



Car parking requirements for non-residential land uses in Perth and Peel - *draft* Interim Guidance document

1. PURPOSE OF INTERIM GUIDANCE

Interim Guidance has been developed to provide background, context and guidance as to the implementation of consistent car parking requirements for non-residential land uses within the Perth and Peel region. Where appropriate, this Interim Guidance can also be applied to areas external to the Perth and Peel region.

This guidance should be read in conjunction with:

- State Planning Policy 4.2 – Activity Centres for Perth and Peel
- State Planning Policy 7.2 – Precinct Design
- Part 9A of the Planning and Development (Local Planning Schemes) Regulations 2015 – Provisions about Car Parking

The document has been developed in a format to support further engagement with stakeholders.

A separate **Background Report** provides an overview of the technical review that has informed the proposed approach to car parking requirements for non-residential land uses, the interrelationship with the Planning Reform agenda and discusses implications for stakeholders for inter-connected provisions such as precinct plans considered as part of SPP 7.2 and payment in lieu of parking provisions within the Planning and Development (Local Planning Schemes) Regulations 2015.

Guidance in this document is interim in that it will be reviewed in the future based on evidence-based research, in conjunction with WALGA.

2. APPROACH TO NON-RESIDENTIAL CAR PARKING

Based on the background analysis and the outcomes of the technical review, the following approach is recommended:

- For **precincts and activity centres** at a district centre level or higher, a parking cap is to be established for non-residential land uses, as per guidance and requirements set out within SPP 4.2 and SPP 7.2. These caps are to be established as planning for these activity centres is formalised.
- Within **precincts and activity centres** nominated through SPP 4.2 within the Perth and Peel region at a district centre level or higher, a flat ratio of non-residential car parking be established on the basis of:
 - A minimum of zero where this is already established
 - For all land uses where a minimum is not established, one parking bay per 100m² of Floor Area (FA)
 - For all land uses, a maximum of one parking bay per 25m² of Floor Area (FA)
- Within **precincts and activity centres** nominated through SPP 4.2 within the Perth and Peel region lower than a district centre classification, rates set out in *Appendix A* to form the basis for determining parking requirements for those precincts. Considerations within those policies must be based on the requirements of SPP 7.2.



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- Within **Service Commercial** and **industrial** land use zones¹, appropriate minimum and maximum non-residential car parking rates be established for all land uses based on rates set out in *Appendix B* and *Appendix C* of this Guidance document.
- Where land uses are not explicitly included, Local Government Authorities (LGA) to recommend proposed minimum and maximum rates based on empirical data.
- Within **Service Commercial** and **industrial** land use zones, discretion based on individual assessment by the LGA to be allowed for those land use classifications set out in *Appendix D* of this Guidance document. Use of discretion for some land uses is accepted in these zones given the potential for unique forms of land use with specific or minimal parking demands (i.e. Telecommunications Infrastructure) or where the scale of the land use may fluctuate substantially and therefore applying a range of parking parameters may limit development scale (i.e. a warehouse or logistics centre or a garden centre where the scale/type of activity may vary significantly). Those cases should be dealt with on an individual basis, citing examples or demand calculations by the applicants.

3. GUIDANCE FOR IMPLEMENTATION

Implementation of the recommended approaches set out in this Guidance document should be considered through the local planning framework. This guidance can also be applied to standard and precinct structure plans.

Within strategic frameworks, LGA should consider the general principles of the Guidance document or matters to be addressed with respect to non-residential car parking in Part 2 of its local planning strategy (under the theme 'economy').

Part 1 of the local planning strategy can then determine priorities and/or give direction for the preparation of a local planning policy on non-residential car parking as an action under the economy theme for a relevant planning direction. Additionally, LGA may seek to specifically highlight an action to prepare non-residential parking assessments/management plans as part of a precinct plan or structure plan for a planning area identified in Part 1 of the Local Planning Strategy.

For broader implementation of the rates that will be finalised within this Guidance document, it is expected that local governments will adopt the proposed options within a local planning policy. That mechanism will

¹ 'Industrial' encompasses all types of industrial zones as set out in the Planning and Development (Local Planning Schemes) Regulations 2015, e.g. Light Industry, General Industry, Strategic Industry and Industrial Development.



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allow for a transition of existing planning requirements for non-residential car parking to take effect.

Within precinct structure plans, activity centre plans or areas covered within SPP 4.2 and SPP 7.2 (strategic, specialised, secondary and potentially district activity centres), existing processes requiring the development of considered non-residential parking caps should be followed, with individual ratios set out within this Guidance document forming the basis for assessment of all future non-residential parking requirements. The proposed rates and approaches set out in this Guidance document are not to be applied retrospectively.

Where precinct structure plans, activity centre plans, local development plans or standard structure plans have already been approved by the WAPC under the requirements of SPP 4.2 or SPP 7.2, the proposed approach within this Guidance document may be adopted by means of an amendment to the existing plans where the requirements proposed within those plans are of a higher requirement than considered in this Guidance document.

Where existing plans developed under the requirements of SPP 4.2 or SPP 7.2 do not include a maximum level of parking, these must be adopted by means of an amendment.

4. VARIATIONS TO THE APPROACH

The approach within this Guidance document has been developed to specifically address the Action Plan for Planning Reform where consistency, efficiency and an easy to understand approach to the implementation of non-residential car parking is a key reform.

In this context, variations to the recommendations within this Guidance document are not considered appropriate unless under specific circumstances. These may include:

- A zone within a Local Planning Scheme that is not an area nominated within SPP 4.2, not zoned Service Commercial/Business Commercial or industrial where guidance on car parking requirements is not provided
- Where there is an existing precinct structure plan, activity centre plan, local development plan or standard structure plan already approved by the WAPC that propose overall maximum non-residential car parking provisions that are lower than those provided within this Guidance document
- Areas covered by Redevelopment Schemes
- Areas covered by the State Government's Perth Parking Policy 2014
- Specialised Activity Centres



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5. PAYMENT IN LIEU OF PARKING

For payment in lieu of parking to be a mechanism that can be implemented by LGA, a minimum level of parking would be required to be nominated through the appropriate planning mechanism. Should development proposals not meet the minimum requirements set out by the LGA, payment in lieu of parking can act as a means to address amenity and community impacts and support other elements of the transport network.

Within areas where zero minimum non-residential parking rates are considered, no payment in lieu of parking mechanism can be enforced. These areas, typically precincts or activity centres covered within SPP 4.2, have greater public transport accessibility, on-street or off-street parking availability or do not prioritise additional car parking over other planning considerations.

Payment in lieu of parking should only be considered in those precinct structure plans, activity centre plans, local development plans or standard structure plans where there are not zero minimum site parking requirements.

Payment in lieu of parking will not be considered appropriate by the WAPC within Service Commercial/Business Commercial or industrial zones given land uses are able to provide on-site parking under the development control mechanisms already in place. Only in historical locations where on-site parking for development or redevelopment is not

practical, nor possible, would Payment in Lieu of Parking be considered. In newer or evolving Service Commercial or industrial areas, existing planning mechanisms and controls, including site requirements and development contribution plans, should be the primary forms of control.



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APPENDIX A INDICATIVE MINIMUM AND MAXIMUM CAR PARKING RATES PER LAND USE FOR PRECINCTS, LOWER ORDER PRECINCTS AND ACTIVITY CENTRES

Land Use	Minimum (all minimums are zero where already stated ² or rates below)	Maximum
Amusement Parlour	1 space per 100m ² FA ³	7 spaces per 200m ² FA
Bulky Goods Showroom	1 space per 100m ² FA	1 space per 50m ² FA
Child Care Premises	0.5 spaces per staff member and 1 space per 20 children catered for	0.5 spaces per staff member and 1 space per 5 children catered for
Cinema / Theatre	1 space per fifteen persons accommodated	1 space per 5 persons accommodated
Civic Use	1 space per 50m ² FA	1 space per 25m ² FA
Club Premises	1 space per 10 persons accommodated	1 space per 4 persons accommodated
Community Purpose	1 space per 100m ² FA	At discretion
Consulting Rooms	2 spaces per practitioner	4 spaces per practitioner
Convenience Store	1 space per 25m ² FA	1 space per 15m ² FA
Educational Establishment	10 spaces per 100 students	25 spaces per 100 students

² Where existing activity centre plans, development area plans or structure plans already have provision for zero minimums to be applied, they can be applied instead of the rates proposed in the Guidance document.

³ As defined under Part 6, Clause 37 within Schedule 1 of the Planning and Development (Local Planning Schemes) Regulations 2015.



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Land Use	Minimum (all minimums are zero where already stated ² or rates below)	Maximum
Fast Food	1 space per 50m ² of public floorspace	1 space per 10m ² of public floorspace
Hotel	1 space per 10 rooms plus one space per 5 persons accommodated in bar / restaurant / hospitality areas	1 space per 2 rooms plus one space per 2 persons accommodated in bar / restaurant / hospitality areas
Industry - Light	1 space per 200m ² FA	1 space per 60m ² FA
Lunch Bar	1 space per 100m ² FA	1 space per 20m ² FA
Market	1 space per 75m ² FA	1 space per 20m ² FA
Medical Centre	2 spaces per practitioner	4 spaces per practitioner
Office	1 space per 200m ² FA	1 space per 50m ² FA
Place of Worship	1 space for every 8 persons accommodated	1 space for every 4 persons accommodated
Reception Centre	1 space for every 20 persons accommodated	1 space for every 5 persons accommodated
Recreation - Private	1 space for every 8 persons accommodated	1 space for every 2 persons accommodated
Restaurant / Cafe	1 space for every 10 persons accommodated within public area	1 space for every 3 persons accommodated within public area
Shop	1 space per 50m ² FA	1 space per 20m ² FA
Small Bar	1 space for every 10 persons accommodated	1 space for every 5 persons accommodated



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Land Use	Minimum (all minimums are zero where already stated ² or rates below)	Maximum
Tavern	1 space per every 100m ² of bar and public space	1 space per every 10m ² of bar and public space
Veterinary Centre	3 spaces for each practitioner	6 spaces per practitioner
Warehouse / Storage	1 space per 100m ² FA	1 space per 75m ² FA

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APPENDIX B INDICATIVE MINIMUM AND MAXIMUM CAR PARKING RATES PER LAND USE FOR SERVICE COMMERCIAL ZONES

Land Use	Minimum (All Minimums are zero where already stated ⁴ or rates below)	Maximum
Amusement Parlour	4 spaces per 100m ² FA	7 spaces per 100m ² FA
Betting Agency	1 space per 50m ² FA	3 spaces per 50m ² FA
Bulky Goods Showroom	1 space per 50m ² FA	1 space per 40m ² FA
Child Care Premises	0.5 space per employee, plus 1 space per every 8 children allowed under maximum occupancy	1 space per employee, plus 1 space per every 7 children allowed under maximum occupancy
Cinema / Theatre	1 space per 5 persons accommodated	1 space per 2 persons accommodated
Club Premises	1 space per 15 persons accommodated	1 space per 5 persons accommodated
Consulting Rooms	3 spaces per practitioner	5 spaces per practitioner
Convenience Store	1 space per 25m ² FA	1 space per 15m ² FA
Education Establishment (Private Primary School)	5 spaces per 100 students	25 spaces per 100 students
Education Establishment (Private Secondary School)	5 spaces per 100 students	25 spaces per 100 students

⁴ Where existing activity centre plans, development area plans or structure plans already have provision for zero minimums to be applied, they can be applied instead of the rates proposed in the Guidance document.



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Land Use	Minimum (All Minimums are zero where already stated ⁴ or rates below)	Maximum
Education Establishment (Private Tertiary)	1 space per 5 employees and students plus discretion consideration for auditoriums / stadiums etc.	1 space per 3 employees and students plus discretion consideration for auditoriums / stadiums etc.
Exhibition Centre	1 space per 4 persons accommodated	1 space per 3 persons accommodated
Fast Food Outlet	1 space per 12.5m ² of public floorspace	1 space per 5m ² of public floorspace
Funeral Parlour	1 space for every 6 persons accommodated	At discretion
Hospital	1 space to every 4 patients' beds plus 0.5 spaces for each employee	1 space to every 3 patients' beds plus 1 space for each employee
Hotel	0.5 spaces per room plus 1 space per 4 persons accommodated in bar / restaurant / hospitality areas	1 space per room plus 1 space per 4 persons accommodated in bar / restaurant / hospitality areas
Industry	1 space per 100m ² FA	1 space per 25m ² FA
Industry - Light	1 space per 100m ² FA	1 space per 25m ² FA
Liquor Store - Large	1 space per 25m ² FA	1 space per 15m ² FA
Lunch Bar	1 space per 25m ² FA	1 space per 15m ² FA
Medical Centre	3 spaces per practitioner	6 spaces per practitioner
Motel	0.25 spaces per room plus 1 space per 4 persons accommodated in bar / restaurant / hospitality areas	1 space per room plus 1 space per 4 persons accommodated in bar / restaurant / hospitality areas



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Land Use	Minimum (All Minimums are zero where already stated ⁴ or rates below)	Maximum
Motor Vehicle Repair	1 space per 100m ² FA	1 space per 30m ² FA
Motor Vehicle, Boat or Caravan Sales	1 space per 200m ² of display area	1 space per 80m ² of display area
Office	1 space per 60m ² FA	1 space per 25m ² FA
Place of Worship	1 space for every 5 persons accommodated	1 space for every 3 persons accommodated
Reception Centre	1 space for every 5 persons accommodated	1 space for every 3 persons accommodated
Restaurant / Cafe	1 space for every 4 persons accommodated within public area	2 spaces for every 3 persons accommodated within public area
Service Station	0.75 space per fuel bowser, additional for supplementary land uses	2 spaces per fuel bowser, additional for supplementary land uses
Shop	1 space per 25m ² FA	2 spaces per 25m ² FA
Tavern	1 space per every 6m ² of bar and public space	1 space per every 4m ² of bar and public space
Veterinary Centre	3 spaces for each practitioner	6 spaces per practitioner



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APPENDIX C INDICATIVE MINIMUM AND MAXIMUM CAR PARKING RATES PER LAND USE FOR INDUSTRIAL ZONES

Land Use	Minimum	Maximum
Bulky Goods Showroom	1 space per 50m ² FA	1 space per 40m ² FA
Consulting Rooms	3 spaces per practitioner	5 spaces per practitioner
Convenience Store	1 space per 25m ² FA	1 space per 15m ² FA
Fast Food Outlet	1 space per 12.5m ² of public floorspace	1 space per 5m ² of public floorspace
Industry	1 space per 100m ² FA	1 space per 25m ² FA
Industry - Light	1 space per 100m ² FA	1 space per 25m ² FA
Industry – Primary Production	1 space per 100m ² FA	1 space per 40m ² FA
Lunch Bar	1 space per 25m ² FA	1 space per 15m ² FA
Medical Centre	3 spaces per practitioner	6 spaces per practitioner
Motor Vehicle Repair	1 space per 100m ² FA	1 space per 30m ² FA
Motor Vehicle, Boat or Caravan Sales	1 space per 200m ² of display area	1 space per 80m ² of display area
Place of Worship	1 space for every 5 persons accommodated	1 space for every 3 persons accommodated
Service Station	1 space per fuel bowser, additional for supplementary land uses	2 spaces per fuel bowser, additional for supplementary land uses



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Land Use	Minimum	Maximum
Trade Display	1 space per 100m ² FA	1 space per 50m ² FA
Veterinary Centre	3 spaces for each practitioner	6 spaces per practitioner
Bulky Goods Showroom	1 space per 50m ² FA	1 space per 40m ² FA
Consulting Rooms	3 spaces per practitioner	5 spaces per practitioner

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APPENDIX D SERVICE COMMERCIAL AND INDUSTRIAL LAND USES SUBJECT TO DISCRETION

Service Commercial

- Civic Use
- Garden Centre
- Market
- Motor Vehicle Wash
- Recreation – Private
- Storage
- Warehouse

Industrial⁵

- Civic Use
- Club Premises
- Fuel Depot
- Funeral Parlour
- Garden Centre
- Motor Vehicle – Wash
- Nursery
- Recreation – Private
- Storage
- Storage
- Telecommunications Infrastructure
- Transport Depot
- Veterinary Centre
- Warehouse

⁵ Industrial’ encompasses all types of industrial zones as set out in the Planning and Development (Local Planning Schemes) Regulations 2015, e.g. Light Industry, General Industry, Strategic Industry and Industrial Development.



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