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SCHEDULE 14 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO14**.

WEST MELBOURNE

1.0 Parking objectives to be achieved

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To support long term sustainable transport patterns and minimise road congestion in West Melbourne.

To identify appropriate car parking rates within the *West Melbourne Structure Plan 2018* area.

To ensure parking facilities are provided efficiently and flexibly to meet changing community needs.

To minimise the negative impacts of parking facilities on the public realm and transport networks.

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

2.0 Permit requirement

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A permit is not required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in the Table to this schedule.

3.0 Number of car parking spaces required

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If a use is specified in the Table below, the maximum number of car parking spaces that can be provided for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

Table: Car parking spaces

Use	Rate	Measure
Dwelling	0.3	Per dwelling
All other uses	0.005	Per net sqm floor area of building

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 car parking demand assessment, which investigates the current usage patterns, of all parking facilities within a 400m radius of the site, including daytime, evening and nighttime occupancy rates.

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:

- Whether the development provides parking facilities for bicycles and motorcycles.
- Whether the development provides infrastructure or programs to incentivise the use of transport modes other than private cars within the development.
- The extent to which the development provides for a car parking arrangement on site which could be adapted to allow for other uses of car parking areas in future.

5.0 Financial contribution requirement

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None specified.

6.0 Requirements for a car parking plan

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In addition to the requirements of Clause 52.06-8, a car parking plan must contain the following:

- An indicative car park management framework detailing how communal car parking facilities will operate to facilitate shared use arrangements.

7.0 Design standards for car parking

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In addition to the Design Standards of Clause 52.06-9, car parking facilities must be designed in accordance with the following Design Standards:

- Car parking spaces designated for disabled permit holders, delivery vehicles and car share vehicles must be provided in the most convenient location for each user group
- Security systems must be designed to cater to 24-hour access to the car park by off-site users for a mixed use development and in the event that a car park within a residential development is made publicly accessible in future, without compromising the security of the main building.
- Any facility proposed with fewer than 50 car parking spaces must prioritise provision of spaces for disabled parking, car share scheme vehicles, motorcycles and bicycle facilities designed in accordance with the requirements of Clause 52.34.
- Where a facility is proposed with 50 car parking spaces or more, the design, layout (including secure areas) and marking must allow for:
 - At least 5% of the total number of car parking spaces must be set aside for use by irregular visitors to the building including service and delivery vehicles;
 - At least 5% of the total number of car parking spaces must be set aside for use by people with a disability.
 - At least 5% of the total number of car parking spaces must be set aside for the storage of car share scheme vehicles.
 - The remaining 85% of spaces must be capable of being converted to publicly accessible car parking spaces in the event that they are not required by residents/users of the development, and separate permission is obtained under the zone (if required) to use the land for a Car Park.

8.0 Decision guidelines for car parking plans

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The following decision guidelines apply to car parking plans 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:

- 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 new vehicular access points are limited to the minimum size necessary to facilitate the safe access requirements of the development.
- Any impacts posed by the number, width, location and design of new vehicular access points on the safety and quality of the pedestrian environment, pedestrian amenity and kerbside space for outdoor seating areas.

- Any impacts posed by the number, width, location and design of new vehicular access points on the cycling, public transport networks and traffic movement. This includes the impact of car park access points on existing bicycle infrastructure, public transport infrastructure, on-street parking and loading and unloading facilities.
- The extent to which the proposed access points would conflict with any proposal to limit or prohibit traffic in certain roads.

9.0 Reference document

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- *West Melbourne Car Parking Plan February 2018*