22.12 BLACKBURN STATION SHOPPING CENTRE

This policy applies to all applications for planning permits within the Blackburn Station Shopping Centre area as identified on the attached map.

22.12-1 Policy basis

Blackburn Station Shopping Centre, as identified in its Business Plan, aims to be “the premier community shopping destination that offers a unique shopping experience founded on variety, first class service and convenience.” The Blackburn Station Village Business Plan has been prepared to provide a framework to improve the centre’s viability and enhance its physical design, while protecting the amenity for adjacent and nearby residential properties.

Council is committed to providing a high quality transport network for the benefit of all users. Part of this commitment is the need to recognise the special parking needs of the various retail/commercial areas and preparing Parking Precinct Plans for them. Provision of adequate parking, in a manner that does not detract from the pedestrian nature of some areas, is also important in adding to the viability of the centre. A parking strategy and management plan has been prepared for the centre, to ensure a consistent approach to the special parking needs of the centre while also protecting the amenity of the abutting residential areas.

The Blackburn Station Shopping Centre policy seeks to ensure that planning decisions are consistent with the aims of both the business plan and the parking strategy and management plan. It seeks to ensure a suitable mix of retail and office uses, the enhancement of the physical environment and to achieve a consistent approach to addressing parking demands in the area.

22.12-2 Objectives

- To enhance the Blackburn Station Shopping Centre by encouraging development which meets the needs for local quality shopping services and socialising for the Blackburn community and local workforce.
- To maintain a built form that reflects the scale, character and environmental values of the local community.
- To ensure the mix of uses meets the needs of the local Blackburn community, the local work force and commuters, in appropriate locations.
- To most efficiently use the limited retail space within the centre, encouraging the clustering of retail and community services at ground floor on the south side of the railway line, and encouraging office and supporting businesses on the north side of the railway line.
- To ensure that future development of the precinct improves the appearance of the centre, to make it even more attractive, inviting and safe, with easy access and circulation throughout.
- To minimise parking and traffic difficulties in the Centre and surrounds, while encouraging appropriate development and redevelopment within the Centre, by ensuring that each change of use or new development provides sufficient parking to meet its own demands in appropriate locations.
- To maximise the supply and usage of parking, by time of day, for customers and employees of the Centre.
- To capitalise on shared parking opportunities.
Policy

Use
It is policy to ensure that new uses or extensions to existing uses within the Centre achieve the following objectives:

- The south side of the railway is to comprise the clustering of retailing, personal services and community services at ground floor.
- Other uses on the southern side of the railway line that could undermine its local retail focus are discouraged.
- The north side of the railway line is to comprise commercial office and supporting businesses (business services, cafés, etc) services.
- Other uses on the north side of the railway line that could undermine its focus as an office area, with supporting businesses, are discouraged.
- Residential activity on upper floors of the premises throughout the Centre is encouraged.

Development
It is policy to ensure that development in the Centre achieves the following objectives:

- Ensure that the scale of new development on the south side of the Railway does not overwhelm the existing buildings, and any development on the boundaries of the precinct is a similar scale to the residential properties it abuts.
- Enable safe and secure pedestrian access throughout the centre day and night.
- Encourage the maintenance and improvements of building façades throughout the centre.
- Encourage the provision of weather protection and open glazed shop fronts along the major pedestrian routes in the centre.
- Address the interface with adjoining residential areas by:
  - minimising noise and emissions near residential boundaries.
  - minimising use of residential streets for car parking associated with the Centre.
  - establishing and maintaining clear boundaries between the Centre and adjacent residential areas.
  - referring to the standards of Clause 55.04 as appropriate when considering development at the interface between the Centre and residential areas to protect the amenity of adjoining residential properties.
- Encourage the use of native planting as part of any landscaping requirement.
- Ensure that any approvals for development within the public realm reflect a unified image to enhance the centre’s image.
- Make maximum use of ground floor space for retail activities and personal services.
- Encourage appropriate retail premises to provide “frontages” onto car park areas as well as street frontages.

The following performance standards are considered to satisfy the policy objectives and statements outlined above:
- All new development is required to blend architecturally with existing structures and be of a high quality design.
- The development should be designed to maintain and promote the prevailing human scale of the Centre.
- No front setbacks and include active frontages and weather protection where possible for non-residential buildings

**Car parking**

- It is policy to ensure that dispensation from car parking provision within the Centre achieves the following objectives:
  - Car parking provision on site is appropriate to the demand generated by the use or development. The rates of car parking generally required to satisfy this demand are set out in the attached Table 1, with generated rates having been rounded to the nearest whole number.
  - Requests for a lower rate of car parking than identified in Table 1 require evidence that additional car parking is not required and traffic difficulties in the Centre and surrounds will not be created.
  - In calculating the required amount of car parking required, parking ‘credits’ are allowed against existing floor areas based on use.
  - Where there is an opportunity under a redevelopment proposal to reduce an existing deficit, this will be required.

Requests for car parking dispensation to rates lower than in Table 1 will be tested against the following requirements, as applicable:

- The new use will not generate additional parking demand when compared with the parking demand generated by the current/former use.
- There is a reduction in car parking demand due to efficiencies gained from mixed use development.
- Sufficient evidence is shown regarding available and accessible car parking within the Centre to determine that there is adequate parking for the proposed use and development, without increasing impact to the surrounding residential properties.

Provision of off-site parking is deemed satisfactory, subject to the following conditions:

- The size or shape of the subject area is not suitable to provide parking on the land.
- The off-site parking area is within a 100 metre walk of the subject site.
- Convenient and safe pedestrian access exists between the subject site and the off-site parking area.
- Signs are located on the off-site parking area that clearly identifies it as being associated with the use and managed so as to be continuously and freely available for the use.
- The owner/s of the subject site, the owner/s of the site to be used for off-site parking and the responsible authority enter into an agreement under Section 173 of the Planning and Environment Act, or similar, to ensure the off-site car park will be freely available, directly linked to and extends for the life of the use at the subject site.
Policy references

Blackburn Station Shopping Centre Parking Strategy and Management Plan, March 2001
Blackburn Station Village Business Plan 2009-2012, June 2009
MegaMile [west] & Blackburn Activity Centres Urban Design Framework, July 2010

Blackburn Station Shopping Centre area

---

LEGEND: Policy applies to the area within the bold line
Table 1

Parking provision rates

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Parking Generation Rate*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office (excluding medical centre)</td>
<td>3.5 car spaces to each 100 sq m of net floor area for new office or increase in floor area of at least 20 percent of the original floor area</td>
</tr>
<tr>
<td></td>
<td>1.5 car spaces to each 100 sq m of net floor area of additional office area, up to an increase in floor area of no more than 20 percent of the original floor area</td>
</tr>
<tr>
<td>Café or Restaurant</td>
<td>0.45 car spaces to each seat made available to the public, if open after 5pm</td>
</tr>
<tr>
<td></td>
<td>0.25 car spaces to each seat made available to the public, if closed by 5pm</td>
</tr>
<tr>
<td>Hotel or tavern</td>
<td>20 car spaces to each 100 sq m of bar floor area and lounge floor area available to the public</td>
</tr>
<tr>
<td>Dwelling</td>
<td>1.0 occupant car space + 0.2 visitor spaces (1 or 2 bedroom unit)</td>
</tr>
<tr>
<td></td>
<td>2.0 occupant car spaces + 0.2 visitor spaces (3+ bedroom unit)</td>
</tr>
<tr>
<td>Shop (excluding convenience shop)</td>
<td>4.5 car spaces to each 100 sq m of leasable floor area</td>
</tr>
<tr>
<td></td>
<td>2.5 car spaces to each 100 sq m of additional leasable floor area up to an increase in floor area of no more than 20 percent of the original floor area</td>
</tr>
<tr>
<td>Restricted retail premises</td>
<td>2.5 car spaces to each 100 sq m of leasable floor area</td>
</tr>
</tbody>
</table>

* All parking generation rates are to be rounded to the nearest whole number.