

19/04/2013  
VC95**SCHEDULE 1 TO THE PARKING OVERLAY**

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

**CAPITAL CITY ZONE – OUTSIDE THE RETAIL CORE****1.0 Parking objectives to be achieved**19/04/2013  
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To identify appropriate car parking rates for various uses within the Capital City Zone.

**2.0 Permit requirement**19/04/2013  
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A permit is required to provide car parking spaces in excess of the car parking rates in Clause 3.0 of this schedule.

This does not include the provision of additional car parking, to the satisfaction of the responsible authority, which is required to serve:

- on site use for dwellings or a residential hotel.
- a use that generates a significant demand for short stay parking (up to 4 hours) and the spaces are not accessible to vehicles between the hours of 5.30am and 9.30am Monday to Friday, or such other hours that the responsible authority is satisfied are appropriate.

**3.0 Number of car parking spaces required**19/04/2013  
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The car parking rates apply to use in connection with another activity on the site.

Where no part of the site is used for dwellings the number of car parking spaces must not exceed the number calculated using one of the following formulas:

**Maximum spaces =**

$$\frac{5 \times \text{net floor area of buildings on the site in sq m}}{1000 \text{ sq m}}$$

1000 sq m

**or**

$$\frac{12 \times \text{site area in sq m}}{1000 \text{ sq m}}$$

1000 sq m

Where a site is used wholly for dwellings, the number of spaces for each dwelling must not exceed one (1).

Where a site is used partly for dwellings and partly for other uses, the maximum number of spaces allowed:

- for that part of the site devoted to dwellings (including common areas serving the dwellings) must not exceed one (1) space per dwelling.
- for that part of the site devoted to other uses, (excluding common areas serving the dwellings) must not exceed the number calculated using one of the following formulas:

**Maximum spaces =**

$$\frac{5 \times \text{net floor area of buildings on that part of the site in sq m}}{1000 \text{ sq m}}$$

1000 sq m

**or**

$$\frac{12 \times \text{that part of the site area in sq m}}{1000 \text{ sq m}}$$

1000 sq m

## Motorcycle parking rates

All buildings that provide on-site car parking must provide motorcycle parking for the use of occupants and visitors, at a minimum rate of one motor cycle parking space for every 100 car parking spaces, unless the responsible authority is satisfied that a lesser number is sufficient.

### 4.0 Decision guidelines for permit applications

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Before deciding on an application which includes the provision of car parking spaces, the responsible authority must consider as appropriate:

- Any relevant local planning policies.
- Whether the proposal involves the making or the use of an access point across a traffic conflict frontage.
- Any effect on vehicle and pedestrian traffic in the area.
- The safety and convenience of pedestrians moving to, from and within the car parking facility, including lighting levels, surveillance systems, signage, ease of orientation and visibility.
- Whether any public car park facility will be connected to the City of Melbourne Parking Guidance System.
- The extent to which the proposed access point would conflict with any proposal to limit or prohibit traffic in certain roads.
- Any alternative route by which access to the car park could be obtained.
- The ease with which casual visitors to the central city can find, enter and leave the facility.
- The size, internal design and general operation for users.
- The location and context of directional and pricing signage to enable easy customer recognition before entering the car park.
- The suitability for use during weekends and outside normal business hours.
- Whether the development incorporates bicycle and motorcycle parking.
- Whether the development incorporates other uses in the site that will contribute to achievement of relevant policies.
- The current usage patterns of any nearby public parking facilities.
- Any adverse impacts on present vehicular traffic flows and in the context of any likely future changes in car parking and traffic conditions in the area.