

14/04/2023
C216brim**SCHEDULE 2 TO CLAUSE 45.09 PARKING OVERLAY**

Shown on the planning scheme map as **PO2**.

ST ALBANS MAJOR ACTIVITY CENTRE**1.0**14/04/2023
C216brim**Parking objectives to be achieved**

To identify appropriate car parking rates for various land uses in the St Albans Major Activity Centre which:

- support vehicle access for those who need it and prioritise the needs of people with special access requirements.
- support a shift to sustainable travel modes and minimise the environmental impact of cars and car parking facilities.
- discourage the oversupply of car parking by encouraging the use of existing supply before building more parking.

2.014/04/2023
C216brim**Permit requirement**

A permit is required to reduce (including reduce to zero) the minimum number of car parking spaces required for a use as specified in this schedule.

3.014/04/2023
C216brim**Number of car parking spaces required**

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

Table: Car parking spaces

Use	Rate	Measure
Dwelling	0.7	To each 1 bedroom dwelling
	0.9	To each 2 bedroom dwelling
	1.3	To each 3 or more bedroom dwelling
Office	2.5	To each 100sqm of net floor area
Restricted retail	2.0	To each 100sqm of leasable floor area
Restaurant	3.0	To each 100sqm of leasable floor area
Shop (other than listed in this table)	3.0	To each 100sqm of leasable floor area
Supermarket	4.0	To each 100sqm of leasable floor area

For all other uses listed in Table 1 of Clause 52.06-5, the *Rate* in Column B of Table 1 in Clause 52.06-5 applies.

If in calculating the number of car parking spaces the result is not a whole number, the required number of car parking spaces is to be rounded down to the nearest whole number.

4.014/04/2023
C216brim**Application requirements and decision guidelines for permit applications**

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

BRIMBANK PLANNING SCHEME

- A transport assessment which considers the impacts of reducing parking below the minimum limit and the decision guidelines of this Schedule.
- A Green Travel Plan which includes a variety of transport demand management measures that reduces peoples' dependency on private vehicle trips.

The following decision guidelines apply to an application for a permit 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 transport assessment.
- Any empirical analysis which supports a variation in the number of car parking spaces that should be provided.
- The particular characteristics of the proposed use with regard to the likely car parking demands generated.
- For reductions in the rate of provision for commercial uses:
 - the availability of car parking in the locality and its suitability to accommodate parking generated by the development.
 - the likelihood of staff using active and public transport options rather than cars.
 - the parking restrictions in the area which remove opportunity for long-term parking for staff.
 - ensure land uses frequented by people with limited mobility, such as hospitals and medical centres, provide sufficient car parking spaces, including an appropriate proportion of disabled car spaces.
- For reductions in the rate of provision for residential uses:
 - the likelihood of residents using active and public transport options or car share rather than owning cars.
 - the parking restrictions in the area which remove opportunity for long-term on-street parking for new residents.
- Any effect on pedestrian, cycle and vehicle traffic in the area.
- The likely contribution of public transport and opportunities to walk and cycle in mitigating car parking demands, and whether appropriate provision can be made for use of sustainable transport to encourage mode shift from private vehicle travel.
- Whether a range of sustainable transport initiatives have been adopted including, but not limited to:
 - Provision of bicycle and 'end of trip' facilities in excess of those set out under Clause 52.34 and/or other clauses of the Brimbank Planning Scheme; and
 - Whether the development includes bicycle, electronic bicycle, cargo bicycle, motorcycle and car share parking
- Whether site size, access, design or other constraints warrant reducing the parking requirement.
- The impact on safety and convenience of pedestrians moving around the car parking facility.
- Whether a better urban design or heritage outcomes would be achieved through the lesser provision of parking.
- Whether the overall benefits of the development would outweigh the need to provide the full number of on-site parking spaces and make a more efficient use of the land.
- Whether historic contributions have been made towards the provision of car parking facilities.

5.0

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Financial contribution requirement

None specified.

6.0

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Requirements for a car parking plan

The following requirements must be shown on a car parking plan, in addition to the matters that must be shown on plans prepared under Clause 52.06-8:

- Any spaces allocated to car share parking, motorcycle parking and bicycle parking.
- If a Green Travel Plan is provided under any provision of the Scheme, any relevant information specified in the Green Travel Plan.
- How car parking areas at the ground floor and above are designed to, or be capable of, facilitating the future adaptation to support alternate uses in the long term.
- How provisions have been made to allow for future vehicle charging.

7.0

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Design standards for car parking

None specified.

8.0

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Decision guidelines for car parking plans

The following decision guidelines apply 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:

- Whether the car parking plan encourages sustainable transport patterns that preference walking, cycling and public transport use (including adopting current design standards such as Australian Standard, Parking facilities Part 3: Bicycle parking facilities (AS2890.3-2015)).
- The extent to which the car parking areas are designed for future adaptation and repurposing.
- The extent to which car parking facilities (crossovers, accessways, garages and carports) are visible from the streetscape.

9.0

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Background document

St Albans Major Activity Centre Car Parking Plan (GTA now Stantec, July 2021)