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MT BULLER LOCAL PLANNING POLICY – CAR PARKING

This policy applies to the Mt Buller Alpine Resort Village.

Policy Basis

The provision of car parking within Mt Buller Village is a significant issue for the Resort. Car parking is an integral part of the overall transport access system that operates within the Resort. Over the past five years, there has been a significant increase in demand for provision of car parking on sites within the Village to service residential accommodation. It is recognised that the provision of car parking must be balanced against the need to preserve the amenity and safety of pedestrians and skier movements within the Village.

Car parking areas and access ways have the potential to detract from the amenity of a site conflict with pedestrian movements and circulation, and cause an increase in non-permeable surfaces and loss of native vegetation, particularly when located at ground or near the front of a site. Careful consideration must therefore be given to the design and layout of car parking areas and access ways to ensure that they are responsive to the site conditions and do not dominate the development detract from the streetscape.

The Mt Buller and Mt Stirling Resort Management Board is investigating the feasibility of establishing a multi-level undercover parking facility within the Village to cater for long term parking demand. This parking facility is intended to service visitors and commercial operators and has the potential to reduce the need to provide additional car parking on individual sites within the Resort. The preferred location for the parking station is the Gateway Site, integrating with the La Trobe University complex. Car parking opportunities will also be considered in satellite locations throughout the Village associated with development projects.

A transport strategy will be prepared for the Resort that will set out the access arrangements and provision for public transport during the declared snow season. This policy includes parking arrangements that will apply for visitors to the Resort utilising four wheel and two wheel drive vehicles as well as for bus parking.

Policy Objectives

- To ensure that the provision of public and private car parking meets the current and future needs of the Resort.
- To ensure that the pedestrian feel and environmental qualities of the Village is maintained and enhanced.
- To ensure safe and efficient movements of vehicles and pedestrians throughout the Resort.

Policies

It is policy that:

- A car parking and access limitation strategy will apply in the Village during the declared snow season.
- The Resort Management Board will control access to the Resort.
- The existing four wheel drive access and parking permit system within the Village will be retained with a maximum of 1000 permits issued during the declared snow season.
- Provision of on-street car parking will be prohibited.

- If development proposals, which involve comprehensive new site development or refurbishment and extensions to existing development, include the provision of car parking it should be provided at the rate of 1 car space per 140 square metres gross floor area.
- The provision of car parking and accessways should meet the following requirements:
- Parking spaces be provided within the curtilage of a lease site.
 - Parking provided in an underground structure integrated within existing or proposed buildings will be preferred to spaces provided at ground.
 - If parking is provided external to a building, it should be screened so that it does not dominate the streetscape.
 - Parking not to be permitted at ground level within the front setback of a site.
 - Parking areas to be setback a minimum of 3 metres from all site boundaries.
 - Access to the site will be limited to one accessway, unless the site has more than one frontage to a road.
 - The width of the accessway from a road to be 3 metres.
 - Car parking areas and accessways must be suitably sealed and drained.
 - Access ways be designed to ensure safe movement of vehicles onto and exiting from the site all year round.
 - Access ways that utilise a significant proportion of the site frontage and dominate the street frontage are not be permitted.
 - Parking areas be designed to avoid and minimise the loss of native vegetation on a site.
- Opportunities to provide car parking on a site that is intended to service the needs of surrounding accommodation or commercial activities will be supported provided the site development requirements of the Design and Development Overlay Schedule 1 are generally complied with and the development does not result in any adverse impacts on the amenity of the site or surrounding area.