

City of Armadale

**Armadale Strategic Metropolitan
Activity Centre Structure Plan**

**Parking Supply and Management
Strategy**

253635-00/Work/Internal/Report/PSMS

Rev B | 15 October 2018

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 253635-00

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Contents

	Page
Executive Summary	1
1 Introduction	6
1.1 Background	6
1.2 Structure Plan Proposal	9
1.3 Context	12
2 Existing Conditions	15
2.1 Current Parking Supply	17
2.2 Occupancy and Turnover Surveys	20
3 Document Review	23
3.1 Parking Guidelines for Activity Centres (Department of Planning, 2016)	23
3.2 State Planning Policy 4.2 – Activity Centres for Perth and Peel (West Australian Planning Commission, 2010)	24
3.3 City of Armadale Town Planning Scheme (Date)	25
3.4 2004 Armadale Parking Strategy Report	25
4 Benchmarking Assessment	27
5 Forecast Development Yields	31
6 City of Armadale Parking Standards and Requirements	32
6.1 Overview	32
6.2 Residential Parking Requirements	33
6.3 Non-Residential Parking Requirements	34
6.4 Structure Plan Parking Requirements	34
6.5 Shared/ reciprocal parking	35
6.6 On-street parking	35
6.7 Residential permits	35
6.8 Electric vehicles	36
6.9 Service vehicles	36
6.10 General Requirements	36
7 Bicycle Parking and End of Trip Facilities	38
8 Staging and Adaptability	39
8.1 Parking staging	39
8.2 Adaptability of parking	39
9 Management and Enforcement	40

9.1	Access to parking	40
9.2	Parking administration and management	40
9.3	Travel plans	40
10	Compliance	41

Appendices

Appendix A

Benchmarking: Parking Standards

Executive Summary

In accordance with the WAPC's State Planning Policy 4.2 – Activity Centre for Perth and Peel, an Activity Centre Structure Plan is required to be prepared for the Strategic Metropolitan Centres which includes Armadale City Centre. The Structure Plan has been prepared on behalf of the City of Armadale by Hassell.

This Parking Supply and Management Strategy (PSMS) has been prepared by Arup to support the wider Structure Plan in delivering an effective and efficient transport system that supports the growth of the Armadale Strategic Metropolitan Centre. This document should be read in conjunction with the transport assessment which has also been prepared to support the Structure Plan process.

The City of Armadale population is one of the fastest growing within Western Australia, with a current growth rate more than double the state average. Within the next 20 years the population of the City of Armadale is expected to double from 87,437 (2016) to approximately 144,826 (2036).

The future Strategic Metropolitan Activity Centre Structure Plan will acknowledge the role of Armadale City Centre in the south-east corridor of Perth, and the aspiration of the City of Armadale is for the City Centre to meet the full potential of a Primary Centre within the Activity Centre hierarchy.

Managing parking and congestion and the ability to cater for population growth on a well-established transport network is critical for the City of Armadale moving forward. An increased modal shift from private vehicles to public transport, walking and cycling must be encouraged to enhance economic and social outcomes, whilst recognising the transition from a private vehicle based culture should be undertaken over time.

Existing parking supply is generally at-grade and reflects the low-density character of the area. Much of the supply is in private ownership (approximately 70%). There is currently a concentration of parking around the proposed City Centre Core and Civic Precincts. In addition, there are pockets of car parking provision located at the proposed City Entrance Precinct, adjacent to the Station Plaza Precinct and on street within the William Street Precinct. This arrangement for car parking will change as the development proposals are brought forward.

Parking occupancy surveys indicated that all off street parking locations and on street parking surrounding the existing Civic precinct are well utilised but little or no use of on street parking along Third Road. Parking utilisation dropped significantly at all locations after 16:00. Turnover rates at the locations surveyed was low and observations confirmed that where parking was time restricted vehicles were not adhering to the relevant limits.

Recommendations for parking standards in the Armadale City Centre are proposed to be in accordance with the relevant clauses in:

- State Planning Policy 3.1 (Residential Design Codes).
- City of Armadale Town Planning Scheme No.4.

Recommendations on development access and parking provisions within this PSMS are based on following the design guidelines for the Structure Plan:

- Individual site access should be arranged to promote greater pedestrian and cycle priority throughout the city centre while providing safe and convenient access to each site.
- Access points for vehicles will be located so as to be discrete elements within the built environment and respond to any requirements for primary regional road functionality.
- On-site parking can be located underground or above ground within a structure. At grade car parking should be limited to enable delivery of intended landscape and communal open space outcomes.

Recommendations on amendments to the parking standards within this PSMS are based on the Structure Plan vision to create a connected, sustainable, efficient and convenient network for all modes of travel. The objectives for the transport network are:

- Advocate for an underground passenger rail as the spine of a seamless public transit network.
- Enable Seamless modal interchange provision.
- Promote additional cross-rail links.
- Improve wayfinding and access to the city centre.
- Provide an integrated mesh of safe active transit links.
- Improve pedestrian priority and experience in the city centre.

The PSMS prescribes limits to parking supply based on forecast land use yields. While the specific mix of land use may change in the future, contingent on market conditions, parking supply may not as it is tied to vehicle trip cap forecasts for the Activity Centre to limit impacts on the wider road network.

The principles for residential car parking provision are as follows:

- 1 bay per dwelling in line with the R-code Clause 6.3.3 Criteria A (i.e. properties within 800m of a high frequency rail line and/ or within 250m of a high frequency bus route) for all developments.
- Average parking supply to be calculated across an entire development.
- All parking proposed for a development must be provided off-street with dedicated access.
- Unbundling of tenant parking from the sale of units is encouraged. In these cases, bodies corporate shall retain responsibility for ongoing reallocation and sales of surplus parking.

The principles for non-residential car parking provision are as follows:

- 1 space per 45m² for office and retail uses.
- 15 bays per 100 full time equivalents (staff and students) for tertiary education.
- 1 space per 50 m² for civic and community uses.
- All other car parking rates shall be provided per the City of Armadale Town Planning Scheme No. 4.
- Reduction in car parking supply will be supported based on shared / reciprocal parking for retail and office uses due to different peak periods.
- A minimum 10% of commercial/office and 50% of retail parking shall be designated publicly-available.

The parking requirements for both the proposed full build out and expected 25-year build has been determined using the proposed parking standards. The table below demonstrates the maximum number of parking bays that would be required across the Activity Centre.

Land Use	Parking Requirement	Parking bays (25 year build out)	Parking bays (full build out)
Residential	1 parking bay per dwelling	2,700	5,400
Retail	1 spaces per 45 m ²	2,180	3,110
Office	1 spaces per 45 m ²	3,000	6,000
Education	15 bays per 100 FTE	240	240
Civic	1 space per 50 m ²	600	600
Grand Total		8,720	15,350

Secure residential tenant bicycle parking shall be provided at a rate of one space per dwelling where there is no storage areas and residential visitor bicycle parking shall be provided at a rate on one space per ten dwellings. The minimum requirements for non-residential bicycle parking and end-of-trip facilities are shown below.

Land use	Long term bays	Short term bays
Commercial	1 bay/ 100 m ² NLA, Class 1 or 2	1 visitor bay per 10 private bays, Class 3
Retail	1 bay/ 100 m ² NLA, Class 1 or 2	1 visitor bay per 10 private bays, Class 3
Other	1 bay/ 100 m ² NLA, Class 1 or 2	1 visitor bay per 10 private bays, Class 3

In addition to the requirements of Schedule 7B of Town Planning Scheme No. 4, end of trip facilities shall be provided in accordance with the following:

Residential Development

Residential developments are not required to provide showers, lockers or changing facilities.

Non-Residential Development

All developments that are required to provide 6 or more employee bicycle parking bays in accordance with Schedule 7B of Town Planning Scheme No.4, must also provide end of trip facilities with the following criteria:

- A minimum of one female and one male shower, located in separate change rooms or a minimum of two separate unisex showers and change rooms.
- Additional shower facilities to be provided at a rate of one shower for every 10 additional bicycle parking bays.
- End of trip facilities are to be located as close as possible to the bicycle parking facilities.

It is recommended the following principles guide the development of parking with the Activity Centre:

- Only one vehicle crossover per lot is permitted except where the City is satisfied that no adverse effects on vehicular or pedestrian traffic and/or conflict will result should a variation be permitted which allows for more than one vehicular crossover to a lot.
- Preferred car parking access locations are identified in the relevant Precinct Plan/s. Publicly available car parking bays should be provided on the edges of the Activity Centre and away from congested locations.
- Increase the proportion of parking supplied and managed as public parking from the current 30% to 50% by the time the Activity Centre is fully built out.
- Parking is to be hidden from public view, located behind buildings where possible or screened from the street by landscaping. Where landscaping is provided, a minimum width of 2 metres shall be provided.
- Where possible car park entrances are to be shared between lots.
- Focus on opportunities for multi-use bays, which are shared between compatible land uses with different peak periods. For example, between the expanded retail offering and uplifted office developments.
- Where it is considered by the City that there is a reasonable expectation in the immediate future that there will be adequate provision of public car parking in the City Centre; and where an applicant proposes a development which is required to provide car parking bays, the applicant may, if so agreed by the City, make cash payment to the City in lieu of the provision of all or any of the required number of car parking bays in accordance with the City of Armadale Town Planning Scheme No. 4.

Further investigation is required as follows:

- Engage with existing land owners including Lendlease (Armadale Shopping City) and Armadale Central to provide an integrated approach to parking within the Activity Centre. This could involve invoking a cap on the amount of car parking bays these sites could supply at an ultimate stage.
- Consider the impact of technology (use of automated vehicles, dynamic wayfinding and parking allocation) and travel behaviour changes such as car sharing, reducing car ownership and electric vehicles (charging spots) have on future parking supply and configuration.
- Liaise with the PTA to inform and agree the outcomes of the proposed station access strategy noting that the proposed Byford line extension will result in Armadale changing from an end of line station to a suburban station. This is expected to reduce the amount of parking provided at Armadale station with walking, cycling and bus access promoted.
- Review the proposed Cash in Lieu Policy currently being prepared by the City and reflect this in future Structure Plan guidance.

1 Introduction

In accordance with the WAPC's State Planning Policy 4.2 – Activity Centre for Perth and Peel, an Activity Centre Structure Plan is required to be prepared for the Strategic Metropolitan Centres which includes Armadale City Centre. The Structure Plan has been prepared on behalf of the City of Armadale by Hassell.

This Parking Supply and Management Strategy (PSMS) has been prepared by Arup to support the wider Structure Plan in delivering an effective and efficient transport system that supports the growth of the Armadale Strategic Metropolitan Centre. This document should be read in conjunction with the transport assessment which has also been prepared to support the Structure Plan process.

It is also understood that the City of Armadale are currently preparing a parking Cash in Lieu Policy. Once prepared this policy will form part of the PSMS.

1.1 Background

The City of Armadale population is one of the fastest growing within Western Australia, with a current growth rate more than double the state average. Within the next 20 years the population of the City of Armadale is expected to double from 87,437 (2016) to approximately 144,827 (2036).

The future Strategic Metropolitan Activity Centre Structure Plan acknowledges the role of Armadale City Centre in the south-east corridor of Perth, and the aspiration of the City of Armadale for Armadale to meet the full potential of a Primary Centre within the Activity Centre hierarchy (refer Figure 1).

Armadale City Centre is a gateway to retail, commercial and residential land uses and activities. In comparison to many of the other Primary Centres, the Armadale City Centre services a much broader catchment, which encompasses the broader south-east corridor. This area covers a current population of 170,100, which is expected to increase to 292,700 by 2036.

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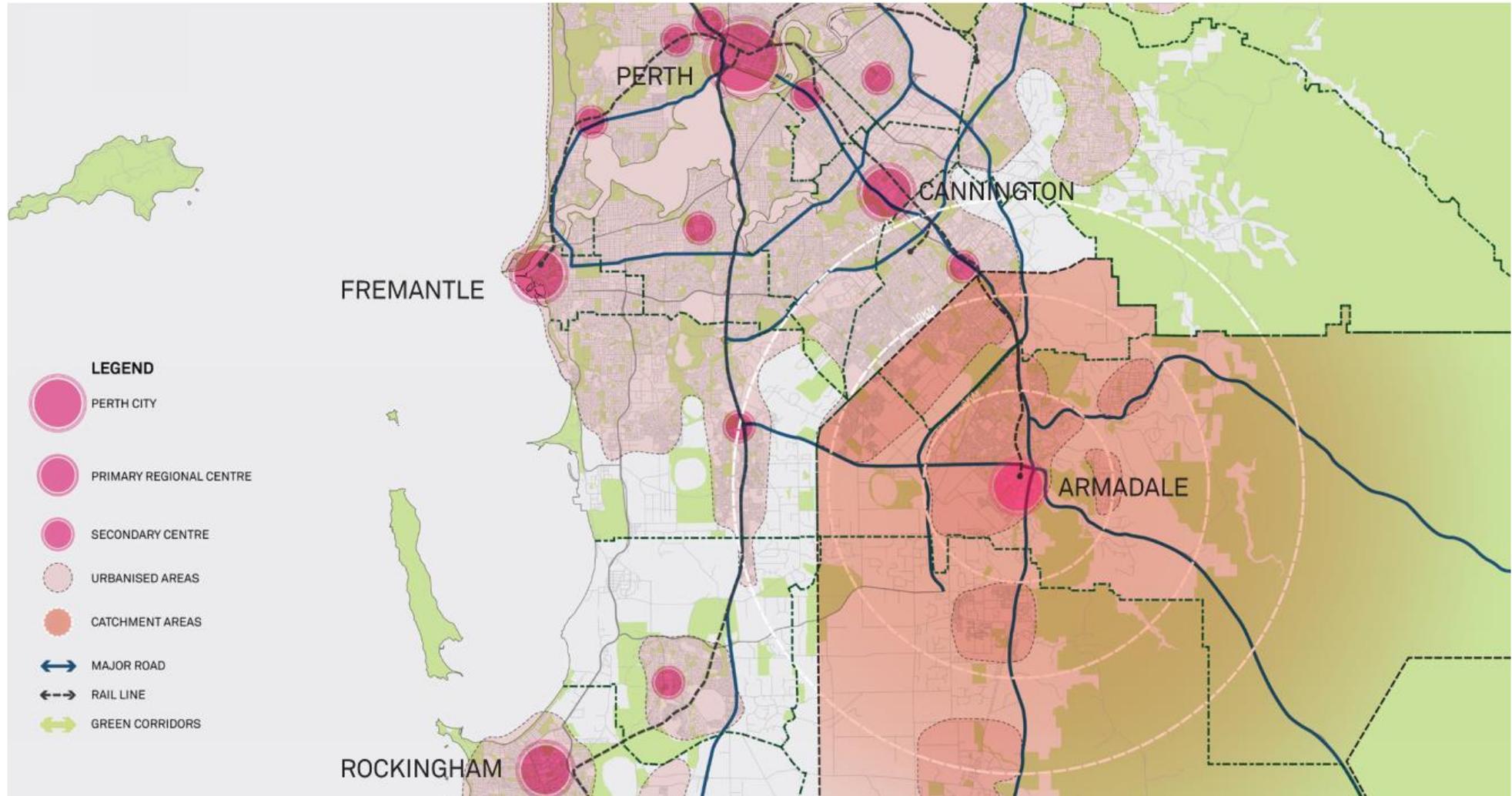


Figure 1 Armadale Activity Centre Context

Source: Figure 1 Armadale Activity Centre Structure Plan Report, HASSELL

Recommendations on amendments to the parking standards within this PSMS are based on the Structure Plan vision to create a connected, sustainable, efficient and convenient network for all modes of travel.

The wider objectives for the transport network are:

- Advocate for an underground passenger rail as the spine of a seamless public transit network.
- Enable Seamless modal interchange provision.
- Promote additional cross-rail links.
- Improve wayfinding and access to the city centre.
- Provide an integrated mesh of safe active transit links.
- Improve pedestrian priority and experience in the city centre.

Unlike other strategic metropolitan centres such as Fremantle, Rockingham, Midland and Joondalup, Armadale has lacked substantial diversification of land use and employment opportunities, making the centre susceptible to market volatility. This condition is exacerbated by the existing rail corridor dividing the Activity Centre. There are only three crossing points; at Armadale Road, Forrest Road and Church Avenue. The centre's division significantly limits its capacity to address identified service gaps and policy targets leading to the consideration of underground or raising the railway line to create a highly integrated and connected city centre.

The Structure Plan proposal is therefore cognizant of the need to address the following key transport issues:

- Managing road network capacity and addressing congestion by promoting greater use of alternative, sustainable modes of transport such as walking, cycling and public transport.
- Planning for increased mode share to public transport and providing strong pedestrian and cycling connections to the station with a focus on improving lighting and security and providing attractive routes and appropriate end of trip facilities.
- Improving people's knowledge of the opportunities and providing encouragement for people to change their travel habits resulting in greater use of sustainable travel modes.
- Providing car parking at levels which keep up with the capacity of the road network within a framework of managing supply and demand over time.
- Holistic transport networks: working with adjacent local governments to make sure that transport networks, particularly walking and cycling networks, are well connected with surrounding neighbourhoods.

Managing parking and congestion and the ability to cater for population growth on a well-established transport network is critical for the City of Armadale moving forward. An increased modal shift from private vehicles to public transport, walking and cycling must be encouraged to enhance economic and social outcomes, whilst recognising the transition from a private vehicle based culture should be undertaken over time.

1.2 Structure Plan Proposal

The City of Armadale is located approximately 30km south-east of Perth City Centre. The area spans over 560 square kilometres bounded by Warton Road, Ranford Road, Rowley Road and Tonkin Highway.

Three development concept options were tested through the Activity Centre design process. Community and stakeholder preferences and values were tested. A number of meetings between the City of Armadale and the Metronet team, Department of Planning, Lands and Heritage, Main Roads WA and Department of Transport have also been held. The Activity Centre Structure Plan proposes the City's preferred approach (as shown on Figure 2) to grade separate road and rail, but has also been prepared to integrate with a range of potential outcomes. It is understood ongoing engagement will occur between the City and Metronet team to progress the outcome of grade-separation as part of the Byford Rail extension project.

The Structure Plan is proposing a substantial uplift in both residential and non-residential development within the Activity Centre as shown in Table 1. Whilst detailed information is not available on the form this development will take it is expected to increase demand for all utilities significantly compared to current provision. This report provides background on the existing infrastructure in the Activity Centre and highlights where upgrades may be required to service the proposed Structure Plan.

Table 1 Summary Table of Areas

Item	2017	Future
Total area covered by the Activity Centre Structure Plan	85 Hectares	85 Hectares
Estimated number of dwellings	236	1250-2300
Estimated Population	456	5000-7000

Source: Table 1 Armadale Activity Centre Structure Plan Report, Hassell

For the purpose of assessment, this report considers the preferred scenario only because it is anticipated that this scenario will result in the greatest impact on the transport network in relation to the number of future development trips generated across the transport network.

As the yield data available at this stage of planning is very conceptual and covers a range of scenarios, a traditional approach to assessing the transport impacts from the Structure Plan has not been taken. The reasons for this are discussed in more detail in Section 4. However, it is acknowledged that as the Structure Plan process progresses and further detail is available on the type and scale of land uses to be included within the approved development scenario additional assessment can be undertaken on the impacts on the transport network.

PREFERRED PLAN

This preferred plan has formed the basis of the Activity Centre Structure Plan.

- _Rail tunnelled between Armadale Road and Church Avenue with the dive structures extending north and south of the centre
- _Limited built form over the rail tunnels within the centre core only
- _Central focus provided by way of a grand civic plaza integrating with a new station entrance structure
- _The civic plaza connects directly with Jull Street Mall
- _The preferred plan requires closure to part of Commercial Avenue

1. Armadale underground train station.
2. Train line dive cutting.
3. Public open space / tunnel ventilation.
4. Neerigen Brook reintroduced as a living stream.
5. Jull Street Mall.
6. New civic plaza anchoring Jull Street Mall.
7. Retail and mixed use core focussed around Jull Street and new shared streets - car parking provided in basements, decked structures or on rooftop.
8. Education / mixed use.
9. Performing arts centre / mixed use.
10. Activated buildings address Memorial Park.
11. Commercial office core and mixed use including desirable mid block link.
12. Mixed use development.
13. Landscaped plaza surrounds the heritage listed jarrah tree.
14. Landmark building.
15. Landscaped mid block pedestrian links.
16. Desirable shared streets as a mid block link.
17. New Justice Precinct.
18. High density residential development.
19. Desirable pedestrian link / open space.
20. William Street public transit boulevard.
21. New principal shared path.
22. New development addresses Neerigen Brook.
23. Improved landscaping and pathway systems along Neerigen Brook.
24. Landmark Short stay or mixed use development site.
25. Boulevard planting to Armadale Road.
26. Former Post Office activates Jull Street Mall.
27. District Hall upgrade to facility.
28. Streich Avenue to Commerce Avenue bridge investigation.
29. Mixed use development activating the civic plaza.



Figure 41: Preferred scenario indicative concept plan

Figure 2 Armadale Activity Centre Indicative Development Plan: Preferred Scenario

Source: Figure 41 Armadale Activity Centre Structure Plan Report, HASSELL

1.3 Context

Parking supply and management are two variables that significantly influence the mode choices of residents, workers and visitors, and by implication, the amount of vehicle traffic generated by the Structure Plan. It is therefore important that a comprehensive PSMS is developed and applied to the Activity Centre.

The Armadale Activity Centre benefits from having a series of access routes in all directions from the regional road network. Currently the Armadale Activity Centre can be accessed by road in the following ways:

- From Armadale Road via Railway Avenue / Abbey Road, Orchard Road, Church Avenue and Jull Street (left in only).
- From the South West Highway via Hobbs Drive, William Street, Third Road and Fourth Road.
- From Wungong Road via Church Avenue
- Directly from Forrest Road.

Permeability through the Armadale Activity Centre by road is similarly good with Church Avenue, Green Avenue and Commerce Avenue providing strong north – south links. The railway line currently acts as a barrier to connections east-west but the presence of three at grade road crossings minimises the impact on the internal road network.

Existing parking supply and use is reviewed in detail in Section 2 but is generally at-grade and reflects the low-density character of the area. Much of the supply is in private ownership and particularly associated with the two major shopping centres in the City Centre.

Figure 3 indicates that most of the City Centre is within a 10-minute walking distance of the train station. It should also be noted that the planned Byford extension of the Armadale line will see the function of Armadale as an end of line station change reducing the requirements for parking around the station precinct.

Whilst the PTA's station access strategy has yet to be completed for Armadale it is likely that it will become defined as a suburban station and will focus on the potential to increase connectivity through the Structure Plan area by walking and cycling. To align with this approach this PSMS reflects the objective to achieve a greater utilisation of available public transport facilities and services, such as the train station and connections, which is centrally located within the Activity Centre.

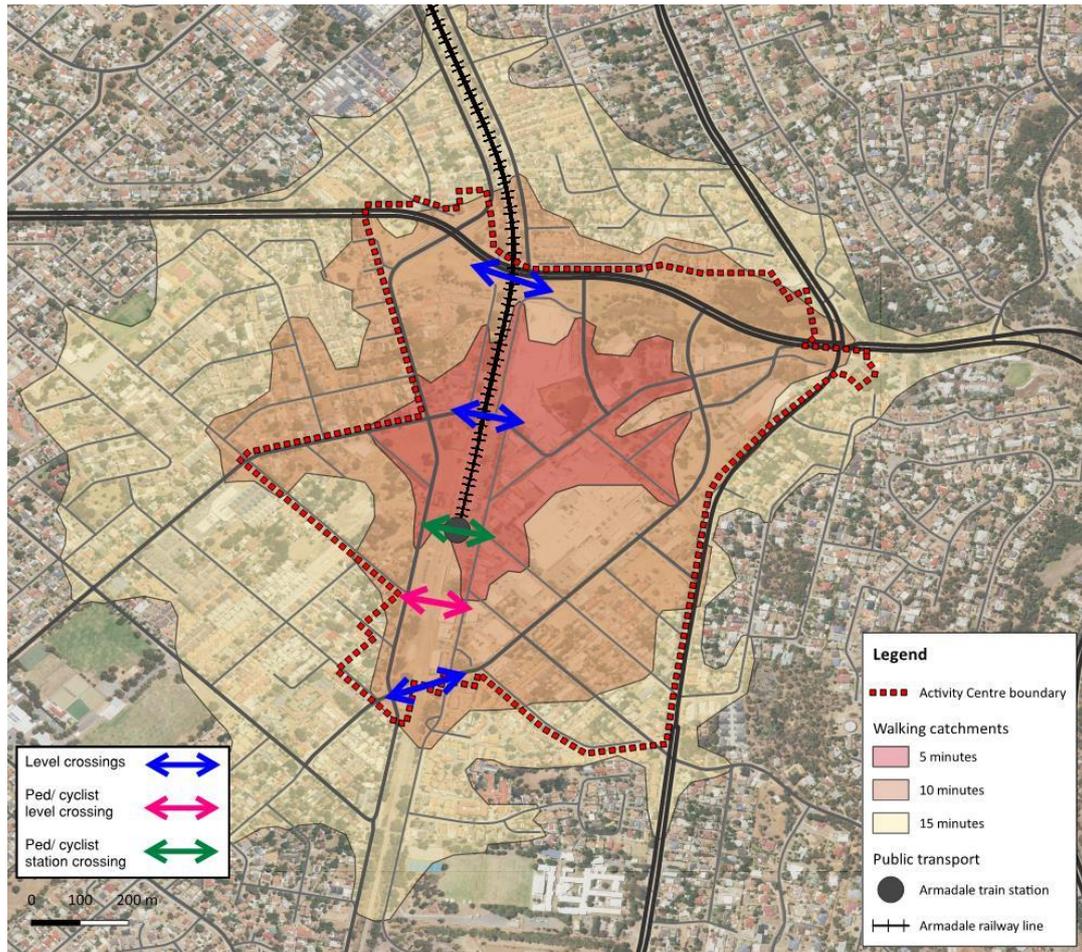


Figure 3 Walking catchments

A PSMS must always suit context, reflecting opportunities to facilitate non-car mode use, and respecting opportunities to access other modes of transport and the overall travel needs of members of the community. Furthermore, a PSMS needs to be sensitive to evolving transport and mobility options, with emphasis particularly on vehicle connectivity, automation, and Mobility-as-a-Service (MaaS). It is critical that suitable monitoring and review mechanism are included within the PSMS. In the future, implementation of this Strategy will enable a much more integrated approach to land development and will help to create a modal shift encouraging the use of public transport.

This PSMS should, therefore, be used in conjunction with the recommendations in the transport assessment, prepared to support the Structure Plan, to consider the following:

- Greater use of alternative, sustainable modes of transport such as walking, cycling, public transport and/or combination by creating improved and inviting environments (lighting, security, permeability) and supporting facilities.
- Improving people's knowledge of the travel choices and providing encouragement to affect travel behaviour change.

- Provision of infrastructure to cater for a wider choice of viable alternatives to car travel.
- Traffic management measures required to maintain access to the Activity Centre.

The remainder of the PSMS is structured as follows:

Section 2 – Existing Conditions

Section 3 – Document Review

Section 4 - Benchmarking

Section 5 – Forecast Structure Plan Development Yields

Section 6 – Activity Centre Parking Requirements

Section 7 – Bicycle Parking and End-of-Trip Facilities

Section 8 – Staging and Adaptability

Section 9 – Management and Enforcement

Section 10 – Compliance.

2 Existing Conditions

The Structure Plan area benefits from a centrally located train station and a highway network that can be accessed from multiple locations. With the changes in land-uses expected within the Activity Centre over the next 25 years, the surrounding road network has the potential to be significantly affected by increases in traffic flows.

Information on car ownership from the 2016 Census identified that 60% of households in the City of Armadale currently have access to two or more cars compared to 57% of households in the Greater Perth area. The implementation of the proposed Structure Plan will seek to change the current profile that over 70% of the City of Armadale's working residents travel outside the area to work. With the Activity Centre being developed as a major employment centre it is expected that both residents and non-residents will need to change their travel patterns. The implications of this will be to establish a PSMS that can adapt to this change and manage the impact that increasing trips to the Activity Centre will have on the demand and supply for parking.

Figure 4 summarises the Main Roads Western Australia road hierarchy and currently the Activity Centre can be accessed by road in the following ways:

- From Armadale Road via Railway Avenue / Abbey Road, Orchard Road, Church Avenue and Jull Street (left in only).
- From the South West Highway via Hobbs Drive, William Street, Third Road and Fourth Road.
- From Wungong Road via Church Avenue
- Directly from Forrest Road.

Permeability through the Armadale Activity Centre by road is similarly good with Church Avenue, Green Avenue and Commerce Avenue providing strong north – south links. The railway line currently acts as a barrier to connections east-west but the presence of three at grade road crossings minimises the impact on the internal road network.

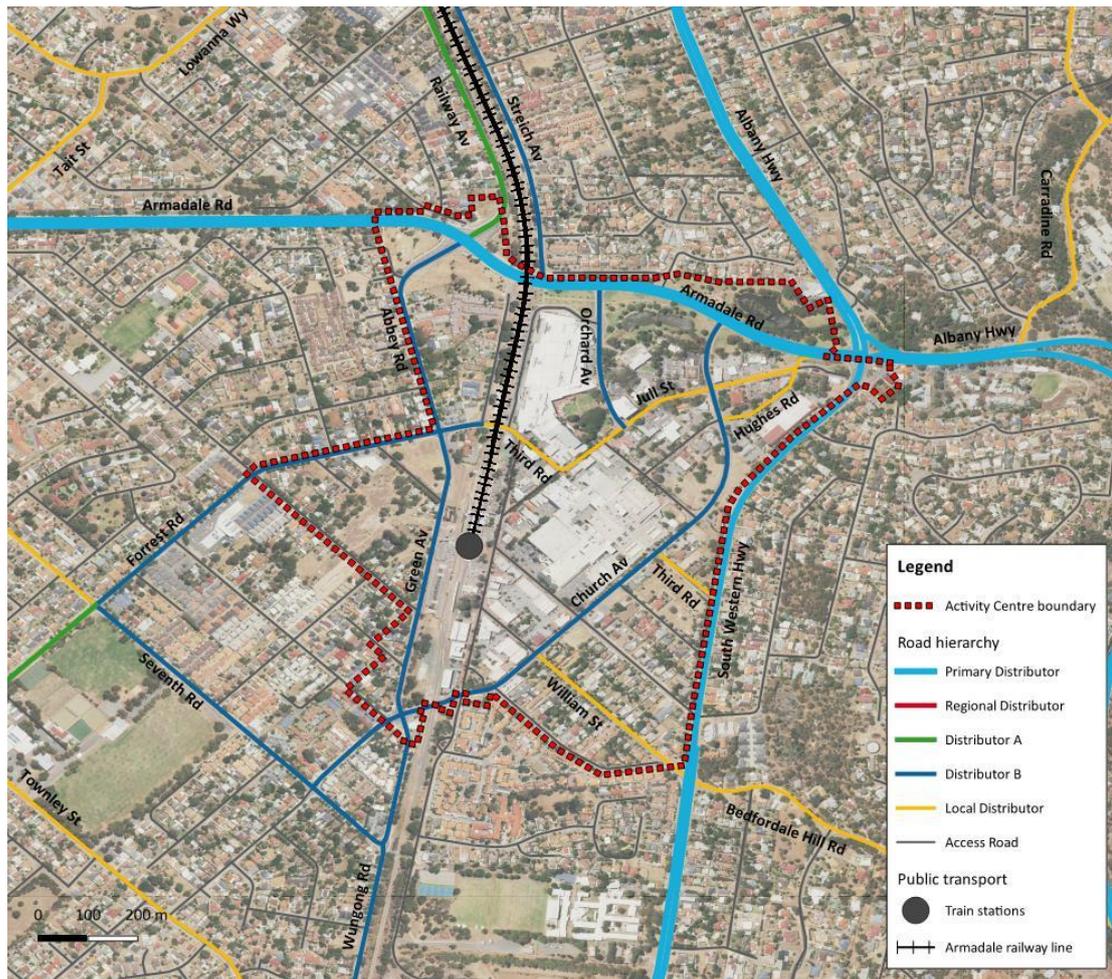


Figure 4: MRWA Road Hierarchy in Armadale Activity Centre

Parking supply in the City Centre has traditionally been based on the needs of individual sites. Generally, supply is at-grade and reflects the low-density character of the area. The exception to this is parking supply associated with the two shopping centres, the courthouse and the City of Armadale's Orchard House and Main Administration Offices located within the Activity centre.

As part of the preparation of this PSMS a thorough assessment of current supply was undertaken. This included:

- On site assessment of current parking supply across the Activity Centre.
- Occupancy and turnover surveys within the Activity Centre.
- Interrogation of available data provided by the City of Armadale

2.1 Current Parking Supply

Table 2 and Table 3 below summarise the existing supply and ownership of parking within the Activity Centre, which identifies that around 70% of the current parking supply is within private ownership. Following an extensive site visit an interactive GIS layer was prepared updating the City of Armadale's current information and documenting a series of site visit photographs.

Table 2 summarises the parking supply locations as recorded by the City of Armadale's base information. The locations of the current parking provision in relation to the proposed Structure Plan precincts are also indicated.

Table 2: Existing Parking Supply in Armadale Activity Centre

Parking Location	Number of Spaces	Relevant Structure Plan Precinct
Church Av	112	Civic / Prospect / City Centre Core
Church Av Shopping Centre	679	City Centre Core
Commerce Av	461	Station Plaza
Fourth Av Shopping Centre	218	City Centre Core
Fourth Rd	176	William
Green Av	208	Station Plaza / City West of Rail
Hobbs Dr	10	William
Hughes Rd	184	City Entrance
John St	4	William
Jull St	615	Civic / Prospect / City Centre Core
Jull St Mall	49	City Centre Core
Jull St Shopping Centre	118	City Centre Core
Neerigen St	77	City Centre Core
Neerigen St Shopping Centre	626	City Centre Core
Orchard Av	20	Civc / City Centre Core
Prospect Rd	142	Prospect
South West Hwy	263	City Entrance (Pioneer World)
Third Rd	61	William
Thomas St	31	William
Tudor Rd	13	City West of Rail
Whitehead St	20	Prospect / City Centre Core
Whitehead St Shopping Centre	381	City Centre Core
William St	179	William
Wungong Road	18	City West of Rail
Estimated total supply*	4,665	

Table 3: Existing Parking Ownership in the Armadale Activity Centre

Ownership	Grand Total
City of Armadale	989
Other	3,222
Rail Reserve	454
Grand Total	4,665

The proposed precincts are shown in Figure 5 and this information indicates that there is currently a concentration of parking around the proposed City Centre Core and Civic Precincts. In addition, there are pockets of car parking provision located at the proposed City Entrance Precinct, adjacent to the Station Plaza Precinct and on street within the William Street Precinct. This arrangement for car parking will change as the development proposals are brought forward.



Figure 5 Structure Plan Precincts

Source: Structure Plan Design Guide, HASSELL

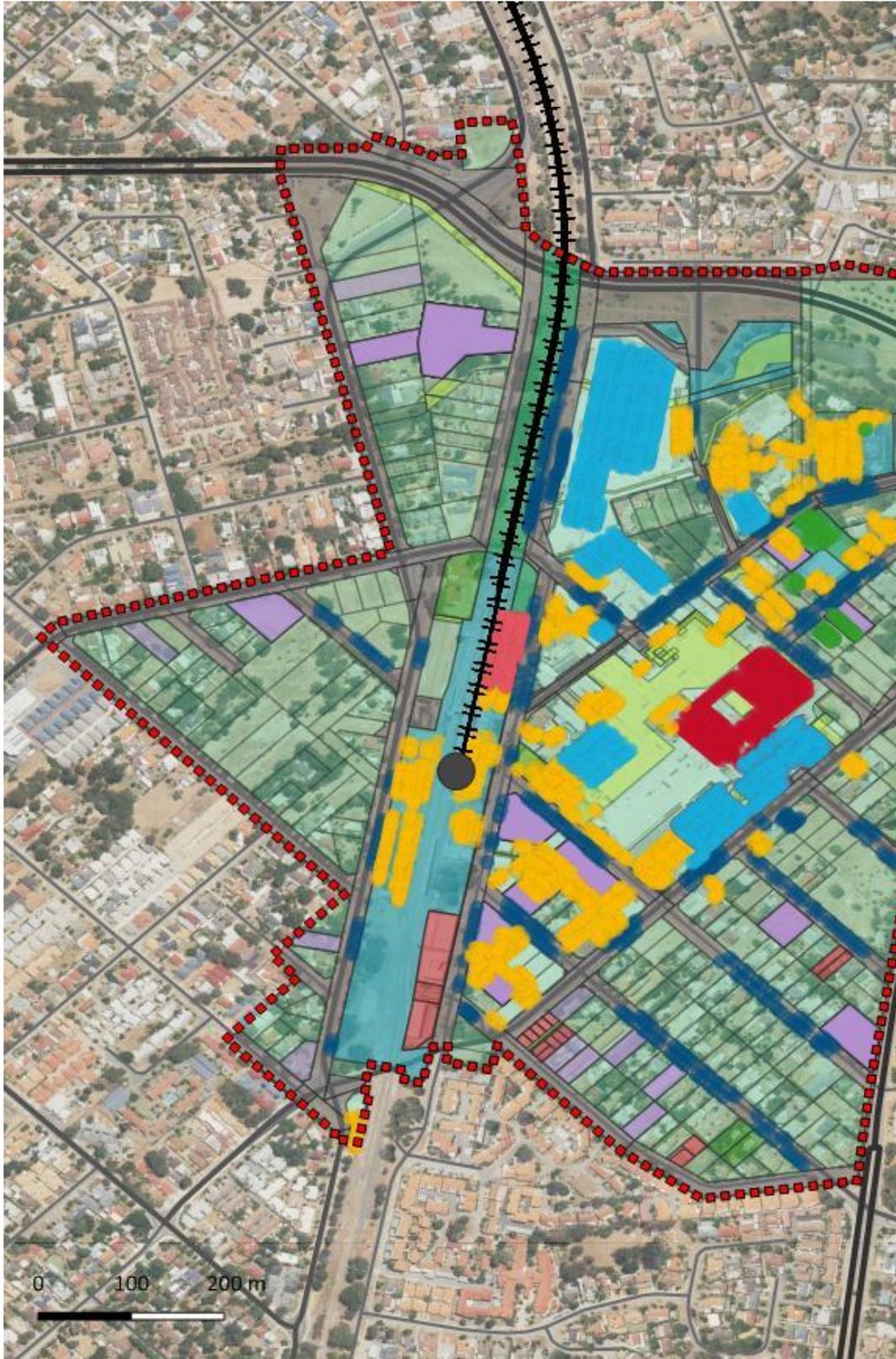


Figure 6 shows a screen shot of the GIS based map layer, which has been provided separately as an electronic file for review.

It is important to note that as part of this exercise an estimate of the parking supply available at both shopping centres was made as it was not possible to

engage with the relevant landowners within the timeframe of the Structure Plan preparation. The parking supply information does not take account of all off street residential car parking provision particularly in areas to the west of the rail line. The implications on residential parking needs to be monitored as the density of households is proposed to change during the lifetime of the Structure Plan.

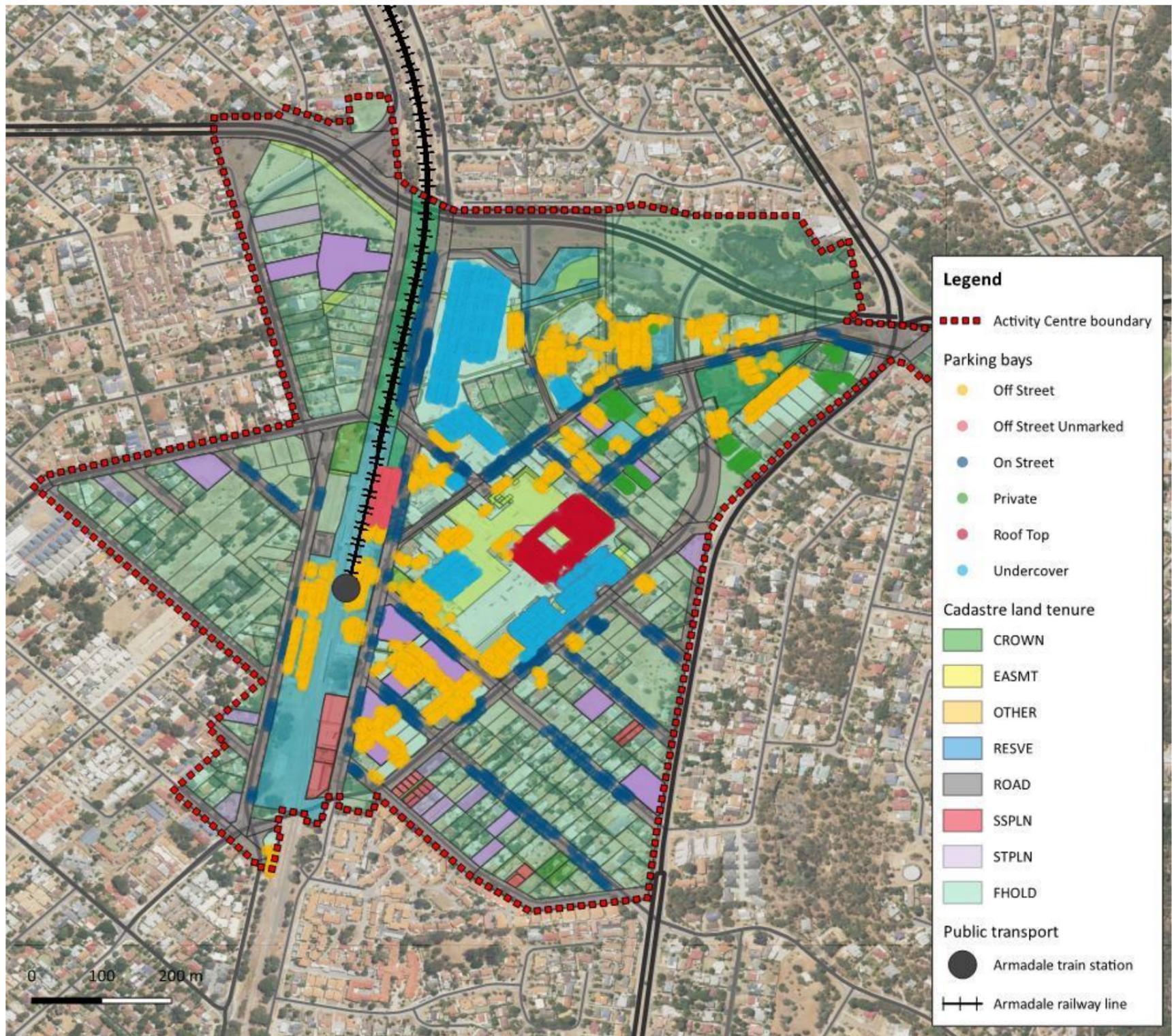


Figure 6: Extract from the GIS Layer created to reflect Existing Type and Location of Parking Supply within the Armadale Activity Centre

2.2 Occupancy and Turnover Surveys

To inform the preparation of this PSMS occupancy and turnover surveys were conducted across a proportion of the study area. Surveys were conducted on Thursday 2 November between the hours of 10:00 and 18:30.

The approach to conducting the surveys was as follows:

- **Occupancy Surveys** - A record of the total number of bays and the total number of spaces unoccupied was recorded at the start time of the survey for each parking area and then at hourly or half hourly intervals until the end time.
- **Turnover Surveys** - For a minimum sample of 5% of the total parking bays in each parking area the length of stay by individual vehicle was recorded throughout the duration of the survey.

The purpose of these surveys was to identify whether the current parking supply was well use and caters for current demand. This would inform the need to increase supply moving forward to support the Structure Plan proposals.

The parking areas surveyed included and are shown in Figure 7:

1. William Street corridor on-street parking.
2. Off Street parking area bounded by Church Avenue, Commerce Avenue and William Street.
3. Off-street parking area bounded by Church Avenue, Commerce Avenue and Fourth Road.
4. Off street parking in the Civic Precinct
5. On street parking in the Civic Precinct (Jull Street)
6. Parking within the area bounded by Thomas Street, Third Road, Church Avenue and South-Western Highway (location of the proposed Justice precinct).
7. Third Road
8. Thomas Street
9. Fourth Road
10. Neerigen Street.

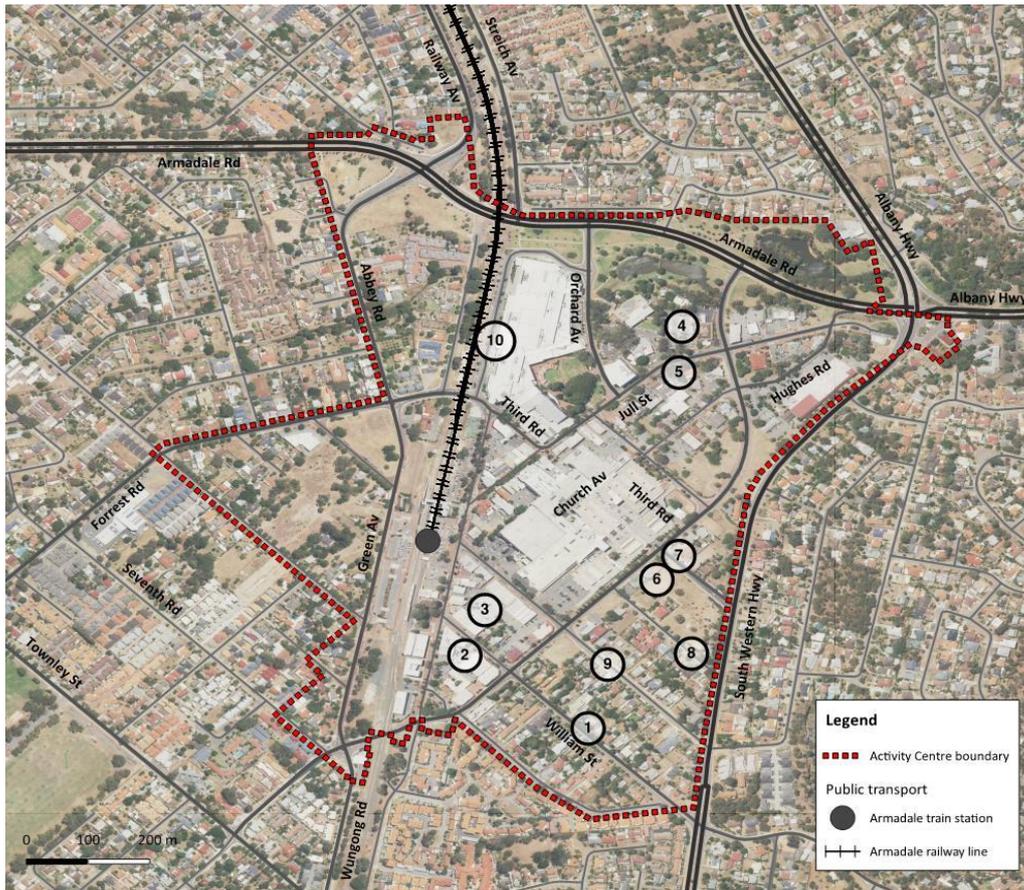


Figure 7 Car Parking Occupancy Survey Locations

Figure 8 summarises the findings of the occupancy surveys. This indicates that all off street parking locations and on street parking surrounding the existing Civic precinct are well utilised. The survey indicated little or no use of on street parking along Third Road and parking utilisation dropped significantly at all locations after 16:00.

The turnover survey was conducted on a sample of the car parking bays within the Activity Centre and sought to identify how frequently bays were being utilised. Table 4 identifies that the turnover rate at the locations surveyed was low and observations confirmed that where parking was time restricted vehicles were not adhering to the relevant limits.

Table 4 Turnover Survey Results

Location	Total Bays Surveys	No. Cars	Turnover
William Street Corridor (On Street)	9	25	2.8
Fourth & William Off street (2 hour)	3	8	2.7
Civic Precinct (90 min bays)	3	6	2.0
Civic Precinct (30 min bays)	3	3	1.0
Thomas Street	5	6	1.2
Fourth Road	11	23	2.1
Neerigen Street (2 hour)	4	5	1.3

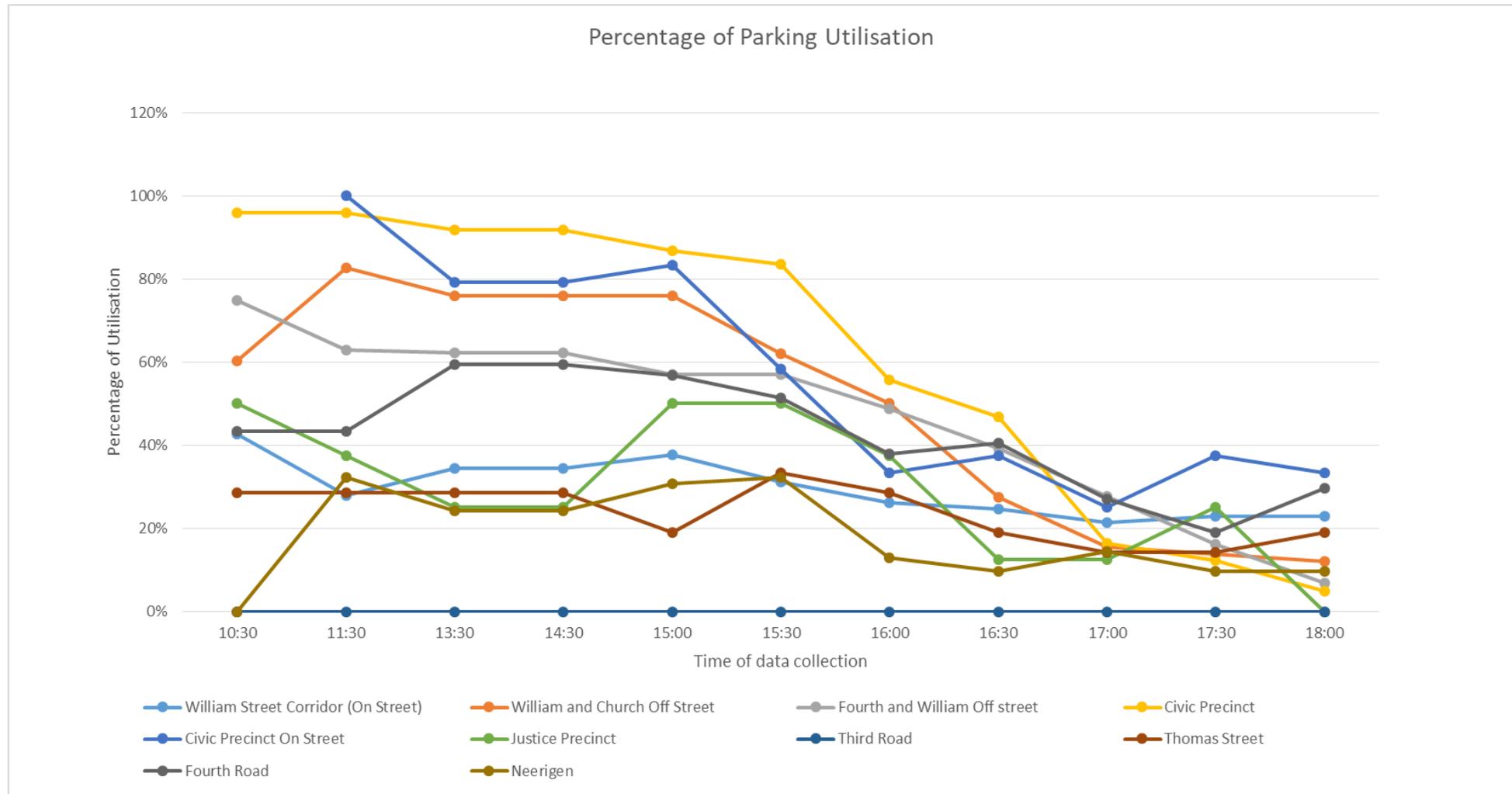


Figure 8: Results of Parking Occupancy Survey

3 Document Review

To inform the preparation of this PSMS the following reference and policy documents were reviewed:

- Parking Guidelines for Activity Centres (Department of Planning, 2016)
- State Planning Policy 4.2 – Activity Centres for Perth and Peel (West Australian Planning Commission, 2010)
- Town Planning Scheme 4 (City of Armadale),
- Armadale Parking Strategy Report (Donald Veal on behalf of City of Armadale, 2004)
- Parking and Parking Local Laws (City of Armadale, 2002)

The documents were used to identify where the current parking strategy in the City may need to change in the future to reflect the scale and form of development proposed as part of the Structure Plan. In particular this strategy considers the need for changes in parking ratios and parking caps to manage the impact of the proposed Activity Centre developments.

3.1 Parking Guidelines for Activity Centres (Department of Planning, 2016)

The Parking guidelines for Activity Centres focus on ways to reduce parking as a way to reduce the impact of traffic on the capacity of the surrounding highway network. As such, parking within the AAC will need to be supplied and managed adequately. The guidelines have set out the following principles below.

- “Ensure that the siting and planning of Activity Centres, and management of travel demand generated by centre development, can be accommodated within the existing and proposed regional road network, especially in peak periods”;
- “Set the maximum quantum and type of parking within a centre so as not to exceed the planned road network capacity”;
- “Adhere to any cap on parking supply for individual sites, precincts or entire centres as adopted by the WAPC or other responsible planning authority”;
- “Planning approvals should identify specific parking types or uses (e.g. visitor, disabled or service/delivery) that must be catered for and the quantum of each type”;
- “Use definitions of parking types and uses that are clear and consistent with existing legislation and planning practice such as those in the Perth Parking Policy”;
- “Planning approvals should distinguish between short stay parking facilities that cater typically for visitors and commuter orientated long stay car parks”;

- “Set aside at least 25 per cent and perhaps as much as 50 per cent, of the parking supply in strategic or specialised centres for public parking. The supply of the public parking component should be mandatory and the private component optional. Cash in lieu of public parking is acceptable when paid to the landowner or the local authority for the exclusive purpose of supplying public parking”;
- “For campus style developments or large-scale subdivisions or developments, land for parking should be retained by the original landowner to ensure that the parking management can be changed over time and parking numbers can be managed within any allocated caps”;
- “Different parking types may be supplied within the one parking facility but the use must conform to the planning approvals”;
- “Parking within centres should be located so that long stay/commuter public parking is located to the edge of a centre, and short stay parking is given priority in central locations close to destinations which attract large numbers of visitors/users”;
- “Staged developments of precincts with allocated parking caps need to demonstrate a reasonable need for the proposed parking even if it does not exceed any caps. While a centre is in transition to its ultimate level of development, temporary car parking facilities may be approved with strict limits on how long they may operate for. These approvals should be made on a case by case basis and the duration limited to discourage delay in investment in permanent parking facilities or public transport improvements”;
- “Landowners that have six or more parking bays on their properties may be required in certain circumstances to develop and maintain a parking management plan, including pricing strategies; Consideration should be given to exemptions from the need for parking management plans. Guidance on exemptions can be obtained from the Perth Parking Management Area in regard to fee exempt parking, including private residential parking”;
- “As part of planning approvals, medium and large developments should be required to develop and implement travel plans in accordance with the Activity Centre Structure Plan. Draft travel plans would be required for all development applications for the construction or occupancy of significant buildings”; and
- “Residential parking must be used for residential purposes only.”

3.2 State Planning Policy 4.2 – Activity Centres for Perth and Peel (West Australian Planning Commission, 2010)

These Guidelines set out an approach to planning parking provisions for major Activity Centres designated as Strategic Metropolitan Centres and Specialised Centres in ‘State Planning Policy 4.2 Activity Centres for Perth and Peel’.

The outcomes sought from the Guidelines (Section 4 Objectives) include:

“To influence where, when and who uses parking and therefore the road network, to favour those who do not have realistic options for walking, cycling, ride sharing or public transport particularly in peak times”;

“To ensure that private vehicle access to Activity Centres, especially Strategic and Specialised Centres, does not expand to exceed the capacity limits of the existing and planned local and regional road network in the proximity of centre”;

“To manage parking so as to allow major centres to grow beyond the limits that would otherwise be imposed by congestion on the road network caused by private low-occupancy vehicles”;

“To encourage efficient use of available parking resources and minimise investment in parking”;

“To ensure access to specific destinations of critical community importance such as hospitals, universities and employment hubs”;

“To identify the real costs of the provision and management of parking to enable user pay commitments”;

3.3 City of Armadale Town Planning Scheme (Date)

The City of Armadale’s town planning scheme helps to provide general policies for guiding and controlling development in new Urban Development Areas, identified by areas of specific uses. Schedule 7A and 7B of the Town Planning Scheme sets out the current car and cycle parking standards by land use.

3.4 2004 Armadale Parking Strategy Report

The current parking strategy was completed for the City in 2004. This report stated that parking is supplied upon a demand/ supply basis, aimed to provide adequate parking for specified developments.

This report included a parking utilisation survey and found that there was adequate parking available in the city centre on a normal weekday, with parking closest to retail and commercial developments utilised and those further away, significantly underutilised.

The report also identified that *“the City Centre is dominated by car parks with large open highly visible areas often with little parking activity on the fringes. There are few pedestrian facilities through these car parks and the large number of car park accesses is, in some cases, detrimental to pedestrian amenity.”*

The recommendations made within the previous parking strategy are summarised in Table 5.

Table 5 Actions from Previous Parking Strategy

No.	Action	Whom by
1	Discussions with PTA re Bus Terminal location, and operation and management of Park and Ride car parks.	ARA/ City of Armadale
2	Review parking enforcement. Appoint extra ranger to increase man hours available for City Centre.	City of Armadale
3	Commence discussions with private landowners re management and enforcement of existing private car parks.	City of Armadale
4	Discussions re Council becoming car park manager for parking bays in new developments.	ARA/ City of Armadale
5	Adoption of Trip End Bicycle facilities requirements in new developments.	ARA
6	Changes to Armadale Redevelopment Authority Scheme text.	ARA
7	Negotiations with Shopping Centre owners re provision of Bicycle facilities for use by their staff and others.	ARA/ City of Armadale
8	Armadale Redevelopment Authority /Council to prepare list of parking improvements and other transport actions for funding from cash in lieu payments.	ARA/ City of Armadale
9	Prepare car park signing schedule to improve public knowledge of parking areas.	ARA/ City of Armadale in co-operation with private car park owners
10	Progress planning to provide public parking facilities as part of the development of the office buildings at the Station and on Church Av.	ARA/ City of Armadale
11	Ensure all development applications support both the parking initiatives and alternative transport goals of public transport, walking and cycling.	ARA/ City of Armadale
12	Maximise on street parking in all designs.	City of Armadale
13	Commence discussions with PTA re bus routes in City Centre.	ARA/ City of Armadale
14	Prepare long term implementation plan for introduction of parking fees.	City of Armadale
15	Undertake more targeted survey of demand for secure parking for employees.	City of Armadale
16	Commence changes on the ground in line with starter packages of schemes outlined for each precinct in section 7.2.	ARA/ City of Armadale
17	Underpin the parking strategy with a transport strategy detailing initiatives to ensure buses penetrate the CBD in a meaningful way and the pedestrian and cycle links to and within the CBD enhance its quality.	ARA/ City of Armadale

The recommendations of the previous parking strategy have been used to help inform the preparation of this PSMS which should be read in conjunction with the recommendations outlined in the Structure Plan transport assessment.

4 Benchmarking Assessment

A benchmarking assessment was completed in order to illustrate a comparison of parking standards within various Local Government Areas (LGA's) situated in metropolitan Perth. Based on State Planning Policy 4.2 the LGA comparisons were identified to reflect areas within the metropolitan context that are also designated as strategic centres as shown in Figure 9. Whilst the scale and maturity of each centre varies all were included in the assessment for completeness.

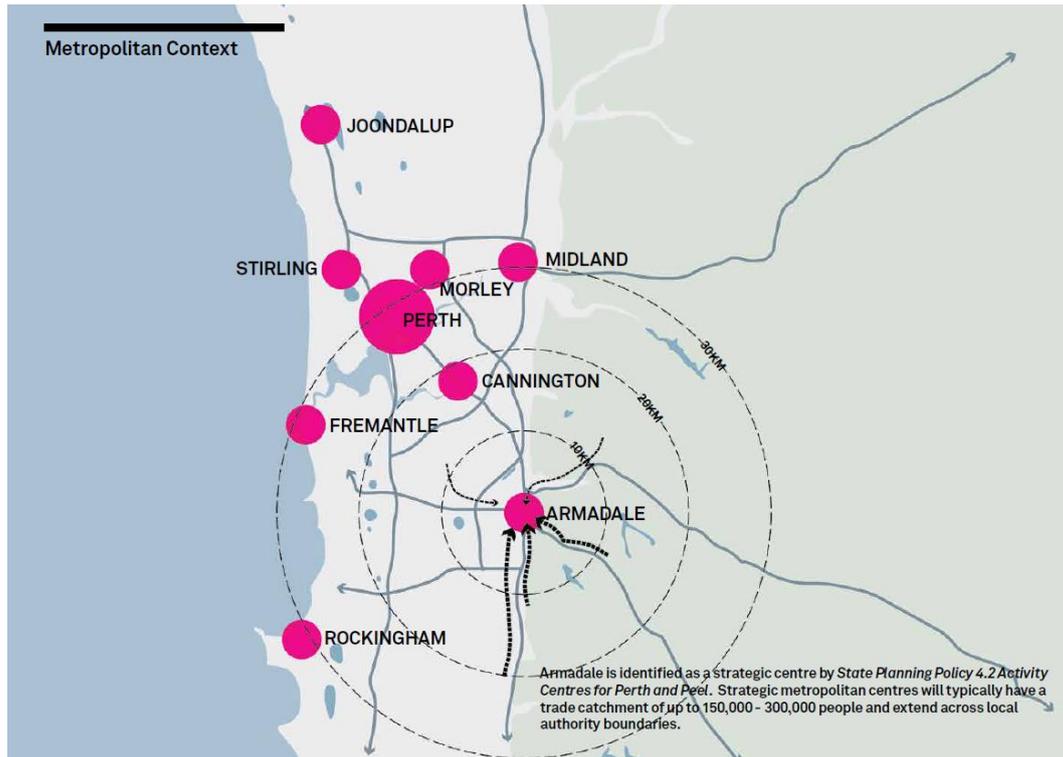


Figure 9: Strategic Metropolitan Centres

Source: HASSELL

Table 6 and Table 7 illustrate this comparison for both vehicle and bicycle parking. The tables indicate minimum parking rates utilised for residential and non-residential land-uses and the approach adopted in relation to proposed shortfalls or reductions in car parking. Details of all parking standards for each LGA is provided in Appendix A. This information was used when considering changes to the current parking rates for all land uses proposed within the Structure Plan.

The Structure Plan and background reports (prepared by Hassell and Syme Marmion & Co) compares the maturity of the Armadale Activity Centre with other strategic metropolitan centres but a summary of this context for a selection of the centres is provided within Table 6.

It was noted that limited information on bicycle parking requirements was publicly available for some centres. Where available this information is provided in Table 7.

Table 6: Summary of car parking provisions requirements (residential and non-residential developments)

City Centre	Residential car parking rates	Non-residential car parking rates	Approach to shortfall/ reduction in parking								
<p>City of Armadale:</p> <table border="1"> <tr> <td>Population (Activity Centre)</td> <td>456</td> </tr> <tr> <td>Dwellings (Activity Centre)</td> <td>236</td> </tr> <tr> <td>Retail Floor space (m²)</td> <td>52,666</td> </tr> <tr> <td>Office Floor space (m²)</td> <td>12,466</td> </tr> </table>	Population (Activity Centre)	456	Dwellings (Activity Centre)	236	Retail Floor space (m ²)	52,666	Office Floor space (m ²)	12,466	Based on the R Codes, minimum number of parking bays is between 1-1.25 parking bays per dwelling unit and 0.25 visitor bays per dwelling.	Office space: 3 spaces per 100m ² Net Leasable Area (NLA) Shops: generally, 4 spaces per 100m ² NLA Civic and community use 1 space for every 5 persons the facility is designed to accommodate Currently there are no specified rates for tertiary education	Where it is likely there will be a sharing of public parking facilities by uses with significantly different peak demand times, the cash-in-lieu contribution in respect of requisite numbers of bays may be reduced by up to 50%. The City may agree to a reduction in the number of on-site bays based on shared use of parking facilities.
Population (Activity Centre)	456										
Dwellings (Activity Centre)	236										
Retail Floor space (m ²)	52,666										
Office Floor space (m ²)	12,466										
<p>City of Canning (Cannington)</p> <table border="1"> <tr> <td>Population (Activity Centre)</td> <td><i>Not available</i></td> </tr> <tr> <td>Dwellings (Activity Centre)</td> <td><i>Not available</i></td> </tr> <tr> <td>Retail Floor space (m²)</td> <td>170,000*</td> </tr> <tr> <td>Office Floor space (m²)</td> <td>11,368</td> </tr> </table>	Population (Activity Centre)	<i>Not available</i>	Dwellings (Activity Centre)	<i>Not available</i>	Retail Floor space (m ²)	170,000*	Office Floor space (m ²)	11,368	Based on the R Codes, minimum number of parking bays is between 1-1.25 parking bays per dwelling unit and 0.25 visitor bays per dwelling.	Town Planning Scheme currently states: Office: 1 space per 30m ² gross floor area (GFA) except for areas open to the public which are subject to a rate of 1 space per 15m ² Shops: minimum 6 spaces per 100m ² NLA for floor space >1500m ² and minimum 5 spaces per 100m ² NLA for floor space <1500m ² Public amusement 1 space per 4 persons the building is designed to accommodate Community use – to be agreed with council Education: 1 space per employee plus parking for students to be negotiated <i>The Canning City Centre Movement Access and Parking Strategy recommends the following rates:</i> Office: 1.5 spaces per 100m ² NLA with 50% shared or public target Shops 4.2 spaces per 100m ² NLA Public amusement 1 space per 8 persons the building is designed to accommodate Community use – 1 space per 50m ² NLA Education 0.6 spaces per employee plus parking for students to be negotiated	Cash in lieu, reciprocal parking
Population (Activity Centre)	<i>Not available</i>										
Dwellings (Activity Centre)	<i>Not available</i>										
Retail Floor space (m ²)	170,000*										
Office Floor space (m ²)	11,368										
<p>City of Fremantle</p> <table border="1"> <tr> <td>Population (Activity Centre)</td> <td>1,781</td> </tr> <tr> <td>Dwellings (Activity Centre)</td> <td>1,075</td> </tr> <tr> <td>Retail Floor space (m²)</td> <td>81,330</td> </tr> <tr> <td>Office Floor space (m²)</td> <td>77,231</td> </tr> </table>	Population (Activity Centre)	1,781	Dwellings (Activity Centre)	1,075	Retail Floor space (m ²)	81,330	Office Floor space (m ²)	77,231	Based on the R Codes, minimum number of parking bays is between 1-1.25 parking bays per dwelling unit and 0.25 visitor bays per dwelling.	Office space: 1 per 30m ² Gross Leasable Area Shops: range from 1 per 16m ² NLA for shopping centres under 5000m ² GLA to 20m ² NLA No parking standards specified for civic and community uses Tertiary education: 1 space per teaching room or 1 space per 6 students	Cash in lieu, reciprocal parking
Population (Activity Centre)	1,781										
Dwellings (Activity Centre)	1,075										
Retail Floor space (m ²)	81,330										
Office Floor space (m ²)	77,231										
<p>City of Joondalup</p> <table border="1"> <tr> <td>Population (Activity Centre)</td> <td>3,159</td> </tr> <tr> <td>Dwellings (Activity Centre)</td> <td>1,610</td> </tr> <tr> <td>Retail Floor space (m²)</td> <td>100,831</td> </tr> <tr> <td>Office Floor space (m²)</td> <td>107,051</td> </tr> </table>	Population (Activity Centre)	3,159	Dwellings (Activity Centre)	1,610	Retail Floor space (m ²)	100,831	Office Floor space (m ²)	107,051	Dwelling: Minimum rates as specified in the R Codes Multiple Dwellings: Minimum of 1 bay/dwelling Grouped Dwellings: Minimum of 2 bays/dwelling (applies across Joondalup Activity Centre)	Minimum of 3 bays/100m ² NLA applies to central districts of City Centre 5 bays per 100m ² NLA for shopping centres under 30,000m ²	The City will accept cash in lieu of up to 25% of the required on-site bays at the full scheduled amount. The City will accept cash in lieu of up to 50% of the required off-site bays at the full scheduled amount.
Population (Activity Centre)	3,159										
Dwellings (Activity Centre)	1,610										
Retail Floor space (m ²)	100,831										
Office Floor space (m ²)	107,051										
<p>City of Mandurah</p> <table border="1"> <tr> <td>Population (Activity Centre)</td> <td>337</td> </tr> <tr> <td>Dwellings (Activity Centre)</td> <td>230</td> </tr> <tr> <td>Retail Floor space (m²)</td> <td><i>Not available</i></td> </tr> <tr> <td>Office Floor space (m²)</td> <td><i>Not available</i></td> </tr> </table>	Population (Activity Centre)	337	Dwellings (Activity Centre)	230	Retail Floor space (m ²)	<i>Not available</i>	Office Floor space (m ²)	<i>Not available</i>	Minimum of 1 bay per 100m ² of NLA applies to Mandurah Activity Centre	Minimum rates range from 1 – 3 bays per 100m ² of NLA applies to Mandurah Activity Centre Proposed 4-5 bays per 100m ² of NLA for City Centre.	Minimum cash in lieu payment of \$30,000 is required for all precincts. Heritage sites are excluded from the clause.
Population (Activity Centre)	337										
Dwellings (Activity Centre)	230										
Retail Floor space (m ²)	<i>Not available</i>										
Office Floor space (m ²)	<i>Not available</i>										

City Centre	Residential car parking rates	Non-residential car parking rates	Approach to shortfall/ reduction in parking								
City of Swan (Midland) <table border="1"> <tr> <td>Population (Activity Centre)</td> <td>571</td> </tr> <tr> <td>Dwellings (Activity Centre)</td> <td>347</td> </tr> <tr> <td>Retail Floor space (m²)</td> <td>91,493</td> </tr> <tr> <td>Office Floor space (m²)</td> <td>56,552</td> </tr> </table>	Population (Activity Centre)	571	Dwellings (Activity Centre)	347	Retail Floor space (m ²)	91,493	Office Floor space (m ²)	56,552	1 bay per dwelling (based on maximum parking rates proposed in DoT Activity Centres Parking Discussion Paper)	3-4 bays per 100m ² based on maximum parking rates proposed in DoT Activity Centres Parking Discussion Paper	Currently reciprocal parking, proposed cash in lieu to be implemented. Construction Cost of \$31,000 per bay for a multi-level-above-ground car park.
Population (Activity Centre)	571										
Dwellings (Activity Centre)	347										
Retail Floor space (m ²)	91,493										
Office Floor space (m ²)	56,552										
City of Bayswater	1 parking bay per dwelling if located within 800m of a high frequency rail line or within 250m of a high frequency bus route. If this requirement is not met and the dwelling contains 2 or more bedrooms, 2 parking bays is adequate.	Ranges from 1 bay per 50m ² NLA to 1 bay per 10m ² NLA depending on land use	The Council may relax the parking requirements at their discretion subject to a number of conditions found in Subclause 4.6.4 of the City of Bayswater Town Planning Scheme No 23 – Morley City Centre Scheme								
City of Rockingham <table border="1"> <tr> <td>Population (Activity Centre)</td> <td>4,789</td> </tr> <tr> <td>Dwellings (Activity Centre)</td> <td>2,892</td> </tr> <tr> <td>Retail Floor space (m²)</td> <td>Not available</td> </tr> <tr> <td>Office Floor space (m²)</td> <td>Not available</td> </tr> </table>	Population (Activity Centre)	4,789	Dwellings (Activity Centre)	2,892	Retail Floor space (m ²)	Not available	Office Floor space (m ²)	Not available	1 parking bay per dwelling if located within 800m of a high frequency rail line or within 250m of a high frequency bus route. If this requirement is not met and the dwelling contains 2 or more bedrooms, 2 parking bays is adequate	Minimums from 1 bay per 80m ² NLA to 1 bay per 14m ² NLA, maximums from 1 bay per 60m ² NLA to 1 bay per 11m ² NLA depending on land use	Cash in lieu, reciprocal parking
Population (Activity Centre)	4,789										
Dwellings (Activity Centre)	2,892										
Retail Floor space (m ²)	Not available										
Office Floor space (m ²)	Not available										
City of Stirling <table border="1"> <tr> <td>Population (Activity Centre)</td> <td>Not available</td> </tr> <tr> <td>Dwellings (Activity Centre)</td> <td>Not available</td> </tr> <tr> <td>Retail Floor space (m²)</td> <td>100,000*</td> </tr> <tr> <td>Office Floor space (m²)</td> <td>43,511</td> </tr> </table>	Population (Activity Centre)	Not available	Dwellings (Activity Centre)	Not available	Retail Floor space (m ²)	100,000*	Office Floor space (m ²)	43,511	Based on the R Codes, minimum number of parking bays is between 1-1.25 parking bays per dwelling unit and 0.25 visitor bays per dwelling. (applies to both the Core and Outer areas of the City of Stirling)	Ranges from a minimum of 1.25 bays/100m ² to a maximum of 2.5 bays/100m ² of non-residential floor space (applies to City of Stirling Core and Outer Areas)	Cash in lieu for up to 20% of minimum bay requirement (to meet the cost of public parking bays)
Population (Activity Centre)	Not available										
Dwellings (Activity Centre)	Not available										
Retail Floor space (m ²)	100,000*										
Office Floor space (m ²)	43,511										
City of Perth	Ranges from a minimum of 1 bay per dwelling to a maximum of 2 bays per dwelling (varies depending on area within City of Perth)	Maximum of less than 1 bay per 100m ² of site area (applies across Perth Local Government Authority)	Reciprocal/ Combined parking arrangements considered by Council Shortfall may be considered, if developer can demonstrate that nearby off-street parking facilities are available to cater for parking requirements								

Table 7: Summary of bicycle parking provision requirements (residential and non-residential developments)

City Centre	Residential bicycle parking rates	Non-Residential bicycle parking rates	End of trip facility requirement
City of Armadale	1 resident space per 4 habitable rooms plus 1 visitor space per 16 habitable rooms	1 bay per 100m ² NLA	Broken down by Class 1-3
City of Canning (Cannington)	1 space to 3 dwellings for residents and 1 space to each 10 dwellings.	From 0.1 – 0.6 bays per 100m ² NLA depending on land use	Bicycle locking facilities required for non-residential developments only
City of Fremantle	1 space to 3 dwellings for residents and 1 space to each 10 dwellings.	Office: ranges from 1 per 200m ² to 1 per 750m ² NLA Shop: ranges from 1 per 300m ² to 1 per 500m ² GLA Public amusement: 2 plus 1 per 50m ² GLA Tertiary education ranges from 1 or 2 per 100 FTE students	Dedicated bike parking within 50 meters of every shop, reserve, recreation and community facility. New and significant property developments in Fremantle are required to incorporate bike racks and EOT facilities. Any new commercial use class development should include shower and change facilities (City of Fremantle Local Bicycle Plan 2014-2018)
City of Mandurah	Nil	Minimum of 0.2 spaces per 100m ² above 1000m ² of NLA	1 shower for sites with 3-5 bays male and 1 female shower for sites with 6-10 bays male and 2 female showers for sites with 11-20 bays 2 male and 2 female showers + additional male and female shower for every additional 10 bays for sites above 20 bays Locker shall be provided for every bay provided
City of Stirling	Minimum of 1 space per dwelling unit	Minimum rates range from 0.25-0.75 spaces per 100m ² of net leasable area	Minimum of one female and one male shower. Additional shower facilities are required at rate of 1 female and 1 male shower for every additional 10 bays Locker shall be provided for every bay provided
City of Perth	Multiple Dwelling: Minimum of 1 bay per every 3 units	Minimum of 0.2 bays per 100m ² of gross floor area	Minimum of two female and two male showers for the first 10 bicycle bays. Additional shower facilities are required at rate of 1 female and 1 male shower for every additional 10 bays. A locker must be provided for every bay provided

5 Forecast Development Yields

Table 8 shows the indicative land use forecast within the Armadale City Centre with Figure 2 illustrating the location of the proposed land-use developments. Figure 2 depicts the preferred scheme which includes provision for the rail line and platforms to be relocated underground to improve connectivity across the Activity Centre and allow development above. The forecast yields were generated by Hassell and subsequently endorsed by City of Armadale but may be subjected to change over time in accordance with market conditions and lodgement of individual Development Applications (DA's). Detailed information on the dwelling types proposed within the Structure Plan have not yet been formalised.

The expected land use yields were split based upon expected full build out and build out over the next 25 years.

Table 8 Proposed Land Use Yield for Armadale Activity Centre

Land Use	Expected Full Build Out (m ²)	Expected 25 Year Build Out (m ²)	Percentage of Full Build-Out
Residential	5,400 (dwellings)	2,700	50%
Retail	140,000	98,000	70%
Office	270,000	135,000	50%
Education	32,000 equivalent to 1,600 FTE	32,000	100%
Civic	30,000	30,000	100%

Figure 2 indicates potential locations for public car parks. The provision of public car parks within the Activity Centre allows the way vehicle trips access the Activity Centre to be managed and also has the potential to introduce shared / reciprocal parking for specific land uses. Both of which help to limit the space utilised for parking. Figure 2 shows car parking could be provided for the retail and mixed-use core as basements or on rooftops (in line with current provision).

The retention of an at grade car park accessed via Orchard Street and Jull Street follows the principles of the DoT guidance that public parking provision should be at the periphery of Activity Centres.

6 City of Armadale Parking Standards and Requirements

6.1 Overview

The 2004 parking strategy report identified that there was a relatively high supply of parking within the Armadale Activity Centre with respect to the level of development. It also indicated parking was underutilised within areas further away from retail and commercial developments. It was also noted that the time-limited parking was not being stringently enforced within the City

This conclusion was also drawn from the findings of the occupancy and turnover surveys undertaken as part of this PSMS and analysis of parking infringement data provided by the City of Armadale. The base premise of this PSMS is therefore to better align the supply of parking to future land use demands.

Recommendations for parking standards in the Armadale City Centre are proposed to be in accordance with the relevant clauses in:

- State Planning Policy 3.1 (Residential Design Codes): and
- City of Armadale Town Planning Scheme No.4.

However, recommendations on amendments to the parking standards within this PSMS are also based on the benchmarking and document review completed as well as the Structure Plan vision to create a connected, sustainable, efficient and convenient network for all modes of travel. The objectives for the transport network are:

- Advocate for an underground passenger rail as the spine of a seamless public transit network.
- Enable Seamless modal interchange provision.
- Promote additional cross-rail links.
- Improve wayfinding and access to the city centre.
- Provide an integrated mesh of safe active transit links.
- Improve pedestrian priority and experience in the city centre.

Recommendations on development access and parking provisions within this PSMS are based on following the design guidelines for the Structure Plan:

- Individual site access should be arranged to promote greater pedestrian and cycle priority throughout the city centre while providing safe and convenient access to each site.
- Access points for vehicles will be located so as to be discrete elements within the built environment and respond to any requirements for primary regional road functionality.

- On-site parking can be located underground or above ground within a structure. At grade car parking should be limited to enable delivery of intended landscape and communal open space outcomes.

This section of the PSMS provides detailed information with respect to the supply of parking for both residential and non-residential parking (including visitor), bicycle parking and end-of-trip facilities, parking management, adaptability and compliance. Proponents must satisfy the provisions of the PSMS as part of development applications and are encouraged to consult with the city regarding the particulars of their development pre-lodgement of a Development Application.

The PSMS prescribes limits to parking supply based on forecast land use yields. While the specific mix of land use may change in the future, contingent on market conditions, parking supply may not as it is tied to vehicle trip cap forecasts for the Activity Centre to limit impacts on the wider road network.

6.2 Residential Parking Requirements

Residential parking requirements are subject to contain a minimum parking standard with respect to Residential Design Codes. From the Residential Design codes, it has stated that for residential lots which contain 40 or more dwelling units per hectare, the number of allowed parking bays is based upon location and dwelling size as depicted within Table 9.

Table 9: Number of Residential Parking bays per dwelling (Source: Residential Codes)

Plot ratio Area & multiple type dwelling	Number of Parking Bays under Criteria A	Number of Parking Bays under Criteria B
Less than 110m ² and/ or 1 or 2 bedrooms	1	1.25
Greater than 110 m ² and/ or 3 or more bedrooms	1.25	1.5
Visitor Car Parking spaces	0.25	0.25

Source: Section C3.1 State Planning Policy 3.1 Residential Design Codes

Criteria A –Location within 800m of a high frequency rail line and/ or within 250m of a high frequency bus route.

Criteria B – Not near public transport.

The development of the Structure Plan is currently based on an average residential dwelling size equivalent to 85m² and the majority of the Activity Centre is located within 800m of the train station.

The principles for residential car parking provision are as follows:

- 1 bay per dwelling in line with the R-code Clause 6.3.3 Criteria A (ie properties within 800m of a high frequency rail line and/ or within 250m of a high frequency bus route) for all developments.
- Average parking supply to be calculated across an entire development.

- All parking proposed for a development must be provided off-street with dedicated access.
- Unbundling of tenant parking from the sale of units is encouraged. In these cases, bodies corporate shall retain responsibility for ongoing reallocation and sales of surplus parking.

6.3 Non-Residential Parking Requirements

Based on the main land uses proposed within the Structure Plan non-residential parking standards are shown within Table 10 below. The change compared to the rates specified within the current City of Armadale Town Planning Scheme 4 are also show.

A proposed capped rate of 1 space per 45m² for the Activity Centre is identified for office and retail uses. This could either apply to all floor space or to the proposed increase in floor space only.

Rates for Tertiary education uses are not currently reflected in the Town Planning Scheme so the benchmarking exercise was used to identify an appropriate rate for this land use.

All other car parking rates shall be provided per the City of Armadale Town Planning Scheme No. 4.

The principles for non-residential car parking provision are as follows:

- Reduction in car parking supply will be supported based on shared / reciprocal parking for retail and office uses due to different peak periods.
- A minimum 10% of commercial/office and 50% of retail parking shall be designated publicly-available.

Table 10 Non-Residential Parking Bay Requirements

Land-Use	Proposed Parking Standard	Current Parking Standard
Retail	1 space per 45m ²	6 spaces per 100m ²
Office	1 space per 45m ²	3 spaces per 100m ²
Education	15 bays per 100 FTE (staff and students)	n/a
Civic & Community	1 space per 50m ²	1 space for every 5 persons the facility is designed to accommodate

6.4 Structure Plan Parking Requirements

The parking requirements for both the proposed full build out and expected 25-year build out has been determined using proposed parking standards. Table 11 demonstrates the maximum number of parking bays proposed.

Table 11 Structure Plan Parking Bay Requirement

Land Use	Parking Requirement	Parking bays (25 year build out)	Parking bays (full build out)
Residential	1 parking bay per dwelling	2,700	5,400
Retail	1 spaces per 45m ²	2,180	3,110
Office	1 spaces per 45m ²	3,000	6,000
Education	15 bays per 100 FTE	240	240
Civic	1 space per 50m ²	600	600
Grand Total		8,720	15,350

6.5 Shared/ reciprocal parking

Shared and reciprocal parking is a mechanism to improve the efficiency of parking use. Shared parking refers commonly to parking supplied to serve a single development that accommodates multiple uses. It anticipates that demand for access to parking for specific land uses will occur at different times of the day and/or days of the week. Under these circumstances, parking supplied primarily for individual land uses becomes available for other land uses when peaks do not coincide.

For example, typical retail and commercial/office uses have different peaks in parking demand. Retail peaks tend to occur in evenings and on weekends while commercial/office peaks occur between around 10am and 3.30pm. The different peaks allow some sharing of parking supply.

Reciprocal parking functions similarly, involve operational agreement (and legal basis, for the comfort of signatories), between adjoining developments.

For the Activity Centre, both shared and reciprocal parking arrangements for non-residential parking supply (tenant or visitor) are encouraged. Proponents must satisfy City of Armadale that parking provisions meet the intent of this PSMS through planning justification.

In such cases as City of Armadale accepts a reciprocal parking arrangement, access to parking between lots must be preserved through a covenant on title or similar legal agreement.

6.6 On-street parking

The City of Armadale will mark and administer kerbside parking areas within the Activity Centre, which will be subject to dwell time limits (long-stay parking will be prohibited). It is recommended that an on-street parking plan incorporating recommended parking limits be developed subsequent to this PSMS.

6.7 Residential permits

Typically, residential parking permits are issued to occupiers of dwellings (on application), to allow access to (but not guarantee) kerbside parking spaces in the

vicinity of their homes. Sometimes, permit schemes extend to issuance of passes for visitors, which residents can loan when someone visits their home.

Permit schemes can apply at all times or during specific periods (e.g. between the hours of 8pm and 8am). Often, tenant permits will be issued at a rate of one per dwelling up to a prescribed maximum, which accords with the maximum kerbside space available in the area subject to the scheme, allowing for some visitor space.

Permit schemes serve two purposes: providing local home occupiers quasi-privatised access to kerbside space and/or allowing for car ownership and storage for older developments that do not feature off-street parking areas. In practice, permit schemes make availability of kerbside space more exclusive, are inflexible for mobility services (such as one-way and two-way car sharing schemes), and can transfer the requirement for parking supply from the private to public sector. All parking proposed for new residential developments within the Activity Centre must be provided off-street with dedicated access.

6.8 Electric vehicles

Proponents are encouraged to equip vehicle bays with passive recharging infrastructure and at least one visitor parking bay-as applicable-with passive fast recharging capability.

6.9 Service vehicles

It is desirable that general delivery to business premises (excepting light vehicle courier deliveries) and garbage vehicle activity occurs off street. However, it is understood that in some cases density of development may preclude this.

Service vehicle parking, as necessary, shall be provided in addition to other parking requirements set out in this document. Lot specific servicing requirements will be resolved during subdivision and development application processes as necessary.

6.10 General Requirements

It is recommended the following principles guide the development of parking with the Activity Centre:

- Only one vehicle crossover per lot is permitted except where the City is satisfied that no adverse effects on vehicular or pedestrian traffic and/or conflict will result should a variation be permitted which allows for more than one vehicular crossover to a lot.
- Preferred car parking access locations are identified in the relevant Precinct Plan/s. Publicly available car parking bays should be provided on the edges of the Activity Centre and away from congested locations. Recommended locations include car parking facilities accessed from:
 - Jull Street/Orchard Road to serve the retail and office locations;

- Church Avenue to serve the proposed new civic heart;
- William Street / Fourth Road to serve the new Justice precinct.
- Increase the proportion of parking supplied and managed as public parking from the current 30% to 50% by the time the Activity Centre is fully built out.
- Parking is to be hidden from public view, located behind buildings where possible or screened from the street by landscaping. Where landscaping is provided, a minimum width of 2 metres shall be provided.
- Where possible car park entrances are to be shared between lots.
- Focus on opportunities for multi-use bays, which are shared between compatible land uses with different peak periods. For example, between the expanded retail offering and uplifted office developments.
- Where it is considered by the City that there is a reasonable expectation in the immediate future that there will be adequate provision of public car parking in the City Centre; and where an applicant proposes a development which is required to provide car parking bays, the applicant may, if so agreed by the City, make cash payment to the City in lieu of the provision of all or any of the required number of car parking bays in accordance with the City of Armadale Town Planning Scheme No. 4.

Further investigation is required as follows:

- Engage with existing land owners including Lendlease (Armadale Shopping City) and Armadale Central to provide an integrated approach to parking within the Activity Centre. This could involve invoking a cap on the amount of car parking bays these sites could supply at an ultimate stage.
- Consider the impact of technology (use of automated vehicles, dynamic wayfinding and parking allocation) and travel behaviour changes such as car sharing, reducing car ownership and electric vehicles (charging spots) have on future parking supply and configuration.
- Liaise with the PTA to inform and agree the outcomes of the proposed station access strategy noting that the proposed Byford line extension will result in Armadale changing from an end of line station to a suburban station. This is expected to reduce the amount of parking provided at Armadale station with walking, cycling and bus access promoted.
- Review the proposed Cash in Lieu Policy currently being prepared by the City and reflect this in future Structure Plan guidance.

7 **Bicycle Parking and End of Trip Facilities**

Secure residential tenant bicycle parking shall be provided at a rate of one space per dwelling. Separate bicycle parking is not required in a residential development that incorporates storage areas with minimum dimensions of 1.9 and 1.1 metres, according with Australian Standard 2890.3.

Residential visitor bicycle parking spaces shall be provided at a rate of one per ten dwellings. These spaces must be signposted clearly and accessible from the street and common areas of the building.

Table 12 show minimum requirements for non-residential bicycle parking. Higher levels of supply are encouraged.

Design of all facilities shall accord with Australian Standard 2890.3 as a minimum.

Specific bicycle parking and end-of-trip facility yields will be calculated as part of individual Development Applications and must be provided for each development by practical completion.

In addition to the requirements of Schedule 7B of Town Planning Scheme No. 4, end of trip facilities shall be provided in accordance with the following:

Residential Development

Residential developments are not required to provide showers, lockers or changing facilities.

Non-Residential Development

All developments that are required to provide 6 or more employee bicycle parking bays in accordance with Schedule 7B of Town Planning Scheme No.4, must also provide end of trip facilities with the following criteria:

- A minimum of one female and one male shower, located in separate change rooms or a minimum of two separate unisex showers and change rooms.
- Additional shower facilities to be provided at a rate of one shower for every 10 additional bicycle parking bays.
- End of trip facilities are to be located as close as possible to the bicycle parking facilities.

Table 12: Non-residential bicycle parking supply requirements in the Activity Centre

Land use	Long term bays	Short term bays
Commercial	1 bay/ 100m ² NLA, Class 1 or 2	1 visitor bay per 10 private bays, Class 3
Retail	1 bay/ 100m ² NLA, Class 1 or 2	1 visitor bay per 10 private bays, Class 3
Other	1 bay/ 100m ² NLA, Class 1 or 2	1 visitor bay per 10 private bays, Class 3

8 Staging and Adaptability

8.1 Parking staging

A centre-wide parking staging plan may be required if the City of Armadale identifies the need to construct public parking stations or temporary facilities. This will be prepared following the Structure Plan submission. Parking requirements for each site shall be accommodated off-street within the lots they serve except as permitted in accordance with shared / reciprocal parking agreements as described in with Section 6.5 and based on the final approved Cash in Lieu Policy.

8.2 Adaptability of parking

Proponents are advised to prepare an adaptive reuse strategy as part of a Development Application for any parking supply proposed. The purpose of such a strategy is to facilitate, with minimal structural, mechanical, electrical and plumbing work, and at minimal cost, conversion of parking modules or levels to alternative functional layouts or use.

An adaptive reuse strategy provides flexibility for the future in recognition that mobility choices and services are evolving rapidly. Many vehicle manufacturers including Ford, General Motors and BMW intend to have conditionally-automated vehicles available to consumers by the early 2020s. Similarly, vehicle manufacturers are establishing partnerships with Original Equipment Manufacturers (OEMs), technology companies and mobility service providers (e.g. Waymo-Lyft and Uber-Daimler), which will lead to more disruption of vehicle ownership models. In future, more people are likely to use vehicles on-demand rather than own them personally, meaning reduced need for parking spaces and a likely increased need for kerbside space (for pick-ups and drop-offs).

An adaptive reuse strategy is recommended to consider:

- Vertical clearances in enclosed parking levels
- Floor slopes and thickness
- Supporting column grids/ placement
- Positioning of ramps
- Positioning and extent of vertical circulation
- Fire/ emergency egress and code compliance
- Electrical, plumbing and mechanical services provisions (especially ventilation)
- Garbage/ servicing provisions (locations and access)
- Conversion of traditional AS2890-compliant parking layouts with alternative layouts manoeuvrable by automated vehicles and facilitative of shared vehicle storage.

9 Management and Enforcement

9.1 Access to parking

All off-street parking shall be subject to access controls, the scale of which will depend on user group and anticipated turnover. For example, access can be controlled through appropriate signage or through boom gates / roller doors. Specific access management controls shall be specified in individual Development Applications.

9.2 Parking administration and management

On-street parking will be administered by local government. The City of Armadale will review all current on-street parking restrictions and will prepare an on-street parking plan to designate locations and controls. Bays will be clearly marked for either short-stay or loading/ unloading with the specified dwell time limitations.

Off-street, publicly-available parking will be administered by bodies corporate (residential) and commercial tenants or third-party operators (non-residential). Parking permitted on the basis of being publicly-available must be marked and managed as such. This will be a requirement of development approval. Subsequent conversion of publicly-available parking to private use is prohibited and any such action will be subject to enforcement.

9.3 Travel plans

The City of Armadale may condition approvals for specific development in the Activity Centre with a requirement for preparation of a travel plan. The plan shall be prepared by the development proponent and set out the characteristics of the area with respect for transport and parking. In particular, the plan must make clear that future employees and visitors cannot rely on being able to drive to work or for other trip purposes.

Future tenants will be encouraged to prepare a more detailed workplace travel plan that suits their business in line with the Department of Transport's Your Move program.

The more detailed travel plan will not be subject to approval or monitoring by the City of Armadale.

10 Compliance

Individual Development Applications are required to demonstrate compliance with the PSMS including justification for any variations. Variations may be accepted at City of Armadale's sole discretion.

This PSMS will be reviewed regularly and occupancy and turnover surveys across the Activity Centre will be conducted to inform any future changes in supply requirements. The City may as a result – at its sole discretion, consider changes to provisions of the PSMS in the future although any such changes will not apply retrospectively.

Appendix A

Benchmarking: Parking Standards

SCHEDULE 7A — CAR PARKING STANDARDS

[cl. 14A.1.1, 4B.4.1, 4C.6.1, 4D.5.1]

Land Use	Minimum Parking Standard
Aged or Dependent Persons Dwelling	As prescribed by the R-Codes
Amusement Parlour	6 spaces per 100 square metres of NLA
Ancillary Accommodation	1 space in addition to requirement for principal dwelling
Animal Establishment	1 space for every 10 animals the facility is designed to accommodate, plus 1 space for every employee Minimum 4 spaces
Bed and Breakfast	1 space per unit of accommodation in addition to requirement for principal dwelling
Betting Agency	6 spaces for every 100 square metres NLA
Caretaker's Dwelling	2 spaces (as for Single House)
Child Care Premises	1 space per every 8 children allowed under maximum occupancy, plus 1 space per employee or staff member
Cinema/Theatre	1 space per employee or staff member, plus 1 space per every 2.5 square metres of seating area
Civic Use	1 space for every 5 persons the facility is designed to accommodate
Club Premises	As per Hotel where applicable to particular use, or As otherwise determined by the local government.
Community Purpose	1 space for every 5 persons the facility is designed to accommodate
Consulting Rooms	6 spaces for every consulting room used at any one time
Convenience Store	6 spaces per 100 square metres of NLA Minimum 4 spaces
Educational Establishment - Pre-Primary - Primary School - Secondary School	1 space for every staff member, plus 1 space for every 2 students 1 space for every staff member, plus 14 drop-off spaces for every 100 students 1 space for every staff member, plus 7 drop-off spaces for every 100 students.
Exhibition Centre	6 spaces for every 100 square metres of NLA
Family Day Care	1 space in addition to residential requirements
Fast Food Outlet	1 space for every 2.5 square metres waiting area with a minimum of 3 spaces, plus 1 space for every 5 square metres seating area, plus 4 car queuing spaces for any drive through facility.
Funeral Chapel	1 space for every 2.5 square metres seating area, plus 1 space for every staff member present during services.
Funeral Parlour	1 space for every staff member. Minimum 4 spaces
Garden Centre (Retail)	2 spaces for every 100 square metres display or sales area, Minimum 4 spaces
Grouped Dwelling	As per the R-Codes.
Holiday Accommodation	1 space per unit of accommodation or 1 space for every 5 beds whichever is the greater.
Home Business	1 space for every staff member not living on the premises, plus 2 spaces for client parking

Land Use	Minimum Parking Standard
Home Occupation	Nil in addition to residential requirements
Home Office	Nil in addition to residential requirements
Home Store	6 spaces per 100 square metres of NLA, Minimum 4 spaces
Hospital	1 space for every 4 beds provided plus 4 spaces for every 100 square metres of out-patient treatment area including waiting rooms.
Hotel	1 space for every 2.5 square metres of bar area, plus 1 space for every 5 square metres of lounge or beer garden area; 1 space for every 5 seats provided or 1 space for every 5 square metres of eating area, whichever is the greater 1 space for every 5 seats provided in assembly area, or 1 space for every 2.5 square metres of assembly, whichever is the greater 1 space for each bedroom or residential unit.
Industry - Cottage	2 spaces per 100 square metres of industrial area, or 1 space per person employed, whichever is greater.
Industry - Extractive	1 space for every person employed.
Industry - General	2 spaces per 100 square metres of industrial area, or 1 space per person employed, whichever is greater. Minimum 4 spaces per tenancy.
Industry - Light	2 spaces per 100 square metres of industrial area, plus 1 space per person employed, whichever is greater. Minimum 4 spaces per tenancy.
Industry - Mining	1 space for every person employed.
Industry - Service	4 spaces per 100 square metres of floor space open to the public, plus 2 spaces per 100 square metres industrial area, or 1 space per person employed, whichever is greater. Minimum 4 spaces per tenancy.
Liquor Store - Small or Large	6 spaces per 100 square metres of NLA
Lunch Bar	6 spaces per 100 square metres NLA
Market	6 spaces per 100 square metres of market area.
Medical Centre	4 spaces for every consulting room used at any one time
Motel	1 space for each bedroom or unit, plus 1 space for every staff member present at any one time, plus 1 space for every 5 square metres dining area.
Motor Vehicle Repair	4 spaces to each working bay, plus 1 space for every person employed on site
Motor Vehicle Wash	5 spaces for every 2 wash stalls. (A wash stall shall be counted as a parking space.)
Motor Vehicle, Boat & Caravan Sales	1 space for every 100 square metres display area, plus 1 space for every employee Minimum 4 spaces
Multiple Dwelling	As per the R-Codes.
Night Club	1 space for every 2.5 square metres of public bar area, plus 1 space for every 5 square metres of lounge/garden area
Office	3 spaces per 100 square metres NLA, Minimum 4 spaces per tenancy
Place of Worship	1 space for every 2.5 square metres seating area, plus 1 space for every staff member present during peak operation
Reception Centre	1 space for every 5 seats, or 1 space for every 5 persons the facility is designed to accommodate, or 1 space for every 5 square metres dining area, whichever is the greater

Land Use	Minimum Parking Standard
Recreation - Gymnasium - Health Studio - Bowling Alley - Cricket - Skating Rink - Swimming Pool - Squash Courts - Spectator Seating - Dining/Drinking - Staff	1 space for every 10 square metres net floor area 1 space for every 10 square metres net floor area 4 spaces for every lane 10 spaces per court 1 space for every 20 square metres skating area 1 space for every 20 square metres pool area 2 spaces for every court 1 space for every 5 seats provided 1 space for every 5 square metres floor space 1 space for every staff member present at any one time
Recreation - Public	1 space for every 5 persons, based on the maximum capacity of all facilities when used simultaneously.
Residential Building	1 space per 5 beds (communal accommodation) or 1 space per unit, plus 1 space for every staff member present at any one time
Restaurant	1 space for every 5 seats or 1 space for every 5 square metres seating area, whichever is the greater.
Restricted Premises	6 spaces per 100 square metres of NLA (as per Shop)
Service Station	4 spaces for every working bay
Shop	6 spaces per 100 square metres of NLA
Bulky Goods Showroom	3 spaces per 100 square metres NLA of display or sales area, plus 2 spaces per 100 square metres of storage area.
Single Bedroom Dwelling	As per the R-Codes.
Single House	As per the R-Codes.
Small Bar	1 space for every 2.5 square metres of bar area, plus 1 space for every 5 square metres of lounge or beer garden area; 1 space for every 5 seats provided or 1 space for every 5 square metres of eating area, whichever is the greater; 1 space for every 5 seats provided in assembly area, or 1 space for every 2.5 square metres of assembly, whichever is the greater.
Storage	2 spaces per 100 square metres of storage area, or 1 space per person employed, whichever is greater. Minimum 4 spaces per tenancy.
Tavern	1 space for every 2.5 square metres of bar area, plus 1 space for every 5 square metres of lounge or beer garden area; 1 space for every 5 seats provided or 1 space for every 5 square metres of eating area, whichever is the greater 1 space for every 5 seats provided in assembly area, or 1 space for every 2.5 square metres of assembly, whichever is the greater
Trade Display	2 spaces per 100 square metres NLA of display or sales area.
Transport Depot	1 space for every person employed.
Vehicle Wrecking	1 space for every person employed, plus 2 spaces per 100 square metres of storage area.
Veterinary Centre	4 spaces per veterinary practitioner, plus 1 space for every 10 animals the facility is designed to accommodate
Warehouse	2 spaces per 100 square metres of storage area, or 1 space per person employed, whichever is greater. Minimum 4 spaces per tenancy.
Winery	2 spaces per 100 square metres floor space, or 1 space per person employed, whichever is greater, plus 1 space for every 5 square metres used for eating or drinking
All other uses	To be negotiated with the local government at the time of an application for approval to commence development

SCHEDULE 7B — END OF TRIP FACILITIES FOR BICYCLE USERS

Reproduced from Austroads Standard *Guide to traffic engineering practice Part 14.*

[cl. 4.11]

Land Use	Employee/Resident Spaces	Class	Visitor/Shopper Spaces (gfa is gross "floor area")	Class
Amusement Parlour	*	1 or 2	2 plus 1 per 50m ² gfa	3
Apartment House	1 per 4 habitable rooms	1	1 per 16 habitable rooms	3
Art Gallery	1 per 1500m ² gfa	2	2 + 1 per 1500m ² gfa	3
Bank	1 per 200m ² gfa	2	2	3
Café	1 per 25m ² public area	2	2	3
Community Centre	1 per 1500m ² gfa	2	2 + 1 per 1500m ² gfa	3
Consulting Rooms	1 per 8 practitioners	2	1 per 4 practitioners	3
Drive-in Shopping Centre	1 per 300m ² sales floor	1	1 per 500m ² sales floor	3
Flat	1 per 3 flats	1	1 per 12 flats	3
General Hospital	1 per 15 beds	1	1 per 30 beds	3
General Industry	1 per 150m ² gfa	1 or 2	*	3
Health Centre	1 per 400m ² gfa	1 or 2	1 per 200m ² gfa	3
Hotel	1 per 25m ² bar floor area & 1 per 100m ² lounge, beer garden	1	100m ² lounge, beer garden	3
Indoor Recreation Facility	1 per 4 employees	1 or 2	1 per 200m ² gfa	3
Library	1 per 500m ² gfa	1 or 2	4 plus 2 per 200m ² gfa	3
Light Industry	1 per 1000m ² gfa	1 or 2	*	3
Major Sports Ground	1 per 1500 spectator places	1	1 per 250 spectator places	3
Market	*	2	1 per 10 stalls	3
Motel	1 per 40 rooms	1	*	3
Museum	1 per 1500m ² gfa	1	2 & 1 per 1500m ² gfa	3
Nursing Home	1 per 7 beds	1	1 per 60 beds	3
Office	1 per 200m ² gfa	1 or 2	1 per 750m ² over 1000m ²	3
Place of Assembly	*	2	*	3
Place of Worship	*	2	1 per 40m ² gfa	
Public Hall	*	1 or 2	*	3
Residential Building	1 per 4 lodging rooms	1	1 per 16 lodging rooms	3
Restaurant	1 per 100m ² public area	1 or 2	2	3
Retail Show Room	1 per 750m ² sales floor	1	1 per 1000m ² sales floor	3
School	1 per 5 pupils over year 4	2	*	3
Service Industry	1 per 800m ² gfa	1	*	3
Service Premises	1 per 200m ² gfa	1	*	3
Shop	1 per 300m ² gfa	1	1 per 500m ² over 1000m ²	3
Swimming Pool	-	1 or 2	2 per 20m ² of pool area	3
Take-Away	1 per 100m ² gfa	1	1 per 50m ² gfa	3
University or Institute of Technology	1 per 100f/t students 2 per 100f/t students	1 or 2	*	3

Class 1 refers to fully enclosed individual lockers which provide a high level of security.

Class 2 refers to locked compounds fitted with class 3 facilities, with communal access using duplicate keys or electronic swipe cards, and which provide a medium level of security.

Class 3 refers to facilities to which the bicycle frame and wheels can be locked, and which provides a low level of security.

* Indicates that no parking demand information is available, and therefore planners should make their own assessment of the required bicycle parking provisions, on an individual project basis.

N.B. It is sometimes appropriate to make available 50% of the level of provision recommended in the table, at the initial installation stage; however space should be set aside to allow 100% provision in the event that the full demand for bicycle parking is realised.

Table 4 – Land Use Parking Requirements

AMD 198 GG 08/12/15; AMD 221 GG 21/10/16; AMD 225 GG 15/08/17; AMD 228 GG 03/10/17

Land Use	Car Parking Requirements		Bicycle Parking (Minimum)
	Centre Zone	Other Zones (Minimum)	
Aged or Dependent Persons' Dwelling	As per R-Codes.	As per R-codes.	As per R-Codes.
Ancillary Dwelling	As per R-Codes.	As per R-Codes.	As per R-Codes.
Auction Mart	N/A.	Parking to be negotiated with the local government with a minimum provision of 1 space per 15m ² of area of land and buildings used for auction purposes.	0.4 spaces per 100m ² NLA (0.3 spaces for employees plus 0.1 spaces for visitors).
Bed and Breakfast	Minimum: 0.5 spaces per bedroom in addition to the residential requirement. Maximum: 1 space per bedroom in addition to the residential requirement.	1 space per bedroom in addition to the residential requirement.	N/A.
Caravan Park	N/A.	1 space per unit of accommodation plus 1 space per employee.	1 space per 3 units of accommodation.
Caretaker's Dwelling	Parking to be negotiated with the local government.	N/A.	N/A.
Car Park	N/A.	N/A.	N/A.
Cattery	N/A.	N/A.	N/A.
Child Care Premises	Minimum: 0.5 space per employee plus 1 space per 40 children. Maximum: 1 space per employee plus 1 space per 20 children.	1 Space per employee plus a paved pick-up area to the satisfaction of the local government.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for staff).
Club Premises	Minimum: 1 space per 8m ² of eating, drinking or lounge area. Maximum: 1 space per 4m ² of eating, drinking or lounge area.	1 space per 4 persons the building is designed to accommodate.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Community Building	Minimum: 1 space per 100m ² NLA. Maximum: 1 space per 50m ² NLA.	Parking to be negotiated with the local government.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Community Purpose	Minimum: 1 space per 100m ² NLA. Maximum: 1 space per 50m ² NLA.	Parking to be negotiated with the local government.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Contractor's Yard	N/A.	1 space per 200m ² of area occupied by the contractor's yard land use or 1 space per employee whichever is the greater.	0.2 spaces per 100m ² NLA.
Convenience Store	Minimum: 2.1 space per 100m ² NLA. Maximum: 4.2 space per 100m ² NLA.	1 space per 20m ² NLA plus the parking requirement for Service Station.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Display Home Centre	Parking to be negotiated with the local government.	5 spaces per Display Home.	N/A.

Educational Establishment	<p>Minimum: 0.3 spaces per employee plus parking for students to be negotiated with the local government.</p> <p>Maximum: 0.6 spaces per employee plus parking for students to be negotiated with the local government.</p>	1 space per employee plus parking for students to be negotiated with the local government.	<p>Primary and secondary</p> <p>0.5 spaces per student plus 0.1 spaces per staff member on premises.</p> <p>Tertiary</p> <p>0.15 spaces per student and staff on premises.</p>
Exhibition Centre	<p>Minimum: 1 space per 100m² NLA.</p> <p>Maximum: 1 space per 50m² NLA.</p>	1 space per 4 persons the building is designed to accommodate.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Family Day Care	A paved pick-up area to the satisfaction of the local government in addition to residential requirements.	A paved pick-up area to the satisfaction of the local government in addition to residential requirements.	N/A.
Fuel Depot	N/A.	1 space per 75m ² GFA or 1 space per employee whichever is the greater.	N/A.
Funeral Parlour	N/A.	6 spaces plus additional parking spaces to be negotiated with the local government where a chapel is included.	N/A.
Garden Centre	N/A.	1 space per 50m ² display and sales area.	0.2 spaces per 100m ² NLA.
Grouped Dwelling	As per R-Codes.	As per R-Codes.	As per R-Codes.
Health Centre	<p>Minimum: 1 space per 40m² NLA.</p> <p>Maximum: 1 space per 20m² NLA.</p>	6 spaces for 1 practitioner plus 4 spaces for each subsequent practitioner.	<p>Centre Zone</p> <p>0.6 spaces per 100m² NLA (0.5 spaces for employees plus 0.1 spaces for visitors).</p> <p>Other Zones</p> <p>0.4 spaces per 100m² NLA (0.3 spaces for employees plus 0.1 spaces for visitors).</p>
Holiday Accommodation	<p>Minimum: 1 space for the first bedroom plus 0.5 spaces for every additional bedroom.</p> <p>Maximum: 1 space for the first 2 bedrooms plus 1 space for every additional bedroom.</p>	1 space for the first 2 bedrooms plus 1 space for every additional bedroom.	N/A.
Holiday House	<p>Minimum: 1 space for the first bedroom plus 0.5 spaces for every additional bedroom.</p> <p>Maximum: 1 space for the first 2 bedrooms plus 1 space for every additional bedroom.</p>	1 space for the first 2 bedrooms plus 1 space for every additional bedroom.	N/A.
Home Business	Minimum: 0.5 space per employee in addition to the residential requirement. Visitor parking to be negotiated with the local government.	1 space per employee in addition to the residential requirement. Visitor parking to be negotiated with the local government.	N/A.

	Maximum: 1 space per employee in addition to the residential requirement. Visitor parking to be negotiated with the local government.		
Home Occupation	As per definition in Part 6.	As per definition in Part 6.	N/A
Home Office	As per definition in Part 6.	As per definition in Part 6.	N/A
Home Store	Extra parking in addition to the residential requirement to be negotiated with the local government.	5 spaces in addition to residential requirement.	1 space in addition to the residential requirement for visitors.
Hospital	Minimum: 1 space per 100m ² NLA. Maximum: 1 space per 50m ² NLA.	1 space per 4 patient beds plus 1 space for each staff member on duty at any one time.	Centre Zone 0.6 spaces per 100m ² NLA (0.5 spaces for employees plus 0.1 spaces for visitors). Other Zones 0.4 spaces per 100m ² NLA (0.3 spaces for employees plus 0.1 spaces for visitors).
Hotel	Minimum: 1 space per 8 rooms. Maximum: 1 space per 4 rooms.	1 space per 2m ² public drinking area. 1 space per 7m ² restaurant. 1 space per bedroom. 1 space per 4m ² other public areas.	Centre Zone 0.6 spaces per 100m ² NLA (0.5 spaces for employees plus 0.1 spaces for guests). Other Zones 0.4 spaces per 100m ² NLA (0.3 spaces for employees plus 0.1 spaces for guests).
Industry	N/A.	1 space per 75m ² GFA or 1 space per employee whichever is the greater.	0.2 spaces per 100m ² NLA.
Industry - Cottage	Minimum: 0.5 spaces per employee in addition to residential requirement. Maximum: 1 space per employee in addition to residential requirement.	1 space per employee in addition to residential requirement.	N/A.
Industry - Extractive	N/A.	1 space per 75m ² GFA or 1 space per employee whichever is the greater.	0.2 spaces per 100m ² NLA.
Industry - Hazardous	N/A.	1 space per 75m ² GFA or 1 space per employee whichever is the greater.	0.2 spaces per 100m ² NLA.
Industry - Light	N/A.	1 space per 75m ² GFA or 1 space per employee whichever is the greater.	0.2 spaces per 100m ² NLA.
Industry - Noxious	N/A.	1 space per 75m ² GFA or 1 space per employee whichever is the greater.	0.2 spaces per 100m ² NLA.
Industry - Primary Production	N/A.	N/A.	N/A.
Industry - Service	N/A.	1 space per 75m ² GFA or 1 space per employee whichever is the greater.	0.2 spaces per 100m ² NLA.
Kennels	N/A.	N/A.	N/A.
Liquor Store - Large	Minimum: 2.1 spaces per 100m ² NLA.	6 spaces per 100m ² NLA.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).

	Maximum: 4.2 spaces per 100m ² NLA.		
Liquor Store - Small	Minimum: 2.1 spaces per 100m ² NLA. Maximum: 4.2 spaces per 100m ² NLA.	5 spaces per 100m ² NLA.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Lunch Bar	N/A.	1 space per 15m ² NLA unless part of a shopping centre in excess of 1500m ² NLA with a shared car parking area, in which case the parking standards for a Shop shall apply.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Market	Minimum: 2.1 spaces per 100m ² NLA. Maximum: 4.2 spaces per 100m ² NLA.	3 spaces per stall or 1 space per 10m ² whichever is the greater.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Medical Consulting Rooms	Minimum: 1 space per 40m ² of commercial floor space in addition to the residential requirement. Maximum: 1 space per 20m ² of commercial floor space in addition to the residential requirement.	6 spaces in addition to the residential requirements.	N/A.
Mixed Development	Parking in accordance with the requirements for each individual land use.	Parking in accordance with the requirements for each individual land use.	Parking in accordance with the requirements for each individual land use.
Motel	N/A.	1 space per 2m ² public drinking area. 1 space per 7m ² restaurant. 1 space per bedroom. 1 space per 4m ² other public areas.	N/A.
Motor Vehicle, Boat or Caravan Sales	N/A.	1 space per 100m ² open display area.	0.2 spaces per 100m ² NLA.
Motor Vehicle Repair	N/A.	1 space per 75m ² GFA or 1 space per employee whichever is the greater.	N/A.
Motor Vehicle Wash	Parking to be negotiated with the local government.	Parking to be negotiated with the local government.	N/A.
Motor Vehicle Workshop	N/A.	1 space per 75m ² GFA or 1 space per employee whichever is the greater and sufficient parking for any vehicles to be serviced on site to the satisfaction of the local government.	N/A.
Motor Vehicle Wrecking	N/A.	1 space per 75m ² GFA or 1 space per employee whichever is the greater.	N/A.
Multiple Dwelling	As per R-Codes	As per R-Codes	As per R-Codes
Night Club	Minimum: 1 spaces per 8m ² of eating, drinking or lounge area. Maximum: 1 spaces per 4m ² of eating, drinking or lounge area.	1 space per 2m ² public drinking area. 1 space per 7m ² restaurant. 1 space per 4m ² other public areas.	N/A.
Occasional Uses	N/A.	N/A.	N/A.
Office	Minimum: 0.75 spaces per 100m ² NLA. Maximum: 1.5 spaces per 100m ² NLA.	1 space per 30m ² GFA.	Centre Zone 0.6 spaces per 100m ² NLA (0.5 spaces for employees plus 0.1 spaces for visitors).

			<p>Other Zones</p> <p>0.4 spaces per 100m² NLA (0.3 spaces for employees plus 0.1 spaces for visitors).</p>
Open Air Display	<p>Minimum: 1 space per 200m² open display area.</p> <p>Maximum: 1 space per 100m² open display area.</p>	1 space per 100m ² open display area.	0.2 spaces per 100m ² NLA.
Place of Worship	<p>Minimum: 1 space per 100m² NLA.</p> <p>Maximum: 1 space per 50m² NLA.</p>	1 space per 4 persons the building is designed to accommodate.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Public Amusement	<p>Minimum: 1 space per 16 persons the building is designed to accommodate.</p> <p>Maximum: 1 space per 8 persons the building is designed to accommodate.</p>	1 space per 4 persons the building is designed to accommodate.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Public Utility	N/A.	N/A.	N/A.
Reception Centre	<p>Minimum: 1 space per 8m² seating area or 1 space per 100m² NLA, whichever is the lesser.</p> <p>Maximum: 1 space per 4m² seating area, or 1 space per 50m² NLA, whichever is the lesser.</p>	1 space per 4m ² GFA.	N/A.
Recreational Vehicle Construction	N/A.	N/A.	N/A.
Residential Building	<p>Minimum: 0.25 spaces per bed space.</p> <p>Maximum: 0.5 spaces per bed space.</p>	0.5 spaces per bed space	N/A.
Restaurant/Cafe	<p>Minimum: 1 space per 100m² NLA.</p> <p>Maximum: 1 space per 50m² NLA.</p>	1 space per 5 seats or 1 space per 5m ² of seating area, whichever is the greater, unless part of a shopping centre in excess of 1500m ² NLA with a shared car parking area, in which case the parking standards for a Shop shall apply.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Restricted Premises	<p>Minimum: 2.1 spaces per 100m² NLA.</p> <p>Maximum: 4.2 spaces per 100m² NLA.</p>	6 spaces per 100m ² NLA provided that where the aggregate floorspace is less than 1500m ² NLA the local government may reduce the parking provision to 5 spaces per 100m ² NLA.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Retail Establishment	<p>Minimum: 1 space per 100m² NLA.</p> <p>Maximum: 1 space per 50m² NLA.</p>	1 space per 25m ² of NLA.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Retirement Village	<p>Minimum: 0.5 spaces per unit.</p> <p>Maximum: 1 space per unit.</p>	0.5 spaces per residential unit plus 1 space per employee.	<p>Centre Zone</p> <p>0.6 spaces per 100m² NLA (0.5 spaces for employees plus 0.1 spaces for guests).</p>

			Other Zones 0.4 spaces per 100m ² NLA (0.3 spaces for employees plus 0.1 spaces for guests).
Rural Pursuit	N/A.	N/A.	N/A.
Salvage Yard	N/A.	1 space per 200m ² of area occupied by the salvage yard land use or 1 space per employee whichever is the greater.	0.2 spaces per 100m ² NLA.
Service Station	Minimum: 0.5 spaces per working bay plus 0.5 spaces per employee. Maximum: 1 space per working bay plus 1 space per employee.	1 space per working bay plus 1 space per employee.	N/A.
Shop	Minimum: 2.1 spaces per 100m ² NLA. Maximum: 4.2 spaces per 100m ² NLA.	6 spaces per 100m ² NLA provided that where the aggregate floorspace is less than 1500m ² NLA the local government may reduce the parking provision to 5 spaces per 100m ² NLA.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Showroom	Minimum: 1 space per 100m ² NLA. Maximum: 1 space per 50m ² NLA.	1 space per 40m ² of areas open to the public. Storage areas to be calculated at the warehouse parking rate.	0.2 spaces per 100m ² NLA.
Single Bedroom Dwelling	As per R-Codes.	As per R-Codes.	As per R-Codes.
Single House	As per R-Codes	As per R-Codes	As per R-Codes
Small Bar	Minimum: 1 space per 8m ² of eating, drinking or lounge area. Maximum: 1 space per 4m ² of eating, drinking or lounge area.	1 space per 4m ² of eating, drinking or lounge area.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Special Facilities	Minimum: 1 space per 8m ² of eating, drinking or lounge area. Maximum: 1 space per 4m ² of eating, drinking or lounge area.	1 space per 4 persons the building is designed to accommodate.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Spray Painting (Non-Automotive)	N/A.	1 space per 75m ² GFA or 1 space per employee whichever is the greater.	0.2 spaces per 100m ² NLA.
Stable	N/A.	N/A.	N/A.
Stall	Parking to be negotiated with the local government.	N/A.	N/A.
Stock Holding and Salesyards	N/A.	1 space per 75m ² GFA or 1 space per employee whichever is the greater.	0.2 spaces per 100m ² NLA.
Storage Yard	N/A.	1 space per 200m ² of area occupied by storage yard land use or 1 space per employee whichever is the greater.	0.2 spaces per 100m ² NLA.
Take-Away Food Outlet	Minimum: 1 space per 100m ² NLA (car queuing areas can be calculated as parking spaces). Maximum: 1 space per 50m ² NLA (car queuing areas can be calculated as	1 space per 15m ² NLA (car queuing areas can be calculated as parking spaces), unless part of a shopping centre in excess of 1500m ² NLA with a shared car parking area, in which case the parking standards	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).

	parking spaces).	for a Shop shall apply.	
Tavern	Minimum: 1 space per 100m ² NLA. Maximum: 1 space per 50m ² NLA.	1 space per 2m ² public drinking area. 1 space per 7m ² restaurant. 1 space per 4m ² other public areas.	0.5 spaces per 100m ² NLA (0.4 spaces for visitors plus 0.1 spaces for employees).
Telecommunications Infrastructure	N/A.	N/A.	N/A.
Trade Display	N/A.	N/A.	N/A.
Transport Depot	N/A.	1 space per 75m ² GFA or 1 space per employee whichever is the greater.	N/A.
Veterinary Clinic	Minimum: 1 space per 40m ² in addition to the residential requirement. Maximum: 1 space per 20m ² in addition to the residential requirement.	4 spaces per practitioner.	Centre Zone 0.6 spaces per 100m ² NLA (0.5 spaces for employees plus 0.1 spaces for visitors). Other Zones 0.4 spaces per 100m ² NLA (0.3 spaces for employees plus 0.1 spaces for visitors).
Veterinary Hospital	Minimum: 1 space per 40m ² NLA. Maximum: 1 space per 20m ² NLA.	4 spaces per practitioner.	Centre Zone 0.6 spaces per 100m ² NLA (0.5 spaces for employees plus 0.1 spaces for visitors). Other Zones 0.4 spaces per 100m ² NLA (0.3 spaces for employees plus 0.1 spaces for visitors).
Warehouse	Minimum: 1 space per 200m ² GFA. Maximum: 1 space per 100m ² GFA.	1 space per 100m ² GFA.	0.2 spaces per 100m ² NLA.

Note: See paragraph 4.11.3(g) & paragraph 4.12.1(c) in relation to land uses not listed in the table above.

AMD 228 GG 03/10/17

TABLE 2 - VEHICLE PARKING

Use Class	Car Parking Bays	Delivery Bays	Bicycle Racks
Residential Use Classes			
<ul style="list-style-type: none"> • - Single house - Grouped dwelling <li style="padding-left: 20px;">Multiple dwelling - Aged or Dependent persons dwelling - Ancillary Accommodation - Single bedroom dwelling 	as per R-Codes	not applicable	As per R-Codes <i>AMD 55 GG 1/8/14</i>
• Home business	as per Council policy	not applicable	not applicable
• Home occupation	as per Council policy	not applicable	not applicable
• Home office	as per Council policy	not applicable	not applicable
• Residential Building <i>AMD 55 GG 1/8/14</i>	1 : per guest bedroom plus 1: caretaker/on-site manager	1 : service/storage area	Class 1: 1 per 4 lodging room Class 3: 1 per 16 lodging rooms.
• Bed & breakfast accommodation	1 : guest bedroom plus 1: caretaker/on-site manager	not applicable	not applicable
• Small secondary dwelling <i>AMD 46 GG 06/12/11</i>	not applicable	not applicable	not applicable
Commercial and Industrial Use Classes			
• Child care premises	1: 1 employee plus 1: 10 children allowed under maximum occupancy	not applicable	not applicable
• Commercial			Class 1 or 2: 1 per 200 m ² gla Class 3: Two
- bank/building society <i>AMD 55 GG 1/8/14</i>	1 : 50m ² gla	1 : 500m ²	
- funeral parlour <i>AMD 55 GG 1/8/14</i>	Not applicable	Not applicable	Not applicable
- garden centre - hardware store <i>AMD 55 GG 1/8/14</i>	1 : 50m ² gla minimum of 4 spaces	1 : lot	As per showroom
- market <i>AMD 55 GG 1/8/14</i>	1 : 20m ² gla	not applicable	Class 3: 1 per 10 stalls

TABLE 2 - VEHICLE PARKING (Cont'd)

Use Class	Car Parking Bays	Delivery Bays	Bicycle Racks
	minimum of 2 spaces		
- nursery	1 : 50m ² gla	1 : lot	Not applicable
- office <i>AMD 55 GG 1/8/14</i>	1 : 30m ² gla minimum of 3 spaces	1 : 500m ²	Class 1 or 2: 1 per 200 m ² gla Class 3: 1 per 750 m ² gla over 1000 m ² gla
- showroom - trade display <i>AMD 55 GG 1/8/14</i>	1 : 50m ² gla minimum of 4 spaces	1 per unit	Class 1: 1 per 750 m ² nla Class 3: 1 per 1000 m ² nla
- veterinary consulting rooms <i>AMD 55 GG 1/8/14</i>	4 : practitioner or* 4: consulting room	not applicable	Class 2: 1 per 8 practitioners
- veterinary hospital <i>AMD 55 GG 1/8/14</i>	4 : practitioner or* 4 : consulting room	1 : service/ storage area	Class 2: 1 per 8 practitioners
• Education establishment			
- primary school <i>AMD 55 GG 1/8/14</i>	1 : 1 class room	1 : lot	Class 2: 1 per 5 students, over Year 4
- high school <i>AMD 55 GG 1/8/14</i>	1 : 1 class room <u>plus</u> 1 : 25 year 12 students	1 : lot	Class 2: 1 per 5 students
- tertiary school <i>AMD 55 GG 1/8/14</i>	1 : 1 teaching room or* 1 : 6 students	1 : lot	Class 1 or 2: 1 per 100 fulltime Students Class 2: 2 per 100 fulltime students
In addition to the car-parking requirements detailed above, provision is to be made for on-site bus standing spaces. The number of spaces is to be determined by the council.			
• Entertainment			
- amusement (public) <i>AMD 55 GG 1/8/14</i>	1: 10 seats or 1: 10 m ² of floor area dedicated to amusement facilities whichever is the greater	1: 500m ² gla	Class 3: 2 plus 1 per 50 m ² gla
- betting agency <i>AMD 55 GG 1/8/14</i>	1: 15m ² gla	not applicable	Class 1 or 2: 1 per 200 m ² gla Class 3: 1 per 750 m ² gla over 1000 m ² gla
- cinema <i>AMD 55 GG 1/8/14</i>	1: 5 seats	1: 500m ² gla	Class 1: 1 per 300 m ² gla Class 3: 1 per 500 m ² gla (over 1000 m ² gla)
- club premises <i>AMD 55 GG 1/8/14</i>	1: 50m ² gla	1: 500m ² gla	Class 1: 1 per 300 m ² gla Class 3: 1 per 500

TABLE 2 - VEHICLE PARKING (Cont'd)

Use Class	Car Parking Bays	Delivery Bays	Bicycle Racks
			<i>m² gla (over 1000 m² gla)</i>
- fast food outlet <i>AMD 55 GG 1/8/14</i>	1: 15m ² gla	1: service/storage area	Class 1: 1 per 100 m2 gla Class 3: 1 per 50 m2 gla
- hotel/tavern <i>AMD 55 GG 1/8/14</i>	1 : 2.5m ² of public bar area 1 : 5m ² of lounge /garden area 1 : 1 bedroom	1: service/storage area	Class 1: 1 per 25 m2 bar floor area and 1 per 100 m2 lounge and beer garden Class 3: 1 per 25 m2 bar floor area and 1 per 100 m2 lounge and beer garden
- motel <i>AMD 55 GG 1/8/14</i>	1 : 1 unit	1:service/storage area	Class 1: 1 per 40 units
- night club	1 : 2.5 m ² of public bar area 1 : 5m ² of lounge / garden area	1:service/storage area	not applicable
- private recreation <i>AMD 55 GG 1/8/14</i>	1 : 5 seats or 1 : 5 people accommodated	1:service/storage area	Class 1 or 2: 1 per 4 employees Class 3: 1 per 200 m2 gla
- reception centre <i>AMD 9 GG 3/3/09</i> <i>AMD 55 GG 1/8/14</i>	1: 5 seats or 1: 5 people accommodated or 1: 5 m ² of dining area, which is the greater	1:service/storage area	Class 3: 1 per 30 seats or* 1 per 100 people accommodated
- restaurant <i>AMD 55 GG 1/8/14</i>	1: 5 seats or 1: 5m ² dining area, whichever is the greater	1:service/storage area	Class 1 or 2: 1 per 100 m2 public area Class 3: Two
- tourist accommodation	1 : 1 unit or 1 : bedroom	1 : administration centre	not applicable
• Health services - consulting rooms <i>AMD 55 GG 1/8/14</i>	5 : 1 practitioner or * 5 : 1 consulting room	Not applicable	Class 2: 1 per 8 practitioners Class 3: 1 per 4 practitioners
- medical centre <i>AMD 55 GG 1/8/14</i>	5 : 1 practitioner or * 5 : 1 consulting room	Not applicable	Class 2: 1 per 8 practitioners Class 3: 1 per 4 practitioners
- hospital/ nursing home/hostel <i>AMD 55 GG 1/8/14</i>	1 : 3 beds plus 1 : 2 staff	1 : building	Class 1: 1 per 15 beds Class 3: 1 per 30 beds Nursing home: Class 1: 1 per 7

TABLE 2 - VEHICLE PARKING (Cont'd)

Use Class	Car Parking Bays	Delivery Bays	Bicycle Racks
			beds Class 3: 1 per 60 beds
<ul style="list-style-type: none"> Place of worship <i>AMD 55 GG 1/8/14</i> 	1 : 4 seats or * 1 : 4 people accommodated	not applicable	As per Community Purpose
<ul style="list-style-type: none"> Shop - convenience store <i>AMD 55 GG 1/8/14</i> 	1 : 20m ² nla (minimum 2 bays)	Not applicable	Class 1: 1 per 300 m ² gla Class 3: 1 per 500 m ² gla (over 1000 m ² gla)
- lunch bar <i>AMD 55 GG 1/8/14</i>	1 : 20m ² nla (minimum 2 bays)	Not applicable	Class 1: 1 per 300 m ² gla Class 3: 1 per 500 m ² gla (over 1000 m ² gla)
- shop local <i>AMD 55 GG 1/8/14</i>	1 : 20m ² nla (minimum 2 bays)	Not applicable	Class 1: 1 per 300 m ² gla Class 3: 1 per 500 m ² gla (over 1000 m ² gla)
- shop with dwelling <i>AMD 55 GG 1/8/14</i>	1 : 20m ² nla (minimum 2 bays)	1:service/storage area	Class 1: 1 per 300 m ² gla Class 3: 1 per 500 m ² gla (over 1000 m ² gla)
- shopping centre <i>AMD 55 GG 1/8/14</i>	1 : 16m ² nla for 0 - 5000m ² gla	1 : 1000m ² nla	Class 1: 1 per 300 m ² gla Class 3: 1 per 500 m ² gla (over 1000 m ² gla)
	1 : 18m ² nla for 5000-10000m ² gla	1 : 1000m ² nla	Class 1: 1 per 300 m ² gla Class 3: 1 per 500 m ² gla (over 1000 m ² gla)
	1 : 20m ² nla for 10000m ² and over gla	1 : 1000m ² nla	Class 1: 1 per 300 m ² gla Class 3: 1 per 500 m ² gla (over 1000 m ² gla)
<ul style="list-style-type: none"> Civic Use <i>AMD 55 GG 1/8/14</i> 			Class 2: 1 per 1500 m ² gla Class 3: 2 plus 1 per 1500 m ² gla
<ul style="list-style-type: none"> Community Purpose <i>AMD 55 GG 1/8/14</i> 			Class 2: 1 per 1500 m ² gla Class 3: 2 plus 1

TABLE 2 - VEHICLE PARKING (Cont'd)

Use Class	Car Parking Bays	Delivery Bays	Bicycle Racks
			per 1500 m2 gla
• Transport			
- commercial vehicle parking	1 : per vehicle plus 1 : employee	not applicable	not applicable
- marine technology and ship building			not applicable
- motor vehicle, boat or caravan sales	1 : 5 vehicles for sale plus 1 : 1 employee	1: service/storage area	not applicable
- motor vehicle wash	2 : 1 wash bay	not applicable	not applicable
- service station - petrol filling station	1 : 1 employee plus 1 : 1 service bay	1: service/storage area	not applicable
• Industry			
- cottage	1 : 50m ² gla	Not applicable	not applicable
- general <i>AMD 55 GG 1/8/14</i>	1 : 50m ² gla	1:service/storage area	Class 1 or 2: 1 per 150 m2 gla
- light <i>AMD 55 GG 1/8/14</i>	1 : 50m ² gla	1: service/storage area	Class 1 or 2: 1 per 1000 m2 gla
- service <i>AMD 55 GG 1/8/14</i>	1 : 50m ² gla	1: service/storage area	Class 1: 1 per 800 m2 gla
• Storage			
- fuel depot	1 : 1 employee	1 : building	not applicable
- storage yard	1 : 1 employee	not applicable	not applicable
- warehouse	1 : 100m ² gla	1 : unit	not applicable
• Transport			
- motor vehicle repair	5 : 1 service bay	1 : unit	not applicable
- motor vehicle wrecking	1 : 1 employee plus 1 : 200m2 of yard area	1 : building	not applicable
- transport depot	1 : 1 employee	1 : building	not applicable

NOTE: (1) * *Whichever is the greater*

(2) *Refer also to Schedule 8 – Local Planning Areas (Development Requirements) for specific local planning area requirements.*

REPLACED BY AMD 54 GG 22/5/15

(3) *gla: gross lettable area*

(4) *nla: nett lettable area*

AMD 35 GG 05/04/11

TABLE 2 (CLAUSE 4.8) - CAR PARKING STANDARDS

USE CLASS	NUMBER OF ON-SITE PARKING BAYS (NLA = NET LETTABLE AREA)
Aged or dependent persons dwelling	As per the R-Codes
Betting Agency	1 per 50m ² NLA
Bulky Goods Showroom	1 per 50m ² NLA
Caravan Park	1 per 10 sites
Child Care Centre	Not less than 5 and 1 per staff member and in accordance with Local Planning Policy 3-1 Child Care Centres
Cinema/Theatre	1 per 4 seats
Consulting Rooms	5 bays per practitioner
Convenience Store	4 per 100m ² NLA
Corner Store	4 per 100m ² NLA
Display Home	5 per Display Home
Drive Through Food Outlet	1 per 4 guests in seated areas plus 7 per 100m ² for non seating areas
Educational Establishment (other)	1 per 3 persons accommodated
Funeral Parlour	1 per 4 persons accommodated
Garden Centre	1 per 500m ² of site area used for display plus 1 per 10m ² NLA internal display area
Grouped Dwelling	As per the R-Codes
Hardware Store	1 per 30m ² NLA
Health Centre	1 per 30m ² NLA
High School	2 per classroom and a minimum of 10 bays
Hospital	1 per 3 patients accommodated plus 1 space for each staff member on duty
Hotel	1 per bedroom plus 1 per 3m ² drinking area plus 1 per 5m ² for seating area
Industrial	1 per 50m ² NLA
Land Sales Office	5 per Land Sales Office
Landscape Supplies	1 per 500m ² display area plus 1 per employee
Medical Centre	5 per practitioner
Motel	1 per unit plus 1 per 5m ² of dining room

USE CLASS	NUMBER OF ON-SITE PARKING BAYS (NLA = NET LETTABLE AREA)
Multiple Dwelling	As per the R-Codes
Office	1 per 50m ² NLA
Open Air Display	1 per 200m ² Display Area
Place of Assembly	1 per 4 persons accommodated
Primary School	2 per classroom but not less than 10
Place of Worship	1 per 4 persons accommodated
Recreation Centre	1 per 2.5 persons based on facility capacity
Residential Building	1 per 2 persons
Restaurant	Greater of 1 per 5m ² of dining room or 1 per 4 guests
Secondary School	2 per classroom but not less than 10
Service Station	5 per service bay plus 7 per 100 m ² NLA of sales/display area
Shop/Shopping Centres under 30,000m ²	5 per 100m ² NLA
Shopping Centres from 30,000 to 50,000m ²	1500 bays for the first 30,000m ² NLA plus 4.5 per 100m ² NLA thereafter
Shopping Centres greater than 50,000m ²	2400 bays for the first 50,000m ² NLA plus 4 per 100m ² NLA thereafter
Short Stay Accommodation	2 bays per unit
Single House	As per the R-Codes
Small Bar	1 per 4 persons accommodated
Special Place of Assembly & Sports Grounds	1 per 2.5 persons based on facility capacity
Take Away Food Outlet	1 per 4 guests in seated areas plus 7 per 100m ² NLA for non seating serving areas
Tavern/Club	1 per 3m ² NLA of standing area plus 1 per 5m ² for seating area
Tertiary College	1 per 3 students accommodated
Transport Depot	1 per employee
Vehicle Panel Beating/Spray Painting & Vehicle Repairs	1 per 50m ² NLA
Vehicle Sales/Hire Premises	1 per 200m ² display area and 1 bay per employee
Veterinary Consulting Rooms or Hospital	5 per practitioner
Warehouse/Storage	1 per 50m ² NLA

Amend No 52
GG 24/12/04

Amend No 96
GG 9/7/13

TABLE 1 - CITY CENTRE DEVELOPMENT ZONE

POLICY STATEMENT - The intent of the City Centre Development Zone is to provide for the development of the Mandurah City Centre as the Waterfront Capital of the Peel Region, offering vibrant and diverse commercial, retail, mixed use, entertainment and lifestyle opportunities for residents and visitors after comprehensive planning of the land has been carried out resulting in an approved Precinct Plan. Where no Precinct Plan has been prepared and approved, the following Uses and Development Standards shall apply.

P	is consistent with the objectives of the Scheme and may be developed after planning approval.	IP	not permitted unless incidental to predominant use.
AA	may be developed after Council has granted planning approval. Council may advertise proposal.	X	not permitted.
SA	may be developed after Council has granted planning approval. Must be advertised.		

DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
		NIL	1. In the City Centre Skyline Policy area maximum plot ratio shall be in accordance with that policy. 2. In other areas of the zone maximum plot ratio shall be 3.0	1. City Centre Skyline Policy area: Minimum boundary setbacks shall be in accordance with the City Centre Skyline Policy. 2. Other Areas of the Zone: A nil setback shall apply to all boundaries unless otherwise specified.		6 spaces per 100m ² of Gross Leasable Area	10% of site. This requirement may be reduced in accordance with adopted Council Planning Policy.	<ul style="list-style-type: none"> Development in the City Centre Skyline Policy Area shall comply with the height requirements of that policy. In areas outside the City Centre Skyline Policy area a height limit of three storeys or 10 metres (whichever is the lesser) shall apply. A variation to the height limit shall require the special approval of Council in accordance with the "SA" provisions. Any variation shall accord to Council's adopted height policy. Shade projections are not included in setback calculations. Where shade projections include storage space, this may be excluded from plot ratio calculations and commercial floor limitations, provided the storage space does not exceed 10% of the floor space. 	
	Aged Persons Home	P							As per the Residential Design Code R60 density
	Aged Persons Village	P					0.5/unit		As per the Residential Design Code R60 density
	Auction Mart	SA							
	Amusement Parlour	P					1 per 35m ² GLA		
	Arts and Crafts Display	SA							
	Bank	P					1 per 35m ² GLA		
	Bed and Breakfast Accommodation	P					1 per bedroom		
	Cabin	P							
	Car Park	P							Landscaping of multi level car parks will be required to address aesthetic amenity.
	Chalet	P							

Amend No 96
GG 9/7/13

Amend No 96
GG 9/7/13

Amend No 108
GG 27/01/12

Amend No 108
GG 27/01/12

Amend No 108
GG 27/01/12

Amend No 52
GG 24/12/04

Amend No 96
GG 9/7/13

TABLE 1 - CITY CENTRE DEVELOPMENT ZONE

POLICY STATEMENT - The intent of the City Centre Development Zone is to provide for the development of the Mandurah City Centre as the Waterfront Capital of the Peel Region, offering vibrant and diverse commercial, retail, mixed use, entertainment and lifestyle opportunities for residents and visitors after comprehensive planning of the land has been carried out resulting in an approved Precinct Plan. Where no Precinct Plan has been prepared and approved, the following Uses and Development Standards shall apply.

P	is consistent with the objectives of the Scheme and may be developed after planning approval.	IP	not permitted unless incidental to predominant use.
AA	may be developed after Council has granted planning approval. Council may advertise proposal.	X	not permitted.
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DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
		NIL	1. In the City Centre Skyline Policy area maximum plot ratio shall be in accordance with that policy. 2. In other areas of the zone maximum plot ratio shall be 3.0	1. City Centre Skyline Policy area: Minimum boundary setbacks shall be in accordance with the City Centre Skyline Policy. 2. Other Areas of the Zone: A nil setback shall apply to all boundaries unless otherwise specified.		6 spaces per 100m ² of Gross Leasable Area	10% of site. This requirement may be reduced in accordance with adopted Council Planning Policy.	<ul style="list-style-type: none"> Development in the City Centre Skyline Policy Area shall comply with the height requirements of that policy. In areas outside the City Centre Skyline Policy area a height limit of three storeys or 10 metres (whichever is the lesser) shall apply. A variation to the height limit shall require the special approval of Council in accordance with the "SA" provisions. Any variation shall accord to Council's adopted height policy. Shade projections are not included in setback calculations. Where shade projections include storage space, this may be excluded from plot ratio calculations and commercial floor limitations, provided the storage space does not exceed 10% of the floor space. 	
Child Care Premises	AA						As determined by Council		As determined by Council
Civic Use	P						As determined by Council		
Club Premises	P						As determined by Council		
Consulting Room	P						2 for the dwelling plus 4 per consultant		
Convenience Store	SA								
Cultural Use	P								

Amend No 63
GG 13/01/06

Amend No 52
GG 24/12/04

Amend No 96
GG 9/7/13

Amend No 12
GG 18/02/03

Amend No 12
GG 18/02/03

Amend No 96
GG 9/7/13

Amend No 108
GG 27/01/12

Family Day
Care Deleted
Amend No 83
GG 14/09/10

Amend No 108
GG 27/01/12

TABLE 1 - CITY CENTRE DEVELOPMENT ZONE

POLICY STATEMENT - The intent of the City Centre Development Zone is to provide for the development of the Mandurah City Centre as the Waterfront Capital of the Peel Region, offering vibrant and diverse commercial, retail, mixed use, entertainment and lifestyle opportunities for residents and visitors after comprehensive planning of the land has been carried out resulting in an approved Precinct Plan. Where no Precinct Plan has been prepared and approved, the following Uses and Development Standards shall apply.

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DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
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	Dwelling (Single House, Group, Multi)	AA	As per the Residential Design Code R60 density						Calculation of dwelling yield, parking and other requirements for residential development that is to be constructed above or within a commercial development, shall be calculated as if the commercial development did not exist. This is to encourage a vertical mix of residential and commercial development within the zone. Where a lot abuts onto a foreshore reserve the minimum setback to a dwelling shall be 4.5 metres to an open balcony, verandah and/or thelike and 6.0 metres to the main building. A 45-degree visual truncation shall be maintained from adjoining properties at the 6.0 metre setback line.
	Eco-Tourist Facility	P							
	Educational Establishment	SA					1.5 bays per classroom or as determined by Council		
	Fish Shop	P							
	Guesthouse	P							
	Health Studio	P					1/35m ² GLA		

Amend No 52
GG 24/12/04

Amend No 96
GG 9/7/13

TABLE 1 - CITY CENTRE DEVELOPMENT ZONE

POLICY STATEMENT - The intent of the City Centre Development Zone is to provide for the development of the Mandurah City Centre as the Waterfront Capital of the Peel Region, offering vibrant and diverse commercial, retail, mixed use, entertainment and lifestyle opportunities for residents and visitors after comprehensive planning of the land has been carried out resulting in an approved Precinct Plan. Where no Precinct Plan has been prepared and approved, the following Uses and Development Standards shall apply.

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DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
		NIL	1. In the City Centre Skyline Policy area maximum plot ratio shall be in accordance with that policy. 2. In other areas of the zone maximum plot ratio shall be 3.0	1. City Centre Skyline Policy area: Minimum boundary setbacks shall be in accordance with the City Centre Skyline Policy. 2. Other Areas of the Zone: A nil setback shall apply to all boundaries unless otherwise specified.		6 spaces per 100m ² of Gross Leasable Area	10% of site. This requirement may be reduced in accordance with adopted Council Planning Policy.	<ul style="list-style-type: none"> Development in the City Centre Skyline Policy Area shall comply with the height requirements of that policy. In areas outside the City Centre Skyline Policy area a height limit of three storeys or 10 metres (whichever is the lesser) shall apply. A variation to the height limit shall require the special approval of Council in accordance with the "SA" provisions. Any variation shall accord to Council's adopted height policy. Shade projections are not included in setback calculations. Where shade projections include storage space, this may be excluded from plot ratio calculations and commercial floor limitations, provided the storage space does not exceed 10% of the floor space. 	
Home Occupation	AA								
Hotel, Tavern	AA					1 per bed plus 1 per 2m ² public bar area plus 1 per 3m ² lounge area			
Industry – Service	SA								
Laundromat	P								
Liquor Store	P								
Lunch Bar	P								
Lodging House	P					1 per bedroom for hire plus 2 for the dwelling			
Lunch Bar	P								
Medical Centre	P					1 per Staff Member plus 4 per practitioner			
Motel	P					1 per unit			

Amend No 52
GG 24/12/04

Amend No 96
GG 9/7/13

TABLE 1 - CITY CENTRE DEVELOPMENT ZONE

POLICY STATEMENT - The intent of the City Centre Development Zone is to provide for the development of the Mandurah City Centre as the Waterfront Capital of the Peel Region, offering vibrant and diverse commercial, retail, mixed use, entertainment and lifestyle opportunities for residents and visitors after comprehensive planning of the land has been carried out resulting in an approved Precinct Plan. Where no Precinct Plan has been prepared and approved, the following Uses and Development Standards shall apply.

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DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
		NIL	1. In the City Centre Skyline Policy area maximum plot ratio shall be in accordance with that policy. 2. In other areas of the zone maximum plot ratio shall be 3.0	1. City Centre Skyline Policy area: Minimum boundary setbacks shall be in accordance with the City Centre Skyline Policy. 2. Other Areas of the Zone: A nil setback shall apply to all boundaries unless otherwise specified.			6 spaces per 100m ² of Gross Leasable Area	10% of site. This requirement may be reduced in accordance with adopted Council Planning Policy.	<ul style="list-style-type: none"> Development in the City Centre Skyline Policy Area shall comply with the height requirements of that policy. In areas outside the City Centre Skyline Policy area a height limit of three storeys or 10 metres (whichever is the lesser) shall apply. A variation to the height limit shall require the special approval of Council in accordance with the "SA" provisions. Any variation shall accord to Council's adopted height policy. Shade projections are not included in setback calculations. Where shade projections include storage space, this may be excluded from plot ratio calculations and commercial floor limitations, provided the storage space does not exceed 10% of the floor space.
Night Club	SA						1 per 4 people the building is designed to accommodate		
Nursing Home	SA								
Office	P						1/35m ² GLA		
Place of Amusement	P						5 per bowling alley or 2 per billiard/pool table and/or 1 per 15m ² GLA or; 1 per 15m ² GLA. Otherwise determined by Council		
Private Hotel	P						As per hotel		
Public Amusement	AA								
Public Utility	P								
Public Worship - Place of	SA	2000m ²	30m				1 per 3 seats		

Amend No 52
GG 24/12/04

Amend No 96
GG 9/7/13

TABLE 1 - CITY CENTRE DEVELOPMENT ZONE

POLICY STATEMENT - The intent of the City Centre Development Zone is to provide for the development of the Mandurah City Centre as the Waterfront Capital of the Peel Region, offering vibrant and diverse commercial, retail, mixed use, entertainment and lifestyle opportunities for residents and visitors after comprehensive planning of the land has been carried out resulting in an approved Precinct Plan. Where no Precinct Plan has been prepared and approved, the following Uses and Development Standards shall apply.

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DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
		NIL	1. In the City Centre Skyline Policy area maximum plot ratio shall be in accordance with that policy. 2. In other areas of the zone maximum plot ratio shall be 3.0	1. City Centre Skyline Policy area: Minimum boundary setbacks shall be in accordance with the City Centre Skyline Policy. 2. Other Areas of the Zone: A nil setback shall apply to all boundaries unless otherwise specified.			6 spaces per 100m ² of Gross Leasable Area	10% of site. This requirement may be reduced in accordance with adopted Council Planning Policy.	<ul style="list-style-type: none"> Development in the City Centre Skyline Policy Area shall comply with the height requirements of that policy. In areas outside the City Centre Skyline Policy area a height limit of three storeys or 10 metres (whichever is the lesser) shall apply. A variation to the height limit shall require the special approval of Council in accordance with the "SA" provisions. Any variation shall accord to Council's adopted height policy. Shade projections are not included in setback calculations. Where shade projections include storage space, this may be excluded from plot ratio calculations and commercial floor limitations, provided the storage space does not exceed 10% of the floor space.
Reception Centre	P						1 per 4 seats		
Residential Building	AA						1 per bed		
Restaurant	P						1 per 4 seats		
Restricted Premises	SA						1 per bed		
Serviced Apartment	P								
Service Premise	P								
Service Station	SA						3 work bays plus 1 per staff member		
Shop	P								
Takeaway Food Outlet	P						1 per 4 seats plus 1 for every 1m of queue length area		Stacking bays may be included in the car parking calculation
Tourism Development	P								
Tourist Resort	P								

Amend No 108
GG 27/01/12

Amend No 108
GG 27/01/12

Amend No 108
GG 27/01/12

TABLE 2 - COMMERCIAL ZONE

POLICY STATEMENT - The Commercial Zone is primarily intended to provide for retail shopping but also other associated non bulky retail and local office uses that cater for the current and future residents of the City consistent with the Retail Strategy.

P is consistent with the objectives of the Scheme and may be developed after planning approval. IP not permitted unless incidental to predominant use.
 AA may be developed after Council has granted planning approval. Council may advertise proposal. X not permitted.
 SA may be developed after Council has granted planning approval. Must be advertised.

DEVELOPMENT STANDARDS

USES		Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
					FRONT	REAR	SIDES			
			NIL	1.0	9m	Nil	Nil	8 spaces per 100m ² of Gross Leasable Area	10% of site	• the side and rear setback shall be 6m where the site adjoins residential zoned land
USES										
Auction Mart	P									
Amusement Parlour	P							1 per 35m ² GLA		
Arts and Craft Display	SA									
Bank	P							1 per 35m ² GLA		
Bed and Breakfast	AA							2 for the permanent occupants plus 1 bay per bedroom for hire		
Car Park	P				2m	1m	1m			
Car Wash	P									
Caretaker's Dwelling	AA				As per 'R25'			2 car bays		
Child Care Premises	AA	900m ²	20m					As determined by Council		As determined by Council
Civic Use	P							As determined by Council		
Club Premises	AA							As determined by Council		
Consulting Room	P							2 for the dwelling plus 4 per Consultant		
Convenience Store	P									
Cultural Use	P									

Amend No 63
GG 13/01/06

TABLE 2 - COMMERCIAL ZONE

POLICY STATEMENT - The Commercial Zone is primarily intended to provide for retail shopping but also other associated non bulky retail and local office uses that cater for the current and future residents of the City consistent with the Retail Strategy.

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DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
		NIL	1.0	9m	Nil	Nil	8 spaces per 100m ² of Gross Leasable Area	10% of site	<ul style="list-style-type: none"> the side and rear setback shall be 6m where the site adjoins residential zoned land
Dwelling (Single House, Group, Multi)	AA		As per Residential Planning Codes R40 Density						<p>Where a lot abuts onto a foreshore reserve the minimum setback to a dwelling shall be 4.5 metres to an open balcony, verandah and/or thelike and 6.0 metres to the main building. A 45-degree visual truncation shall be maintained from adjoining properties at the 6.0 metre setback line.</p> <p>Where reticulated sewerage is unavailable a residential density coding of R12.5 shall apply.</p>
Fish Shop	P								
Funeral Parlour	P								
Health Studio	P						1 per 30 m ² GLA		
Home Occupation	AA								
Hotel	AA						1 per bed plus 1 per 2m ² public bar area plus 1 per 3m ² lounge area		
Laundromat	P								
Liquor Store	P								
Lodging House	AA						1 per bedroom for hire plus 2 for dwelling		
Lunch Bar	P								
Marina	SA								
Medical Centre	P						1 per Staff Member plus 4 per Practitioner		
Motel	AA						1 per unit		
Night Club	SA						1 per 4 seats		15m side and rear boundary clearance is required where a site adjoins a residential zone

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POLICY STATEMENT - The Commercial Zone is primarily intended to provide for retail shopping but also other associated non bulky retail and local office uses that cater for the current and future residents of the City consistent with the Retail Strategy.

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DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
		NIL	1.0	9m	Nil	Nil	8 spaces per 100m ² of Gross Leasable Area	10% of site	<ul style="list-style-type: none"> the side and rear setback shall be 6m where the site adjoins residential zoned land
Office	AA						1 per 35m ² GLA		
Place of Amusement	AA						5 per bowling alley or 2 per billiard/pool table and/or 1 per 15m ² GLA or; 1 per 15m ² GLA Otherwise determined by Council		
Public Amusement	AA								
Public Utility	P								
Reception Centre	P						1 per 4 seats		
Restaurant	P						1 per 4 seats		
Service Premises	P								
Service Station	AA						3 per work bay plus 1 per staff member		
Shop	P								
Showroom	P	1000m ²					1 per 30m ² GLA		
Take away Food Outlet	P						1 per 4 seats plus 1 per 1m of queue length area		Stacking bays may be included in the car parking calculation
Tavern	AA						1 space per 2m ² of gross bar & lounge floor area. Concessions where integrated with multi-use complex		
Veterinary Clinic	P						4 per practitioner		No overnight accommodation of animals

Amend No
29

TABLE 3 – DELETED BY AMENDMENT NO. 29

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TABLE 4 - SERVICE COMMERCIAL ZONE

POLICY STATEMENT - The intention of Council is to encourage a range of non-retail commercial uses which will have minimum impact on arterial traffic while maintaining a scale of development which is compatible with adjacent land uses. Council shall have regard to such factors as traffic generation, impact on amenity and scale of development when considering applications for planning approval. Where possible, crossovers to the road shall be limited by share arrangements with adjacent development and the integration of parking and service areas.

P	is consistent with the objectives of the Scheme and may be developed after planning approval.	IP	not permitted unless incidental to predominant use.
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DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				Vehicle access to the rear of any building must be available					
		1. In the City Centre Skyline Policy area Minimum Effective Frontage shall be in accordance with that policy. 2. In other areas of the zone Minimum Effective Frontage shall be as indicated below	1. In the City Centre Skyline Policy area maximum plot ratio shall be in accordance with that policy. 2. In other areas of the zone maximum plot ratio shall be 3.0	1. City Centre Skyline Policy area: Minimum boundary setbacks shall be in accordance with the City Centre Skyline Policy.			1 per 30m ² GLA	10% of site	<ul style="list-style-type: none"> Except as otherwise permitted under the City Centre Skyline Policy, development is not to exceed 2 storeys in height unless special approval is granted by Council. No. of Crossovers to be minimised by coupling with adjacent development. Design shall have regard to maintaining or enhancing any adjacent residential amenity. Where reticulated sewerage is unavailable, all land uses with effluent disposal requirements exceeding those of a single residence shall be subject to the approval of the Health Department of WA. Shade projections are not included in the setback calculations.
				2. In Other Areas of the Zone: Minimum boundary setbacks shall be as specified below.					
		20m		9m	3m	nil			

Amend No 12
GG 18/02/03

USES									
Amusement Parlour	SA							5 per bowling alley or; 2 per billiard/pool table and/or 1 per 15m ² GLA or; 1 per 15m ² GLA. Otherwise determined by Council	
Auction Mart	SA							1 per 50m ² display and sales area including both indoor & outdoor	
Arts and Crafts Display	SA								
Bank	AA								
Caretaker's Dwelling	IP					As per R25	As per R25	2 car bays	

TABLE 4 - SERVICE COMMERCIAL ZONE

POLICY STATEMENT - The intention of Council is to encourage a range of non-retail commercial uses which will have minimum impact on arterial traffic while maintaining a scale of development which is compatible with adjacent land uses. Council shall have regard to such factors as traffic generation, impact on amenity and scale of development when considering applications for planning approval. Where possible, crossovers to the road shall be limited by share arrangements with adjacent development and the integration of parking and service areas.

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DEVELOPMENT STANDARDS

	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks Vehicle access to the rear of any building must be available			Minimum Car Parking	Landscaping	Other Requirements
USES		1. In the City Centre Skyline Policy area Minimum Effective Frontage shall be in accordance with that policy. 2. In other areas of the zone Minimum Effective Frontage shall be as indicated below	1. In the City Centre Skyline Policy area maximum plot ratio shall be in accordance with that policy. 2. In other areas of the zone maximum plot ratio shall be 3.0	1. City Centre Skyline Policy area: Minimum boundary setbacks shall be in accordance with the City Centre Skyline Policy. 2. In Other Areas of the Zone: Minimum boundary setbacks shall be as specified below. FRONT REAR SIDES			1 per 30m ² GLA	10% of site	<ul style="list-style-type: none"> Except as otherwise permitted under the City Centre Skyline Policy, development is not to exceed 2 storeys in height unless special approval is granted by Council. No. of Crossovers to be minimised by coupling with adjacent development. Design shall have regard to maintaining or enhancing any adjacent residential amenity. Where reticulated sewerage is unavailable, all land uses with effluent disposal requirements exceeding those of a single residence shall be subject to the approval of the Health Department of WA. Shade projections are not included in the setback calculations.
		20m		9m	3m	nil			

Amend No 12
GG 18/02/03

Amend No 63
GG 13/01/06

Car Park	P								
Car Wash	AA								
Child Care Premises	AA						As determined by Council		
Civic Use	P						As determined by Council		
Club Premises	AA						As determined by Council		
Cottage Industry	AA				6m	1.5m	2 bays for the occupant plus bays in accordance with industry proposal		
Cultural Use	SA						Determined by Council		
Educational Establishment	AA						1.5 bays per classroom or as determined by Council		
Funeral Parlour	P								

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DEVELOPMENT STANDARDS

	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks Vehicle access to the rear of any building must be available			Minimum Car Parking	Landscaping	Other Requirements
USES		1. In the City Centre Skyline Policy area Minimum Effective Frontage shall be in accordance with that policy.	1. In the City Centre Skyline Policy area maximum plot ratio shall be in accordance with that policy.	1. City Centre Skyline Policy area: Minimum boundary setbacks shall be in accordance with the City Centre Skyline Policy.			1 per 30m ² GLA	10% of site	<ul style="list-style-type: none"> Except as otherwise permitted under the City Centre Skyline Policy, development is not to exceed 2 storeys in height unless special approval is granted by Council. No. of Crossovers to be minimised by coupling with adjacent development. Design shall have regard to maintaining or enhancing any adjacent residential amenity. Where reticulated sewerage is unavailable, all land uses with effluent disposal requirements exceeding those of a single residence shall be subject to the approval of the Health Department of WA. Shade projections are not included in the setback calculations.
		2. In other areas of the zone Minimum Effective Frontage shall be as indicated below	2. In other areas of the zone maximum plot ratio shall be 3.0	2. In Other Areas of the Zone: Minimum boundary setbacks shall be as specified below.					
		20m		FRONT	REAR	SIDES			
				9m	3m	nil			

Amend No 12
GG 18/02/03

Health Studio	P								
Hire Service (Non Industrial)	P								
Hire Service (Industrial)	P								
Industry – Service	AA								
Laundromat	P								
Lunch Bar	P								
Medical Centre	P						4 per practitioner plus 1 per staff member		
Motor Vehicles and Marine Sales Premises	AA	1500m ²	30m						Vehicular access other than cars shall only be permitted to the site via side road access.

TABLE 4 - SERVICE COMMERCIAL ZONE

POLICY STATEMENT - The intention of Council is to encourage a range of non-retail commercial uses which will have minimum impact on arterial traffic while maintaining a scale of development which is compatible with adjacent land uses. Council shall have regard to such factors as traffic generation, impact on amenity and scale of development when considering applications for planning approval. Where possible, crossovers to the road shall be limited by share arrangements with adjacent development and the integration of parking and service areas.

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DEVELOPMENT STANDARDS

	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks Vehicle access to the rear of any building must be available			Minimum Car Parking	Landscaping	Other Requirements
USES		1. In the City Centre Skyline Policy area Minimum Effective Frontage shall be in accordance with that policy. 2. In other areas of the zone Minimum Effective Frontage shall be as indicated below	1. In the City Centre Skyline Policy area maximum plot ratio shall be in accordance with that policy. 2. In other areas of the zone maximum plot ratio shall be 3.0	1. City Centre Skyline Policy area: Minimum boundary setbacks shall be in accordance with the City Centre Skyline Policy. 2. In Other Areas of the Zone: Minimum boundary setbacks shall be as specified below. FRONT REAR SIDES			1 per 30m ² GLA	10% of site	<ul style="list-style-type: none"> Except as otherwise permitted under the City Centre Skyline Policy, development is not to exceed 2 storeys in height unless special approval is granted by Council. No. of Crossovers to be minimised by coupling with adjacent development. Design shall have regard to maintaining or enhancing any adjacent residential amenity. Where reticulated sewerage is unavailable, all land uses with effluent disposal requirements exceeding those of a single residence shall be subject to the approval of the Health Department of WA. Shade projections are not included in the setback calculations.
		20m		9m	3m	nil			

Amend No 12
GG 18/02/03

Motor Vehicle Hire	P								
Motor Vehicle Repair	IP								
Office	SA						1 per 40m ² GLA		
Open Air Display	P						1 per 50m ² display and sales area including both indoor & outdoor		
Plant Nursery	P						1 per 50m ² display and sales area including both indoor & outdoor		
Public Utility	P								Screening of Servicing Utilities may be required
Radio & TV Installation	AA								
Recreation – Private	SA								

TABLE 4 - SERVICE COMMERCIAL ZONE

POLICY STATEMENT - The intention of Council is to encourage a range of non-retail commercial uses which will have minimum impact on arterial traffic while maintaining a scale of development which is compatible with adjacent land uses. Council shall have regard to such factors as traffic generation, impact on amenity and scale of development when considering applications for planning approval. Where possible, crossovers to the road shall be limited by share arrangements with adjacent development and the integration of parking and service areas.

P	is consistent with the objectives of the Scheme and may be developed after planning approval.	IP	not permitted unless incidental to predominant use.
AA	may be developed after Council has granted planning approval. Council may advertise proposal.	X	not permitted.
SA	may be developed after Council has granted planning approval. Must be advertised.		

DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				Vehicle access to the rear of any building must be available					
		1. In the City Centre Skyline Policy area Minimum Effective Frontage shall be in accordance with that policy. 2. In other areas of the zone Minimum Effective Frontage shall be as indicated below	1. In the City Centre Skyline Policy area maximum plot ratio shall be in accordance with that policy. 2. In other areas of the zone maximum plot ratio shall be 3.0	1. City Centre Skyline Policy area: Minimum boundary setbacks shall be in accordance with the City Centre Skyline Policy.			1 per 30m ² GLA	10% of site	<ul style="list-style-type: none"> Except as otherwise permitted under the City Centre Skyline Policy, development is not to exceed 2 storeys in height unless special approval is granted by Council. No. of Crossovers to be minimised by coupling with adjacent development. Design shall have regard to maintaining or enhancing any adjacent residential amenity. Where reticulated sewerage is unavailable, all land uses with effluent disposal requirements exceeding those of a single residence shall be subject to the approval of the Health Department of WA. Shade projections are not included in the setback calculations.
				2. In Other Areas of the Zone: Minimum boundary setbacks shall be as specified below.					
		20m		9m	3m	nil			

Amend No 12
GG 18/02/03

Recreation – Public	P								
Restaurant	P						1 per 4 seats		
Shop	IP						1 space per 10m ² GLA		Shop Gross Floor Area must not be more than 10% of total GLA.
Showroom	P	1000m ²							
Storage Yard	IP								
Tavern (Less than 200m ² GLA)	SA						1 space per 2m ² of gross bar & lounge floor area. Concessions where integrated with multi-use complex		
Veterinary Clinic	P						4 per practitioner		No overnight accommodation of animals

TABLE 5 - RESIDENTIAL ZONE

POLICY STATEMENT - The Residential Zone is intended to promote a high quality residential environment by maintaining the quality and character of existing residential areas and providing for a range of residential densities and housing types throughout the City.

P is consistent with the objectives of the Scheme and may be developed after planning approval. IP not permitted unless incidental to predominant use.
 AA may be developed after Council has granted planning approval. Council may advertise proposal. X not permitted.
 SA may be developed after Council has granted planning approval. Must be advertised.

DEVELOPMENT STANDARDS

USES		Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
					FRONT	REAR	SIDES			
As per Residential Planning Codes as shown on Scheme Maps										
Additional Accommodation	AA	900m ²								
Aged Persons Home	AA	As per Residential Planning Codes according to density shown on Scheme Maps								
Aged Persons Village	AA	As per Residential Planning Codes according to density shown on Scheme Maps								
Bed and Breakfast Accommodation	SA							2 for the permanent occupants plus 1 bay per bedroom available for hire		Permitted to be operated from single houses but only where the development in the opinion of the Council: a) does not adversely affect the amenity of the area; b) provides a tourist facility; c) has been advertised for public comment in conformity with Council's advertising requirements specified for "SA" uses and no significant objections have been received during this period; and d) complies wholly with all other Scheme requirements and any policies of Council. e) includes the owner or operator residing within the dwelling.
Car Park	SA				2m	1m	1m		10% of site	
Chalet	SA									
Child Care Premises	SA	1000m ²						As determined by Council		As determined by Council
Civic Use	P							As determined by Council		
Consulting Rooms	IP	1000m ²						2 for the dwelling and 4 per practitioner		
Corner Shop	SA	1000m ²	20m		9m	6m	3m	2 bays for the dwelling and 6 for the shop		Maximum retail floor area of 50m ² GLA 30% of front setback landscaped.
Display Home Centre	AA							Off street parking of 4 bays per display house		

Amend No 108
GG 27/01/12

Amend No 108
GG 27/01/12

Amend No 108
GG 27/01/12

Amend No 63
GG 13/01/06

TABLE 5 - RESIDENTIAL ZONE

POLICY STATEMENT - The Residential Zone is intended to promote a high quality residential environment by maintaining the quality and character of existing residential areas and providing for a range of residential densities and housing types throughout the City.

P is consistent with the objectives of the Scheme and may be developed after planning approval. IP not permitted unless incidental to predominant use.
 AA may be developed after Council has granted planning approval. Council may advertise proposal. X not permitted.
 SA may be developed after Council has granted planning approval. Must be advertised.

DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
	As per Residential Planning Codes as shown on Scheme Maps								
	As per Residential Planning Codes as shown on Scheme Maps								
Dwelling (Single House, Group, Multi)	P								Where a lot abuts onto a foreshore reserve the minimum setback to a dwelling shall be 4.5 metres to an open balcony, verandah and/or thelike and 6.0 metres to the main building. A 45-degree visual truncation shall be maintained from adjoining properties at the 6.0 metre setback line.
Guesthouse	AA								
Home Occupation	AA								
Kindergarten	SA	2000m ²			9m	3m	1 per staff member plus 1 set down/pick up bay per 4 students	10% of site	
Land Sales Office	P						6 parking bays		
Lodging House	SA						1 per bedroom for hire plus 2 for dwelling		
Medical Centre	SA						1 per staff member plus 4 per practitioner	10% of site	Location criteria may be specified through Council Policy.
Nursing Home	SA	5000m ²	30m		9m	3m per storey	1 per staff member plus 1 per 2 beds	10% of site	
Public Worship - Place of	SA	1000m ²	30m		9m	3m	1 per 2 seats	10% of site	
Public Utility	P								
Serviced Apartment	SA								

Family Day Care Deleted Amend No 83 GG 14/09/10

Amend No 108 GG 27/01/12

Amend No 108 GG 27/01/12

TABLE 6 - INDUSTRY ZONE

POLICY STATEMENT - To encourage the development of light, service and general industries in the zone to a high standard that will provide for the industrial needs of the City of Mandurah.

P is consistent with the objectives of the Scheme and may be developed after planning approval. AA may be developed after Council has granted planning approval. Council may advertise proposal. SA may be developed after Council has granted planning approval. Must be advertised.	IP not permitted unless incidental to predominant use. X not permitted.
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DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
	2000m ²	25m	1.0	9M	NIL	NIL	1 SPACE FOR EVERY 50M ² GLA	10% OF SITE AREA	

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	FRONT	REAR	SIDES	Minimum Car Parking	Landscaping	Other Requirements
Auction Mart	AA						1 per 50m ² display and sales area including both indoor and outdoor		
Caretakers Dwelling	AA			As per R25			2 car bays		
Caretakers House	IP								
Car Park	P								
Civic Use	P						As determined by Council		
Club Premises	AA						As determined by Council		
Drive-in Theatre	SA	2ha							
Fuel Depot	P								
Funeral Parlour	P								
Health Studio	SA						1 per 30m ² GLA		
Hire Service (Industrial)	AA								
Industry – General	P						1 per 50m ² GLA then 1 per 100m ² or part thereof		
Industry – Light	P						1 per 50m ² GLA then 1 per 100m ² or part thereof		
Industry – Service	P								
Lunch Bar	IP								
Motor Vehicle and Marine Sales Premises	AA								

TABLE 6 - INDUSTRY ZONE

POLICY STATEMENT - To encourage the development of light, service and general industries in the zone to a high standard that will provide for the industrial needs of the City of Mandurah.

P is consistent with the objectives of the Scheme and may be developed after planning approval. IP not permitted unless incidental to predominant use.
 AA may be developed after Council has granted planning approval. Council may advertise proposal. X not permitted.
 SA may be developed after Council has granted planning approval. Must be advertised.

DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
	2000m ²	25m	1.0	9M	NIL	NIL	1 SPACE FOR EVERY 50M ² GLA	10% OF SITE AREA	
Motor Vehicle Hire	AA								
Motor Vehicle Repair	P								
Motor Vehicle Wash	P								
Motor Vehicle Wrecking	P	2000m ²							
Office	IP						1 per 30m ² GLA		
Open Air Display	P								
Place of Amusement	AA						5 per bowling alley or 2 per billiard/pool table and/or 1 per 15m ² GLA or; 1 per 15m ² GLA. Otherwise determined by Council		
Public Utility	P								
Public Worship – Place of	SA						1 bay per 3 seats		
Produce Store	P						1 per 50m ² sales and storage area		
Radio & TV Installation	P								
Recreation - Private	SA								
Retail Sale of Products Produced on Site	AA						As per Commercial Zone		
Showroom	AA						1 per 30m ² GLA		
Storage Yard	P								
Tavern	SA	3000m ²	30m				1 space per 2m ² of gross bar & lounge floor area. Concessions where integrated with multi-use complex		

TABLE 6 - INDUSTRY ZONE

POLICY STATEMENT - To encourage the development of light, service and general industries in the zone to a high standard that will provide for the industrial needs of the City of Mandurah.

P	is consistent with the objectives of the Scheme and may be developed after planning approval.	IP	not permitted unless incidental to predominant use.
AA	may be developed after Council has granted planning approval. Council may advertise proposal.	X	not permitted.
SA	may be developed after Council has granted planning approval. Must be advertised.		

DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
	2000m ²	25m	1.0	9M	NIL	NIL	1 SPACE FOR EVERY 50M ² GLA	10% OF SITE AREA	
Transport Depot	P								
Veterinary Clinic	P						1 per staff member plus 4 per practitioner		
Veterinary Hospital	P								
Warehouse	P						1 per 100m ² GLA		

TABLE 7 - RURAL RESIDENTIAL ZONE

POLICY STATEMENT - This zone is intended to provide the opportunity for residential living in a semi-rural atmosphere with appropriate controls to minimise clearing and encourage re-planting of indigenous vegetation.

P	is consistent with the objectives of the Scheme and may be developed after planning approval.	IP	not permitted unless incidental to predominant use.
AA	may be developed after Council has granted planning approval. Council may advertise proposal.	X	not permitted.
SA	may be developed after Council has granted planning approval. Must be advertised.		

DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
	2ha or 1ha with scheme water (with the exception of those areas within the Lake Clifton catchment, where generally an average lot size of 5ha with 2ha minimum is required)	50m		20m	50m	10m			Any subdivision or development shall comply with the requirements of the Commission's Coastal & Lakelands Planning Strategy & the EPA Bulletin 864 (Final criteria for Environmental Acceptability for Land Use proposals within the Catchment of Lake Clifton) requirements.
				or as per declared building envelope	or as per declared building envelope (150m from the high water mark of Lake Clifton)	or as per declared building envelope			

USES									
Ancillary Accommodation	IP								
Amend No 108 GG 27/01/12 Bed and Breakfast Accommodation	SA						2 for the permanent occupants plus 1 bay per bedroom available for hire		Permitted to be operated from single houses but only where the development in the opinion of the Council: a) does not adversely affect the amenity of the area; b) provides a tourist facility; c) has been advertised for public comment in conformity with Council's advertising requirements specified for "SA" uses and no significant objections have been received during this period; and d) complies wholly with all other Scheme requirements and any policies of Council. e) includes the owner or operator residing within the dwelling.
Amend No 108 GG 27/01/12 Cabin	SA								
Amend No 108 GG 27/01/12 Chalet	SA								
Civic Use	P						As determined by Council		
Corner Shop	SA						Minimum 6 bays		Maximum retail floor area of 50m ² , 30% of front setback landscaped

TABLE 7 - RURAL RESIDENTIAL ZONE

POLICY STATEMENT - This zone is intended to provide the opportunity for residential living in a semi-rural atmosphere with appropriate controls to minimise clearing and encourage re-planting of indigenous vegetation.

P	is consistent with the objectives of the Scheme and may be developed after planning approval.	IP	not permitted unless incidental to predominant use.
AA	may be developed after Council has granted planning approval. Council may advertise proposal.	X	not permitted.
SA	may be developed after Council has granted planning approval. Must be advertised.		

DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
	2ha or 1ha with scheme water (with the exception of those areas within the Lake Clifton catchment, where generally an average lot size of 5ha with 2ha minimum is required)	50m		20m	50m	10m			Any subdivision or development shall comply with the requirements of the Comission's Coastal & Lakelands Planning Strategy & the EPA Bulletin 864 (Final criteria for Environmental Acceptability for Land Use proposals within the Catchment of Lake Clifton) requirements.
	Dwelling (Single House)	P					2 bays with one under cover		Where a lot abuts onto a foreshore reserve the minimum setback to a dwelling shall be 4.5 metres to an open balcony, verandah and/or thelike and 6.0 metres to the main building. A 45-degree visual truncation shall be maintained from adjoining properties at the 6.0 metre setback line.
	Eco-Tourist Facility	AA							
	Hobby Farm	SA							In considering a proposal to develop land for intensive agriculture the Council shall: a) Take account of soil types, slope and groundwater flows and surface water drainage and proximity to the estuary, b) Take account of the objectives of the Peel-Harvey Coastal Plain Catchment Statement of Planning Policy, as amended with respect to the potential impact of the proposal on the environment and water quality, and c) Seek advice from the Departments of Agriculture and Environmental Protection and take account of that advice in making its determination or defer the decision pending a formal assessment under part IV of the Environmental Protection Act.
	Home Occupation	AA							

Family Day Care Deleted Amend No 83 GG 14/09/10

Amend No 108 GG 27/01/12

TABLE 7 - RURAL RESIDENTIAL ZONE

POLICY STATEMENT - This zone is intended to provide the opportunity for residential living in a semi-rural atmosphere with appropriate controls to minimise clearing and encourage re-planting of indigenous vegetation.

P is consistent with the objectives of the Scheme and may be developed after planning approval.	IP not permitted unless incidental to predominant use.
AA may be developed after Council has granted planning approval. Council may advertise proposal.	X not permitted.
SA may be developed after Council has granted planning approval. Must be advertised.	

DEVELOPMENT STANDARDS

	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
USES	2ha or 1ha with scheme water (with the exception of those areas within the Lake Clifton catchment, where generally an average lot size of 5ha with 2ha minimum is required)	50m		20m or as per declared building envelope	50m or as per declared building envelope (150m from the high water mark of Lake Clifton)	10m or as per declared building envelope			Any subdivision or development shall comply with the requirements of the Comission's Coastal & Lakelands Planning Strategy & the EPA Bulletin 864 (Final criteria for Environmental Acceptability for Land Use proposals within the Catchment of Lake Clifton) requirements.
Intensive Agriculture	SA								In considering a proposal to develop land for intensive agriculture the Council shall: a) Take account of soil types, slope and groundwater flows and surface water drainage and proximity to the estuary, b) Take account of the objectives of the Peel-Harvey Coastal Plain Catchment Statement of Planning Policy, as amended with respect to the potential impact of the proposal on the environment and water quality, and c) Seek advice from the Departments of Agriculture and Environmental Protection and take account of that advice in making its determination or defer the decision pending a formal assessment under part IV of the Environmental Protection Act.
Multiple Occupancy	SA	2ha			50m	50m	1 per unit		
Plant Nursery	SA								
Public Utility	P								
Public Worship – Place Of	SA						1 bay per 3 seats		
Recreation - Public	AA								
Recreation - Private	AA								

TABLE 7 - RURAL RESIDENTIAL ZONE

POLICY STATEMENT - This zone is intended to provide the opportunity for residential living in a semi-rural atmosphere with appropriate controls to minimise clearing and encourage re-planting of indigenous vegetation.

P	is consistent with the objectives of the Scheme and may be developed after planning approval.	IP	not permitted unless incidental to predominant use.
AA	may be developed after Council has granted planning approval. Council may advertise proposal.	X	not permitted.
SA	may be developed after Council has granted planning approval. Must be advertised.		

DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
	2ha or 1ha with scheme water (with the exception of those areas within the Lake Clifton catchment, where generally an average lot size of 5ha with 2ha minimum is required)	50m		20m or as per declared building envelope	50m or as per declared building envelope (150m from the high water mark of Lake Clifton)	10m or as per declared building envelope			Any subdivision or development shall comply with the requirements of the Comission's Coastal & Lakelands Planning Strategy & the EPA Bulletin 864 (Final criteria for Environmental Acceptability for Land Use proposals within the Catchment of Lake Clifton) requirements.
Rural Pursuit	SA								In considering a proposal to develop land for intensive agriculture the Council shall: a) Take account of soil types, slope and groundwater flows and surface water drainage and proximity to the estuary, b) Take account of the objectives of the Peel-Harvey Coastal Plain Catchment Statement of Planning Policy, as amended with respect to the potential impact of the proposal on the environment and water quality, and c) Seek advice from the Departments of Agriculture and Environmental Protection and take account of that advice in making its determination or defer the decision pending a formal assessment under part IV of the Environmental Protection Act.
Veterinary Clinic	SA						1 per staff member plus 4 per practitioner		
Veterinary Hospital	SA						1 per staff member plus 4 per practitioner		
Wayside Stall	SA								100m clear visibility along roads in each direction

TABLE 8 - RURAL ZONE

POLICY STATEMENT - This zone is intended to apply to those parts of the municipality which are suitable for agricultural or general rural activity. Council's Rural Strategy has determined which rural areas are suitable for semi-urban and urban development. Prior to rezoning for rural residential and residential development, the land owner will be required to undertake a comprehensive Outline Development Planning process. The character of well-vegetated rural areas in the City should be extensively retained where possible by employing sympathetic urban design.

P is consistent with the objectives of the Scheme and may be developed after planning approval. IP not permitted unless incidental to predominant use.
 AA may be developed after Council has granted planning approval. Council may advertise proposal. X not permitted.
 SA may be developed after Council has granted planning approval. Must be advertised.

DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
	Subdivision for small lot rural-residential use is not permitted			20m	50m	15m			Any subdivision or development shall comply with the requirements of the WAPC's Coastal & Lakelands Planning Strategy & the EPA Bulletin 864 (Final criteria for Environmental Acceptability for Land Use proposals within the Catchment of Lake Clifton) requirements.
				(except where lot dimensions preclude this in which the setbacks as specified within the "Rural Residential" zone shall apply) with a 150m setback from the high water mark of Lake Clifton.					

USES										
Ancillary Accommodation	AA	900m ²								
Aquaculture	P									
Arts and Crafts Display	SA									
Bed and Breakfast Accommodation	SA						2 for the permanent occupants 1 additional bay per bedroom available for hire		Permitted to be operated from single houses but only where the development in the opinion of the Council: a) does not adversely affect the amenity of the area; b) provides a tourist facility; c) has been advertised for public comment in conformity with Council's advertising requirements specified for "SA" uses and no significant objections have been received during this period; and d) complies wholly with all other Scheme requirements and any policies of Council. e) includes the owner or operator residing within the dwelling.	
Cabin	SA									
Caravan Park	SA									
Cattery	SA									

Amend No 108
GG 27/01/12

Amend No 108
GG 27/01/12

TABLE 8 - RURAL ZONE

POLICY STATEMENT - This zone is intended to apply to those parts of the municipality which are suitable for agricultural or general rural activity. Council's Rural Strategy has determined which rural areas are suitable for semi-urban and urban development. Prior to rezoning for rural residential and residential development, the land owner will be required to undertake a comprehensive Outline Development Planning process. The character of well-vegetated rural areas in the City should be extensively retained where possible by employing sympathetic urban design.

P	is consistent with the objectives of the Scheme and may be developed after planning approval.	IP	not permitted unless incidental to predominant use.
AA	may be developed after Council has granted planning approval. Council may advertise proposal.	X	not permitted.
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DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
				20m	50m	15m			
	Subdivision for small lot rural-residential use is not permitted			(except where lot dimensions preclude this in which the setbacks as specified within the "Rural Residential" zone shall apply) with a 150m setback from the high water mark of Lake Clifton.					Any subdivision or development shall comply with the requirements of the WAPC's Coastal & Lakelands Planning Strategy & the EPA Bulletin 864 (Final criteria for Environmental Acceptability for Land Use proposals within the Catchment of Lake Clifton) requirements.
Amend No 108 GG 27/01/12	Chalet	SA							
	Civic Use	P					As determined by Council		
	Dog Kennels	SA							
Family Day Care Deleted Amend No 83 GG 14/09/10	Dwelling (Single House)	P							Limited to one dwelling for lots under 2 hectares and maximum of 2 for larger lots. Where a lot abuts onto a foreshore reserve the minimum setback to a dwelling shall be 4.5 metres to an open balcony, verandah and/or thelike and 6.0 metres to the main building. A 45-degree visual truncation shall be maintained from adjoining properties at the 6.0 metre setback line.
Amend No 108 GG 27/01/12	Eco-Tourist Facility	AA							
	Hobby Farm	P	2 ha						Stocking Rates subject to approval by Agriculture Western Australia.
	Home Occupation	IP							

TABLE 8 - RURAL ZONE

POLICY STATEMENT - This zone is intended to apply to those parts of the municipality which are suitable for agricultural or general rural activity. Council's Rural Strategy has determined which rural areas are suitable for semi-urban and urban development. Prior to rezoning for rural residential and residential development, the land owner will be required to undertake a comprehensive Outline Development Planning process. The character of well-vegetated rural areas in the City should be extensively retained where possible by employing sympathetic urban design.

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DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
				20m	50m	15m			
	Subdivision for small lot rural-residential use is not permitted			(except where lot dimensions preclude this in which the setbacks as specified within the "Rural Residential" zone shall apply) with a 150m setback from the high water mark of Lake Clifton.					Any subdivision or development shall comply with the requirements of the WAPC's Coastal & Lakelands Planning Strategy & the EPA Bulletin 864 (Final criteria for Environmental Acceptability for Land Use proposals within the Catchment of Lake Clifton) requirements.
Intensive Agriculture	AA								In considering a proposal to develop land for intensive agriculture the Council shall: a) Take account of soil types, slope and groundwater flows and surface water drainage and proximity to the estuary, b) Take account of the objectives of the Peel-Harvey Coastal Plain Catchment Statement of Planning Policy, as amended with respect to the potential impact of the proposal on the environment and water quality, and c) Seek advice from the Departments of Agriculture and Environmental Protection and take account of that advice in making its determination or defer the decision pending a formal assessment under part IV of the Environmental Protection Act.
Plant Nursery	AA						1/50m ² of public area		
Produce Store	AA						1/50m ² sales and storage area		
Public Utility	P								
Public Worship – Place Of	SA						1 per 3 seats		
Recreation – Private	SA								
Recreation – Private	AA								

TABLE 8 - RURAL ZONE

POLICY STATEMENT - This zone is intended to apply to those parts of the municipality which are suitable for agricultural or general rural activity. Council's Rural Strategy has determined which rural areas are suitable for semi-urban and urban development. Prior to rezoning for rural residential and residential development, the land owner will be required to undertake a comprehensive Outline Development Planning process. The character of well-vegetated rural areas in the City should be extensively retained where possible by employing sympathetic urban design.

P	is consistent with the objectives of the Scheme and may be developed after planning approval.	IP	not permitted unless incidental to predominant use.
AA	may be developed after Council has granted planning approval. Council may advertise proposal.	X	not permitted.
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DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
				20m	50m	15m			
	Subdivision for small lot rural-residential use is not permitted			(except where lot dimensions preclude this in which the setbacks as specified within the "Rural Residential" zone shall apply) with a 150m setback from the high water mark of Lake Clifton.					Any subdivision or development shall comply with the requirements of the WAPC's Coastal & Lakelands Planning Strategy & the EPA Bulletin 864 (Final criteria for Environmental Acceptability for Land Use proposals within the Catchment of Lake Clifton) requirements.
Rural Pursuit	P								In considering a proposal to develop land for intensive agriculture the Council shall: a) Take account of soil types, slope and groundwater flows and surface water drainage and proximity to the estuary, b) Take account of the objectives of the Peel-Harvey Coastal Plain Catchment Statement of Planning Policy, as amended with respect to the potential impact of the proposal on the environment and water quality, and c) Seek advice from the Departments of Agriculture and Environmental Protection and take account of that advice in making its determination or defer the decision pending a formal assessment under part IV of the Environmental Protection Act.
Wayside Stall	AA	40m							100m clear visibility along roads in each direction
Veterinary Clinic	SA						1 per staff member plus 4 per practitioner		
Veterinary Hospital	SA						1 per staff member plus 4 per practitioner		
Zoological Gardens	SA	2 ha					As determined by Council		An application shall be subject to the provision of a detailed management plan to the satisfaction of Council and Agriculture Western Australia.

Amend No 43
GG.5/2/10

TABLE 9 – DELETED BY AMENDMENT NO. 43

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TABLE 10 - TOURIST ZONE

POLICY STATEMENT - The intention of this zone is to encourage the development of tourist facilities in the District to promote and take advantage of the tourism and recreational assets of the Region. Where possible, Council will encourage the development of short term accommodation in preference to permanent residential development within the Zone.

P	is consistent with the objectives of the Scheme and may be developed after planning approval.	IP	not permitted unless incidental to predominant use.
AA	may be developed after Council has granted planning approval. Council may advertise proposal.	X	not permitted.
SA	may be developed after Council has granted planning approval. Must be advertised.		

DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
			1.5	9m	1.5m per storey	1.5m per storey	As determined by Council	15% of Site Area	
USES									
Aged Persons Home	SA		As per Residential Planning Codes according to density shown on Scheme Maps.						
Aged Persons Village	SA	30m					1.25 per unit		
Arts and Crafts Display	SA								
Bed and Breakfast Accommodation	P						2 for permanent occupants plus 1 bay per bedroom for hire		Encouraged to be operated from Single Houses but only where the development in the opinion of Council: a) does not adversely affect the amenity of the area; b) provides a tourist facility; and c) complies with all other Scheme requirements and any relevant policy of Council. d) The owner or operator shall reside within the dwelling.
Cabin	P								
Car Park	AA			2m	1m	1m	N/A		
Caravan Park	P	4000m ²							
Caretaker's Dwelling	AA		As per R25				2 car bays		
Caretaker's House	IP								
Chalet	P								
Child Care Premises	AA						As determined by Council		
Civic Use	P								
Club Premises	AA								
Cultural Use	P								

Amend No 108
GG 27/01/12

Amend No 108
GG 27/01/12

Amend No 108
GG 27/01/12

Amend No 63
GG 13/01/06

TABLE 10 - TOURIST ZONE

POLICY STATEMENT - The intention of this zone is to encourage the development of tourist facilities in the District to promote and take advantage of the tourism and recreational assets of the Region. Where possible, Council will encourage the development of short term accommodation in preference to permanent residential development within the Zone.

P	is consistent with the objectives of the Scheme and may be developed after planning approval.	IP	not permitted unless incidental to predominant use.
AA	may be developed after Council has granted planning approval. Council may advertise proposal.	X	not permitted.
SA	may be developed after Council has granted planning approval. Must be advertised.		

DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
			1.5	9m	1.5m per storey	1.5m per storey	As determined by Council	15% of Site Area	

	Dwelling (Single House, Group, Multi)	AA	As per Residential Planning codes R40 Density or as otherwise shown on Scheme Maps						<p>Dwellings will only be permitted for permanent occupation where it can be demonstrated that the proposal will contribute to the overall amenity of the area. Notwithstanding the preceding comments, no permanent accommodation will be permitted on those lots with frontage onto Mandurah Terrace.</p> <p>Where a lot abuts onto a foreshore reserve the minimum setback to a dwelling shall be 4.5 metres to an open balcony, verandah and/or the like and 6.0 metres to the main building. A 45-degree visual truncation shall be maintained from adjoining properties at the 6.0 metre setback line.</p>
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Amend No 108
GG 27/01/12

	Eco-Tourist Facility	P							
	Educational Establishment	AA					1.5 bays per classroom or as determined by Council		
	Guesthouse	P							
	Hire Service (Non Industrial)	IP							
	Home Occupation	IP							
	Hotel	SA					1 per bed plus 1 per 2m ² public bar area plus 1 per 3m ² lounge area		
	Laundromat	AA							Permitted only where associated with a tourist complex
	Liquor Store	IP							
	Lodging House	P							
	Lunch Bar	P							

Amend No 108
GG 27/01/12

TABLE 10 - TOURIST ZONE

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DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
			1.5	9m	1.5m per storey	1.5m per storey	As determined by Council	15% of Site Area	
Marina	AA								
Marine Filling Station	SA								
Motel	P						1 per unit		
Nightclub	SA						1 per 4 people the building is designed to accommodate		
Office	IP						1 per 40m ² GLA		
Park Home Park	P	4000m ²					1 per home unit		
Private Hotel	P								
Public Amusement	SA						5 per bowling alley or 2 per billiard/pool table and/or 1 per 15m ² GLA or; 1 per 15m ² GLA. Otherwise determined by Council		
Public Utility	P								
Recreation - Public	P								
Recreation - Private	AA								
Reception Centre	P						1 per 4 seats		
Residential Building	SA						1 per bed		
Restaurant	P						1 per 4 seats		
Serviced Apartment	AA								
Service Premise	IP								
Service Station	IP						3 per work bay plus 1 per employee		Permitted only where associated with a tourist complex.

Amend No 108
GG 27/01/12

TABLE 10 - TOURIST ZONE

POLICY STATEMENT - The intention of this zone is to encourage the development of tourist facilities in the District to promote and take advantage of the tourism and recreational assets of the Region. Where possible, Council will encourage the development of short term accommodation in preference to permanent residential development within the Zone.

P	is consistent with the objectives of the Scheme and may be developed after planning approval.	IP	not permitted unless incidental to predominant use.
AA	may be developed after Council has granted planning approval. Council may advertise proposal.	X	not permitted.
SA	may be developed after Council has granted planning approval. Must be advertised.		

DEVELOPMENT STANDARDS

USES	Minimum Lot Area	Minimum Effective Frontage	Maximum Plot Ratio	Minimum Boundary Setbacks			Minimum Car Parking	Landscaping	Other Requirements
				FRONT	REAR	SIDES			
			1.5	9m	1.5m per storey	1.5m per storey	As determined by Council	15% of Site Area	
Shop	IP						1 per 20m ² GLA		Permitted only where associated with a tourist complex.
Takeaway Food Outlet	P						1 per 4 seats plus 1 per 1m of queue length area		Stacking bays may be included in the car parking calculation
Tavern	SA						1 per 2m ² public bar area plus 1 per 3m ² lounge area		
Tourism Development	P								
Tourist Resort									

Amend No 108
GG 27/01/12

Amend No 108
GG 27/01/12

3.4.3 Design Requirements

- (a) The design standards for the design and layout of parking spaces shall be in accordance with the relevant Australian Standard, including those required for disability access.
- (b) Off-street (ie on-site) car-parking areas are to be located internally within a development, out of view from pedestrians on adjacent public footpaths.
- (c) Car parking areas shall be designed to address the elements of:
 - Security and lighting
 - Traffic and Pedestrian access
 - Landscaping
 - Disabled access
 - Shelter
 - Signage
 - Bicycle parking and end of trip facilities
 - Integration with adjoining development

3.4.4 Bicycle Parking

Parking and facilities and end of trip facilities are required to be integrated into the development for employees and residents in accordance with the following requirements.

Table 13 Bicycle Parking: Parking Space Requirements

	Long Term Bicycle Parking Space (Floorspace in Gross Leasable Area)
Category 1: Retail	1 space per 500m ² above 1000m ² of floorspace
Category 2: Commercial	1 space per 250m ² above 1000m ² of floorspace
Category 3: Dining and Entertainment	1 space per 500m ² above 1000m ² of floorspace

- (1) Refer Section 4.7 for definition of Gross Leasable Area
- (2) The requirements for bicycle parking for multiple dwellings in activity centres are addressed Residential Design Codes .

Table 14 Bicycle Parking: End of Trip Facilities

Long Term Bicycle Parking Spaces Required	End of Trip Facilities (Showers/Changerooms)
0 – 2	0
3 – 5	1
6 – 10	2 (1 male, 1 female)
11 – 20	4 (2 male, 2 female)
above 20	4 + additional 2 per 10 bicycle parking space above the first 20 bicycle parking space provided

- (a) Facilities, in addition to showers, should include the change rooms and clothing lockers, ideally close to the long-term bicycle parking facilities, in a safe and secure location. Clothing lockers should be provided at the same rate as the number of long term bicycle parking spaces.
- (b) The design of bicycle facilities should be convenient and secure, and generally be one of the following:
 - Locked compounds with communal access using duplicate keys or electronic swipe cards in a secure location and fitted with bicycle parking devices; or
 - Fully-enclosed individual lockers; or
 - Devices to which the bicycle frame and wheels can be locked positioned close to and directly visible from inside the place of employment.
- (c) Where required, car parking bays required to be provided in **Section 3.4.2** can be used to make the necessary provision for the bicycle parking provisions as required by this section.

TABLE 1 - LANDUSE PARKING REQUIREMENTS

LANDUSE	MINIMUM PARKING PROVISION (RATIO)
Aged or Dependent Persons Dwelling	As per the Residential Design Codes
Amusement Parlour	1 space per 10 square metres of GLA
Ancillary Accommodation	As per the Residential Design Codes
Animal Establishment	1 space per employee plus a minimum of 3 spaces for visitors.
Animal Husbandry – Intensive	1 space per employee
Bed and Breakfast	1 space for every bedroom available to lodgers
Betting Agency	1 space per employee and 1 space per 20 square metres GLA with a minimum of 10 spaces, whichever is the greater.
Cabin or Chalet	2 spaces for every Cabin or Chalet
Camping Area	1 space per tent site or caravan bay
Caravan Park	1 space per caravan bay plus: Shop - 5 spaces per 100 square metres GLA; Service Station - 2 spaces per pump but not less than 4 spaces; Caretaker's Residence - 2 spaces; Office - 4 spaces per 100 square metres GLA.
Caretakers 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.
Club Premises	2 spaces per 100 square metres of GLA.
Consulting Rooms	6 spaces for 1 general practitioner 10 spaces for 2 general practitioners All other allowable practitioners: 4 spaces for 1 practitioner 6 spaces for 2 practitioners
Convenience Store	6 spaces per 100 square metres of GLA for any shop, plus 1 space per petrol pump.
Education Establishment (Private Primary School)	1 space per classroom.
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.
Exhibition Centre	1 space per 4 persons the building is designed to accommodate
Fast Food Outlet	10 spaces per 100 square metres GLA with a minimum of 6 spaces.
Food and Beverage Production	4 spaces per 100 square metres of shop area and 2 spaces per 100 square metres industrial GLA.
Fuel Depot	1 space per 75 square metres GLA or 1 space per employee, whichever is the greater
Funeral Parlour	6 spaces.
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, but not less than 5 per each such use.
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 GLA
Hospital	1 space to every 4 patients' beds plus 1 space for each employee
Hotel	1 space per bedroom, plus 1 space per 10 square metres of GLA of bar rooms, plus 6 spaces per 100 square metres of GLA of lounges, restaurants and other areas open to the general public not resident in the hotel.
Industry - Cottage	1 space per 100 square metres of GLA or 1 space per person employed, whichever is the greater.
Industry – General	3 spaces per 100 square metres GLA; or 2 spaces per person employed; or a minimum of 6 spaces; whichever is the greater.
Industry – Light	3 spaces per 100 square metres GLA; or 2 spaces per person employed; or a minimum of 6 spaces; whichever is the greater.
Industry - Rural	1 space per 100 square metres GLA; or 1 space per person employed; whichever is the greater.
Industry – Service	4 spaces per 100 square metres of shop area and 2 spaces per 100 square metres industrial GLA
Lunch Bar	8 spaces per 100 square metres GLA

LANDUSE	MINIMUM PARKING PROVISION (RATIO)
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 GLA including pharmacies or other retail uses but excluding corridors and lobby areas, plus 1 space for each separate medical or dental office or laboratory.
Motel	1 space per unit or residential suite
Motor Vehicle Repair	4 spaces for each working bay plus 1 space per employee
Motor Vehicle, Boat or Caravan Sales	1 space for every 100 square metres of open or covered display area plus 1 space for every employee
Motor Vehicle Wash	5 spaces for every 2 wash stalls. (A wash stall shall be counted as a parking space.)
Multiple Dwelling	As per the Residential Design Codes
Nightclub	1 space for every 4 persons capable of being accommodated in the building plus 1 space per employee
Office	4 spaces per 100 square metres GLA
Place of Assembly	1 space for every 4 persons the building is designed to accommodate
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
Recreation – Public	1 space for every 4 persons, based on the maximum capacity of all facilities when used simultaneously
Residential Building	1 space per bed and for dormitories 1 space per 9 square metres of floor area.
Restaurant	1 space for every 4 persons the building is designed to accommodate
Restricted Premises	8 spaces for every 100 square metres of GLA
Rural Pursuit	1 space per employee
Service Station	1 space for every 230 square metres gross site area but not less than 8 spaces.
Shop	8 spaces for every 100 square metres of GLA.
Showroom	4 for every 100 square metres of display and sales area and 2 spaces for every 100 square metres of storage area, provided that the storage area is separated from the public display area by a permanent wall or divider
Single Bedroom Dwelling	As per the Residential Design Codes
Single House	As per the Residential Design Codes
Storage	2 spaces per 100 square metres GLA; or 2 spaces per person employed; or a minimum of 6 spaces; whichever is the greater
Tavern	1 space per 2 square metres of gross bar and lounge floor area with further provision for a relaxation of this standard where the tavern forms part of an integrated shopping centre and car park or other commercial complex.
Transport Depot	1 space per 100 square metres GLA or 1 space per employee, whichever is the greater
Vehicle Wrecking	1 space per 500 square metres of site area plus 1 space per employee
Veterinary Centre	1 space for each 23 square metres of Gross Floor Area, plus 1 space per separate office or laboratory.
Warehouse	2 spaces per 100 square metres GLA; or 2 spaces per person employed; or a minimum of 6 spaces; whichever is the greater
Winery	8 spaces for every 100 square metres of sales area (as per shop) plus. 1 space per employee
All Other Uses	To be negotiated with the Council.

TABLE 1: CAR PARKING REQUIREMENTS

Development	Minimum Car Parking Spaces Required
Residential	In accordance with the R Codes
Offices	1 per 25m ² NLA
Medical Centre, Consulting Rooms	4 bays per practitioner plus 1 bay per staff member
Shop, Convenience Store, Markets	6 bays per 100m ² NLA
Hotel, tavern	1 per 5m ² of bar and public area plus 1 per bedroom
Restaurant	1 per 10m ² of NLA
Research & Development	1 per 25m ² NLA
Cinema, theatre, hall, Cultural/Arts Centre, club premises	1 per 5m ² of auditorium area
Child Care Centre	1 per 8 children attending, 1 per 2 staff members
Fast Food Outlet	1 per 10m ² NLA
Recreation Facility	1 per 10m ² NLA
Service Station	8 bays
Showroom	1 per 30m ² NLA
Warehouse, Factory	1 per 50m ² NLA

**TABLE NO.2
CARPARKING TABLE ***

USE CLASS	MINIMUM CARPARKING REQUIREMENT
Child Care Premises	1 bay per employee and 1 bay per eight children
Cinema/Theatre	1 bay per 4 seats
Club Premises	1 bay for every 4 persons the building is designed to accommodate
Consulting Rooms	5 bays per consultant
Convenience Store	6 bays per 100m ² NLA
Fast Food Outlet	1 bay per 11m ² NLA (including outdoor eating areas)
Health Studio	1 bay per 15m ² NLA available to the public, including swimming pools
Homestore	6 bays per 100m ² NLA
Hospital	1 bay per 3 beds
Hotel	1 bay per bedroom, plus 1 bay for every 5m ² of bar and public areas, including lounges, beer gardens and restaurants
Industry, Showroom, Warehouse	1 bay per 50m ² NLA for factory units and showrooms, plus 1 bay per 100m ² NLA for warehouses or 1 bay per employee, whichever is the greater
Lunch Bar	6 bays per 100m ² NLA
Market	3 bays per stall or 1 bay per 10m ² of floorspace (whichever is the greater)
Medical Centre	5 bays per practitioner
Motor Vehicle Repair Station	1 bay for every service bay, plus 1 bay per employee
Night Club	1 bay for every 5m ² of bar and public areas, including lounges, beer gardens and restaurants
Office	1 bay per 20m ² NLA
Open Air Display	1 bay per 200 m ² display area
Plant Nursery	1 bay per 50m ² indoor display and sales NLA and 1 bay per 200m ² outdoor display area
Private Recreation	1 bay for every 4 persons the building is designed to accommodate
Public Worship: Place of	1 bay per 4 persons accommodated
Reception Centre	1 bay for every 4 persons the building is designed to accommodate
Residential	In accordance with the Residential Design Codes
Restaurant	1 bay for every 4 persons the building is designed to accommodate
Service Station	1 bay for every service bay, plus 1 bay per employee and 6 bays per 100m ² NLA of retail floorspace
Shop	6 bays per 100m ² NLA
Short Stay Accommodation	1 bay per unit, plus 1 bay per employee
Showroom	1 bay per 50m ² NLA
Tavern	1 bay for every 5m ² of bar and public areas, including lounges, beer gardens and restaurants
Veterinary Clinic	5 bays per consultant
Warehouse	1 bay per 100m ² NLA

* Refer to Table No.3 for recommended carparking provision within the Primary Centre City Centre and District Town Centre zones.

TABLE NO.3

MINIMUM REQUIREMENTS AND MAXIMUM ALLOWANCES – PRIMARY CENTRE CITY CENTRE ZONE, PRIMARY CENTRE URBAN VILLAGE ZONE, PRIMARY CENTRE CITY LIVING ZONE & DISTRICT TOWN CENTRE ZONES*

USE	MINIMUM PARKING STANDARD (and MAXIMUM PARKING ALLOWABLE - in brackets)
Single house, grouped dwellings and multiple dwellings	The provisions of the Residential Design Codes are taken to apply
Cinema, Theatre	1 bay per 8 (6) seats
Consulting Rooms	3 (4) bays per consultant
Fast Food Outlet	1 bay per 14 (11) m ² NLA
Health Studio	1 bay per 20 (15) m ² NLA available to the public, including swimming pools
Office	1 bay per 60 (40) m ² NLA
Private Recreation, Restaurant, Reception Centre	1 bay for every 8 (6) persons the building is designed to accommodate
Shop	1 bay per 22 (17) m ² NLA
Showroom, Warehouse	1 bay per 80 (60) m ² NLA
Hotel, Motel, Tavern	1 bay per bedroom plus 1 bay for every 5 (4) m ² of bar and public areas including lounges, beer gardens and restaurants
Child Care Premises	1 bay per employee and 1 bay per eight children
Public Assembly, Public Worship	1 bay per 8 (6) seats
Short Stay Accommodation	The provisions of the Residential Design Codes with respect to multiple dwellings are taken to apply

*Subject to the provisions and qualifications detailed under Transport Policy 6.5.6 - Parking, as contained within the Development Policy Plan.

TABLE NO.4**CARPARKING STANDARDS WITHIN THE PRIMARY CENTRE WATERFRONT VILLAGE ZONE**

USE	MINIMUM PARKING STANDARD
Residential	As per Residential Design Codes
Cinema, Theatre	1 bay per 8 seats
Consulting Rooms	3 bays per consultant
Fast Food Outlet	1 bay per 14 m ² NLA
Health Studio	1 bay per 20m ² NLA available to the public, including swimming pools
Office	1 bay per 40 m ² NLA
Private Recreation, Restaurant, Reception Centre	1 bay for every 8 persons the building is designed to accommodate
Shop/Retail	1 bay per 22 m ² NLA
Showroom, Warehouse	1 bay per 80 m ² NLA
Hotel, Tavern	1 bay per bedroom plus 1 bay for every 6.2 m ² of bar and public areas including lounges, beer gardens and restaurants
Public Worship, Public Assembly	1 bay per 8 seats
Short Stay Accommodation	As per the Residential Allocation

1 INTRODUCTION

The City of Rockingham supports the use of sustainable transport and acknowledges the need to provide supportive environments including bicycle parking and end-of-trip facilities. New developments should endeavour to include bicycle parking alongside car parking. Large-scale development will be encouraged to also provide end-of-trip facilities including lockers, change rooms and showers.

Existing development will be encouraged to provide these bicycle parking and end-of-trip facilities when upgrading developments.

The aim of the policy is to facilitate the appropriate provision of secure, well designed and effective on site bicycle parking and end-of-trip facilities to encourage the use of bicycles as a means of transport and access to and within the City. The *Western Australian Bicycle Network Plan 2014-2031* seeks to double the number of cycling trips in Western Australia within five years, and this Policy aims to cater for this projected demand for bicycle parking and end-of-trip facilities.

Clause 67 of the deemed provisions of Town Planning Scheme No.2 sets out the matters that the Council, in considering an application for Development Approval, is to have due regard to as are in the opinion of the Council relevant to the use or development the subject of the application, and includes:-

"(iv) the availability and adequacy for the development of the access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities)"

2 POLICY APPLICATION

This Policy applies to all applications for Development Approval, including change-of-use applications where an intensification of land use is proposed.

3 POLICY OBJECTIVES

The objectives of this Planning Policy are as follows:

- (a) To ensure the provision of appropriate bicycle parking and end-of-trip facilities in new developments and extension or intensification of existing developments in the City as outlined in Table 1; and
- (b) To provide guidance on the development and design of bicycle parking and end-of-trip facilities.

4 POLICY STATEMENT

4.1 Provision of Bicycle Parking Devices

Bicycle parking devices are installations that allow for the secure and convenient parking of bicycles, and are separated into two different types: long-term parking and short-term parking. Long-term and short-term bicycle parking devices are to be provided at the rates shown on the following table:

Table 1 - Bicycle Parking Rates

Use^a	Minimum Long-term Parking	Minimum Short-term Parking
• Multiple Dwelling	As per the Residential Design Codes	As per the Residential Design Codes
• Lodging House	1 space per 3 lodging rooms	1 space per 10 lodging rooms

<ul style="list-style-type: none"> • Short Stay Accommodation • Hotel • Motel 	1 space per 40 guest bedrooms	none required
<ul style="list-style-type: none"> • Commercial^b:- - Local Shops (less than 1,000m² NLA) - Neighbourhood Centres (between 1,001m² - 4,999m² NLA) - District Centres (greater than 5,000m² NLA) 	<p>1 space per 250m² NLA</p> <p>1 space per 500m² NLA (minimum 4 spaces)</p> <p>1 space per 1,500m² NLA (minimum 10 spaces)</p>	<p>1 space per 150m² NLA (minimum 2 spaces)</p> <p>1 space per 300m² NLA (minimum 6 spaces)</p> <p>1 space per 750m² NLA (minimum 16 spaces)</p>
<ul style="list-style-type: none"> • Office 	1 space per 200m ² NLA	1 space per 500m ² NLA
<ul style="list-style-type: none"> • Consulting Rooms • Medical Centre 	1 space per 8 practitioners	1 space per 4 practitioners
<ul style="list-style-type: none"> • Hotel (excluding accommodation) • Tavern • Small Bar • Nightclub 	1 space per 100m ² of bars and public areas, including lounges, beer gardens and restaurants	1 space per 150m ² of bars and public areas, including lounges, beer gardens and restaurants
<ul style="list-style-type: none"> • Health Studio • Private Recreation 	1 space per 400m ² NLA available to the public, including swimming pools	1 space per 200m ² NLA available to the public, including swimming pools
<ul style="list-style-type: none"> • Community Use • Exhibition Centre • Public Worship - Place of • Club Premises • Reception Centre 	none required	1 space for every 30 people the building is designed to accommodate
<ul style="list-style-type: none"> • Showroom 	1 space per 750m ² NLA for premises greater than 300m ²	1 space per 1,000m ² NLA
<ul style="list-style-type: none"> • Industry - Service^c • Industry - Light 	1 space per 800m ² NLA for premises greater than 300m ² NLA	none required
<ul style="list-style-type: none"> • Other Industrial Uses 	1 space per 1,000m ² for premises greater than 300m ² NLA	none required

a Unless defined elsewhere by this Policy, the uses specified above are defined in Schedule No.1 - Interpretations of the City of Rockingham Town Planning Scheme No.2.

b "Commercial" includes a Shop, Bank, Betting Agency, Convenience Store, Fast Food Outlet, Homestore, Lunch Bar, Restaurant, Restricted Premises, Service Station (convenience store component).

c "Industry - Service" includes a Dry Cleaning Premises, Funeral Parlour, Landscape Supply Yard, Laundromat, Motor Vehicle and Marine Sales Premises, Motor Vehicle Repair Station, Open Air Display, Plant Nursery, Trade Display.

Residential Development: refers to development of single house/s, grouped dwellings, multiple dwellings, aged persons dwellings, single bedroom units and residential buildings as defined in the Residential Design Codes of Western Australia.

Mixed Use Development: means a development comprising of both residential and non-residential uses.

End-of-Journey Facilities: means facilities which support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of their journey to and from work. The facilities include separate male and female changing rooms and shower facilities and lockers for the storage of clothing and other personal items.

District Distributor Road: means as defined in the functional road hierarchy published by Main Roads WA.

Local Road: means as defined in the functional road hierarchy published by Main Roads WA.

Australian Standard: means a document having that title and reference number published by Standards Australia Limited.

Austroads 2009: means the publication titled Guide to Road Design Part 4 published by the Association of Australia and New Zealand Road Transport and Traffic Authorities.

Service Access: means vehicular access for non-residential uses to provide a function which includes but is not limited the loading and un-loading of goods, deliveries, dispatch and the like.

5.0 Parking Ratios

5.1 Provision of Car Parking

The number of car parking bays required to be provided for the uses and activities referred to in Table 1: Car Parking Ratios shall be in accordance with the car parking ratios in Table 1 unless otherwise approved by Council.

Table 1: Car Parking Ratios

ACTIVITY / USE	CAR PARKING RATIO
Alfresco Area	1 bay per 14m ² of alfresco area
Bank	1 bay per 20m ² of GFA
Bed & Breakfast	2 bays per dwelling, plus one bay per bedroom (used for accommodation)
Boarding House	1 bay per bed or 1 bay per unit as the case may be
Child Care Premises	1 bay per staff member and 1 bay per 7 children
Club Premises	1 bay per 9m ² of public floorspace

Consulting Rooms and Medical Centres	6 bays for 1 health consultant 10 bays for 2 health consultants 2 additional bays for each health consultant in excess of 2 health consultants; and Where a medical centre includes a chemist as an ancillary service, the number of parking bays to be provided for the purpose of that chemist shall be calculated at the rate of 1 bay per 25m ² of GFA.
Educational Establishment Pre-primary Primary Secondary Tertiary / Technical	1 bay per staff member; 1.25 bays per classroom; 3 bays per classroom; 1.25 bays per classroom, plus one bay per 3.5 students.
Garden Centre	1 bay per 50m ² of nursery area
Hardware Showroom	1 bay per 20m ² GFA
Hospital	1 bay per bed
Hotel/Motel	1 bay per bedroom; and 1 bay per 3m ² of public floorspace (including dining areas and function rooms)
Industry – Extractive^(a) Industry – General^(a) Industry – Light^(a) Industry – Noxious^(a)	1 bay per 50m ² of GFA
Industry - Service^(a)	1 bay per 50m ² of GFA (industry component) 8 bays per 100m ² of GLA (retail component)
Motor Vehicle, Boat or Caravan Sales	1 bay per 100m ² of open display area and one bay per staff member
Motor Vehicle Repair	1 bay per 40m ² of GFA
Nursing Home	1 bay per three beds
Office	1 bay per 30m ² of GFA
Place of Worship	1 bay per 4m ² of public floorspace and 1 bay per staff member
Public Amusement Cinema/Theatre	1 bay per 3m ² of auditorium area;
Recreation Private Bowling Alley Health Studio Indoor Cricket Skating Rink Sports Hall Squash Court Swimming Pool	2.5 bays per lane 1 bay per 9m ² of public floorspace; 16 bays per court; 1 bay per 20m ² of GFA 1 bay per 20m ² of GFA 2 bays per court; and 1 bay per 4 people accommodated.
Residential	As per the Residential Design Codes of Western Australia.
Restaurant, Fast Food Outlet , Reception Centre	1 bay per 7m ² of gross floor area

Service Station	3 bays per working bays
Shop/Personal Services 0 - 5000m ² 5001 – 10,000m ² 10,001m ² plus	8 bays per 100m ² of gross leasable area (GLA) 400 bays plus 7 bays per- 100m ² of GLA in excess of 5001m ² 750 bays plus 6 bays per- 100m ² of GLA in excess of 10001m ²
Showroom	1 bay per 30m ² of GFA
Tavern	1 bay per 3m ² of public floorspace (including dining areas and function rooms)
Veterinary Centre Practitioners	6 bays for one practitioner 10 bays for two practitioners 2 additional bays for each practitioner in excess of 2 practitioners
Warehouse ^(a)	1 bay per 50m ² of GFA

- a) The parking ratio for an office which is incidental to the activity or use referred to in Table 1, where the area of the office is less than 60m², is the same ratio as the activity or use to which it relates.

5.1.1 Uses Not Listed

Where an activity or use is not listed in Table 1, the parking ratio will be determined by Council having regard to the objectives of this policy, similar uses, surrounding uses and off-site parking availability.

5.1.2 Rounding of Parking Bays Required

All parking requirements are to be calculated by rounding to the nearest whole number.

5.2 Reduction of the Required Number of Car Parking Bays

With respect to non-residential development, the following clauses specify criteria for consideration by Council in permitting reductions to the number of car parking bays required by applying the car parking ratios in Table 1. Reductions may be granted cumulatively under clauses 5.2.1, but the maximum variation that will be permitted is 65% of the required number of bays under clause 5.1.

5.2.1 Parking Reduction

The required number of car parking bays derived by the application of the parking ratios for non-residential development in Table 1 may be reduced where the performance criteria in Table 2 are satisfied. The reductions in parking as outlined in Table 2 are not applicable where under Local Planning Scheme No.3 and /or a specific local planning policy specifies a parking ratio different to Table 1 or a modified overall parking requirement.

Table 2: Proposed Car Parking Reductions

Reduction %	Performance Criteria
20% or 10%	The proposed development is within 400 metres ^(b) of a rail station shown in Figure 1; or The proposed development is within 800 metres ^(b) of a rail station shown in Figure 1.
15%	The proposed development is within 200 metres ^(b) of a stop on a high

6.2 BICYCLE PARKING

Introduction

Where this Policy is inconsistent with the provisions of a specific Policy or Guidelines applying to a particular site or area (eg Heritage Protection Area Guidelines), the provisions of that specific Policy or Guidelines shall prevail.

Objectives

- To facilitate the development of adequate bicycle parking facilities;
- To ensure the provision of end of journey facilities; and
- To encourage the use of bicycles for all types of journeys.

Applications Subject of this Policy

This policy applies to the following:

- All non residential development in excess of 400m² gross floor area (new or existing).

Submission Requirements

Plan highlighting the location and number of bicycle parking bays and end of trip facilities.

Development Provisions

Bicycle Parking Ratios

All developments with 400m² or more of gross floor area shall be provided bicycle parking bays in accordance with the following ratios.

ACTIVITY / USE	No. BIKE PARKING SPACES FOR EMPLOYEES / RESIDENTS / STUDENTS	No. BIKE PARKING SPACES FOR CUSTOMERS / VISITORS
All other uses	1 space per 400m ² of the gross floor area (GFA)	N/A
Convenience Store	As above	1 space per 50m ² of GFA
Shop 0 – 5000m ² 5000m ² – 10,000m ² 10,000m ² plus	As above	1 space per 200m ² of GFA 1 space per 300m ² of GFA 1 space per 400m ² of GFA
Educational Establishment Pre-primary Primary Secondary Tertiary / Technical	N/A 1 space per 5 students (over year 4) 1 space per 5 students 1 space per 20 students	N/A

Design principles

Development demonstrates compliance with the following **design principles** (P)

5.3.3 Parking

- P3.1 Adequate car parking is to be provided on-site in accordance with projected need related to:
- the type, number and size of **dwellings**;
 - the availability of on-street and other off-street parking; and
 - the proximity of the proposed **development** to public transport and other facilities.
- P3.2 Consideration may be given to a reduction in the minimum number of on-site car parking spaces for **grouped** and **multiple dwellings** provided:
- available **street** parking in the vicinity is controlled by the local government; and
 - the **decision-maker** is of the opinion that a sufficient equivalent number of on-street spaces are available near the **development**.
- P3.3 Some or all of the required car parking spaces located off-site, provided that these spaces will meet the following:
- the off-site car parking area is sufficiently close to the **development** and convenient for use by residents and/or visitors;
 - any increase in the number of **dwellings** or possible **plot ratio** being matched by a corresponding increase in the aggregate number of car parking spaces;
 - permanent legal right of access being established for all users and occupiers of dwellings for which the respective car parking space is to be provided; and
 - where off-site car parking is shared with other uses, the total aggregate parking requirement for all such uses, as required by the R-Codes and the **scheme** being provided. The number of required spaces may only be reduced by up to 15 per cent where the non-residential parking occurs substantially between 9 am and 5 pm on weekdays.

Deemed-to-comply

Development satisfies the following **deemed-to-comply** requirements (C)

- C3.1 The following minimum number of on-site car parking spaces is to be provided for each **single house, grouped dwelling** and **special purpose dwelling** comprising the following number of bedrooms:

Type of dwelling	Car parking spaces	
	Location A	Location B
1 bedroom dwelling	1	1
2 + bedroom dwelling	1	2
Aged persons' dwelling	1	1
Ancillary dwelling	nil	1

A = within:

- 800m of a train station on a **high frequency rail route**, measured in a straight line from the pedestrian entry to the train station platform to any part of a **lot**; or
- 250m of a **high frequency bus route**, measured in a straight line from along any part of the route to any part of a lot.

B = not within the distances outlined in A above.

- C3.2 On-site visitors car parking spaces for **grouped** and **multiple dwelling developments** provided at a rate of one space for each four **dwellings**, or part thereof in excess of four dwellings, served by a common access.
- C3.3 The minimum number of on-site car parking spaces is provided for each **multiple dwelling** as required by clause 6.3.3 C3.1.

Part 6 – Design elements for multiple dwellings in areas coded R40 or greater; within mixed use development and activity centres

Design principles

Development demonstrates compliance with the following **design principles** (P)

6.3.3 Parking

- P3.1 Adequate car and bicycle parking provided on-site in accordance with projected need related to:
- the type, number and size of **dwellings**;
 - the availability of on-street and other off-site parking; and
 - the proximity of the proposed **development** in relation to public transport and other facilities.
- P3.2 In **mixed use development**, in addition to the above:
- parking areas associated with the retail/commercial uses are clearly separated and delineated from residential parking.
- P3.3 In **activity centre** locations there may be consideration given to a reduction in on-site car parking provided:
- available **street** parking in the vicinity is controlled by local government; and
 - the **decision-maker** is of the opinion that a sufficient equivalent number of on-street spaces are available near the development.
- P3.4 Some or all of the required car parking spaces located off-site, provided that these spaces will meet the following:
- i. the off-site car parking area is sufficiently close to the **development** and convenient for use by residents and/or visitors;
 - ii. any increase in the number of **dwellings**, or possible **plot ratio**, being matched by a corresponding increase in the aggregate number of car parking spaces;
 - iii. permanent legal right of access being established for all users and occupiers of dwellings for which the respective car parking space is to be provided; and
 - iv. where off-site car parking is shared with other uses, the total aggregate parking requirement for all such uses, as required by the R-Codes and the **scheme** being provided. The number of required spaces may only be reduced by up to 15 per cent where the non-residential parking occurs substantially between 9 am and 5 pm on weekdays.

Deemed-to-comply

Development satisfies the following **deemed-to-comply** requirements (C)

- C3.1 The following minimum number of on-site car parking spaces is provided per **multiple dwelling**:

Plot ratio area and type of multiple dwelling	Car parking spaces	
	Location A	Location B
Less than 110m ² and/or 1 or 2 bedrooms	1	1.25
110m ² or greater and/or 3 or more bedrooms	1.25	1.5
Visitors car parking spaces (per dwelling)	0.25	0.25

A = within:

- 800m of a train station on a **high frequency rail route**, measured in a straight line from the pedestrian entry to the train station platform to any part of a **lot**; or
- 250m of a **high frequency bus route**, measured in a straight line from along any part of the route to any part of a **lot**.

B = not within the distances outlined in A above.

- C3.2 In addition to the above, one bicycle space to each three **dwellings** for residents; and one bicycle space to each ten dwellings for visitors, designed in accordance with AS2890.3 (as amended).