

City of Swan

Payment in Lieu of Parking Plan

Ellenbrook Town Centre

JUNE 2023



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Payment in Lieu of Parking Plan Ellenbrook Town Centre

City of Swan

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REV	DATE	DETAILS
B	20/06/2023	Final ETC Payment in Lieu of Parking Plan

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WSP acknowledges that every project we work on takes place on First Peoples lands.

We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

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PS135768-PAM-REP-001 RevA -
City of Swan - Ellenbrook Town
Centre - Payment in Lieu of Parking
Plan

June 2023

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1 Introduction

1.1 Regulatory compliance

This Payment in Lieu of Parking Plan (the Plan) has been created under Schedule 2, Part 9A of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) and has been prepared in the Manner and Form approved by the Western Australian Planning Commission (WAPC).

1.2 Purpose

This Plan, together with the Regulations, governs the application of payments in lieu of providing car parking for development in the area(s) identified in this Plan. This plan outlines the purposes for which payment in lieu of car parking will be used in the areas(s) identified and how money collected will be administered.

Payment in lieu of parking provides options for different development types, particularly small developments. It creates opportunities for more efficient provision of parking within the ETC and reduces the cost of development on constrained sites where parking demand exceeds the reasonable capacity for parking provision.

Payment in lieu is also a valuable source of funding for transport infrastructure, including development of shared public car parks, management technology, wayfinding, shared paths, streetscape improvements and other local transport amenities.

1.3 Operational dates

The Plan commenced operation on *<Insert Date – Day after Publication of Notice of Adoption – clause 77N(1)(a)>*.

The Plan will cease operation on *<Insert Date>*, being 10 years from the operational date, unless extended in writing by the WAPC prior to the expiry date.

1.4 Objectives of the Plan

The objectives of the Plan are:

- To deliver parking that is sufficient to support the economic development of the Ellenbrook Town Centre (the ETC).
 - To ensure that the provision of parking meets the desired planning outcomes, which is a town centre that is “a place for people”, has great amenity, is commercially vibrant, and is easily accessible and environmentally sustainable.
 - To support access to the ETC by private vehicle, while ensuring that the provision of parking does not undermine the desire to encourage the use of public transport, walking and cycling to and from the ETC.
-

1.5 Linkages to relevant adopted planning documents

The Plan supports the implementation of the following documents and the Integrated Planning and Reporting framework:

Ellenbrook Town Centre Documents

- Ellenbrook Parking Strategy Update (2022)
- Ellenbrook Town Centre Development Plan (2021)

City of Swan Planning and Policy Documents

- Local Planning Strategy (2020)
- Local Planning Scheme No.17 (2021)
- Strategic Community Plan 2021 – 2031
- Corporate Business Plan 2022/23 – 2025/26
- Vehicle Parking Standards – POL-TP-129 (2021)
- Local Commercial and Activity Centres Strategy (2016)
- Transport Strategy (2014)

2 Terms used

2.1 Terms used

The terms used in the Plan have the same meaning as in the Regulations.

3 Parking plan application and area

This Plan relates to the area specified in Section 3.1. Moneys collected within the Plan area must be spent in the Plan area.

3.1 Map(s)

This Plan applies to the area in the Ellenbrook Town Centre Area and Ellenbrook Town Centre Core Area as depicted in Figure 3.1.

3.1.1 Individual area map

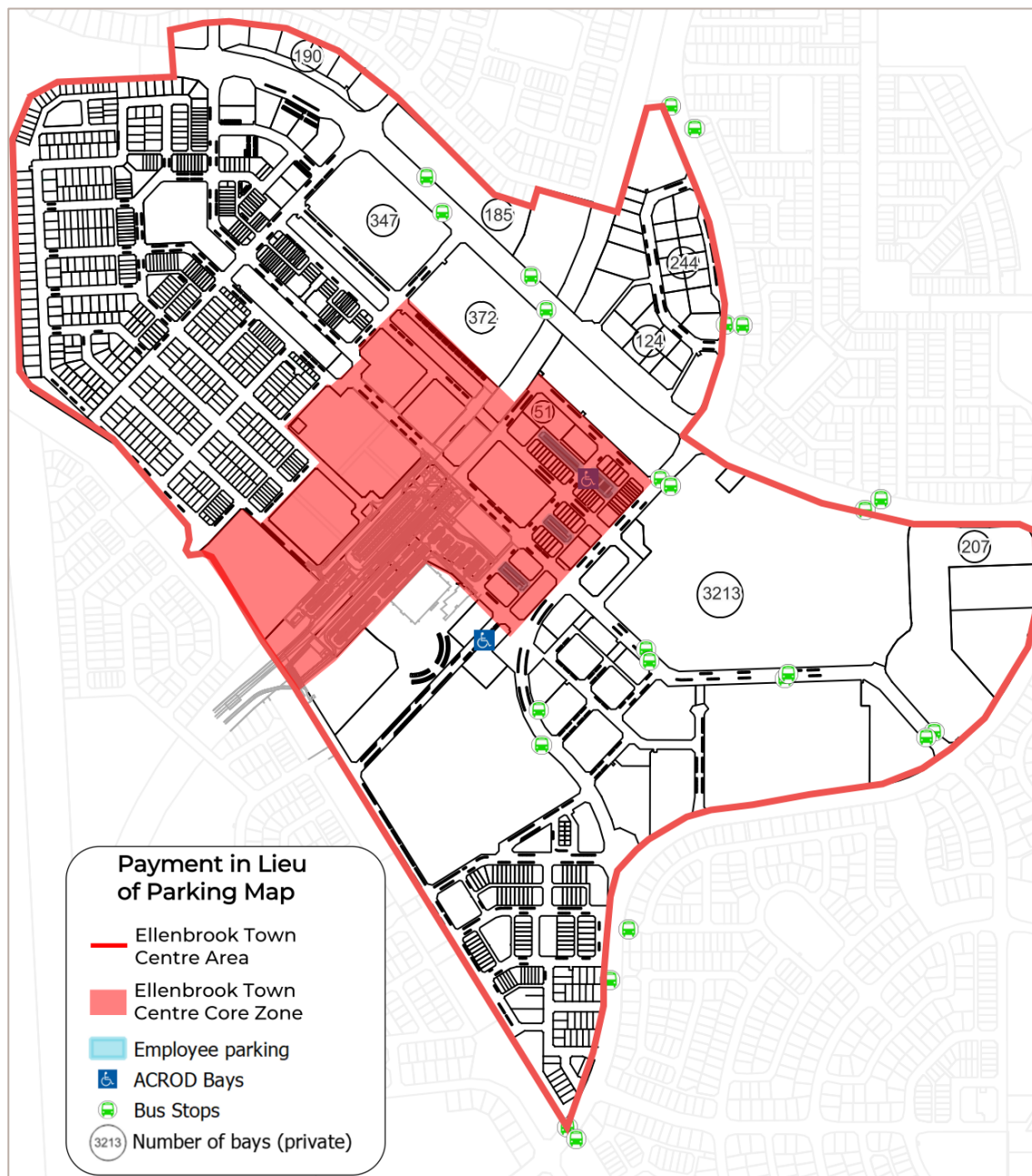


Figure 3.1 Ellenbrook Town Centre payment in lieu of parking contribution area

3.2 Application of payment in lieu of parking

3.2.1 Car parking rates

The Ellenbrook Parking Strategy defines the following desirable and minimum rates for the Ellenbrook Town Centre (Table 1).

Table 1 Car parking rates for non-residential uses

Land Use	Desirable Rate (per 100m ² of NLA)	Minimum Rate (per 100m ² of NLA)
Retail / Medical / F&B	4.3	4.0
Office / Entertainment	2.0	
Bulk Retail / Service Commercial	2.5	2.2
Other: Childcare	1 per 5 places	

The parking rates for specific uses not included in Table 1 (e.g. educational institutions, cultural facilities) should be dealt with on a case-by-case basis, taking the location of the use and its operational requirements, such as the number of employees or students and hours of operation into consideration. This should be described in a Parking Needs Assessment, prepared in support of the Development Application.

Exception - mixed use development: Parking within a mixed-use development may be reduced on the basis of a Parking Needs Assessment that demonstrates that bays may be shared between on-site uses. Where on-site parking is provided at less than the identified peak demand, a payment in lieu of parking contribution will be required.

3.2.2 Ellenbrook Town Centre Area

Payment in lieu of parking contributions will be required to be paid when parking provided on site is less than the desirable rate as described in Section 3.2.1. On-site parking must be provided at or above the minimum rate.

3.2.3 Ellenbrook Town Centre Core Area

Payment in lieu of parking contributions will be required to be paid for the following uses when parking provided on site is less than the desirable rate as described in Section 3.2.1. Payment in lieu of parking may be applied to any reduction in supply below the desirable rate.

4 Reasonable estimate of costs for payment in lieu

4.1 Calculation of reasonable estimate of costs

This section of the Plan determines a reasonable cost estimate for the City to provide car parking and other infrastructure, including local transport and streetscape improvements, in lieu of providing car parking on the development site.

The calculation of a per bay rate has been determined by the City for transparency. The City can amend this rate in line with changing costs, to reflect the current market value, such as land valuation or construction cost changes.

This calculation is based on an approved method of calculation governed by the WAPC, in accordance with Clause 77H(4) and (5).

The payment in lieu expense per bay will be based on the cost of construction of a single multi-deck parking space.

This cost will be calculated by the City on an annual basis, with the applicable payment in lieu contribution determined to be 50% of this cost and prescribed in the City of Swan's *Schedule of Fees and Charges*.

An introductory rate of \$18,917 is recommended. This is consistent with the current cash-in-lieu payment established in 2013, and is approximately 50% of the reasonable cost of construction for a standard multi-deck parking space (\$1,200/sq.m as of 2021).

4.2 Revision to reasonable estimate of costs

The Reasonable Estimate of Costs in this Plan will be reviewed and can be revised by the City time to time using the method(s) approved by the WAPC (as published in the Gazette).

Revised Estimates of Cost will be published in the updated version of the Plan in Section 4.1, together with a note confirming the date of inclusion of the revised estimate.

Revised Estimates of Cost will also be included in Section 1 of the Plan, under a new subsection titled 'Amendments to the Plan'. All amendments / revisions to the Plan will be made in accordance with clause 77M and will be published by the City and maintained in table form in Section 1, in accordance with clause 77L.A.

4.3 Attribution of costs

4.3.1 *Ellenbrook Town Centre Core Area*

Contributions collected through payment in lieu of parking within the Ellenbrook Town Centre Core Area, as defined by this Plan, will be spent within the Ellenbrook Town Centre Core Area.

All contributions collected will be used for the purposes defined in Section 5 of this Plan.

4.3.2 *Ellenbrook Town Centre Area*

Contributions collected through payment in lieu of parking outside of the Ellenbrook Town Centre Core Area, will be used for infrastructure works within 400m of the associated development.

All contributions collected will be used for the purposes defined in Section 5 of this Plan.

5 Purposes for which payment in lieu will be applied

In accordance with clause 77I(2), contributions collected through payment in lieu of parking shall be paid into a designated Reserve Account owned and managed by the City, which shall only be used for the following purposes:

- Public car parking infrastructure;
- Other transport infrastructure; and/or
- Ancillary or incidental purposes

The items defined under these categories are detailed in Section 5.1, 5.2 and 5.3 of this Plan.

5.1 Public car parking infrastructure

The public car parking infrastructure items that payment in lieu will be used for under this Plan include:

- Construction of public car parking facilities, include general car parking and specialised bays (ACROD, on-demand transport / taxi bays).
- Improvements to existing public car parking facilities.
- Provision of associated lighting.
- Supporting parking infrastructure, including parking ticket machines / parking metres and other parking technology to support parking management measures, parking control signage, line marking.

No funds from the Reserve Account shall be used for the operation of car parks, or to fund parking enforcement.

5.2 Other transport infrastructure

Other transport infrastructure items that payment in lieu will be used for under this Plan include:

- Construction of new, or upgrades to existing, pedestrian and bike riding infrastructure (this includes the provision of traffic calming measures, footpaths, shared paths, secure bicycle parking facilities / end of trip facilities).
 - Funding support for elements to improve public transport use.
 - Construction of public motorcycle parking.
 - Installation of wayfinding and signage.
-

5.3 Ancillary or incidental purposes

Ancillary or incidental purposes items that payment in lieu will be used for under this Plan include:

- Provision of shade trees to enhance the streetscape and deliver improvements to the public realm.
- Provision of street furniture to enhance the streetscape and deliver improvements to the public realm.
- Undertaking streetscape improvements, cycling network improvements and other infrastructure upgrades where these would result in a reduction in driving mode share and / or parking requirements.
- Education campaigns to encourage public transport and active transport use.

6 Operation

6.1 Operational requirements

The Plan shall operate in accordance with Part 9A of the Regulations.

6.2 Triggers for payments to be made

Payment of money shall be made to the City to satisfy a payment in lieu of car parking condition validly applied to a development approval for development located in the area subject to the Plan. The payment in lieu of car parking condition applied to the development approval shall specify when the City requires payment of monies to be made.

Prior to granting development approval and imposing a condition for payment in lieu of parking, the City must give the applicant a notice of apportionment in accordance with clause 77F(1)(b), which confirms the specified shortfall of car parking spaces in the proposed development that is to be dealt with by the condition, which will read as follows:

“Prior to the commencement of development, payment of <insert total amount> shall be made to the City of Swan for Payment in Lieu of <insert number of car parking bays> car parking bays which have not been provided on site or in a shared parking arrangement. This condition has been imposed under the requirements of the City of Swan’s Payment in Lieu of Parking Plan (this Plan) and Schedule 2, clause 77H of the Planning and Development (Local Planning Schemes) Regulations 2015.”

6.3 Decision-making on Development Applications using this Plan

Decision makers are to have due regard to the Plan when making decisions on development applications that seek or require consideration of Payment in Lieu of Car Parking under the Plan.

7 Financial Administration (clause 77I)

7.1 Reserve Account to be established and maintained

The City shall establish and maintain a Reserve Account for money collected under the Plan (clause 77I(1)). The Reserve Account shall be established under the provisions of the *Local Government Act 1995*, Section 6.11. The reserve account shall be operated in accordance with the requirements of the *Local Government (Financial Management) Regulations 1996*.

7.2 Interest earned

Interest earned on the Reserve Account under the plan shall be treated in accordance with clause 77I, noting that clause 77I(3) requires interest earned on monies held in the Reserve Account must be applied for the purposes set out in this Plan.

7.3 Records to be kept

Records of income and expenditure for the Reserve Account established under the Plan shall be maintained by the City until all funds have been expended or repaid.

7.4 Reporting

Report of the Reserve Account shall be provided in accordance with the requirements of the *Local Government (Financial Management) Regulations 1996*.

7.5 Invoice for payment of money

In addition to a payment in lieu of parking condition applied to a development approval under clause 77H, the City shall issue an invoice to the payer at the appropriate time to enable the payer to satisfy the condition of development approval. The invoice shall specify the method and timing for payment of the money required to satisfy the payment in lieu of parking development approval condition.

7.6 Money held in the Reserve Account at the expiry of the Plan

Money held in the Reserve Account at the Expiry of the Plan shall be treated in accordance with clause 77I(5), (6) and (7) of the Regulations.