

**Appendix 7: Clause 52.06-7 Car Parking Demand Assessment**

Decision Guideline	Assessment
The Car Parking Demand Assessment.	A parking assessment has been provided by the applicant. The demand assessment has provided a reasonable overview of the context of the site, its accessibility to public and alternative transport modes, and its conclusions are considered reasonable in supporting a reduction of car parking at this site. The car parking demand assessment has been reviewed by Councils Traffic and parking unit who have not raised any issues with the assessment that was provided.
Any relevant local planning policy or incorporated plan.	There are no relevant local planning policies or incorporated plan that have not been previously discussed.
The availability of alternative car parking in the locality of the land,	There is a range of alternative car parking options available within a close proximity of the site. This consists of on-street public parking spaces (generally which feature timed and paid parking restrictions) and car share facilities.
On street parking in residential zones in the locality of the land that is intended to be for residential use.	The surrounding parking spaces are time restricted. Generally, being limited to one or two hours.
The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.	There are no practical limitations to providing parking on the site as evidenced by the existing conditions.
Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.	<p>There is not considered to be any substantial economic impacts associated with a shortfall of parking on the land. This area of Melbourne is a highly dense and active area where limited parking is typical and where public transport is widely accessible.</p> <p>The proposal is not anticipated to have any economic impact associated with the parking reduction sought.</p>
The future growth and development of any nearby activity centre.	The surrounding area is equally developed and awaiting development. It is anticipated to become more dense and utilised as time progresses.
Any car parking deficiency associated with the existing use of the land.	A parking dispensation of 9 spaces is associated with the current use of the land. The long term shortfall in car spaces has not impacted on the operation of the land uses on the site or the surrounding area.

<p>Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.</p>	<p>Not applicable.</p>
<p>Local traffic management in the locality of the land.</p>	<p>Traffic management is generally undertaken by Council with arterial roads managed by VicRoads. Parking restrictions however are managed by Council for both Council and VicRoads assets.</p> <p>On-street parking has been managed by Council and features a large extent of parking restrictions.</p>
<p>The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas</p>	<p>Fewer car parking spaces is anticipated to be associated with fewer car movements. This is a positive outcome for the local immediate area and will improve pedestrian amenity, amenity in nearby residential areas and will reduce traffic impacts and congestion. In particular reduced car parking would have a positive impact in reducing traffic generation within Queens Lane.</p>
<p>The need to create safe, functional and attractive parking areas.</p>	<p>The proposal seeks to remove two car parking access points to Queens Lane which is considered a positive attribute for the surrounding area.</p>
<p>Access to or provision of alternative transport modes to and from the land.</p>	<p>The site benefits from a vast array of alternative transport modes, which will be further enhanced by the completion of Anzac Station just over 1.2kms from the subject site.</p> <p>There is a considerable volume of tram services operating in the immediate area, a significant extent of dedicated cycling infrastructure, high quality pedestrian infrastructure, all providing convenient access to the hub of the public transport system contained within the Melbourne CBD.</p> <p>As discussed below, recommended conditions of permit from the Department of transport will require the permit to provide for a substantial over supply of bicycle parking within the building. The amount of bicycle parking provided further supports the parking reduction sought.</p>
<p>The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.</p>	<p>Historically, no businesses in the surrounding area have made financial contributions to offset parking reductions.</p>
<p>The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.</p>	<p>Reducing car parking provision would have a positive outcome for the surrounding area through the reduction in traffic within Queens Lane which would help protect the amenity of those properties that utilise Queens Lane.</p>

Any other matter specified in a schedule to the Parking Overlay	Not applicable.
Any other relevant consideration	Not applicable.