

New car parking provisions

This advisory note provides information about changes to the car parking provisions in Clause 52.06 of the *Victoria Planning Provisions (VPP)* and all planning schemes, and the new Parking Overlay to be introduced to the VPP.

This advisory note explains:

- the background to the new car parking provisions
- the main features of the new car parking provisions
- how the new provisions affect existing uses, permit applications and approved parking precinct plans.

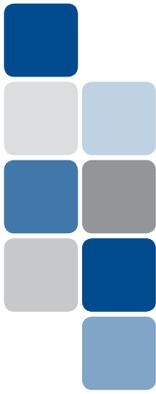
The revised Clause 52.06 and a new Parking Overlay (with accompanying schedule) were introduced into the VPP and planning schemes in June 2012 by Amendment VC90.

Two revised practice notes 22: *Using the Car Parking Provisions* (June 2012) and 57: *Applying the Parking Overlay* (June 2012) are now available at www.dpcd.vic.gov.au/planning/publications. These replace the previous practice notes *Using the Car Parking Provisions* (July 2002) and *Parking Precinct Plans* (July 2002).

What are the main features of the new car parking provisions?

The new car parking provisions will help streamline the planning system by removing onerous requirements, providing wider flexibility in decision making and promoting sustainable transport options by:

- removing the requirement for a planning permit in a number of situations, including where a new use has an equivalent or lesser car parking rate to an existing use
- updating car parking rates to better reflect car parking demand for different land uses, including reduced rates for uses such as a Shop and Restaurant
- providing more opportunities to vary the standard car parking requirements to reflect local conditions and achieve local car parking objectives, through the schedule to the Parking Overlay
- providing clearer decision guidelines and requirements to assist decision making
- aligning the land use terms in the car parking table with the standard VPP definitions in Clause 74



- strengthening the consideration of urban design, neighbourhood character and safety
- addressing specific design and management issues for car parking
- making a clear distinction between the decision guidelines for determining the car parking space demand generated by a land use, and the decision guidelines for deciding whether or not those spaces should be provided
- promoting sustainable transport modes, such as walking, cycling and public transport.

What is different about the new provisions?

The new Clause 52.06:

- includes an expanded purpose with measures to encourage reduction in parking demand
- no longer requires a permit to reduce car parking for a change of use if the parking requirement for the new use is equal to or lower than that for the existing use
- includes new decision guidelines for reducing a car parking requirement
- includes new design requirements for car parking
- includes new, updated car parking rates and measures for a range of land uses. For some land uses, different rates and measures may apply depending on whether a council applies the standard 'Column A' rates, lower standard 'Column B' rates or another rate through the application of a Parking Overlay.
- provides the land use terms in Table 1 in Clause 52.06 in alphabetical order for easy reference.

The new Parking Overlay:

- provides a clearer mechanism to vary requirements relating to the number of parking spaces, financial contributions, design requirements and decision guidelines within local parking precincts
- requires areas subject to special controls to be mapped on planning scheme maps

- provides a mechanism to require a permit to exceed a specified parking provision.

A detailed explanation of the operation of Clause 52.06 and the Parking Overlay can be found in Practice note 56: *Using the Car Parking Provisions*, June 2012.

How will the new car parking provisions affect existing uses, permit applications and approved parking precinct plans?

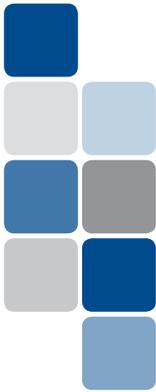
Existing lawfully established uses can continue to operate and existing permits (which have not expired) can still be acted upon as provided in Clause 63 of the planning scheme.

The new Clause 52.06 does not include transitional arrangements for permit applications and car parking plans "in the pipeline". This means that with the introduction of Amendment VC90:

- If the application is for the provision of car parking for a change of land use that is exempt from the requirement to provide car parking under the new clause, the application is no longer required.
- If the application is for a car space reduction, but the provision of car parking meets or exceeds the requirement under the new table, the application is no longer required. The responsible authority and applicant should read through the new car parking table carefully to assess its impact on applications.
- Any permit application or car parking plan must be assessed and decided under the new provisions.

Planning schemes which set out local car parking requirements in the Schedule to Clause 52.06 or a parking precinct plan will have those requirements translated into the new Parking Overlay schedule.

The Schedule to Clause 52.06 is to be phased out and any existing parking precinct plan will be translated into the new Parking Overlay and associated schedule. Once this process is complete the Schedule to Clause 52.06 will be removed from the VPP and planning schemes.



What further work is being done in relation to parking issues?

The Department will work with councils to identify areas where it is appropriate to apply the lower 'Column B' rates. Until this process is complete, the standard 'Column A' rates will apply.

Two of the Advisory Committee's recommendations require further investigation before they can be implemented. This work includes a review of existing policy objectives for cash-in-lieu schemes and the collection of data to determine appropriate standard car parking rates for 'residential buildings' and 'leisure and recreation'.

What is the background to the new provisions?

The car parking provisions in the *Victoria Planning Provisions* (VPP) and planning schemes are based on research from decades ago and no longer reflect contemporary car parking requirements. In 2011 the Department prepared draft changes to the car parking provisions that:

- updated the standard car parking rates to reflect contemporary usage; and
- provided councils with greater flexibility in planning schemes to respond to local car parking issues and needs.

In June 2011 the Minister for Planning established the Car Parking Advisory Committee 2011 to:

- examine the proposed changes to the car parking provisions prepared by the Department
- consider submissions made about the proposed provisions
- recommend a final form of the car parking provisions for implementation.

In January 2012, the Advisory Committee completed its final report and recommended a final form of the car parking provisions for implementation. The final report included 32 recommendations about the form and content of the car parking provisions and how to implement them into the VPP and planning schemes.

Amendment VC90 implements recommendations and the final form of the car parking provisions prepared by the Advisory Committee.

More information

More information is available at www.dpcd.vic.gov.au/planning

- Publications / Practice and advisory notes
- *Victoria Planning Provisions*
- *Car Parking Provisions, Advisory Committee Report*, January 2012.

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