

POLICY 7-10 – CASH-IN-LIEU OF CAR PARKING
(Excluding The Joondalup City Centre)

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| STATUS: | City Policy - <i>A policy that is developed for administrative and operational imperatives and has an internal focus.</i> City policies are referred to Council for review and endorsement. |
| RESPONSIBLE DIRECTORATE: | Planning and Community Development |
| OBJECTIVE: | To ensure an adequate provision of off street parking to cater for the normal parking demand of land uses in all areas. To provide an option for developers for the development of on-site parking. To provide an equitable basis for apportioning charges for cash-in-lieu of the provision of car parking to contribute towards a fund for Council to meet future parking demand within the locality of the City of Joondalup. |

STATEMENT

Policy Area

This policy applies to all non-residential development in the City of Joondalup, except in the Joondalup City centre zone, the Rural, ~~Special Rural~~ and Special Residential zones.

1. Policy Statement

- 1.a) In accordance with ~~Part 9 of Council's Town Planning Scheme Part 4.8 of Council's~~ District Planning Scheme No.2, all developers must provide parking bays, as required under Table ~~62~~.
- 2.b) Council's ~~Town Planning Scheme District Planning Scheme No.2~~ provides that Council may accept a cash payment in lieu of the provision of on-site parking in certain circumstances.
- 3.c) Council may approve a development involving the payment of cash-in-lieu of car parking provided at least 75 per cent of the required car park is provided on-site.

2. Parking Bay Valuation

1.a) For the purpose of this policy, a Typical Parking Bay and its associated manoeuvring and landscaping areas is assumed to occupy an area of 30 square metres and cost ~~\$700.00~~ \$1,750 to construct. The cash value in any particular case will depend on the land value.

2.b) The cash value that will be accepted for each parking bay is the sum of the construction cost and the land component. For practical purposes, these costs have been calculated and grouped into two ~~four~~ categories:

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| Residential land | \$4300 per bay |
| Commercial land | \$4450 per bay |
| Light Service Industrial/Commercial land | \$2950 per bay <u>\$10,750</u> |
| Beachfront Commercial | \$40,750 |
| General Industrial land | \$2200 per bay |

3. Policy Exceptions

1.a) In particular instances involving compatible land uses in close proximity, Council may approve an aggregate reduction in car parking, support by reciprocal parking and access agreements when the different land uses are located on separate lots, as an alternative to the payment of cash-in-lieu.

2.b) In case of purpose built developments involving a single occupancy where the parking demand can be estimated with a high degree of confidence, the Council may approve a reduction in required parking without the payment of cash-in-lieu. In these instances the Council may require an appropriate area of land to remain undeveloped and/or the provision of additional car parking or the payment of cash-in-lieu if, in Council's opinion, additional parking is required.

Delegation

- ~~1. Council has delegated authority to the Director Planning and Development to approve development applications involving the payment of the cash-in-lieu of the provisions of on-site car parking, in accordance with this policy.~~
- ~~2. All exceptions to this policy, including those detailed under 5.1 and 5.2 must be referred to Council for approval.~~

ROYCE COURT, JOONDALUP

4. Policy Area

This policy applies to all lots that abut Royce Court, Lot 65 Winton Road, Joondalup.

5. Policy Statement

The public parking provided in Royce Court is considered adequate for development up to 0.70 plot ratio on the surrounding lots. Any development on lots within this policy area above a plot ratio of 0.70 will require a cash-in-lieu of car parking contribution to be made to Council in accordance with the Service Industrial category of Council's Cash-In-Lieu of Car Parking Policy.

Should the applicant provide the required on-site car parking for the proposed development that is in excess of the permitted plot ratio of 0.70, a cash-in-lieu payment is not required.