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SCHEDULE 1 TO THE PARKING OVERLAY

Shown on the planning scheme map as **PO1**.

BENDIGO CITY CENTRE

1.0 Parking objectives to be achieved

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To provide car parking in the Bendigo City Centre that promotes a vibrant and efficient use of urban space, encourages sustainable transport options and reflects the conditions, opportunities and needs of the area.

To provide future parking through a combination of on-site and off-site parking, with preference for the provision of off-site public parking facilities in strategic locations.

To provide for the collection of financial contributions to contribute to the construction of public car parking facilities.

To implement sustainable transport initiatives which reduce demand for parking within the precinct.

2.0 Number of car parking spaces required

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If a use is specified in the Table below, the number of car parking spaces required for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

Table: Car parking spaces

Use	Rate	Measure
Supermarket / Department store	4	Car spaces to each 100 sq m of leasable floor area
Take away food premises	2.5	Car spaces to each 100 sq m of leasable floor area
Restaurant	0.1	Car spaces per seat
Restricted retail premises	1.5	Car spaces to each 100 sq m of leasable floor area
Shop, other than specified in this table	3.5	Car spaces to each 100 sq m of leasable floor area
Office	2.5	Car spaces to each 100 sq m of leasable floor area
Dwelling:		
▪ 1 and 2 bedroom/s	1	Car spaces per dwelling
▪ 3 or more bedrooms	2	Car spaces per dwelling

For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B of Table 1 in Clause 52.06-5 applies.

3.0 Application requirements and decision guidelines for permit applications

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Before deciding on an application to reduce or waive the number of car parking spaces specified in the Table above, the responsible authority must consider, as appropriate:

- Whether historic contributions have been made towards the provision of car parking facilities.
- Whether the constraints of the site would severely limit opportunities to provide on-site car parking facilities.
- Whether the overall benefits of the development would outweigh the need to provide the full number of on-site parking spaces and make a more efficient use of the land.
- Whether a range of sustainable transport initiatives have been adopted including, but not limited to:
 - Full provision of bicycle and ‘end of trip’ facilities as set out under Clause 52.34; and
 - Preparation of a Green Travel Plan which includes a variety of transport demand management measures that reduce peoples’ dependency on private vehicle trips.
- Whether a better urban design or heritage outcome would be achieved through the provision of parking in an off-street public parking facility or via a financial contribution.
- In relation to residential development, the responsible authority may reduce the requirements of Table above upon consideration of the following:
 - Whether or not the proposal is a new construction or if it is the reuse of an existing building (generally new buildings will be required to provide parking on-site); and
 - If a range of sustainable transport initiatives can be incorporated into the development.

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Financial contribution requirement

The responsible authority may consider accepting a financial contribution-in-lieu of one or more car parking spaces being provided on-site.

When car parking spaces are to be provided off-site the cash-in-lieu contribution per car space is \$10,561.67 per space (no GST) for each car space. The amount of contribution for each car space specified above will be adjusted by the responsible authority on 1 July each year in accordance with the relevant Building Price Index (Melbourne) in Rawlinsons Australian Construction Handbook. If that index is unavailable, an equivalent index will be applied by the responsible authority.

The cash contribution must be made before the use or development commences unless a permit condition allows payments by instalments under the Section 173 agreement provisions of the *Planning and Environment Act 1987*.

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Reference document

Bendigo CBD Parking Precinct Plan, 2009

Bendigo CBD Parking Strategy, October 2008