urbii

Sustainable Transport. Safe Solutions

Lot 19 Roe St, Perth City Link

Proposed Mixed-Use Development

PARKING MANAGEMENT PLAN

Prepared for:

Erben Pty Ltd

May 2025

Lot 19 Roe St, Perth City Link

Prepared for: Erben Pty Ltd
Prepared by: Paul Ghantous
Date: 2 May 2025
Project number: U25.028

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U25.028.r02	30/04/25	Paul Ghantous	DRAFT	MJA Studio
U25.028.r02a	02/05/25	Paul Ghantous	FINAL	MJA Studio

Scan me

Urbii Consulting Pty Ltd
ABN 34 630 529 476
PO BOX 4315
BALDIVIS WA 6171
T: + 61 433 858 164
E: customer@urbii.com.au
W: www.urbii.com.au

Contents

Figures

Tables

1 Introduction

This Parking Management Plan (PMP) has been prepared by Urbii on behalf of Erben Pty Ltd with regards to the Proposed Mixed-Use Development, located at Lot 19 Roe St, Perth City Link.

The subject site is situated at the western corner of Roe Street and Queen Street, as shown in Figure 1. The site is identified as '**9B North**' in the Perth City Link Design Guidelines.

It is proposed to develop the site into a mixed-use development with around 1,900m^2 of commercial tenancies and a student accommodation facility with 1,146 beds.

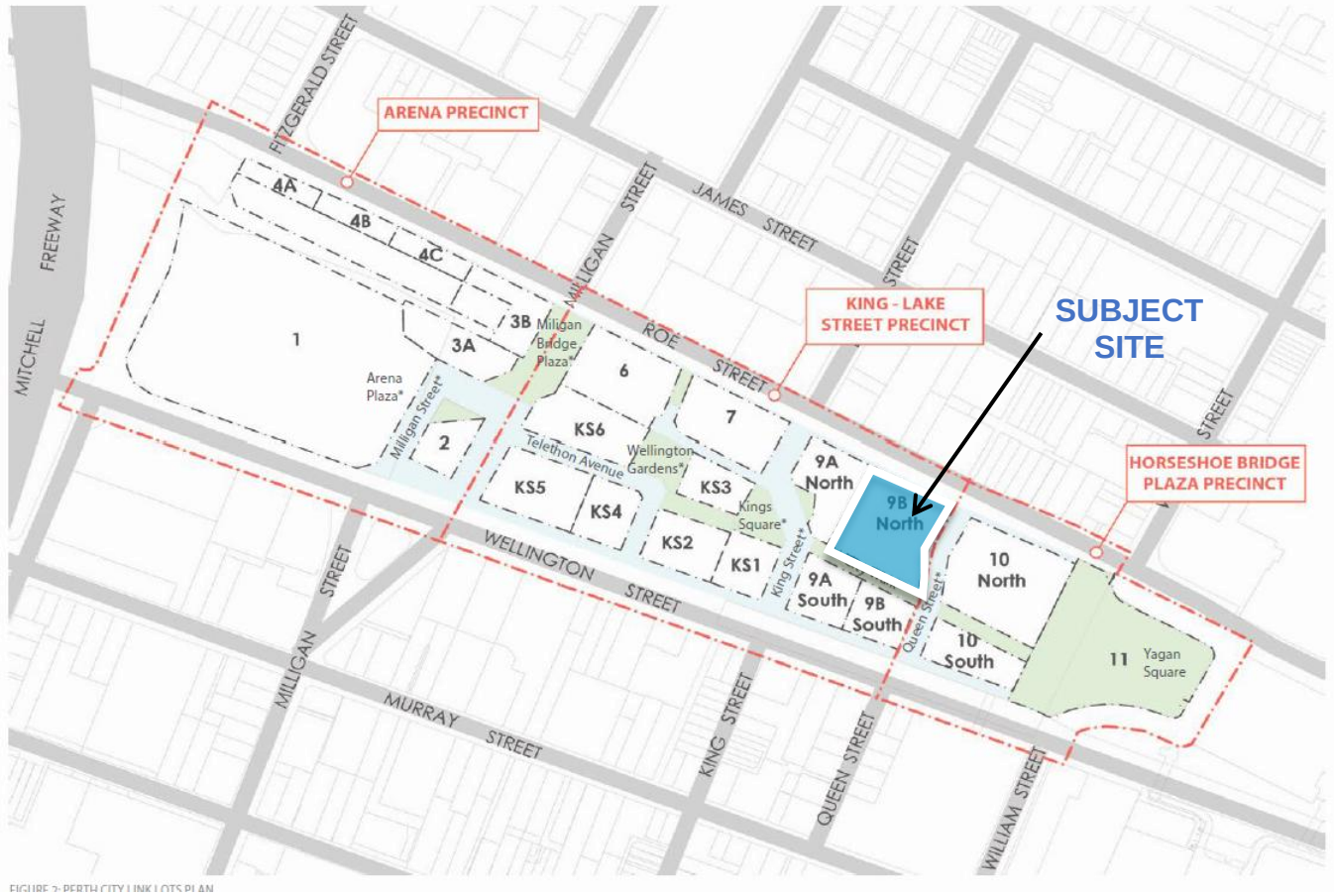

Figure 1: Subject site location plan

Perth City Link Design Guidelines, 2015

2 Request for information

The Perth City Link Design Guidelines requires all Development Applications be supported with a PMP:

“A Parking Management Plan is to be prepared and submitted as part of any Development Application proposing car parking. The plan is to detail the allocation, management and operation of any parking areas associated with the development.”

3 Mission

The objective of this PMP is to ensure safe, convenient and orderly access and egress for both vehicles and bicycles to and from the parking areas and to provide for effective management of car parking allocation and to maintain legibility and safety for all users of the car park.

4 Property description

The proposal for the subject site is for construction of a mixed-use commercial and student accommodation building comprising:

- A total of 1,146 beds spread across 916 units in different configurations;
- A total of 1,912m^2 of commercial tenancies, including convenience store, retail, entertainment and cafe;
- Resident amenities including co-study areas, laundry, exercise, entertainment and communal lounges;
- A ground floor car park with 14 bays, including 1 x ACROD bay and 2 x EV shared car bays;
- A secured resident bike store on the ground floor accommodating 120 x bicycles;
- A secured commercial bike store accommodating 13 bicycles with an end of trip facility including 3 x male and 3 x female showers, change rooms and lockers;
- 12 x bicycle parking spaces on the ground level for visitors; and,
- Bin store on the ground level.

Vehicle access to the site is proposed via one crossover on Queen Street.

Waste collection for the development will be accommodated internally on the ground level, within a designated loading area.

People walking and cycling will access the development from the external path / road network abutting the site.

5 Vehicle access

5.1 Proposed vehicle access

As detailed in the proposed development plans and in Figure 2, vehicle access is proposed via one crossover on Queen Street. Internally, there is a 3.5m wide single-lane driveway for a length of around 17m, which then widens to a 6.1m wide, two-way parking aisle.

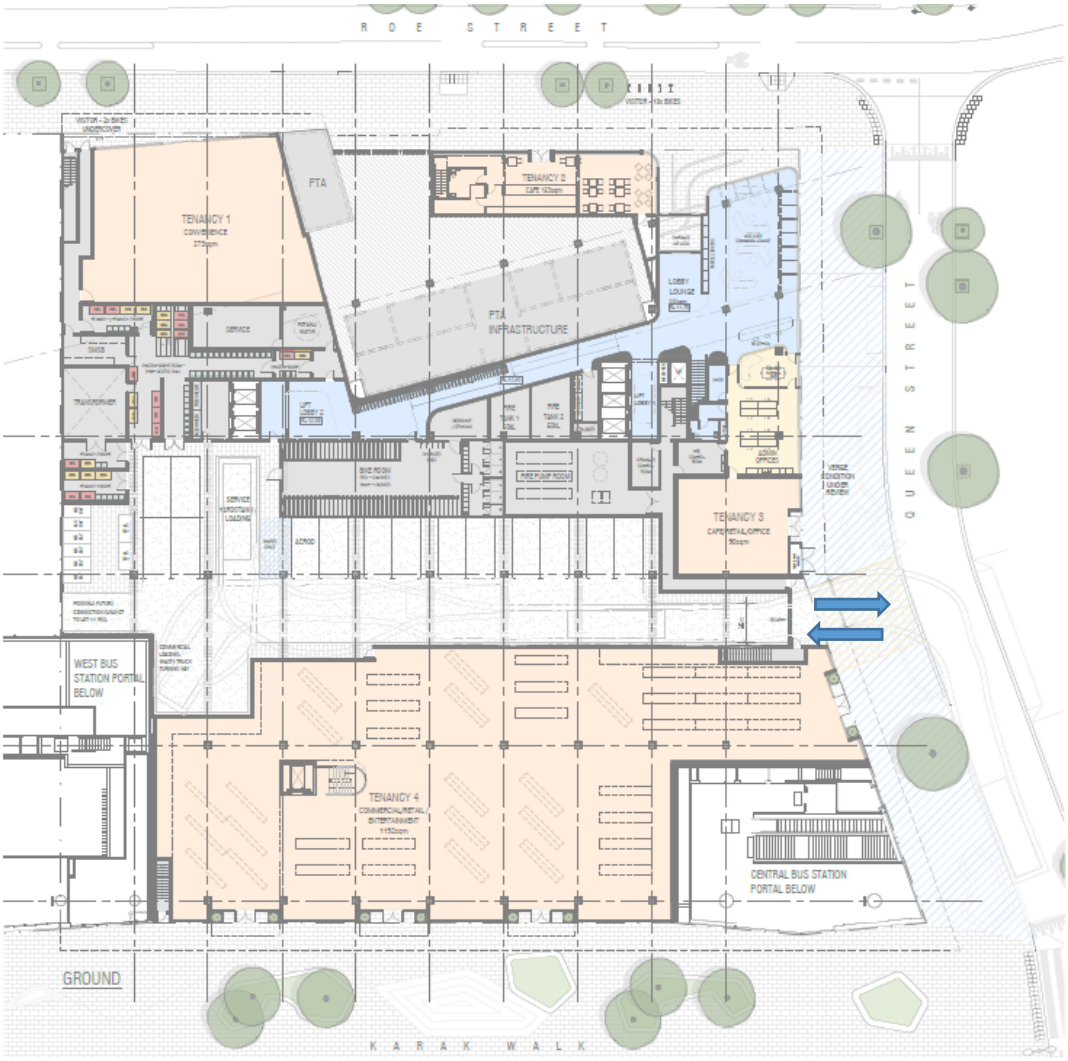

Figure 2: Proposed vehicle access

The following vehicle access controls are proposed for the development:

- A secure line is provided near the property boundary. This will be in the form of a roller shutter or similar motorised access control device.
- Remote control units will be issued to authorised building occupants. People entering or exiting the car park can use the remote controls to open and close the vehicle access door.

5.2 Operation of the single-lane driveway

The probability of two opposing cars coinciding on the single-lane portion of the driveway during the peak hour was calculated using the Austroads *Guide to Traffic Management Part 2: Traffic Theory*. A Poisson distribution was adopted for random departure / arrival times within the peak hour.

The maximum outbound flow is conservatively estimated to be 12 vehicles per hour. It takes approximately 7 seconds to traverse the one-way portion of the driveway. As detailed in Figure 3, there is a **97.7%** chance that when a vehicle arrives to enter the site, there will be no opposing vehicle in the outbound direction exiting the site. Based on these statistics, the proposed driveway width and configuration is acceptable. No adverse queueing or other impacts would occur on Queen Street.

The single-lane driveway is straight and a flat grade, so no special traffic control devices such as traffic control lights are expected to be required.

Traffic volume	12	**(vph)**	0.00333	**(vps)**
Time period	0.11667	**(min)**	7	**(sec)**
Mean number of vehicles	0.02333			

Probability distribution table **Probability 0 vehicles =** **97.7%**

(x)	p(x)	P(x)
0	0.97694	0.97694
1	0.0228	0.99973
2	0.00027	1
3	2.1E-06	1
4	1.2E-08	1
5	5.6E-11	1
6	2.2E-13	1
7	7.3E-16	1
8	2.1E-18	1
9	5.5E-21	1
10	1.3E-23	1
11	2.7E-26	1
12	5.3E-29	1
13	9.5E-32	1
14	1.6E-34	1
15	2.5E-37	1
16	3.6E-40	1
17	4.9E-43	1
18	6.4E-46	1
19	7.9E-49	1
20	9.2E-52	1

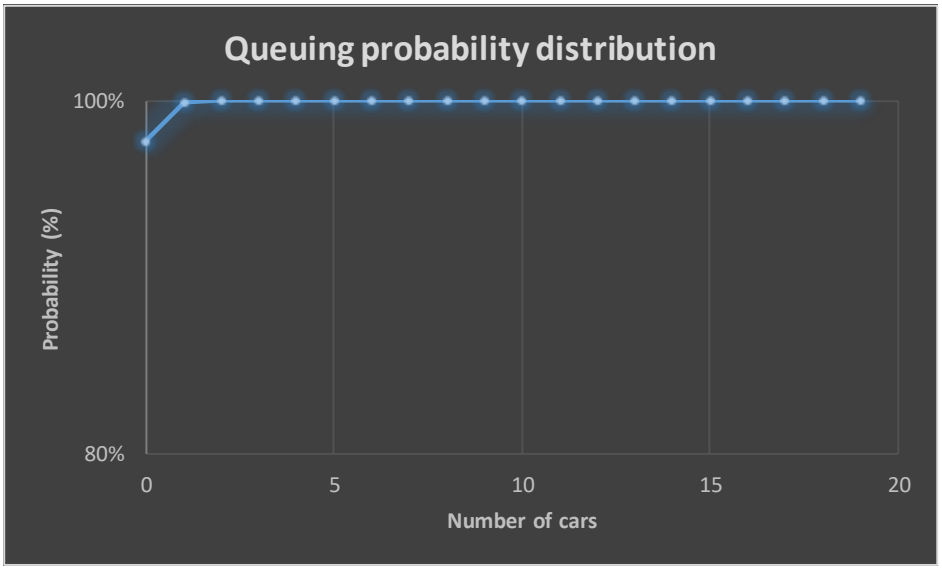

Figure 3: Driveway queuing analysis

6 Parking management plan

6.1 General

The parking associated with the development caters for residential parking, tenant parking, delivery and service vehicles, bicycles and couriers.

6.2 Parking requirements

The following advice is provided in the PCL Guidelines with regards to car parking:

"The Perth City Link Project Area is ideally located to take advantage of and implement Transit-Oriented Design (TOD) principles. The proximity of Perth Station, Perth Busport and the pedestrian / cycle paths along Wellington Street and Roe Street enable new development to optimise the benefits of TOD. This in turn will support the broader sustainability goals of the project whilst ***encouraging the use of alternative modes of transport and reduction of private car use within Perth****.*

OBJECTIVE:

- *Provide safe parking for residents and workers whilst* ***limiting the number of car bays provided and promoting the utilisation of alternative modes of transport****.*
- *Minimise the provision of ground level and above ground car parking and visual impact within developments and ensure parking structures are not visible from the public domain.*
- *Consider the potential for a Precinct-wide parking agreement where deemed appropriate by the Authority and the Department of Transport."*

As detailed in Table 1, the PCL Guidelines specify a maximum residential parking rate of 1 bay per dwelling, with no minimum requirement. Scooter and motorcycle parking may be provided at a maximum rate of 1 bay per 10 car bays permitted (0.1 spaces per dwelling). No visitor parking is required to be provided

Table 1: PCL Guidelines – car parking requirements

Table 3 - Car Parking	
Tenants	As per the Perth Parking Policy.
Residential	Maximum parking bays of 1 bay per dwelling, with averaging of residential bays across dwellings within a development considered where deemed appropriate by the Authority and where it can be demonstrated that there is no detrimental impact on design or traffic movement. Additionally, scooter/motorbike parking may be provided at a maximum rate of 1 bay per 10 car bays of the total parking bays permitted.
Visitor:	Not required. Shared use of tenant bays outside of business hours supported where considered appropriate by the Authority and the Department of Transport.

Tenant parking requirements are dictated by the Perth Parking Policy. The Perth Parking Policy 2014 (PPP) guides the development and management of parking facilities within the Perth Parking Management Area (PPMA). The Policy is supported by the Perth Parking Management Act 1999 (the Act).

Under the Act, all non-residential parking bays within the PPMA must be licensed, with an annual fee paid where applicable. This fee is known as the Perth Parking Levy. The Policy aims to reduce traffic congestion, increase pedestrian and rider safety, and improve the transport system for those travelling to, from and within central Perth. The tenant parking allowance is detailed in Table 2.

Table 2: Tenant parking allowances (PPP)

Street priority	Maximum allowance (bays per 10,000m² of lot area)*1	
	At grade access	Integrated access
Category 1	80 or replacement of existing licensed tenant parking bays, whichever is less	120 or replacement of existing licensed tenant parking bays, whichever is less
Category 2	100	150
Category 3	150	200
Category 4	200	250

Notes:

**1. Allowance of tenant parking bays will be rounded to the nearest whole number.*

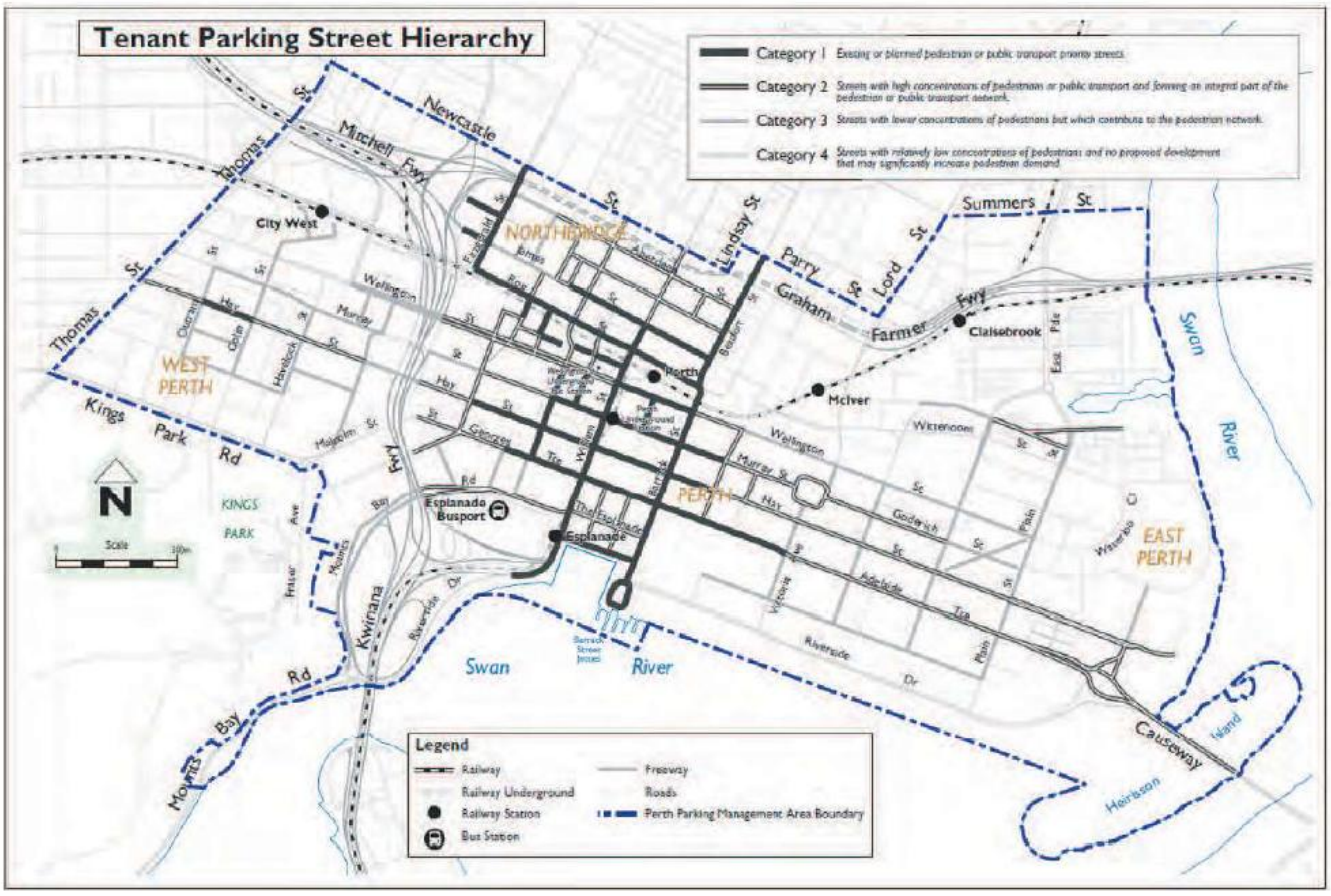

Figure 4: Tenant parking street hierarchy (PPP)

Queen Street is a Category 2 street. In Urbii's assessment, access is 'integrated' because the vehicle access crossover is intended to be shared with the adjoining Lot to the west of the site. Therefore, a maximum tenant parking rate of 150 bays per 10,000m^2 of lot area is applicable. Application of this rate results in a maximum of **59 tenant bays** permitted for the development.

6.3 Parking supply and allocation

It is proposed to provide a total of 14 car parking bays and 8 motorcycle spaces for the development, which includes:

- 4 x commercial tenant parking bays (2 x tandem bays).
- 1 x commercial tenant parking bay (compatible with ACROD parking use).
- 2 x residential share car bays with EV charging.
- 7 x residential car bays.
- 8 x motorcycle / scooter parking spaces.

In summary, the proposed development parking supply and allocation is compliant with the PCL Guidelines and Perth Parking Policy. The limited parking supply also meets the objectives of the PCL Guidelines, which seek to encourage the use of alternative modes of transport and reduction of private car use within Perth.

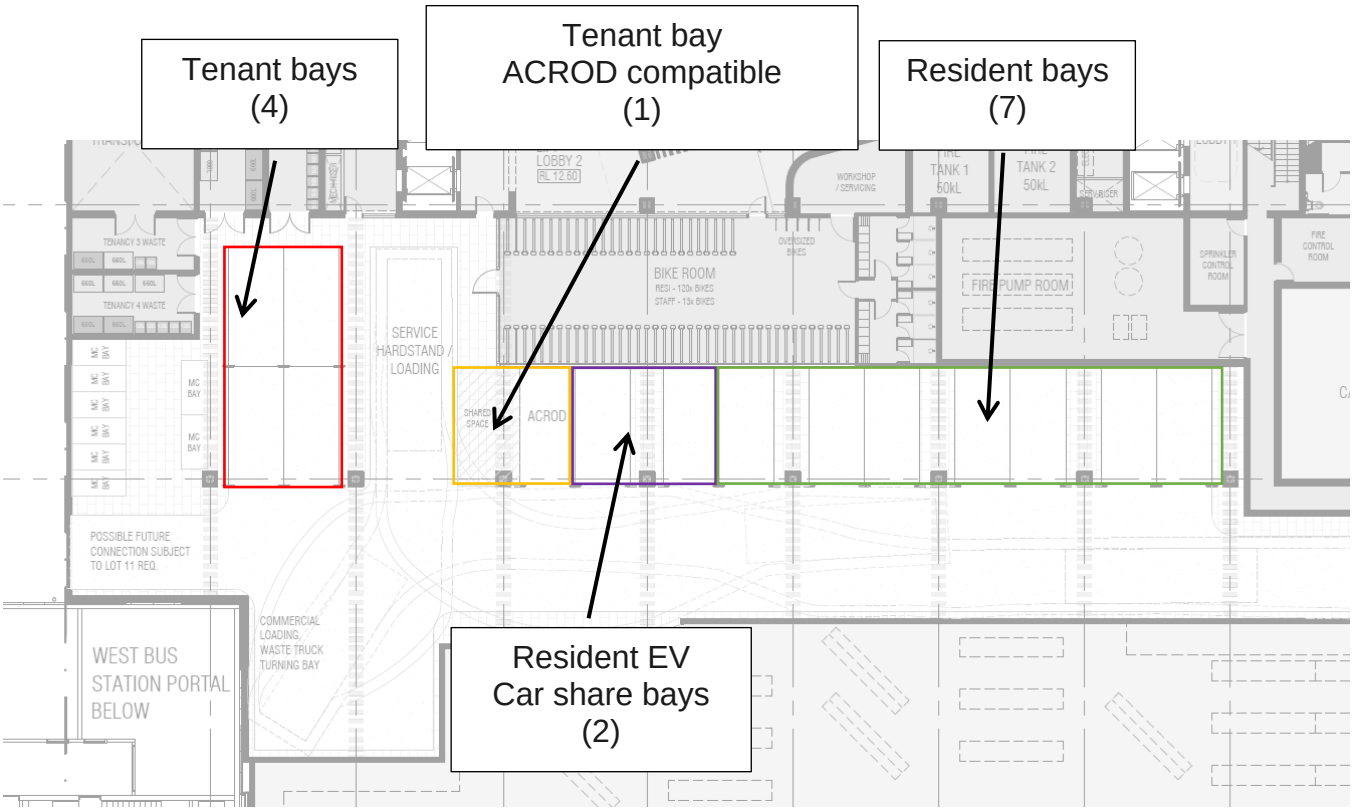

Figure 5: Proposed parking allocation

6.4 ACROD parking

One of the commercial tenant parking bays on the ground level is configured for ACROD compatible parking. As the total number of commercial car bays is 5 or less, the ACROD bay is not required to be signed for the exclusive use of ACROD parking. However, it should be designed to achieve the requirements of AS2890.6 and be compatible with ACROD requirements.

6.5 Loading bays / delivery vehicles

The proposed development provides a service, waste collection and loading area on the ground level, as shown in Figure 6.

A Service and Delivery Access Plan (SDAP) has been prepared for the proposed development, which documents service and delivery vehicle access, circulation and management for the site. The SDAP included swept path analysis to confirm satisfactory maneuvering space for an 8.8m Medium Rigid Vehicle (MRV), as per AS2890.2.

Refer to document U25.028.r03a for further details.

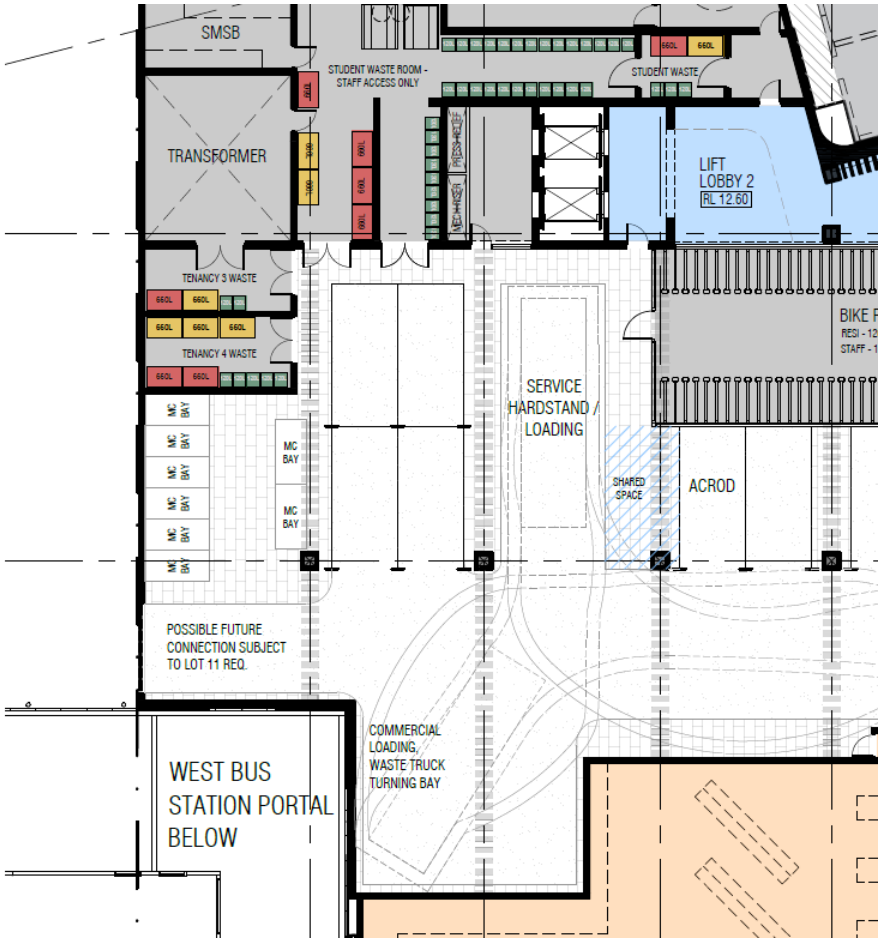

Figure 6: Proposed service / loading area

6.6 Bicycle parking and end of trip facilities

As detailed in Table 3, the PCL Guidelines specify the following requirements for bicycle parking and end of trip facilities:

- Commercial:
  - 13 Bicycle parking spaces.
  - 3 x male and 3 x female showers located in separate changing rooms.
  - 1 locker for each bicycle parking space (recommend 7 x male and 7 x female lockers).
  - Minimum 3 x bicycle parking spaces for visitors, located and signed near the main public entrance to the building (in Urbii's view, these can be provided within the verge).
- Residential:
  - Minimum 305 residential bicycle spaces (916 units / 3).

Table 3: PCL Guidelines – bicycle parking requirements

Table 4 - Bicycle Parking and End of Trip Facilities	
Commercial	Secure bicycle storage for 10% of building staff (based on 1 person per 15m^2 of Net Lettable Area (NLA); and
Accessible showers:	There must be a minimum of two female and two male showers, located in separate changing rooms, for the first 10 bicycle parking bays. Additional shower facilities to be provided at a rate of one male and one female shower for every 10 bicycle parking bays; and
Changing facilities:	Changing areas are to be provided with secure lockers at 1 for each bicycle, including / in addition to drying areas / racks; and
Visitor Bicycle Storage:	A minimum of 1 space per 750m^2 of NLA. Located and signed near the main public entrance to the building.
Residential	Bicycle parking facilities for multiple dwellings, short-stay accommodation and serviced apartments shall be provided at a minimum of 1 bay for every three units. Note: Multiple dwelling residential developments are not required to provide end of trip facilities (showers/lockers/changing facilities).

The following bicycle parking and end of trip facilities are proposed for the development:

- A secured resident bike store on the ground floor accommodating 120 x bicycles;
- A secured commercial bike store accommodating 13 bicycles with an end of trip facility including 3 x male and 3 x female showers, change rooms and lockers; and,
- 12 x bicycle parking spaces on the ground level for visitors.

7 Enforcement and compliance

Enforcement with the PMP will be the responsibility of building management and compliance is required for all site users including staff, residents and service providers.

7.1.1 Staff car parking

- Staff / tenants may park in allocated tenant parking bays on the ground level.
- Authorised staff / tenants will be issued with an access control remote.
- Tenant parking bays will be numbered, clearly marked and signed.
- Staff will be trained in the limited availability of onsite parking as part of the induction process. Refresher training will be provided once per year. Information regarding the correct use of car parking will be posted on flyers in staff rooms.
- Staff will be informed of public car parking, walking, cycling and public transport travel options. Information flyers will also be posted in staff rooms (refer to Sections 8 to 11).

7.1.2 Resident car parking

- The residential units are intended to function as student accommodation co-living units. The primary target market is students without cars.
- Onsite car parking is unbundled from co-living units. Residents are not automatically provided with a parking space and will need to pay extra for car parking. Car parking needs to be pre-arranged at the leasing stage and is subject to availability.
- Car parking will be carefully priced to ensure that using public transport will be a cheaper option for building occupants.
- Residents may only park in an allocated car parking bay in the basement.
- An electronic booking system with an app will be developed for residents to book different building amenities. This includes access to the loading area for large deliveries. The booking system will also facilitate the use of the car share bays. Car share bays need to be booked through the app.
- Residents will be informed about travel options through information provided at the leasing stage, and through information flyers posted in shared areas (refer to Sections 8 to 11).

7.1.3 Residential visitor and customer car parking

- No residential visitor or customer car parking will be permitted on site.

7.1.4 Service, delivery and waste collection

- All service, delivery and waste collection site entries will be planned and scheduled with building management to occur outside the peak operating times of the facility.
- An electronic booking system will be provided for the loading area, to help residents and the commercial tenants to view available timeslots and book access to the loading area.

All signs will be designed and installed by a qualified sign supplier in accordance with Australian Standard AS1742.11: *Manual of uniform traffic control devices Part 11: Parking controls*.

8 Public off-site parking availability

The City of Perth operate multiple off-street public car parks within walking distance of the site (Figure 7). Residential visitors, staff and patrons of the commercial tenancies can utilise public car parks in the locality. Additional off-street parking is also provided by private car park operators.

Visitors can refer to the CPP website - https://www.cityofperthparking.com.au/ for more information and real-time bay availability data.

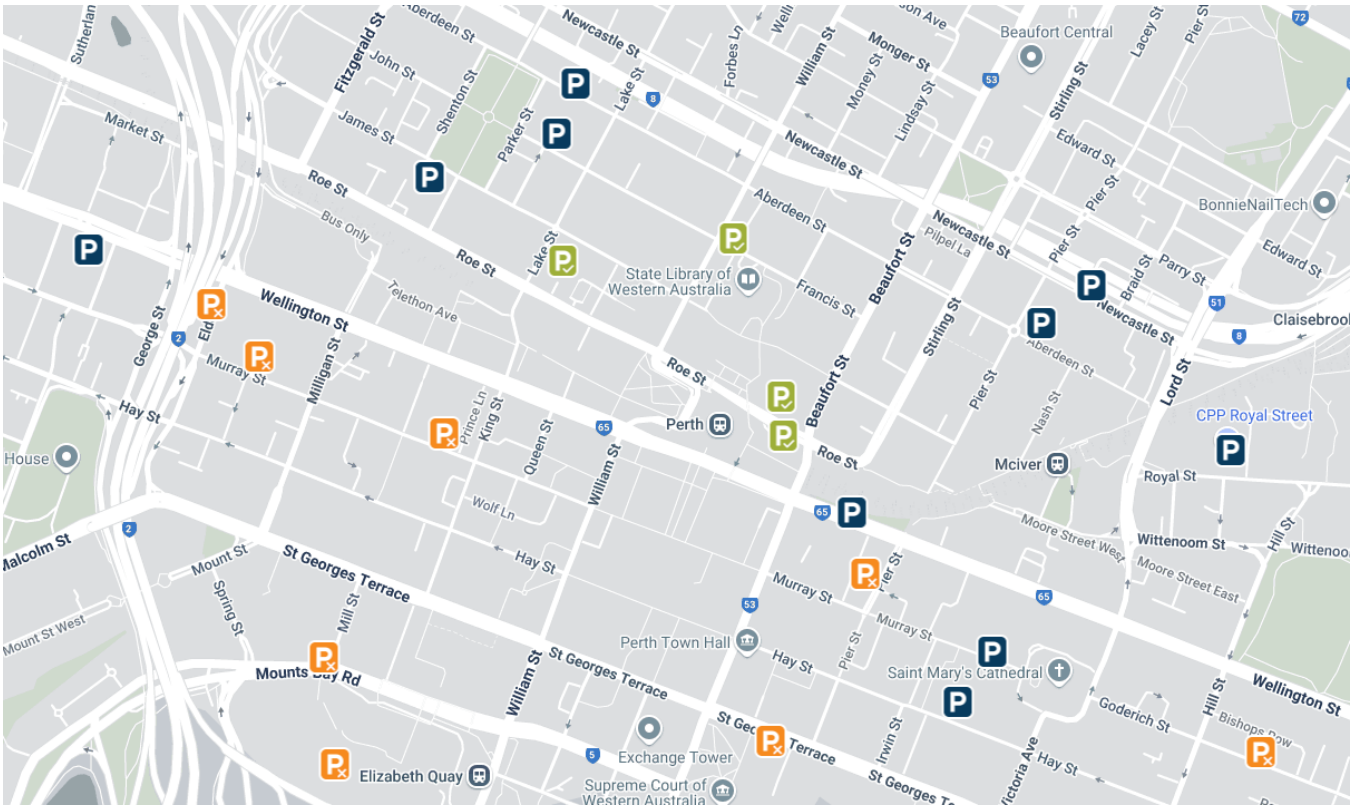

Figure 7: City of Perth Parking (CPP) map

9 Walking catchment

As depicted in Figure 8, Perth and Perth Underground Train Stations are located within the 800m walking catchment area. Multiple bus services and bus routes are also located within the walking catchment area.

A significant portion of Perth CBD and Northbridge is located within the 800m walking catchment of the site. This walking catchment provides many attractions including retail, food and beverage, entertainment, education and employment, which helps to reduce reliance on car travel and the need for resident parking on site.

There are also many people living and working within the 800m walking catchment. This presents an opportunity for the proposed commercial tenancies to attract patrons and staff from within the walking catchment area, with reduced reliance on commercial motorised traffic and onsite car parking.

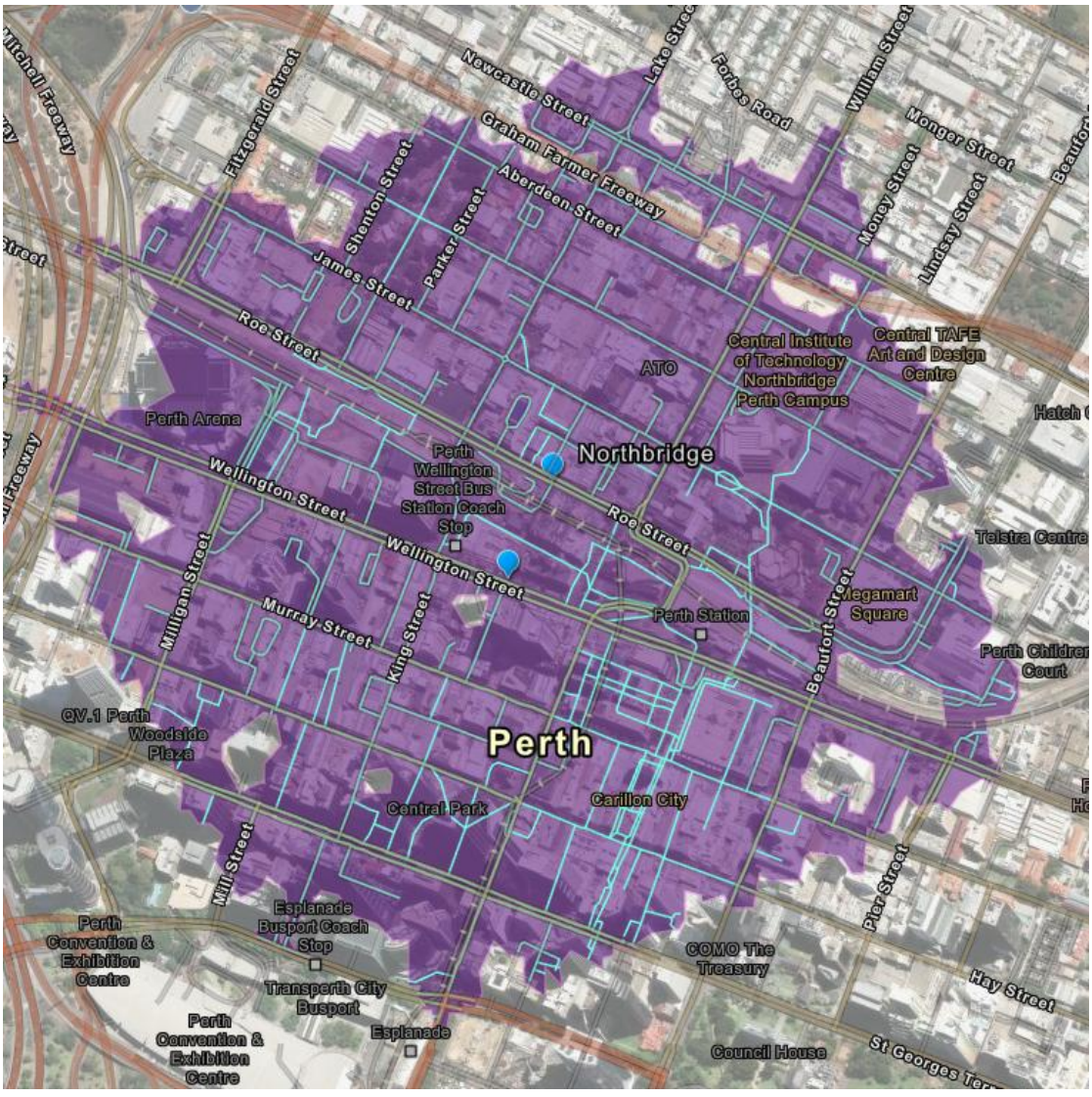

Figure 8: Proposed development walking catchment

10 Sustainable transport catchment

As detailed in Figure 9, the subject site is well placed for staff, residents and visitors to travel by sustainable modes of transport. A comfortable 8km or 20-25min cycle will provide the development with a large catchment.

This range can be further increased through a combination of micro-mobility and train travel with access to train stations.

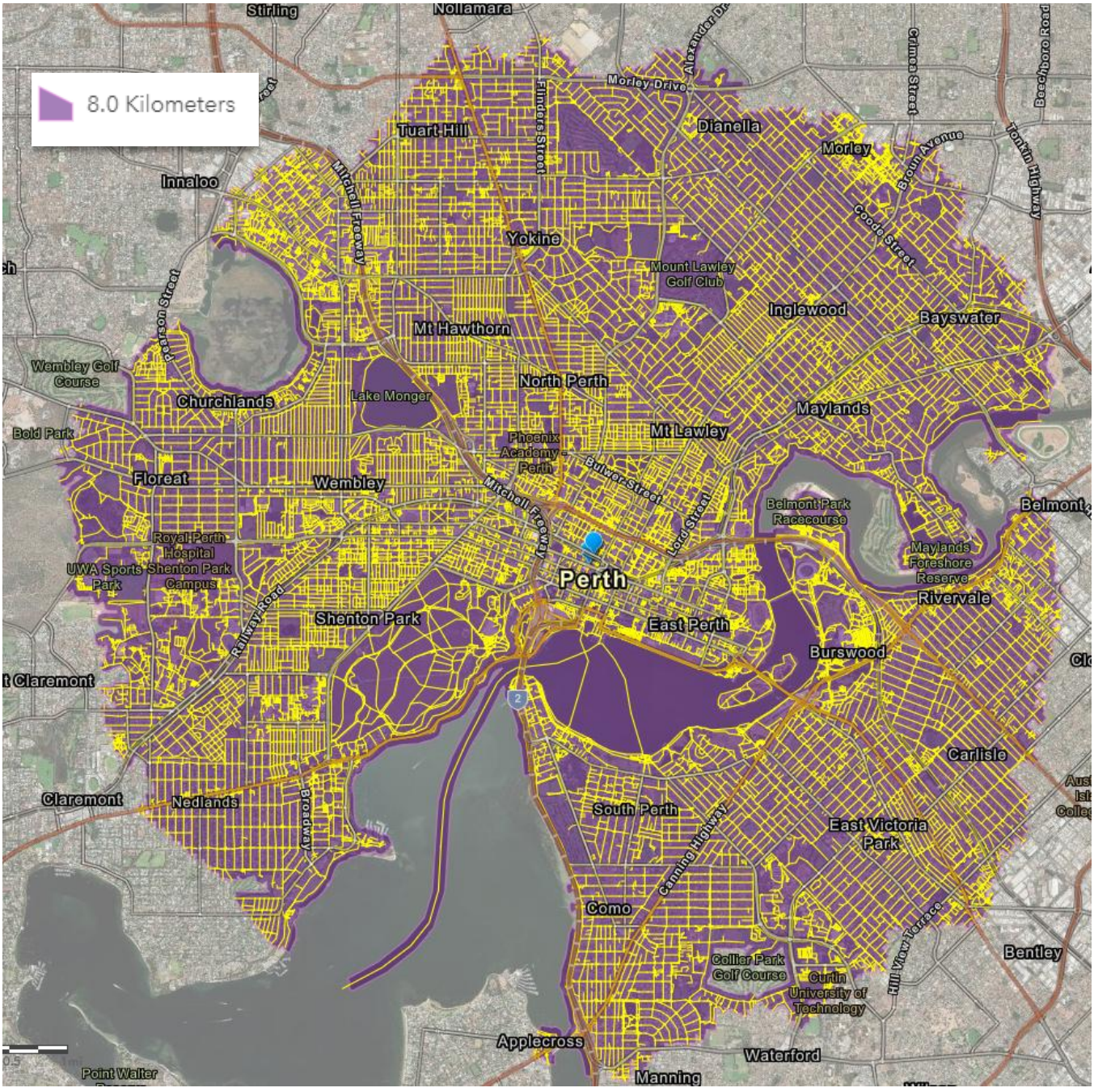

Figure 9: Cycling and micro-mobility catchment

11 Public transport

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The proposed development is within close walking distance of Perth and Perth Underground Train Stations. This provides an excellent opportunity for travelling by public transport, with access to the entire Metronet Rail System (Figure 10).

Perth Busport is also within walking distance, with excellent connectivity to bus routes servicing the broader Perth Metropolitan Area (Figure 11).

The development is in an ideal location to operate as a Transit Oriented Development (TOD), with reduced reliance on driving and car parking.

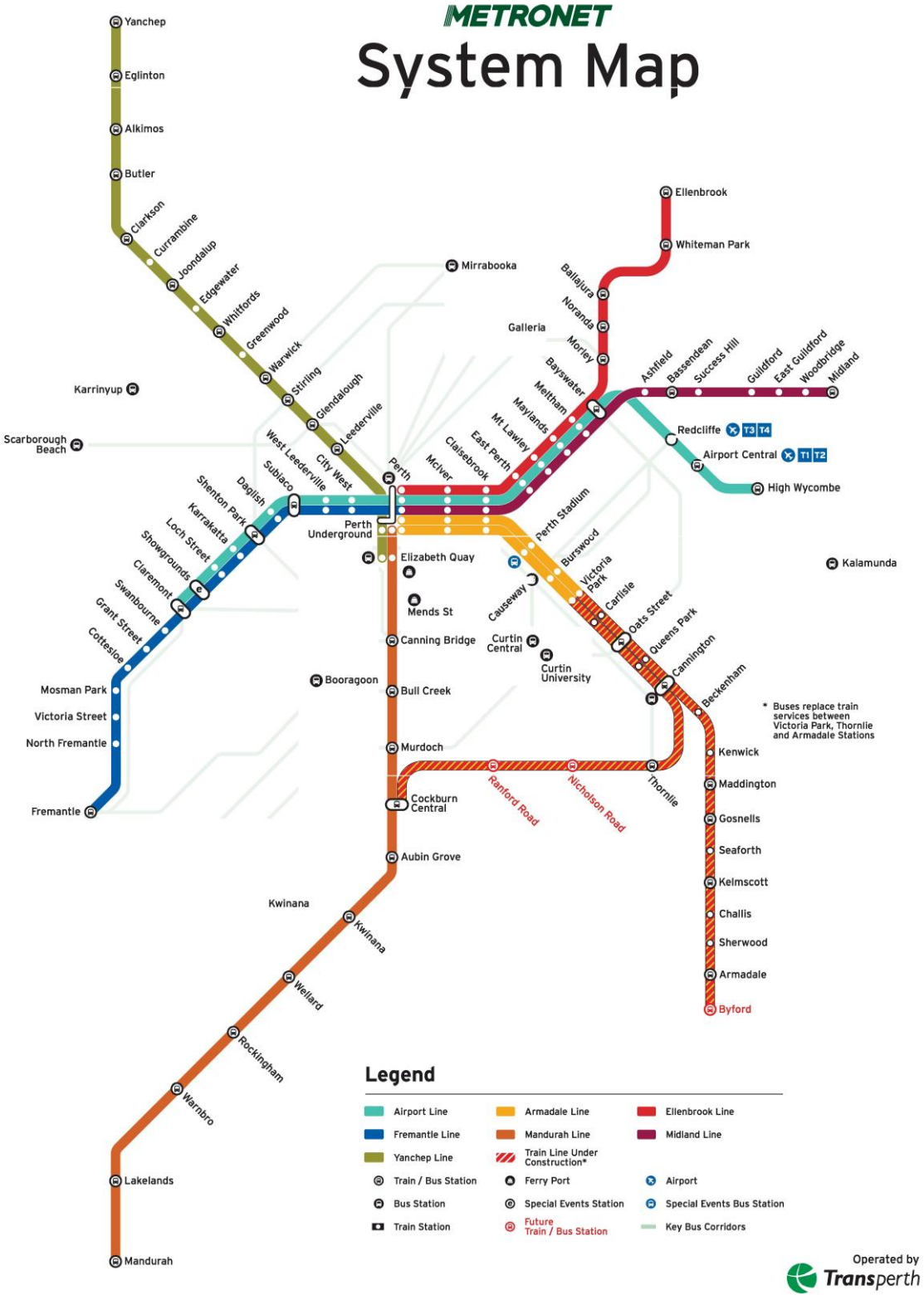

Figure 10: Transperth rail system map

Figure 11: Perth Busport map

12 Parking demand management

12.1 Introduction

Parking Demand Management (PDM) refers to various policies and programs that result in more efficient use of parking resources. When appropriately applied, PDM can significantly reduce the number of parking spaces required in a particular situation, providing a variety of economic, social and environmental benefits. When all impacts are considered, improved management is often the best solution to parking problems.

PDM measures considered in this PMP include:

- Promote telecommuting and tele-study (WFH) for residents and commercial tenants.
- Unbundled car parking.
- Provision of car share bays for residents.
- Financial incentive for sustainable transport.
- Promotion of sustainable transport through education and communication.

Parking demand management can be a powerful tool for promoting sustainable transport and reductions in greenhouse gas emissions.

12.2 Sustainable transport hierarchy

A sustainable transport network should prioritise active and sustainable modes of transport, with walking and micromobility, cycling, public transport, car sharing, and then private car driving ranked in order of priority (Figure 12).

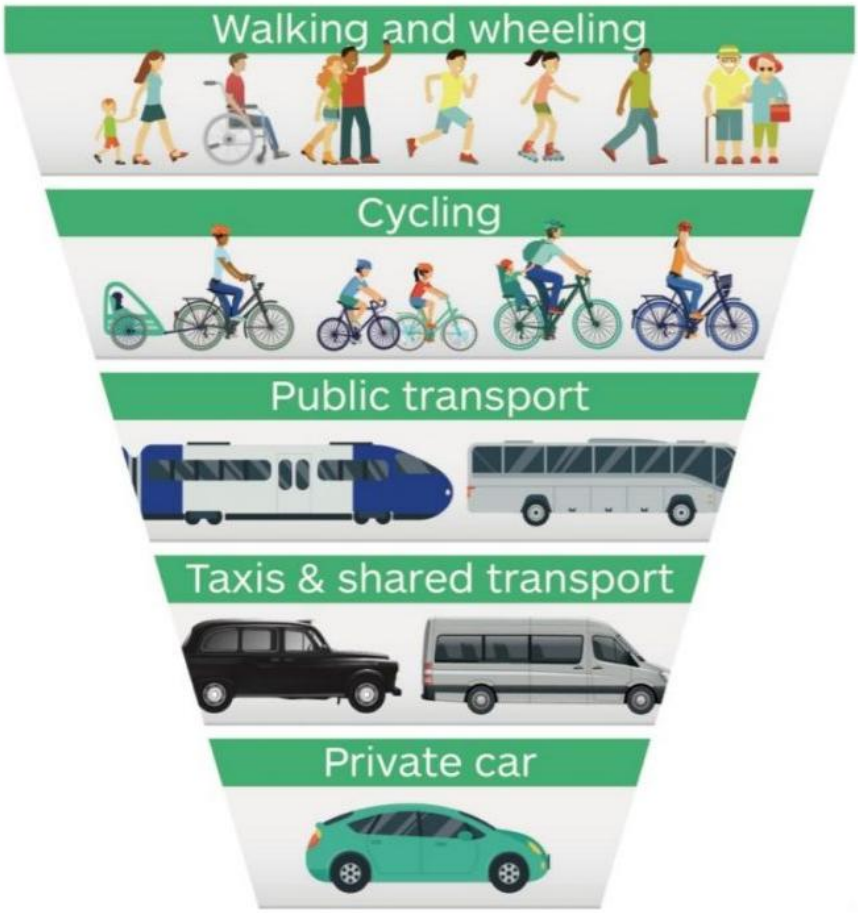

Figure 12: Sustainable transport hierarchy

Source: https://pedalonparliament.org/

Parking demand management strategies should consider the sustainable transport hierarchy and seek to promote it.

12.3 Financial incentives for sustainable transport

Onsite car parking is unbundled from student co-living units and commercial tenancies. Co-living units and commercial tenancies are not automatically provided with a parking space and will need to pay extra for car parking. Car parking needs to be pre-arranged at the leasing stage and is subject to availability.

Car parking will be carefully priced to ensure that using public transport will be a cheaper option for building occupants.

These policies provide a financial incentive for building occupants to use sustainable modes of transport.

12.4 Promote walking, micromobility and cycling

Some strategies which can be considered for promoting sustainable transport and lowering demand for commercial car parking may include, but are not limited to:

- Running healthy, active transport campaigns and promotions in the workplace. For example, tracking walking and active transport and offering prizes or other incentives for participants.
- Educating staff on public transport, walking and cycling travel options as part of training and recruitment.
- Offering subsidies or other incentives for using public transport.
- Monitoring and maintaining bicycle parking to ensure enough parking is provided and is maintained in good condition.
- Providing free charging stations for micro-mobility vehicles such as e-scooters and e-bikes.
- Implementing a car-pooling register for staff to match-up and car pool together. This can also be incentivised by issuing car-pooling badges for display on the dashboard and providing allocated priority car-pooling parking bays within the site.
- Offer tele-commuting work opportunities for staff who can complete work duties remotely, for example administrative staff.

12.5 Carpooling

Two EV share cars will be provided for the shared use of residents. Residents are in a student co-living arrangement, with communal open spaces, study facilities and common amenities. The building amenities foster a sense of communal living. Residents will be encouraged to carpool for common trips using the share cars. For example, co-living residents may carpool to a shopping centre for grocery shopping.

Building information and booking apps typically also provide a socialising feature, which assists with co-living residents to share the use of vehicles for common trips.

12.6 Work and study from home

Working remotely, also called teleworking, is about moving the work, not the worker. Phones, computers connected to the internet and conferencing, collaboration and document sharing tools can make daily trips to the office unnecessary.

The proposed development provides dedicated co-study facilities within the building, to facilitate resident students to study from home. Students who might have part time or casual work which can be performed remotely can also make use of the communal facilities to work from home.

12.7 Building user information

Co-living residents will be informed of alternative transport options through the general induction package provided to new residents. Information posters will be prepared and provided in communal areas in the building.

Consideration may also be given to the use of a digital application platform. These digital solutions bundle resident communications and building management. Typical functions include:

- **Digital concierge:** assists and informs resident experiences first from moving in to booking a facility, news & announcements, parcel collection, reporting an issue, document storage, and access to modern lifestyle conveniences.
- **Community and social:** residents can form social groups and organise group outings, which assist with carpooling.
- **Operational efficiency:** enhance operational efficiencies and resolve common challenges, including streamlining communications between building management staff and residents.

Staff will be informed of alternative transport facilities as part of regular induction and training procedures. Information posters will be prepared and placed in staff areas within the site. Other measures and initiatives are also being considered by management.

13 Operational responsibility

Building management will be responsible for management and enforcement of parking on site. Residents, staff and tenants are required to comply with all advisory parking control signage on site and only park in authorised bays.

14 Review of the parking management plan

Operation and use of all parking will be monitored on an on-going basis by building management regarding the following:

- Compliance with parking controls and bay allocation.
- Effectiveness of the management of the resident and car share bays.
- Occupancy of commercial tenant car parking bays.
- Appropriate use and demand for ACROD bays.
- Demand and use of bicycle parking and end of trip facilities.

Building administration should maintain a good record of parking demand, utilisation and operational systems. These records could be made available to the City as required.

The Parking Management Plan will be reviewed as needed.