

JOONDALUP CITY CENTRE CAR PARKING FOR COMMERCIAL DEVELOPMENT

STATUS: **Council Policy** - *A strategic policy that sets governing principles and guides the direction of the organisation to align with community values and aspirations.*

Council policies are developed by the Policy Committee for approval by Council.

**RESPONSIBLE
DIRECTORATE:** Planning and Community Development

OBJECTIVE: To provide guidance to the provision of private and public car parking in order to ensure:

- that the Joondalup City Centre attains its position as the second major City in metropolitan Perth;
- an appropriate balance between private and public parking provision in the City Centre.

POLICY AREA

This policy applies to the section of the Joondalup City Centre as depicted on the attached Plan.

OVERALL STRATEGY

The following overall strategy is proposed, taking into account both the current car parking demand of 1 car bay per 30sqm of commercial Net Lettable Area (NLA), as well as the possible long term car parking demand of 1 car bay per 45sqm:

- An overall car parking provision of 1 car bay per 30sqm of commercial NLA must be provided in the short/medium term, in order to satisfy the current level of demand.
- Approximately 50% of this should be provided in public car parks, in order to maximise opportunities for shared use of parking facilities, leaving the other 50% (1 car bay per 60sqm of commercial NLA) to be provided on the development site.
- In the long term, taking into account further increases in public transport usage, cycling, and walking, as well as the increases in the number of people living and working in the City Centre, the aim should be to achieve a reduction to 1 car bay per 45 sqm of commercial NLA overall, if possible (being comprised of 1 car bay per 90sqm on site, and 1 bay per 90sqm in public parking for the maximum possible overall floor space in the long term).

- The balance of public and private parking will be reviewed every 2 years to gauge the performance of the policy against actual built outcomes.

STATEMENT:

1. Overall Parking Requirement

The provision of car parking within the City Centre shall be in accordance with the following:

- The overall parking requirement for commercial developments shall be calculated at 1 bay per 30sqm NLA, comprising two components:
 - The private or **on site parking requirement**; and
 - The public or **off site parking requirement**.
- The developer will be fully responsible for the on site parking component and will make a contribution to the off site parking component according to the schedule below.

2. On Site Parking Requirement

- All of the overall parking requirement (ie 1 bay per 30sqm) can be provided on site, however the minimum on site parking requirement for commercial development is 50% of the overall parking requirement – ie 1 bay per 60sqm NLA.
- To encourage commercial buildings of greater height the on site parking requirement may be reduced according to the following schedule:

| Proposed Building Height | % of Min On Site Parking Req't |
|--------------------------|--------------------------------|
| Up to 4 storeys | 0% reduction |
| 5 storeys | 15% |
| 6 storeys | 20% |
| 7 storeys | 25% |
| 8 storeys | 30% |
| 9 storeys | 35% |
| 10 storeys plus | 40% |

- Cash in lieu payments may be made for up to 25% of the required on site bays at the full scheduled amount.

The actual number of bays to be constructed on site will result from the application of clauses 2 (i), 2 (ii) and 2 (iii), and (v). This number will be used in the application of the following clauses 2 (iv) and 2 (v).

- All parking areas and bays will be designed and constructed in accordance with AS2890.1 (Part1 Off Street Parking), however, up to 20% of the bays to be constructed on site may be designed and constructed as “small” vehicle bays.

- v) Up to 10% of the bays to be constructed on site may be constructed as bays for motor cycles and scooters (ie 1 standard vehicle bay can be constructed as a motor cycle/scooter bay). In the case of bicycles a secure location or bicycle lockers and end of trip shower and change facilities is a requirement under the City Centre Structure Plan.

3. Off Site Parking Requirement

- i) The City accepts the responsibility of providing approximately 50% of the overall parking requirement. A cash in lieu contribution will be made by the developer for the off site parking component (ie 1 bay per 60 sqm NLA) equivalent to the number of bays of that component not constructed on the development site. That contribution will be in accordance with the following schedule:

| | | |
|-----|---|------------------|
| 50% | of the full scheduled cash in lieu fee for bays | 1 - 5 |
| 40% | of the full scheduled cash in lieu fee for bays | 6 - 10 |
| 30% | of the full scheduled cash in lieu fee for bays | 11 - 25 |
| 25% | of the full scheduled cash in lieu fee for bays | 26 - 50 |
| 20% | of the full scheduled cash in lieu fee for bays | in excess of 50. |

4. Parking For Residential Uses

- i) The provision of any required car parking for residential uses shall be provided on-site at the rate stipulated under the Joondalup City Centre Structure Plan.

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| Amendments: | C89-12/08 |
| Related Documentation: | City of Joondalup District Planning Scheme No 2 Joondalup Development Plan and Manual. |
| Issued: | January 2009 |

