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Proposed C417melb

SCHEDULE 16 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO16**.

MACAULAY PRECINCT

1.0 Parking objectives to be achieved

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To encourage a travel mode shift toward 80 per cent of all trips to the precinct being by sustainable transport options.

To encourage provision of consolidated car parking and discourage the provision of on-site car parking on a site-by-site basis.

To minimise the impacts of on-site car parking and vehicle access on the transport system and the public realm.

To provide for the future adaptation of car parking to other uses and innovations in transport technology and practice.

2.0 Permit requirement

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A permit is required to provide car parking spaces as part of any use or development.

3.0 Number of car parking spaces required

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The maximum car parking rate for any land use (other than consolidated car park) is zero.

Any car parking spaces which are provided on a site should be provided as a consolidated car park.

For the purpose of this schedule, a consolidated car park is a car park that meets all of the following requirements:

- Is held in single ownership.
- Is available for shared usage by a catchment larger than the site on which the car parking is provided.
- Is managed in accordance with a car parking plan that is to the satisfaction of the responsible authority.

The number of car parking spaces should not exceed the rates set out in Table 1:

Table 1

Use	Rate	Measure
Dwelling	0.3 spaces	To each 1 bedroom dwelling
	0.45 spaces	To each 2 bedroom dwelling
	0.6 spaces	To each 3 or more bedroom dwelling
All other uses (Other than Consolidated Car Park)	0.5 spaces	To each 100 sqm of net floor area

4.0 Application requirements and decision guidelines for permit applications

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Application Requirements

The following application requirements apply to an application for a permit under Clause 45.09-5, in addition to those specified in Clause 52.06-7 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A report that provides clear justification and analysis as appropriate to demonstrate:

- How the provision of car parking achieves each of the objectives of this Overlay.
 - Whether public transport alternatives are available within 200 metres of the site.
 - How many existing and approved publicly accessible on-street or off-street parking spaces are, or are likely to be, available within 250 metres of the site.
 - The number of car parking spaces proposed and the proposed ownership structure.
 - Whether the car parking will be as part of a consolidated car park.
 - The adaptability of the car parking to other land uses.
 - How the number of car spaces proposed is the minimum needed to viably serve the land use parking i.e. car parking spaces.
 - Where private car parking is proposed, the extent that the carparking could be adapted for use as a consolidated car park.
- A car parking plan responding to the Requirements at Clause 6 of this Schedule.

Decision Guidelines

The following decision guidelines apply to an application for a permit under Clause 45.09-2, in addition to those specified in Clause 52.06-7 and elsewhere in the scheme and must be considered, as appropriate, by the responsible authority:

- Whether the objectives of this schedule have been met.
- The availability and proximity of public transport in the locality and the timing of future improvements to the network.
- How many existing and approved off-street car parking spaces are, or are likely to be, available within 250 metres of the site.
- Whether the car parking is provided as a consolidated car park.
- The ownership structure of any car parking spaces provided and whether the ownership structure prejudices them being able to be managed as a publicly available car park.
- Where private car parking is proposed, whether the car parking rates comply with the maximum rates set out in Table 1.
- The extent to which the proposed car parking meets the requirements of Clause 6 of this schedule.
- Whether the car parking is being provided as disabled, car share, or electric vehicle car parking spaces or spaces used for loading.
- The impact of the proposed car parking on local amenity, including pedestrian amenity and the creation of a high quality public realm.
- The impact of the vehicle access on bicycle, public transport and pedestrian infrastructure, on-street parking and loading facilities and traffic movements on the nearby road network.
- The use of the land and the need for the car parking.

5.0

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Financial contribution requirement

None specified.

6.0

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Requirements for a car parking plan

In addition to the requirements of Clause 52.06-8, a car parking plan must contain the following:

- The proposed allocation and ownership structure of the car parking.
- An indicative car park management plan framework detailing how the car parking spaces are proposed to be made available for shared use.

- Details of how the vehicle access point(s) impact on the existing and future road network and on the public realm and pedestrian and cyclist safety.
- Plans demonstrating how the car parking can efficiently be adapted to alternative uses in the long-term.
- Detail of all car share, electric vehicle, and disabled car parking spaces and spaces used for loading.
- Details of how all car spaces provided have the capability for electric vehicle charging facilities parking.

7.0

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Design standards for car parking

In addition to the requirements of Clause 52.06-9, the following design standards for car parking and other requirements for the design and management of car parking must be met:

- All car parking spaces are to be held in single ownership.
- The design must not prejudice the ability to adapt the car park for use as a Consolidated Car Park.
- The location and width of vehicle access-ways, crossovers and carpark entries must minimise the impacts on the pedestrian network.
- Vehicle access points wider than 6.1 metres must provide pedestrian refuges.
- The layout and design of above ground car parking areas must allow for adaptation to alternative land uses.
- The layout and design of car parking areas must:
 - Include the provision for internal queuing and minimise the need for cars to queue on the street.
 - Prioritise pedestrian and cyclist safety within the car park and at access points.
 - Prioritise provision of spaces for disabled parking, car share scheme vehicles, motorcycles and bicycle facilities designed in accordance with the requirements of Clause 52.34.
 - Allow natural ventilation.
- The location and design of car share bays must be:
 - Publicly accessible.
 - As close to the carpark entry as possible.
 - Well-lit and a short distance from an entry point, lift or staircase.
 - Located together and not dispersed throughout the parking area.
 - Signed and marked for the exclusive use of car share vehicles.
 - Not equipped with a bay by bay mechanical tandem or stacking system.
- A minimum of 5 per cent of any car spaces parking i.e. car parking spaces must be designated for disabled permit holders and designed to comply with the Disability Discrimination Act (DDA).
- All car parks must provide for electric vehicle charging.

The following design standards for car parking and other requirements for the design and management of car parking should be met, in addition to the matters that must be shown on plans prepared under Clause 52.06-9:

- All car parking spaces are to be made available for shared use.
- A minimum of 5 per cent of any car spaces provided designated as car share.

8.0

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Decision guidelines for car parking plans

The following decision guidelines apply to car parking plans under Clause 45.09, in addition to those specified in Clause 45.09, and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The extent that the car parking is adaptable to alternative land uses.
- The accessibility of car share, electric vehicle, and disabled car parking spaces and spaces used for loading.
- Whether the car parking plan encourages sustainable transport use.
- The impact of the proposed vehicle access on the existing or future transport infrastructure and local traffic management.
- The impact of the number, width, location and design of new vehicular access points on the safety and quality of the pedestrian environment, pedestrian amenity and kerbside space for outdoor seating areas.

9.0

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Background document

Macaulay Off-Street Car Parking Plan 2022.