

18.02-4L-01 Car parking

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Proposed C203port

Design and location

Strategies

Locate and design off-street car parking facilities to be flexible and adaptable for future alternative uses. [New Audit Recommendation 59 & DDO26 & 21.04-7, S1.4]

Support car parking to be contained within a building or located at the rear of a building and not visible from the street. [22.06-3-CPPA-S4, amended split]

Design car park facades where located above ground level to integrate with the building and to be screened or sleeved with an active use. [22.06-3-CPPA-S4, amended split]

Limit vehicle access points to car parking facilities. [22.06-3-CPPA-S3 amended, split]

Encourage use of laneways and discourage multiple crossovers that result in a loss of on-street car parking or interruption to footpaths and the bicycle network. [22.06-3-CPPA-S3 amended, split]

Policy guideline

Consider as relevant:

- Limiting vehicle access points for car parking facilities to a laneway, or if there is no laneway, an existing crossover. Where no laneway or existing crossover exists, allow a new single crossover provided there is no loss or disturbance of a street tree, where they form part of the streetscape character, and would not detract from the significance of a heritage place. [NEW 22.06-3-CPPA-S3 amended split from strategies above. Combined with 21.05 O&S 7.9 & 22.04-3 G amended]

Car parking provision

Strategies

Support a reduction in the required number of car parking spaces where the following are met: [NEW content from Sustainable Transport Policy and Parking Rates]

- The site is located within a short walking distance to high frequency public transport; or the site is located within Activity Centres or areas immediately adjacent to Activity Centres. [NEW content from Sustainable Transport Policy and Parking Rates]
- The provision of sustainable transport infrastructure / initiatives, including higher quantities of bicycle parking can reduce the demand for parking through increased use of alternative modes of transport: walking, cycling, and public transport. [21.03-2 S5.3 amended]
- The development or use is unlikely to result in unreasonable adverse impacts on existing on-street parking. [21.03-2 S5.5]
- It results in an improved heritage outcome (where relevant). [NEW, content from 15.03]

Support development in retail shopping strips, commercial areas, Fishermans Bend Urban Renewal Area, and industrial areas, where there will be no adverse impacts on car parking or traffic in the surrounding areas. [21.03-2 PG amended]

Support car share facilities in new developments and in on-street locations. [New Audit Recommendation 59 amended]

Encourage onsite car share spaces to be:

- Conveniently located.
- Available to all members of the car share scheme.
- Provided by a car share provider approved by the City of Port Phillip. [NEW, Car Share Policy 2016-2021]

Encourage new development to provide infrastructure to support electric vehicles such as charging infrastructure and designated parking bays. [New ITS Priority 42 amended]

Policy guidelines

Consider as relevant:

- Reducing car parking where car share bays are provided to reduce reliance on privately owned vehicles. [NEW Car Share Policy 2016-2021]
- Electric vehicle infrastructure consistent with the *Built Environment Sustainability Scorecard 'BESS'* (Council Alliance for a Sustainable Built Environment, 2015). [NEW]

Policy documents

Consider as relevant:

- *Move, Connect, Live: Integrated Transport Strategy* (City of Port Phillip, August 2018)[new]
- *Sustainable Transport Policy and Parking Rates* (City of Port Phillip, March 2007)[new]
- *Car Share Policy 2016 -2021* (City of Port Phillip, 2018)[new]