

Cash-in-Lieu of Car Parking Local Planning Policy

Responsible Directorate: Planning and Community Development

Objective: To provide guidance on the application of cash-in-lieu parking arrangements for developments outside of the Joondalup Activity Centre.

1. Authority:

This policy has been prepared in accordance with Schedule 2, Part 2 of the deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* which allows the local government to prepare local planning policies relating to planning and development within the Scheme area.

2. Application:

This policy applies to all development in the City of Joondalup, except for the Joondalup Activity Centre (as defined in the Joondalup Activity Centre Plan)

3. Definitions:

“vicinity” refers to the area within sufficient proximity to the site of the proposed development for which parking bays or transport infrastructure may be provided to address the parking demand.

“transport infrastructure” as defined by *Local Planning Scheme No.3* means the works and undertakings described below for the purpose of providing public transport infrastructure, walking and cycling infrastructure, parking infrastructure and demand management:

- (a) public transport stops, shelters and station, signs, public transport lanes, vehicles track and catenary, priority signals and associated works/designs;
- (b) paths, signs, bikes, end of trip facilities (showers and lockers), pedestrian and cycling crossings and any associated works and designs;
- (c) on and off street parking bays, parking machines, parking signs, shelters and any associated works/ design and technologies.

4. Statement:

The local government acknowledges the need to ensure an adequate provision of off-street parking to cater for the normal parking demand of land uses in all areas, as well as the importance of providing options for developers to establish alternative on-site parking arrangements.

The City of Joondalup *Local Planning Scheme No. 3* (LPS3) allows the local government to accept a cash payment in-lieu of the provision of on-site parking bays. This policy provides guidance on when a shortfall may be considered and how the fee for cash-in-lieu is calculated.

5. Details:

5.1. Consideration of shortfall parking bays

In the first instance, on-site parking bays are to be provided in accordance with the parking standards outlined in the relevant local planning policy, structure plan, activity centre plan or local development plan.

Where the total required on-site car parking bays are not proposed to be provided on the subject site, there may be circumstances under which an alternative to the payment of cash-in-lieu for the shortfall parking bays may be considered. These may include:

- approval in a reduction of the number of car parking bays to be provided;
- consideration of reciprocal parking and access arrangements where different land uses are located on adjoining sites, and where appropriate agreements can be put in place.

5.2. Parking Bay Valuation:

For the purpose of this policy and the provisions of LPS3:

- a. A typical car parking bay and its associated manoeuvring and landscaping area is assumed to occupy an area of 30 square metres.
- b. The cash value for each car parking bay is the sum of the construction cost of an at-grade car bay, as determined by the City, plus the value of the land required to provide the bay (30 square metres).
- c. The value of the land component is based on the site that is the subject of the development proposal, and is to be obtained by a licenced land valuer or Valuer General, at the applicant's cost.

5.3. Expenditure of cash-in-lieu:

- a. Cash-in-lieu payments will be placed into appropriate funds and used by the local government within the vicinity of the development for shortfall parking bays or transport infrastructure, in accordance with LPS3.

Creation Date:	June 1999
Amendments:	CJ206-10/05, CJ056-04/06, CJ160-08/12
Related Documentation:	• <i>Local Planning Scheme No. 3</i>

Cash-in-Lieu of Car Parking Policy

City Policy

Responsible Directorate: Planning and Community Development

Objective: To provide guidance on the application of cash-in-lieu parking arrangements for developments outside of the Joondalup City Centre.

1. Authority:

This Policy has been prepared in accordance with Clause 8.11 of the *City of Joondalup District Planning Scheme No. 2*, which allows Council to prepare local planning policies relating to planning or development within the Scheme area.

2. Application:

This Policy applies to all non-residential development in the City of Joondalup, except in the Joondalup Centre Zone, the Rural, and Special Residential Zones.

3. Statement:

The Council acknowledges the need to ensure an adequate provision of off-street parking to cater for the normal parking demand of land uses in all areas, as well as the importance of providing options for developers to establish alternative on-site parking arrangements.

The *City of Joondalup 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. 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.

It is also the City's position that the proceeds of any cash-in-lieu of parking arrangements should be appropriately apportioned to car parking infrastructure needs as they arise within the City of Joondalup.

4. Details:

4.1. Parking Bay Valuation:

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. The cash value in any particular case will depend on the land value.

- a. The cash value that will be accepted for each parking bay is the sum of the construction cost of an at-grade car bay as determined by the Council and the land component.

For practical purposes, these costs have been calculated and grouped into two categories:

- Service industrial/commercial land.
- Beachfront commercial land (being any lot which is directly opposite the coastal Regional Parks and Recreation Reservation).

The cash value of a car bay within each of the above categories is as notated in the *City of Joondalup Schedule of Fees and Charges*. The cash value of a car bay is reviewed on an annual basis.

4.2. Policy Exceptions:

- a. In particular instances involving compatible land uses in close proximity, Council may approve, as an alternative to the payment of cash-in-lieu:
 - an aggregate reduction in car parking;
 - support by reciprocal parking; and/or
 - access agreements when the different land uses are located on separate lots.
- 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 for the provision of additional car parking or the payment of cash-in-lieu, if, in Council's opinion, additional parking becomes required.

4.3. Royce Court, Joondalup:

The following applies to all lots that abut Royce Court, Lot 65 Winton Road, Joondalup:

- a. The public parking provided in Royce Court is considered adequate for development up to 0.7 plot ratio on the surrounding lots. Any development on lots within this Policy Area above a plot ratio of 0.7 will require a cash-in-lieu of car parking contribution to be made to Council in accordance with the Service Industrial Category of this Policy.
- b. Should the applicant provide on-site car parking for the equivalent portion of the proposed development that is above a plot ratio of 0.7, a cash-in-lieu payment is not required.

Creation Date: June 1999

Amendments: CJ206-10/05, CJ056-04/06, CJ160-08/12

Related Documentation:

- *City of Joondalup District Planning Scheme No. 2*
- *City of Joondalup Schedule of Fees and Charges*