

**Important note:**

**At its Ordinary Meeting of Council on 25 September 2013, Council resolved to:**

- 1. Temporarily suspend for a period of twelve months the application of cash payments in lieu of onsite car parking as provided for by clause 5.7.4 of Local Planning Scheme No. 4 and local planning policy, D.B.M7 Cash in lieu of Car Parking Policy, for development applications within the Fremantle Activity Centre\* for the following land uses:**

- **Office;**
- **Retail/Shop with active frontages to the adjacent public realm;**
- **Hotel;**
- **Restaurant;**
- **Small bar; and**
- **Tourist Accommodation**

**And communicate to landowners and the development industry that the temporary suspension is intended to act as an incentive to stimulate development activity in the immediate future, and there is no certainty that the Council will suspend the application of the policy beyond September 2014.**

- 2. Continue to apply the planning provisions regarding cash payments in lieu of onsite car parking as provided for by clause 5.7.4 of Local Planning Scheme No. 4 and local planning policy, D.B.M7 Cash in lieu of Car Parking Policy, within the Fremantle Activity Centre\* for all other land uses not listed in Part 1 of this resolution.**

**\* Refer page 3 for Fremantle Activity Centre boundary**

**D.B.M7      CASH-IN-LIEU OF CAR PARKING POLICY**

**OBJECTIVE**

The objective of this policy is to provide guidelines for the application of cash-in-lieu of car parking under Clause 52(f) of Town Planning Scheme No. 3.

**POLICY**

1. This policy applies to the Central City zone of the Metropolitan Region Scheme (bounded by Howard Street, South Terrace, Parry Street, Knutsford Street, Ord Street, Tuckfield Street, Burt Street, Queen Victoria Street, the railways reservation and Marine Terrace) and to the Fishing Boat Harbour Special Use Zone, as defined in the Metropolitan Region Scheme.
2. In all other areas, the full parking requirement, as specified in Table 3 of Town Planning Scheme No. 3, shall be provided on site, unless there are exceptional circumstances.
3. Where a portion, or the entire car parking requirement as specified in Table 3 of Town Planning Scheme No. 3:

- (a) is not proposed to be provided on the site of the proposed development, or
- (b) is deemed by Council to be inappropriate (having regard to Clause 60 of Town Planning Scheme No. 3),

the developer shall be required to provide cash-in-lieu of car parking for the number of parking bays not provided on the development site.

4. When redevelopment of an existing building or a change of use is proposed and a cash-in-lieu of car parking requirement for five or fewer parking bays is identified, Council may waive the requirement for provision of cash-in-lieu of car parking.
5. The cash-in-lieu of car parking requirement will be included as a condition of the planning consent for the proposed development and shall be payable prior to the issue of a building licence for the proposed development. Where cash-in-lieu of parking is to be considered for more than 20 car parking bays, Council can consider entering into an agreement for staged payments, supported by a bank guarantee.
6. Council shall hold the cash-in-lieu funds received by Council for the purpose of provision of car parking in a location where the development will generate the need for such parking space. Alternatively, the funds may be regarded as a contribution towards the cost of the provision of existing parking facilities (i.e. meeting debt repayment costs) where such facilities are located nearby and have sufficient spare capacity to accommodate the additional parking generated by the proposed development.
7. The contribution per bay within the MRS Central City zone is \$6,000. The contribution per bay has been reduced by 50% to allow for the income generating potential of the parking bays. The 50% reduction shall not apply in the case of development in other zones.
8. The cost per bay will be reviewed annually taking into consideration the consumer price index and car park construction costs, including drainage, lighting and landscaping.
9. If any portion of the development is not substantially commenced within the timeframe required by the building licence the Council can determine the revised car parking requirement for the site, if any, and a refund for an appropriate proportion of the cash-in-lieu payment will be determined. Council will not allocate any funds provided as cash-in-lieu payments until the works associated with the planning approval have been substantially commenced.
10. Any parking bays provided by Council as a result of cash-in-lieu payments will be administered by Council, made available to the general public and Council may impose fees for usage.
11. Where Council has not provided the required car parking within ten years of receipt of the cash-in-lieu payment, the cash-in-lieu payment can be refunded.

*Adopted:* 6/9/99  
*Amended:* 23/10/00

Fremantle Activity Centre boundary:

