

# Payment in Lieu of Car Parking Policy

Responsible Division	Community and Development
Responsible Business Unit/s	Development and Place
Responsible Officer	Manager Development and Place
Affected Business Unit/s	Development and Place

## Purpose

The purpose of this policy is to provide the parameters for which payment in lieu of on-site car parking may be taken for non-residential development within the City of Bayswater.

The policy should not be seen as replacing the developer's responsibility to provide on-site parking, but rather as a mechanism to enable otherwise desirable developments, for which the full amount of parking cannot be provided on site, to proceed.

## Objectives

The objectives of this policy are to:

1. Assist non-residential developments with a shortfall of car parking by accepting a payment in lieu of parking.
2. Facilitate the development of publicly accessible car parking bays.
3. Ensure an appropriate amount of car parking is provided within town / activity centres.
4. Ensure the extent of car parking provided on site reflects the car parking demand of business.
5. Facilitate improve streetscapes along major roads and within town / activity centres.
6. Provide for the equitable charging of payment in lieu of parking contributions.
7. Encourage alternative forms of transport (walking, cycling, and public transport) within the town / activity centres.

## Scope

1. This policy applies to non-residential development, including change of use applications, within the City's town / activity centres which are:
  - (a) Bayswater Town Centre;
  - (b) Maylands Town Centre;
  - (c) Morley Activity Centre; and
  - (d) Noranda Town Centre.
2. This policy does not apply to residential development within the areas specified in Clause 1.

## Definitions

**Bayswater Town Centre** is any lot within the area identified on the map in Attachment 1.

**Infrastructure Cost** is the cost to construct a car parking space and includes the engineering and design, materials, labour costs, landscaping, line marking, draining and retaining.

**Maylands Town Centre** is any lot within the area identified on the map in Attachment 2.

**Morley Activity Centre** is any lot within the area identified on the map in Attachment 3.

**Noranda Town Centre** is any lot within the area identified on the map in Attachment 4.

**Payment in lieu** is the payment made for the provision of car parking, instead of providing the minimum number of physical on-site car parking spaces required by the City of Bayswater Town Planning Scheme No. 24 (TPS 24).

## On-Site Car Parking Requirements

1. Car parking is to be provided on site in accordance with TPS 24 and the Car Parking Dispensation Policy.
2. Where an application proposes a shortfall in the number of on-site car parking bays required under Clause 1, the City may require a payment in lieu of parking contribution to be made for some of the on-site car parking shortfall.
3. The City will not accept a payment in lieu of parking contribution where it considers that the required car parking could be provided on-site.

## Payment in Lieu of Car Parking

1. Payment in lieu of car parking contributions are to be based on the infrastructure cost per square metre to construct a car parking space and manoeuvring area of 30m<sup>2</sup>.
2. A 50% discount to a car parking space and manoeuvring space of 30m<sup>2</sup> is to be applied to the calculation.
3. The infrastructure cost to construct a car parking space within any town / activity centre in the City of Bayswater is \$200 per square metre.
4. The payment in lieu of parking contribution is based on the following formula:

**Infrastructure cost per m<sup>2</sup> x 15m<sup>2</sup> x car parking space shortfall**

5. The purpose for which the payment in lieu will be applied, and the financial administration of the funds received, will occur in accordance with the City's Payment in Lieu of Parking Plan.

## Parking Shortfalls Outside of Town / Activity Centres

1. For non-residential development on land located outside of the town / activity centres specified in Clause 1 above, the payment in lieu of parking is not applicable, unless otherwise approved by the City.
2. Where an application proposes a car parking shortfall and payment in lieu of car parking is not applicable, the City may consider alternative options.
3. The City may require the design and construction of on-street car parking bays, associated landscaping, and street trees in the immediate vicinity of the relevant site, as an alternative option, to meet the requirements of Clause 2 above. In the event the option is supported by the City, the developer is responsible for:
  - (a) The preparation of detailed designs for the required on-street car parking bays, associated landscaping, and street trees, to the satisfaction of the City.
  - (b) The construction of on-street car parking bays, associated landscaping, and street trees in the immediate vicinity of the relevant site.

## Related Documentation

Nil.

## Related Legislation

This policy is adopted under all Local Planning Schemes in force within the City of Bayswater, in accordance with Schedule 2, Part 2, of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Relevant Delegations	
Council Adoption	19 April 2011
Reviewed / Modified	20 November 2012
Reviewed / Modified	1 March 2016
Reviewed / Modified	25 July 2023
Reviewed / Modified	



**Attachment 1: Bayswater Town Centre Map**





**Attachment 2: Maylands Town Centre Map**





**Attachment 3: Morley Activity Centre Map**





Attachment 4: Noranda Town Centre Map

