

21/12/2017
C108**SCHEDULE 2 TO THE PARKING OVERLAY**

Shown on the planning scheme map as **PO2**.

HEIDELBERG PRECINCT CORE AREA**1.0 Parking objectives to be achieved**21/12/2017
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- To appropriately manage the provision of car parking within the Heidelberg Precinct Core Area (shown on the planning scheme map as **PO2**).
- To improve both public car parking provision and sustainable transport infrastructure within the centre.
- To provide for the collection of financial contributions in lieu of parking waivers to contribute to the construction of publicly-accessible off-street parking facilities within the Heidelberg Precinct Core Area.

2.0 Permit requirement21/12/2017
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A permit may be granted to vary the car parking requirements of this schedule having regard to the decision guidelines at Clause 52.06-6.

A permit cannot be granted to reduce or waive the car parking requirement for the uses specified in part 3.0 of this schedule unless car parking credits exist as specified or set out in an approved Green Travel Plan.

Where car parking credits do exist:

- Any reduction in the number of car parking spaces must not be greater than the existing entitlement or credit.

A permit cannot be granted to:

- Reduce the minimum residential parking rates per bedroom based on:
 - Availability of car parking in the locality; or
 - Sharing of car parking spaces in mixed use developments.
- Reduce the visitor car parking for dwellings based on:
 - Availability of car parking in the locality.
- Reduce the supermarket, shop and office off-street car parking based on the availability of car parking in the locality.

3.0 Number of car parking spaces required21/12/2017
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If a use is specified in the Table below, the number of car parking spaces required for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

Table 1: Car parking spaces

Use	Rate	Measure
Dwelling	0.8	To each 1 or 2 bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom), plus
	1	For visitors to every 10 dwellings or part for developments of 10 or more
Medical Centre	5	To the first person providing health services, plus
	3	To every other person providing health services

Supermarket	4	To each 100 sq m of net floor area
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For any other use listed in Table 1 of Clause 52.06-5, the number of car parking spaces required for the use is calculated by using the Rate in Column B of Table 1 in Clause 52.06-5.

Motor-cycle parking rates

For all development requiring more than 20 car parking spaces, motor-cycle parking must be provided at a rate of 1 space for every 20 car spaces (prior to any dispensation of the car parking rate), unless the responsible authority is satisfied that a lesser number is sufficient.

4.0 Application requirements and decision guidelines for permit applications

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The following application requirements apply to an application for a permit under Clause 45.09, in addition to those specified in Clause 45.09 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority.

A Green Travel Plan to;

- facilitate access to alternative travel modes
- determine car parking credits.

The following decision guidelines apply to an application for a permit under Clause 45.09, in addition to those specified in Clause 45.09 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

See 45.09-5 for relevant provisions.

5.0 Financial contributions requirement

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A financial contribution of \$17,500 (ex GST) is required in lieu of each car parking space associated with a use other than residential dwellings (as required under Column B of Table 1 in Clause 52.06) being provided on-site.

A financial contribution **does not** apply to residential dwellings. The minimum required parking for a residential dwelling, as outlined in Table 1, must be provided on site.

The financial contribution is \$17,500 (excluding GST) for each car parking space or part thereof required under this Scheme and which is not provided on the land (but net of car parking entitlements and credits). The financial contribution must be paid to the responsible authority.

The contribution amount is current as at 1 February 2016. The financial contribution will be adjusted quarterly from 1 February 2016 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.

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

All funds collected under a financial contribution scheme must be utilised on:

- Public parking projects within the Heidelberg Precinct Core Area identified in Figure 11-1 of the Heidelberg Central & Bell Street Mall Parking Plan (April 2016); or
- Other initiatives outlined in Figure 11-1 of the Heidelberg Central & Bell Street Mall Parking Plan (April 2016).

Any financial contributions collected as part of future development on VicTrack land must be utilised on projects outlined in Figure 11-1 of the Heidelberg Central & Bell Street Mall Parking Plan (April 2016) that are in close proximity to that land.

6.0 Requirements for a car parking plan

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None specified.

7.0 Design standards for car parking

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None specified.

8.0 Decision guidelines for car parking plans

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None specified.

9.0 Reference document

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Heidelberg Central and Bell Street Mall Parking Plan (April 2016)