

1. Policy purpose

The purpose of this policy is to provide guidance on vehicle parking associated with development and land use in accordance with *Swan Valley Planning Scheme No. 1*.

It outlines the requirements and objectives for vehicle parking in the Swan Valley, information required for development applications, car parking infrastructure and construction, and the desired outcomes for car parking associated with new and intensified development in the Swan Valley.

2. Policy objectives

The objectives of this policy are to:

- a) ensure that new development provides an appropriate number of car parking bays that adequately services the use.
- b) ensure that car parking associated with new development is designed to maintain the rural character of the Swan Valley.
- c) ensure that car parking associated with new development is designed and positioned onsite to minimise adverse impacts on rural views and character.
- d) Encourage flexible parking designs that cater for daily needs but can be expanded to accommodate high volume events (e.g. designed to enable informal overflow parking on grassed areas for peak visitation).

- e) Encourage consideration of shared parking facilities, particularly in the Herne Hill town centre, or other locations where shared use may improve rural character.
- f) Encourage consideration of access and parking for cyclists in hospitality and tourism uses.

3. Legislative framework

This policy is prepared under *Swan Valley Planning Scheme No. 1* (the Scheme) and the *Swan Valley Planning Act 2020* (the Act). If there is any inconsistency between the Scheme and the Policy, the Scheme shall prevail.

4. Policy scope

This policy applies to all development within the Swan Valley with the exception of:

- a) development to which the *State Planning Policy 7.3 - Residential Design Codes* apply; and
- b) commercial vehicle parking.

5. Policy statement

5.1 Provision of off-street parking

In any application for development approval, provision should be made for the off-street parking of vehicles in accordance with Table 1 – Land Use Parking Requirements, except as otherwise provided for within this policy.

5.2 Consideration of applications requiring off-street parking

In considering any application for development approval, the Western Australian Planning Commission (WAPC) should have regard to the standards and requirements set out in this policy.

5.3 Parking spaces to be off-street

For the purposes of this policy, parking spaces required to be provided in relation to any development should be provided on the land on which the development is proposed, except as otherwise provided for within this policy.

5.4 General requirements for off-street parking

The following general requirements should apply when off-street parking is required:

- a. No building or land the subject of an application for development approval should be occupied until all required parking and loading facilities have been provided to the satisfaction of the WAPC.
- b. When the use of any existing land or building is changed to a use which requires a greater number of parking spaces, additional parking spaces should, unless otherwise approved by WAPC, be provided to meet the new requirements under this policy.

- c. When a development on any land is increased or intensified, additional parking spaces to meet the requirements of this clause should, unless otherwise approved by WAPC, be provided to meet the new requirements in respect of the increased or intensified portion only.
- d. All permitted or required parking and loading facilities should generally be provided on the same site as the building or use served, except where WAPC considers an off-site location to be appropriate.
- e. Where this policy does not specify the number of parking spaces required in respect of any particular use, then the number of parking spaces to be provided should be determined by the WAPC having regard to other relevant uses, if any.

5.5 Joint use of parking facilities

Parking facilities may be provided jointly by two or more landowners or occupiers or by one landowner or occupier in respect of separate buildings or uses, subject to satisfying the standards and requirements set out in this policy.

5.6 Design requirements for off-street parking

Off-street parking areas should meet all the following requirements:

- a. All parking spaces should be provided with adequate access by means of manoeuvring lanes or otherwise with spaces designed

so that it is not necessary to reverse directly into a public street or to leave the parking area.

- b. Adequate means of access and egress to and from the parking area should be provided for all vehicles.
- c. Circulation within a parking area should be such that all parking spaces, including any garage or carport should be accessible and usable for the full number of parking spaces required whenever the building or use which they serve is in operation.
- d. The entire parking area, including parking spaces and manoeuvring lanes should be constructed of either asphalt, concrete or other sealed surfacing acceptable to the WAPC. Red brown asphalt is encouraged over grey and black asphalt. Permeable and/or pebble mix surfaces may be considered by the WAPC where consistent with the amenity of the locality and land use of the development site and surrounding areas.
- e. Where lighting is provided in parking areas, the lights should not have a detrimental impact on adjoining landowners or road users and should not be reduced in effectiveness due to overgrown vegetation or poor placement.
- f. Parking for persons with disabilities is to be designed in accordance with the appropriate ACROD standards.

- g. To maintain and enhance the rural character of the area hardstand parking areas should be limited in the front setback and should not reduce the potential for the provision of landscaping.
- h. Larger parking areas, such as at wineries, should be divided into smaller areas and separated by landscaped areas with traffic islands to accommodate pedestrian traffic and minimise large expanses of car parking.
- i. Where parking overflow areas are accepted by the WAPC, these may be unsealed and used as additional landscaping when not in use.
- j. Multiple vehicle access points are discouraged to minimise potential for traffic conflicts and adverse impacts on visual amenity.

5.7 Landscaping for off-street parking

Car park design and construction should include adequate provision for suitable landscaping to ensure the maintenance and enhancement of the rural character of the locality, and to reduce the dominance of hardstand carparking areas in any development. This may include screen, feature and shade trees, and shrubs as appropriate to the satisfaction of the WAPC.

All landscaping of off-street parking areas should comply with the following:

- a. The road verge adjoining each lot should be landscaped or grassed with minimal hardstand crossovers.
 - b. Existing trees should be retained, where possible, allowing adequate space for root zones.
 - c. Trees that will develop a wide canopy are encouraged.
 - d. Vine-covered pergolas are encouraged where cars can be parked to retain rural and viticultural character and soften the impact of otherwise dominant car parking areas.
 - e. Trimmed hedges to suit a rural setting are encouraged in car parking areas.
 - f. All areas between parking facilities and adjoining streets should generally have a minimum of three metre wide permanent landscaped area.
- b. the non-compliance will not have any adverse effect upon the occupiers or users of the development or the inhabitants of the locality or upon the likely future development of the locality; and,
 - c. the proposed development can adequately accommodate the use, having regard to:
 - i. the maximum occupancy and employees on site;
 - ii. the times of peak usage and any opportunities to share parking facilities; and,
 - iii. any other matters considered relevant by the WAPC.
- ### 6. Consideration of applications for on-street parking

The provision and use of on-street parking may be considered acceptable where the WAPC is satisfied that:

- a) the function and safety of the local road network is not adversely impacted,
- b) the amenity of the locality is not adversely impacted; and,
- c) Parking demand warrants consideration of on-street parking, in consultation with the City of Swan.

5.8 Modifying development standards and requirements for parking

Where, in the opinion of the WAPC compliance with the provisions of this Policy are considered impractical, the WAPC may permit such departures to be warranted in the circumstances of the case. Car parking standards, may be varied by the WAPC where it is satisfied that:

- a. approval of the proposed development would be consistent with the orderly and proper planning of the locality and the preservation of the natural landscape, rural character and amenity of the area;

7. Consideration of applications for temporary public events

The WAPC should have regard to the following in the assessment of applications for temporary public events, in consultation with the City of Swan:

- a) Other temporary public events approved within the locality coinciding with day and time of the proposed event.
- b) Provision of adequate parking for the proposed number of people attending the event, including the provision of ACROD parking bays, staff and supplier parking.
- c) Any adverse impacts on amenity, safety and/or traffic management.
- d) Access to public and/or private transport.

Temporary public event applications may require the submission of a Parking and Access Management Plan and should include details of any directional and/or advisory signage for the upcoming public event.

8. Parking and Access Management Plan

A Parking and Access Management Plan should be provided with a development application or specific temporary public event proposals where:

- a) The proposed development or temporary public event requires more than 50 car parking bays.

9. Definitions

The following definitions apply to this policy:

Car Park means premises used primarily for parking vehicles whether open to the public or not but does not include –

- a) any part of a public road used for parking or for a taxi rank; or
- b) any premises in which cars are displayed for sale.

Commercial Vehicle means a vehicle, whether licenced or not, that has a gross vehicle mass of greater than 4.5 tonnes including –

- a) a utility, van, truck, tractor, bus or earthmoving equipment; and
- b) a vehicle that is, or is designed to be an attachment to a vehicle referred to in paragraph a.

Commercial Vehicle Parking means premises used for parking of one or two commercial vehicles but does not include –

- a) any part of a public road used for parking or for a taxi rank; or
- b) parking of commercial vehicles incidental to the predominant use of the land.

Net Lettable Area (NLA) means the area of all floors within the internal finished surfaces of permanent walls but excludes the following areas –

- a) all stairs, toilets, cleaner's cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas;

- b) lobbies between lifts facing other lifts serving the same floor;
- c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building;
- d) 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;

On-street parking means parking on the street in a marked or unmarked bay or within the verge.

Temporary Public Event means any single, one off event, either indoor or outdoor, where people assemble for sporting, entertainment or other common purposes. This includes outdoor concerts, fairs, markets, outdoor movie nights, festivals etc.

Transport Depot means premises used primarily for the parking or garaging of 3 or more commercial vehicles including –

- a) any ancillary maintenance or refuelling of those vehicles; and
- b) any ancillary storage of goods brought to the premises by those vehicles; and
- c) the transfer of goods or persons from one vehicle to another.

Refer to Schedule 1 of *Swan Valley Planning Scheme No. 1* for land use definitions.

Table 1: landuse parking requirements

LANDUSE	MINIMUM PARKING PROVISION (RATIO)
Aged or Dependent Persons Dwelling	As per the Residential Design Codes
Amusement Centre	1 space per 10 square metres of Net Lettable Area (NLA)
Ancillary Dwelling	As per the Residential Design Codes
Ancillary Dwelling - Rural	1 space
Animal Establishment	1 space per employee plus a minimum of 3 spaces for visitors.
Art Gallery	1 space per 4 persons the building is designed to accommodate
Bed and Breakfast	1 space per bedroom available to lodgers
Brewery, Cidery or Distillery	1 space per 10 square metres of NLA of bar areas, plus 6 spaces per 100 square metres of NLA of lounges and other areas open to the general public
Cafe	1 space per 4 persons the development is designed to accommodate
Camping Ground	1 space per tent site or caravan bay
Caretaker's Dwelling	2 spaces per dwelling
Child Care Premises	1 space per employee, plus 1 space per every 8 children allowed under maximum occupancy
Cinema/Theatre	1 space per employee, plus 1 space per every 2.5 square metres of seating area where there are no fixed seats
Civic Use	4 spaces per 100 square metres of NLA
Club Premises	2 spaces per 100 square metres of NLA
Consulting Rooms	6 spaces for 1 general practitioner 10 spaces for 2 general practitioners
Convenience Store	6 spaces per 100 square metres of NLA
Education Establishment (Private Primary School)	1 space per classroom

SWAN VALLEY PLANNING SCHEME No.1

Draft Vehicle Parking Policy

LANDUSE	MINIMUM PARKING PROVISION (RATIO)
Education Establishment (Private Secondary School)	1 space per classroom, plus 1 space for every 25 students the school is designed to accommodate for the final year of secondary education
Education Establishment (Private Tertiary)	1 space for every 6 students the building is designed to accommodate, plus 1 for each employee, plus additional requirements for auditoriums or stadiums
Equestrian Facility	
Exhibition Centre	1 space per 4 persons the building is designed to accommodate
Food and Beverage Production	4 spaces per 100 square metres of shop area and 2 spaces per 100 square metres industrial NLA.
Garden Centre	1 space per 50 square metres of display and sales area - both indoor and outdoor - excluding areas used exclusively for the storage or propagation of plants, with a minimum of 5 spaces
Grouped Dwelling	As per the Residential Design Codes
Home Business	1 space per employee not resident of the dwelling plus 1 space for visitors
Home Store	1 space per 20 square metres of NLA
Independent Living Complex	1 space per dwelling plus 1 visitor space per 4 dwellings
Industry - General	3 spaces per 100 square metres NLA; or 1 space per person employed; or a minimum of 6 spaces; whichever is the greater
Industry - Light	3 spaces per 100 square metres NLA; or 1 space per person employed; or a minimum of 6 spaces; whichever is greater
Industry - Primary Production	1 space per 100 square metres NLA; or 1 space per person employed; whichever is the greater
Liquor Store - small	8 spaces per 100 square metres NLA
Market	3 spaces per stall or 1 space per 10 square metres whichever is the greater
Medical Centre	1 space per 18 square metres of NLA including pharmacies or other retail uses but excluding corridors and lobby areas, plus 1 space for each separate medical or dental office or laboratory
Motor Vehicle Repair	4 spaces for each working bay plus 1 space per employee

SWAN VALLEY PLANNING SCHEME No.1

Draft Vehicle Parking Policy

LANDUSE	MINIMUM PARKING PROVISION (RATIO)
Motor Vehicle Wash	5 spaces for every 2 wash stalls (a wash stall should be counted as a parking space)
Multiple Dwelling	As per the Residential Design Codes
Office	4 spaces per 100 square metres NLA
Place of Worship	1 space for every 4 persons the building is designed to accommodate
Reception Centre	1 space for every 4 persons capable of being seated in the building plus 1 space per employee
Recreation - Private	1 space for every 4 persons, based on the maximum capacity of all facilities when used simultaneously
Residential Aged Care Facility	12 spaces or 1 space per 2 beds (whichever is greater)
Restaurant	1 space for every 4 persons the development is designed to accommodate
Shop	8 spaces for every 100 square metres of NLA
Single Bedroom Dwelling	As per the Residential Design Codes
Single House	As per the Residential Design Codes
Small Bar	1 space for every 4 persons the development is designed to accommodate with further provision for a relaxation of this standard where the small bar forms part of an integrated commercial complex
Storage Yard	2 spaces per 100 square metres NLA; or 2 spaces per person employed; or a minimum of 6 spaces - whichever is greater
Takeaway Outlet	1 space per 10 square metres NLA with a minimum of 6 spaces
Tavern	1 space for every 4 persons the development is designed to accommodate
Trade Display	2 spaces per 100 square metres NLA; or 2 spaces per person employed; or a minimum of 6 spaces - whichever is greater
Trade Supplies	2 spaces per 100 square metres NLA; or 2 spaces per person employed; or a minimum of 6 spaces - whichever is greater
Transport Depot	1 space per 100 square metres NLA or 1 space per employee, whichever is greater
Veterinary Centre	1 space for each 25 square metres of NLA, plus 1 space per separate office or laboratory

SWAN VALLEY PLANNING SCHEME No.1

Draft Vehicle Parking Policy

LANDUSE	MINIMUM PARKING PROVISION (RATIO)
Warehouse / Storage	2 spaces per 100 square metres NLA; or 2 spaces per person employed; or a minimum of 6 spaces - whichever is the greater
Wayside Stall	2 spaces per 10 square metres - not required to be sealed - must be clearly delineated onsite
Winery	1 space for every 10 square metres of sampling and sales area (minimum of 4 spaces) - spaces not required to be sealed if under 40 square metres - must be clearly delineated
All Other Uses	At the discretion of the Western Australian Planning Commission