

Explanatory notes - Parking Policy

The following is a guide to how each clause in the policy would operate using a range of examples.

OVERALL PARKING REQUIREMENT

Clause 1 (i) Overall Parking requirement

Proposed Commercial Building Height	NLA/Floor space per floor	Total floor area sqm	Clause 1 (i) Overall Parking requirement (ie 1/30 sqm) Bays
2 storey	600	1200	40
4 storey	900	3600	120
5 storey	1200	6000	200
6 storey	1200	7200	240
7 storey	1200	8400	280
8 storey	1200	9600	320
9 storey	1200	10800	360
10 storey	1200	12000	400

e.g. 8 storey building with 1200sqm per floor (NLA) would have a total NLA of 9600sqm. The overall parking requirement at 1 bay/30sqm NLA would be 9600 divide 30 = 320 bays.

ONSITE OR PRIVATE PARKING COMPONENT

Clause 2 (i) Onsite requirement

Proposed Commercial Building Height	NLA/Floor space	Total floor area sqm	Clause 1 (i) Overall Parking requirement (ie 1/30 sqm) Bays	Clause 2 (i) Onsite requirement (min) (ie 1/60 sqm) Bays
2 storey	600	1200	40	20
4 storey	900	3600	120	60
5 storey	1200	6000	200	100
6 storey	1200	7200	240	120
7 storey	1200	8400	280	140
8 storey	1200	9600	320	160
9 storey	1200	10800	360	180
10 storey	1200	12000	400	200

e.g. Based on the 8 storey example, the minimum on site requirement could be reduced by 50%. The 320 bays divide 2 = 160 bays.

Clause 2 (ii) Building Height Reduction

Proposed Commercial Building Height	NLA/Floor space	Total floor area sqm	Clause 1 (i) Overall Parking requirement (ie 1/30 sqm) Bays	Clause 2 (i) Onsite requirement (min) (ie 1/60 sqm) Bays	Clause 2 (ii) Building Height Discount (new minimum) Bays
2 storey	600	1200	40	20	20
4 storey	900	3600	120	60	60
5 storey	1200	6000	200	100	85
6 storey	1200	7200	240	120	96
7 storey	1200	8400	280	140	105
8 storey	1200	9600	320	160	112
9 storey	1200	10800	360	180	117
10 storey	1200	12000	400	200	120

e.g. Using the 8 storey example the minimum on site requirement could be reduced by 30%. 160 bays - 30% of 160 (48) = 112 bays.

Clause 2 (iii) Cash in lieu reduction

Proposed Commercial Building Height	NLA/Floor space	Total floor area sqm	Clause 1 (i) Overall Parking requirement (ie 1/30 sqm) Bays	Clause 2 (i) Onsite requirement (min) (ie 1/60 sqm) Bays	Clause 2 (ii) Building Height Discount (new minimum) Bays	Clause 2 (iii) Onsite cash in lieu Bays \$30,458/bay 75%	
						Bays	Cash in lieu
2 storey	600	1200	40	20	20	15	\$152,290
4 storey	900	3600	120	60	60	45	\$456,870
5 storey	1200	6000	200	100	85	64	\$639,618
6 storey	1200	7200	240	120	96	72	\$730,992
7 storey	1200	8400	280	140	105	79	\$791,908
8 storey	1200	9600	320	160	112	84	\$852,824
9 storey	1200	10800	360	180	117	88	\$883,282
10 storey	1200	12000	400	200	120	90	\$913,740

e.g. Based on the 8 storey example of the 112 bays calculated above, up to 25% could be provided as cash in lieu, but at the full scheduled rate (currently \$30,458). The developer could then provide 84 bays (75% of 112) on site plus \$852,824 (28 x \$30,458) as cash in lieu.

_Clause 2 (iv) & (v) Type of Bays

Proposed Commercial Building Height	NLA/Floor space	Total floor area sqm	Clause 2 (iii) cash in lieu \$30,458/bay	Onsite Bays 75%	On Site Parking Options Clause 2(iv) Clause 2 (v)		
					Standard	Small	Motorcycle/scooter
2 storey	600	1200	15	\$152,290	9	4	2
4 storey	900	3600	45	\$456,870	30	10	5
5 storey	1200	6000	64	\$639,618	46	12	6
6 storey	1200	7200	72	\$730,992	51	14	7
7 storey	1200	8400	79	\$791,908	55	16	8
8 storey	1200	9600	84	\$852,824	59	17	8
9 storey	1200	10800	88	\$883,282	62	17	9
10 storey	1200	12000	90	\$913,740	63	18	9

e.g. This clause allows the developer to determine (up to a percentage) how many of the parking bays that are to be constructed on site (that is, the number of bays at Clause 2 (iii) after any cash in lieu) could be converted to small vehicle bays or motorcycle/scooter bays.

In the 8 storey example, the 84 bays could be constructed as 8 motorcycle/scooter bays (10% of 84), 17 small vehicle bays (20% of 84) with the remaining 59 bays as standard ($84 - 17 - 8 = 59$).

Off site or Public Parking Component

Clause 3 (i)

Proposed Commercial Building Height	NLA/Floor space	Total floor area sqm	Clause 1 (i) Overall Parking requirement (ie 1/30 sqm) Bays	Clause 3 (i) Off Site Parking - Maximum contribution assuming built on site	
				Bays	Cash in lieu
2 storey	600	1200	40	20	\$228,430
4 storey	900	3600	120	60	\$525,410
5 storey	1200	6000	200	100	\$769,090
6 storey	1200	7200	240	120	\$890,930
7 storey	1200	8400	280	140	\$1,012,770
8 storey	1200	9600	320	160	\$1,134,572
9 storey	1200	10800	360	180	\$1,256,450
10 storey	1200	12000	400	200	\$1,378,290

This clause relates to the other 50% of the overall parking requirement referred to in Clauses 1 (i) and 1 (ii). The developer is only required to contribute to up to 50% of the overall parking requirement for the offsite component. If a developer chooses to build more than the 50% of the on site bays, then the cash in lieu contribution is calculated as per the following example.

Using the 8 storey building example again, the overall parking requirement is 320 bays. The maximum off site requirement for which a contribution is sought is 160 bays. If a developer chooses to build 200 bays on site, then the cash in lieu contribution for off site parking is based on 120 bays (320 – 200) and not 160 bays.

Continuing with the 8 storey building example, should the developer wish to provide the minimum number of bays on site and leave an off site parking contribution of 160 bays, the cash in lieu for these bays is calculated in the following way.

On the basis of the current scheduled fee of \$30,458 per bay, the off site parking contribution for 160 bays is calculated using clause 3 (i) as follows:

Bays 1-5	50% of \$30,458 = \$15,229 x 5 =	\$76,145
Bays 6-10	40% of \$30,458 = \$12,183 x 5 =	\$60,915
Bays 11-25	30% of \$30,458 = \$9,137 x 15 =	\$137,061
Bays 26-50	25% of \$30,458 = \$7,615 x 25 =	\$190,375
Bays over 50	20% of \$30,458 = \$6,091 x 110 =	\$670,010
	160 bays	\$1,134,506

In summary, using the example of the 8 storey building, and applying the clauses to the maximum, the developer would be required to construct 84 bays (of the original 320 bays) and contribute a total cash in lieu payment of \$1,987,330 (\$852,824 + \$1,134,506). For this payment the City would construct 236 bays (320 – 84) of public parking.

POLICY – JOONDALUP CITY CENTRE CAR PARKING FOR COMMERCIAL DEVELOPMENT

STATUS: **Council Policy** - *A strategic policy that sets governing principles and guides the direction of the organisation to align with community values and aspirations.*

Council policies are developed by the Policy Committee for approval by Council.

RESPONSIBLE DIRECTORATE: **Planning and Community Development**

OBJECTIVE: To provide guidance to the provision of private and public car parking in order to ensure:

- that the Joondalup City Centre attains its position as the second major City in metropolitan Perth;
- an appropriate balance between private and public parking provision in the City Centre.

POLICY AREA

This policy applies to the section of the Joondalup City Centre as depicted on the attached Plan.

OVERALL STRATEGY

The following overall strategy is proposed, taking into account both the current car parking demand of 1 car bay per 30sqm of commercial Net Lettable Area (NLA), as well as the possible long term car parking demand of 1 car bay per 45sqm:

- An overall car parking provision of 1 car bay per 30sqm of commercial NLA must be provided in the short/medium term, in order to satisfy the current level of demand.
- Approximately 50% of this should be provided in public car parks, in order to maximise opportunities for shared use of parking facilities, leaving the other 50% (1 car bay per 60sqm of commercial NLA) to be provided on the development site.
- In the long term, taking into account further increases in public transport usage, cycling, and walking, as well as the increases in the number of people living and working in the City Centre, the aim should be to achieve a reduction to 1 car bay per 45 sqm of commercial NLA overall, if possible (being comprised of 1 car bay per 90sqm on site, and 1 bay per 90sqm in public parking for the maximum possible overall floor space in the long term).

- The balance of public and private parking will be reviewed every 2 years to gauge the performance of the policy against actual built outcomes.

STATEMENT:

1. Overall Parking Requirement

The provision of car parking within the City Centre shall be in accordance with the following:

- i) The overall parking requirement for commercial developments shall be calculated at 1 bay per 30sqm NLA, comprising two components:
 - a. The private or **on site parking requirement**; and
 - b. The public or **off site parking requirement**.
- ii) The developer will be fully responsible for the on site parking component and will make a contribution to the off site parking component according to the schedule below.

2. On Site Parking Requirement

- i) All of the overall parking requirement (ie 1 bay per 30sqm) can be provided on site, however the minimum on site parking requirement for commercial development is 50% of the overall parking requirement – ie 1 bay per 60sqm NLA.
- ii) To encourage commercial buildings of greater height the on site parking requirement may be reduced according to the following schedule:

Proposed Building Height	% of Min On Site Parking Req't
Up to 4 storeys	0% reduction
5 storeys	15%
6 storeys	20%
7 storeys	25%
8 storeys	30%
9 storeys	35%
10 storeys plus	40%

- iii) Cash in lieu payments may be made for up to 25% of the required on site bays at the full scheduled amount.

The actual number of bays to be constructed on site will result from the application of clauses 2 (i), 2 (ii) and 2 (iii). This number will be used in the application of the following clauses 2 (iv) and 2 (v).

- iv) All parking areas and bays will be designed and constructed in accordance with AS2890.1 (Part1 Off Street Parking), however, up to 20% of the bays to be constructed on site may be designed and constructed as “small” vehicle bays.

- v) Up to 10% of the bays to be constructed on site may be constructed as bays for motor cycles and scooters (ie 1 standard vehicle bay can be constructed as a motor cycle/scooter bay). In the case of bicycles a secure location or bicycle lockers and end of trip shower and change facilities is a requirement under the City Centre Structure Plan.

3. Off Site Parking Requirement

- i) The City accepts the responsibility of providing approximately 50% of the overall parking requirement. A cash in lieu contribution will be made by the developer for the off site parking component (ie 1 bay per 60 sqm NLA) equivalent to the number of bays of that component not constructed on the development site. That contribution will be in accordance with the following schedule:

50% of the full scheduled cash in lieu fee for bays 1 - 5
40% of the full scheduled cash in lieu fee for bays 6 - 10
30% of the full scheduled cash in lieu fee for bays 11 - 25
25% of the full scheduled cash in lieu fee for bays 26 - 50
20% of the full scheduled cash in lieu fee for bays in excess of 50.

4. Parking For Residential Uses

- i) The provision of any required car parking for residential uses shall be provided on-site at the rate stipulated under the Joondalup City Centre Structure Plan.

Amendments:

Related Documentation: City of Joondalup District Planning Scheme No 2
Joondalup Development Plan and Manual.

Issued:

