

# Car Parking Cash-In-Lieu Contribution

## Policy

May 2011



**CENTRAL COAST COUNCIL**

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## ***POLICY***

This Policy provides direction for the Council's powers and obligations under the Central Coast Planning Scheme 2005 ('the Scheme') in respect of the requirement for cash-in-lieu contributions for on-site car parking not provided in a proposed development.

The Policy is an acknowledgment that if parking were provided strictly in accordance with the Scheme's requirements there would be an oversupply of parking in Central Coast. While each development application needs to be assessed on merit, the Policy will provide a clear and consistent framework for applying the Scheme's provisions and determining parking requirements.

The Policy will specifically:

- (a) provide a set of guidelines for the equitable acceptance of cash-in-lieu contributions for on-site car parking spaces not provided for a development; and
- (b) provide a set of guidelines for the use of funds held in trust for the provision or improvement of car parking and/or transport infrastructure for public transport, walking or cycling in Central Coast.

The Policy applies to all uses and development in all zones of the Scheme, with the exception of the Ulverstone Wharf Area defined in Schedule 14.

## ***PURPOSE***

The concept of cash-in-lieu contribution for car parking is based

on the planning philosophy of the Council assisting developments that have a shortfall of car parking by accepting money for the shortfall in order to provide public car parking facilities to meet needs in commercial centres.

The purpose of this Policy is to ensure that cash-in-lieu contributions taken for on-site car parking not provided for a development comply with the Scheme's Objective S11.3.1:

*'To ensure that sufficient and safe parking is provided for cars.'*

## ***BACKGROUND***

Schedule 11.0 'Car parking' of the Scheme (Appendix 1) prescribes the number of on-site car parking spaces which need to be provided for different land uses [S11.3.1(A1)]. However, under Performance Criteria S11.3.1(P1) the Council may waive or reduce the number of required on-site car parking spaces if:

- (a) there is no adverse impact on the streetscape;
- (b) the number or size of vehicles will not create a traffic hazard or create on-street parking congestion; and
- (c) there is no adverse impact on the amenity of the surrounding locality.

In waiving or reducing the number of required on-site car parking spaces, the Council may require a cash-in-lieu contribution for the number of car parking spaces not provided.

The amount of the cash-in-lieu contribution is to be determined based on the cost of land plus the cost of drainage, kerbing, pavement, marking out, signage and landscaping works.

The 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 the land.

Each of Central Coast's towns, villages and rural areas have different characteristics and car parking requirements. These need to be considered when planning for their future development. Cash-in-lieu allows businesses to meet their parking requirements without on-site parking resulting in better urban design and safer, more walkable commercial areas. For instance, public parking spaces built with the revenue from cash-in-lieu allows for shared parking among different sites with differing peak parking times and therefore fewer spaces are required to meet the combined peak parking demand.

The Policy adopts Australian Standard *AS/NZS 2890.1:2004 Parking facilities, Part 1:Off-street car parking* for the design of a car parking space. The Australian Standard estimates that providing a Class 3 90-degree parking module arrangement requires a minimum parking area of 22m<sup>2</sup> per car parking space, assuming a car is allowed to park either side of the parking aisle. This requirement increases to 30m<sup>2</sup> per car parking space when a car is only allowed to park on one side of the parking aisle. Accordingly, 30m<sup>2</sup> has been adopted as the requirement for a car parking space.

## ***STANDARDS (INCLUDING RELEVANT LEGISLATION)***

This Policy was developed in accordance with:

- Central Coast Strategic Plan 2009–2014;
- Central Coast Planning Scheme 2005;
- Central Coast Parking Strategy (*to be developed*);
- AS/NZS 2890.1:2004 Parking facilities, Part 1:Off-street car parking

## ***OBJECTIVES***

The objectives of this Policy are to:

- prevent duplication of parking facilities in Central Coast and enable developers to maximise the use of their land;
- ensure that the amount of parking provided for developments is sufficient to provide for adequate traffic management;
- ensure the provision of an appropriate number of car parking spaces in each locality;
- promote the efficient use of parking spaces through the consolidation of car parking facilities;
- provide for the equitable charging of cash-in-lieu contributions for on-site car parking spaces not provided for developments;
- detail the method of calculating the value of cash-in-lieu

- contributions in accordance with the Scheme; and
- provide a set of guidelines for the use of funds held in trust for the provision or improvement of car parking and/or transport infrastructure for public transport, walking or cycling in Central Coast.

## **REVIEW**

This Policy will be reviewed annually during the Council's budget process unless organisational and legislative changes require more frequent modifications.

## **RESPONSIBILITIES**

The *Land Use Planning Group Leader/Town Planner/Planning Officer and Environmental Engineer* are jointly responsible for undertaking assessments of development applications in respect of car parking.

The *Director Corporate & Community Services* is responsible for the annual review of the cost of land and car park construction cost in accordance with this Policy. The Director is also responsible for administration of accumulated parking funds.

The *Director Engineering Services* is responsible for making recommendations to the Council concerning the use of accumulated parking funds.

## **PRINCIPLES**

The principles to guide the implementation of this Policy are:

- The Policy does not replace a developer's obligation to provide on-site parking.
- The Policy adopts 30m<sup>2</sup> as the requirement for a parking space on a development site.
- Developments which satisfy clause 11.3.1(P1) of the Scheme and which require relief for parking spaces shall be required to make a cash-in-lieu contribution.
- Public parking spaces constructed with the revenue from cash-in-lieu make a significant contribution to the community. Therefore, in determining the amount of cash-in-lieu in accordance with clause S11.3.1(P1)(c) of the Scheme, the cost of land and construction costs are reduced by a community benefit factor of 0.5 (or 50%).
- Any car parking spaces provided as a result of cash-in-lieu contributions shall remain available to the public, be administered by the Council and be subject to such fee structure as the Council may devise.
- The contribution of cash-in-lieu for parking is not a general revenue collection exercise, but rather is a means for the Council to accommodate the parking demand created in the locality by parking shortfall associated with development; and
- All cash-in-lieu contributions revenue is to be hypothecated for the provision or improvement of car parking and or infrastructure for public transport, walking or cycling in Central Coast.

## DEFINITIONS

*'Assessing Officer'* – means the Land Use Planning Group Leader, Town Planner, Planning Officer and Environmental Engineer.

*'the Scheme'* – means the Central Coast Planning Scheme 2005.

*'Construction cost'* – means the cost of drainage, kerbing, pavement, marking out, signage and landscaping works.

## PROCEDURE

### DETERMINING THE NUMBER OF PARKING SPACES REQUIRED

Clause S11.2.2 of the Scheme requires that any proposal for use or development must demonstrate compliance with the standards for car parking set out in Clause S11.3. Compliance is to be determined as follows:

- (1) If a proposal provides the number of required on-site car parking spaces as described in Table S11.3.2, the proposal satisfies Clause S11.2.2;
- (2) If a proposal:
  - (i) cannot provide the required number of on-site car parking spaces; or
  - (ii) the developer proposes that the development does not need to provide the required number of on-site car parking spaces;

an assessment under clause S11.3.1(P1) is required.

### Assessment Under Clause S11.3.1 (P1)

- (1) The Council's ability to waive or reduce the required number of car parking spaces is constrained, specifically, by the list of considerations in Performance Criteria S11.3.1(P1). The considerations include:
  - (a) *there is no adverse impact on the streetscape;*
  - (b) *the number or size of vehicles will not create a traffic hazard or create on-street parking congestion; and*
  - (c) *there is no adverse impact on the amenity of the surrounding locality.*

When assessing a development application in which a reduction or waiver of car parking spaces is sought, the Assessing Officer is to ensure that consideration is given to these three matters only.

- (2) When assessing a development application in which a reduction or waiver of car parking spaces is sought, the Assessing Officer is to ensure that sufficient information is provided with the application for the Council to consider if the reduction accords with S11.3.1(P1). Justification is to include the following:
  - . a empirical assessment of car parking demand in the locality;
  - . a quantitative assessment of any car parking deficiencies or surplus associated with the existing use of the locality;

- 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;
  - 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; and
  - an assessment of the peak demand for the proposed use and whether it would be staggered with existing uses in the locality.
- (3) If the Assessing Officer determines that the proposal satisfies clause S11.3.1(P1) s/he may apply a parking reduction and require a cash-in-lieu contribution in accordance with this Policy.
- (4) If, however, the Assessing Officer determines that it is necessary for the development to provide the required number of on-site car parking spaces because the proposal does not satisfy clause S11.3.1(P1), s/he may either:
- (a) recommend that the developer provide the required number of parking spaces on site; or
  - (b) if the parking spaces cannot be accommodated on-site, recommend the proposal for refusal.

The decision making framework is outlined in Appendix 2.

*CALCULATION OF THE VALUE OF A CASH-IN-LIEU PARKING CONTRIBUTION*

Clause S11.3.1(P1)(c) of the Scheme requires that the amount of cash-in-lieu is to be determined based on the cost of land plus the cost of drainage, kerbing, pavement, marking out, signage and landscaping works.

*Determining Cost of Land*

In determining the cost of land, advice was sought by a Registered Valuer, who stated:

“In relation to the assessment of land values, there appears to be two ready options:

1. Adopt the existing land values as assessed by the Valuer General for the latest revaluation. On this basis, each property has been separately assessed, or
2. Assess current land value adopting a desktop basis, and undertaking some smoothing to produce a more consistent market based outcome.

Both methods can also be adopted as a base and figures (values) increased by a factor annually, or as required.

The use of the Valuer General land value determination makes a sound base from which to apply the agreed formula. They can be reviewed and amended for the cash in lieu purpose, and updated by applying a factor if necessary. The figures have been accepted by land owners, and thus the basis of any calculation is not in dispute.”

A desk top assessment of current Valuer General land values in the Penguin CBD, Ulverstone CBD and West Ulverstone areas along with some smoothing is to be carried out on an annual basis to provide a cost of land for a 30m<sup>2</sup> car parking space.

#### *Determining Construction Cost*

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.

#### *Community Benefit Factor*

The Policy recognises that the community derives many benefits from parking provided by developers. It also recognises that if parking were provided strictly in accordance with the Scheme there would be an oversupply of parking. Accordingly, to prevent such an oversupply from occurring, the cash-in-lieu contribution calculation applies a community benefit reduction of 50%. The purpose of this reduction is to recognise that public parking spaces constructed with the revenue from cash-in-lieu allow shared parking among different sites and therefore fewer spaces are required to meet parking demand. Additionally, it is recognition that cash-in-lieu contributions provide funds for improvements to the communities parking and transport infrastructure and therefore that it is reasonable that the community fund a proportion of the cost for the provision of public parking.

The reduction is also meant to encourage developers to share on-site car parking spaces for use by the general public and not just be their customers, thereby allowing efficient use of car parking spaces.

#### *CALCULATION OF A CASH-IN-LIEU PARKING CONTRIBUTION*

The cash-in-lieu contribution is the cost of land plus the cost of construction multiplied by the community benefit reduction factor (0.5). Therefore, the cash-in-lieu contribution for one car parking space is:

$$= (\text{cost of land} + \text{construction cost}) \times 0.5$$

#### *UTILISATION OF CASH-IN-LIEU CONTRIBUTIONS*

- The Council's Director Corporate & Community Services must ensure that:
  - monies collected by the Council as cash-in-lieu of car parking contributions are accounted for separately to general revenue in the Parking Reserve; and
- When making recommendations to the Council concerning the expenditure of cash-in-lieu parking funds, the Council's Director Engineering Services is to follow these guidelines:
  - expenditure must be in accordance with the Central Coast Parking Strategy (once developed);
  - funds are to be used for the following:



- acquisition of land for parking in the municipal area;
- construction of public parking, both on-street and off-street;
- improvement to existing parking facilities and on-street parking;
- servicing of loans obtained to provide parking;
- maintenance of public parking areas; and
- public transport, walking or cycling infrastructure

which would result in a reduced demand for parking in that area.

## *APPENDICES*

APPENDIX 1: Central Coast Planning Scheme Schedule 11

APPENDIX 2: Decision making Framework

Sandra Ayton  
GENERAL MANAGER

CENTRAL COAST PLANNING SCHEME SCHEDULE 11

*S11.0 CAR PARKING SCHEDULE*

*S11.1 PURPOSE OF SCHEDULE*

S11.1.1 The purpose of this schedule is to ensure that use or development has adequate and suitably designed and constructed car parking.

*S11.2 APPLICATION OF SCHEDULE*

S11.2.1 This schedule applies to all uses and developments in all zones except the Ulverstone Wharf Area as defined in Schedule 14.

S11.2.2 Proposals for use or development to which this schedule applies must demonstrate compliance with the standards set out in clauses S11.3.1 – S11.3.3 below.

*S11.3 STANDARDS FOR USE OR DEVELOPMENT FOR THE CAR PARKING SCHEDULE*

*S11.3.1 CAR PARKING PROVISION*

<i>OBJECTIVE: TO ENSURE THAT SUFFICIENT AND SAFE PARKING IS PROVIDED FOR CARS.</i>	
<i>PERFORMANCE CRITERIA</i>	<i>ACCEPTABLE SOLUTION</i>
<p>P1 Where the number of car parking spaces to be provided on-site does not satisfy the AS A1 or A2:</p> <p>(a) the number of car parking spaces may be waived or reduced if:</p> <p>(i) there is no adverse impact on the streetscape;</p> <p>(ii) the number or size of vehicles will not create a traffic hazard or create on-street parking congestion; and</p>	<p>A1 The number of car parking spaces to be provided on-site must be in accordance with the Car Parking Table S11.3.2 and:</p> <p>(a) where a development involves multiple uses, the car parking requirements must be the sum of the requirements for each of those uses;</p> <p>(b) where the use involves shifts, the number of employees is the maximum number of persons employed on-site in any given shift in the normal course of operations; and</p>

<p>(iii) there is no adverse impact on the amenity of the surrounding locality;</p> <p>(b) the Council may require a cash-in-lieu contribution for the number of car parking spaces not provided; and</p> <p>(c) the amount of the cash-in-lieu is to be determined based on the cost of land plus the cost of drainage, kerbing, pavement, marking out, signage and landscaping works.</p> <p>The 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 the land.</p>	<p>(c) where no standard is set in the Car Parking Table S11.3.2 for a use there is no acceptable solution for that use.</p>
<p>P2 The minimum on-site carparking spaces to be provided must demonstrate that the use including:</p> <p>(a) the anticipated vehicle movements;</p> <p>(b) number of employees in any shift;</p> <p>(c) number anticipated visitors on-site at any time; and</p> <p>(d) other relevant factors will not:</p> <p>(i) adversely impact on the streetscape;</p> <p>(ii) create a traffic hazard;</p> <p>(iii) create on-street parking congestion; or</p> <p>(iv) adversely impact on the amenity of the surrounding locality.</p>	<p>A2 Where there is no minimum standard set in Table S11.3.2, there is no acceptable solution.</p>

### S11.3.2 CAR PARKING TABLE

<i>USE</i>	<i>MINIMUM NUMBER OF CAR PARKING SPACES</i>
Animal breeding, boarding or training	1 per employee plus 1 per 10 enclosures
Bulky goods sales	1 per employee plus 1 per 100 m <sup>2</sup> of site area
Business and professional services	1 per employee plus 3 per 100m <sup>2</sup> of net floor area
Community services: (a) emergency services and (b) cultural & recreation;  (c) any other use	(a) and (b) 1 per employee plus 1 visitor space 1 per employee plus 10 per 100m <sup>2</sup> of net floor area  (c) No minimum standard set
Corrective institution	No minimum standard set
Educational and occasional care: (a) pre-school & child care; (b) primary, secondary & matriculation; and (c) tertiary  (d) aged care;  (e) any other use.	(a) (b) and (c) 1 per employee plus 1 per 5 students 1 per employee plus 1 per 20 students 1 per employee plus 1 per 2 students  (d) 1 per employee plus 1 per 3 beds  (e) No minimum standard set
Equipment and machinery sales and hire	1 per employee plus 1 per 150m <sup>2</sup> of site area
Extractive industry	1 per employee plus 1 visitor space
Food services	1 per employee plus 7 per 100 m <sup>2</sup> of net floor area
General retail and hire	1 per employee plus 7 per 100m <sup>2</sup> of net floor area

Hospital services	1 per employee plus 1 per 2 beds
Hotel industry	1 per employee plus 1 per guest room plus 10 per 100 m <sup>2</sup> of lounge, bar and beer garden floor area plus 10 per 100m <sup>2</sup> of bottle shop gross floor area
Manufacturing and processing	1 per employee plus 1 visitor space (minimum 4 spaces)
Natural and cultural values management	No minimum standard set
Recycling and waste disposal	1 per employee plus 1 per 150m <sup>2</sup> of site area
Research and development	1 per employee plus 2 visitor spaces
Residential	(a) For each dwelling unit in a strata scheme 1 space per dwelling unit and 1 visitor space per dwelling unit.  (b) For all other Residential uses 2 spaces per dwelling unit less the number of spaces provided in a garage or carport.
Resource development	1 per employee
Resource processing	1 per employee plus 1 visitor space
Service industry	1 per employee plus 2 per 100m <sup>2</sup> of net floor area
Sports and recreation	No minimum standard set
Storage	1 per employee plus 1 visitor space
Tourist accommodation	1 per employee plus 1 per each accommodation unit

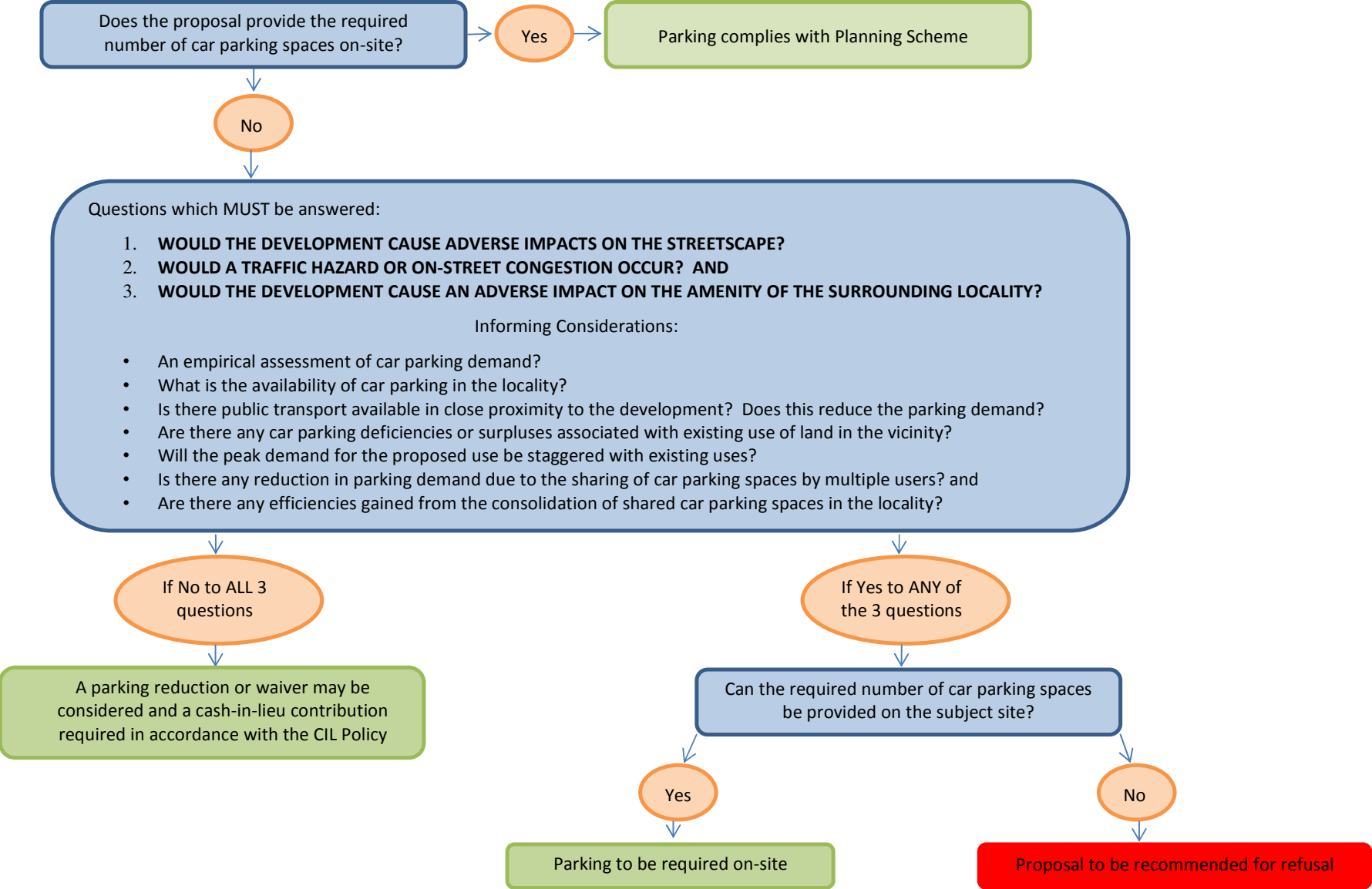
Tourist operation	1 per employee plus 10 per 100m <sup>2</sup> of net floor area plus 0.4 per 100m <sup>2</sup> of site area
Transport depot and distribution	1 per employee plus 0.2 per 100m <sup>2</sup> of site area
Utilities	1 per employee
Vehicle fuel sales and service	1 per employee plus 5 per 100m <sup>2</sup> net floor area
Vehicle parking	At least 1 car park
Vehicle sales and hire	1 per employee plus 2 per 100m <sup>2</sup> of net floor area plus 0.5 per 100m <sup>2</sup> of outside display area.

### *S11.3.3 CAR PARK DESIGN AND CONSTRUCTION*

<i>OBJECTIVE: TO ENSURE THAT CAR PARKS PROVIDE SAFE PARKING AND ARE WELL DESIGNED AND CONSTRUCTED.</i>	
<i>PERFORMANCE CRITERIA</i>	<i>ACCEPTABLE SOLUTION</i>
P1 No performance criteria	A1 The access, dimensions and design of car parking spaces must comply with Australian Standard AS 2890.1-1993 Off Street Parking Part 1- Car Parking Facilities.
P2 No performance criteria	A2  (a) In the following zones parking spaces, accesses and turning bays must be paved with concrete, masonry blocks or bituminous seal and be graded, drained, kerbed and marked out:  (i) Residential Zone;  (ii) Industrial Zone;  (iii) Local Business Zone;

	<p>(iv) Business Zone; and</p> <p>(v) Commercial Zone;</p> <p>(b) In other zones, paving material must provide all-weather access.</p>
P3 No performance criteria	A3 An on-site turning area must be provided where more than 2 car parking spaces are required or commercial vehicles enter the site.
P4 No performance criteria	A4 All public car parking areas must be designed and developed in accordance with a detailed landscape plan.

Decision Making Framework



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