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C183

SCHEDULE 3 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO3**.

LOCAL CENTRES AND OTHER LAND IDENTIFIED FOR INCREASED DENSITY

This Schedule applies to all land in the Mixed Use Zone, Residential Growth Zone, and Commercial 1 Zone, except land to which Schedules 1 or 2 of the Parking Overlay apply.

1.0 Parking objectives to be achieved

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C183

To identify appropriate car parking rates for various land uses in Moreland's Local 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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C183

A permit is required to reduce the minimum number of car parking spaces as specified in this schedule.

3.0 Number of car parking spaces required

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C183

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

If in calculating the number of car parking spaces the result is not a whole number, the required number of car parking spaces is to be rounded down to the nearest whole number.

4.0 Application requirements and decision guidelines for permit applications

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C183

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 reducing parking below the minimum limit 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.

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 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 reductions in the rate of provision of commercial uses:

- the availability of car parking in the locality and its suitability to accommodate parking generated by the development.
- the likelihood of staff using active and public transport options rather than cars
- the parking restrictions in the area which remove opportunity for long-term parking for staff.
- Ensure land uses frequented by people with limited mobility, such as hospitals and medical centres, provide sufficient car parking spaces, including an appropriate proportion of disabled car spaces.
- For reductions in the rate of provision for residential uses:
 - the likelihood of residents using active and public transport options or car share rather than owning cars
 - the parking restrictions in the area which remove opportunity for long-term on-street parking for new residents.
- Any effect on pedestrian, cycle and vehicle traffic in the area
- 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 a range of sustainable transport initiatives have been adopted including, but not limited to:
 - 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; and
 - Whether the development includes bicycle, electronic bicycle, cargo bicycle, motorcycle and car share 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.
- Whether a better urban design or heritage outcome would be achieved through the lesser provision of parking.
- Whether the overall benefits of the development would outweigh the need to provide the full number of on-site parking spaces and make a more efficient use of the land.
- Whether historic contributions have been made towards the provision of car parking facilities.

5.0 Financial contribution requirement

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C183

None specified.

6.0 Requirements for a car parking plan

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C183

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

—/—/20—
C183

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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C183

The following decision guidelines apply to car parking plans 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:

- 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

--/20--
C183

Moreland Integrated Transport Strategy, March 2019
Moreland Parking Implementation Plan, March 2019