

19/03/2015
C125**SCHEDULE 2 TO THE PARKING OVERLAY**

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

FOOTSCRAY METROPOLITAN ACTIVITY CENTRE – OUTER PARKING PRECINCT**1.0**19/03/2015
C125**Parking objectives to be achieved**

To identify appropriate car parking rates for various uses within the outer area of the Footscray Metropolitan Activity Centre (FMAC) so that:

- Parking demand and supply satisfies user needs
- Parking provision is minimised, where appropriate, in recognition of its role in generating vehicle trips and traffic congestion
- Use of active and sustainable modes of transport is encouraged in preference to increased private vehicle travel, thereby reducing traffic congestion and noise and air pollution and increasing road safety
- Pedestrian amenity within the FMAC is improved

2.019/03/2015
C125**Permit requirement**

A permit is required to:

- Reduce (including reduce to zero) the minimum number of car parking spaces required for a use as specified in this schedule.
- Provide more than the maximum number of car parking spaces for a use as specified in this schedule.

3.019/03/2015
C125**Number of car parking spaces required**

If a use is specified in the Table below:

- The minimum number of car parking spaces that can be provided for the use is calculated by multiplying the *Minimum Rate* specified for the use by the accompanying *Measure*.
- The maximum number of car parking spaces that can be provided for the use is calculated by multiplying the *Maximum Rate* specified for the use by the accompanying *Measure*.

Car parking rates in the table below are based on a minimum rate, or a maximum and minimum rate for the provision of car parking spaces for each land use category.

Table: Car parking spaces

Use	Minimum Rate	Maximum Rate	Measure
Medical centre	2.3	None specified	To each practitioner (equivalent full-time)
Office	2	None specified	To each 100 sq m of gross floor area
Restaurant	0.1	None specified	To each patron catered for

Use	Minimum Rate	Maximum Rate	Measure
Restricted retail premises	1	None specified	To each 100 sq m of gross floor area
Retail (Shop) premises	1.5	None specified	To each 100 sq m of gross floor area
Supermarket	2.5	None specified	To each 100 sq m of gross floor area
Dwelling	0.5	1.0	To each studio or one bedroom dwelling
	0.8	1.0	To each two bedroom dwelling
	1.0	1.5	To each three or more bedroom dwelling
	0.1		For visitors to every dwellings of developments of 10 or more dwellings
Residential hotel	0.1	0.3	To each lodging room
Residential college	0.05	0.25	To each bedroom

For all other uses listed in Table 1 of Clause 52.06-5, the number of car parking spaces required for a Use shall be calculated by using the Rate in Column B of that Table, and the resulting requirement shall be the minimum.

Motor-cycle parking rates

All buildings that provide on-site car parking must provide motor-cycle parking for the use of occupants and visitors, at a minimum rate of one motor-cycle parking space for every 25 car parking spaces, unless the responsible authority is satisfied that a lesser number is sufficient.

4.0

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Decision guidelines for permit applications

Before deciding on an application to reduce (including reduce to zero) the minimum number of car parking spaces required for a use or provide more than the maximum number of car parking spaces specified for a use, the responsible authority must consider as appropriate:

- Any effect on vehicle and pedestrian traffic in the area, including whether provision of parking above the specified rate will generate more vehicle traffic during the morning or afternoon peak hour periods
- Whether the provision of parking above the specified rate is to be provided for a public use and a demand exists
- Any empirical analysis which supports a variation in the number of car parking spaces that should be provided.
- The particular characteristics of the proposed use with regard to the likely car parking demands generated.

- For commercial uses, the availability of car parking in the locality and its suitability to accommodate parking generated by the development.
- For reductions in the rate of provision for residential uses:
 - the likelihood of residents not owning cars and of using active and public transport options
 - the protection of parking in the surrounding area such that new residents are not able to use those spaces.
- The likely contribution of public transport and opportunities to walk and cycle in mitigating car parking demands, and whether appropriate provision can be made for use of sustainable transport to encourage a mode shift from private vehicle travel.
- Whether the development includes bicycle and motorcycle parking.
- Whether site size, access, design or other constraints warrant reducing the parking requirement.
- The impact on safety and convenience of pedestrians moving around the car parking facility.

Notes: Occupiers of any dwellings approved by permit subject to the provisions of this schedule may not be eligible for Resident Priority Parking Permits.