



**GLAMORGAN  
SPRING BAY  
COUNCIL**

Glamorgan Spring Bay Council

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# **Car Parking Cash-In-Lieu Contribution Policy**

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Version [1.0]

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# 1 Introduction

## 1.1 Purpose

The purpose of this policy is to:

- a) Provide a strategic approach on Council's decisions regarding the equitable acceptance of cash-in-lieu contributions for on-site car parking spaces not provided for in a development.
- b) To provide guidance on how funds obtained through car parking cash in lieu contributions will be utilised.

## 1.2 Scope

This Policy applies to every application for use or development under the *Land Use Planning and Approvals Act 1993* that relies upon or has implications for providing and managing public off street car parking within the Glamorgan Spring Bay municipal area in accordance with E6.0 Parking and Access Code of the Glamorgan Spring Bay Interim Planning Scheme 2015 or the subsequent planning scheme that includes the Parking and Sustainable Transport Code (in accordance with the State Planning Provisions).

## 1.3 Definitions

<b>Cash-in-lieu</b>	means payment made instead of providing the minimum number of physical on-site car parking spaces required by the Planning scheme
<b>Construction cost</b>	means the earthworks, structures, access, drainage, pavement, kerbing, marking out, signage and landscaping works.
<b>Council</b>	is Glamorgan Spring Bay Council
<b>Planning Scheme</b>	means the Glamorgan Spring Bay Interim Planning Scheme 2015 – or subsequent replacement.
<b>Transport infrastructure</b>	means the works and undertakings described below for the purpose of providing public transport infrastructure, walking and cycling infrastructure, parking infrastructure and demand management: <ol style="list-style-type: none"><li>a. public transport stops, shelters and station, signs, public transport lanes, vehicles track and catenary, priority signals and associated works/designs;</li><li>b. paths, signs, bikes, end of trip facilities (showers and lockers), pedestrian and cycling crossings and any associated works and designs;</li><li>c. on and off-street parking bays, parking machines, parking signs, shelters and any associated works/ design and technologies.</li></ol>

## 1.4 Objectives

- a) Reduce the duplication of parking facilities in Glamorgan Spring Bay to enable developers to maximise the use of their land.
- b) the amount of parking provided is sufficient to meet the future needs of the use and/or development of the subject land
- c) ensure the provision of an appropriate number of car parking spaces in each locality
- d) promote the efficient use of parking spaces through the consolidation of car parking facilities
- e) provide for the equitable charging of cash-in-lieu contributions for on-site car parking spaces not provided for developments
- f) the method of calculating the value of cash-in-lieu contributions is clear, reasonable and fair
- g) provide guidance on how the cash-in-lieu funds are managed and expended for the provision or improvement of car parking and/or transport infrastructure
- h) assist in the strategic provision of car parking throughout the Glamorgan Spring Bay municipal area.

## 1.5 Related Policies and Legislation

This policy relates to and depends on other Council policies, as well as legislation, including:

- AS/NZS 2890.1:2004 Parking facilities, Part 1:Off-street car parking
- Glamorgan Spring Bay Interim Planning Scheme 2015 or relevant Planning Scheme currently in place.
- *Local Government Act 1993*
- *Land Use Planning and Approvals Act 1993*

## 1.6 Policy Review and Update Cycle

This policy is to be reviewed initially in April 2022 and thereafter, every four years.

## 2 Policy

### 2.1 General Principles

- a) Under the Planning Scheme, developers are obligated to cater for the parking demand generated by their projects.
- b) Council has adopted fair and reasonable car parking standards under its Planning 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, Council will require a cash-in-lieu contribution for the number of car parking spaces not provided.
- e) Each parking space requires 30m<sup>2</sup> which includes an allowance for aisles and vehicle access.
- f) Council 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.
- i) Any car parking spaces provided as a result of cash-in-lieu contributions shall remain available to the public and administered by the Council.

### 2.2 Determining the number of parking spaces required

- a) The planning scheme includes the criteria by which the number of parking spaces that need to be provided is determined. This is defined under the Acceptable Solution by a set number of parking spaces for each of the potential land uses or is determined by way of an assessment against the Performance Criteria under the same clause.
- b) The Performance Criteria requires that the reasonable needs of the use must be met, having regard to clause E6.6.1(P1) in the Glamorgan Spring Bay Interim Planning Scheme 2015 or in regard to clause C2.5(P1) in the State Planning Provisions, for when the new Glamorgan Spring Bay Planning Scheme comes into force.
- c) If the developer is unable to meet the on-site parking requirements of the planning scheme or it is inappropriate to do so, then it may be necessary to require a cash-in-lieu of car parking contribution.

### 2.3 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

## 2.4 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:

$$= \frac{(\text{cost of land} + \text{construction cost})}{2}$$

- b) The purpose of the reduction factor is to recognise the community benefits as in Clause 2.3 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.
  - iii. This factor also acknowledges the likelihood of public parking being shared across different sites and at different times, plus improvements to public parking and transport infrastructure should be partly funded by the broader community.

### 2.4.1 Determining Cost of Land

The land value/m<sup>2</sup> is to be determined from a valuation by a Land Valuer within the meaning of the *Land Valuers Act 2001* at the developer's expense at the date of approval of the planning permit or at the discretion of the General Manager derived from any recent land valuation for nearby land plus a 10% contingency.

### 2.4.2 Determining Construction Cost

- a) The construction costs per square metre will be established by determining the average capital costs associated with the provision of car parking spaces in Council constructed car parks. This is assumed to be 30m<sup>2</sup> per parking space and includes the proportionate area required for access and manoeuvring.
- b) The Construction Costs shall be reviewed on an annual basis or as required by Development Engineering.

## 2.5 Managing cash-in-lieu contributions

- a) All monies received through the application of this Policy are to be applied to a cash-in-lieu of car parking contribution fund. This will include details that describe any commitments that relate to the future expenditure of the funds that are being held in trust by Council.
- b) The following guidelines apply to the expenditure of cash-in-lieu funds:
  - i. expenditure must be in accordance with any Council adopted parking plan that applies to a particular locality; or
  - ii. in the absence of such an adopted parking plan, then any contribution received by Council may be spent in any manner or at any time at the full discretion of Council.
- c) Funds are to be used for the following:
  - i. acquisition of land for parking in the municipal area;
  - ii. construction of public parking, both on-street and off-street;
  - iii. improvement to existing public parking facilities and on-street parking;

- iv. servicing of loans obtained to provide public parking; or
  - v. construction or upgrade of public transport, walking or cycling infrastructure which would result in a reduced demand for parking in that area.
- d) Council is not required to consult with the developer on any matter related to the expenditure of any contribution.

## **2.6 Payment of contribution**

The means of payment shall be as follows:

- a) Payment is to be made prior to the issue of a Building Permit or, where no Building Permit is required, prior to the commencement of use.
- b) The General Manager may accept terms for the staged payment on a quarterly basis over a maximum period of two years from the issue of a Building Permit or, where no Building Permit is required, from the commencement of use. This is subject to the terms being stipulated in a Deed between the developer, the land owner and the Council, or a Part 5 Agreement, pursuant to section 71 of the Land Use Planning and Approvals Act 1993 registered on the relevant land title prior to the issue of a Building Permit or, where no Building Permit is required, prior to the commencement of use. The cash-in-lieu of car parking contribution payment is to be a debt due to the Council recoverable in a court of competent jurisdiction.

## **3 Implementation**

Implementation of this Policy rests with the General Manager.

## **4 Attachments (if applicable)**