

	<p>Local Planning Policy 127 Parking and End of Trip Facilities</p>
<p>Key Focus Area Liveability</p>	<p>Responsible Directorate Planning and Development</p> <p>Relevant Council Delegation DA 2.2.1 - Determination of Planning Related Matters</p>

1. Citation

This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. This Policy may be cited as Local Planning Policy No. 127 – Parking and End-of-Trip-Facilities.

2. Policy Statement

The purpose of this Policy is to provide a framework for car parking standards where not otherwise stipulated in Town of Claremont Local Planning Scheme No. 3 (LPS3), and for the provision of motorcycle/scooter/gopher, bicycle parking and end-of-trip facilities.

3. Policy Objectives

- (a) To stipulate the minimum number of car parking facilities to support development, where not otherwise stipulated in LPS3.
- (b) To stipulate the minimum number of motorcycle/scooter/gopher bays to support development.
- (c) To stipulate the minimum number of bicycle parking and end-of-trip facilities to support development.
- (d) To facilitate the development of adequate, safe and convenient parking and access for pedestrians, cyclists and motorists.
- (e) To balance the provision of sufficient on-site carparking with the need to encourage pedestrians and promote alternate transport methods.

4. Application

This policy applies to all applications for development approval for land within the district.

5. Definitions

- Gross Leasable Area (GLA) : means the area of all floors capable of being occupied by a tenant for his exclusive use, which area is measured from the centre lines of joint partitions or wall and from outside faces of external walls or the building alignment, including shop fronts, and includes basements, mezzanines and storage areas.
- Large Commercial: means a development with a NLA equal to or greater than 1,500m²;
- Net Lettable Area (NLA): means the area of all floors within the internal finished surfaces of permanent walls but does not include the following areas -
- stairs, toilets, cleaner’s cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas;
 - lobbies between lifts facing other lifts serving the same floor;
 - areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building; and
 - areas set aside for the provision of facilities or services to the floor or building where such facilities are not for the exclusive use of occupiers of the floor or building.

6 Policy Requirements

6.1 Car Parking Provision

- (a) Carparking is to be provided in accordance with Table 1 of this Policy, unless otherwise prescribed in LSP3 or Local Planning Policy No. 205 – Public Parking. Where a development contains a variety of uses, car parking shall be calculated on an individual use basis.
- (b) For large commercial and mixed-use development, the Town may require, in addition to the carparking stipulated in Table 1 of this Policy and/or LPS3, the provision of exclusively marked bays for the use of delivery and service vehicles, taxis/ride share and courier services. Loading and delivery bays should be located in close proximity to service areas.
- (c) Provision of bays for people with disability in accordance with the Building Code of Australia and *AS2890.6:2009 Parking facilities – Off-street parking for people with disabilities* will also be required where applicable. These are to be located in a position easily accessible to the main entry of a building and/or lifts and ramp facilities and are included in the car parking requirement set out in Table 1 of this Policy and/or LPS3.
- (d) The car parking requirements applicable under Table 1 of this Policy may be varied having regard to:
- (i) The provisions of LPS3;
 - (ii) The nature of the development and surrounding uses;
 - (iii) The anticipated demand for parking;

- (iv) The availability of off-site parking facilities and the likely use of alternative modes of transport;
- (v) The orderly and proper planning of the locality; and
- (vi) Cash-in-lieu and shared parking arrangements as provided for under Local Planning Policy No. 205 – Public Parking.

Variations will only be supported where not inconsistent with a provision of LPS3 or where it will not adversely impact access arrangements, the safety of pedestrians or persons in vehicles, street trees or service infrastructure.

- (e) Where car parking requirements are not prescribed in Table 1 of this Policy or LPS3, the amount of car parking required will be determined based on the considerations contained in Clause 6.1(d) (ii), (iii), (iv), (v) and (vi).
- (f) Car parking provision exceeding the requirements under Table 1 of this Policy and/or LPS3 will generally not be supported, in order to limit traffic congestion and encourage more sustainable modes of transport.
- (g) Where car parking is proposed in excess of the number of car parking bays required under Table 1 of this Policy and/or LPS3 is supported by the Town, those car parking bays must be provided as underground car parking and/or undercroft car parking, screened from street view.

6.2 Car Parking Design

- (a) The design of carparking facilities to be in accordance with *AS 2890.1:2004 - Parking facilities - Off-street car parking* and *AS 2890.5:2020 Parking facilities - On-street parking*.
- (b) The design of parking for people with disability is to be in accordance with *AS2890.6:2009 – Parking facilities -Off-street parking for people with disabilities* and *AS1428.4.1:2009 – Design for access and mobility – Part 4.1: Means to assist the orientation of people with vision impairment – tactile ground surface indicators*.
- (c) Vehicle parking, manoeuvring and circulation areas, including crossovers, must be designed, constructed, sealed, drained, kerbed, marked and landscaped to the satisfaction of the Town.
- (d) Manoeuvring areas shall be external to the any buildings and shall not impact the use of any car parking bays.
- (e) Tandem parking bays will only be accepted where the bays are provided for the use of a single tenancy and are for the use of long term or staff car parking.
- (f) Large expanses of parking areas should be avoided. Parking areas should be divided into small groups separated by landscaping or development, especially where parking is situated adjacent to the street. Screening of car parking areas which abut streets or public spaces may be required.
- (g) Where car stacking systems are proposed, they are to be located behind the building or where visible from the street, screened or finished in materials to the satisfaction of the Town.

- (h) Where a development involves 10 or more car parking bays, it shall include electric vehicle charging points or the capacity to install electric charging points at a future date.
- (i) Any lighting installed within car parking areas shall be located and designed in a manner that ensures:
 - (i) all illumination is confined within the property boundaries; and
 - (ii) there will not be any nuisance caused to adjoining properties or the local area.

6.3 Motorcycle/Scooter/Gopher Bays

- (a) For large commercial and mixed-use development, motorcycle/scooter/gopher parking bays are required to be provided in accordance with Table 2 of this Policy.
- (b) Where motorcycle/scooter/gopher bays are required, one of the carparking bays required by Table 1 of this Policy can be replaced for two motorcycle/scooter/gopher bays.

6.4 Access

- (a) Vehicular access shall be located and designed so that:
 - (i) Access to developments on corner lots should be located the maximum distance away from the intersection.
 - (ii) Where there are multiple existing access points, such access points shall be rationalised as to limit the number of access points. The Town may require the granting of easements in gross to ensure shared access across adjoining properties.
 - (iii) Excessive amount of access points are avoided.
 - (iv) All vehicles must be able to enter and exit the site in forward gear.
 - (v) Where possible new parking facilities and access points are to be linked to existing parking facilities.
 - (vi) Access points shall be designed to minimise:
 - (a) Traffic or pedestrian hazards;
 - (b) Conflict with pedestrian/cycle pathways and public transport facilities;
 - (c) The impact on nearby residential uses; and
 - (d) Traffic congestion.

6.5 Bicycle Parking Provision

- (a) Bicycle parking is to be provided in accordance with Table 3 of this Policy unless otherwise varied by the Town having regard to the nature of the proposed development and anticipated demand for bicycle parking.

- (b) Bicycle parking is to be located in accordance with the following requirements:
- (i) be located as to not obstruct pedestrian paths;
 - (ii) be well lit;
 - (iii) be protected from weather;
 - (iv) be placed in public view in an area that is highly visible;
 - (v) be located at ground floor level and not require access via steps; and
 - (vi) be located as close as possible to main entrance points.
- (c) The design of bicycle parking facilities is to be in accordance with *AS2890.3-2015- Parking facilities – Bicycle parking facilities*.

6.6 End-of-Trip Facilities

- (a) End-of-trip facilities are to be provided in accordance with Table 4 of this Policy unless otherwise varied by the Town having regard to the nature of the proposed development, existing available facilities and anticipated demand for end-of-trip facilities.
- (b) End-of-trip facilities are to meet the following requirements:
- (i) Lockers shall be provided and be of suitable volume and dimensions to allow storage of clothing, towels, cycling helmets and footwear;
 - (ii) Shower and change facilities must be located in a secure area to ensure the safety of occupants and their belongings;
 - (iii) Shower and change facilities shall include non-slip surfaces, hooks and/or benches for belongings and provide adequate lighting and ventilation; and
 - (iv) Showers are to dispense both hot and cold water.

Document Control Box			
Business Unit:	Planning		
Legislation:	<i>Planning and Development Act 2005</i> <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>		
Organisational:	LPS3 Parking Provisions. State Planning Policy 7.3 – Residential Design Codes Volumes 1 and 2 Claremont North East Precinct Structure Plan. Local Planning Policy 128 NEP Design Guidelines and Detailed Area Plans. Local Planning Policy - Public Parking 205		
Review Frequency:	Bi-Annual	Next Due:	2024
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1.	Adopted	01/03/2016	30/16
2.	Modified	18/12/2018	228/18
3.	Amended	29/11/2022	152/22

Table 1 – Car Parking Requirements

Land Use	Car Parking Requirement
Civic Building	1 bay for every 4 persons the facility is designed to accommodate.
Day Care Centre	1 bay per five children and 0.5 bays per staff member.
Depot	1 bay per 30m ² of GLA
Educational Establishment	
- Pre-primary	1 bay per staff member, plus 1 bay for every 2 students
- Primary	1 bay per staff member, plus 14 bays per every 100 students
- Secondary	1 bay per staff member, plus 7 bays for every 100 students
- Tertiary Institution	1 bay per staff member, plus 1 bay for every 5 students
Dry Cleaning Premises	1 bay per 16.67m ² of GLA
Fish Shop	1 bay per 16.67m ² of GLA
Motor Repair Station	1 bay per staff member
Open Air Display	1 bay per 100m ² of display area, plus 0.5 bays per staff member
Religious Purposes	1 bay for every 4 persons the facility is designed to accommodate
Restricted Premises	1 bay per 16.67m ² of GLA
Service Trade	1 bay per 20m ² of GLA
Transport Depot	1 bay per 100m ² NLA or 1 per staff member, whichever is the greater
Veterinary Clinic/Hospital	4 bays per veterinarian

Note 1: Where the car parking ratio specified in Table 1 results in the requirement for a part bay, the carparking requirement shall be rounded to the nearest whole number.

Table 2 – Motorcycle, Scooter and Gopher Parking Requirements

Car Bays Required by Table 1	Number of Motorcycle/Scooter/Gopher Bays Required
0-14	0
15-29	2
30-44	4
45-59	6
60-74	8
75-89	10
90+	At the discretion of the Town

Table 3 – Bicycle Parking Requirements

Land Use	Bicycle Parking Requirement
Aged or Dependent Persons Dwelling Carpark Dwelling (Self Contained) Funeral Parlour Home Occupation Hotel/Tavern Motel Public Utility Small Bar	Not applicable
Depot Light Industry Motor Repair Station Service Industry Service Trade Transport Depot Warehouse Bulk Retail Sales Open Air Display Showroom Vehicle Sales	0.25 spaces per 250m ² NLA
Day Care Centre Civic Building Craft Industry Religious Purposes Education	1 space per 200m ² NLA 1 space per 200m ² NLA 1 space per 300m ² NLA 1 space per 300m ² NLA As determined by the Town
Consulting Room Hospital Veterinary Clinic/Hospital	1 space per 200m ² NLA 1 space per 100m ² NLA 1 space per 200m ² NLA
Recreation (indoor/active/passive) Recreation (outdoor)	1 space per 100m ² NLA At the discretion of the Town
Restaurant	1 space per 200m ² NLA
Dry Cleaning Premises Fish Shop Restricted Premises Retail Store Shop (Intermediate) Shop (Small)	1 space per 250m ² NLA 1 space per 200m ² NLA 1 space per 250m ² NLA 1 space per 250m ² NLA 1 space per 250m ² NLA 1 space per 100m ² NLA
Office	1 space per 200m ² NLA
Residential Building	0.5 spaces per bedroom
Service Station	2 spaces per Service Station

Note 1: Where the bicycle parking ratio specified in Table 3 results in the requirement for a part space, the bicycle parking requirement shall be rounded to the nearest whole number.

Table 4 – End of Trip Facilities Requirements

Number of Bicycle Parking Spaces Provided	End-of-Trip Facilities Requirement
0-5	Nil
6-10	2 showers (one male, one female) and change facilities
11-20	4 showers (two male, two female) and change facilities
More than 20	At the discretion of the Town

Note 1: At least one shower and change facility must meet the minimum requirements for universal accessibility in accordance with the Building Code of Australia.