



## POLICY NO. LPP 1.4

## PARKING

### PURPOSE

To prescribe the requirements for parking and end-of-trip facilities for development applications in the City.

### POLICY

#### 1. OBJECTIVES

- a) To ensure development provides adequate, safe and convenient vehicle and bicycle parking and end of trip facilities.
- b) To provide guidance on the development and design of vehicle parking, variations to parking standards, cash-in-lieu of parking, and end-of-trip facilities.

#### 2. APPLICATION OF POLICY

This Policy applies to applications for development approval for non-residential development.

#### 3. POLICY

##### 3.1 Vehicle Parking Standards

- a) Vehicle parking is to be provided in accordance with Table 1 of this policy unless otherwise approved by the City. For the purposes of Table 1 (Column 3), an approved Activity Centre Plan or Precinct Plan must apply.
- b) Where vehicle parking requirements are not prescribed in Table 1 of this policy, car parking required to be provided will be determined by the City based on:
  - i) Anticipated number of visitors to the site including staff, customers and other visitors;
  - ii) Available on-street or other public car parking in the near vicinity; and
  - iii) Available parking located on the same lot or adjoining lots, subject to the formal agreement to the shared use and future maintenance of the car parking bays.
- c) The design and construction of vehicle parking facilities is to be in accordance with:
  - i) AS 2890.1:2004 - Parking Facilities - Off-street Car Parking.
  - ii) AS 2890.5:2020 - Parking facilities - On-street parking.
  - iii) AS 2890.6:2022 - Parking Facilities - Off-street parking for people with disabilities.
  - iv) AS 1428.4.1:2021 Design for access and mobility.
- d) Vehicle parking, manoeuvring and circulation areas, including crossovers, must be designed, constructed, sealed, drained, kerbed, marked and landscaped to the specifications and satisfaction of the City.
- e) Where a development contains a variety of uses, vehicle parking shall be calculated on an individual-use basis in accordance with the requirements of Table 1 and, if applicable, the R-Codes, unless otherwise determined by the City.



- f) Tandem parking bays shall only be supported for proposals that contain staff parking which is appropriately marked and signed. Tandem parking bays shall generally not be supported for customer or visitor parking.
- g) Vehicle parking bays located inside commercial buildings (that are not purpose-built car parks) shall generally not be supported.
- h) Delivery/Loading bays provided for commercial uses should be in addition to car parking bays for staff, customers and other visitors.
- i) Rounding of parking bays – parking bay calculations should be rounded up to the nearest whole number. Car parking bay calculations for development including a mix of land uses should be rounded up for each unit, not based on a total.
- j) Alfresco dining – no additional car parking bays are required for alfresco dining associated with an approved restaurant, café or other hospitality venue where the alfresco dining area is located within an adjoining public area.
- k) Vehicle stackers may be used in lieu of traditional car parking bays. Approvals will require specific conditions to ensure the ongoing maintenance and operation of stackers.
- l) If an applicant proposes to construct on-street (in-verge) bays adjacent to a development site, the following criteria will apply:
  - i) Existing street trees, street poles, footpaths and other in-verge services should not be impacted.
  - ii) The location of any on-street bays must maintain adequate sight lines and separation distances from intersections.
  - iii) The applicant/owner will be responsible for the full cost of constructing the on-street bays and pay to the City the appropriate fee in accordance with Council's adopted Fees and Charges.
  - iv) Sufficient verge space should be maintained to facilitate the installation of future street trees.

### 3.2 Variations to Vehicle Parking Standards

The vehicle parking requirements of Table 1 (Column 2 – Minimum Vehicle Parking Requirements) may be reduced where at least one of the following criteria apply and the applicant satisfactorily demonstrates how the travel demands generated by the development will be met:

- a) Separate developments with different hours of peak operation, located on the same lot or adjoining lots, may allow a reduction of the required number of car parking bays on the affected lots, provided:
  - i) There would be no resultant lowering of safety, convenience and amenity; and
  - ii) Where the car parking area includes land in multiple ownership, there is agreement to the reciprocal use and maintenance of some or all car parking bays.



- b) The development site is within the Gosnells Town Centre or Maddington Town Centre. (Note: Both centres are subject to LPP 5.10 and are deemed exempt from this policy).
- c) There are existing on-street car parking bays adjacent to the development site which are equivalent to the proposed reduction in on-site parking.
- d) The development site is within 800m of a train station or 250m of a high frequency bus route, or multiple bus routes that if combined, have timed stops every 15 minutes during weekday peak periods. In this case a reduction of up to 20% of the required car parking bays can be considered.
- e) The development site includes a drive through/kiss and drop/direct to boot facility that would reduce the need for visitors to the site to use ordinary car parking bays. In this case a reduction of up to 20% of the required car parking bays can be considered.
- f) The development site is identified on the City's Heritage Survey and it can be demonstrated that a reduction of car parking will assist in the conservation of the Heritage Place.
- g) The applicant has prepared a Parking Management Plan or Travel Plan which demonstrates that a reduced number of car parking bays is sufficient and that the plan can be implemented for the life of the development. In this case a reduction of up to 20% of the required car parking bays can be considered.
- h) The development site generates the need for less than five bicycle parking bays and End-of-Trip facilities are provided in accordance with Clause 3.5 of this policy. In this case a reduction of up to 20% of the required car parking bays can be considered.

### 3.3 Cash-in-Lieu of Vehicle Parking

Cash-in-lieu of parking shall be considered where non-residential developments do not meet the Local Planning Policy parking requirements (i.e. they have a shortfall of parking). This provision is not replacing the developer's responsibility to provide sufficient on-site parking, but rather is a mechanism to enable desirable developments, for which the full amount of parking cannot be provided on site but can be provided elsewhere, to proceed. In determining whether to accept cash in lieu of parking, the following will be considered:

- a) The actual provision of an adequate supply of parking, taking into account any variations agreed to by the City contained in Clause 3.2 of this policy;
- b) The proximity (within 500m) to existing or proposed public parking area;

Contributions will be calculated per bay based on the estimated cost of providing a public parking bay (including turning areas) in that locality at current market costs for both the land component (to be determined by an independent valuer, at the applicant's cost) and construction (to be determined by the City).



Funds will be held in reserve for:

- Acquisition of land for parking in the near vicinity;
- Construction of public parking, both on-street and in a parking station;
- Increasing the capacity and associated improvements to existing parking stations and on-street parking;
- Servicing loans obtained to provide parking;
- Maintenance of public parking areas and bays; and/or
- Public transport or cycling infrastructure, where the City considers that such expenditure would result in a reduced demand for parking in that area.

The collection of sufficient funds to complete works may take time to accumulate. Consequently, in accepting cash-in-lieu of parking, the City makes no commitment to expend that money within a particular time-frame.

### **3.4 Bicycle Parking**

- a) Bicycle Parking is to be provided in accordance with the Table 1.
- b) The design of bicycle parking facilities is to be in accordance with AS 2890.3-2015 - Parking facilities Part 3 - Bicycle parking facilities.
- c) Bicycle Parking is to be located in accordance with the following requirements:
  - i) located as to not obstruct pedestrian paths;
  - ii) well lit by appropriate existing or new lighting;
  - iii) protected from the weather; and
  - iv) placed in public view in an area that is highly visible by passers-by, staff, clients etc.

### **3.5 End-of-Trip Facilities**

- a) Where bicycle parking is required in accordance with Clause 3.4 which generates the need for five or more bicycle parking spaces, End-of-Trip Facilities are to be provided that include at least one unisex shower.
- b) For unit development, shared End-of-Trip facilities made available to staff are acceptable.
- c) End-of-Trip Facilities are to meet the following requirements:
  - i) Clothes lockers, at the rate of 1 locker per bicycle space, are to be provided and should be of suitable volume and dimensions to allow storage of clothing, towels, cycling helmets and footwear;
  - ii) Shower and change facilities must be located in a secure area to ensure the safety of occupants and their belongings; and
  - iii) Showers are to dispense both hot and cold water.

**GOVERNANCE REFERENCES**

<b>Statutory Compliance</b>	<i>Planning and Development Act 2005</i> City of Gosnells Local Planning Scheme No. 24
<b>Industry Compliance</b>	<i>Advisory Committee and Assessment of Significant Developments</i>
<b>Organisational Compliance</b>	
<b>Process Links</b>	Nil

**LOCAL PLANNING POLICY ADMINISTRATION**

<b>Directorate</b>		<b>Officer Title</b>		<b>Contact:</b>	
Planning and Development		Manager Development Services		9397 3000	
<b>Risk Rating</b>	Med	<b>Review Cycle</b>	Triennial	<b>Next Due:</b>	2028
<b>Version</b>	<b>Decision To Advertise</b>	<b>Decision to Adopt</b>	<b>Synopsis</b>		
1.	OCM 189/22/07/2025		Advertised for public comment for a period of 21 days.		
2.		OCM 218/26/08/2025	With approval of Local Planning Scheme No. 24 which does not include parking requirements and standards a new policy was developed to complement the Scheme. This contains contemporary parking provisions and standards along with the introduction of bicycle parking and end-of-trip facilities.		
3.		Executive Team meeting 4.1/25/05/2026	Minor changes to the parking rates for Transport Depot and Warehouse/Storage land uses. As the changes were minor they were approved by the Executive team.		



**Table 1 - Vehicle Parking Standards**

<b>Land Use</b>	<b>Minimum Vehicle Parking Requirement</b>	<b>Vehicle Parking Requirement – Activity Centres and Precincts</b>	<b>Minimum Bicycle Parking Requirement</b>
amusement parlour	1 bay for every 100m <sup>2</sup> NLA	1 bay per 100m <sup>2</sup> NLA (Minimum) 1 bay per 25m <sup>2</sup> NLA (Maximum)	1 space per 100m <sup>2</sup> NLA
betting agency	1 bay per 20m <sup>2</sup> NLA	1 bay per 50m <sup>2</sup> NLA (Minimum) 1 bay per 20m <sup>2</sup> NLA (Maximum)	1 space per 200m <sup>2</sup> NLA
brewery	1 bay per 100m <sup>2</sup> NLA	N/A	1 space per 500m <sup>2</sup> NLA
bulky goods showroom	1 bay per 100m <sup>2</sup> NLA	1 bay per 100m <sup>2</sup> NLA (Minimum) 1 bay per 50m <sup>2</sup> NLA (Maximum)	1 space per 500m <sup>2</sup> NLA
caretaker's dwelling	1 bay	At Council's discretion	N/A
child care premises	1 bay for every 10 children, plus 0.5 bay for every employee	1 bay for every 20 children, plus 0.5 bays for every employee (Minimum) 1 bay for every 5 children, plus 0.5 bays for every employee (Maximum)	1 space per 200m <sup>2</sup> NLA
cinema/theatre	1 bay for every 15 seats	1 bay for every 15 seats (Minimum) 1 bay for every 5 seats (Maximum)	1 space per 200m <sup>2</sup> NLA
civic use	1 bay per 50m <sup>2</sup> NLA	1 bay per 50m <sup>2</sup> NLA (Minimum) 1 bay per 25m <sup>2</sup> NLA (Maximum)	1 space per 200m <sup>2</sup> NLA
club premises	1 bay for every 4 persons the facility is designed to accommodate	1 bay for every 10 persons the facility is designed to accommodate (Minimum) 1 bay for every 4 persons the facility is designed to accommodate (Maximum)	1 space per 200m <sup>2</sup> NLA
commercial kitchen	1 bay per 100m <sup>2</sup> NLA	N/A	1 space per 200m <sup>2</sup> NLA
community purpose	1 bay for every 4 persons the facility is designed to accommodate	At Council's discretion	1 space per 200m <sup>2</sup> NLA
consulting rooms	4 bays for every consulting room or medical practitioner (whichever is greater).	2 bays for every consulting room or medical practitioner (whichever is greater) (Minimum)	1 space per 200m <sup>2</sup> NLA



Land Use	Minimum Vehicle Parking Requirement	Vehicle Parking Requirement – Activity Centres and Precincts	Minimum Bicycle Parking Requirement
		4 bays for every consulting room or medical practitioner (whichever is greater) (Maximum)	
convenience store	1 bay per 25m <sup>2</sup> NLA	1 bay per 25m <sup>2</sup> NLA (Minimum) 1 bay per 15m <sup>2</sup> NLA (Maximum)	1 space per 200m <sup>2</sup> NLA
educational establishment - primary and pre-primary	10 staff bays per 100 students (including 3 visitor bays), plus 14 drop-off bays for every 100 students (may include on-street bays)	10 bays per 100 students (Minimum) 25 bays per 100 students (Maximum)	Based on school requirements
- secondary	10 staff bays per 100 students (including 5 visitor bays), plus 7 drop-off bays for every 100 students (may include on-street spaces)	10 bays per 100 students (Minimum) 25 bays per 100 students (Maximum)	Based on school requirements
- tertiary	10 student parking bays per 100 Year 11 and 12 students. 1 bay for every staff member, plus 1 bay for every 5 students	10 bays per 100 students (Minimum) 25 bays per 100 students (Maximum)	1 space per 100m <sup>2</sup> NLA
exhibition centre	1 bay for every 4 persons the facility is designed to accommodate	1 bay for every 5 persons the facility is designed to accommodate (Minimum) 1 bay for every 3 persons the facility is designed to accommodate (Maximum)	1 space per 200m <sup>2</sup> NLA
family day care	2 bays (in addition to resident bays)	At Council's discretion	N/A
fast food outlet	1 bay for every 50m <sup>2</sup> public floorspace – Commercial zones 1 bay for every 12.5m <sup>2</sup> public floorspace – Service Commercial and Industrial Zones	1 bay for every 50m <sup>2</sup> public floorspace (Minimum) 1 bay for every 10m <sup>2</sup> public floorspace (Maximum)	1 space per 200m <sup>2</sup> NLA
funeral parlour	1 bay for every 4 persons the facility is designed to accommodate	At Council's discretion	N/A
garden centre	1 bay per 100m <sup>2</sup> of land or buildings used for display or sale	N/A	1 space per 200m <sup>2</sup> NLA



Land Use	Minimum Vehicle Parking Requirement	Vehicle Parking Requirement – Activity Centres and Precincts	Minimum Bicycle Parking Requirement
home business	1 bay (in addition to resident bays)	At Council's discretion	N/A
home store	1 bay for every 15m <sup>2</sup> net lettable area, plus requirements under the R-Codes	At Council's discretion	1 space per 200m <sup>2</sup> NLA
hospital	1 bay for every 4 beds plus 0.5 spaces for each employee	At Council's discretion	1 space per 200m <sup>2</sup> NLA
hotel	1 bay for every 10 bedrooms, plus 1 bay for every 4 persons the restaurant/bar/hospitality facility is designed to accommodate	1 bay for every 10 bedrooms plus 1 bay for every 5 persons the restaurant/bar is designed to accommodate (Minimum) 1 bay for every 2 bedrooms plus one bay for every 2 persons the restaurant/bar is designed to accommodate (Maximum)	1 space per 200m <sup>2</sup> NLA
industry	1 bay per 100m <sup>2</sup> NLA	N/A	1 space per 500m <sup>2</sup> NLA
liquor store – large and small	1 bay per 20m <sup>2</sup> NLA	1 bay per 50m <sup>2</sup> NLA (Minimum) 1 bay per 20m <sup>2</sup> NLA (Maximum)	1 space per 200m <sup>2</sup> NLA
lunch bar	1 bay per 25m <sup>2</sup> NLA	1 bay per 100m <sup>2</sup> NLA (Minimum) 1 bay per 20m <sup>2</sup> NLA (Maximum)	1 space per 200m <sup>2</sup> NLA
market	1 bay per 50m <sup>2</sup> of display or market area	1 bay per 75m <sup>2</sup> NLA (Minimum) 1 bay per 20m <sup>2</sup> NLA (Maximum)	1 space per 200m <sup>2</sup> NLA
medical centre	4 bays per consulting room or medical practitioner (whichever is greater).	2 bays for every consulting room or medical practitioner (whichever is greater) (Minimum) 4 bays for every consulting room or medical practitioner (whichever is greater) (Maximum)	1 space per 200m <sup>2</sup> NLA
motor vehicle, boat or caravan sales	1 bay per 200m <sup>2</sup> of display or sale area	1 bay per 200m <sup>2</sup> of display or sale area (Minimum) 1 bay per 100m <sup>2</sup> of display or sale area (Maximum)	1 space per 500m <sup>2</sup> NLA
motor vehicle repair	4 bays per service bay	3 bays per service bay (Minimum) 4 bays per service bay (Maximum)	1 space per 500m <sup>2</sup> NLA
motor vehicle wash	1 bay per wash bay	At Council's discretion	N/A



Land Use	Minimum Vehicle Parking Requirement	Vehicle Parking Requirement – Activity Centres and Precincts	Minimum Bicycle Parking Requirement
nightclub	At Council's discretion	At Council's discretion	N/A
office	1 bay per 60m <sup>2</sup> NLA	1 bay per 100m <sup>2</sup> NLA (Minimum) 1 bay per 50m <sup>2</sup> NLA (Maximum)	3 spaces per 10 bays
place of worship	1 bay for every 4 persons the facility is designed to accommodate	1 bay for every 8 persons the facility is designed to accommodate (Minimum) 1 bay for every 4 persons the facility is designed to accommodate (Maximum)	1 space per 200m <sup>2</sup> NLA
reception centre	1 bay for every 4 persons the facility is designed to accommodate	1 bay for every 8 persons the facility is designed to accommodate (Minimum) 1 bay for every 4 persons the facility is designed to accommodate (Maximum)	1 space per 200m <sup>2</sup> NLA
recreation – private	1 bay for every 4 persons the facility is designed to accommodate	1 bay for every 8 persons the facility is designed to accommodate (Minimum) 1 bay for every 4 persons the facility is designed to accommodate (Maximum)	1 space per 100m <sup>2</sup> NLA
residential aged care facility	1 bay for every 3 beds	At Council's discretion	1 space per 200m <sup>2</sup> NLA
residential building	1 bay per 2 bedrooms	At Council's discretion	N/A
resource recovery centre	1 bay per 100m <sup>2</sup> NLA	N/A	1 space per 500m <sup>2</sup> NLA
restaurant/café	1 bay for every 10 persons the facility is designed to accommodate	1 bay for every 10 persons the facility is designed to accommodate (Minimum) 1 bay for every 3 persons the facility is designed to accommodate (Maximum)	1 space per 200m <sup>2</sup> NLA
restricted premises	1 bay per 20m <sup>2</sup> NLA	1 bay per 50m <sup>2</sup> NLA (Minimum) 1 bay per 20m <sup>2</sup> NLA (Maximum)	1 space per 200m <sup>2</sup> NLA
service station	1 bay per 20m <sup>2</sup> NLA	1 bay per 50m <sup>2</sup> NLA (Minimum)	1 space per 200m <sup>2</sup> NLA



Land Use	Minimum Vehicle Parking Requirement	Vehicle Parking Requirement – Activity Centres and Precincts	Minimum Bicycle Parking Requirement
		1 bay per 20m <sup>2</sup> NLA (Maximum)	
shop	1 bay per 20m <sup>2</sup> NLA	1 bay per 50m <sup>2</sup> NLA (Minimum) 1 bay per 20m <sup>2</sup> NLA (Maximum)	1 space per 200m <sup>2</sup> NLA
small bar	1 bay for every 4m <sup>2</sup> of bar area	1 bay for every 10 persons the facility is designed to accommodate (Minimum) 1 bay for every 5 persons the facility is designed to accommodate (Maximum)	1 space per 200m <sup>2</sup> NLA
tavern	1 bay for every 4m <sup>2</sup> of bar area, lounge, dining or beer garden area	1 bay for every 100m <sup>2</sup> bar and public space (Minimum) 1 bay for every 10m <sup>2</sup> of bar and public space (Maximum)	1 space per 200m <sup>2</sup> NLA
tourist and visitor accommodation	1 bay for every 3 bedrooms	At Council's discretion	1 space per 200m <sup>2</sup> NLA
trade supplies	1 bay per 100m <sup>2</sup> of display or sale area	N/A	1 space per 200m <sup>2</sup> NLA
transport depot	1 bay for every commercial vehicle parked at the premises	N/A	N/A
unhosted short term rental accommodation	1 bay (3 bedrooms or less) 2 bays (4 bedrooms or more)	1 bay	N/A
veterinary centre	3 bays per veterinary practitioner	3 bays per veterinary practitioner (Minimum) 6 bays per veterinary practitioner (Maximum)	1 space per 200m <sup>2</sup> NLA
warehouse/storage	Warehouse: 1 bay per 100m <sup>2</sup> NLA Storage: 1 bay per 200m <sup>2</sup> of outdoor storage area	N/A	1 space per 500m <sup>2</sup> NLA
winery	1 bay per 20m <sup>2</sup> NLA of sales area	N/A	N/A