



Transport  
Professionals  
Association

# Car Parking Reforms Decoded

SHAPING EVERY JOURNEY

# Car Parking Reforms Decoded



**Katie Harker**



Associate Director

- Regulatory context
- Development context
- Council perspective
- Case study examples
- Q/A

# Who are TPA?

Transport Professionals Association (formally AITPM) is a peak industry body that connects and represents transport professionals across Australia.

We support transport professionals at all stages of their career by providing them with industry leading resources and access to a full calendar of networking, events and professional development opportunities.





**James Dear**



Director



**Peter Malley**



Director



**Chris Coath**



Practice Leader



James Dear is a Director with traffic, transport and waste consultancy One Mile Grid. James has broad experience in land use and development planning, working on projects ranging from townhouses through to windfarms, and greenfields master planning. He is an advocate for sustainable transport, and spends a significant proportion of his time away from work in lycra or in café's, sometimes concurrently.

**James Dear**



Director

# Car Parking Reforms Decoded



Introduction to amendments

James Dear

# Previous Car Parking Requirements



- Outlined within Clause 52.06 of Planning Scheme
- Includes “Column A” and “Column B” rates
- All rates are minimum provisions
- Column B rates applied in Principal Public Transport Network area
- Some areas subject to a Parking Overlay with alternate rates

Use	Rate Column A	Rate Column B	Car Parking Measure Column C
Display home centre	5		To each dwelling for five or fewer contiguous dwellings, plus
	2		To each additional contiguous dwelling
		3.5	To each 100 sq m of floor area
Dwelling	1	1	To each one or two bedroom dwelling, plus
	2	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms) plus
	1	0	For visitors to every 5 dwellings for developments of 5 or more dwellings
Education centre other than listed in this table	0.4	0.3	To each student that is part of the maximum number of students on the site at any time
Food and drink premises other than listed in this table	4	3.5	To each 100 sq m of leasable floor area

# Minimum Parking Requirements



- Minimum rates typically set to ensure all demands satisfied, assuming parking is free
- Hides true cost of parking, and bundles in with development
- In-part contributes to higher costs of housing
- Many examples of parking minimums being removed: Brisbane City Council, NSW Transit Oriented Development, Auckland, Wellington



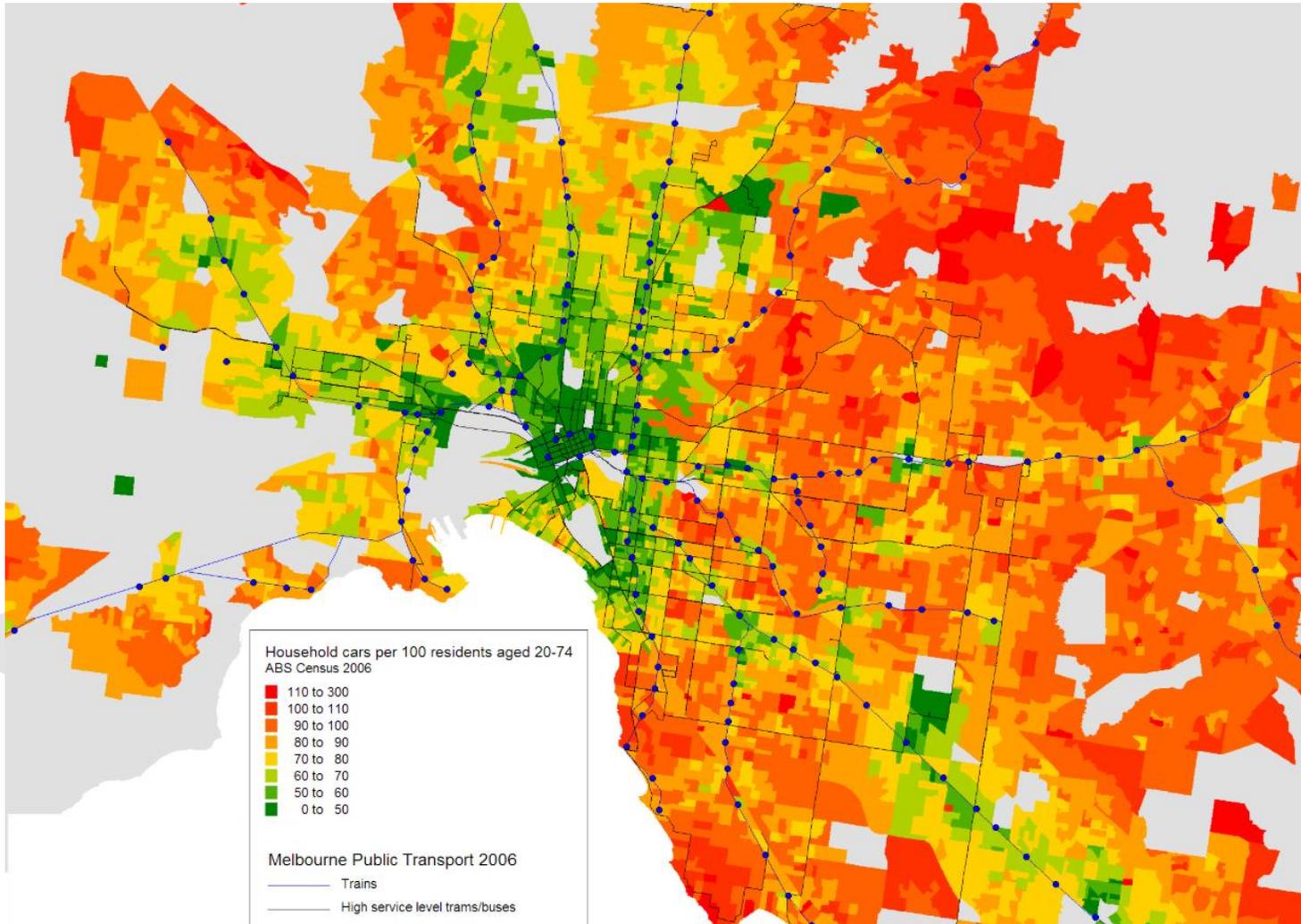
# Plan for Victoria



- A strategic document that sets out the long-term vision for Victoria, and key actions to achieve that vision
- Action 5: match car and bike parking requirements and bike facilities with demand
- The goal is to reduce the costs of housing when parking is not required, and reduce traffic congestion



# Transport v. Car Ownership

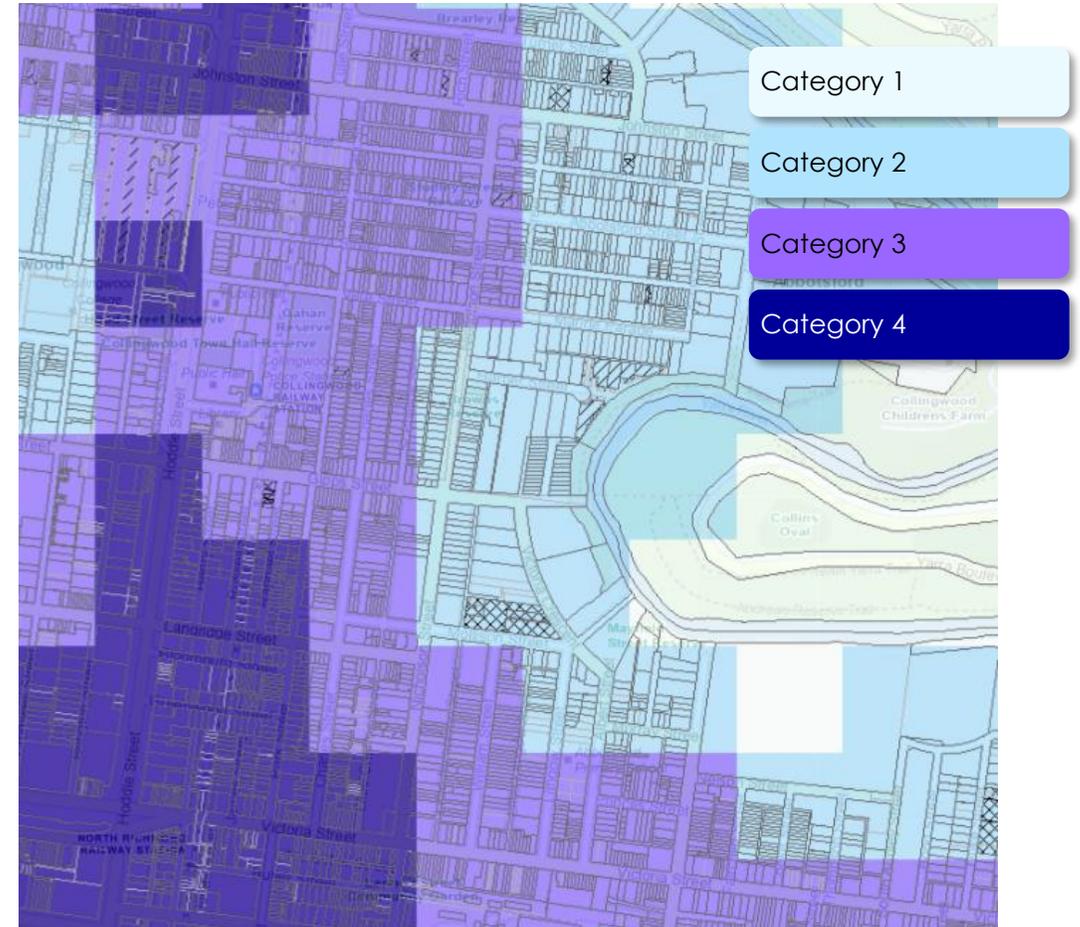


- Clear correlation between PT access and car ownership
- Source: <https://chartingtransport.com/2010/01/17/car-ownership-and-public-transport/>

# Updated Clause 52.06



- Updated on 18<sup>th</sup> December 2025 as part of Amendment VC277
- Properties separated into 4 categories of PT access
- 157m grid
- 1 = poor, 4 = very good
- Derived from Public Transport Accessibility Level (PTAL) calculation



# Updated Clause 52.06



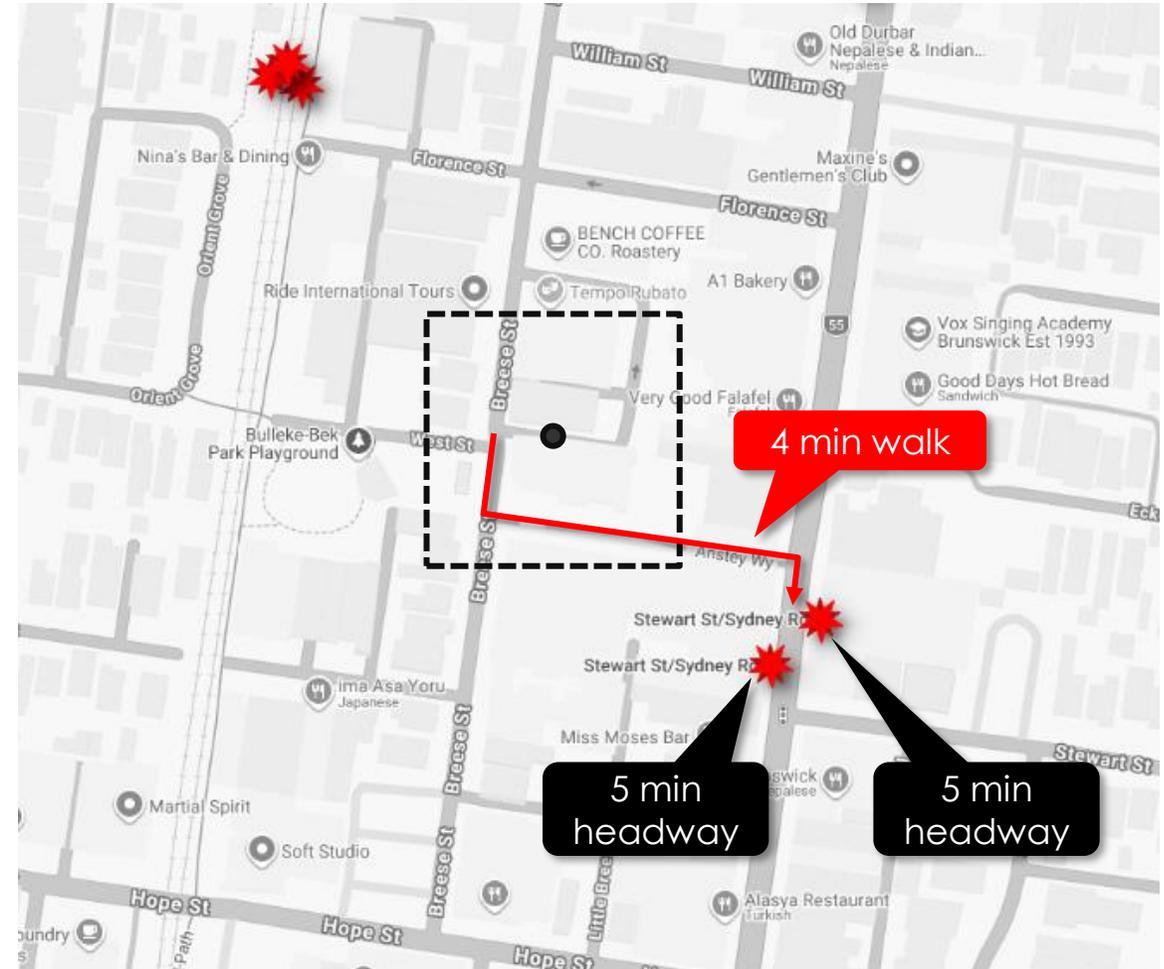
- New rates and measures for a range of land uses
- Generally reduced rates with increasing PT access
- Minimum provision rates in Cat 1 and Cat 2 areas
- Maximum provision rates in Cat 3 and Cat 4 areas

Land use	Measure	Category 1 (Minimum Requirement)	Category 2 (Minimum Requirement)	Category 3 (Minimum and Maximum Requirement)	Category 4 (Maximum Requirement)
Display home centre	To each dwelling	5	2.5	0 - minimum 2.5 - maximum	1.25
Dwelling	To each dwelling	12	1	0 - minimum 2 - maximum	2
Education centre - other than specified in this table	To each student	0.4	0.05	0 - minimum 0.1 - maximum	0.05
Food and drink premises - other than specified in this table	To each 100 square metres of net floor area	4	2	0 - minimum 2 - maximum	1

# PTAL Calculation

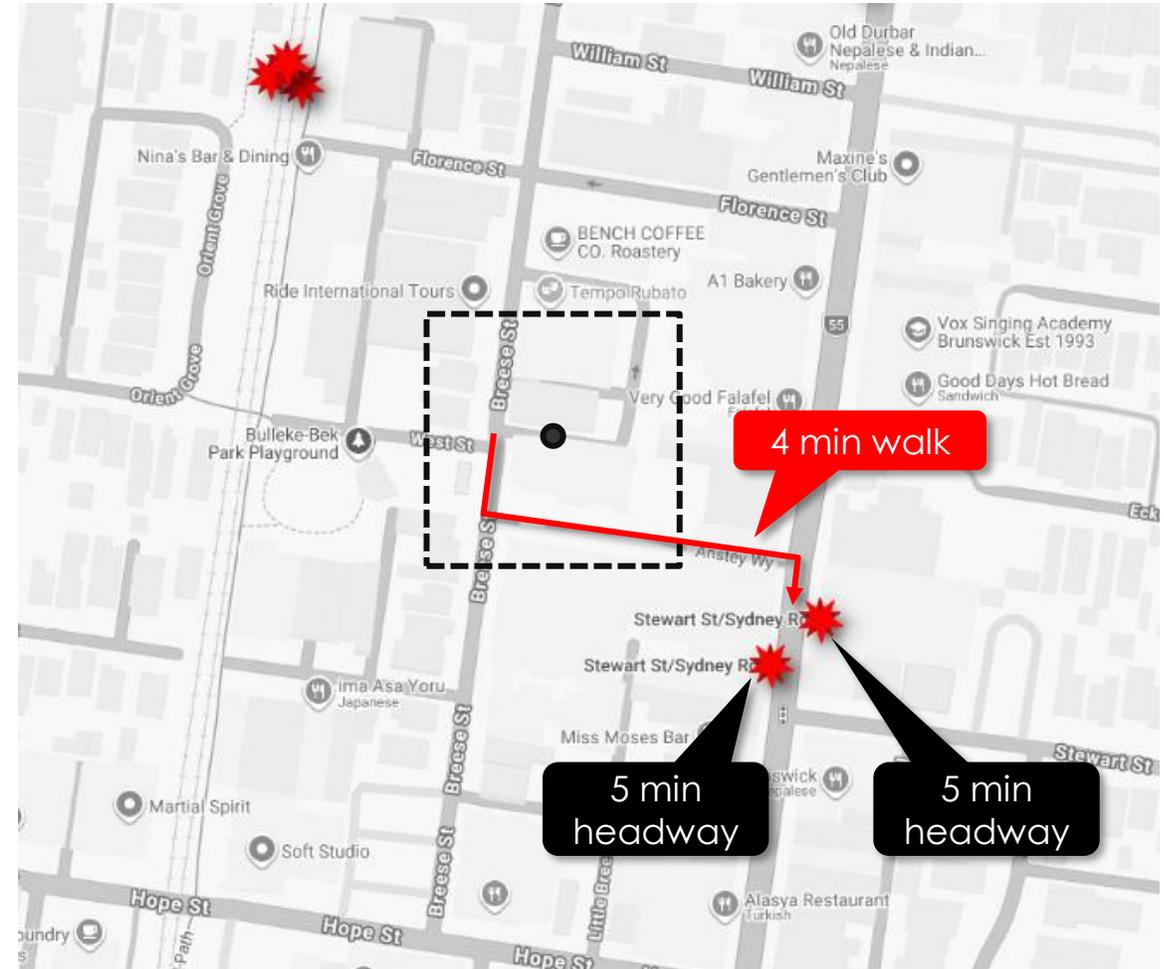


- The effective service frequency calculated from centre of each block
- Considers walk-time to each PT stop, the peak period service frequency, and adjustment for reliability
- Snapshot of services from 8-9am on 2 April 2025
- [Fact Sheet](#) with extra detail



# PTAL Calculation

- Total access time =  
4 min walk to tram stop +  
2.5 min average wait +  
1 min reliability factor  
= 4 + 2.5 + 1 = 7.5 min
- Equivalent doorstop  
frequency =  $60/7.5 = 8$  EDF
- Highest EDF service x1, all  
others 0.5x
- Total EDF summed to  
determine PTAL





**Peter Malley**

**ratio:**

Director

Peter is a Director at Ratio Consultants and has been a consulting traffic engineer for over 20 years with a passion for master planning and lending his transport engineering expertise to large-scale developments. He has contributed expert advice to a range of significant projects including town centres, residential subdivisions, mixed-use developments, healthcare, and educational facilities throughout his career. Peter has been involved a variety of major project including more than 25 PSP areas across Melbourne, the Parkville & Arden Health Precinct Master Plans, Highpoint Shopping Centre, multiple Homes Victoria social housing renewal projects and various residential towers throughout Melbourne. Peter applies a holistic approach to transport planning including consideration of land uses, opportunities for public transportation, bicycle accessibility and pedestrian amenity as well as vehicle accessibility.

# Beyond the Parking Rates

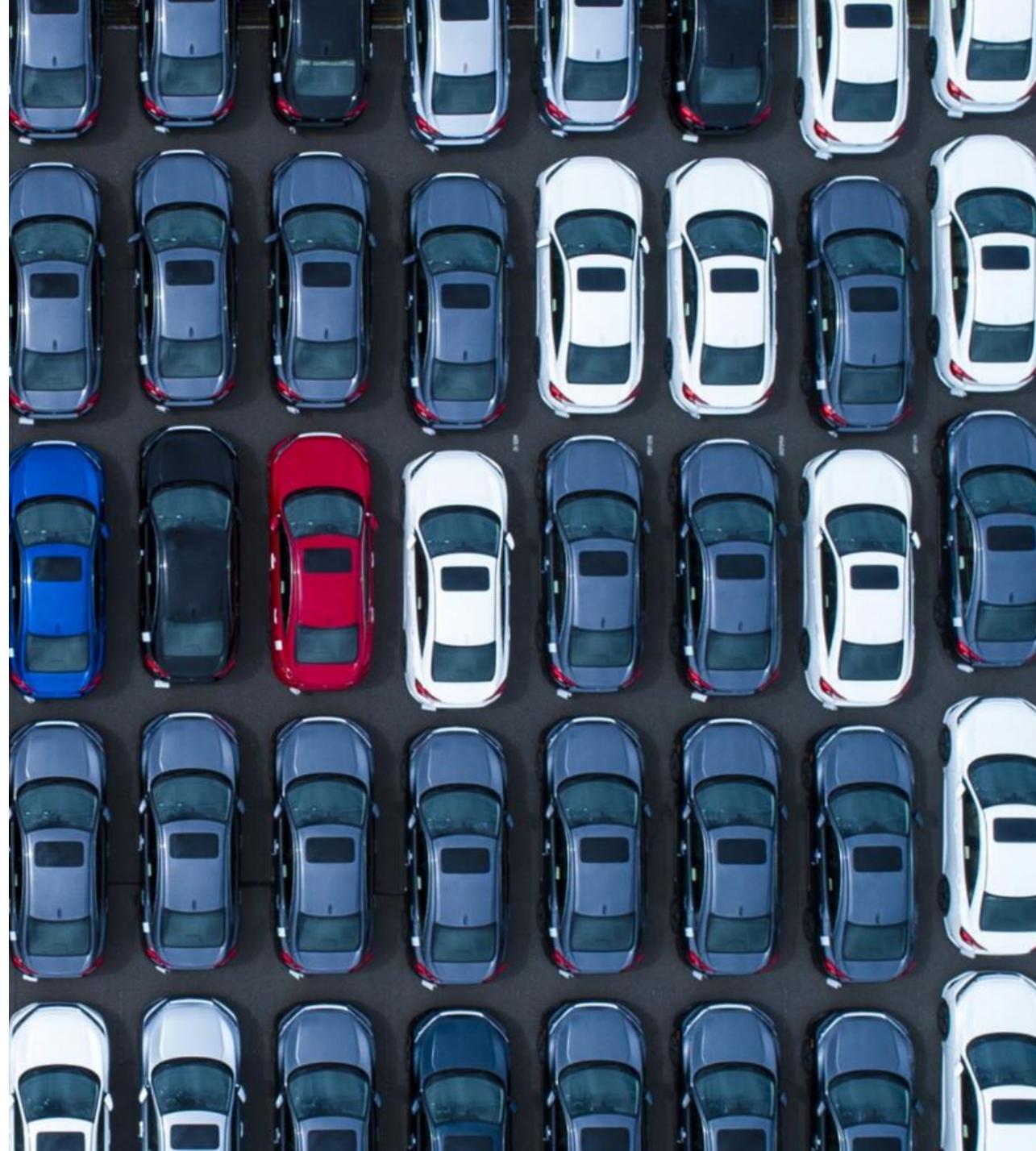
The ability to provide parking below a minimum or above a maximum is still permitted subject to a Car Parking Demand Assessment:

- Car Parking Demand Assessment criteria are the same between maximums and minimums.
- Responsible Authority considerations vary between maximum and minimums.

Innominate Land Uses are still to the satisfaction of the Relevant Authority e.g. gymnasiums.

Car parking supply is grandfathered.

**ratio:**



# Transitional Periods

A 6-month transition period (to 16 June 2026) applies to car parking rates within CL52.06

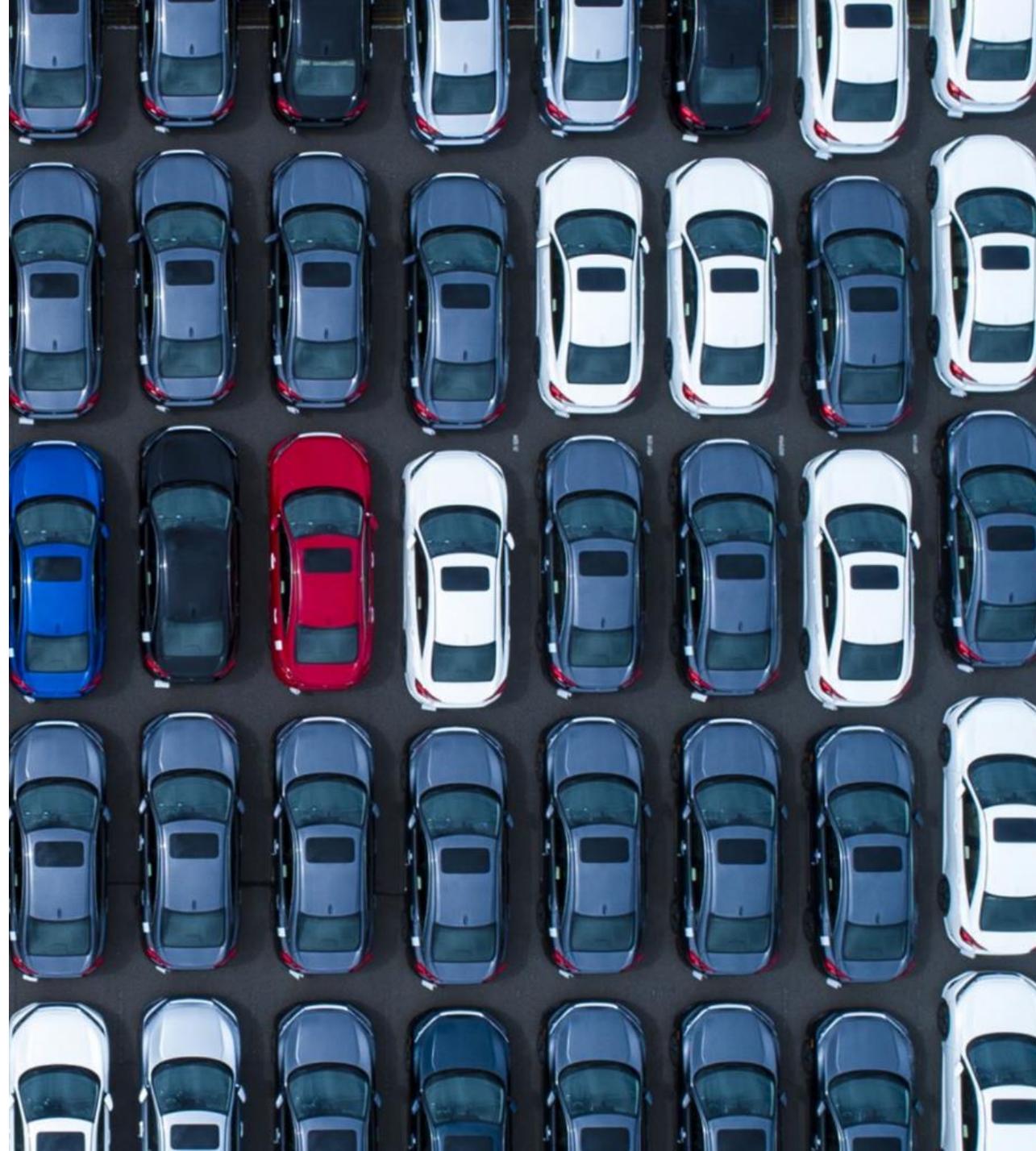
## TRANSITIONAL PROVISION “A” – MINIMUM RATES

Where minimum parking rates apply under the new rates, the lower of the old and new rates can be applied, whichever is lesser.

A reference to ‘clause 52.06-5’ in the current clause is taken to be a reference to ‘clause 52.06-5’ in the former clause in respect of a transition proposal (except in relation to a maximum car parking requirement) if both of the following apply:

- The transition proposal is for a use specified in Table 1 to the current clause.
- The number of car parking spaces that would be required for the transition proposal under the former clause is less than the minimum number of car parking spaces required under the current clause.

**ratio:**



# Transitional Periods

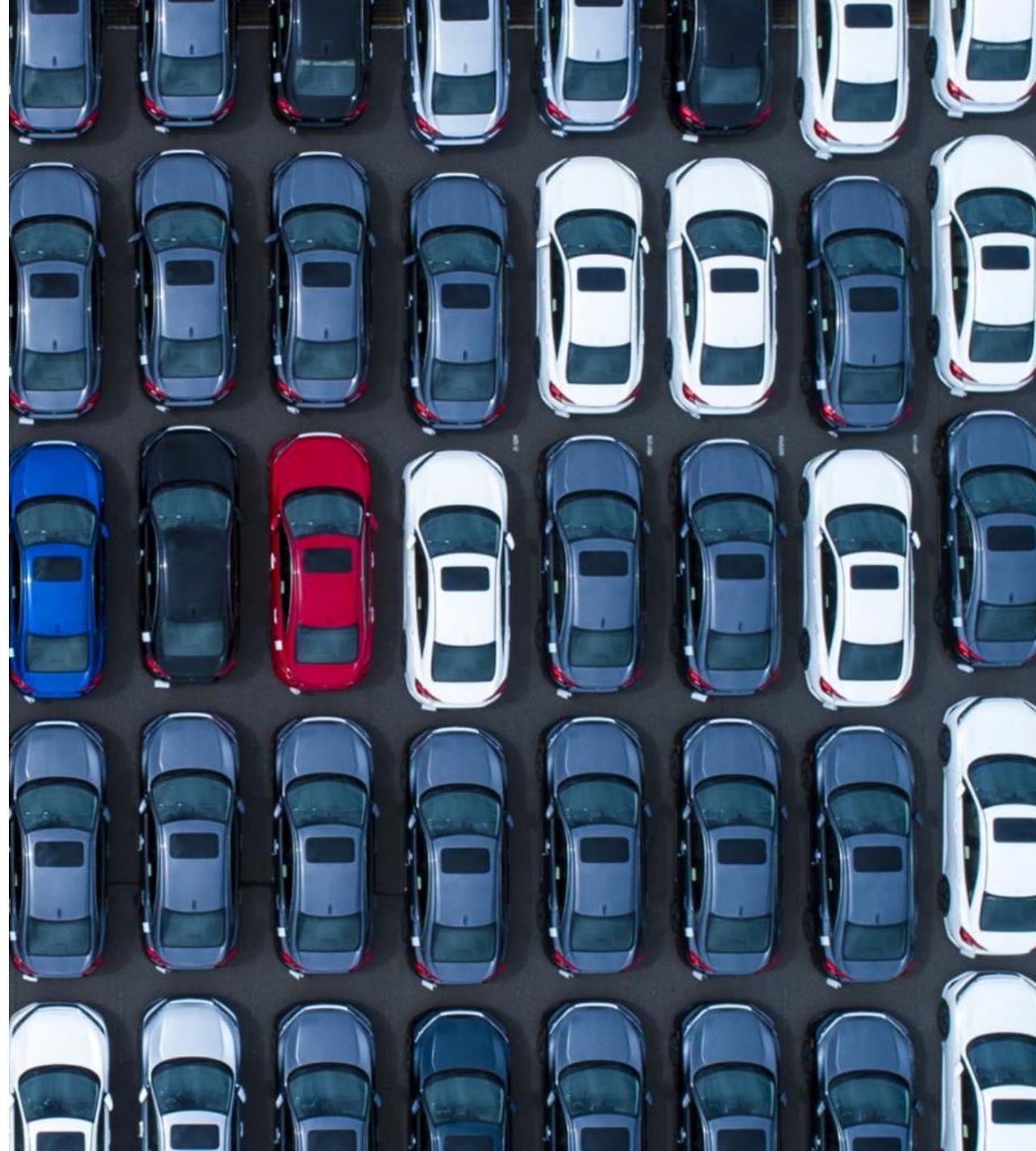
A 6-month transition period (to 16 June 2026) applies to car parking rates within CL52.06

## TRANSITIONAL PROVISION “B” – MAXIMUM RATES

Where maximum parking rates apply under the new rates, they are already in effect, unless the application was lodged prior to 18<sup>th</sup> December 2025.

The maximum car parking requirement in clause 52.06-2 (other than a maximum parking requirement specified in a schedule to a Parking Overlay) does not apply to, and a permit is not required under clause 52.06-3 to provide more than the maximum parking provision specified in clause 52.06-5 in respect of, the following:

- An application to use or develop land made before the day Amendment VC277 came into operation.
- An application to use or develop land amended under section 50, 50A or 57A of the Act if the original application was made before the day Amendment VC277 came into operation.
- An application under clause 52.06 made before the day Amendment VC277 came into operation.
- An application under clause 52.06 amended under section 50, 50A or 57A of the Act if the original application was made before the day Amendment VC277 came into operation.
- A plan provided to the responsible authority under clause 52.06-8 before the day Amendment VC277 came into operation.
- Car parking provided in accordance with a plan approved under clause 52.06-8 if the plan was provided to the responsible authority before the day Amendment VC277 came into operation.



# Transitional Periods

A 6-month transition period (to 16 June 2026) applies to car parking rates within CL52.06

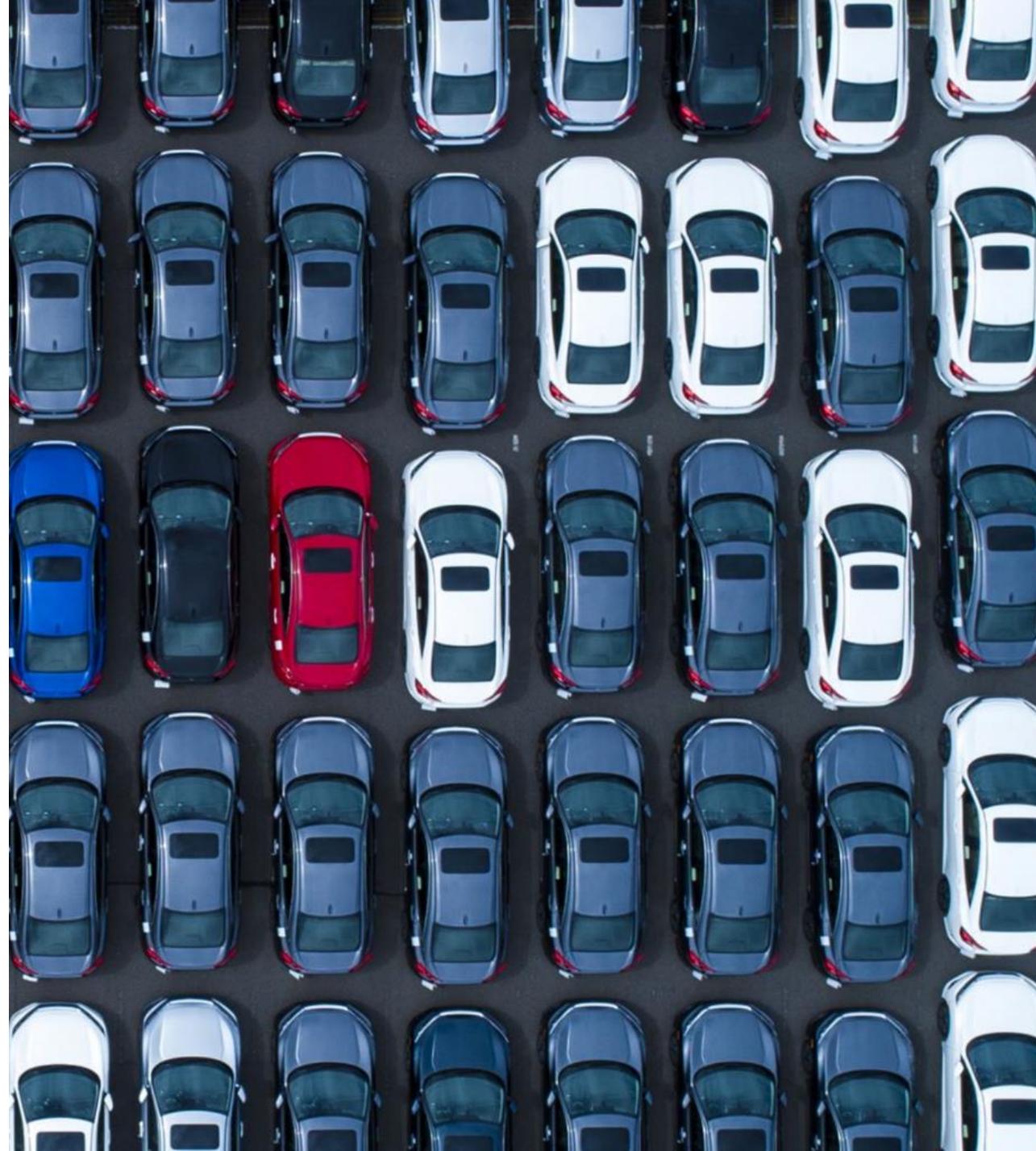
## TRANSITIONAL PROVISION “C” – PARKING OVERLAYS

Where land is within a Parking Overlay, the Parking Overlay rates still apply and override the new rates.

DTP will be working with Local Councils on how Parking Overlays can align with the new parking rates, however, no timeline is set on this.

Any reference in a schedule to the Parking Overlay to 'clause 52.06-5' is taken to be a reference to the former clause unless the schedule to the Parking Overlay specifies this transitional provision does not apply.

**ratio:**





**Chris Coath**



Practice Leader

Chris is the Practice Leader - Parking Strategy and Implementation, Australia at Stantec.

He works daily in developing best practice car parking strategies for cities and activity centres across Australia.

His work ensures competing activity centre demands of all modes are balanced to achieve resource efficiency, urban design, place making and economic prosperity objectives.

More broadly, his skills encompass all major transport planning and traffic engineering areas.

He is a Chartered Engineer with the Institute of Engineers Australia.

# Car Parking Reforms Decoded

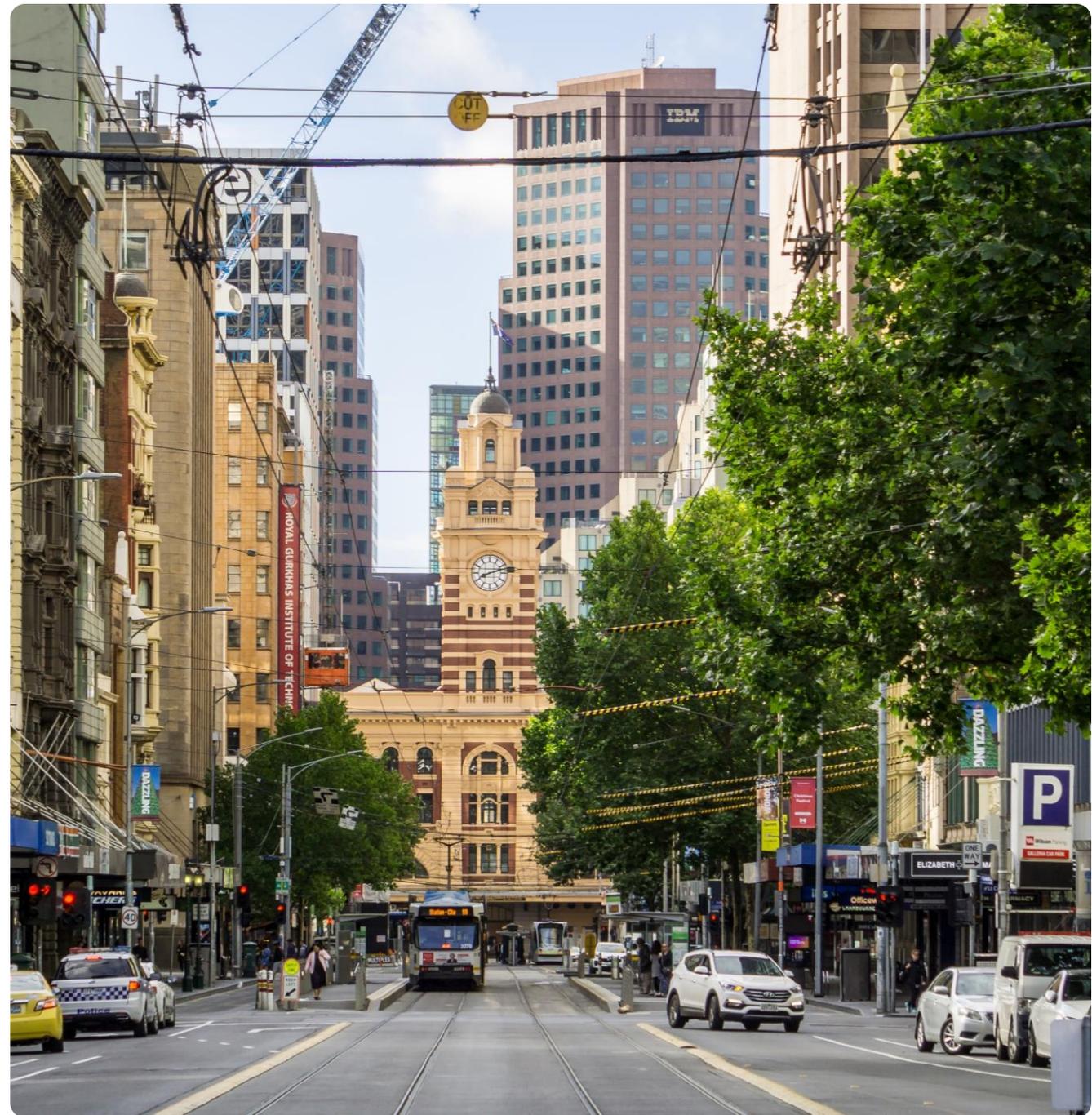
## Implications for Local Government

**Chris Coath**

Senior Principal Transport  
Practice Leader: Parking Strategy and Implementation

25 February 2026

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# Local Government to supercharge the parking reform



# Planning Applications

## The review of planning applications in many instances should be simplified

- Permits to reduce parking requirements would still be expected, particularly at the fringes of accessibility categories
- Make sure developers are aware that the same ability to park on street may not be available in the future and onus is on them to provide enough parking to satisfy their demands.



# Parking Management

## Proactive parking management becomes more important

- Especially in activity centres where new development may provide less (or no) on site parking.
- This is important to achieve the objective of mode shift away from private car travel, rather than just shifting private cars to the street.



# Shared Parking Outcomes

**The ability to create shared parking outcomes has become more difficult.**

- Maximum parking rates in many activity centres limit the ability for Councils to pursue shared parking facilities unless they are fully funded by Council.
- Where maximums apply, Councils are restricted in collecting cash in lieu contributions, making funding decisions more difficult and placing additional pressure on local government budgets.



# Engagement and Communication

Communication and Engagement by Council is more important than ever

## Developers

Set expectations that the onus is on the developer to provide parking and the current ability to park on-street may change in the future

Engaging with the market to encourage opportunities to create precinct parking outcomes

## Community

Set expectations that it is not the responsibility of Council to deliver parking supply

The creation of precinct parking outcomes (by Council or private investors) will likely see the cost transferred to the user

## Councillors

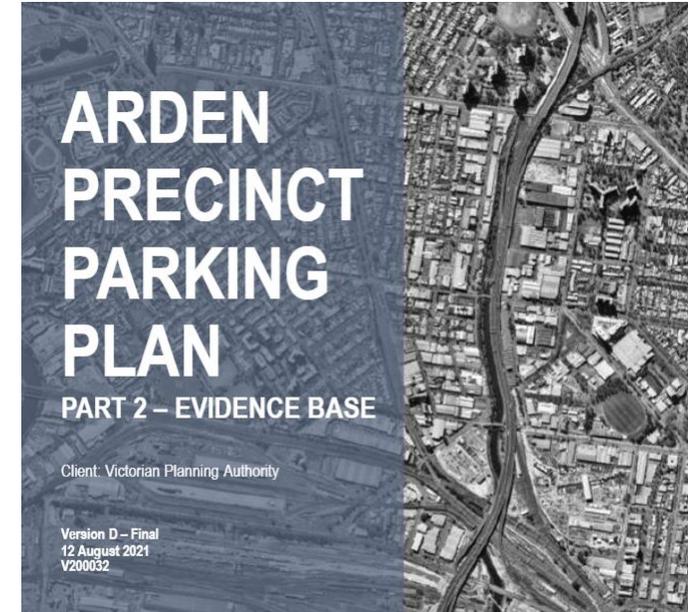
The goal posts have shifted in respect of what is expected of developers in providing parking

Councillors may need to be open to making difficult decisions around funding pathways

# The Parking Overlay

## The role of the Parking Overlay will continue to exist

- Provides the mechanism to consider forward looking responses to public transport and accessibility changes.
- Provides the opportunity set reduced maximum rates in key centres to manage congestion and address travel demands at the source



MELBOURNE PLANNING SCHEME

28/07/2022  
C407melb

### SCHEDULE 15 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO15**.

#### ARDEN PRECINCT

1.0  
28/07/2022  
C407melb

#### Parking objectives to be achieved

To encourage a travel mode shift toward 90 per cent of all trips to the precinct being by sustainable transport options.

To minimise the impacts of on-site car parking and vehicle access on the transport system and the public realm.

To provide for the future adaptation of car parking areas to other uses and innovations in transport technology and practice.

To encourage publicly accessible Car parks and discourage the provision of on-site car parking.

# Wrapping Up

Amendment VC277 has **great aspirations** to achieve mode shift, place making, urban design improvements, improved development feasibility, but there is some **heavy lifting to be done by Local Government** to realise these aspirations.



# Thank you

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**Chris Coath**

Senior Principal Transport Planner  
Practice Leader (AU) – Parking Strategy and Implementation  
Stantec

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**James Dear**



Director



**Peter Malley**



Director



**Chris Coath**



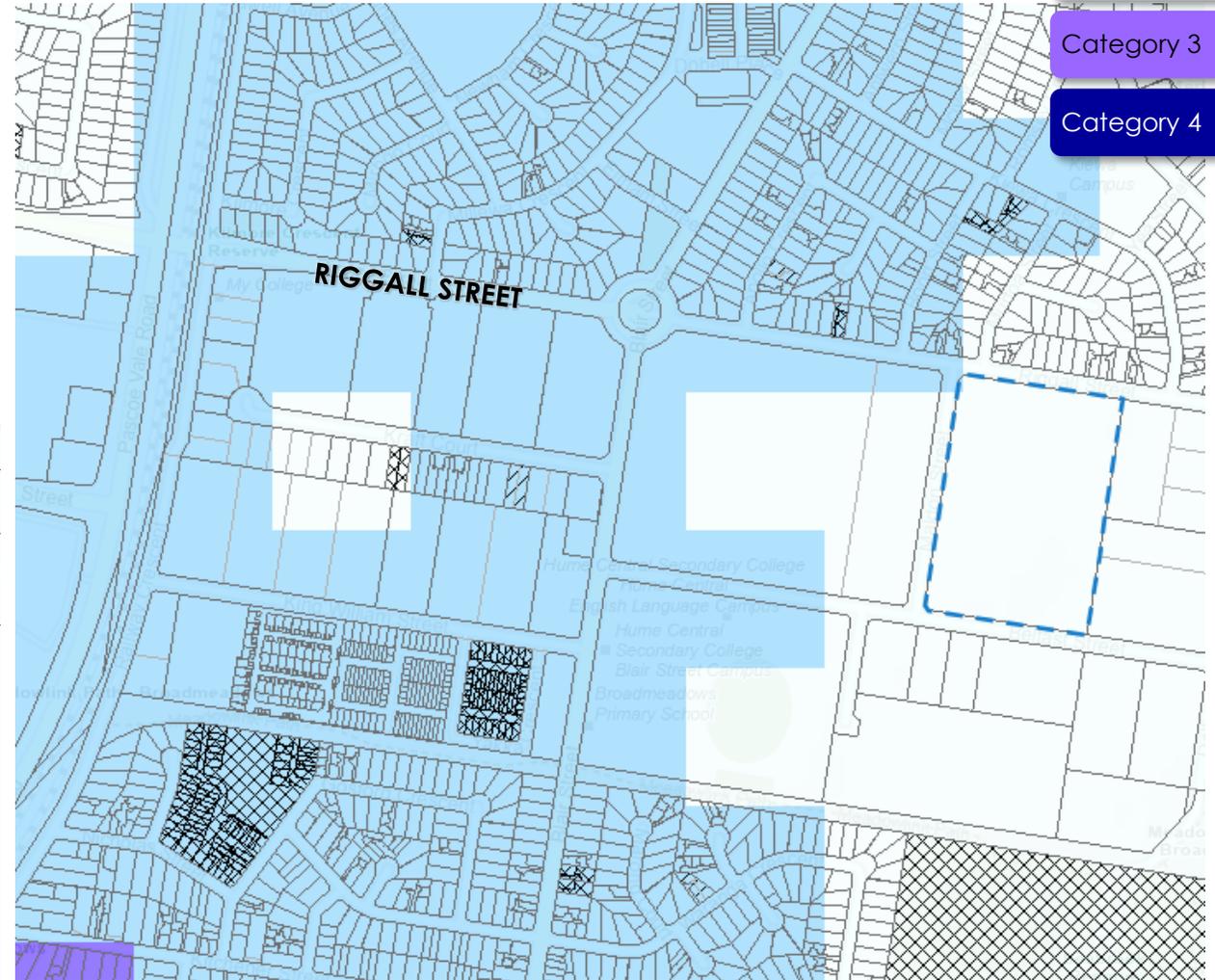
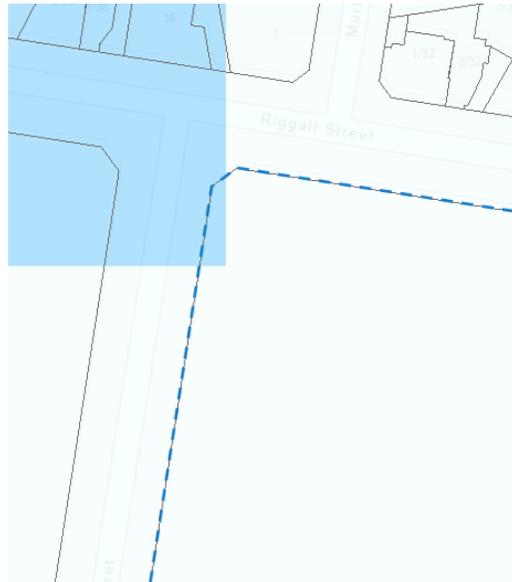
Practice Leader

# Riggall Street Broadmeadows

Commercial Zone 2

Car Parking Requirement

- Category 1
- Top left corner



Category 1

Category 2

Category 3

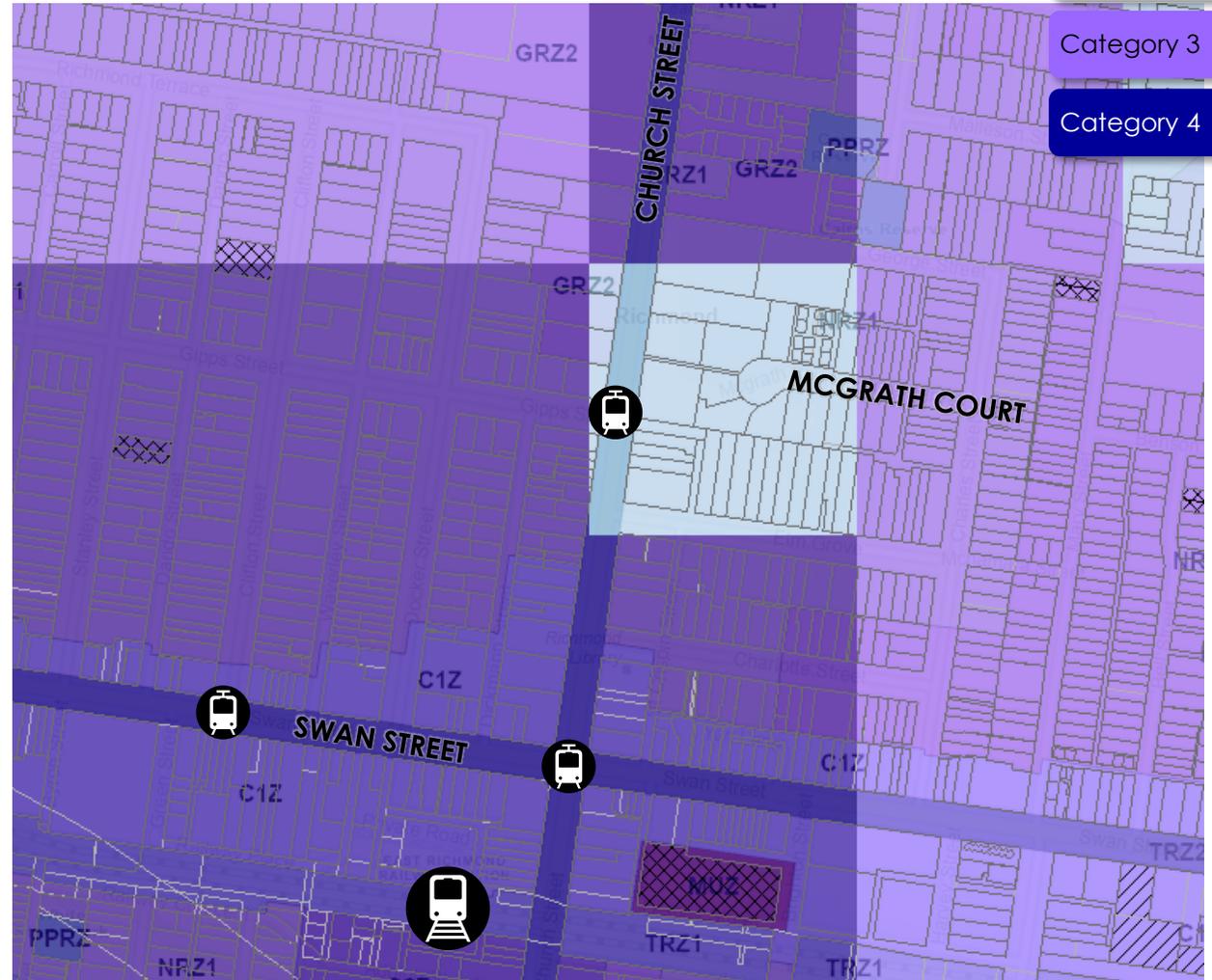
Category 4

# McGrath Court Richmond

Neighbourhood Residential Zone  
NRZ1

Overlays: HO, DCPO, DDO

Western end of McGrath Court  
connects to Church Street via a  
known public laneway.



Category 1

Category 2

Category 3

Category 4

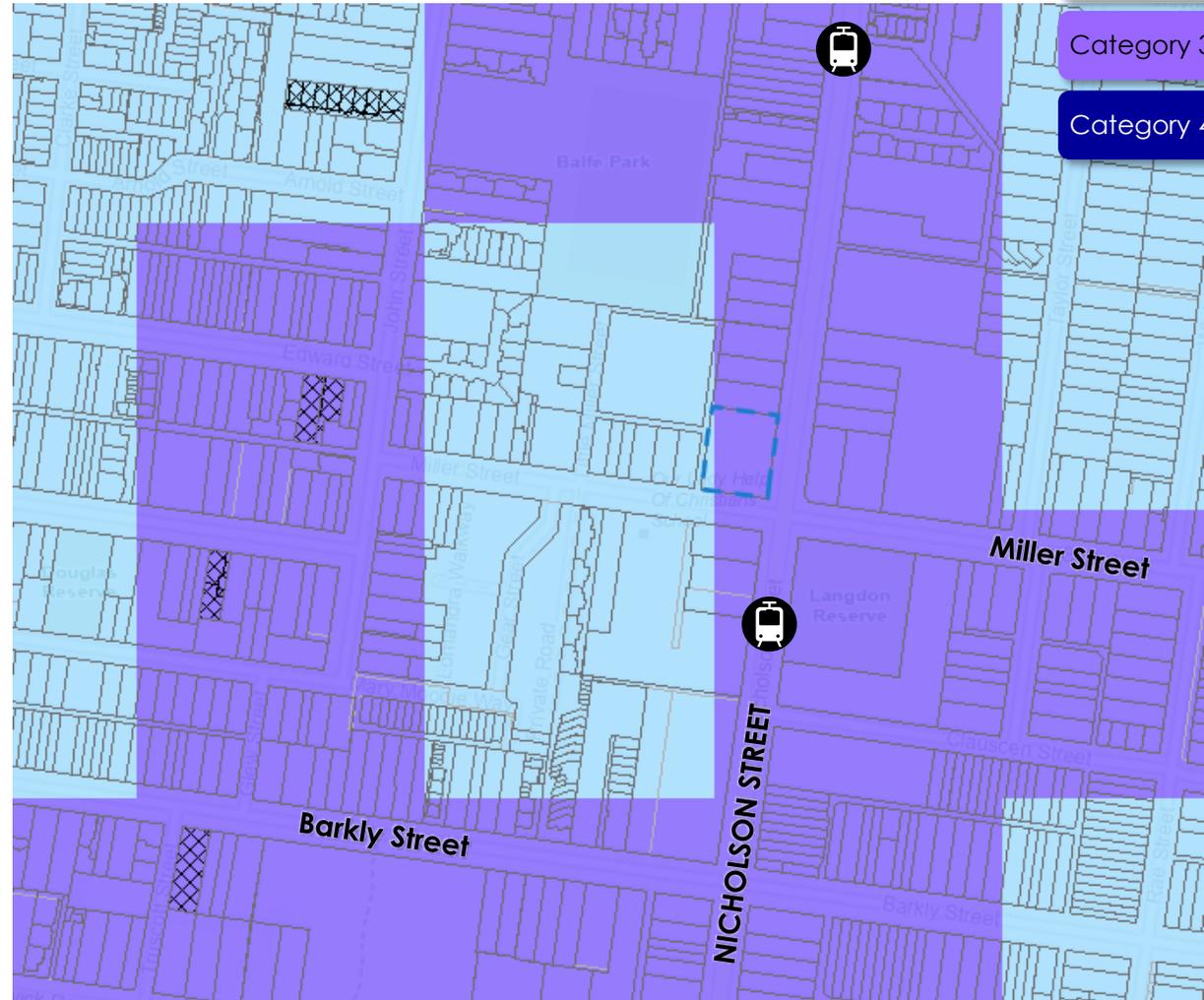
# Nicholson Street, Brunswick East

Commercial 1 Zone

Parking Overlay – Column B rates

Apartment mix:

- 33 x 2-bedroom
- 5 x 3-bedroom
- 5 x Commercial
- 20 parking spaces
  - 14 dedicated car share



Category 1

Category 2

Category 3

Category 4





**James Dear**



Director



**Peter Malley**



Director



**Chris Coath**



Practice Leader

# Thank you



**James Dear**



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**Katie Harker**



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