

CASH IN LIEU OF CARPARKING POLICY



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| Responsible Division | Planning and Development Services |
| Responsible Business Unit/s | Planning Services |
| Responsible Officer | Planning Manager |
| Affected Business Unit/s | Planning Services |

Introduction

This policy is pursuant to Section 4.6 of Town Planning Scheme No 23 and Section 8.4 of Town Planning Scheme No 24, which deal with car parking and access. This policy provides the parameters for which cash-in-lieu of on-site car parking may be taken for non-residential development within the Town Planning Scheme No. 23 Scheme Area, the Bayswater Town Centre and the Maylands Town Centre.

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.

Policy

1. This policy applies to non-residential development, including change of use applications within:
 - a) Town Planning Scheme No. 23 (TPS 23) Scheme Area;
 - b) The Bayswater Town Centre, which is defined as any lot wholly within 400metres of the Bayswater Railway Station; and
 - c) The Maylands Town Centre which is defined as any lot within the Maylands Activity Centre Zone plus Lot 10, No. 221 Railway Parade, Maylands and Lot 12, No. 223 Railway Parade, Maylands.
2. This policy does not apply to residential or industrial development in the areas noted in Clause 1.
3. The City of Bayswater has a commitment to providing additional or upgraded car parking in the areas noted in Clause 1. The additional or upgraded car parking may be partly or solely funded by cash in lieu of car parking contributions.

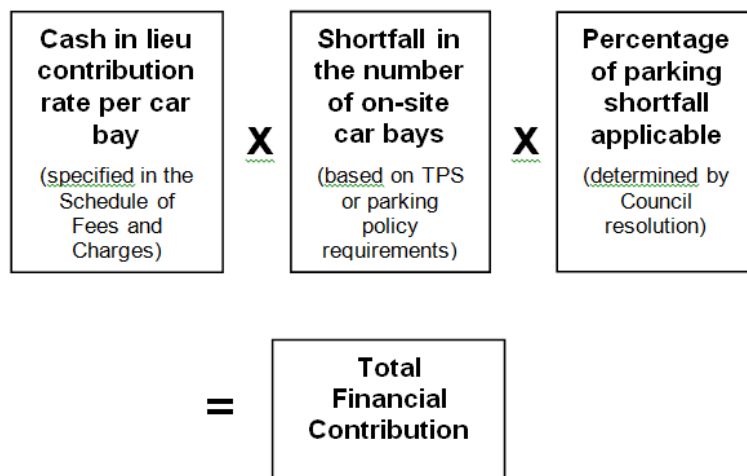
On-Site Car Parking Provision

4. On-site car parking is to be provided as follows:
 - TPS 23*
 - a) In accordance with an approved car parking policy for the area or otherwise as required in Table 1 - Car Parking Requirements of TPS 23.
 - Bayswater and Maylands Town Centres*
 - b) In accordance with Policy No. TP-P 1.9 – 'Car Parking in the Town Planning Scheme No. 24 Area'.

5. Where an application proposes a shortfall in the required number of on-site car parking bays noted in Clause 4, the City may require a cash in lieu of car parking contribution(s) to be made for some or all of the on-site car parking shortfall.
6. The City will not accept cash in lieu of car parking contribution(s) where it considers that the required car parking could instead be provided on-site.

Cash in Lieu of Car Parking Contribution

7. Cash in lieu of car parking contributions are to be based on the following:
 - a) The value of the land required to accommodate the car parking bay shortfall, relevant manoeuvring and vehicle access areas; plus
 - b) The construction cost of a multi-level car parking station including all associated driveways, landscaping and infrastructure.
8. The area of a typical car parking bay and its associated manoeuvring area is assumed to be 21.25m².
9. The cash in lieu of car parking contribution is based on the following formula:



10. The cash in lieu of car parking contribution is to be paid in accordance with the rate specified in the City’s Schedule of Fees and Charges.

Application of Funding

11. Cash in lieu of car parking contributions are to be held by the City in separate accounts based on the geographical location of the contribution(s).

Parking Payments in Other Sites/Areas

12. For sites or areas that are not specified in Clause 1, cash in lieu of car parking is not applicable.
13. Where an application proposes a shortfall in the required number of on-site car parking bays and cash in lieu of car parking is not applicable, the City may require:
 - a) If considered practical by the City, the construction by the developer of on-street car parking bays, associated landscaping and street trees for some or all of the on-site car parking shortfall; or

- b) A cost recovery payment from the developer equal to the construction cost of on-street car parking bays and associated landscaping and street trees for some or all of the on-site car parking shortfall; or
- c) A combination of the construction and payment of on-street car parking bays as outlined in Clauses 13 a) and 13 b).

14. Developer payments noted in Clause 13 are to only be used to construct on-street car parking bays, associated landscaping and street trees in the immediate vicinity of the relevant site.

15. The developer is responsible for the preparation of detailed designs for the required on-street car parking bays and associated landscaping and street trees to the satisfaction of the City.

RELATED LEGISLATION:

Clauses 3.1 and 4.6 of Town Planning Scheme No. 23 (as amended)

Clauses 2.6 and 8.4 of Town Planning Scheme No. 24 (as amended)

RELATED DOCUMENTATION:

Nil.

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| Relevant Delegations | | |
| Risk Evaluation | | |
| Council Adoption | Date | 19 April 2011 |
| Reviewed / Modified | Date | 20 November 2012 |
| Reviewed / Modified | Date | 1 March 2016 |
| Reviewed / Modified | Date | |