



Department of **Planning,**
Lands and Heritage



Western
Australian
Planning
Commission

ACTIVE

IN FORCE

WA PLANNING MANUAL

Non-Residential Car Parking Rates in Perth and Peel

November 2024

CONTENTS

click to navigate

PURPOSE OF THESE GUIDELINES	1
1 PURPOSE OF THE GUIDANCE	1
2 THE NEED FOR A CONSISTENT APPROACH TO NON-RESIDENTIAL CAR PARKING	1
2.1 Background analysis	1
2.2 Approach to determining rates	1
2.3 Application of the approach	2
3 NON-RESIDENTIAL CAR PARKING RATES	2
3.1 Activity centres and precincts	2
3.2 Service commercial and industrial zones	2
4 IMPLEMENTATION	3
4.1 Local planning policy	3
4.2 Development application	3
4.3 Proposed structure plan	3
4.4 Existing structure plans and local development plans	3
4.5 Local planning strategy	4
5 DATA COLLECTION	4

APPENDICIES	
Appendix A – Minimum and maximum car parking rates per land use in local and neighbourhood centres, and urban corridor and mixed use precincts	5
Appendix B – Minimum and maximum car parking rates per land use in the service commercial zone	7
Appendix C – Indicative minimum and maximum car parking rates per land use for industrial zones	9
Appendix D – Service commercial and industrial land uses subject to discretion	10
Appendix E – Data collection table (template)	11

The Department of Planning, Lands and Heritage acknowledges the traditional owners and custodians of this land. We pay our respect to Elders past and present, their descendants who are with us today, and those who will follow in their footsteps.

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1 PURPOSE OF THE GUIDANCE

The purpose of this guidance is to support the review of existing non-residential car parking rates under the local planning framework on zoned land in the Perth and Peel regions.

Specifically, the guidance:

- (a) defines consistent car parking rates for non-residential land uses in activity centres¹ and precincts², and service commercial and industrial zones³; and
- (b) provides details on the process to adopt and implement the car parking rates under a local planning framework.

The guidance relates to and is informed by the following:

- State Planning Policy 4.2 – Activity Centres (SPP 4.2)
- State Planning Policy 7.2 – Precinct Design (SPP 7.2)
- Schedule 2 Part 9A of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) – Provisions about car parking.

This guidance should be read in conjunction with the Position Statement on Electric Vehicle Charging Infrastructure.

¹ 'Activity centres' includes all classification levels of the activity centre hierarchy under SPP 4.2.

² 'Precincts' includes all precinct types identified under SPP 7.2.

³ 'Industrial' includes all types of industrial zones as set out under Schedule 1 clause 16 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, e.g. Light Industry, General Industry, Industrial Development and Strategic Industry.

2 THE NEED FOR A CONSISTENT APPROACH TO NON-RESIDENTIAL CAR PARKING

2.1 Background analysis

An analysis of the car parking standards which are currently adopted across metropolitan local governments in the Perth and Peel regions revealed that there are significant variations to the rates applied to non-residential land uses. Specifically, car parking rates differ significantly for the same land uses across similar locations, which is not reflective of contemporary car parking needs.

Based on the current practice, minimum rates are applied with the expectation that each development will meet its own car parking demand on-site. This results in a range of issues associated with the inappropriate provision of car parking and inefficient use of land.

2.2 Approach to determining rates

Engagement with stakeholders regarding the available options to determine non-residential car parking rates identified the need to:

- (a) adopt appropriate minimum and maximum car parking rates, and
- (b) implement a separate approach specific to activity centres and precincts.

The method to develop consistent car parking rates tested a range of rates in development scenarios located within activity centres and precincts, and within the service commercial and industrial zones across the Perth and Peel regions.

For district, secondary and strategic activity centres⁴, and station precincts⁵, the analysis indicated that adopting a set of minimum and maximum car parking rates is appropriate. This is due to the high concentration of commercial and retail land uses; access to, and availability of alternative modes of transport; and the opportunity for reciprocal car parking arrangements.

In the service commercial and industrial zones, minimum and maximum car parking rates were determined for individual land uses. This provides for operations which are typically located towards the urban fringe and in areas which are not well serviced by alternative modes of transport, increasing the reliance on car usage. The same approach applies to local and neighbourhood centres⁶, and urban corridor and mixed use precincts⁷. These car parking requirements are dependent on the specific location, the land use mix that occurs, and the access to, and availability of alternative modes of transport.

⁴ District, secondary and strategic activity centres are identified under SPP 4.2.

⁵ Station precincts are defined under SPP 7.2.

⁶ Local and neighbourhood centres are defined under SPP 4.2.

⁷ Urban corridor and mixed use precincts are defined under SPP 7.2.



2.3 Application of the approach

The guidance applies to non-residential land uses on zoned land in the Perth and Peel regions.

This guidance does not apply to the following:

- areas covered by Redevelopment Schemes;
- areas covered by the State Government's Perth Parking Policy 2014; or
- Specialised Activity Centres⁸.

The guidance is not intended to apply to regional areas. The primary reasons behind this are:

- (a) very few regional areas have acceptable levels of public transport, which increases the reliance on cars, and
- (b) regional areas attract more sub-regional travel, where other modes of transport are not available, increasing the number of vehicles in the locality.

Therefore, the car parking rates applied in regional areas are more likely to reflect the car parking demands specific to those towns. There may be circumstances, however, where a regional local government considers that the car parking rates in this guidance are appropriate for use in a specific local context. This is to be determined on a case-by-case basis, with justification being provided based on the access to, and availability of alternative modes of transport.

⁸ Specialised Activity Centres are identified under SPP 4.2.

3 NON-RESIDENTIAL CAR PARKING RATES

The following on-site car parking rates may be adopted under a local planning framework.

3.1 Activity centres and precincts

- (a) For development within district, secondary and strategic centres nominated through SPP 4.2, and station precincts, the on-site car parking requirement is to be established based on:
 - (i) A minimum car parking rate of one parking space per 100m² of Floor Area (FA)⁹.
 - (ii) A maximum car parking rate of one parking space per 25m² of FA.

Notes:

1. The minimum car parking rate may be reduced to zero under the local planning framework. For example, through a local planning policy or a precinct structure plan.
 2. Where the minimum car parking rate is zero, a decision-maker will not be able to impose the payment in lieu of parking condition.
- (b) For development within local and neighbourhood centres, and urban corridor and mixed use precincts, the minimum and maximum on-site car parking requirements are to be established based on the rates set out in **Appendix A**.

⁹ Floor area has the same meaning given in the Building Code, in accordance with the definitions under Schedule 1 clause 37 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The above car parking rates apply in addition to precinct-wide parking caps that determine the maximum amount of parking which can be provided in the precinct and are to be adopted under SPP 4.2.

3.2 Service commercial and industrial zones

- (a) For development within the service commercial zone:
 - (i) the minimum and maximum on-site car parking requirements are to be established based on the rates set out in **Appendix B**.
 - (ii) where development relates to a land use which is not included in **Appendix B**, the minimum and maximum on-site car parking requirements are to be established based on evidence-based data and a desktop analysis.
- (b) For development within the industrial zones:
 - (i) the minimum and maximum on-site car parking requirements are to be established based on the rates set out in **Appendix C**.
 - (ii) where development relates to a land use which is not included in **Appendix C**, the minimum and maximum on-site car parking requirements are to be established based on evidence-based data and a desktop analysis.
- (c) For development within the service commercial and industrial zones which relate to a land use included in **Appendix D**, car parking rates are to be determined through the development assessment process based on the scale of the development and/or the anticipated car parking demand to accommodate the specific business operations.



4 IMPLEMENTATION

The minimum and maximum car parking rates under this guidance are to be adopted under the local planning framework or used in the development assessment process as outlined in the following clauses.

The adoption of both minimum and maximum rates provides for an acceptable range of on-site car parking spaces to be incorporated into developments. This requires the number of car parking spaces for a proposal to be equal to or greater than the minimum requirement, provided it does not exceed the maximum requirement.

4.1 Local planning policy

In most circumstances the non-residential car parking rates outlined under this guidance should be implemented via a local planning policy as this provides a greater level of flexibility for regular review to ensure rates remain contemporary and fit for purpose. It is recognised that there may be some circumstances where it is more appropriate for parking rates to be included in the local planning scheme and these should be considered on a case-by-case basis. Where on-site car parking rates are currently contained within a local planning scheme, the local government may remove the car parking rates from the scheme by undertaking a review or an amendment and adopting a local planning policy.

Where car parking rates are currently adopted under an existing local planning policy, the local government may amend the policy to adopt the minimum and maximum car parking rates outlined under this guidance.

Where car parking rates remain in a local planning scheme, the car parking rates under this guidance can be considered in the development assessment process, as per the following section.

4.2 Assessment of development applications

Where car parking rates have been adopted based on this guidance, variations to the rates are not encouraged unless under specific circumstances. Proposed variations should be supported by a car parking management plan and justification should be provided to outline why this rate is appropriate based on the locality and anticipated demand of the land use/business.

Where car parking rates have not been adopted based on this guidance, Schedule 2, Part 9A, clause 77D of the Regulations provides for variations to the minimum on-site car parking requirements under local planning schemes. This guidance contains the rates which may be considered as an acceptable variation to the rates contained within a local planning scheme.

In this instance, the calculation of minimum and maximum car parking rates for development should occur on a case-by-case basis as part of the development assessment process. In accordance with clause 77D of the Regulations, consideration should be given as to whether adequate car parking has been provided, having regard to the:

- (a) likely use of the car parking spaces;
- (b) availability of off-site car parking facilities; and
- (c) likely use of alternative means of transport.

4.3 Proposed structure plan

When a new structure plan is being prepared, the minimum and maximum car parking rates set out in this guidance are suggested to be adopted. Variations to these standards through the structure planning process should only be considered where a car parking management plan, specific to the structure plan area, justifies the proposed variation based on the projected parking demand for the locality.

The car parking rates are to apply in addition to any precinct-wide parking caps required under SPP 4.2.

4.4 Existing structure plans and local development plans

When an existing structure plan or local development plan is being amended, it is recommended that the existing non-residential car parking rates are replaced with the minimum and maximum rates outlined under this guidance.

For an existing structure plan or local development plan not being amended for other purposes, it is possible to initiate an amendment specifically for the purpose of adopting the car parking rates under this guidance, where:

- (a) there are no specified car parking rates;
- (b) the existing car parking rates are greater than the rates under this guidance; or
- (c) maximum car parking rates, including a car parking cap, have not been established.



4.5 Local planning strategy

Where a local planning strategy is being prepared, the local government should consider this guidance under Part 2 of a local planning strategy (under the theme 'economy').

Part 1 of a local planning strategy can determine the local government priorities and/or give direction for the preparation of a local planning policy relating to non-residential car parking requirements as an action under the economy theme. Local governments may highlight an action to prepare non-residential car parking assessment(s) and/or management plan(s) as part of any structure plan areas identified under Part 1 of a local planning strategy.

5 DATA COLLECTION

Data collection is necessary to support the testing and review of the non-residential car parking rates set out in this guidance. The data which is collected by local government will be used to evaluate options for a longer-term approach to non-residential car parking.

A mix of quantitative and qualitative methods is recommended to be used to gather data. Should the rates be adopted under the local planning framework, the local governments may use the template provided in **Appendix E**, to collate information on key elements. It is recommended that local government provides this data on a six-month basis, within 30 days from the periods ending 31 March and 30 September. This period may be extended to annually where it is agreed to with the Department of Planning, Lands and Heritage.



Appendix A - Minimum and maximum car parking rates per land use in local and neighbourhood centres, and urban corridor and mixed use precincts

Land Use	Minimum (all minimums are zero where already stated ¹⁰ or rates below)	Maximum
Amusement Parlour	1 space per 100m ² FA ¹¹	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 15 persons accommodated ¹²	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
Fast Food Outlet	1 space per 50m ² of public floorspace ¹³	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
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

¹⁰ Where existing structure plans or local development plans already have provision for zero minimums, these continue to apply instead of the rates stipulated under this guidance.

¹¹ Floor area has the same meaning given in the Building Code, in accordance with the definitions under Schedule 1 clause 37 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

¹² Persons accommodated relates to the maximum number of persons that may be accommodated in the building according to the land use.

¹³ Public floorspace means the floor area open and accessible to customers of the business. Storage areas, sanitary facilities, kitchens and back of house operation areas are not included in public floor area.



Land Use	Minimum (all minimums are zero where already stated ¹⁰ or rates below)	Maximum
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 the public floorspace	1 space for every 3 persons accommodated within the public floorspace
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
Tavern	1 space per every 100m ² of bar and public floorspace	1 space per every 10m ² of bar and public floorspace
Veterinary Centre	2 spaces for each practitioner	4 spaces per practitioner



Appendix B - Minimum and maximum car parking rates per land use in the service commercial zone

Land Use	Minimum (all minimums are zero where already stated or rates below)	Maximum
Amusement Parlour	4 spaces per 100m ² FA	7 spaces per 100m 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
Club Premises	1 space per 15 persons accommodated	1 space per 5 persons accommodated
Consulting Rooms	3 spaces per practitioner	6 spaces per practitioner
Convenience Store	1 space per 25m ² FA	1 space per 15m ² FA
Education Establishment (Private Primary and Secondary Schools)	5 spaces per 100 students	25 spaces per 100 students
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
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
Motor Vehicle, Boat or Caravan Sales	1 space per 200m ² of display area	1 space per 80m ² of display area
Motor Vehicle Repair	1 space per 100m ² FA	1 space per 30m ² FA
Office	1 space per 60m ² FA	1 space per 25m ² FA



Land Use	Minimum (all minimums are zero where already stated or rates below)	Maximum
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
Service Station	0.75 space per fuel bowser, additional for supplementary land uses	2 spaces per fuel bowser, additional for supplementary land uses
Veterinary Centre	3 spaces for each practitioner	6 spaces per practitioner



Appendix C - Indicative minimum and maximum car parking rates per land use for industrial zones

Land Use	Minimum	Maximum
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
Motor Vehicle Repair	1 space per 100m ² FA	1 space per 30m ² FA
Service Station	1 space per fuel bowser, additional for supplementary land uses	2 spaces per fuel bowser, additional for supplementary land uses
Trade Display	1 space per 100m ² FA	1 space per 50m ² FA



**Appendix D - Service commercial and industrial land uses
subject to discretion**

Service Commercial	Industrial
Art Gallery	Abattoir
Brewery	Brewery
Civic Use	Civic Use
Community Purpose	Club Premises
Garden Centre	Educational Establishment
Market	Fuel Depot
Motor Vehicle Wash	Funeral Parlour
Recreation – Private	Garden Centre
Restricted Premises	Motor Vehicle Wash
Telecommunications Infrastructure	Resource Recovery Centre
Trade Display	Telecommunications Infrastructure
Trade Supplies	Trade Supplies
Warehouse/Storage	Transport Depot
	Veterinary Centre
	Warehouse/Storage
	Waste Disposal Facility
	Waste Storage Facility



Appendix E - Data collection table (template)

Location / Address	Zoning	Activity Centre / Precinct Type	Parking Complies	Variation to the Minimum or Maximum Rate	Was the Variation Approved	Additional Information
123 Street Name, Suburb	General Industry	Not applicable	Yes	Not applicable	Not applicable	N/A
45 Street Name, Suburb	Centre	Secondary centre	No	Maximum	Yes	50 bays proposed; 23-39 required. Variation approved as availability of public transport is limited due to the outer metropolitan location.
67 Street Name, Suburb	Mixed Use	Urban corridor precinct	No	Minimum	No	5 proposed; 7-15 required. Inadequate parking available within the precinct based on transport study undertaken which states...
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