

Car Parking Reforms

Frequently Asked Questions – December 2025



Department
of Transport
and Planning

Amendment VC277

What changes are being made?

The Victorian Government has adopted a new approach to car parking that generally reduces car parking rates proportionate to existing public transport access.

The reforms to the car parking provisions at clause 52.06 of the Victoria Planning Provisions (VPP) assign car parking rates for a land use based on the level of public transport accessibility in an area. As a result, most car parking rates are reduced, particularly in areas with good public transport connectivity.

New maps were developed to align car parking rates with public transport access – *Car Parking Requirement Maps* (Department of Transport and Planning, December 2025).

Why are changes being made?

Action 5 in Plan for Victoria seeks to 'match car and bike parking requirements and bike facilities with demand' to:

- Reduce the cost of housing where it's needed most.
- Helps meet our housing and emissions targets by encouraging commuters to shift from cars to sustainable forms of transport in locations that facilitate these modes.
- Relieves pressure on our transport network.
- Makes best use of land.

Car Parking Requirement Maps

Why are new Car Parking Requirement Maps needed?

The Car Parking Requirement Maps are based on a more sophisticated modelling of public transport accessibility compared to the Principal Public Transport Network (PPTN) Area Maps that were previously used when applying clause 52.06 provisions.

The Car Parking Requirement Maps replace the current PPTN Area Maps as it captures the frequency and quality of existing public transport in a location.

The Car Parking Requirement Maps more accurately reflect car parking demands of a proposed use or development proposal.

How do I find out which rate of car parking applies to land I am interested in?

The Car Parking Requirement Maps have been incorporated into all planning schemes and can be found by using the Car Parking Requirement Maps layer on [VicPlan](#).

Table 1 to clause 52.06 of the VPP provides four different car parking categories with each land use assigned a car parking rate specific to each category.



The four categories are:

- Category 1 – which provides a minimum car parking rate
- Category 2 – which provides a minimum car parking rate
- Category 3 – which provides a minimum and maximum car parking rate
- Category 4 – which provides a maximum car parking rate

How were the Car Parking Requirement Maps developed?

The new Car Parking Requirement Maps were developed using the Public Transport Accessibility Level (PTAL) methodology. PTAL is a measure used in transport planning to assess how well a specific location is connected to the public transport network.

Developed in the United Kingdom and adapted for Victorian conditions, the PTAL model for Victoria is a modified version of the methodology used interstate and internationally. The PTAL method has been used in New South Wales since 2019.

The model overlays a square grid divided at intervals of 200 metres across Victoria.

Public transport access is scored from the centre of each square based on the walkability, type of public transport, public transport routes and timetabling data.

How do the Car Parking Requirement Maps allocate car parking rates?

The Car Parking Requirement Maps use categories 1, 2, 3, 4 to identify a location's public transport access level.

Category 1 represents the lowest level of public transport access where higher car parking rates are required. Category 4 represents the highest level of public transport access where lower, or no car parking is required.

Below is a summary of the new rates, categories and examples of the types of locations.

Summary of rates and categories

Category	Typical locations of categories	Type of rate	Rate description
Category 1 (poor public transport access)	Suburban areas Rural and regional areas	Minimum No Maximum	Low change to the existing rate
Category 2 (low public transport access)	Suburban areas Larger regional centres	Minimum No Maximum	Moderate change
Category 3 (medium public transport access)	Melbourne central city periphery Key public transport corridors Some major suburban and regional centres	Minimum and Maximum	Higher change Applies minimum rate for some uses (generally less than Category 2) and maximum rate for most uses.
Category 4 (high public transport access)	Melbourne central city and adjacent areas A few major suburban centres	No Maximum Maximum	Most change Maximum rate for some uses generally less than Category 3



What if my land is in two categories on the Car Parking Requirement Maps?

If the land is in more than one category, the least restrictive category applies. For example, if the land is within both Category 3 and Category 4, then Category 4 rates apply to all of the land.

Why is my land in a different category to my neighbour?

The Car Parking Requirement Maps use a grid-based calculation of all land across Victoria. The level of public transport access is scored from the centre of each grid. Public transport access towards the edge of the grid may vary from the centre and result in a different category for the adjacent grid. See [PTAL Fact Sheet](#) for more information on the methodology that sets the categories in the Car Parking Requirement Maps.

Will the Car Parking Requirement Maps be updated over time?

The Car Parking Requirement Maps will be reviewed annually in response to changes to public transport timetables, stops and infrastructure.

Planning Permit Requirements

When is a planning permit required?

Clause 52.06 sets out the minimum and maximum car parking requirements.

A planning permit will continue to be required to provide less than the minimum car parking spaces. A planning permit will now be required to exceed the maximum car parking spaces.

What if a proponent chooses to provide more than the minimum number of car spaces required under clause 52.06?

The proponent may choose the amount of car parking for the proposed development provided the maximum car parking requirement is not exceeded without a planning permit.

Will there be a transition period for existing permit applications?

There will be a six -month transition period to provide flexibility in relation to the application of car parking rates for existing permit applications.

The following transitional provisions have been developed:

- Minimum car parking requirements – the lower of the former or the new car parking requirement applies to:
 - an application or parking plan submitted before or within 6 months after the commencement of Amendment VC277; or
 - a use or development started within 6 months of the commencement of Amendment VC277 (if a permit or car parking is not required).
- Maximum car parking requirements
 - the new maximum car parking requirement will not apply to an application or parking plan submitted before the commencement of Amendment VC277,
 - the new maximum car parking requirement will apply to any proposal after the commencement of Amendment VC277 regardless of whether a permit or car parking plan is required
- Parking Overlay – the former Column B rates specified in Table 1 to clause 52.06 apply until further notice.



Will the VicSmart pathway remain available for car parking applications?

Yes, the existing VicSmart provisions at clause 59 of the VPP continue to apply to an application to reduce the number of required car parking spaces.

VicSmart does not apply to an application to exceed the maximum number of required car parking spaces.

Other Operational Matters

Will there be changes to the Parking Overlay?

Amendment VC277 did not change the Parking Overlay. DTP will undertake work to consider the most effective approach to ensure the Parking Overlay and schedules are updated to operate effectively in conjunction with the new clause 52.06.

Parking Overlay requirements will continue to prevail over the requirements set out in clause 52.06. The former car parking rates in Column B to Table 1 continue to apply if specified in a schedule.

Is there still a role for the PPTN Area Maps in the Victorian planning system?

The PPTN Area Maps still have an important strategic and statutory role to play in many planning schemes, including strategically designating areas to direct urban infill and as a statutory instrument to require referrals for some planning permit applications.

Are there any other changes to car parking requirements including car park dimensions, disabled parking, or electric vehicle charging stations?

No. The other requirements under clause 52.06 will remain unchanged.

The provision of disabled parking will also continue to be regulated under the planning scheme, Australian Standards 2890 and Building Regulations 2018.

When will bike parking requirements be reformed?

DTP is investigating options for bicycle parking rates and end of trip facilities in response to stakeholder feedback. It is anticipated that changes to bike parking provisions will occur in 2026.

How do these changes align with the Building Regulations?

The *Building Regulations 2018* will continue to regulate car parking requirements for dwellings where the planning scheme does not apply. These reforms do not affect the operation of the *Building Regulations 2018*.

Will the changes impact the regulation of on-street car parking requirements?

The reforms do not regulate the impact of on-street car parking requirements. On-street car parking is managed at a local level by the responsible authority.