

19/04/2013
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SCHEDULE 2 TO THE PARKING OVERLAY

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

CAPITAL CITY ZONE – RETAIL CORE

1.0

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Parking objectives to be achieved

To identify appropriate car parking rates for various uses within the Capital City Zone.

2.0

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Permit requirement

Except with a permit, car parking must comply with the following:

- Only short-stay public car parking (up to 4 hours) or parking to serve dwellings or a residential hotel is provided and the responsible authority is satisfied that the number of car parking spaces is required.
- The spaces provided for short-stay car parking are not to be accessible to vehicles between the hours of 5.30am and 9.30am Monday to Friday.
- No car parking spaces are located at the ground floor level of any building.
- Above-ground car parking facilities with a street frontage must incorporate retail or other active uses on the street frontage to the satisfaction of the responsible authority.
- Cars within, or on, a building must not be visible from streets and other pedestrian activity areas.

3.0

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Number of car parking spaces required

No car parking spaces are required for any use.

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 100 car parking spaces, unless the responsible authority is satisfied that a lesser number is sufficient.

4.0

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Design standards for car parking

Except for loading or unloading bays, vehicle access or egress points must not be located on a pedestrian priority frontage, or laneway leading off a pedestrian priority frontage.

5.0

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Decision guidelines for permit applications

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.

MELBOURNE PLANNING SCHEME

- 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.