staff at any one time	
Anticipated no. customers at any one time	
Likelihood of multipurpose trips	
<b>Alternative transport options:</b>	
Please consider alternative ways people may be able to access your site	
Train	





Where is the nearest station, how far is this from your site and is the route provided with footpath access and shade	
<b>Bus</b> Where is the nearest high frequency bus stop, how far is this from your site and how frequent is the bus during peak periods?	
<b>Cycling</b> Is there a cycle path that accesses your site, are there existing facilities cyclists can use?	
<b>Public parking</b> Are there public parking facilities (on-street or car parks) in the vicinity of the site? How many bays are available and are there any parking restrictions? Note: the use of on-street parking within residential streets will not be supported.	
<b>Shared parking arrangement:</b> Clause 77Q of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 outlines the matters that the local government may have regard for when determining whether to approve a shared parking arrangement, including:	
Whether the peak operation hours of the development will overlap with those of the shared site.	
Whether the use of the car parking spaces to be made available on the shared site will impede the use of delivery or service areas on the shared site.	
Any relevant local planning policy.	
Adequate car parking is likely to be available at all times for both the proposed development and the shared site.	



<p>The relationship between the proposed development and the shared site will be such that the shared car parking spaces are likely to be used by persons using proposed development.</p>	
<p><b>Parking management strategies:</b> Please detail any parking management strategies that will be implemented such as management or tandem bays, way finding.</p>	
<p><b>General Strategies</b> Bay allocation and marking, time limited parking, fees payable</p>	
<p>Management and maintenance of parking (including car stackers)</p>	
<p>Management of tandem parking for staff / tenants</p>	
<p><b>Wayfinding Measures</b></p>	
<p><b>Promotion of alternative transport modes:</b> i.e. the provision of well-maintained bicycle and end-of-trip facilities, use of active transport initiatives or public transport promotion.</p>	
<p><b>Service bays:</b> Please detail how service vehicles will be accommodated</p>	
<p><b>Number of service bays provided:</b> Private and/or shared</p>	
<p><b>Expected number of deliveries:</b> Include schedule of deliveries (i.e. days, times)</p>	
<p><b>Management of shared service bays:</b> Include requirements of other tenancies demonstrating there will be no conflict</p>	
<p><b>Other:</b> Sign marking etc</p>	



### Formal Arrangements

**Arrangements for shared / reciprocal access:**

Registered easements, Legal agreements, etc

### Justification for vehicle parking bays not satisfying the ratios contained in Table 1: