

13/12/2012
C169

SCHEDULE 1 TO THE PARKING OVERLAY

Shown on the planning scheme map as **PO1**.

BENDIGO CENTRAL BUSINESS DISTRICT

Car parking objectives

To provide car parking in the Bendigo CBD that promotes a vibrant and efficient urban space, encourages sustainable transport options and reflects the conditions, opportunities and needs of the area.

To provide future parking through a combination of onsite and offsite parking, with preference for the provision of offsite public parking facilities in strategic locations.

To provide for the collection of financial contributions to contribute to the construction of public car parking facilities.

1.0 Number of car parking spaces to be provided

13/12/2012
C169

The required number of car parking spaces is shown in Table 1. The requirement for a use listed in the table is the product of the rate and the measure.

If a use is not specified in Table 1, car parking spaces must be provided in accordance with Table 1 at Clause 52.06.

Table 1: Car parking spaces

Use	Rate	Measure
Supermarket / Department store	4	Car spaces to each 100 sq m of leasable floor area
Take away food premises	2.5	Car spaces to each 100 sq m of leasable floor area
Restaurant	0.1	Car spaces per seat
Restricted retail premises	1.5	Car spaces to each 100 sq m of leasable floor area
Shop, other than specified in this table	3.5	Car spaces to each 100 sq m of leasable floor area
Office	2.5	Car spaces to each 100 sq m of leasable floor area
Dwelling:		
▪ 1 and 2 bedroom/s	1	Car spaces per dwelling
▪ 3 or more bedrooms	2	Car spaces per dwelling

2.0 Reducing the provision of car parking

13/12/2012
C169

A permit may be granted to reduce or waive the requirement for on-site or off-site car parking spaces to be provided.

In considering whether to reduce or waive the number of car parking spaces specified in Table 1 above, or Table 1 at Clause 52.06, the responsible authority must consider:

- Whether historic contributions have been made towards the provision of car parking facilities;
- Whether the constraints of the site would severely limit opportunities to provide on-site car parking facilities;
- 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 a range of sustainable transport initiatives have been adopted including, but not limited to:
 - Full provision of bicycle and ‘end of trip’ facilities as set out under Clause 52.34; and
 - Preparation of a Green Travel Plan which includes a variety of transport demand management measures that reduce peoples’ dependency on private vehicle trips.
- Whether a better urban design or heritage outcome would be achieved through the provision of parking in an off-street public parking facility or via a financial contribution;
- In relation to residential development, the responsible authority may reduce the requirements of Table 1 above upon consideration of the following:
 - Whether or not the proposal is a new construction or if it is the reuse of an existing building (generally new buildings will be required to provide parking on-site); and
 - If a range of sustainable transport initiatives can be incorporated into the development.

3.0 Financial contributions requirement

13/12/2012
C169

The responsible authority may consider accepting a financial contribution-in-lieu of one or more car parking spaces being provided on-site.

When car parking spaces are to be provided off-site the cash-in-lieu contribution per car space is \$10,000 per space (no GST) for each car space. The amount of contribution for each car space specified above will be adjusted by the responsible authority on 1 July each year in accordance with the relevant Building Price Index (Melbourne) in Rawlinsons Australian Construction Handbook. If that index is unavailable, an equivalent index will be applied by the responsible authority.

The cash contribution must be made before the use or development commences unless a permit condition allows payments by instalments under the Section 173 agreement provisions of the *Planning and Environment Act 1987*.

4.0 Reference documents

13/12/2012
C169

- Bendigo CBD Parking Precinct Plan, 2009
- Bendigo CBD Parking Strategy, October 2008