

1. INTRODUCTION

The notion of cash in lieu contributions for car parking spaces is based on the premise that where industrial and commercial type developments have a shortfall in their Town Planning Scheme car parking space requirements, the City may apply a condition of development approval or recommend to a Development Assessment Panel that would require the proponent to pay funds to the City for the shortfall. This will allow over time, for the City to then provide additional car parking bays in an adjacent or nearby streets or existing or proposed public ‘car park’s’ if possible. In reference to the City’s Activity Centres, this can also assist rationalising the distribution of car parking spaces to edges to promote walkable town centres.

It is recognised that in existing and proposed Activity Centres and Industrial areas in particular, due to objectives to encourage diversity and scale in land use, and possible limitations imposed by the size and shape of development sites and changes in land use in existing buildings, it is not always possible for developments to accommodate the full complement of car parking spaces on the development site itself. In this context, it is recognised that rather than applying the rigid application of car parking spaces for any given development site, it may be more advantageous for some parking to be set aside in a given location as shared ‘public’ parking or for parking to be provided as ‘street parking’ to support the broader operation and function of Industrial and Activity centres.

In these circumstances, broader objectives to do with land use diversity and scale can be achieved whilst at the same time accommodating the required number of car parking spaces, be it public and private, that will assist the City’s Industrial areas and Activity Centres to function in an orderly and proper manner.

The purpose of this Local Planning Policy is to set out the objectives and policy provisions which the City shall have due regard to if it is to consider applications that involve a shortfall in car parking requirements and allow for cash in lieu for the provision of car parking as opposed to supplying the full required number of spaces on the development site itself.

2. APPLICATION OF POLICY

An application for Development Approval for land zoned Strategic Regional Centre, District Centre, Local Centre, Mixed Business/Residential, Industrial Business, General Industrial and Industrial Development zone shall make provision for on-site car parking in accordance with Standards and Requirements set out in Clauses 4C.6, 4C.7, 4D.5 and 4E.1, Schedule 7A of Town Planning Scheme No.4 (TPS No.4) and supporting Activity Centre Structure Plans, Design Guidelines (Local Planning Policy) and Industrial area structure plans where applicable.

In accordance with clause 4C.7 of TPS No.4, the City may agree to accept a cash payment in lieu of the provision of car parking in areas zoned Strategic

Regional Centre, District Centre, Local Centre and Mixed Business/Residential Zone, subject to the provisions set out in clause 4C.6 and 4C.7. In accordance with Clause 4.5 of the scheme, the City may agree to accept a cash payment in lieu of the provision of car parking in areas zoned Industry Business and General Industry. For areas zoned Industrial Development, the City may agree to accept cash in lieu payment for car parking subject to appropriate conditions within an approved structure plan or the scheme. All circumstances will be subject also to the objectives and provisions outlined in this policy.

3. POLICY OBJECTIVES

The objectives of this Policy are as follows:

- (a) To expand on the circumstances where the City may agree to accept a cash payment in lieu of the provision of car parking; and
- (b) To further expand on the manner as detailed in clause 4C.7.3 of TPS No.4 in which the City will calculate the cash payment in lieu of the provision of car parking.

This Planning Policy only applies to development within the General Industry, Industrial Business and Industrial Development zone, and commercial developments within the Strategic Regional Centre, District Centre, Local Centre and Mixed Business/Residential zones.

Residential development in these zones and developments within all other zones are excluded from this Policy and therefore are ineligible to apply for cash in lieu for car parking.

This Policy is adopted by the City under Clause 4 (4) of the Planning Development (Local Planning Schemes) Regulations 2015. The City is to have due regard to the provisions of this Policy and the objectives which the Policy is designed to achieve before making its determination.

4. POLICY STATEMENT

4.1 Planning Considerations

In considering the acceptability of a cash in lieu contribution for car parking, the City will have due regard to the following:

- (a) The availability of existing and proposed public car parking within the vicinity of the proposed development;
- (b) In accordance with Clause 4C.7.2 of TPS No.4, for eligible development zoned Strategic Regional Centre, District Centre, Local Centre and Mixed Business / Residential the City may only require cash in lieu of parking where it is satisfied that the provision of parking on-site and / or associated vehicle access, would be detrimental to the overall

- development and integrity of the centre of which the development forms part of.
- (c) The development's contribution to land use diversity, positive built form design and relationship with the streetscape; and
 - (d) The need for and merits of the proposed development, facility or service in the locality.

The acceptance of cash in lieu payment is purely discretionary and the City may decide or recommend to a Development Assessment Panel a condition requiring the full provision of car parking spaces in accordance with TPS No.4 standards, if in its opinion the amenity of the area may in any way be adversely affected.

Cash in lieu contributions shall generally only be permitted for up to a maximum of 50% of the overall on-site parking requirements for a development subject to clause 4C.7.4 of the scheme. In the case of commercial development proposals within the Strategic Regional Centre and District Centre zones that are within 800m walking distance of a Train Station, the City may apply its discretion when considering the extent of cash in lieu for car parking using criteria (a) to (d) in this policy as a guide.

Cash in lieu of car parking contributions received from an eligible development must be appropriated in the form of public car parking within the Activity Centre or Industrial area (whichever is applicable) in which the cash in lieu of car parking was collected.

Calculating Cash in Lieu Car Parking

This section should be read in conjunction with Clause 4C.7.3 of TPS No.4.

- (a) Land Area Component – The amount of land subject to the assessment for the construction component is to be determined by multiplying the number of parking bays in shortfall by the area of one typical parking bay and associated vehicle manoeuvring and circulation areas. This is typically a bay with a dimension of 2.4m wide x 5.4m long and an area of 12.96m² (As per AS 2890.1).

For example, if a development proposes a shortfall in car parking of 10 parking bays, then the land area would be 10 bays (each bay 12.96m²) multiply by the construction cost.

- (b) Construction Component – A construction component cost, assessed at the time of development, will be charged. The construction costs are to include sealing, kerbing, drainage, marking and lighting of the car parking area as if it was to be constructed on the subject site. The applicant will be responsible for submitting to the City for assessment, an itemised quotation for these works, prepared with reference to the Rawlinsons Australian Construction Handbook by a qualified Surveyor, acceptable to the City. Alternatively, the City could provide the construction cost.

The total cost of the cash payment in lieu of the car parking shortfall will be the number of car bays, multiplied by the land area multiplied by the construction costs.

The payment of cash in lieu of the car parking shortfall shall be made to the City prior to the commencement of construction for the development and/or commencement of the use.