

**52.06**05/06/2012  
VC90**CAR PARKING****Purpose**

To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework.

To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.

To support sustainable transport alternatives to the motor car.

To promote the efficient use of car parking spaces through the consolidation of car parking facilities.

To ensure that car parking does not adversely affect the amenity of the locality.

To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

**52.06-1**05/06/2012  
VC90**Application**

These provisions apply to:

- A new use.
- An increase in floor area, or increase in the number of patrons, seats, practitioners, residents or staff of an existing use.

**52.06-2**05/06/2012  
VC90**Provision of car parking spaces**

Prior to:

- A new use commencing or
- A new building being occupied or
- The floor or site area of an existing use being increased or
- The number of patrons, seats or practitioners at an existing use being increased,

The car parking spaces required under Clause 52.06-5 must be provided on the land or as approved under Clause 52.06-3 to the satisfaction of the responsible authority.

If a schedule to the Parking Overlay or the schedule to Clause 52.06 specifies a maximum parking provision, the maximum provision must not be exceeded.

**52.06-3**05/06/2012  
VC90**Permit requirement**

Unless a schedule to the Parking Overlay or the schedule to Clause 52.06 specifies otherwise, a permit may be granted to:

- Reduce (including reduce to zero) the requirement to provide the number of car parking spaces required under this clause,
- Allow some or all of the required number of car parking spaces to be provided on another site,
- Provide more than a maximum parking provision specified in a schedule to the Parking Overlay.

Unless a schedule to the Parking Overlay or the schedule to Clause 52.06 specifies otherwise, a permit is not required if the required number of car parking spaces for a new

use under this clause is less than or equal to the required number of car parking spaces for the existing use and the existing number of car parking spaces is or has not been reduced.

#### 52.06-4 Exemption from notice and review

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An application solely for the provision or reduction of a car parking requirement under this clause is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

#### 52.06-5 Number of car parking spaces required

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Table 1 sets out the number of car parking spaces required for a use.

The car parking requirement specified in Table 1 does not apply if there is a car parking requirement for the particular use under another provision or if a schedule to the Parking Overlay or the schedule to Clause 52.06 varies the number of car parking spaces required.

The requirement for a use listed in the table is the product of Column A or B and Column C of Table 1.

The requirements of Column B only apply where specified in a schedule to the Parking Overlay or another provision in the scheme.

Where a use is not specified in Table 1, in another provision of this scheme or in a Parking Overlay, car parking spaces must be provided to the satisfaction of the responsible authority.

Where the measure in Column C of Table 1 for an existing use is increased, the car parking requirement only applies to the increase of use provided the existing number of car parking spaces is not reduced.

Where Table 1 specifies a percentage of site area as the car parking measure, the area to be provided for car parking includes an accessway that directly abuts any car parking spaces, but does not include any accessway or portion of an accessway that does not directly abut any car parking spaces.

The car parking requirement determined in accordance with this clause, a schedule to the Parking Overlay or the schedule to Clause 52.06 includes disabled car parking spaces. The proportion of spaces to be allocated as disabled and any design requirements (other than the length of the parking space, which should be 4.9 metres) should be in accordance with the relevant Australian Standard and the Building Code of Australia.

**Table 1 Car parking requirement**

Use	Rate		Car Parking Measure
	Column A	Column B	Column C
	Applies the standard rate to all zones	Only applies where specified in a schedule to the Parking Overlay	
<b>Amusement parlour</b>	4	3.5	To each 100 sq m of net floor area
<b>Art &amp; craft centre</b>	4	3.5	To each 100 sq m of net floor area
<b>Betting agency</b>	4	3.5	To each 100 sq m of leasable floor area
<b>Bowling green</b>	6	6	To each rink plus 50 per cent of the relevant requirement of any ancillary use

Use	Rate	Rate	Car Parking Measure
	Column A	Column B	Column C
	Applies the standard rate to all zones	Only applies where specified in a schedule to the Parking Overlay	
Child care centre	0.22	0.22	To each child
Cinema based entertainment complex	0.3	0.3	To each patron catered for
Convenience restaurant	0.3		To each patron permitted
		3.5	To each 100 sq m of leasable floor area
Convenience shop if the leasable floor area exceeds 80 sq m	10		To each premises
		3.5	To each 100 sq m of leasable floor area
Display home	5		To each dwelling for five or fewer contiguous dwellings, plus
		2	To each additional contiguous dwelling
		3.5	To each 100 sq m of floor area
Dwelling	1	1	To each one or two bedroom dwelling, plus
		2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms) plus
		0	For visitors to every 5 dwellings for developments of 5 or more dwellings
Education centre – other than listed in this table	0.4	0.3	To each student that is part of the maximum number of students on the site at any time
Food & drink premises other than listed in this table	4	3.5	To each 100 sq m of leasable floor area
Freezing & cool storage,	1.5	1	To each 100 sq m of net floor area
Fuel depot	10	10	Per cent of site area
Funeral Parlour	0.3	0.3	To each patron catered for
Gambling premises other than listed in this table	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area
Golf course	4	4	To each hole plus 50 per cent of the relevant requirement of any ancillary uses.
Home Occupation	1	0	To each employee not a resident of the dwelling

Use	Rate	Rate	Car Parking Measure
	Column A	Column B	Column C
	Applies the standard rate to all zones	Only applies where specified in a schedule to the Parking Overlay	
Hotel	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area
Industry other than listed in this table	2.9	1	To each 100 sq m of net floor area
Landscape gardening supplies	10	10	Per cent of site area
Mail centre	3.5	3	To each 100 sq m of net floor area
Manufacturing sales	4	3.5	To each 100 sq m of leasable floor area
Market	8	3.5	To each 100 sq m of site area
Materials recycling	10	10	Per cent of site area
Medical centre	5		To the first person providing health services plus
	3		To every other person providing health services
		3.5	To each 100 sq m of leasable floor area
Milk depot	10	10	Per cent of site area
Motel	1	1	To each unit, and one to each manager dwelling, plus 50 per cent of the relevant requirement of any ancillary use
Motor repairs	3	3	To each 100 sq m of net floor area plus
	1	1	for each vehicle being serviced, repaired or fitted with accessories, including vehicles waiting to be serviced, repaired, fitted with accessories or collected by owners
Office other than listed in this table	3.5	3	To each 100 sq m of net floor area
Place of assembly except amusement parlour	0.3	0.3	To each patron catered for
Postal agency	4	3.5	To each 100 sq m of leasable floor area
Primary produce sales	4	3.5	To each 100 sq m of leasable floor area
Primary school	1	1	To each employee that is part of the maximum number of employees on the site at any time

Use	Rate	Rate	Car Parking Measure
	Column A	Column B	Column C
	Applies the standard rate to all zones	Only applies where specified in a schedule to the Parking Overlay	
<b>Research and development centre</b>	3.5	3	To each 100 sq m of net floor area
<b>Residential aged care facility</b>	0.3	0.3	To each lodging room
<b>Residential village</b>	1	1	To each one or two bedroom dwelling plus
	2	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms) plus
	1	0	For visitors to every five dwellings for developments of five or more dwellings
<b>Retirement village</b>	1	1	To each one or two bedroom dwelling plus
	2	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms) plus
	1	0	For visitors to every five dwellings for developments of five or more dwellings
<b>Restaurant</b>	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area
<b>Restricted retail premises</b>	3	2.5	To each 100 sq m of leasable floor area
<b>Saleyard</b>	10	10	Per cent of site area
<b>Secondary school</b>	1.2	1.2	To each employee that is part of the maximum number of employees on the site at any time
<b>Shop other than listed in this table</b>	4	3.5	To each 100 sq m of leasable floor area
<b>Squash court – other than in conjunction with a dwelling</b>	3	3	To each court plus 50 per cent of the relevant requirement of any ancillary use
<b>Store other than listed in this table</b>	10	10	Per cent of site area
<b>Supermarket</b>	5	5	To each 100 sq m of leasable floor area
<b>Swimming pool – other than in conjunction with a dwelling</b>	5.6	5.6	To each 100 sq m of the site
<b>Tavern</b>	0.4		To each patron permitted

Use	Rate		Car Parking Measure
	Column A	Column B	Column C
	Applies the standard rate to all zones	Only applies where specified in a schedule to the Parking Overlay	
		3.5	Space to each 100 sq m of leasable floor area
<b>Tennis court – other than in conjunction with a dwelling</b>	4	4	To each court plus 50% of the requirement of any ancillary use
<b>Trade supplies</b>	10	10	Per cent of site area
<b>Veterinary centre</b>	5		To the first person providing animal health services plus
	3		To every other person providing animal health services
		3.5	To each 100 sq m of leasable floor area
<b>Warehouse other than listed in this table</b>	2 spaces minimum	2 spaces minimum	To each premises plus
	1.5	1	To each 100 sq m of net floor area
<b>Winery</b>	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area

## 52.06-6

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### Reducing the requirement for car parking

Before a requirement for car parking is reduced (including reduced to zero), or car parking is permitted to be applied on another site, the applicant must satisfy the responsible authority that the provision of car parking is justified having regard to an assessment of the following:

- The car parking demand likely to be generated by the use.
- Whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the use.

An assessment of the car parking demand likely to be generated by the use must have regard to the following factors, as appropriate:

- Multi-purpose trips within an area.
- The variation of car parking demand over time.
- The short-stay and long-stay car parking demand.
- The availability of public transport in the locality.
- The convenience of pedestrian and cyclist access to the site.
- The provision of bicycle parking and end of trip facilities for cyclists.
- The anticipated car ownership rates of likely or proposed occupants (residents or employees).

An assessment of the appropriateness of allowing fewer spaces to be provided than the number likely to be generated by the use must have regard to the following, as appropriate:

- Any relevant local planning policy or incorporated plan.
- The availability of car parking including:
  - Efficiencies gained from the consolidation of shared car parking spaces.
  - Public car parks intended to serve the land.
  - On street parking in non residential zones and streets in residential zones specifically managed for non-residential parking.
  - On street parking in residential zones for residential use.
- Any adverse economic impact a shortfall of parking may have on the economic viability of an activity centre.
- The future growth and development of an activity centre.
- Any car parking deficiency associated with the existing use of the land.
- Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge scheme or cash-in-lieu payment.
- Local traffic management.
- The impact of fewer car parking spaces on local amenity including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- Access to or provision of alternative transport modes.
- The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.
- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other relevant consideration.

### **Parking provided on another site**

In addition to the above, when proposing to provide the car parking spaces on another site, consideration should be given to the following, as appropriate:

- The proximity of the car parking on the alternate site to the subject site.
- The likelihood of the long term provision and availability of the car parking spaces.
- Whether the location of the car parking spaces is consistent with any relevant local policy or incorporated plan.

### **52.06-7**

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### **Application requirements**

Before a new use commences or any buildings or works associated with that use or an existing use is constructed, plans must be prepared to the satisfaction of the responsible authority.

The plans must show:

- All required car parking spaces.
- Access lanes, driveways and associated works.
- Allocation of car parking spaces to different uses or tenancies, if applicable.
- Landscaping and water sensitive urban design treatments.
- Finished levels, if required by the responsible authority.

This information may be included in other plans submitted with an application.

An application to reduce the requirement for car parking, or permit car parking on another site, must also be accompanied by the following information:

- An assessment of the car parking demand likely to be generated by the use.
- An assessment of the impact of the proposal.

**52.06-8**

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**Design standards for car parking**

The provision of car parking should meet the design requirements of this Clause.

**Design standard 1 – Accessways**

Accessways should:

- Be at least 3 metres wide.
- Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.
- Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.
- Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.
- If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.
- Provide a passing area at the entrance at least 5 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone.
- Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided.

If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway.

If entry to the car space is from a road, the width of the accessway may include the road.

**Design standard 2 – Car parking spaces**

Car parking spaces and accessways should have the minimum dimensions as outlined in Table 2.

**Table 2: Minimum dimensions of car parks and accessways**

Angle of car parking spaces to access way	Access way width	Car park width	Car park length
Parallel	3.6 m	2.3 m	6.7 m
45°	3.5 m	2.6 m	4.9 m
60°	4.9 m	2.6 m	4.9 m
90°	6.4 m	2.6 m	4.9 m
	5.8 m	2.8 m	4.9 m
	5.2 m	3.0 m	4.9 m



Angle of car parking spaces to access way	Access way width	Car park width	Car park length
	4.8 m	3.2 m	4.9 m

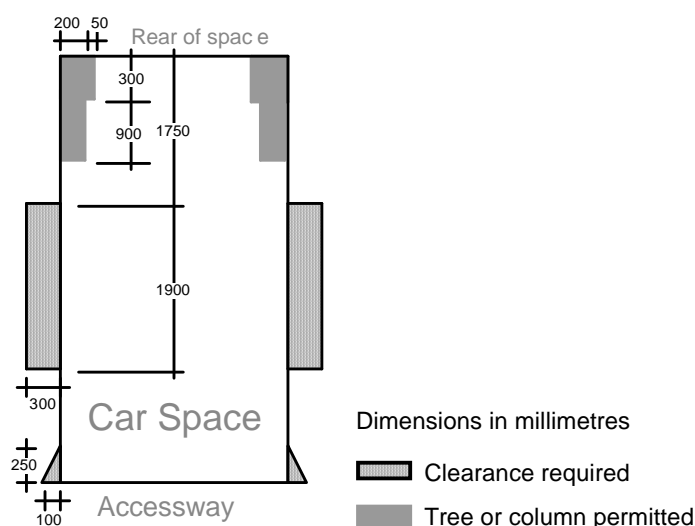
*Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard. The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard.*

A wall, fence, column, tree, tree guard or any other structure that abuts a car space should not encroach into the area marked 'clearance required' on Diagram 1.

A column, tree or tree guard may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. A structure may project into the space if it is at least 2.1 metres above the space.

Car spaces in garages or carports should be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.

### Diagram 1 Clearance to car parking spaces



### Variation of requirements

A permit may be granted to vary any dimension or requirement of this Clause. Before deciding on an application, the responsible authority must consider whether the dimensions and layout of car spaces and access lanes are generally in accordance with the relevant Australian Standard.

Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.

### Design standard 3: Gradients

Accessway grades should not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design should have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.

Ramps (except within 5 metres of the frontage) should have the maximum grades as outlined in Table 3.

### Table 3: Ramp gradients

Type of car park	Length of ramp	Maximum grade
Public car parks	20 metres or less	1:5 (20%)
	longer than 20 metres	1:6 (16.7%)
Private or residential car parks	20 metres or less	1:4 (25%)
	longer than 20 metres	1:5 (20%)

Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp should include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.

Grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart should be assessed for clearances.

#### **Design standard 4: Mechanical parking**

Mechanical parking may be used to meet the car parking requirement provided:

- At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle clearance height of at least 1.8 metres.
- Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.
- The design and operation is to the satisfaction of the responsible authority.

#### **Design standard 5: Urban design**

Ground level car parking, garage doors and accessways should not visually dominate public space.

Car parking within buildings (including visible portions of partly submerged basements) should be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.

Design of car parks should take into account their use as entry points to the site.

Design of new internal streets in developments is encouraged to maximise on street parking opportunities.

#### **Design standard 6: Safety**

Car parking should be well lit and clearly signed.

The design of car parks should maximise natural surveillance and pedestrian visibility from adjacent buildings.

Pedestrian access to car parking areas from the street should be convenient.

Pedestrian routes through car parking areas and building entries and other destination points should be clearly marked and separated from traffic in high activity parking areas.

#### **Design standard 7: Landscaping**

The layout of car parking areas should provide for water sensitive urban design treatment and landscaping.

Landscaping and trees should be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.

Ground level car parking spaces should include trees planted with flush grilles. Spacing of trees should be determined having regard to the expected size of the selected species at maturity.

#### **52.06-9 Decision guidelines**

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Before deciding that a plan showing the location and provision of car parking is satisfactory, or whether a permit should be granted to vary any dimension or requirement, the responsible authority must consider as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework including the Municipal Strategic Statement and local planning policies.
- The role and function of nearby roads and the ease and safety with which vehicles gain access to the site.
- The ease and safety with which vehicles access and circulate within the parking area.
- The provision for pedestrian movement within and around the parking area.
- The provision of parking facilities for cyclists and disabled people.
- The protection and enhancement of the streetscape.
- The provisions of landscaping for screening and shade.
- The measures proposed to enhance the security of people using the parking area particularly at night.
- The amenity of the locality and any increased noise or disturbance to dwellings and the amenity of pedestrians.
- The need for the required car parking spaces to adjoin the premises used by each occupier, if the land is occupied by more than one occupier.
- The workability and allocation of spaces of any mechanical parking arrangement.
- The design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters.
- The type and size of vehicle likely to use the parking area.
- Whether the layout of car parking spaces and access lanes is consistent with the specific standards or an appropriate variation.
- The need for the required car parking spaces to adjoin the premises used by the occupier/s, if the land is used by more than one occupier.
- Whether the layout of car spaces and accessways are consistent with the relevant Australian Standard for car parking.

#### **52.06-10 Construction of car parking**

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Before a use commences, an extension to an existing use or a new building is occupied, or patron numbers, employee numbers or seats are increased, the car parking spaces, access lanes, driveways and associated works and landscaping shown on the plan must, to the satisfaction of the responsible authority, be provided and available for use and be:

- Formed to such levels and drained so that they can be used in accordance with the plan.
- Treated with an all-weather seal or some other durable surface.
- Line-marked or provided with some other adequate means of showing the car parking spaces.