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SCHEDULE 14 TO CLAUSE 45.09 PARKING OVERLAY

ARDEN PRECINCT

Shown on the planning scheme map as **PO14**.

1.0 Parking objectives to be achieved

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

To encourage a travel mode shift toward 90 per cent of all trips to the precinct being by sustainable transport options.

To identify preferred car parking rates for various uses.

To minimise the impacts of car parking areas on the public realm.

To provide for the future adaptation of car parking areas 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 subject to this overlay.

3.0 Number of car parking spaces required

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If a use is specified in the Table below, the maximum number of car parking spaces required for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

Table 1: Maximum car parking rate

Use	Rate	Measure
Dwelling	0.2 spaces	To each 1 bedroom dwelling
	0.3 spaces	To each 2 bedroom dwelling
	0.5 spaces	To each 3 bedroom dwelling
All other uses (Other than Car park)	3.2 spaces	To each 1000 sqm of gross floor area

4.0 Application requirements and decision guidelines for permit applications

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Application Requirements

An application to provide car parking must include a report that provides clear justification and analysis as appropriate to demonstrate:

- The demand for car parking is required to be provided on the site.
- The quantity and purpose of car parking being provided on the site.
- Whether existing on-street or other off-street parking spaces are available within 250 metres of the site and other sustainable transport alternatives within 200 metres of the site.
- The type of car parking being proposed including:
 - Proportions of car share, electric vehicle, bicycle, motorcycle, disabled and loading car parking spaces.
 - The proposed ownership of the car parking provided, and any public accessible

car parking spaces will be and managed as shared car parking spaces.

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 in this Parking Overlay Schedule. The responsible authority must consider, as appropriate:

- If located in the Arden Central – Innovation or Arden Central – Mixed Use sub-precincts, as identified on Plan 1 to Schedule 7 to Clause 37.01, whether the consolidated car parking can be:
 - Centrally located
 - Serves a broad catchment in the precinct
- If located in Arden North or Laurens Street sub-precincts, as identified on Plan 1 to Schedule 7 to Clause 37.01, whether the number of car parks does not exceed the Maximum car parking rate, specified at Table 1 of this Schedule.
- Whether the site is located within 250m of an existing or proposed stand-alone building to be used for publicly accessible consolidated car parking.
- The extent to which publicly accessible parking spaces are available within approximately 250m walking distance of the land use.
- The purpose and necessity of any car parking spaces that are to be provided and whether the parking will be publicly accessible.
- Whether the car parking spaces are being provided as disabled persons spaces.
- The extent of on-street and off-street parking provided in the vicinity of the site.
- The extent to which the development provides for a car parking arrangement on site which could be adapted to allow for other uses in future.
- The impact of the proposed on-site car parking on local amenity, including pedestrian amenity and the creation of a high quality public realm, including consideration of:
 - Any impacts posed by the number, width, location, and design of new vehicular access points on pedestrians, cycling and public transport and its impact upon traffic movement. This includes the impact of car park access points on existing bicycle infrastructure, public transport infrastructure, on-street parking and loading and unloading facilities.
 - The extent to which the proposed access points would conflict with any strategy or initiative to limit or prohibit traffic in certain roads.
- The availability of public transport in the locality and the timing of future improvements to the network.
- The impacts of the proposed car parking rates on creating sustainable modal shift toward 90 percent of trips being by walking, cycling and public transport use.
- Whether bicycles and motorcycles parking is provided.
- Whether parking for electric vehicles and car share is provided.
- *The Arden Precinct Parking Plan, August 2021.*

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Financial contribution requirement

None specified.

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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:

- An indicative car park management framework detailing how any publicly accessible car parking spaces will operate to facilitate shared use.
- Any proposed security systems designed to cater to 24-hour access to the car park by off-site users for a mixed use development and in the event that a car park within a residential

development is made publicly accessible in future, without compromising the security of the main building.

- Car parking areas at the ground floor and above designed to, or be capable of, facilitating the future adaptation to support alternate uses in the long term.
- Car parking spaces should be provided for disabled permit holders, delivery vehicles and car share vehicles in convenient location for each user group.
- Car parking areas should prioritise provision of spaces for disabled parking, car share scheme vehicles, motorcycles and bicycle facilities. The balance of spaces should be made available for use, on a shared basis where possible.
- Any spaces allocated to car share parking, motorcycle parking and bicycle parking.

7.0 Design standards for car parking

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

- Car parking areas should be designed to:
 - Allow natural ventilation.
 - Include the provision for internal queuing and minimise the need for cars to queue on the street.
- The location and design of car share bays should be:
 - Publicly accessible
 - In the most accessible level of a multi-storey car park
 - Well-lit and a short distance from an entry point, lift or staircase
 - In a location with a minimum height clearance to allow access by a cleaning van
 - Include the delivery of infrastructure (including electricity supply and signage), space and metering arrangements to support the installation of electric vehicle (EV) charging points.
- A minimum of 5% of all parking is to be provided as car share spaces to for use by registered car share vehicles.
- A minimum of 5% of all parking is to be provided as DDA spaces to for use by registered car share vehicles.

8.0 Decision guidelines for parking plans

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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 safety and convenience of the car parking facility for pedestrians, including lighting levels, surveillance systems, signage, ease of orientation and visibility.
- Whether any new vehicular access points are limited to facilitate safe access requirements of the development.
- 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.
- The impact of the number, width, location and design of new vehicular access points on the cycling, public transport networks and traffic movement including the impact of car park access points on existing bicycle infrastructure, public transport infrastructure, on-street parking and loading and unloading facilities.
- The extent to which the proposed access points would conflict with any proposal to limit or prohibit traffic on certain roads.
- Whether all car parks are capable of being retrofitted for electrical vehicle charging.
- The extent to which the car parking areas are designed for future adaptation.

9.0 Background document

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Arden Precinct Parking Plan, August 2021 (GTA now Stantec)