

Ocean Reef Marina Improvement Scheme Policy 3 Stage 1 Parking Policy

The Ocean Reef Marina Improvement Scheme No. 1 (Scheme) aims to create an iconic waterfront precinct and public open space that will provide recreational amenity and a tourist destination for local residents and visitors to Perth. The appropriate allocation, management and provision of parking is critical to the achievement of a high quality public realm while also ensuring that the range of planned land uses and functions are sufficiently supported.

The Stage 1 Parking Policy (Policy) has been formulated to ensure that the first stage of development, which incorporates a range of land use typologies within Ocean Reef Marina, including residential, community and light industrial, will achieve the place vision set out in the Scheme for:

"A world class oceanside destination for living, learning, recreation and business, Ocean Reef Marina will connect Perth's northern coastline and community – embodying WA's quintessential marine culture and lifestyle."

1.1 Policy Purpose

The purpose of this policy is to:

- a) Define parking requirements of developments and facilities that will meet the needs of the users within the Scheme area
- b) Provide guidance on where reciprocal parking and shared use of bays can be provided.
- c) Identify circumstances when parking may be provided on an adjacent or nearby lot to meet the needs of a lot which is constrained and unable to meet the parking requirement.
- d) Provides guidance on the use of on-street parking to meet the needs of a lot which is constrained and unable to meet the parking requirement.
- e) For individual developments, provide a basis for the production of a Parking Supply and Management Plan to guide individual parking requirements.

1.2 Policy Objectives

The objectives of this Policy are:

- a) Maximise access to activity centres by walking, cycling and public transport while reducing private car trips.
- b) Provide flexibility for future transport modes, events and all users.
- c) Provide urban design and public realm outcomes appropriate to the intended outcome of the marina.
- d) Provide flexibility for innovations in parking supply management to facilitate the activation and effective operation of the marina without adversely impacting the function and enjoyment of the public realm.

1.3 Legislative Framework

This policy has been prepared pursuant to Clause 12(1) of the Scheme. It is to be read in conjunction with all relevant Clauses of the Scheme, relevant Design Guidelines and Improvement Scheme policies, where applicable.

Where any inconsistency arises between this policy and the Scheme, the Scheme shall prevail to the extent of that inconsistency

1.4 Policy Scope

This policy applies to all development within the Stage 1 Residential Precinct and the Marine Enterprise Precinct of the Scheme area (refer Appendix A). This policy will be updated as future stages of subdivision and development occur.

1.5 **Policy Statement**

The following policy provisions are applicable to all development, unless otherwise approved by the Western Australian Planning Commission (WAPC).

1.5.1 **Car Parking Requirements**

Car parking is required to be provided in accordance with the provisions in Table 1, which is to be read in conjunction with the Ocean Reef Marina Precinct Locations contained in Appendix A.

Table 1 Car Parking Requirements

Overall Parking Requirements (All Precincts)

On-Street Parking

- All on-street bays must be time managed or have parking controls in place to prioritise short term parking. Long term bays which support employees or long term visitation, shall be located away from main activity areas.
- Hierarchy of users to support specific user groups or requirements to be established with on-street space prioritised and allocated accordingly, being:
- ACROD permit holders
- **Buses and Coaches**
- Service bays and five-minute delivery bays
- Motorcycle and scooter bays

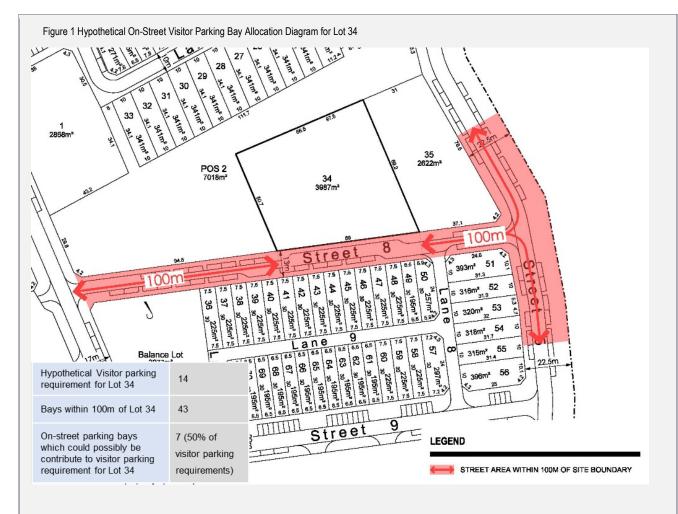
- Short term parking
- Longer term parking Electric Charging
- Longer term parking.

Public Parking

- Public Parking to be provided generally in accordance with Ocean Reef Marina Parking Plan (refer Appendix B).
- Provision of short-term drop-off / pick-up bays for pen permit holders has been provided adjacent to the possible gatehouse locations
- Short term parking shall be enforced by the City of Joondalup through an endorsed management plan, including time permitted and penalties, and supported by signage and linemarking
- Provision of bays for short and long term parking for boat pen permit holders will be accommodated within the public realm. The design of the streets and public parking areas shall accommodate 14 short term drop-off / pick-up bays located near the three gatehouse locations. In addition, 78 bays shall be located within a 200m walkable catchment of the northern gatehouse (Appendix **B**).

Residential Parking

- Residential parking requirements for all residential land uses to be consistent with State Planning Policy 7.3 Residential Design Codes.
- On-street bays within 100m walking distance of multiple dwelling development site boundaries to be taken into consideration to account for up to 50% of on-site visitor parking requirements for residential land uses (refer Figure 1 - Hypothetical On-Street Visitor Parking Bay Allocation). Location of bays and occupancy use details to be assessed with application for individual sites for appropriateness.



Car Parking Design

Car parking bays shall be designed in accordance with Australian Standards AS 2890.1 and/or AS 2890.2 as amended from time to

Table 2 Precinct Specific Parking Requirements					
Precinct-Specific Parking Requirements					
Residential Precinct					
General Parking Requirements	 Assessment of availability and occupancy profile of on-street bays as a means of analysing on-site parking provision to be completed with a Development Application. Permit management system to be implemented for pen holders. Parking to be provided in accordance with the requirements of Section 3.4 Vehicle Access, Section 3.5 Car and Bicycle Parking and Section 5.2 Parking (Garages) of the Stage 1 Residential Precinct Design Guidelines. 				
Minimum Car Parking Bays	Land Use	Parking Ratio			
	Residential (Dwelling and Visitor Bays)	As per State Planning Policy 7.3 – Residential Design Codes Vol 1 or 2, as relevant.			
	Non-Residential	Non-residential parking allocation on sites is subject to individual assessment of network impact and parking management to reflect how the site would achieve a balanced outcome considering: Completion of appropriate assessment of the transport impact of the site(s) Use of car-sharing programs and allocation of bays within site to reduce			
		individual vehicle use, including public access to car share bays			

		Application of reciprocal parking profile for bays, including shared visitor bays for all uses proposed on these sites
	•	Shared parking arrangements with other adjoining sites
		Use of space saving measures including car stackers Additional bicycle or scooter parking to accommodate trips by other modes
		Assessment of availability and occupancy profile of on-street bays as a means of analysing on-site parking provision

Marine Enterprise Precinct

General Parking Requirements

Parking within Marine Enterprise Precinct to be prioritised for marine operations and boating by general public, and managed to optimise flexibility of use within the Precinct.

Other movement network considerations

- Permit management system to be implemented for pen holders.
- Boat trailer parking area to allow for reciprocal use by general public after middays on Fridays Sundays and events held mid-week or on Public Holidays
- Parking to be provided in accordance with the requirements of Section 3.7 Vehicle Access, and Section 3.8 Car and Bicycle Paring, of the Ocean Reef Marina Marine Enterprise Precinct Design Guidelines.

Land Use **Parking Ratio** Minimum 1 bay per 20m² NLA, except where incidental to other non-retail uses in Retail, Food & Beverage same site, then 2 bays per 100m2 NLA Commercial (excluding Maximum 1 bay per 50m² NLA Retail, Food & Beverage) **Car Parking Bays Boat Trailers** As required by the Department of Transport, or 40 bays per boat ramp As required by the Department of Transport, or: **Boat Pens** 1 bay per 4 pens long term, and 1 bay per 50 pens for pick up drop off **Boat Stackers** 1 bay per 4 boat stackers

1.5.2 Bicycle Parking and End of Trip Facilities

- For residential development, bicycle parking is to be provided in accordance with Section 3.5 of the Stage 1 Residential Design Guidelines, as amended.
- Bicycle Parking to be provided in accordance with requirements of Section 1.4.7 of the Joondalup Activity Centre Plan (City of Joondalup, July 2018), as amended.
- End of Trip Facilities to be provided in accordance with requirements of Section 1.4.7 of the Joondalup Activity Centre Plan (City of Joondalup, July 2018), as amended.

1.5.3 Motorcycle Bays

10% of required car bays shall each be replaced by two motorcycle bays. The car bay requirement shall be reduced accordingly.

1.5.4 Cash in Lieu

To be provided in accordance with Part 9A of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as amended.

1.5.5 Reciprocal Parking

Reciprocal parking requirements have been taken into account in the parking ratios within the Marine Enterprise Precinct. However, applicants may demonstrate that additional reciprocity should be considered on the individual merit of each Development Application.

1.5.6 Submission Requirements

Prior to commencement of any development, application for development should be submitted in accordance with Part 8 of the Scheme, and should demonstrate compliance with this policy. Documentation which may be required to demonstrate compliance with the policy, as determined by the Responsible Authority, includes:

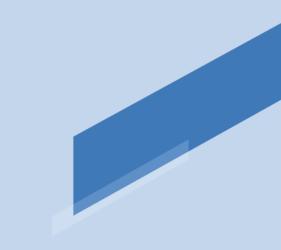
- Parking Management Plan:
 - Way finding measures (such as line marking, signage and any dynamic signage / technology) to ensure efficient use of parking facilities;
 - o Management of parking bays including, allocation, signage and enforcement;
 - Promotion of alternative transport modes such as the provision of well-maintained bicycle and end of trip facilities,
 use of active transport initiatives or public transport promotion; and
 - $\circ\quad$ Time of operation including, hours of opening and length of stay.


1.6 Review Period

This policy shall be reviewed every 5 years, or upon any changes to the provision of public transport to the Scheme area, or as otherwise determined by the WAPC

Appendix A


Ocean Reef Marina - Precinct Locations





Appendix B

Ocean Reef Marina - Parking Plan



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