

Policy			
Title:	Cash-in-Lieu for Parking in the Centre Zone	Code:	LP.08
Purpose or Objective:	<ol style="list-style-type: none"> 1. Assist developments in the Centre Zone with a shortfall of car parking by accepting cash-in-lieu payment. 2. Facilitate development of publicly accessible car parking bays. 3. Provide for the equitable charging of cash-in-lieu contributions. 4. Provide guidelines for the use of accumulated funds. 		
Reference Documents:	<ul style="list-style-type: none"> • City of Canning Local Planning Scheme No. 42 (the Scheme) • Canning City Centre Parking Study (2018) • AS/NZS 2890.1:2004 Parking facilities, Part 1:Off-street car parking • <i>Planning and Development Act 2005</i> • Planning and Development (Local Planning Schemes) Regulations 2015 • State Planning Policy 7.3 – Residential Design Codes of WA (R-codes) 		

Policy Statement
<p>The policy provides guidance for:</p> <ul style="list-style-type: none"> • the equitable collection of cash-in-lieu contributions for on-site car parking spaces not provided in a development; and • the use of funds for the provision or improvement of car parking, transport infrastructure for public transport, walking or cycling in the Centre zone.

1 Scope

- a) This policy only applies to the Centre Zone.
- b) This policy applies to non-residential uses and the residential visitor parking components in Development Applications that do not comply with the parking requirements. It replaces the provision of car parking spaces with cash-in-lieu contributions.
- c) Where the on-site parking Scheme provision has a detrimental impact in an area, the local government may require the provision of cash-in-lieu for that shortfall.

2 Definitions

Unless otherwise defined, words and expressions in this policy are as defined in the referenced documents or as defined below:

<i>Cash-in-lieu</i>	Payment made instead of providing the minimum number of physical on-site car parking spaces required by the Scheme or R-Codes.
<i>Construction cost</i>	Means the cost for building multi-storey car-parking including drainage, kerbing, pavement, line marking, signage, lighting and landscaping works.
<i>Scheme</i>	The City of Canning Local Planning Scheme No. 42.
<i>Transport Infrastructure</i>	The works and undertakings described below for the purpose of providing public transport infrastructure, walking and cycling infrastructure, parking infrastructure and demand management: <ul style="list-style-type: none"> • public transport stops, shelters and station, signs, public transport lanes, vehicles track and catenary, priority signals and associated works/designs; • paths, signs, bikes, end of trip facilities (showers and lockers), pedestrian and cycling crossings and any associated works and designs; • on and off street parking bays, parking machines, parking signs, shelters and any associated works/ design and technologies.

3 Principles

- a) Under the Scheme, developers are under the obligation to cater for the parking demand generated by their projects.
- b) Council has adopted fair and reasonable car parking standards under its Scheme to ensure that development can be implemented with appropriate parking supply.
- c) If a development was to proceed without the required number of car spaces, it can be assumed that it may not function well and its users may lack amenity and utility.
- d) In reducing the number of required on-site car parking spaces, the local government will require a cash-in-lieu contribution for the number of car parking spaces not provided.
- e) Each parking space requires 30m² which includes an allowance for aisles and vehicle access.
- f) The local government is not obliged to accept a cash-in-lieu contribution if it is practicable and desirable to provide the required number of car parking spaces on-site.
- g) The contribution of cash-in-lieu for parking is not a general revenue collection exercise. It is rather a means to accommodate or alleviate the parking demand associated with development.
- h) All cash-in-lieu contributions revenue is to be set aside for the provision or improvement of car parking and or related Transport Infrastructure in the Centre Zone.
- i) Any car parking spaces provided as a result of cash-in-lieu contributions shall remain available to the public and administered by the local government.

4 Community Benefit of Cash-in-Lieu for Parking Contribution

- a) Cash-in-lieu allows developments to meet their parking requirements while creating a better built form, urban design, safer and more walkable areas.
- b) A coordinated approach to access, movement, parking and Transport Infrastructure provides the following community benefits:
 - i. Provide adequate, safe and convenient parking facilities.
 - ii. Build fewer but shared publicly accessible car parking which will meet the combined peak demand.

- iii. Improve public car parking facilities and Transport Infrastructure to reduce demand for actual parking in an area.
- c) The community benefit is factored in the calculation of the cash-in-lieu contribution.

5 Calculation of the Value of a Cash-in-Lieu Parking Contribution

- a) The cash-in-lieu contribution is calculated by the cost of land plus the cost of construction multiplied by a Community Benefit Reduction Factor (0.5). Therefore, the cash-in-lieu contribution for 1 car parking space is:
= (cost of land + construction cost) x 0.5
- b) The purpose of the reduction factor is to recognise the community benefits as in Clause 4 and also that:
 - i. Full contribution fees would restrain developments to pay cash-in-lieu and developments would opt to provide all the required parking on-site.
 - ii. If fees are too low, developments would provide no physical car parking spaces and opt to provide cash-in-lieu contribution for all the required parking which will never amount to a sufficient amount for the local government to provide alternative parking.

5.1 Determining Cost of Land

A desktop assessment by a registered valuer will be sought for land values on an annual basis or as required to provide a cost of land for a 30m² car parking space in the Centre Zones.

5.2 Determining Construction Cost

- a) The initial construction cost for a car parking bay in a 3-storey multi-deck car park was estimated at \$30,000 by Jacobs Engineering Group Inc. in the City Centre Parking Study, 2018.
- b) The Construction Costs shall be reviewed on an annual basis or as required by Development Engineering.

6 Procedure/Application

6.1 Residential Development

Cash-in-lieu can be applied for the visitor parking requirements of the R-Codes only in relation to multiple dwelling developments located within Centre Zones.

6.2 Non-Residential Development

Cash-in-lieu can be applied for the non-residential car parking requirement of the Scheme, in relation to:

- a) all new developments.
- b) modifications to existing developments which result in an increase to the Net Lettable Area (NLA).
- c) a change of use to a use which requires more car parking than existing.

6.3 Assessment

- a) Table 4 'Land Use Parking Requirements' of the Scheme prescribes the number of on-site car parking spaces which need to be provided for different land uses.
- b) Under paragraph 4.9.2.(a) of the Scheme the local government may reduce the number of required on-site car parking spaces if:
 - i. there is no adverse impact on the streetscape;
 - ii. the number of vehicles will not create a traffic hazard or on-street parking congestion; and
 - iii. there is no adverse impact on the amenity of the surrounding locality.

- c) When assessing a development application in which a reduction of car parking spaces is sought, the assessing officer is to ensure that sufficient justification is provided. Justification is to include the following:
- i. a realistic assessment of car parking demand in the area.
 - ii. a quantitative assessment of any car parking deficiencies or surplus associated with the existing use of the area.
 - iii. the availability of public transport in close proximity to the development including an assessment of whether the public transport results in a reduced demand for parking for the development.
 - iv. an assessment of any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces.
 - v. an assessment of the peak demand for the proposed use and whether it would overlap with existing uses in the area.

7 Utilisation of Cash-in-Lieu Contributions

- a) The local government must ensure that monies collected as cash-in-lieu of car parking contributions are accounted for separately to general revenue in the Parking Reserve; and separate accounts are created for each Centre Zone area (Canning City Centre, Queens Park and others if applicable).
- b) The local government is to use the cash-in-lieu funds for:
 - i. acquisition of land for parking in the Centre Zone area.
 - ii. construction of public parking, both on-street and off-street.
- c) In absence of the need for a multi-storey car parking facility in an area, when justification is provided, Council can consider utilising the contributions for the following:
 - i. improvement to existing parking facilities and on-street parking.
 - ii. purchase of privately constructed car bays where excess bays over and above the Scheme requirements are provided, and where the location of such bays are strategically located and will be available for use by the general public.
 - iii. Transport Infrastructure that results in a reduced demand for parking in that area.

8 Payment

Cash-in-lieu payments can be satisfied via:

- a) An upfront payment (prior to commencement of the development); or
- b) Via instalments (including all legal and documentation fees) at the full expense of the landowner subject to:
 - i. Maximum instalment period not exceeding 5 years.
 - ii. Payment in equal instalments, inclusive of an agreed interest rate, with the first instalment payable prior to the commencement of the development with subsequent instalments payable annually thereafter.
 - iii. Such arrangements being governed by an appropriate legal agreement, prepared to the satisfaction of the local government, to include a suitable Memorial or Caveat on the relevant Certificate of Title.

9 Responsibilities

- a) The Statutory Planning and Development Engineering are jointly responsible for undertaking assessments of development applications in respect of car parking.

- b) The Land Utilisation and Development Engineering are responsible for the review of the cost of land and car park construction cost in accordance with this policy.
- c) Finance and Asset Management is responsible for administration of accumulated parking funds.
- d) The Development Engineering is responsible for making recommendations to the Council concerning the use of accumulated parking funds.

10 Review

The cash value of a car bay is notated in the City’s Schedule of Fees and Charges and reviewed on an annual basis or as required.

Governance References

Statutory Compliance	<ul style="list-style-type: none"> • <i>Planning and Development Act 2005</i>; • Planning and Development (Local Planning Schemes) Regulations 2015; and • City of Canning Local Planning Scheme No. 42
Process Links	

Policy Administration

Program		Officer title	Date last approved
Canning Sustainable Development		Director Canning Sustainable Development	15 October 2019
Version	Decision Reference	Synopsis	Delegation No.
1	SD-014-19	Final adoption	