**Draft Interim Guidance for Non-Residential Car Parking – Consultation**

**SUBMISSION**

The Department of Planning, Lands and Heritage requests your comments on the proposed draft interim guidance for non-residential car parking (draft guidance).

This proposal is open for comment until midnight, Friday 12 May 2023. The following feedback form is provided as a guide for a submission on the proposal.

This feedback form has been prepared in three (3) parts. Please include your feedback about the interim guidance, including the car parking rates contained in Appendix A to C of this document in Part A, the proposed implementation measures in Part B, general feedback in Part C, and any other feedback in Part D.

Please email a completed form to [planningreform@dplh.wa.gov.au](mailto:planningreform@dplh.wa.gov.au).

**Submitters Details:**

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| **Name** | Insert Name | |
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| **Are you submitting on behalf of an organisation?** | | |
| Choose an item | | |
| **Organisation name (if applicable)** | | |
| Insert Org Name | | |
| **Submitter/Organisation type** | | |
| Choose an item. | | |
| **Submissions may be published as part of the consultation process.  Do you give permission for your name and your organisation’s name  (if applicable) to be published?** | | Choose an item. |

**Overview:**

As part of the implementation of the State Government’s planning reform agenda, work has progressed to develop a more consistent approach, improve outcomes, and enhance guidance relating to non-residential car parking within precincts1, activity centres2, industrial3 zones and land zoned Service Commercial4 across local government areas in the Perth and Peel region.

Draft guidance has been developed to support local governments in an immediate review of car parking rates in their locality. This guidance is targeted at local governments within the Perth and Peel region, however where appropriate, this guidance can also be applied to areas external to this region.

This guidance has been developed based on background research, the outcomes of a technical review and early engagement with stakeholders. Consultation is being undertaken to help with the refinement of the guidance, including the car parking rates contained in Appendix A to C of this document.

**Comments:**

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| **PART A – INTERIM CAR PARKING GUIDANCE**  *(Section 2, and Appendix A – D of the Draft Guidance)*  The draft guidance recommends local government authorities (**LGA**) to apply the following car parking approach:   * An overall parking cap across an entire precinct1 or activity centre2 (district centre level or higher) as per the guidance and requirements set out within State Planning Policy 4.2 Activity Centres (**SPP 4.2**) and State Planning Policy 7.2 Precinct Design Guidelines (**SPP 7.2**). This approach is not proposed to be changed. * A car parking ratio to be established for all non-residential land uses within a precinct1 or activity centre2 at district centre level or higher (as outlined in SPP 4.2). See below for further details. * Car parking rates set out in **Appendix A** of the draft guidance to apply to non-residential land uses within precincts1 and activity centres2 lower than a district centre level (as outlined in SPP 4.2). * Car parking rates set out in **Appendix B** and **Appendix** **C** of the draft guidance to apply to the Service Commercial3 and industrial4 zones to the land use classifications. * Within the Service Commercial3 and industrial4 zones, LGA’s allow for discretion to vary the rates outlined for those land use classifications set out in **Appendix D**. * Where land uses are not explicitly included, LGA are to recommend minimum and maximum car parking rates based on empirical data. |

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| 1. **RATIO FOR PRECINCTS/ACTIVITY CENTRES AT A DISTRICT CENTRE LEVEL OR HIGHER**   *(Section 2 of the Draft Guidance)*  Within precincts1 and activity centres2 of a district centre level or higher (refer to SPP 4.2) located in the Perth and Peel region, a car parking ratio is to be established for all non-residential land uses as follows:   * A minimum of zero where this is already established. * Where a minimum is not established, one parking bay per 100m2 of floor area. * A maximum of one parking bay per 25m2 of floor area. | |
| **1a. Do you support this approach for non-residential car parking within precincts1/activity centres2 at a district centre level or higher?** | Choose an item. |
| **1b. Please outline any suggested improvements or comments below:** | |
| Insert improvements or comments here | |
| 1. **RATES FOR PRECINCTS/ACTIVITY CENTRES LOWER THAN A DISTRICT CENTRE LEVEL**   *(Section 2 and Appendix A of the Draft Guidance)*  Within precincts1 and activity centres2 of a level lower than a district centre (refer to SPP 4.2) within the Perth and Peel region, the rates set out in **Appendix A** of the draft guidance are to form the basis for determining parking requirements for non-residential land uses. Considerations must be based on the requirements of SPP 7.2 (refer to Design Element 4: Movement). | |
| **2a. Do you support the car parking rates proposed in Appendix A, to be applied to non-residential land uses within precincts1/activity centres2 lower than a district centre?** | Choose an item. |
| **2b. Please outline any suggested improvements or comments below:** | |
| Insert improvements or comments here | |
| 1. **RATES FOR THE SERVICE COMMERCIAL AND INDUSTRIAL ZONES**   *(Section 2, Appendix B and Appendix C of the Draft Guidance)*  Within the Service Commercial3 and industrial4 land use zones, appropriate minimum and maximum car parking rates are to be established for all non‐residential land use categories based on the rates set out in **Appendix B** and **Appendix C** of the draft guidance. | |
| **3a.** **Do you support the car parking rates proposed in Appendix B, to be applied to non-residential land use categories within the Service Commercial3 zone?** | Choose an item. |
| **3b. Please outline any suggested improvements or comments below:** | |
| Insert improvements or comments here | |
| **3c. Do you support the car parking rates proposed in Appendix C, to be applied to all non-residential land use categories within industrial4 zones?** | Choose an item. |
| **3d. Please outline any suggested improvements or comments below:** | |
| Insert improvements or comments here | |

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| 1. **DISCRETION WITHIN THE SERVICE COMMERCIAL AND INDUSTRIAL ZONES**   *(Section 2, Appendix D of the Draft Guidance)*  Within Service Commercial3 and industrial4 zones, discretion based on individual assessment by the LGA is to be allowed for those non-residential land use classifications set out in **Appendix D** of the draft guidance. The 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 an applicant. | |
| **4a. Do you support the non-residential land uses outlined in Appendix D, that local governments will have discretion to vary?** | Choose an item. |
| **4b. Please outline any suggested improvements or comments below:** | |
| Insert improvements or comments here | |
| 1. **LAND USE CATEGORIES THAT ARE NOT EXPLICITLY INCLUDED**   *(Section 2 of the Draft Guidance)*  Where land use categories are not explicitly included, LGA are to recommend minimum and maximum car parking rates based on empirical data. | |
| **5a. Do you support this approach?** | Choose an item. |
| **5b. Please outline any suggested improvements or comments below:** | |
| Insert improvements or comments here | |

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| **PART B – IMPLEMENTATION**  *(Section 3 of the Draft Guidance)*  Once finalised, the draft guidance is proposed to be implemented by LGA through Local Planning Policies, standard structure plans and precinct structure plans.  The guidance should be considered as part of strategic planning frameworks as follows:   * Part 2 of the Local Planning Strategy (under the theme ‘economy’) should consider the general principles of the guidance. * Part 1 of the Local Planning Strategy should determine priorities and/or give direction for the preparation of a local planning policy on non-residential car parking. LGA may seek to specifically highlight an action to prepare non-residential parking assessments/management plans as part of a precinct or standard structure plan for a planning area identified.   Consideration should be given to reviewing precinct or standard structure plans, activity centre plans, and/or local development plans that have already been approved by the Western Australian Planning Commission (**WAPC**) under the requirements of SPP 4.2 or SPP 7.2. The proposed approach outlined within the draft guidance may be implemented through an amendment where the parking rate within those plans requires a greater number of parking bays to be provided than recommended in the draft guidance.  Where an existing precinct or standard structure plan, activity centre plan, and/or local development plan developed under the requirements of SPP 4.2 or SPP 7.2 does not include a maximum level of car parking, these must be adopted by means of an amendment. | |
| **6a. Do you support this implementation approach?** | Choose an item. |
| **6b. Please outline any suggested improvements or comments below:** | |
| Insert improvements or comments here | |

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| **PART C – GENERAL**  This project responds to the following goals and iniaitives of the [Action Plan for Planning Reform](https://www.wa.gov.au/system/files/2021-05/PRJ-PR-Action-Plan.pdf) (2019):   * *GOAL: Planning systems are consistent and efficient* * *Initiative C1. Local planning schemes are consistent.* * *Initiative C2 (ii). Car parking requirements in commercial and mixed-use centres are consistent.* | |
| **7a. Do you think this will bring a more consistent approach to non-residential car parking in the Perth and Peel region?** | Choose an item. |
| **7b. If no, please explain your below:** | |
| Insert improvements or comments here | |
| **7c. Are there any other areas of guidance you would like to be provided on the topic of non-residential parking in precincts1, activity centres2, the Service Commercial3 zone and/or industrial4 zones?** | |
| Insert comments here | |

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| **PART D – OTHER FEEDBACK** |
| **9. Do you have any other feedback? Please outline any other suggested improvements or comments below:** |
| Insert suggested improvements or comments here |

**THANK YOU FOR YOUR FEEDBACK.**

Please email a completed form to [planningreform@dplh.wa.gov.au](mailto:planningreform@dplh.wa.gov.au).