

## Parking and Access

This document outlines the assessment criteria for parking and access for development in the City of Melville. This policy is applicable to residential, commercial and mixed use developments within the City of Melville.

If you are searching for general information in relation to planning requirements, please refer to the Planning Services page of our website <https://www.melvillecity.com.au/> or alternatively you can speak to one of our planning officers either on the phone, 9364 066 or in person at 10 Almondbury Road, Booragoon during business hours, 8.30am – 5:00pm Monday to Friday.

<b>Policy Type: Local Planning Policy</b> <b>Policy Owner: Director Urban Planning</b>	<b>Policy No. LPP1.6</b> <b>Last Review Date: 20 May 2025</b>
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### Citation

This is a Local Planning Policy prepared under Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations) and the City of Melville Local Planning Scheme No. 6 (LPS No.6). This Local Planning Policy may be cited as Local Planning Policy No. 1.6 –Parking and Access (LPP1.6).

### Policy Objectives

The objectives of this policy are as follows:

- To facilitate the development of adequate, safe and convenient parking facilities that meets the needs of users.
- Promote environmentally sustainable development.
- Facilitate active, vibrant and successful places.
- Support local businesses and economically viable development.
- Enable healthy lifestyles and travel choices.
- To ensure that development proposals incorporate an appropriate level of parking.
- To ensure safe, convenient, and efficient access for pedestrians, cyclists and motorists.
- To promote alternative transport modes by incorporating flexibility to reduce parking requirements where alternative transport options exist.
- To promote 'shared' or publicly available parking in preference to exclusive, single user parking for non-residential developments.

### Policy Scope

This policy provides standards for parking, design and access for residential and non-residential development in all areas, except where varied by an approved Precinct Structure Plan, Structure Plan or Local Development Plan.

This policy prevails to the extent of any inconsistency with LPP 3.1 – Residential Development.

## Policy Application

This policy applies to all development on land where Local Planning Scheme No. 6 applies.

The R-Codes allow for local governments to alter the 'deemed to comply' and 'acceptable outcomes' of the R-Codes to provide 'as of right' pathways for development which is more considerate of local character, community requirements, climate and the environment. Local planning policies may be used to facilitate contextually appropriate design within a local government area. A local government may adopt a local planning policy that amends, replaces and/or augments a deemed-to-comply provision of the R-Codes Volume 1 in accordance with 3.2.3a and 3.2.3b, subject to satisfying the criteria of 3.1(i)-(v). This modification to the R-Codes through a local planning policy is different to seeking discretion under the 'design principles' or 'element objectives' of the R-Codes.

Part 1 of the 'Policy Requirements' applies to all development to which the R-Codes applies. This Policy should be read in conjunction with the R-Codes, including the relevant definitions unless modified by This Policy.

Part 2 of the 'Policy Requirements' applies to all non-residential development on land where Local Planning Scheme No. 6 applies, including in respect of the non-residential components of a mixed use development.

## Definitions / Abbreviations Used In Policy

Terms used in this policy have the same meaning as in the Planning and Development (Local Planning Schemes) Regulations, the R-Codes or other State Planning Policy unless otherwise noted below.

### *AS2890.1:2004*

The Australian and New Zealand Standards (AS/NZS) 2890.1.2004 Parking Facilities: Off street Parking.

### *Activity Centres*

Centres defined by the WAPC State Planning Policy 4.2: Activity Centres and City of Melville Local Planning Strategy.

### *Health Consultant*

Any professionally qualified and trained health professional who provides health services to patients independently of another health professional (eg. does not include nurses assisting a doctor or dentist).

### *LPS6*

Local Planning Scheme No. 6

### *Net Lettable Area (NLA)*

Means the area of all floors within the internal finished surfaces of permanent walls but excluding:



- (a) all stairs, toilets, cleaner's cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas;
- (b) lobbies between lifts facing other lifts serving the same floor;
- (c) areas set aside as public spaces or thoroughfares and not for the exclusive use of occupiers of the floor or building;
- (d) areas set aside for the provision of facilities or services to the floor or building where such facilities are not for the exclusive use of occupiers of the floor or building.

### *Parking*

Where the term parking is used, it may refer to the inclusion of bicycle, car, service vehicle, specialist vehicle, motorcycle, or scooter parking.

### *Parking Management Plans (PMP)*

PMPs are documents which provide guidance in relation to the management and control of all public and privately owned parking and access to an Activity Centre for a 10 year period.

### *Public Floor Area (PFA)*

The publicly accessible areas in bars, restaurants, fast food premises, places of worship and other places used for dining, entertainment or congregation purposes but excluding the following areas:

- (a) Alfresco areas located off-site;
- (b) Alfresco areas located on-site which are not covered by solid roofing materials.
- (c) Areas occupied by lifts, stairways, ramps, passages, hallways, lobbies and the like; and
- (d) Areas set aside for staff only.

### *Reciprocal parking*

Parking facilities serving separate uses, but not shared concurrently between the users and not necessarily on one site.

### *R-Codes*

Residential Design Codes Volume 1 and Residential Design Codes Volume 2 - Apartments, as amended

### *Shared parking*

Shared parking facilities available to the public at all times.

### *Travel Plan*

A travel plan is a document which sets out how on-site parking and access will be managed once a development is completed to encourage safe, healthy and sustainable travel options.

### *WAPC*

Western Australian Planning Commission

## Policy Requirements

### Part 1: Residential Development

#### R-Codes Volume 1

As permitted by clause 3.2.3a and b of the R-Codes- Volume 1, this policy replaces the following Deemed to Comply provisions of the R-Codes Volume 1:

<b>R-Codes – Volume 1 – Part B – Low Density</b>	
<b>R-Code Clause</b>	<b>Modified Deemed-to-Comply Provision</b>
<p>Clause 5.2.5 Sightlines</p>	<p>C5 is replaced with the following:</p> <p>C5A For driveways serving a single house or three or less grouped dwellings, development meets the deemed-to-comply provisions within Clause 5 ‘Sight Lines’ of Local Planning Policy 3.1 Residential Development; or</p> <p>C5B For driveways serving developments containing four or more grouped dwellings, sight lines and visual truncation requirements to be designed in accordance with clause 3.2.4 and Figure 3.3 of AS2890.1:2004 (or as amended).</p> <p>C5C For internal driveways, driveways from right of ways or communal streets, walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where they adjoin vehicle access points (Refer Figure 9A of the R-Codes).</p>
<p>Clause 5.3.5 Vehicular Access</p>	<p>C5.3A Driveways to be:</p> <ul style="list-style-type: none"> <li>• no closer than 0.5m from a side lot boundary or street pole;</li> <li>• no closer than 6m to a street corner as required under AS2890.1;</li> <li>• aligned at right angles to the street alignment;</li> <li>• located so as to avoid street trees, or, where this is unavoidable, the street trees replaced at the applicant’s expense or replanting arrangements to be approved by the decision-maker; and</li> <li>• adequately paved and drained.</li> <li>• where serving 3 or less residential dwellings, gradients to be designed in accordance with section 2.6.2 of AS 2890.1:2004 (as amended); or</li> </ul>



	<ul style="list-style-type: none"> <li>where serving 4 or more residential dwellings, gradients to be designed in accordance with section 3.3 a) of AS 2890.1:2004 (as amended).</li> </ul>
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**R-Codes – Volume 1 – Part C – Medium Density**

<b>R-Code Clause</b>	<b>Modified Deemed-to-Comply Provision</b>
Clause 3.7 - Access	<p>C3.7.3A Driveways should be:</p> <ul style="list-style-type: none"> <li>i. a minimum 3 m wide;</li> <li>ii. a maximum 6m wide at the street boundary;</li> <li>iii. set back 0.3m from a side lot boundary or street pole;</li> <li>iv. setback 6m to a street corner (refer Figure 3.7b);</li> <li>v. aligned at right angles to the road carriageway;</li> <li>vi. adequately trafficable and drained;</li> <li>vii. located so as to avoid street trees,;</li> <li>viii. where serving 3 or less residential dwellings, gradients to be designed in accordance with section 2.6.2 of AS 2890.1:2004 (as amended); or</li> <li>ix. where serving 4 or more residential dwellings, gradients to be designed in accordance with section 3.3 a) of AS 2890.1:2004 (as amended).</li> </ul> <p>Note: Where removing a street tree is unavoidable, the City will require the street tree to be replaced at the landowner/applicant's expense or through replanting arrangements to be approved by the City.</p>
Clause 3.7 - Access	<p>C3.7.7 Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, or other structures adjoin:</p> <ul style="list-style-type: none"> <li>i. a driveway that intersects a street, right-of-way or communal street;</li> <li>ii. a right-of-way or communal street that intersects a public street;</li> <li>iii. two streets that intersect. (refer Figure 3.7e); and</li> </ul>



	<p>iv. internal driveways</p> <p>C3.7.7A One pier to a maximum width of 0.35m located within the truncation area. In order to minimise the obstruction caused by development in the truncation area, the wall height in the truncation area to be a maximum of 0.75m measured from the verge height and fencing above to be 80% visually permeable.</p> <p>C3.7.7B For driveways serving developments containing 4 or more grouped dwellings, with or without a footpath in the adjoining verge area, sight lines and visual truncation requirements to be designed in accordance with clause 3.2.4 and Figure 3.3 of AS2890.1</p>
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If a proposal does not meet the deemed to comply standards as amended by this policy, then assessment against the relevant design principles will be required. The following information will be required to demonstrate development is in accordance with the relevant design principles, in addition to any other documentation required by *Appendix 3 – Application documentation* of the R-Codes-Volume 1.

<b>R-Codes – Volume 1 – Part B – Low Density</b>	
<b>Clause</b>	<b>Additional Development Application Documentation</b>
5.2.5 Sightlines	<p><b>Pedestrian Sightlines</b></p> <p>Where pedestrian sightlines are not provided in accordance with AS2980.1 a risk assessment report with proposed mitigation measures should be lodged in support of the proposal. The report is to be prepared by a suitably qualified traffic engineer demonstrating that the proposal will not result in any unacceptable safety risk to occupants, footpath/verge users and road users. If the risk assessment and proposed mitigation measures are acceptable to the City, the development to be subject to a condition which requires that the mitigation measures to be implemented prior to the occupation of the development and measures retained in perpetuity to the satisfaction of the City.</p> <p>Potential mitigation measures may include, among other things:</p> <ul style="list-style-type: none"> <li>a) using changes in materials, colour, levels or landscaping to delineate pedestrian and vehicle circulation areas and define pedestrian paths in shared areas;</li> <li>b) locating vehicle entries to minimise ramp lengths and excavation;</li> <li>c) where required, incorporating aesthetically pleasing traffic calming devices that are integrated into the design such as changes in paving material or textures;</li> <li>d) reducing parts of the driveway to allow for the incorporation of deep soil areas;</li> <li>e) minimising the visual impact of unavoidable long driveways through changing alignments and screen planting;</li> </ul>



	<p>f) use of convex mirrors within the property boundary, signage, intelligent pedestrian and/or vehicle warning system at car park exit;</p> <p>g) any other measure which improves pedestrian and vehicle safety ensuring that drivers exiting the site have adequate visibility of oncoming pedestrians, cyclists and vehicles.</p> <p>Notwithstanding the above, each circumstance needs to be considered on its merits and the City may not necessarily support a performance-based solution provided above.</p>
<p>Clause 5.3.5 Vehicular Access</p>	<p>Ramp Gradients</p> <p>Where ramp gradients are not provided in accordance with AS2980.1 a risk assessment report with proposed mitigation measures should be prepared by a suitably qualified traffic engineer demonstrating that the proposal will not result in any unacceptable safety risk to occupants, footpath users and road users. If the risk assessment and proposed mitigation measures are acceptable to the City, the development is to be subject to a condition which requires that the mitigation measures to be implemented prior to the occupation of the development and measures retained in perpetuity to the satisfaction of the City.</p> <p>Potential mitigation measures may include, among other things:</p> <ul style="list-style-type: none"><li>a) the design provides for safe access and legible access for pedestrians and vehicles;</li><li>b) the design reduces the impact of access points on the streetscape and minimises the number of vehicle crossovers;</li><li>c) the design incorporates high quality landscaping features;</li><li>d) the design can manage stormwater run-off from car park surfaces, the incorporation of tree pits, vegetated swales, bio-filters, infiltration cells, permeable paving and/or on-site detention tanks as appropriate;</li><li>e) driveways where vehicle or pedestrian activity is unlikely to be a concern. For example, a car park entrance exiting onto a cul-de-sac bulb or similar;</li><li>f) excavation is to be minimised through efficient car park layouts and ramp design or</li><li>g) sustainability measures such as retaining embodied carbon from existing parking components on-site are incorporated.</li><li>h) the uses of convex mirrors within the property boundary, signage or intelligent pedestrian warning system at car park exit;</li><li>i) any other measure which improves pedestrian and vehicle safety ensuring that drivers exiting the site have adequate visibility of oncoming pedestrians, cyclists and vehicles or where drivers and pedestrians are warned about the potential hazard.</li></ul> <p>Notwithstanding the above, each circumstance needs to be considered on its merits and the City may not necessarily support a performance-based solution provided above.</p>



**R-Codes – Volume 1 – Part C – Medium Density**

<b>R-Code Clause</b>	<b>Additional Development Application Documentation</b>
Clause 3.7 - Access	<p>Where pedestrian sightlines or ramp gradients are not provided in accordance with AS2980.1 a risk assessment report with proposed mitigation measures should be lodged in support of the proposal. The report is to be prepared by a suitably qualified traffic engineer demonstrating that the proposal vary the provisions of AS2890 in relation to pedestrian sightlines and vehicle ramp gradients will not result in any unacceptable safety risk to occupants, footpath users and road users.</p> <p>If the risk assessment and proposed mitigation measures are acceptable to the City, the development is to be subject to a condition which requires that the mitigation measures to be implemented prior to the occupation of the development and measures retained in perpetuity to the satisfaction of the City.</p> <p>Potential mitigation measures may include, among other things:</p> <ul style="list-style-type: none"><li>a) using changes in materials, colour, levels or landscaping to delineate pedestrian and vehicle circulation areas and define pedestrian paths and calm traffic in shared areas;</li><li>b) the design reduces the impact of access points on the streetscape and minimises the number of vehicle crossovers;</li><li>c) the design incorporates high quality landscaping features</li><li>d) locating vehicle entries and designing car parking to minimise ramp lengths and excavation;</li><li>e) the design can manage stormwater run-off from car park surfaces, the incorporation of tree pits, vegetated swales, bio-filters, infiltration cells, permeable paving and/or on-site detention tanks as appropriate;</li><li>f) locate driveways where vehicle or pedestrian activity is unlikely to be a concern. For example, a car park entrance exiting onto a cul-de-sac bulb or similar;</li><li>g) sustainability measures such as retaining embodied carbon from existing parking components on-site are incorporated.</li><li>h) use of convex mirrors within the property boundary, signage, intelligent pedestrian and/or vehicle warning system at car park exit;</li><li>g) any other measure which improves pedestrian and vehicle safety ensuring that drivers exiting the site have adequate visibility of oncoming pedestrians, cyclists and vehicles.</li></ul> <p>Notwithstanding the above, each circumstance needs to be considered on its merits and the City may not necessarily support a performance-based solution provided above.</p>

## **R-Codes Volume 2**

As permitted by clause 1.2.2 and 1.2.3 of the R-Codes- Volume 2, this policy replaces the following Acceptable Outcomes of the R-Codes Volume 2:

<b>R-Codes – Volume 2</b>	
<b>R-Code Element</b>	<b>Modified Acceptable Outcome Provision</b>
Element 3.8 – Vehicle Access	A3.8.7 is replaced with the following:  A3.8.7 Sight lines and visual truncation requirements, with or without a footpath in the adjoining verge area, designed in accordance with clause 3.2.4 and Figure 3.3 of AS2890.1: 2004 (as amended).
Element 3.9 – Car and vehicular Access	A 3.9.4  a) Car parking and vehicle circulation areas, including driveway and access point gradients, are designed in accordance with AS2890.1(as amended);  b) The gradient of access driveways, for developments containing 3 or less residential dwellings to be designed in accordance with section 2.6.2 of AS/NZS 2890.1(as amended); and  c) The gradient of access driveways for developments containing 4 or more residential dwellings, with or without a footpath in the adjoining verge area, to be designed in accordance with section 3.3 (a) of AS/NZS 2890.1(as amended).

If a proposal does not meet the Acceptable Outcomes as amended by this policy, then assessment against the relevant Element Objectives will be required. The following information will be required to demonstrate development is in accordance with the relevant Element Objectives, in addition to any other documentation required by *Appendix 5 – Application development application guidance* under the R-Codes Volume 2:

<b>R-Codes – Volume 2</b>	
<b>Clause</b>	<b>Additional Development Application Guidance</b>
Element 3.8 – Vehicle Access	Where pedestrian sightlines are not provided in accordance with AS2980.1, a risk assessment report with proposed mitigation measures should be lodged in support of the proposal. The report is to be prepared by a suitably qualified traffic engineer demonstrating that the proposal will not result in any unacceptable safety risk to occupants, footpath/verge users and road users. If the risk assessment and proposed mitigation measures are



	<p>acceptable to the City, the development is to be subject to a condition which requires that the mitigation measures to be implemented prior to the occupation of the development and measures retained in perpetuity to the satisfaction of the City.</p> <p>Potential mitigation measures may include, among other things:</p> <ul style="list-style-type: none"><li>a) changes in materials, colour, levels or landscaping to delineate pedestrian and vehicle circulation areas and define pedestrian paths in shared areas;</li><li>b) locating vehicle entries to minimise ramp lengths and excavation;</li><li>c) where required, incorporating aesthetically pleasing traffic calming devices that are integrated into the design such as changes in paving material or textures;</li><li>d) reducing parts of the driveway to allow for the incorporation of deep soil areas;</li><li>e) minimising the visual impact of unavoidable long driveways through changing alignments and screen planting;</li><li>f) use of convex mirrors;</li><li>g) any other measure which improves pedestrian and vehicle safety ensuring that vehicles exiting the site have adequate visibility of oncoming pedestrians, cyclists and vehicles.</li></ul> <p>Notwithstanding the above, each circumstance needs to be considered on its merits and the City may not necessarily support a performance-based solution provided above.</p>
Element 3.9 – Car and vehicular Access	<p>Where vehicle ramp gradients are not provided in accordance with AS2890.1, a risk assessment report with proposed mitigation measures to be lodged in support of the proposal. The report is to be prepared by a suitably qualified traffic engineer demonstrating that the proposal will not result in any unacceptable safety risk to occupants, footpath/verge users and road users. If the risk assessment and proposed mitigation measures are acceptable to the City, the development is to be subject to a condition which requires that the mitigation measures to be implemented prior to the occupation of the development and measures retained in perpetuity to the satisfaction of the City.</p> <p>Potential mitigation measures may include, among other things:</p> <ul style="list-style-type: none"><li>j) the design provides for safe access and legible access for pedestrians and vehicles;</li><li>k) the design reduces the impact of access points on the streetscape and minimises the number of vehicle crossovers;</li><li>l) the design incorporates high quality landscaping features;</li><li>m) the design can manage stormwater run-off from car park surfaces, the incorporation of tree pits, vegetated swales, bio-filters, infiltration cells, permeable paving and/or on-site detention tanks as appropriate;</li><li>n) driveways where vehicle or pedestrian activity is unlikely to be a concern. For example, a car park entrance exiting onto a cul-de-sac bulb or similar;</li></ul>



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|  | <ul style="list-style-type: none"><li>o) excavation is to be minimised through efficient car park layouts and ramp design or</li><li>p) sustainability measures such as retaining embodied carbon from existing parking components on-site are incorporated.</li><li>q) the uses of convex mirrors within the property boundary, signage or intelligent pedestrian warning system at car park exit;</li><li>r) any other measure which improves pedestrian and vehicle safety ensuring that drivers exiting the site have adequate visibility of oncoming pedestrians, cyclists and vehicles or where drivers and pedestrians are warned about the potential hazard.</li></ul> |
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Notwithstanding the above, each circumstance needs to be considered on its merits and the City may not necessarily support a performance-based solution provided above.

## **Part 2: Non-Residential Development**

### **1 Access**

- 1.1 Vehicular access points to parking facilities are to be located and designed in accordance with AS 2890.1.
- 1.2 Access Driveways, to be designed with a ramp gradient in accordance with section 3.3 (a) of AS 2890.1.
- 1.3 Access provided via secondary streets or rights of way where available.
- 1.4 Access to developments on corner lots should be located the maximum distance away from the corner on the minor road or right of way.
- 1.5 One access point per street is encouraged and the number of access points should be kept to a minimum.
- 1.6 All vehicles utilising on-site parking bays should be able to enter and exit a site in a forward gear.
- 1.7 Where possible, new parking facilities and access points are to be linked to existing parking facilities both within the site and to those on adjacent sites. The City may require as a condition of any approval that parking facilities and access points which have the opportunity to provide for shared access across sites are subject to an easement in gross to the benefit of the City for the purpose of public access.
- 1.8 Access points designed to minimise:
  - (a) traffic or pedestrian hazards,
  - (b) conflict with pedestrian/cyclist pathways,
  - (c) the impact on nearby residential uses,
  - (d) traffic congestion, and
  - (e) interference with public transport facilities.



## **2 Parking Design**

- 2.1 The design of parking facilities should comply fully with the relevant Australian Standards.
- 2.2 Entry and exit points and vehicle circulation patterns are to be clearly indicated.
- 2.3 Car stacking systems or other such systems may be supported subject to the submission of a parking management plan detailing the operation of the system.
- 2.4 The design of entrances and exits and the position of parking control equipment (in the case of public car parks) to prevent on-street queuing of vehicles seeking entry to a parking facility and minimise disruption to pedestrians and traffic flows.
- 2.5 Design of a parking facility including internal circulation roadways and ramps within a public or private car park to be designed in accordance with AS 2890.1.

## **3 Sight lines**

- 3.1 Sight lines and visual truncation requirements for exiting vehicles to be designed in accordance with Clause 3.2.4 and Figure 3.3 of AS 2890.1:2004.1 (as amended).

## **4 Variations to policy requirements 1 - 3 above**

- 4.1 Where the policy measures at 1 - 3 above are not able to be achieved, a performance based solution may be considered. A performance-based solution, if sought, is to be supported by report which includes a risk assessment and proposed mitigation measures. The report is to be prepared by a suitably qualified traffic engineer demonstrating that the proposal will not result in any unacceptable safety risk to occupants, footpath/verge users and road users and that the proposal does not present an unacceptable risk to the efficiency of the local road network.
- 4.2 If the risk assessment and proposed mitigation measures are acceptable to the City, and the proposal ultimately approved, the development to be subject to a condition which requires that the mitigation measures contemplated by the report to be implemented prior to the occupation of the development and measures retained in perpetuity to the satisfaction of the City.

## **5 On Site Car Parking**

- 5.1. Car parking bays are to be provided in accordance with the ratios set out in Table 1 below for:
  - (a) all new developments; or
  - (b) modifications to existing developments which result in an increase to the NLA or PFA; or
  - (c) a change of use to a use which requires more car parking than existing.
- 5.2. Where a modification to an existing development or a change of use is proposed which results in additional NLA or PFA and/or creates an additional demand for car parking, additional bays are to be provided in accordance with Table 1 below.

Table 1: Car parking ratios

Uses	Car Parking Requirements
<i>Community Uses</i>	
Child Care Premises	One bay per 10 children, plus 0.5 bays per staff member.
Educational Establishment	In addition to the ratios below, where it is proposed to add one or more additional classrooms to any existing Educational Establishment, a Travel Plan is required to be submitted for approval.
Pre-primary & Primary	6 bays available for use as a pick up and drop off area plus 0.5 bays per staff member.
Secondary	0.5 bays per staff member
Tertiary/Technical	1 bay per 5 students, plus 0.5 bays per staff member.
Place of Worship	1 bay per 10m <sup>2</sup> PFA, plus 0.5 bay per staff member.
<i>Food and Entertainment</i>	
Bed and Breakfast Accommodation	1 bay per guest bedroom, in addition to the R-Codes parking requirement for the dwelling.
Cinema / Theatre / Public Amusement	1 bay per 5 patrons at capacity, plus 0.5 bay per staff member.
Hotel / Tavern	1 bay per 10m <sup>2</sup> PFA, plus 0.5 bay per staff member, plus 1 bay per bedroom.
Restaurant / Café / Small Bar / Lunch Bar / Fast Food Outlet	1 bay per 10m <sup>2</sup> PFA, plus 0.5 bay per staff member.
<i>Health Uses</i>	
Recreation – Private	1 bay per 20m <sup>2</sup> NLA for individual recreation activities or 1 bay per 4 patrons at capacity for grouped based recreational activities.
Hospital /	1 bay per 3 beds, plus 0.5 bays per staff member (including health consultants). Ambulance and hospital bus parking bays as required by the City.
Medical Centre / Consulting Rooms / Veterinary Clinic	3 bays per health consultant, plus 0.5 bay per staff member (including health consultants).
<i>Office</i>	
Office	1 bay per 50m <sup>2</sup> NLA.
<i>Retail</i>	

Shop / Home Store / Convenience Store / Restricted Premises	1 bay per 20m <sup>2</sup> NLA
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<i>Large Scale Retail or Wholesale</i>	
Auction Premises	1 bay per 40m <sup>2</sup> of land or building area used for auction purposes, plus 0.5 bay per staff member.
Car Sales Premises / Open Air Display	1 bay per 100m <sup>2</sup> of display or sale area, plus 0.5 bays per staff member.
Garden Centre / Plant Nursery	1 bay per 50m <sup>2</sup> of land or buildings used for display or sale.
Service Station	0.5 bay per staff member.
Showroom	1 bay per 40m <sup>2</sup> NLA.

<i>Industry</i>	
Light Industry / Service Industry	1 bay per 50m <sup>2</sup> NLA, with a minimum of 4 bays for each unit.
Industry General	1 bay per 200m <sup>2</sup> NLA.
Motor Vehicle Hire/Repair/Sales	3 bays per service bay plus 0.5 bay per staff member.
Motor Vehicle Wrecking	6 customer bays plus 0.5 bay per staff member.
Storage / Warehouse	1 bay per 100m <sup>2</sup> NLA.

<i>Other</i>	
Other uses not listed above	At the discretion of the Council, having regard to similar uses, the precinct, the site, surrounding uses, off-site parking availability and having regard to recognised car parking standards for similar uses.

- 5.3. Where the car parking ratio specified in Table 1 results in a requirement for a part bay, the car parking requirement to be rounded to the nearest whole number.
- 5.4. Car parking for staff members referenced in Table 1 above are to be calculated based upon the maximum number of staff in attendance at any one time.
- 5.5. Universal parking bays
- (a) Car parking bays marked exclusively for use by drivers with disabilities at the rate specified in the Building Code of Australia and relevant Australian Standard (AS28990.1) are to be provided.
  - (b) These bays are included within the car parking requirements set out in Table 1.
- 5.6. Tandem parking bays will generally only be accepted where the two bays are provided for the use of a single tenancy and where the use would allow for this practice.

- 5.7. The City supports the use of sensitively located car stacking systems.
- 5.8. On-site parking should be located behind the building line or within the building where possible. Parking within the front setback area of a development is discouraged.
- 5.9. The City encourages the early consideration of electric vehicle charging infrastructure for both employees and visitor bays. As part of the development application, applicants are encouraged to demonstrate that, the development has been designed with for future capacity to supply electric vehicle charging points taking into account the WAPC Position Statement – Electric Vehicle Charging Infrastructure March 2024.

## **6. Specialist Vehicles and Service and/or loading bays**

- 6.1. For developments with a NLA of greater than 500m<sup>2</sup> at least one service or loading bay to be set aside and marked for the exclusive use of service, delivery and courier vehicles between 7am – 7pm each day.
- 6.2. For developments/land uses where larger passenger vehicles are often parked or service the activity, specialist bays may be required to accommodate these vehicles.
- 6.3. The service or loading bay or specialist vehicle bay is in addition to the car parking requirements set out in Table 1.
- 6.4. The bay(s) are to be of a suitable size and location for the nature of the land uses proposed.

## **7. Motorcycle / scooter parking bays**

- 7.1. Where 15 or more car parking bays are provided on a development site, motorcycle / scooter parking bays are required to be provided in accordance with Table 2 below.
- 7.2. Where motorcycle / scooter parking bays are required, the number of parking bays required by Table 1 above, can be reduced at a ratio of one car parking bay reduction for every two motorcycle / scooter parking bays provided.

*Table 2: Motorcycle and scooter parking requirements*

<i>Car Bays Required by Table 1</i>	<i>Number of Motorcycle / Scooter parking bays required</i>
0-14	0
15 - 29	2
30 - 44	4
45 - 59	6
60 - 74	8
75 - 89	10
90+	At the discretion of the City.

## **8. Bicycle parking facilities**

- 8.1. A minimum of two bicycle parking facilities are to be provided on a subject site unless a greater number is specified in Table 3 below.



8.2. The ratios specified in Table 3 below are to be applied based upon the car parking bays that the development requires in Table 1 less any variations that are permitted by Part 6 of this policy.

*Table 3 Bicycle parking requirements*

<b>Uses</b>	<b>Bike parking requirements</b>
<i>Community Uses</i>	
Child Care Centre	2 per 10 car parking bays
Educational Establishment	6 per 10 car parking bays
Family Day Care	None applicable.
Places of Worship	2 per 10 car parking bays.
<i>Health Uses</i>	
Recreation – Private / Hospital / Medical Centre / Consulting Rooms / Veterinary Clinic	2 per 10 car parking bays.
<i>Food and Entertainment</i>	
Bed and Breakfast Accommodation	None applicable.
Cinema / Theatre / Public Amusement	1 bay per 10 patrons at capacity.
Hotel / Tavern / Restaurant / Café / Small Bar / Lunch Bar / Fast Food Outlet	2 per 10 car parking bays.
<i>Office</i>	
Office	3 per 10 car parking bays.
<i>Retail</i>	
Shop / Home Store / Convenience Store / Restricted Premises	2 per 10 car parking bays.
<i>Large Scale Retail or Wholesale</i>	
Auction Premises / Car Sales Premises / Open Air Display /	1 per 10 car parking bays.

Garden Centre / Plant Nursery / Showroom	
Service Station	Not applicable

<i>Industry</i>	
Light Industry / Service Industry / Motor Vehicle Hire/Repair/Sales / Motor Vehicle Wrecking / General Industry / Storage / Warehouse	1 per 10 car parking bays.

<i>Other</i>	
Other uses not listed above	At the discretion of the Council, having regard to similar uses, the precinct, the site and off-site bicycle parking availability.

8.3. Bicycle spaces are to comply with Australian Standard AS 2890.3: Parking facilities – Bicycle parking facilities (as amended) and are to be conveniently and safely located.

8.4. End of trip facilities are required where more than 6 bicycle spaces are required by Table 3 above, as follows:

- (a) A minimum of one locker for each bicycle space;
- (b) A minimum of one unisex shower and change room. Additional shower facilities are to be provided at a rate of one female shower and one male shower for every additional 10 bicycle parking bays, to a maximum of five female and five male showers per development.
- (c) The end of trip facilities are to be located as close as possible to the bicycle parking facilities.

## 9. Variations to Parking Standards

9.1. The following clauses outline the criteria for reductions to the parking standards specified in sections 5-8 above. In considering any reduction to standards, the City may request the preparation and approval of a Travel Plan in accordance with Part 10 of this policy below.

### 9.2. Activity Centre Parking

- (a) A reduction in the car parking requirements of Table 1 is acceptable within certain Activity Centres due to their proximity to public transport and other public parking infrastructure. Accordingly, the car parking requirements of Table 1 may be reduced by up to 25% where the City is satisfied that:
  - (i) The development site is within an Activity Centre which is within the following Secondary or District activity centres as designated by State Planning Policy 4.2: Activity Centres.



- (ii) The development proposal is consistent with an approved Parking Management Plan for the centre.

### 9.3 Reciprocal Parking

- (a) The City can consider reciprocal parking arrangements as follows:
  - i. Up to 100 per cent of the parking requirement specified in Table 1 where there is no overlap in operating times, or
  - ii. Up to 50 per cent of the parking requirement specified in Table 1 where there is partial overlap in operating times.
- (b) Reciprocal parking arrangements may be considered acceptable where the City is satisfied that an appropriate level of parking is provided for the uses on the subject site and any other site applicable to the reciprocal arrangement.
- (c) The parking facilities serving the uses will be located on the one lot, or if located on a separate lot, the parking arrangements are permanent (e.g., through an easement, amalgamation, legal agreement, condition of approval, or any other formal arrangement acceptable to the City).
- (d) The parking facilities are conveniently located to both developments.
- (e) Supported by parking studies for a similar development(s) within a similar land use.
- (f) Reciprocal parking arrangements can be considered within individual mixed use development sites and/or between different development sites.

### 9.4 Shared Parking

Shared parking is encouraged within certain Activity Centres to allow parking facilities to be used more efficiently.

- (a) Where car parking bays required by Table 1 are designated as part of the development application as shared parking, the car parking requirements of Table 1 may be reduced by 25% (for the proportion of bays which are designated as shared parking only) where the City is satisfied that:
  - i. An appropriate level of parking is provided for the proposed uses;
  - ii. The development site is within an Activity Centre which is designated as a Secondary or District activity centre by State Planning Policy 4.2 – Activity Centres; and
  - iii. There will be no structural or visual impediment to the use of the shared parking bays by the public.

### 9.5 Additional Bicycle Parking

- (a) The car parking requirements of Table 1 may be reduced by up to two car parking bays where additional bicycle parking above that required by Part 8 of this policy is provided, where the City is satisfied the following criteria are met:



- i. The proposed development is within an Activity Centre which is designated as a Secondary or District activity centre by State Planning Policy 4.2 as outlined in 6.4.2(b) above.
  - ii. Bicycle parking is provided at the rate of six bicycle spaces per car bay reduction; and
  - iii. The City considers there to be a need for additional bike parking in the area; and
  - iv. The bicycle parking is to be located so to be readily visible and accessible by the public.
- (b) Additional bicycle parking in lieu of on-site car parking may be considered by the City where the car parking requirement for the development (as prescribed by Table 1) is more than 50 bays, subject to the criteria set out within 9.5.1 (a) – (d) above.

## **10 Travel Plans**

10.1 The preparation of a Travel Plan is to be undertaken by an applicant where specified within this Policy.

10.2 The objectives of a Travel Plan are to include (at a minimum):

- (a) How to reduce the need for staff and visitors to travel to and from the site in a private vehicle.
- (b) How to promote staff and visitors walking, cycling and using public transport to access the development.
- (c) How to achieve the minimum number of single occupancy vehicle movements to and from the development.

10.3 A Travel Plan is to detail a range of measures that will be integrated into the design and occupation of the new development and include at a minimum:

- (a) Identification of:
  - i. On-site parking bays
  - ii. Publicly available (including details of any parking restrictions) parking bays within the vicinity of the development which are available for visitor and/or staff parking;
  - iii. Location of public transport in relation to the development;
  - iv. Bicycle facilities on-site and within the area;
  - v. Connectivity of pedestrian footpaths within the area which provide access to the site.
  - vi. Impact of topography of walkways and cycleways
  - vii. Impacts of weather and seasons on walking and cycling behaviour; and
  - viii. Walking and Cycling time;

ix. Impact on total journey time

- (b) Any measures including parking management and/or marketing that are proposed to achieve the objectives of the Travel Plan. Measures can include (but are not limited to):
- i. Promoting walking, cycling and use of public transport by both staff and visitors;
  - ii. Support and promotion of measures to discourage staff single occupancy vehicle movements to and from the development, which could include car sharing etc.
  - iii. Encouragement of working from home and video conferencing.
  - iv. Education of staff and visitors about alternative ways to access the development.
  - v. Way finding strategies.
  - vi. Consideration of on-site parking restrictions.
- (c) Identification of targets to measure the effectiveness of the Travel Plan in achieving its objectives and how these will be implemented, measured and monitored.

10.4 Once the Travel Plan is approved, the management of the on-site parking and access is to be undertaken in accordance with the Travel Plan.

10.5 The content of Travel Plans can be utilised in the preparation of PMPs.

## **11 Parking Management Plans (PMPs)**

11.1 PMPs are to be prepared and adopted for all Activity Centres and are to provide guidance over a 10 year planning period in relation to the management and control of parking in the centre.

11.2 A PMP may be required to support a shared parking arrangement or where there are a number of different building users and allocation considerations which require on-going management.

11.3 The City will be responsible for the preparation and adoption of PMPs in the first instance, however where a significant redevelopment in an activity centre is proposed, the City may require an applicant to prepare or contribute toward the preparation of a PMP for the centre.

11.4 PMPs not only relate to management of on-site parking bays but also include information as to the location and management of on-street paid parking, time restrictions, residents parking, car park buildings, bicycle parking facilities, universal bays, reductions in parking and access to public transport.

11.5 Once a PMP is adopted by the City for an Activity Centre, all future developments are to be in accordance with the PMP.

## **12 Traffic Generation**

12.1 The City follows the WAPC Transport Assessment Guidelines for Developments (as revised) in relation to the requirement for transport assessments.

12.2 Where it is identified by these Guidelines that a development requires a Transport Statement or Transport Assessment, this is to be prepared by a suitably qualified and/or experienced traffic engineer and submitted with the application for planning approval.



**References that may be applicable to this Policy**

Legislative Requirements:	Planning and Development Act 2005 Planning and Development (Local Planning Schemes) Regulations 2015 (as amended)
Procedure, Process Maps, Work Instructions:	Planning Application Directorate Procedure
Other Plans, Frameworks, Documents Applicable to Policy:	Local Planning Scheme No. 6 Residential Design Codes Volume 1 and Residential Design Codes Volume 2 - Apartments Australian Standard AS 2890.1:2004 Parking Facilities – Off-Street Parking (as amended) Australian Standard AS 2890.3: Parking Facilities – Bicycle Parking Facilities (as amended) Western Australian Planning Commission Transport Assessment Guidelines for Development
Delegated Authority No:	DA-020: Planning and Related Matters

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**Reviews**

Special Planning and Development Services Committee

27/06/00

P00/1004

Development & Neighbourhood Amenity Committee

14/05/02

P02/5006

Ordinary Meeting of Council

20/9/11

P11/3249

Ordinary Meeting of Council

19/08/14

P14/3526

Ordinary Meeting of Council

20/09/16

P16/3718

Administrative Review

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(Statutory Planning Committee)

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Ordinary Meeting of Council

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