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## SCHEDULE 1 TO CLAUSE 45.09 PARKING OVERLAY

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

### ACTIVITY CENTRES

#### 1.0 Parking objectives to be achieved

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To identify appropriate car parking rates for various land uses in the Brunswick, Coburg and Glenroy Activity Centres which:

- Encourage the mode shift toward walking, cycling, and public transport.
- Contribute to an improved built environment.

To encourage the provision of car parking facilities which allow for the future adaptation to other uses and innovations in transport technology.

#### 2.0 Permit requirement

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A permit is required to provide car parking spaces in excess of the maximum number specified in this Schedule.

#### 3.0 Number of car parking spaces required

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For all uses listed in Table 1 of Clause 52.06-5, the maximum number of car parking spaces to be provided for the use is calculated by multiplying the *Rate* in Column B of that Table by the accompanying *Measure*.

#### 4.0 Application requirements and decision guidelines for permit applications

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##### Application requirements

The following application requirements apply to an application for a permit under Clause 45.09, in addition to those specified in Clause 45.09 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A transport assessment which considers the impacts of increasing parking above the maximum limit, the purpose and need for such increase and the decision guidelines of this Schedule.
- A Green Travel Plan which includes a variety of transport demand management measures that reduce peoples' dependency on private vehicle trips.
- A statement and plans that demonstrate how any car parking in excess of the maximum number of spaces could be transitioned to other uses over time.

##### Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 45.09, in addition to those specified in Clause 45.09 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The transport assessment.
- Any empirical analysis of 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.
- The availability and access to any alternative transport, such as walking, cycling and public transport infrastructure.
- The current usage patterns of any nearby public parking and car share facilities.

- The capacity of the street network to accommodate additional traffic generated by the car parking facilities.
- The impact of increased parking and associated traffic movements on pedestrian, cycle and public transport facilities in the area.
- The impact on safety and convenience of pedestrians moving around the car parking facility.
- Whether the development includes provision for bicycle, electronic bicycle, cargo bicycle, motorcycle and car share parking.
- The provision of bicycle and end of trip facilities in excess of those set out under Clause 52.34 and/or other clauses of the Moreland Planning Scheme.
- The availability of car parking in the locality.

## 5.0 Financial contribution requirement

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None specified.

## 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:

- Any spaces allocated to car share parking, motorcycle parking and bicycle parking.
- If a Green Travel Plan is provided under any provision of the Scheme, any relevant information specified in the Green Travel plan.
- How car parking could be transitioned to other uses over time.
- How provisions have been made to allow for future vehicle charging.

## 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:

- Vehicle accessways, crossovers and car park entries should be provided from rear laneways where possible.
- The design and provision of vehicle crossovers should:
  - Be limited to one per site frontage, other than on corner lots.
  - Avoid the removal of street trees.
  - Maximise pedestrian safety and sight lines.
- The layout and design of car parking areas should make a positive contribution to the public realm, including maximising opportunities for active frontages and casual surveillance.

## 8.0 Decision guidelines for car parking plans

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The following decision guidelines apply to car parking plans under Clause 45.09, in addition to those specified in Clause 45.09 or elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the car parking plan encourages sustainable transport patterns that preference walking, cycling and public transport use (including adopting current design standards such as *Australian Standard, Parking facilities Part 3: Bicycle parking facilities (AS 2890.3-2015)*).
- The extent to which the car parking areas are designed for future adaptation and repurposing.

- The extent to which car parking facilities (crossovers, accessways,garages and carports) are visible from the streetscape.

**9.0 Reference document**

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*Moreland Integrated Transport Strategy, March 2019*

*Moreland Parking Implementation Plan, March 2019*