



Review of Local Planning Policy 1.6 Parking and Access

Agenda Briefing Forum Presentation

Presented by A/Director Planning, Ms Kate Bainbridge



City of
Melville

Review of Local Planning Policy

1.6 – Parking and Access

Background

- Local Planning Policy 1.6 Car Parking and Access (LPP1.6) was first adopted in October 1999 with the **last review in mid 2019**.
- LPP 1.6 provides the key parking and design standards for residential and non-residential development.
- Number of changes since last reviewed including legislative changes and R-Codes and Weir Report recommendations
- Review undertaken to ensure consistency with the above including greater articulation of the City's expectations in relation to **pedestrian sight lines and vehicle ramp gradients** to be consistent with AS/NZS 2890.1:2004 Parking Facilities (AS2890.1).



Jacarandas flowering, Applecross

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Update

- Following adoption at the July 2024 Ordinary Council Meeting, the draft changes to LPP 1.6 were advertised to the community and key stakeholders – 8 comments received.
- LPP1.6 was updated to consider the comments from the community and then sent to the **WAPC** for its review and comment.
- WAPC endorsed the aspects of the policy which vary the R-Codes in February 2025.
- We are now presenting the evolution and final policy recommended for Council's adoption.
- Following resolution (if to adopt as proposed or with further modifications), we will need to prepare a Parking management / cash in lieu strategy.

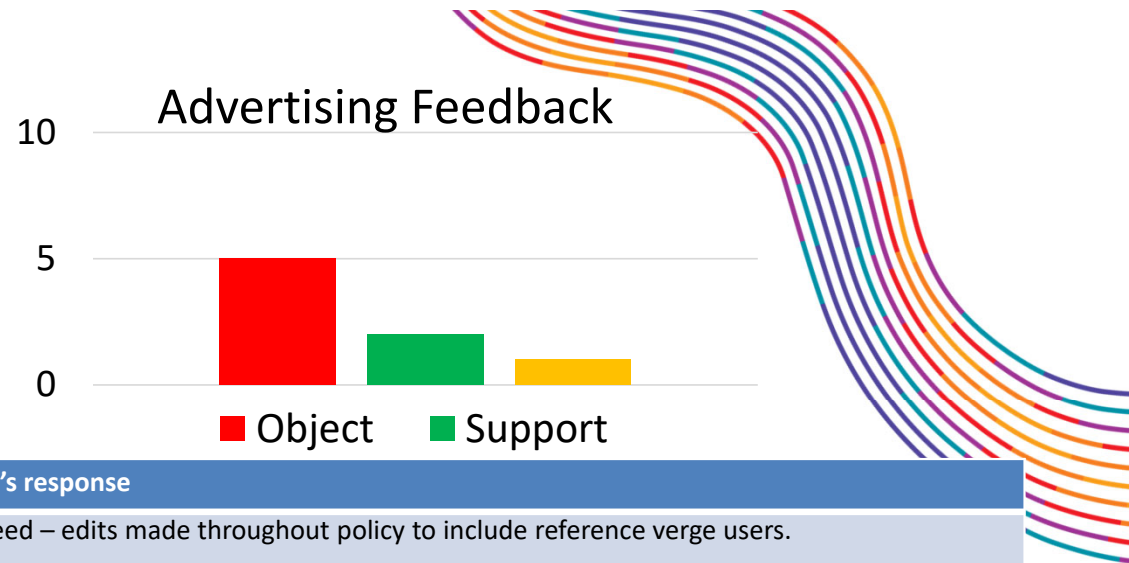


'5 Poles' artwork by Brian McKay

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Advertising feedback



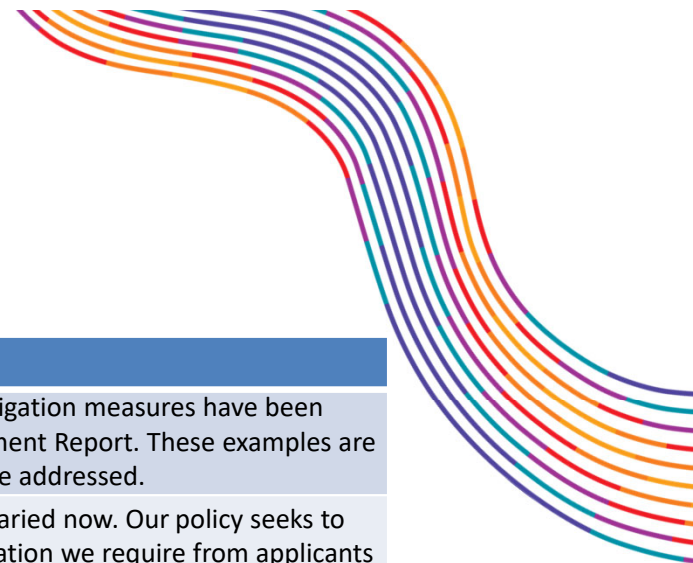
Comment	City's response
Suggested edits to include verge users rather than just footpath users in reference to sightlines.	Agreed – edits made throughout policy to include reference verge users.
Mitigation measures for ramps and driveways accessing the street could include provision of gate or door that can be seen by pedestrians indicating open (car using the driveway) and closed (car not using the driveway).	Potential mitigation measures (design guidance for related design principle) are not requirements. Each location is to be considered on its merits by a qualified traffic engineer via risk assessment report and reviewed by City Engineers.
Need to have policy which caters to all types of mobility and forms of travel .	Agreed – we believe that making sightlines and gradients more aligned with AS2890.1 will improve the public realm safety at egress points for pedestrians, cyclists and other modes of transport.
Request for sightlines to be wholly within the property and maintained accordingly.	There is no existing requirement for sightlines areas to be wholly within the property and relocation of access points more centrally will have potential adverse impact on the streetscape.
Request for council consideration when seeking discretion under LPP 1.6. Need for qualified engineer to prepare risk assessment and this to be by exception.	Technical assessment of Risk Assessment Reports, which are required for discretionary approvals for sight lines and gradients under the changes within this policy will be carried out by the City's Road Safety team which includes qualified Engineers.

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Comment	City's response
The examples of risk mitigation measures, included in the proposed amendments, must be deleted.	The examples within design guidance for risk mitigation measures have been proposed to assist with any possible Risk Assessment Report. These examples are design guidance only and not a requirement to be addressed.
Concern around policy providing ability to vary AS2890.1 and suggested provision to always comply with LPP 1.6	AS2890.1:2004 is not legislation and able to be varied now. Our policy seeks to make it clearer and consistent as to what information we require from applicants to consider a variation – we need to be satisfied that the alternative is just as safe and balances good design.
Concern around existing non-compliant developments which have driveways and sightlines which do not meet AS2890.1	We are/have taken compliance action to remedy the non-compliant development identified residents. This policy will apply to new development and prevent these non-compliances from occurring again in the future.
Policy changes should reduce unnecessary interference from vocal minority groups that don't understand urban planning.	The City values community engagement and resident participation in planning policy reviews and outcomes and will continue to engage with the community in this manner.
Concerns above kerb design being omitted from the policy.	The design of kerbing is covered by engineering design when constructing and upgrading roads. This policy relates to car parking and access in relation to private development.

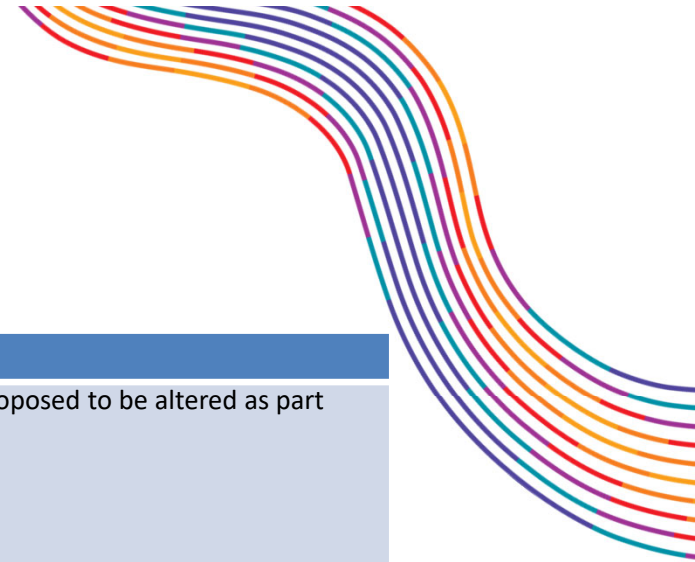


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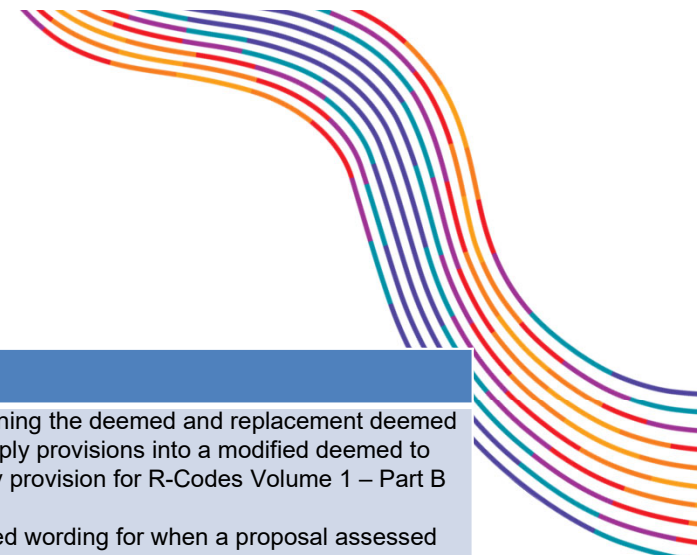
Comment	City's response
Does not support tandem car parking or car stackers due to inconvenience resulting in more on-street parking.	These provisions are already in place and not proposed to be altered as part of this review.
Reduction in car parking where motorcycle / scooter / bicycle parking bays are provided is not a good outcome and will cause parking spill into surrounding streets.	
Activity Centre parking reductions not supported.	
Concern around varying on-site car parking required to be provided.	
Not enough disabled parking bays within the City. Need more parking bays and bigger car bays.	



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Changes post advertising

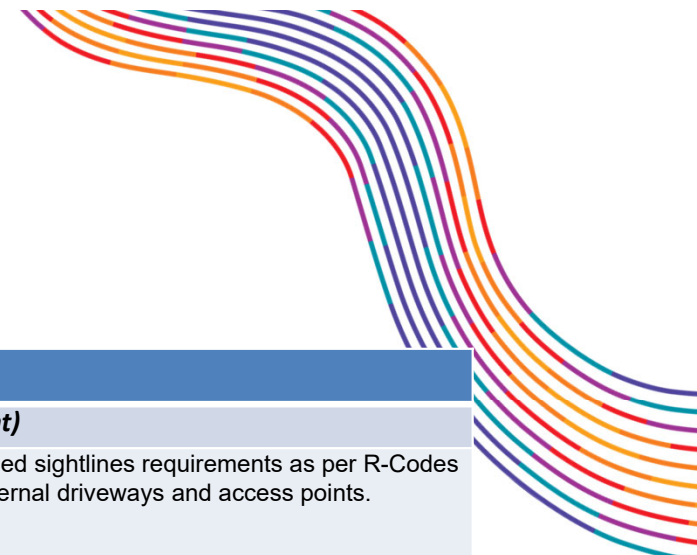


LPP 1.6 section	Original	Advertised	Final
<i>Amendment of Policy Statement Clause</i>	Clause was titled Policy Statement and had provisions in relation to residential and non-residential development.	Clause was amended to be titled Policy Requirements and provisions were updated to provide greater guidance for ramp gradients and vehicle sightlines for residential development and non-residential development.	<ul style="list-style-type: none">• Combining the deemed and replacement deemed to comply provisions into a modified deemed to comply provision for R-Codes Volume 1 – Part B & C;• Modified wording for when a proposal assessed under Volume 1 – Parts B & C when a design principles assessment is required;• Combined provisions into a modified Acceptable Outcome Provision for R-Codes Volume 2; and• Modified wording for when a proposal assessed under Volume 2 for when an element objective and planning guidance assessment is required.
<i>Reference to Verge and Footpath Users</i>	No reference to verge or footpath users within policy.	Amendments within policy made to include footpath users.	Changes because of advertising comments received made throughout policy to include reference to verge users rather than just footpath users in reference to sightlines in appropriate sections of the policy.

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Changes post advertising

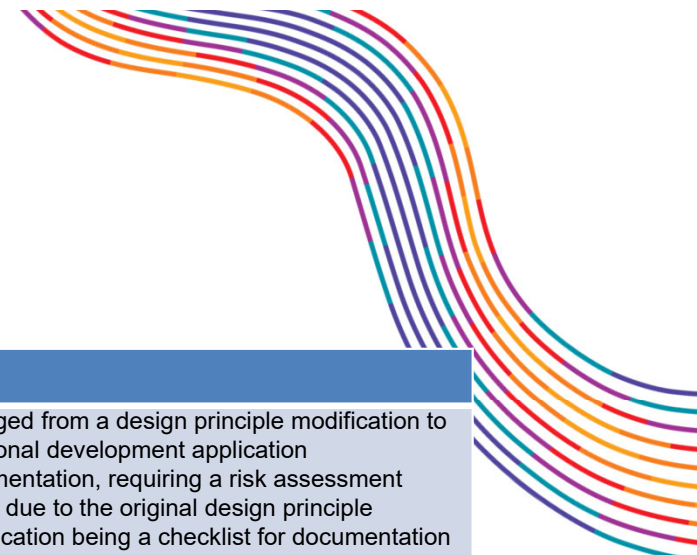


LPP 1.6 section	Original	Advertised	Final
R-Codes Volume 1 (Low and Medium Density Residential Development)			
Deemed-to-comply: Clause 5.2.5 – Sightlines	No sightlines clause for residential development	Clause amended to apply R-Codes sightlines requirements for 3 or less dwellings and Australian Standards sightlines requirements for 4 or more dwellings.	Included sightlines requirements as per R-Codes for internal driveways and access points.
Deemed-to-comply: Clause 5.3.5 – Vehicular Access	No vehicular access clause for residential development	Clause added to include driveway gradient requirements must be to Australian Standards.	General administrative changes to align with DPLH policy templates and minor wording changes. The intent of the policy to apply Australian Standards gradients for driveways remain as per advertised version.
Deemed-to-comply: Clause 3.7 – Access – c3.7.3	No vehicular access clause for residential development	Clause added to apply R-Codes gradients requirements must be to Australian Standards.	General administrative changes to align with DPLH policy templates and minor wording changes. The intent of the policy to apply Australian Standards gradients for driveways remain as per advertised version.
Deemed-to-comply: Clause 3.7 – Access – c3.7.7	No vehicular access clause for residential development	Clause added to include sightline requirements must be to Australian Standards.	

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Changes post advertising



LPP 1.6 section	Original	Advertised	Final
Deemed-to-comply: Additional Development Application Documentation for Clause 5.2.5	No sightlines clause for residential development	Advertised as an additional design principle for sightlines and another for sightlines.	Changed from a design principle modification to additional development application documentation, requiring a risk assessment report due to the original design principle modification being a checklist for documentation and not a 'true' design principle.
Deemed-to-comply: Additional Development Application Documentation for Clause 3.7	No sightlines or driveway gradients clause for residential development	Advertised as an additional design principle for sightlines and driveway gradients.	The intent of the policy to apply Australian Standards gradients for driveways remain as per advertised version.
Acceptable Outcome: Additional Development Application Documentation for Clause 3.8	No sightlines clause for residential development (R-Codes Vol 2)	Advertised as an additional design guidance for sightlines.	Changed from additional design guidance to additional development application guidance, requiring a risk assessment report due to the original additional design guidance being a checklist for documentation.
Acceptable Outcome: Additional Development Application Documentation for Clause 3.9	No driveway gradients clause for residential development (R-Codes Vol 2)	Advertised as an additional design guidance for driveway gradients.	This makes it known up front that a risk assessment report is required for any discretion that doesn't meet Australian Standards.

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Conclusion

- The feedback from the community received has been incorporated into the policy where possible.
- The other feedback will be considered as part of future review after car parking strategy is completed.
- The WAPC has endorsed (and commended) the City's approach to sightlines and gradients.
- The other changes from the DPLH are administrative to improve the enforceability and legibility of the policy and does not alter the intent.
- The officer recommendation is to support with revised changes.

