

CASH-IN-LIEU OF CAR PARKING (Excluding the Joondalup City Centre)

STATUS:	City Policy - <i>A policy that is developed for administrative and operational imperatives and has an internal focus.</i> <i>Developed by the Policy Committee and/or the administration and adopted by Council.</i>
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, and Special Residential zones.

1. Policy Statement

- a) In accordance with Part 4.8 of Council's District Planning Scheme No.2, all developers must provide parking bays, as required under Table 2.
- b) Council's 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.
- 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

- 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. The cash value in any particular case will depend on the land value.
- b) 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 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 Schedule of Fees and Charges. The cash value of a car bay is reviewed on an annual basis.

3. Policy Exceptions

- 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.
- 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.

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 on-site car parking for the equivalent portion of the proposed development that is above a plot ratio of 0.70, a cash-in-lieu payment is not required.

6. Sustainability

This policy promotes sustainability by allowing the opportunity for a mix of public and private car parking. Cash-in-lieu of car parking enables public car parking to be provided in strategic locations, and assists in reducing the amount of private land that is given over to car parking, and which could be used for other development.

Amendments: CJ213-06/99, CJ206-10/05, CJ056-04/06, CJ207-10/07

Related Documentation:
Issued: October 2007