



# WERRIBEE CITY CENTRE PARKING PRECINCT PLAN

FEBRUARY 2014





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# 1. INTRODUCTION

Car parking is an important component of any activity centre. The provision of a sufficient amount of well located car parking is important to an activity centre's success, and as further development occurs in an activity centre, additional car parking must be appropriately provided.

The *Werribee City Centre Structure Plan* and *Werribee City Centre Activity Centre Zone* set out a vision and the planning framework for the further development of the Werribee City Centre. To support and facilitate this development it is important to have a clear plan for car parking provision and management.

## Purpose

The purpose of this Parking Precinct Plan is to set out a clear and proactive strategy to manage and facilitate the efficient provision of on-site and off-site car parking in the Werribee City Centre.

## Parking outcomes to be achieved

The objectives of this Parking Precinct Plan are:

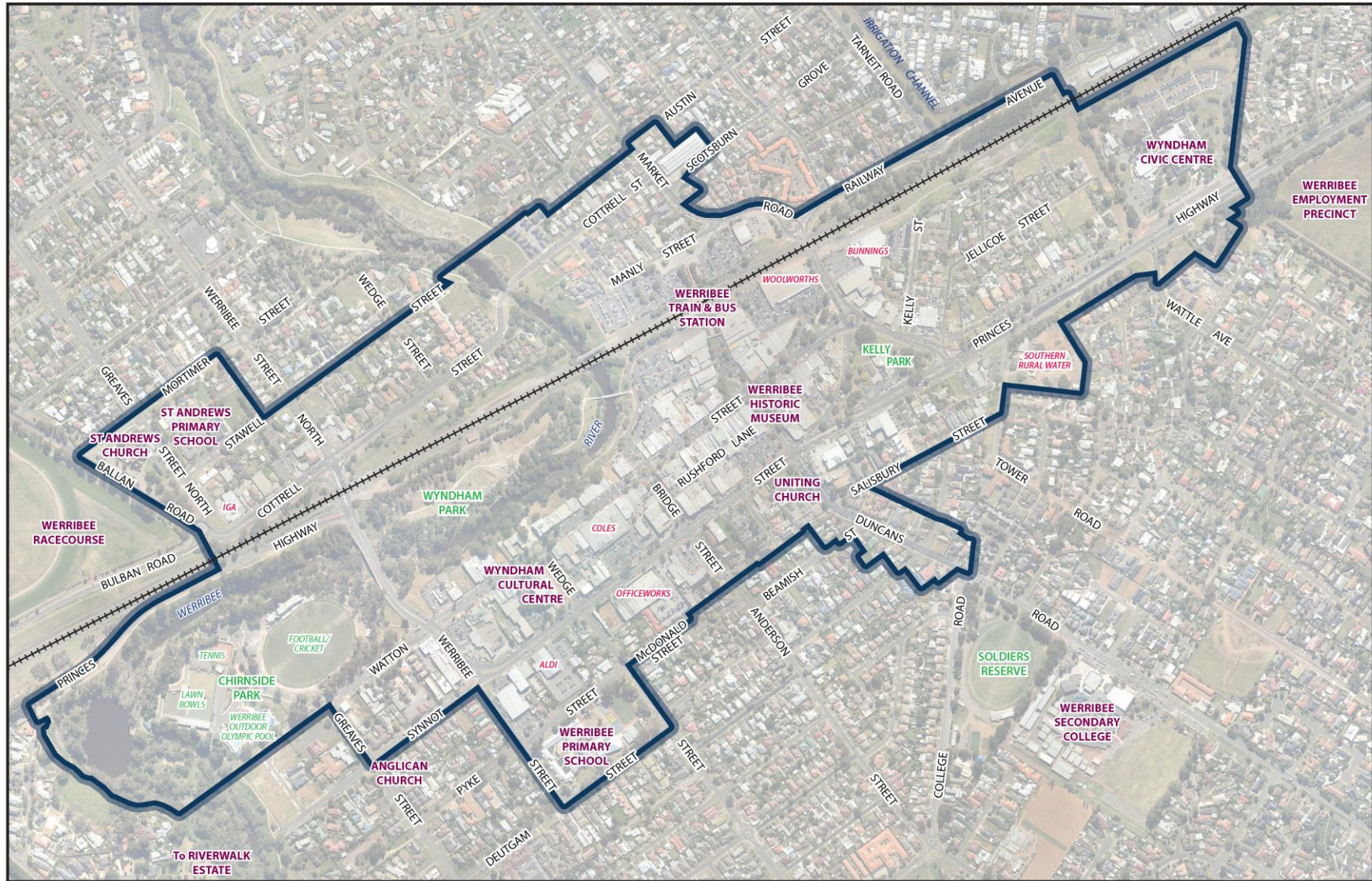
- To avoid the fragmentation of public car parking into a large number of small, difficult to locate facilities;
- To consolidate parking into large, well located, easily accessible and locatable facilities;
- To establish a network of large, easily locatable and evenly distributed public parking facilities over time as development occurs;
- To incorporate bicycle parking, public toilets, active uses at ground level, and potentially office or residential uses at upper levels along street frontages with the public parking facilities;
- To encourage the use of off-street car parks for long-stay parking;
- To free on-street car parks for short stay parking;
- To increase parking efficiency;
- To benefit activity, business and lifestyle through parking efficiency;
- To increase traffic efficiency;

- To achieve good urban design outcomes by minimising the number of car park entrances;
- To facilitate development;
- To not place the Werribee City Centre at a competitive disadvantage relative to other centres due to car parking policy;
- To set car parking provision requirements that do not place an unnecessary cost and space burden on new development.

## Parking Precinct Area

This strategy applies to the area within the Werribee City Centre Activity Centre Boundary. This area is shown in Figure 1.





## PARKING PRECINCT PLAN AREA

Werribee City Centre

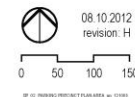


Fig 1



## 2. EXISTING CAR PARKING

### Supply

Car parking is currently extensively provided throughout the Werribee City Centre. Figure 3 shows all of the existing parking areas in the Werribee City Centre.

The main types of parking are:

- Public and private parking,
- Werribee City Centre-user parking and commuter parking,
- Long-stay and short-stay parking<sup>1</sup>, and
- On-street and off-street parking.

Existing parking types in the Werribee City Centre are shown in Figure 2.

### Demand

#### Werribee City Centre-User Car Parking

Car park usage surveys are conducted annually by Wyndham City to monitor parking demand and usage rates within the Werribee City Centre. These surveys are conducted at consistent times over a three day period spanning week days and the week-end (Thursday, Friday and Saturday at 10am, 12pm, 3pm and 7pm), to provide a comprehensive indication of car parking demand and usage rates.

In each survey conducted to date, results have shown that, except for commuter parking at Werribee Train Station, there is an adequate supply of car parking within the Werribee City Centre. (The results of the surveys are shown in Appendix A)

The results of the 2012 survey show that while parking within the core of the Werribee City Centre is highly utilised, surrounding parking areas are not fully utilised. There is therefore sufficient capacity within the existing overall supply of car parking to meet current demand. Increasing the spatial distribution of parking demand would increase the availability of parking in high demand/convenience areas, and improve overall parking efficiency. Measures to achieve this are set-out in this plan.

<sup>1</sup> 'Short Stay Parking' is typically parking for 2 hours or less, relating to office activities and the customers of shops and restaurants. 'Long Stay Parking' is typically parking for 5 hours or more, relating to the employees of offices, shops and restaurants, and the residents of dwellings.

#### Commuter Car Parking

Commuter car parking at the Werribee Train Station and Bus Interchange differs from the other types and areas of parking in the Werribee City Centre, in that there is a significant under-supply of this type of parking in relation to demand. The commuter car park at the Werribee Train Station and Bus Interchange reaches capacity before 8am on week-days, resulting in illegal parking within the area and an overflow of commuter parking into surrounding commercial and residential areas.

Increasing the capacity of the Werribee Train Station and Bus Interchange Car Park is necessary. This car park is owned by VicTrack (an agency of the Victorian State Government) and managed by Metro. Wyndham City may encourage, assist and potentially collaborate with these bodies to achieve these aims.

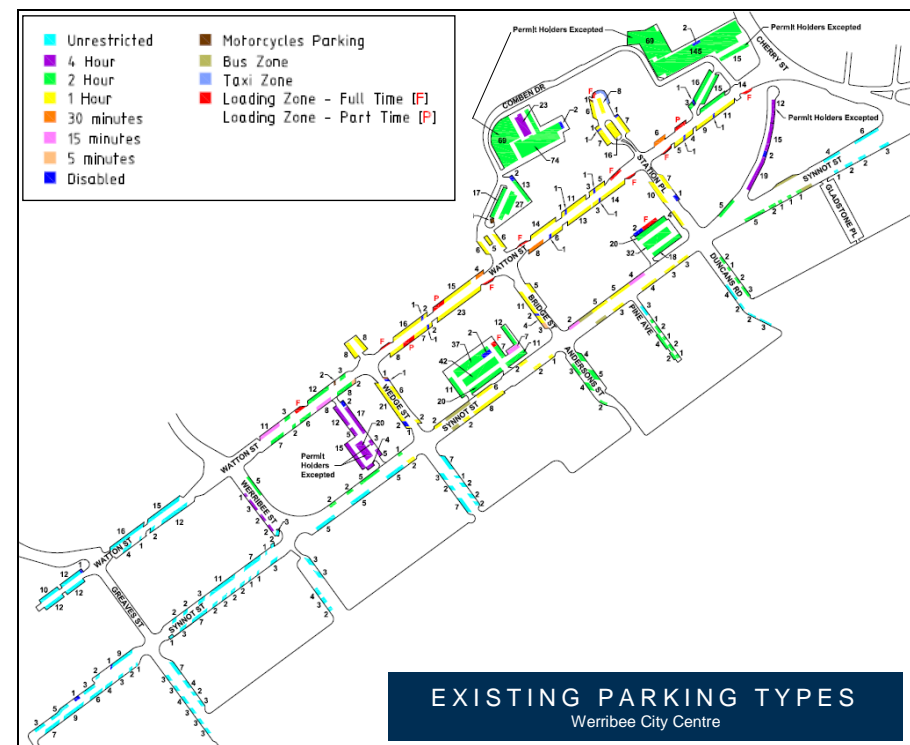


Fig 2



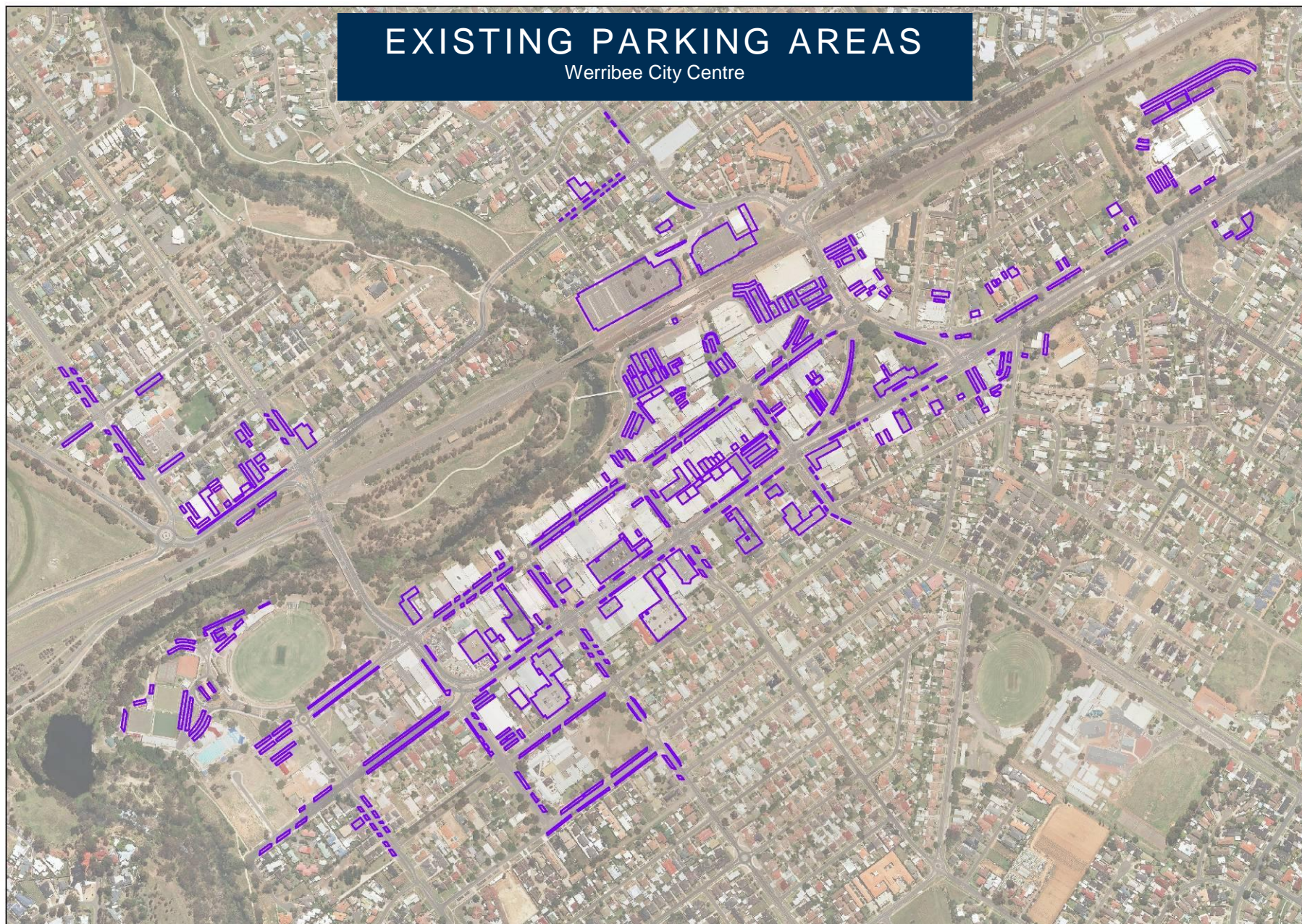


Fig 3



### 3. PARKING PRECINCT POLICY

#### Consolidated Parking Master Plan

1. Where possible, the public parking required as a part of new development is to be consolidated into centralised public parking facilities. This may be achieved by private development, through public-private partnerships, or by Wyndham City alone via the Off-Site Parking Provisions in Schedule 1 to the Parking Overlay at Clause 45.09.

The Consolidated Parking Master Plan shown in Figure 4 on page 11 sets out a network of large, easily locatable and evenly distributed public parking facilities, proposed to be established over time as development occurs utilising cash-in-lieu of parking contributions. (Illustrated car park locations within precincts are indicative only.) The Master Plan is designed to facilitate development and avoid public parking being fragmented into a large number of small, difficult to locate facilities.

2. The large public parking facilities that make up the Consolidated Parking Master Plan are to be multistorey car parks, incorporating bicycle parking, public toilets and active ground level uses where practical, and potentially incorporating office or residential uses at upper levels along street frontages.

By configuring the parking facilities in this way, land will be used efficiently, important and needed public facilities will be provided in convenient locations, additional commercial and/or residential premises will be created and car parking will not detract from the street environs.

3. The large public parking facilities that make up the Consolidated Parking Master Plan are to be utilised for long-stay parking, in order to free on-street car parks for short stay parking.

#### Parking Provision Rates

4. The Parking Provision Rates set-out below are to be applied in the Werribee City Centre, via Schedule 1 to the Parking Overlay at Clause 45.09 and Clause 52.06. These rates are designed to achieve adequate parking provision, while not placing an unnecessarily onerous cost and space burden on new development. (Schedule 1 to the Parking Overlay – 45.09 is shown in Appendix B.)

The following minimum car parking rates apply in the Werribee City Centre:

- Office: 3 car spaces per 100sq.m of net floor area.
- Shop: 4 car spaces per 100sq.m of leasable floor area.
- Restaurant: 3.5 car spaces per 100sq.m of leasable floor area.
- Dwelling: 1 car space to each one or two bedroom dwelling, plus 1 car space to each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom) plus 0 car spaces for visitors to every 5 dwellings for developments of 5 or more dwellings

Car parking rates for all other uses are assessed under Clause 52.06.

#### Long Stay and Short Stay Parking<sup>2</sup>

For the above land uses, the long-stay parking component is calculated at the following rates:

- 2.5 car spaces per 100sq.m of net floor area for office employees.
- 1 car space per 100sq.m of leasable floor area for shop employees.
- 0.5 car spaces per 100sq.m of leasable floor area for restaurant employees.
- All parking for dwellings is considered long term.

For the above land uses, the short-stay parking component is calculated at the following rates:

- 0.5 car spaces per 100sq.m of net floor area for office use.
- 3 car spaces per 100sq.m of leasable floor area for shop customers.
- 3 car spaces per 100sq.m of leasable floor area for restaurant customers.

Reductions in short-stay parking may be considered where it can be demonstrated to the satisfaction of the responsible authority that existing short-stay parking in the immediate area is sufficient to meet short-stay parking requirements.

#### Financial Contributions Requirement

5. The policy for considering a financial contribution in-lieu of one or more car parking spaces being provided is set out below. The policy is applied via Schedule 1 to the Parking Overlay at Clause 45.09. The policy is designed to enable the public parking outcomes of the Consolidated Parking Master Plan to be achieved where it cannot be achieved by private development alone. (Schedule 1 to the Parking Overlay at Clause 45.09 is shown in Appendix B.)

Within the precinct defined in this schedule, the responsible authority may, at its absolute discretion, consider accepting a financial contribution in-lieu of one or more car parking spaces required under this Clause 45.09 and/or Clause 52.06, provided the following criteria are met, to the satisfaction of the responsible authority:

<sup>2</sup> Refer to the footnote on page 6 for definitions of 'Short Stay Parking' and 'Long Stay Parking'.



i. The applicant demonstrates that the car parking requirement cannot be practically provided on site or nearby, whilst satisfying the objectives and design requirements of Schedule 1 to the Activity Centre Zone – Werribee Principal Activity Centre;

ii. The small number of car parking spaces to be provided will not achieve on-site the objective of consolidating car parking into large, well located, easily accessible and locatable facilities;

iii. The applicant agrees, under Section 173 of the Planning & Environment Act 1987, to the financial contribution being applied to the provision of public shared parking, at any site in or adjacent to the Werribee City Centre, as determined by the responsible authority.

The financial contribution rate is \$12,500 (plus GST) for each car space. The amount of contribution for each space specified above will be adjusted by the responsible authority on 1 July each year, commencing from 1 July 2011, by applying the Building Price Index, Melbourne, in Rawlinsons Australian Construction Handbook. If that index is unavailable, an equivalent index will be applied by the responsible authority.

Any financial contribution must be paid in full prior to the commencement of any use or development of the land, unless otherwise agreed in writing by the responsible authority.

All funds collected by the responsible authority must be utilised on public parking projects within the Werribee City Centre in accordance with the Consolidated Parking Master Plan as shown in Figure 1, including (where appropriate) multi storey facilities and provision of bicycle parking facilities.

6. The financial contribution-in-lieu rate per car space charged by Wyndham City (specified above) is less than the full cost of providing multistorey car parking. This is a deliberate action designed to achieve the consolidated parking outcomes of the Master Plan and to help facilitate development.
7. Wyndham City is not obligated to accept a financial contribution-in-lieu of car parking. Wyndham City may consider accepting a financial contribution-in-lieu of car parking under Schedule 1 to the Parking Overlay at Clause 45.09.
8. Car parking provided by means of car parking levies (i.e. financial contributions in-lieu of car parking) and car parking provided through Special Charge Schemes are to be regarded as entirely separate issues. Special Charge car parking schemes should be regarded as a means of providing facilities over and above those provided through general development within the Werribee City Centre, for the overall benefit of the City Centre. Any attempt to merge or compensate between the two methods of providing car parking will only undermine the purpose and benefits of each method. Past contributions towards Special Charge Schemes are therefore not to be deducted from the

parking requirements of new developments or any financial contributions in-lieu of car parking associated with new developments.

## Parking Management

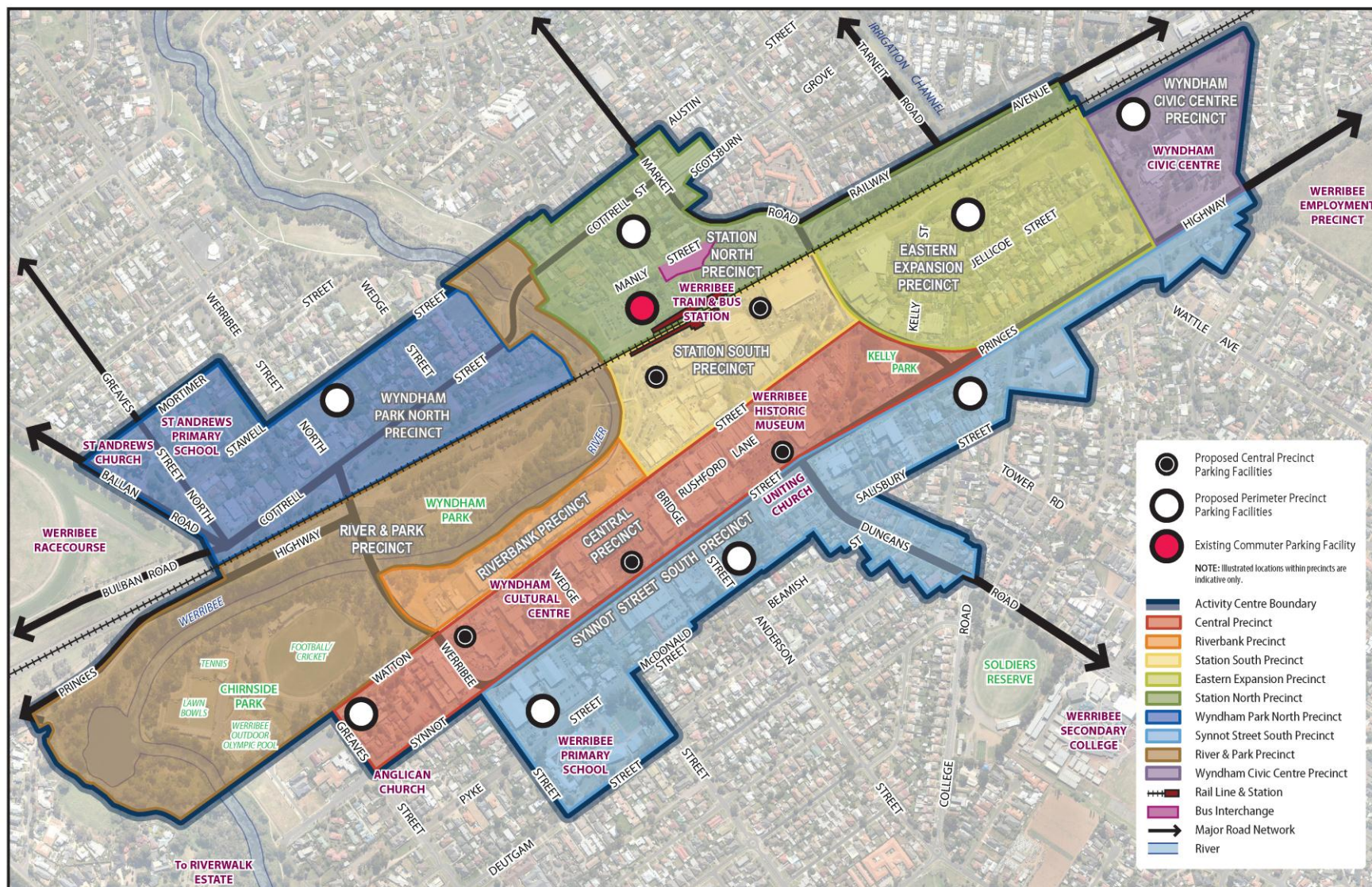
9. Parking time limits in all timed parking areas are to be enforced to maintain parking efficiency. Penalties are to be applied where cars are parked longer than the time limit, with the enforcement performance target of administering penalties at 15-30 minutes over the specified parking time limit. This enforcement target is designed to allow sufficient margin for parker error while maintaining parking turn-over and efficiency.
10. A sufficient number of parking enforcement officers is to be deployed by Wyndham City to implement this policy.
11. On-street parking meters are not to be introduced to the Werribee City Centre in the short term, as their introduction would negatively impact upon business and activity. In future, as the Werribee City Centre grows and activity increases, on-street parking meters may be reconsidered as a parking and vehicle-use management tool.
12. The fees charged for parking in the consolidated parking facilities should be set at a level which encourages use of the facility for long-stay parking, thereby freeing convenient on-street parking areas for short-stay car parking. A moderate all-day flat rate fee is proposed.

## Parking Education

13. New car park directional signage is to be installed in the Werribee City Centre, to direct people to major parking areas and increase awareness of underutilised parking areas.
14. Car parking information is to be developed and made available to customers and visitors at key locations in the Werribee City Centre, to inform them of their parking options and increase awareness of underutilised parking areas.
15. Car parking information is to be developed and made available to business operators, to inform them of their parking options and provide them with parking information which they can pass on to their customers.

## Other Actions

16. Improvements are to be made to currently underutilised parking areas where possible (improved lighting and directional signage in particular), to encourage Werribee City Centre workers, customers and visitors to increasingly use them.
17. Additional on-street car parking is to be provided and formalised where possible within existing mixed used areas of the Werribee City Centre.
18. Additional on-street car parking is to be planned for and introduced in the expansion areas of the Werribee City Centre as mixed use redevelopment occurs in those areas.
19. Relevant departments of the Victorian State Government are to be encouraged to increase commuter parking at Werribee Train Station while also planning for and pursuing mixed-used development of unneeded State Government-owned land along the Werribee railway corridor. These agencies are to be assisted and collaborated with where possible to achieve these aims.



# **CONSOLIDATED PARKING MASTER PLAN** Werribee City Centre

07/10/2012  
revision: H  
0 50 100 150  
SP\_01 CONSOLIDATED PARKING MASTER PLAN\_v.01012



Fig 4



## 4. IMPLEMENTATION STRATEGY

1. The consolidated car parking facilities indicated in the Master Plan are to be developed over time, as they are needed and funded. Facilities are proposed to be developed within the central precincts first, and in perimeter precincts later, as mixed use redevelopment occurs in those areas.
2. The development of consolidated car parking facilities may be achieved by private development, through public-private partnerships, or by Wyndham City alone via the Off-Site Parking Provisions in *Schedule 1 to the Parking Overlay at Clause 45.09*.
3. Where possible, consolidated car parking facilities are to be developed on non-Wyndham City-owned sites, as a part of public-private developments. Wyndham City is to investigate securing options for the development of consolidated car parking facilities on non-Wyndham City-owned sites.
4. The Wyndham City-owned Gateway and Riverbend Car Park sites are to potentially accommodate consolidated car parking facilities as a part of their development. Wyndham City is to determine the amount of public car parking to be ideally provided on these sites (with consideration of the outcomes of Item 3 above) before seeking Expressions of Interest for their development.

Other sites owned by Wyndham City within the Werribee City Centre Parking Precinct Area are to also be assessed for their potential and suitability to incorporate a consolidated car parking facility before any sale or redevelopment.

5. Future sites for consolidated parking facilities are to be proactively purchased by Wyndham City in locations proposed in the Master Plan, when and where possible.
6. The 'Parking Provision Rates' and 'Off-Site Parking Provision' policies set out in this Parking Precinct Plan will take effect upon (and subject to) the incorporation of *Schedule 1 to the Parking Overlay at Clause 45.09* and the *Werribee City Centre Parking Precinct Plan* into the Wyndham Planning

Scheme. A Planning Scheme Amendment process will determine whether they are incorporated into the Wyndham Planning Scheme.

7. The policies and actions listed under 'Parking Management', 'Parking Education' and 'Other Actions' are to be implemented at appropriate times following approval of the *Werribee City Centre Parking Precinct Plan* by Wyndham City. These policies and actions are not subject to the outcome of the Planning Scheme Amendment process.

## APPENDIX



# APPENDIX A

2012

## Car Parking Survey Results

Usage Rate

95 – 100%

90 – 94%

80 – 89%

70 – 79%

0 – 69%

Thursday



Friday



Saturday





2010

# Car Parking Survey Results

Usage Rate 95 – 100%

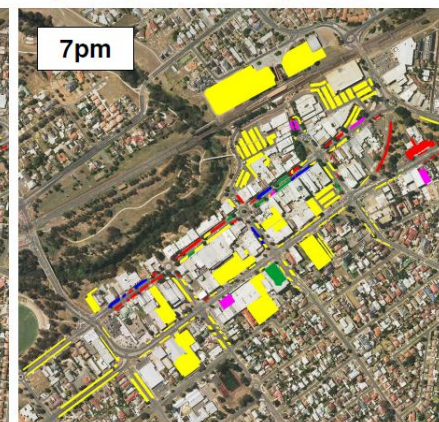
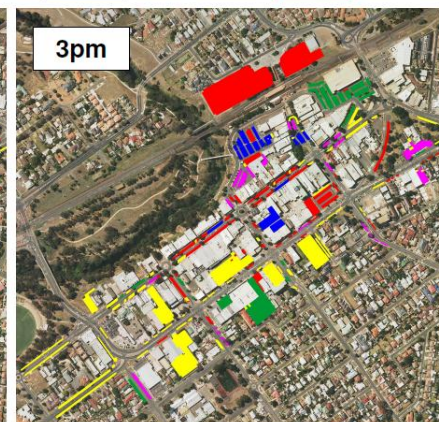
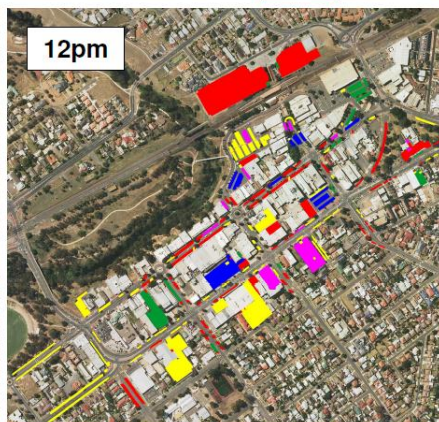
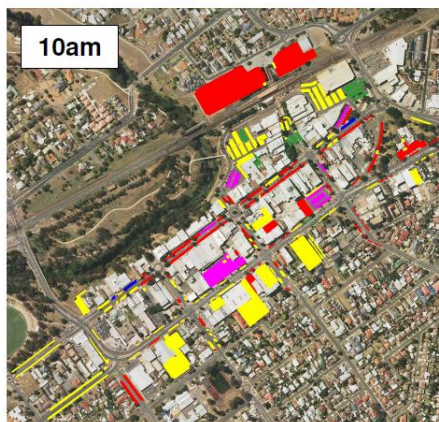
90 – 94%

80 – 89%

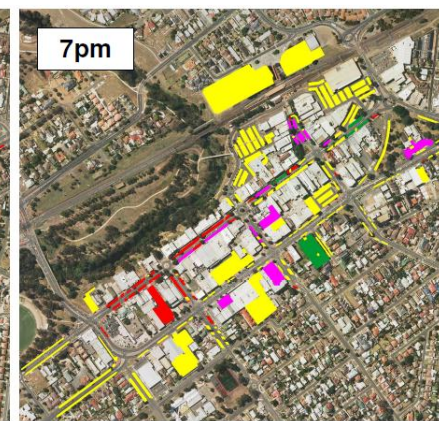
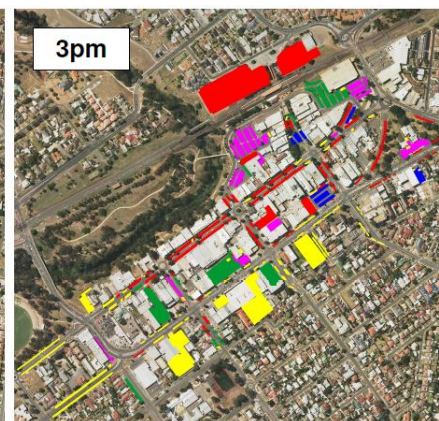
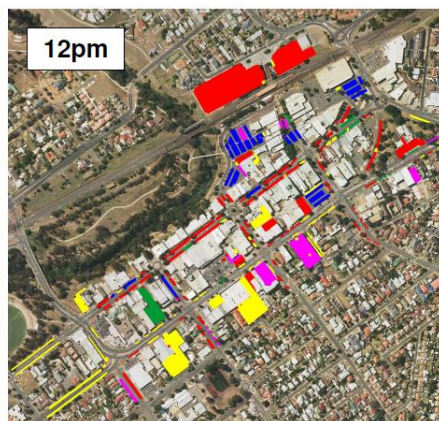
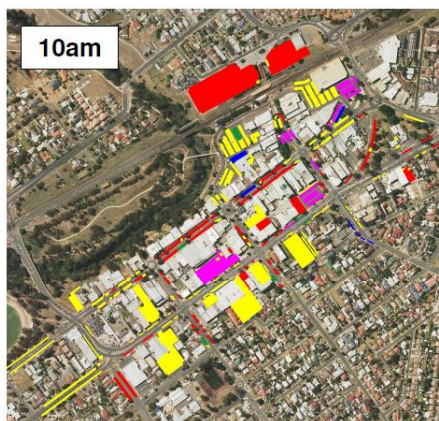
70 – 79%

0 – 69%

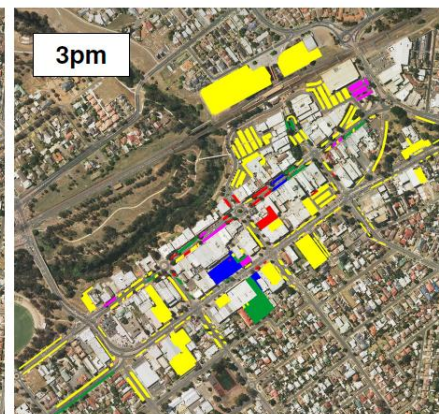
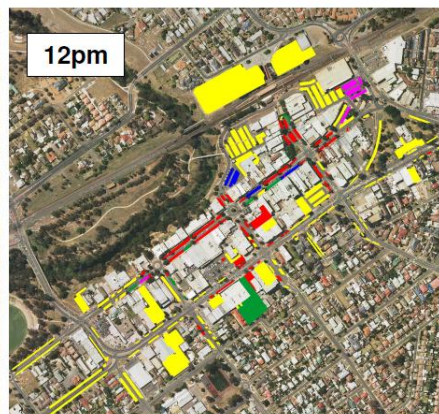
Thursday  
20 May



Friday  
21 May



Saturday  
22 May





2008

## Car Parking Survey Results

Usage Rate

95 – 100%

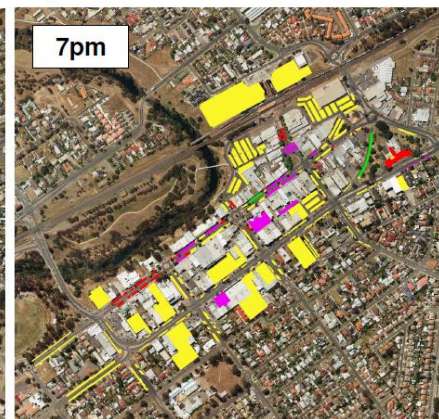
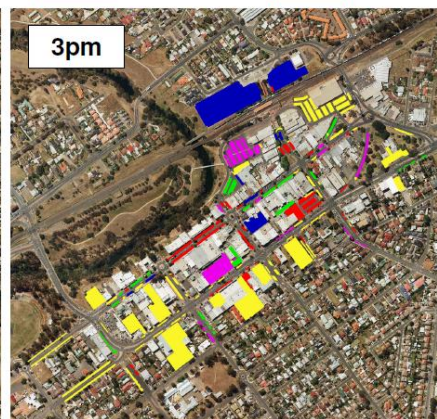
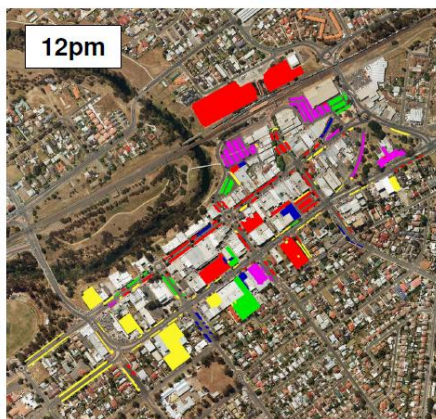
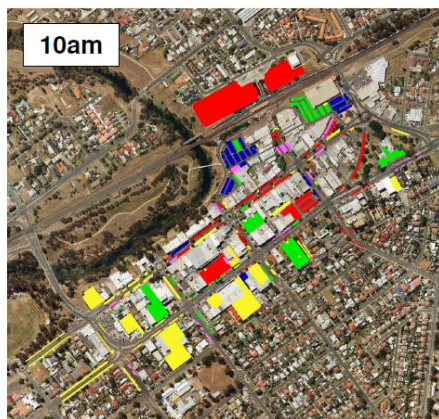
90 – 94%

80 – 89%

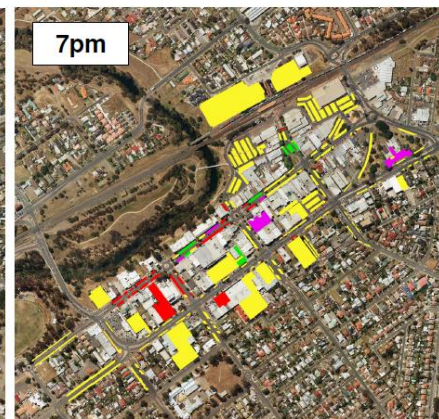
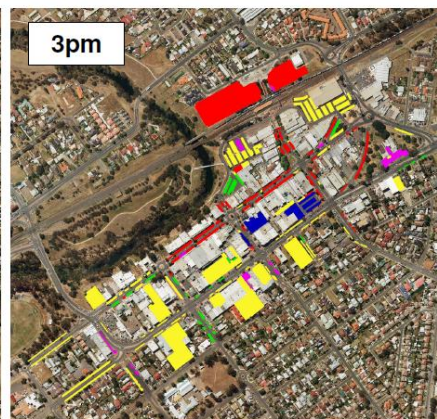
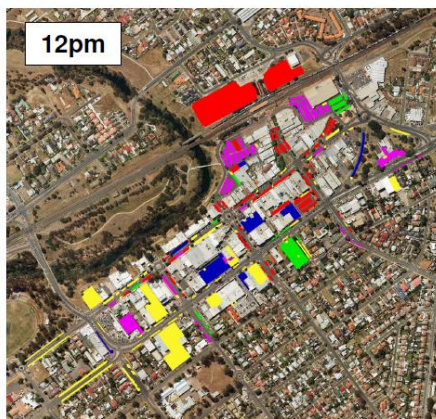
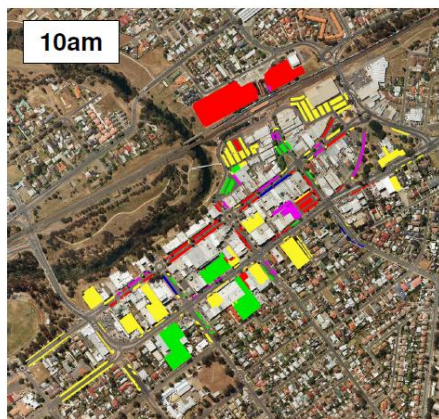
70 – 79%

0 – 69%

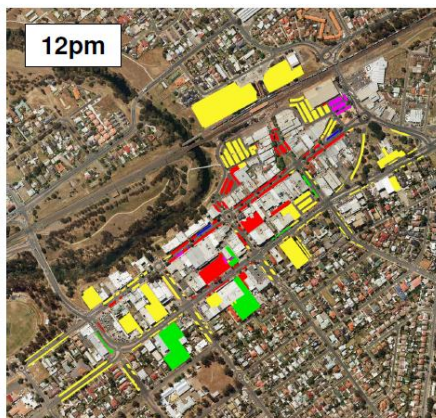
Thursday  
22 May



Friday  
23 May



Saturday  
24 May





2006

## Car Parking Survey Results

Usage Rate

95 – 100%

90 – 94%

80 – 89%

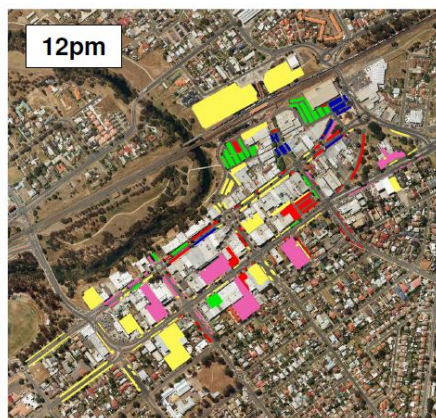
70 – 79%

0 – 69%

Thursday  
25 May



Friday  
26 May



Saturday  
27 May





# APPENDIX B

## WYNDHAM PLANNING SCHEME

27/02/2014  
C151

### SCHEDULE 1 TO THE PARKING OVERLAY

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

#### WERRIBEE CITY CENTRE

#### 1.0 Car parking objectives

27/02/2014  
C151

- To sufficiently and efficiently provide for car parking in the Werribee City Centre.
- To consolidate car parking into large, well located, easily accessible and locatable facilities where possible.
- To provide for the collection of financial contributions towards the construction of shared car parking facilities.

#### 2.0 Number of car parking spaces

27/02/2014  
C151

The required number of car parking spaces is shown in Table 1. The requirement for a use listed in the table is the product of the rate and the measure.

If a use is not specified in Table 1, car parking spaces must be provided in accordance with Column A of Table 1 at Clause 52.06.

**Table 1: Car parking spaces**

| Use   | Rate | Measure  |
|---|------|--|
| Dwelling  | 1    | To each one or two bedroom dwelling, plus  |
|   | 1    | To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom) plus |
|   | 0    | For visitors to every 5 dwellings for developments of 5 or more dwellings  |
| Office other than listed in Table 1 of Clause 52.06 | 3    | Car spaces to each 100 sq m of net floor area  |
| Restaurant  | 3.5  | Car spaces to each 100 sq m of leasable floor area   |

#### 3.0 Decision guidelines for permit applications

27/02/2014  
C151

The responsible authority will protect adjoining residential areas from the intrusion of car parking associated with developments within the Werribee City Centre by considering the effects of car parking on adjoining residential areas before any variation of the requirements is granted.

#### 4.0 Financial contributions requirement

27/02/2014  
C151

Within the precinct defined in this schedule, the responsible authority may, at its absolute discretion, consider accepting a financial contribution in-lieu of one or more car parking spaces required under this Clause 45.09 and/or Clause 52.06, provided the following criteria are met, to the satisfaction of the responsible authority:

## WYNDHAM PLANNING SCHEME

- The applicant demonstrates that the car parking requirement cannot be practically provided on site or nearby;
- The small number of car parking spaces to be provided will not achieve on-site the objective of consolidating car parking into large, well located, easily accessible and locatable facilities; and
- The applicant agrees, under Section 173 of the Planning & Environment Act 1987, to the financial contribution being applied to the provision of public shared parking, at any site in or adjacent to the Werribee City Centre, as determined by the responsible authority.

The financial contribution rate is \$12,500 (plus GST) for each car space. The amount of contribution for each space specified above will be adjusted by the responsible authority on 1 July each year, commencing from 1 July 2011, by applying the Building Price Index, Melbourne, in Rawlinsons Australian Construction Handbook. If that index is unavailable, an equivalent index will be applied by the responsible authority.

Any financial contribution must be paid in full prior to the commencement of any use or development of the land, unless otherwise agreed in writing by the responsible authority.

All funds collected by the responsible authority must be utilised on public parking projects within the Werribee City Centre or adjacent to the Werribee City Centre in accordance with the Consolidated Parking Master Plan as shown in Figure 1, including (where appropriate) multi storey facilities and provision of bicycle parking facilities.

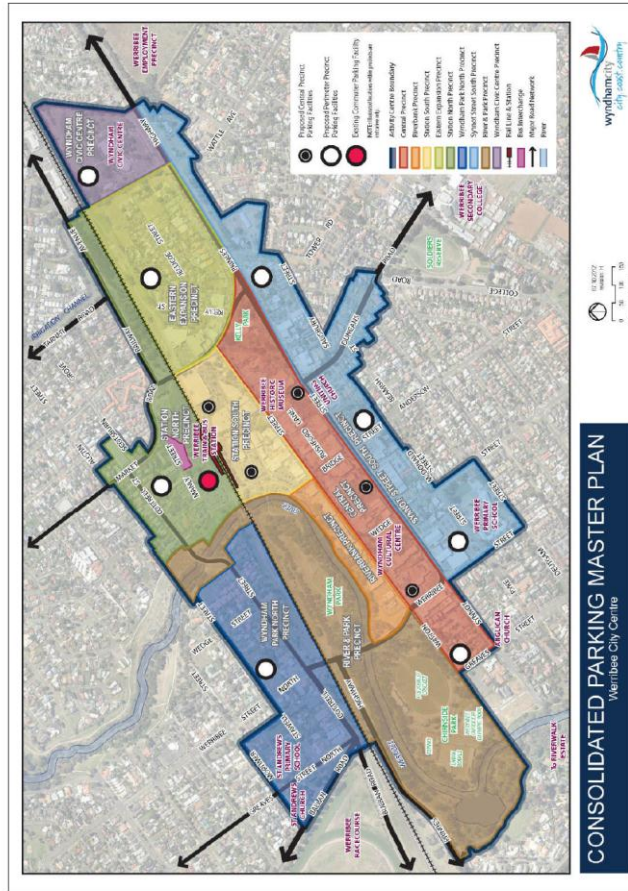
#### 5.0

27/02/2014  
C151

#### Reference document

*Werribee City Centre Parking Precinct Plan 2013 (Wyndham City Council) as amended from time to time.*

**Figure 1: Consolidated Parking Master Plan**



For more information on the Werribee City Centre visit:  
[www.wyndham.vic.gov.au/werribee](http://www.wyndham.vic.gov.au/werribee)

or contact:

**Werribee Development Centre**  
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T: (+61 3) 8734 5459 E: [craig.toussaint@wyndham.vic.gov.au](mailto:craig.toussaint@wyndham.vic.gov.au)

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