

COM EDITS TO MINISTER FOR PLANNING PART C CHANGES

PORT PHILLIP [PPPS] MELBOURNE [MPS] PLANNING SCHEME
COMBINED PO

BASED ON MINISTER'S PART A VERSIONS WITH PARAGRAPH NUMBERS ADDED

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SCHEDULE 1 [PPPS] 13 [MPS] TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as PO1 [PPPS] PO13 [MPS].

FISHERMANS BEND URBAN RENEWAL AREA

1.0 Parking objectives to be achieved

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To identify appropriate car parking rates for various uses in the Fishermans Bend Urban Renewal Area. [PO 1.0 p1a]

To achieve the target of 80% of trips by sustainable transport ~~support long term sustainable transport patterns~~ as set out in the *Fishermans Bend Framework XXXX*. [PO 1.0 p1]

To create a liveable and connected community that uses active transport options in preference to private motor vehicles. [PO 1.0 p2]

To provide for the future adaptation of car parking to other uses and innovations in transport technology. [PO 1.0 p3]

To encourage alternative forms of parking to be provided including car share and consolidated parking and precinct based parking. [PO 1.0 p3a]

2.0 [PO 1.0 p4] Permit requirement

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[PO 2.0p1] [PO 2.0p2]

A permit is required to provide more than the maximum parking provision specified for a use in Table 1 to this schedule. [PO 2.0p3]

This does not apply to the provision of additional car parking to the satisfaction of the responsible authority which is allocated for car share ~~or precinct based parking~~. [PO 2.0p4]

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 to be provided for the use is calculated by multiplying the *rate* specified for the use by the accompanying *measure*. [PO 3.0p1]

Table 1: Maximum car parking spaces

Use	Rate	Measure
Dwelling, Residential Village, Retirement Village	0.5	To each dwelling
Industry	1	To each 150 square metres of gross floor area
Office	1	To each 100 square metres of gross floor area
Place of assembly	1	To each 100 square metres of gross floor area
Restricted retail premises	1	To each 100 square metres of gross floor area
Retail premises	1	To each 100 square metres of gross floor area
Supermarket	2	To each 100 square metres of gross floor area

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For all other uses listed in Table 1 of Clause 52.06-5, the *rate* in Column B of Table 1 in Clause 52.06-5 applies as the maximum car parking rate. [PO 3.0p2]

4.0 Application requirements and decision guidelines for permit applications

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Application Requirements

An application to provide more than the maximum parking provision specified in Table 1 of this schedule must be accompanied by a statement which demonstrates how any additional car parking will be transitioned to other uses over time. [PO 4.0 p1a]

Decision Guidelines

The following decision guidelines apply to an application for a permit under Clause 52.06-3, in addition to those specified in Clause 52.06-7 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority: [PO 4.0 p1]

- Whether the objectives of this schedule have been met. [PO 4.0 p2a]
- The availability of public transport in the locality and the timing of future improvements to the network. [PO 4.0 p2b]
- The number and type of dwellings proposed, including the proportion of dwellings which contain 3 or more bedrooms. [PO 4.0 p2c]
- [PO 4.0 p2] Whether car parking is to be provided ~~off-site~~ in a stand-alone building to be used for precinct car parking. [PO 4.0 p3]
- ~~If any parking is proposed to be provided off-site, the recipient site should be located within convenient walking distance (200 metres) of the subject site, and should be as part of a precinct parking facility.~~ [PO 4.0 p3a]
- The impact of the proposed car parking rates on local amenity, including pedestrian amenity and the creation of a high quality public realm. [PO 4.0 p4]
- The future adaptability of the car parking areas and ability to transition to future uses over time. [PO 4.0 p5]
- The proportion of car share, motorcycle and bicycle parking proposed. [PO 4.0 p5a]
- [PO 4.0 p6] [PO 4.0 p7] The impacts the proposed car parking rates on creating sustainable transport patterns, which preference walking, cycling and public transport use. [PO 4.0 p8]
- Whether the additional car parking supports a lawful use of land that existed prior to the gazettal of Amendment GC81.

Commented [JF1]: Must be on-site for it to be relevant to the exercise of discretion

Commented [JF2]: Not relevant to the exercise of discretion.

5.0 Financial contribution requirement

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None specified. [Po 5.0p1]

6.0 Requirements for a car parking plan

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The following requirements must be shown on a car parking plan, in addition to the matters that must be shown on plans prepared under Clause 52.06-8: [PO 6.0p1]

- Any spaces allocated to car share parking, motorcycle parking and bicycle parking. [PO 6.0p2a]
- [PO 6.0p2][PO 6.0p3][PO 6.0p4][PO 6.0p5][PO 6.0p6] If a green travel plan is provided under another provision of the scheme, any relevant information specified in the green travel plan. [PO 6.0p7]

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7.0 Design standards for car parking

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The following design standards for car parking and other requirements for the design and management of car parking must be met, in addition to the matters that must be shown on plans prepared under Clause 52.06-9: [PO 7.0 p1]

- [PO 7.0 p2][PO 7.0 p3] Vehicle access ways, crossovers and car park entries should be provided from service roads, side or rear laneways, or secondary streets (in order of preference) where available. [PO 7.0 p4]
- All crossovers (except those on the service road adjacent to the freeway) should:
 - Be consolidated to provide shared access to multiple buildings. [PO 7.0 p5]
 - Be designed to give priority to pedestrian movement. [PO 7.0 p6]
 - Include intermediate pedestrian refuges if the vehicle access or crossover is more than 6.1 metres. [PO 7.0 p7]
- Unless no other vehicle access point is available, vehicle access ways and crossovers and vehicle loading/unloading areas should not be located on:
 - Roads designated as public transport routes. [PO 7.0 p9]
 - Primary or secondary active frontages as identified in the Capital City Zone Schedule #. [PO 7.0 p10]
 - Existing or proposed on-road or off-road cycling paths or strategic cycling corridors. [PO 7.0 p11]
- [PO 7.0 p12] The design and layout of car parking areas should: [PO 7.0 p13]
 - Ensure the layout and design of car parking areas encourages sharing of car parking spaces between different uses with different peak demand patterns. [PO 7.0 p14]
 - Include provision for future conversion of car parking areas to alternative employment generating uses. [PO 7.0 p15]
 - Allow natural ventilation, without compromising the provision of activated frontages. [PO 7.0 p16]
 - Ensure the use of car lifts, turntables and stackers do not result in cars queuing on the street. [PO 7.0 p17]
 - Include the provision for internal queuing and minimise the need for cars to queue on the street. [PO 7.0 p18]
 - Provide dedicated parking for car share and car charging stations. [PO 7.0 p19]
 - Where appropriate, make provision for easily accessible short term temporary parking and drop-off/pick up zones. [PO 7.0 p20]

8.0 Decision guidelines for car parking plans

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The following decision guidelines apply to car parking plans prepared under Clause 52.06-8, and must be considered, as appropriate, by the responsible authority: [PO 8.0 p1]

- Whether the car parking plan encourages sustainable transport patterns, which preference walking, cycling and public transport use. [PO 8.0 p2]
- The extent to which the car parking areas (not located within a basement) are designed for future adaptation and repurposing. [PO 8.0 p3]
- [PO 8.0 p4] The availability of car share vehicles and precinct parking facilities in the locality. [PO 8.0 p5]
- The rates of car share, motorcycle and bicycle spaces provided. [PO 8.0 p6]
- If a green travel plan is required under another provision, any recommendations of the green travel plan. [PO 8.0 p7]

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- Whether alternative access to the site is constrained and no other access is possible.
[PO 8.0 p8]

9.0

Reference document

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Fishermans Bend Framework XXXX [PO 9.0 p1a]

Fishermans Bend Integrated Transport Plan 2017 [PO 9.0 p1]

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