

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 non-residential 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, CJ026-02/18

Related Documentation: • *Local Planning Scheme No. 3*