

Town of Claremont

Draft Payment in Lieu of Parking Plan

Prepared by Town of Claremont - March 2023

Initiated for public consultation by Council – 18 April 2023

Adopted by Council – day month 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 identified in this Plan. This plan outlines the purposes for which payment in lieu of car parking will be used in the areas identified and how money collected will be administered.

1.3 Operational dates

The Plan commenced operation on 1 July 2023. The Plan will cease operation on 1 July 2033, being 10 years from the operational date, unless extended in writing by the WAPC prior to the expiry date.

1.4 Amendments to the Plan

Amendments to the Plan shall be made in accordance with clause 77M and the current version shall be published in accordance with clause 77L.

A record of amendments to the Plan shall be maintained in the table below:

Amendment No	Date	Comment

1.5 Objectives of the Plan

The Plan has the following objectives:

- (a) To provide for the ability to impose conditions on development approvals requiring contributions towards infrastructure as established in this plan.
- (b) To facilitate the provision and development of public parking and associated infrastructure:
 - Within and around the Claremont Town Centre
 - At the Swanbourne Local Centre, and
 - At the Ashton Avenue Local Centre.
- (c) To outline the purposes for which money paid in accordance with any payment in lieu of parking condition imposed by the Town on an approval of development located in the area will be applied.
- (d) To support access via public transport, walking and cycling, as well as private vehicles.

1.6 Linkages to relevant adopted planning documents

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

1.6.1 Strategic Community Plan – Claremont Ahead 2021-2031

The [Strategic Community Plan](#) is the overarching document that sets out in broad terms the visions, aspirations and objectives of the community. The Strategic Community Plan has been developed following extensive consultation with the Town of Claremont community and stakeholders, and forms the basis for the Town's projects and endeavours for the decade ahead.

The plan identifies the following strategic objectives related to this plan:

- (i) Demonstrate a high standard of governance, accountability, management and strategic planning
- (ii) Manage our finances responsibly and improve financial sustainability
- (iii) Promote and support initiatives that improve traffic flow
- (iv) Effectively manage and enhance the Town's community facilities in response to a growing community
- (v) Plan for the development of attractive and thriving activity nodes to support small local business.

1.6.2 Town of Claremont Corporate Business Plan 2022-2025

The [Town of Claremont's Corporate Business Plan 2021/22 to 2024/25](#) has been created to set out the key priorities, projects, services and activities within the Town's resource capacity for the next four years. It forms part of the Town's integrated planning framework that activates the Town's Strategic Community Plan - Claremont Ahead 2031.

The plan identifies the following strategic objectives related to this plan:

- (i) Source and secure alternative revenue streams that can provide longer term financial sustainability
- (ii) Plan for and implement outcomes for the Town's land assets to ensure financial viability is achieved consistent with community expectations.
- (iii) Facilitate the development of School Traffic and Transport Management Plans in partnership with education institutions and businesses
- (iv) Develop and implement a Town wide Parking Precinct Plan with associated Cash-In Lieu Public Parking Plan
- (v) Review the space between the Town Centre and the railway to create better connections and development opportunities
- (vi) Support Transit Oriented Developments in the Town

- (vii) Incorporate public parking and transport plans in the Local Planning Strategy for the Town
- (viii) Consult and plan for an improved cycle network across the Town.

1.6.3 Town of Claremont Long Term Financial Plan 2017-2027

The [Town of Claremont's Long Term Financial Plan 2017/18 to 2026/27](#) details what the Council proposes to do in the next 10 years as a means of ensuring the Town's financial sustainability. It is aligned to other core planning documents by which Council is accountable to the community, including the Town's Strategic Community Plan and Corporate Business Plan.

1.6.4 Town of Claremont Local Planning Strategy (draft)

The Local Planning Strategy sets the objectives and long-term planning directions for the Town to ensure a suitable supply of appropriately zoned land to accommodate future population change and economic development over a 15 year period. This document is key in shaping 'where, why and how' of future planning and development outcomes in the Town of Claremont.

Following on from the survey and community consultation events held in mid-2021, the Town prepared a draft Local Planning Strategy for Council's consideration.

At its Ordinary Meeting dated 14 June 2022, Council resolved to adopt the draft Local Planning Strategy for the purpose of forwarding it to the WAPC for certification and requested permission to extend the formal public advertising period from 21 days to a minimum of 60 days.

The documents were submitted to the WAPC on 20 June 2022.

A Traffic, Transport and Planning Strategy was prepared in support of the Local Planning Strategy. Relevant recommendations related to parking contained within the Strategy are as follows:

1.6.4.4 Parking Recommendations

- (vi) Develop a Parking Strategy to identify and prioritise potential sites for the construction of parking to serve the Town Centre.
- (vii) Utilise parking pricing and cash-in-lieu mechanisms to limit parking supply in the Claremont Town Centre, with a management regime that reflects the intended function of parking zones. This may ultimately transition into a de facto parking cap as development proceeds.
- (viii) Review the costing mechanism for cash-in-lieu on a periodic basis, to ensure that it adequately captures the Town's financial burden for the provision of parking.
- (ix) Continue to support and incentivize cash-in-lieu as a key mechanism for funding public parking and local transport improvements, including through planning concessions in the Town Centre.
- (x) Consider including parking fees in the Parking Reserve Fund; as opposed to the current free parking and infringement strategy
- (xi) To maximise the efficiency of scarce parking resources, parking in Local Centres should be shared as much as possible, and supported by reciprocal agreements...

- (xiv) Prepare clear information on parking management changes directed at the community and planners/developers/designers.
- (xv) Update current website information on parking to include detailed information about all public parking facilities, fees, hours of operation and time restrictions.
- (xvi) Develop a wayfinding and parking signage package to assist drivers in locating parking (public and private).

1.6.4.6 Wayfinding and Signage Recommendations

- (i) Review existing parking wayfinding and signage facilities.
- (ii) Implement a consistent Parking Wayfinding and Signage Strategy, which features customer led information including walking distances and times to various nearby destinations.
- (iii) Assess when dynamic signage might be appropriate using parking survey data as a way of identifying where high occupancy may be reduced by better information regarding suitable alternative parking locations.
- (iv) Direct some parking related funds towards wayfinding infrastructure.

1.6.5 Claremont Town Centre Precinct Structure Plan (draft)

Movement to, from and around the Town Centre Precinct Structure Plan (TCPSP) is supported by a number of major transport infrastructure links including Stirling Highway, Stirling Road, Guger Street, a strong public transport network and access to pedestrian and cycle paths.

The objectives for vehicle parking within the TCPSP are as follows:

- (a) To ensure that vehicle parking requirements assist in incentivising alternative forms of transport, including public transport and walking/cycling in order to reduce the impact of traffic congestion in the Town Centre.
- (b) To ensure that vehicle parking within the centre is managed in an efficient way and shared use of bays is prioritised over private exclusive use.
- (c) To encourage the development of parking stations on the periphery of the centre to assist in alleviating excessive traffic intrusion and congestion in the Town Centre.
- (d) To prioritise the provision of residential and existing customer parking in the core of the Town Centre, with the provision of staff parking in parking stations on the periphery of the Centre.

The Development Controls for vehicle parking within the TCPSP are as follows:

- (a) The requirements for car parking are outlined in the Town's Local Planning Scheme.
- (b) All vehicle parking is to be provided within the proposed development site area or parking stations paid for by cash in lieu funds, and not within the public realm.
- (c) Residential and short-term visitor/customer parking may be provided on site, but longer term parking is to be provided primarily in parking stations on the periphery of the Town Centre.
- (d) At grade vehicle parking shall be screened from the view of the primary and secondary street via built form, fencing, landscaping or other screening which provides a high quality interface with the public realm.

1.6.6 Stirling Highway Local Development Plan

The preparation of the Stirling Highway Local Development Plan (LDP) was supported by the Department of Planning on behalf of the WAPC on 30 May 2016. The objectives outlined within the Stirling Highway LDP include:

- (i) To improve the visual streetscape appeal and residential amenity of the land adjoining Stirling Highway whilst recognising Stirling Highway's significance as an important urban arterial road.
- (ii) To facilitate a significant increase in the type and number of quality local dwelling units and population, consistent with the *Directions 2031* infill targets, without undue detriment to the character of the existing residential areas.
- (iii) To estimate the likely extent of redevelopment in the short to medium term.
- (iv) To determine the appropriate acceptable scale and form of development for anticipated redevelopment sites.
- (v) To provide an urban design and planning framework to guide and encourage appropriate and responsible redevelopment of a high, yet affordable, quality.

The Claremont Town Centre PSP takes into account the Stirling Highway LDP recommendations on height and density. As the Stirling Highway LDP guides the density of development within this area, the Claremont Town Centre PSP introduces complimentary built form requirements that align with the original objectives of this Local Development Plan.

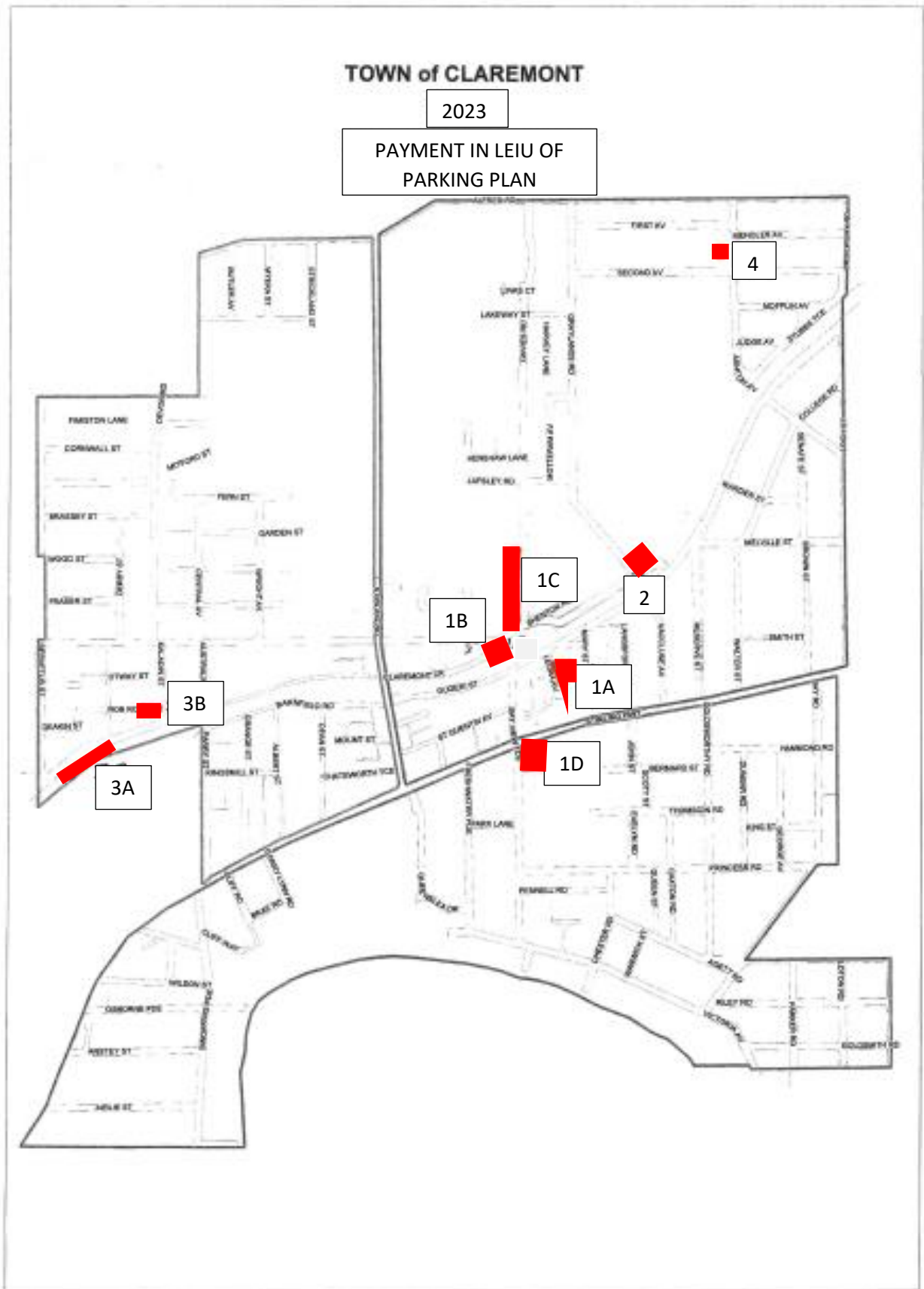
2. Terms used

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 Maps
Index Map



Individual Area Maps

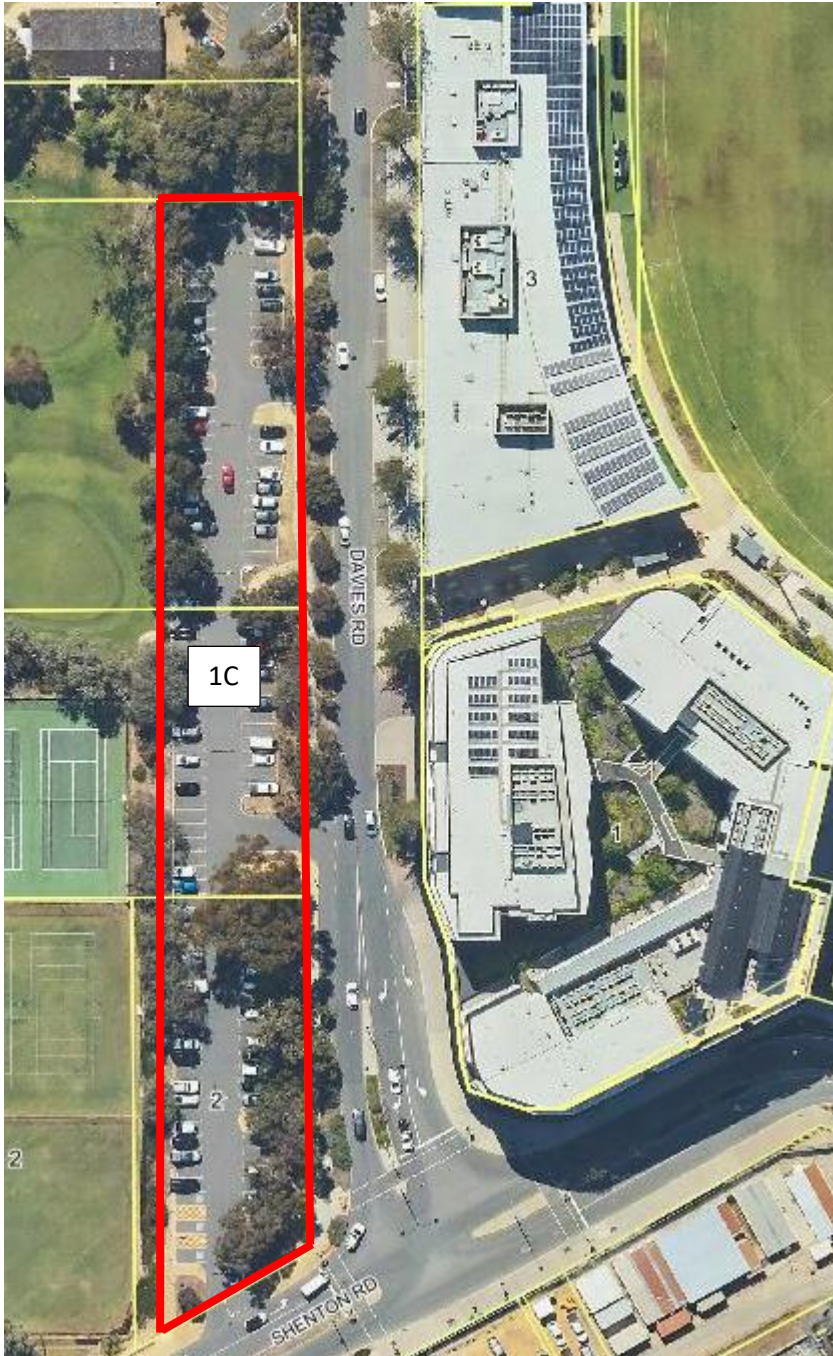
1. Town Centre and Surrounds



1A - Leura Avenue (east)



1B – Car Park 5 - corner Claremont Crescent and Shenton Road



1C - Davies Road west (north of Shenton Road)



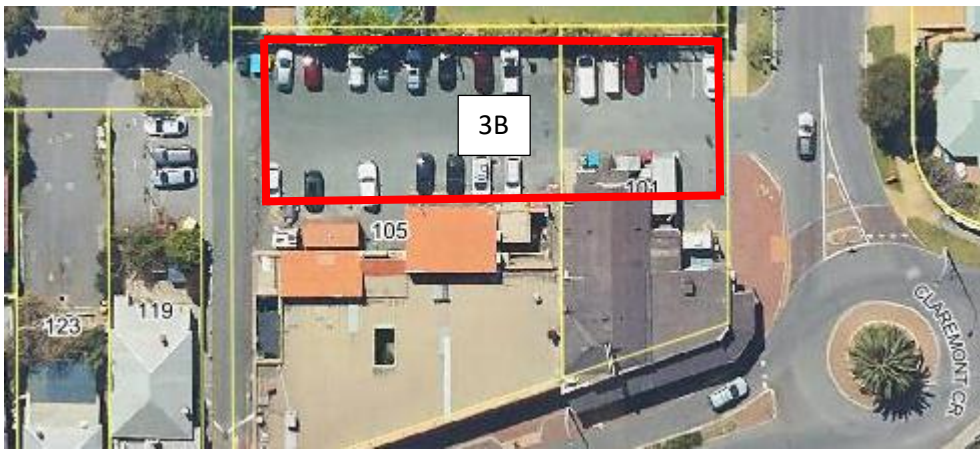
1D - Council's administration office (additional deck/s above at grade parking area).



2 – Corner Graylands Road and Shenton Road – Royal Agricultural Society Showgrounds – subject to landowner agreement



3A – Swanbourne PTA/Council Carpark



3B – Swanbourne Rear of 101-105 Claremont Crescent – subject to landowner agreement



4 – Council Drainage Sump – rear of 28 Ashton Avenue

4. Reasonable estimate of costs for payment-in-lieu

4.1 Calculation of reasonable estimate of costs

The plan includes reasonable estimates of costs of the Town to provide parking and other transport and incidental infrastructure in-lieu of providing parking on the development site.

The costs of this plan are based on the approved method(s) of calculation published by the WAPC in terms of Clause 77H(4) and (5) of the Regulations.

The Plan outlines the application of the WAPC approved method(s) used for the calculation of the Reasonable Estimate of Costs expressed in dollars applicable in each location identified in the Plan. In accordance with clause 77H, the Plan also sets out the application of the method(s) of the calculation for the reasonable estimate of costs which has been determined by the WAPC (as published in the Gazette). The basis of the calculation cost is as follows:

(infrastructure cost per m² x 15(m²) x parking space shortfall)

4.2 Revisions to reasonable estimate of costs

The Reasonable Estimate of Costs in this Plan can be revised by the Town from time to time using the method(s) approved by the WAPC (as published in the Gazette). Revised Estimates of Cost are 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.

Note: Where the method of calculation includes infrastructure costs, the Town will use a recognised construction cost publication to establish the construction cost escalation factor. The Plan will be updated to show the current revision to the Reasonable Estimate of Costs.

4.3 Attribution of costs

Contributions paid towards parking infrastructure in terms of the plan need to be spent in the area within which the contribution was made:

- In respect of the Claremont Precinct Structure Plan, this is in those locations marked on the map shown in section 3.1.
- In respect of the Swanbourne Local Centre, this is in those locations marked on the map shown in section 3.1.
- In respect of the Ashton Avenue Local Centre, this is in those locations marked on the map shown in section 3.1.

5. Purposes for which payment-in-lieu will be applied

In accordance with clause 77I(2), money collected under the Plan must be applied for the purposes set out below:

5.1 Public Car Parking Infrastructure

Infrastructure Item	Cost
Decked parking bays	\$19,500 per m ²

5.2 Other Transport Infrastructure

Infrastructure Item	Cost
Nil	

5.3 Ancillary or Incidental Purposes

Infrastructure Item	Cost
Nil Shade Trees	

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 Local Government 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 Local Government requires payment of monies to be made.

Prior to granting development approval and imposing a condition for payment in lieu of parking, the Town 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. The notice will be as per Attachment 1 and the condition will read as follows:

“Prior to commencement of development, payment of \$19,500 shall be made to the Town of Claremont 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 Town of Claremont Payment in Lieu Parking Plan and Schedule 2, clause 77H of the Planning and Development (Local Planning Schemes) Regulations 2015.”

Additional information, by way of an advice note, may be provided by the Town of Claremont to confirm its expectations for when payment should be made, which could relate to building permit stage, where applicable.

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.

The Town may consider the following variations to the requirement amount of carparking as detailed and in accordance with Clause 31(A) of the Town of Claremont Local Planning Scheme No. 3:

- (i) Variations to 'Retail Store', 'Shop (Intermediate)' and 'Shop (Small)' land uses in accordance with Clause 31A(1) and Table 3.
- (ii) Variations for non-residential development (excluding educational establishments) of up to 35% in accordance with Clause 31A(2) and Table 4 relating to:
 - (a) The proposed development is within 400m of a rail station and customers/staff are likely to use the train to access the development.
 - (b) The proposed development is within 100m of a stop on a high frequency bus route and customers/staff are likely to use the bus to access the development.
 - (c) The proposed development is within 400m of a public car park.
 - (d) The proposed development provides 10 bicycles bays or more and where 'end-of-trip facilities' are provided as recommended under a Local Planning Policy adopted under the provisions of the Scheme and customers/staff are likely to use bicycles to access the development.
 - (e) The proposed development is located within Town Centre or Local Centre zone and provides a public benefit, compliments the character of the zone and does not adversely impact the amenity of the locality.
 - (f) Where the building/place is listed on the Town's Heritage List, Local Heritage Survey or the State Register of Heritage Places (subject to the building or place being conserved to the satisfaction of Council).
 - (g) The proposed development contains parking controls which monitor and control use through boom-gates (or similar) and ticket issuing machines.

7. Financial Administration (clause 77I)

7.1 Reserve Account to be established and maintained

The Town has established and maintains a Reserve Account for money collected under the Plan (clause 77I(1)). The Reserve Account has been established under the provisions of the *Local Government Act 1995*, Section 6.11. The reserve account is 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.

7.3 Records to be kept

Records of income and expenditure for the Reserve Account established under the Plan shall be maintained by the local government 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 local government 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).

8. Attachment 1 – Notice of Apportionment



NOTICE OF APPORTIONMENT

Clause 77F(1)(b)(i) and (ii) of the *Planning and Development (Local Planning Schemes) Regulations 2015*

Version: 1.0 (June 2021)

Date of Notice: _____

Issuing Authority: _____

Notice is hereby given that the car parking space shortfall for the

at _____

is _____
insert total number of car parking spaces shortfall on site

Apportionment

Payment In Lieu of Parking

For the purposes of imposing a payment in lieu of parking condition in accordance with clause 77H, the number of car parking spaces for which payment in lieu is required is

insert number of car spaces subject to payment in lieu

Shared Parking Arrangement

For the purposes of imposing a shared parking arrangement condition in accordance with clause 77Q, the number of car parking spaces for which a shared parking arrangement condition is imposed is _____

insert number of car spaces subject to a shared parking arrangement

Signed: _____

Name: _____

Position: _____

