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SCHEDULE 10 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO10**.

NORTH ROAD, ORMOND

1.0 Parking objectives to be achieved

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- To recognise the site's proximity to the Principal Public Transport Network and to reduce car parking demand by encouraging use of sustainable and active transport modes to and from the site.
- To facilitate an appropriate provision of car parking spaces.

2.0 Permit requirement

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None specified.

3.0 Number of car parking spaces required

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

Table: Car parking spaces

Use	Rate	Measure
Dwelling	Minimum rate: 0.6 Maximum rate: 0.8	To each one bedroom dwelling
	Minimum rate: 0.8 Maximum rate: 1	To each two bedroom dwelling
	Minimum rate: 1.2 Maximum rate: 1.4	To each three bedroom dwelling
	Minimum rate: 0 Maximum rate: 0.04	For visitors to each dwelling for developments of 5 or more dwellings
Supermarket	Minimum rate: 3.5 Maximum rate: 5	To each 100 sq m of leasable floor area
Shop	Minimum rate: 2.5 Maximum rate: 3.5	To each 100 sq m of leasable floor area
Food and drink premises and Take away food premises	Minimum rate: 2.5 Maximum rate: 3.5	To each 100 sq m of leasable floor area
Office	Minimum rate: 2.5 Maximum rate: 3	To each 100 sq m of leasable floor area
Restricted recreation facility	Minimum rate: 2.5 Maximum rate: 5	To each 100 sq m of net floor area
Other uses	Minimum rate: 0 Maximum rate: Column B of the table to Clause 52.06-6	As relevant

4.0 Application requirements and decision guidelines for permit applications

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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 availability of public transport in the locality of the land.
- Any effect on vehicle and pedestrian movements in the area.
- Any empirical analysis which supports a variation in the number of car parking spaces that should be provided.
- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The short-term and long-term car parking demand likely to be generated by the proposed use.
- The anticipated car ownership rates of occupants (residents or employees) of the land.
- Whether design or other constraints warrant reducing the car parking requirement.
- Any other relevant consideration.

5.0 Financial contribution requirement

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None specified.

6.0 Requirements for a car parking plan

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None specified.

7.0 Design standards for car parking

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None specified.

8.0 Decision guidelines for car parking plans

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None specified.

9.0 Reference document

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Ormond Station Urban Renewal Opportunity transport Impact Assessment, GTA Consultants (August 2016).