



City of Port Phillip Parking Policy: Your questions answered

The City of Port Phillip has proposed a new parking policy for new developments. The policy is aimed at ensuring there is adequate parking in the city, while also promoting non-car transport options. This policy does not propose scrapping or reducing the number of existing on-street car parking spaces.

What is the City of Port Phillip's proposed new parking policy?

The *Parking Policy for New Developments* has two main features:

1. Formalising council's practice of many years to set the ratio for the number of car parking spaces required for new residential developments, restaurants, shops and offices at a rate lower than the State Government Planning Scheme. The State Government Planning Scheme applies throughout Victoria, regardless of location.
2. Introducing a new option that allows the council, in specific areas of Port Phillip only, to further reduce the number of car parking spaces required, subject to meeting a strict set of conditions. This is known as the reduced parking ratio.

What is the aim of the policy?

1. To optimise use of public space, by ensuring new developments have enough off-street parking spaces for their needs – without over-supply.
2. Create opportunities for more affordable and flexible housing
3. Increase the use of non-car transport such as walking, cycling and public transport.

Why is this new policy needed?

The *Parking Policy for New Developments* formalises what has been existing council practice – that is, to subject residential, offices, shops and restaurants to supply parking at a rate lower than the rate of the State Government Planning Scheme, which applies across Victoria, regardless of location.

The lower rates have been applied for a number of years, and extensive surveys of residents, offices, restaurants and shops over 2006 and 2007 have indicated these parking rates are valid for the needs of the city.

In a limited number of areas the council believes there is an opportunity to further reduce the parking ratios required. The new policy will allow the council to apply a reduced ratio if it considers it appropriate, on a case by case basis.

What areas of Port Phillip will have the reduced ratio for car parking spaces apply?

There are no areas in Port Phillip that would automatically have a reduced car parking ratio apply.

The council is able to consider applying a reduced car parking ratio to **residential and office developments only** in a limited number of areas. (Totalling less than 20% of the City of Port Phillip). The areas where this could apply are: parts of St Kilda, St Kilda Rd, South Melbourne, Albert Park and a small area of Port Melbourne.

What is the standard ratio that will apply to new developments under this policy?

For the whole of Port Phillip the following ratios will apply:

- Residential – One and two spaces for one, two and three or more bedrooms respectively.
- Office – 3.5 spaces per 100 sqm where spaces are not shared, and 3.0 spaces per 100 sqm where spaces are shared.
- Shop – 4.0 spaces per 100 sqm.
- Restaurant – 0.3 spaces per seat.

What is the reduced parking ratio for residential and office land uses?

- Residential – 0 to 0.8 spaces per one bedroom dwelling and one space per three or more bedroom dwelling
- Office – 2.0 to 3.0 spaces per 100sqm for unshared parking, and 2.0 – 2.8 spaces per 100sqm for shared parking

Under what conditions would the 'reduced' car parking rates apply?

The application of a reduced parking rate would be considered by the council on a case by case basis. Conditions that need to be met include:

- In locations with access to fixed rail public transport, close to local shopping (full line supermarket/s) and subject to on-street parking restrictions.
- New residential dwellings will also need to be 'small' (in the order of 60sqm for 1 bedroom dwellings) and provide motor scooter / motorbike parking on site
- To obtain a lower limit 'reduced' parking rate, additional conditions would need to be satisfied such as: participation in car share scheme or other similar initiatives, be located within a mixed use development or in an employment precinct, other contributions to sustainable transport infrastructure or services, or other initiatives to reduce usage and/or ownership of motor vehicles
- Continuing with long-standing practice, occupants of new developments will not be entitled to resident or visitor parking permits.

What guarantees are there that on-street parking will not be adversely affected by application of 'reduced' parking rates to new developments?

- Lower car ownership rates, particularly one bedroom dwellings, located in the subject areas
- No parking permits for residents in new developments and office workers allow parking permit holders continuing availability of permit zones and exemptions from time-restricted parking.
- Development targeted for application of reduced rates will need to satisfy stringent conditions – conditions that make it far less likely that there would be an increase in vehicles parked on-street
- Likelihood that new residents and commuters would have considered on-street car parking availability to inform their decision whether to live in or commute to affected areas

Is the council planning to get rid of existing car parking spaces?

No. The policy is only about the parking ratios that developers should supply for new residences, offices, shops and restaurants.

When will this issue be considered by council? Where can I find out more information?

Detailed information about the proposed *Parking Policy in New Developments* can be found online, in the report titled *Sustainable Transport Parking Rates*, at http://www.portphillip.vic.gov.au/council_agenda_apr07.html

The council will make its final recommendation at the ordinary meeting of council on Monday 23 April 2007 to commence the preparation and exhibition of Amendment 61 to the Port Phillip Planning Scheme which includes further opportunities for community consultation.

For more information

Enquiries about the *Parking Policy in New Developments* contact Paul Smith, Manager Environment and Renewal, 03 9209 6364

For translations telephone the council's interpreter service:

Cantonese - 9679 9810, Greek - 9679 9811, Polish - 9679 9812, Russian - 9679 9813