

## **22.03 CAR AND BIKE PARKING AND VEHICLE ACCESS**

29/01/2015  
C152

This policy applies to planning permit applications pursuant to Clause 52.06 Car Parking and Clause 52.34 Bicycle Facilities and to the construction of vehicle crossings.

### **22.03-1 Policy Basis**

29/01/2015  
C152

The Municipal Strategic Statement sets out Council's commitment to developing sustainable neighbourhoods by improving the quality and design of the built environment, and integrating transport and land use planning to optimise people's opportunity to walk, cycle and use public transport.

Council is committed to a transport system that supports sustainable communities. The key components of this transport system are:

- Walking and cycling are the preferred modes of transport.
- Good public transport services in all areas.
- Streets are community spaces, and
- Local access to services, education and employment.

### **22.03-2 Policy Objectives**

29/01/2015  
C152

To ensure provision of car, bike and vehicle access and parking:

- Contributes to an improved built environment.
- Is suitable to the likely demand and nature of the locality, and
- Encourages people to walk, cycle and use public transport.

### **22.03-3 Policy**

29/01/2015  
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It is policy to:

- Support reduced car parking rates in developments within and in close proximity to activity centres, with excellent access to a range of public transport options and with increased provision of bicycle parking above the rates specified in clause 52.34.
- Encourage shared car parking arrangements where appropriate.
- Ensure public transport and shopping nodes provide sufficient and easily accessible public bike parking.
- Ensure land uses frequented by people with limited mobility, such as hospitals and medical centres, provide sufficient car parking spaces, including an appropriate proportion of disabled car spaces.
- Ensure development provides adequate on-site loading areas for freight, commercial and waste collection vehicles where appropriate.
- Ensure development utilises rear laneways for vehicle access where possible to allow street frontages to prioritise pedestrian movement and safety and to create active frontages.
- Limit the number of vehicle crossings to one per site frontage, other than on corner lots.
- Ensure vehicle crossing provision limits the removal of on street public parking spaces, removal of street trees, and encroachment into landscaped front setbacks, and maximises pedestrian safety and sight lines.

- Ensure redundant vehicle crossings are removed and replaced with reinstated kerb and channel, footpath, nature strip and street trees as appropriate.
- Ensure development fronting a Right of Way incorporates the requirements of the *Moreland Rights of Way Strategy 2011-2021* (section 5.3).