



## Overview

The Department of Planning, Lands and Heritage (**the Department**) requests your comments on the draft Interim Guidance for Non-Residential Car Parking Requirements (**draft Guidance**).

The draft Guidance aims to provide consistent car parking requirements for non-residential land uses in Perth and Peel, to support the review of car parking rates under local planning frameworks whilst more comprehensive longer term actions are completed. The draft Guidance provides **minimum** and **maximum** car parking rates which can be applied to non-residential uses in the following areas:

- a) Commercial/Mixed Use areas in activity centres and precincts
- b) Service Commercial zone
- c) Industrial zones including Light Industry, General Industry, Strategic Industry, and Industrial Development

The proposed approach and car parking rates have been developed following extensive technical analysis of applicable rates across different local government areas in Perth and Peel, and in line with the provisions of *draft* State Planning Policy 4.2 *Activity Centres for Perth and Peel* and State Planning Policy 7.2 *Precinct Design*. The approach and the technical analysis are explained in the **Background Report**.

The draft Guidance aligns with the State Government's Planning Reform agenda outlined in the [Action Plan for Planning Reform \(2019\)](#). The draft Guidance responds to the following goals and initiatives

Planning Reform Initiative	Desired Outcome
<b>C1. Local planning schemes are more consistent.</b>	A standardised approach to zones, land use, permissibility, and development control to increase consistency, while retaining the ability for local governments and their communities to respond to local circumstances, such as heritage and character.



Planning Reform Initiative	Desired Outcome
<p><b>C2(ii). Car parking requirements in commercial and mixed-use centres are consistent.</b></p>	<p>A state-wide consistent approach for provision of car parking that makes it easier for small businesses to establish in existing town centres, retail/café corridors and other commercial and mixed-use centres.</p>

The focus of the draft Guidance is on the Perth and Peel region as public transport availability within regional town centres is not sufficient to support alternative transport modes. Therefore, parking rates in these regional areas are more likely to reflect parking demand that is specific to these towns. The Guidance, however, can be applied to areas external to Perth and Peel.

**Consultation on the draft Guidance closes at midnight on Friday, 12 May 2023.**

## Frequently Asked Questions

### Why do we need a consistent approach to non-residential car parking?

A key initiative of the planning reform agenda is to achieve greater consistency for local planning frameworks where possible and appropriate. As part of this initiative a more contemporary and consistent approach to the calculation of car parking requirements for non-residential uses was identified to address issues associated with the current inconsistent approach and overprovision of car parking.

The draft Guidance responds to the planning reform initiatives and seeks to contribute to the following outcomes:

- to make it easier for small business to establish in existing town centres, retail/café corridors and other commercial and mixed-use centres;
- as the proposed car parking requirements will not be limited to small business, determine a consistent approach for all non-residential development, including in service commercial and industrial areas; and
- address issues associated with the over provision of parking and contribute to more efficient and economic use of land in centres and mixed-use areas.



The project also considered the range of elements included in the calculations for non-residential parking rates. These elements were also reviewed to ensure greater consistency in development requirements across Perth and Peel.

### What were the early stages of the project and what consultation has occurred so far?

The project has been progressing as per the timeline below:

- **October 2021 – February 2022:** a technical specialist was engaged to assess existing and potential approaches to non-residential car parking rates in Western Australia and internationally. Based on the assessment, a set of potential car parking options was developed as a framework for the review of non-residential car parking requirements.
- **March – April 2022:** preliminary engagement workshops were conducted to discuss the car parking options with representatives from the development industry, local government, state government agencies, and community reference groups.
- **May – June 2022:** the outcomes from the workshops with stakeholders were analysed. These identified the need to move away from the status-quo and move towards adopting maximum parking rates combined with implementing precinct-based parking. Stakeholders also requested a transitional approach from the current regime that would better meet parking demands for different centre types.
- **August 2022:** the Western Australian Planning Commission (WAPC) resolved to endorse the following approach to car parking requirements and associated actions for car parking for non-residential land uses:
  - develop interim guidelines, in conjunction with the Department of Transport, to support local governments in any immediate review of applicable parking rates.
  - consult with local government on and before finalising the interim guidelines.
- **September – December 2022:** the technical specialist conducted an extensive analysis of current car parking regimes. An approach was then developed for the calculation of appropriate car parking rates consistent with the planning reform objectives. The approach is outlined in the Background Report and forms the basis for developing the draft Guidance.

### Why is the draft Guidance an interim document?

During preliminary engagement (workshops on car parking options), stakeholders asked for a transitional approach to parking changes, with guidance from the Department on:

- an interim approach to better meet parking demands for the different centre types; and



- longer-term guidance on a process that allows all users to transition successfully.

The proposed guidance addresses these requirements of stakeholders. This guidance is interim as it is intended to be further reviewed and refined based on more detailed analysis and evidence-based research, in conjunction with the WA Local Government Authority and Department of Transport.

### **How can local government use the draft Guidance?**

Local governments can adopt the car parking rates in the Interim Guidance by preparing a local planning policy, as opposed to introducing such requirements in a local planning scheme. The local government can consider the local planning policy when determining development applications in the scheme area.

This will allow for a transition of existing car parking requirements to take effect. The draft Guidance can also be applied to standard and precinct structure plans in preparation or under review.

The draft Guidance is not intended to apply to areas covered by Redevelopment Schemes, areas subject to the *Perth Parking Policy 2014*, or in specialised activity centres.

Activity centres or precinct areas subject to a Payment in Lieu of Parking Plan prepared under part 9A of the Planning and Development (Local Planning Schemes) Regulations 2015, will require a minimum level of parking to be nominated as compared to a minimum car parking requirement of zero generally applicable.

### **What are the next steps following consultation?**

Stakeholder feedback received during consultation will assist in refining and finalising the draft Guidance. It is expected that the final document will be endorsed by the WAPC in 2023.

In the meantime, practitioners preparing or updating aspects of the local planning framework relating to non-residential car parking can take into consideration the content of the draft Guidance.