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## SCHEDULE 1 TO THE PARKING OVERLAY

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

### BOX HILL ACTIVITY CENTRE

#### 1.0 Car parking objectives to be achieved

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- Manage car parking demand and supply to satisfy user needs (with a focus on maintaining/increasing the viability of Box Hill).
- Locate and manage car parking so as to minimise traffic generated by the search for a parking space.
- Reduce vehicle trips through minimising parking provision where appropriate.
- Encourage the use of active and sustainable travel modes rather than increased private vehicle travel.
- Improve general amenity for pedestrians within Box Hill to increase the willingness for visitors and staff to walk to and within the Centre to their destination.

#### 2.0 Number of car parking spaces to be provided

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If a use is specified in the Table below, the minimum number of car parking spaces required for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

**Table 1: Car parking spaces**

Use	Rate	Measure
Dwelling	0.5	Resident spaces to each one bedroom dwelling, plus
	0.75	Resident spaces to each two bedroom dwelling, plus
	1.0	Resident spaces to each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom), plus
	0.2	Visitor spaces to each dwelling for the first five dwellings, plus
	0.1	Visitor spaces to each dwelling for any subsequent dwellings
Office	2.0	To each 100 square metres of net floor area

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 (representing a minimum rate).

### 3.0 Permit requirement

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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.

### 4.0 Decision guidelines for permit applications

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Before deciding on an application to reduce (including reduce to zero) the minimum number of car parking spaces required for a specified use, the Responsible Authority must consider as appropriate:

- Any effect on vehicle and pedestrian traffic in the area.
- 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 demand generated.
- For commercial and residential visitor 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 of 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.

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

### 5.0 Reference documents

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*Box Hill Central Activities Area Car Parking Strategy 2013*