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Proposed GC247

SCHEDULE 2 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO2**.

CLAYTON STRUCTURE PLAN AREA – AREA B

1.0

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Parking objectives to be achieved

To support a shift to sustainable travel modes, prioritising walking, cycling and public transport.

To minimise the impacts of car parking, vehicle traffic generation and vehicle access on the public realm and transport system.

To encourage alternative forms of parking to be provided including car share, unbundled and consolidated car parking.

To encourage the design of car parking areas (not located within a basement) to allow future adaptation for other uses and innovations in transport technology to be integrated.

2.0

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Permit requirement

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.
- Provide more than the maximum parking provision for a use as specified in this schedule.

3.0

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Number of car parking spaces required

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*.

For uses not listed in the Table below, the Rate in Column B of Table 1 in Clause 52.06-5 applies as a minimum rate.

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.

Table: Car parking spaces

Use	Minimum Rate	Maximum Rate	Measure
Dwelling	0.5	1	1 bedroom or studio
	0.7	1	2 bedroom
	1.5	2	3 or more bedrooms
Student accommodation	None specified	0.3	To each bed
Supermarket	3.5	None specified	To each 100 sqm of leasable floor area

4.0

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Application requirements and decision guidelines for permit applications**Application Requirements**

The following application requirements apply to an application for a permit under Clause 45.09, in addition to those specified in Clause 45.09-5 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A report that demonstrates:
 - How the provision of car parking above the maximum rates achieves each of the objectives of this schedule.
 - The number of car parking spaces proposed and the proposed ownership and/or usage structure.
 - How areas set aside for at grade or above ground car parking could be adapted to alternative uses in the future as demand for car parking reduces.

Decision Guidelines

The following decision guidelines apply to an application for a permit under Clause 52.06-3, in addition to those specified in Clause 52.06-7 and elsewhere in the scheme. The responsible authority must consider, as appropriate:

- Whether the objectives of this schedule have been met.
- The impact of the proposed car parking provision on local amenity, including pedestrian amenity and the creation of a high quality public realm.
- The proportion of car share, motorcycle and bicycle parking proposed.
- The impacts of the proposed car parking provision on creating sustainable transport patterns that prioritise walking, cycling and public transport use.
- The impact on the road network of providing car parking in excess of the maximum rate.
- The location, availability and use of consolidated parking facilities.
- The extent to which the design of car parking areas enables future adaptability to support alternative uses over time.

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Financial contribution requirement

None specified.

6.0

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Requirements for a car parking plan

The following requirements must be shown on a car parking plan, as appropriate, in addition to the matters that must be shown on plans prepared under Clause 52.06-8:

- Vehicular access to parking and service areas should be designed to minimise disruption to pedestrian movements and minimise their impact on streetscape continuity.
- Details of any car parking spaces that are proposed to be made available for shared use arrangements.
- Details of any spaces allocated to car share, electric vehicle charging, bicycle, motorcycle, accessible and loading car parking spaces and /or areas.
- Details of any consolidated car parking facility that is proposed.
- How areas set aside for at grade or above ground car parking could potentially be adapted to alternative uses in the future as demand for car parking reduces.

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Design standards for car parking

In addition to the Design Standards of Clause 52.06-9, car parking facilities must be designed, as appropriate, in accordance with the following Design Standards:

- Vehicle access ways, crossovers and car park entries should be provided from service roads, side or rear laneways, or secondary streets (in order of preference) where available.
- All crossovers should:
 - Be consolidated to provide shared access to multiple buildings, where possible.
 - Include intermediate pedestrian refuges if the vehicle access or crossover is more than 6.1 metres in width.
 - Be located to maximise on-street parking spaces and/or positive street outcomes and amenity.
- The design and layout of car parking areas should:
 - Encourage sharing of car parking spaces between different uses with different peak demand patterns.
 - Not compromise the provision of activated frontages
 - Provide dedicated parking for car share and car charging stations
 - Where temporary parking and drop-off/pick up zones are proposed, make provision for easy and accessible short term temporary parking.
- Open lot car parks are discouraged.

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Decision guidelines for car parking plans

The following decision guidelines apply to car parking plans prepared under Clause 52.06-8, and must be considered, as appropriate, by the responsible authority:

- Whether the car parking plan encourages sustainable transport patterns that prioritise walking, cycling and public transport use.
- The extent to which the car parking areas (not located within a basement) are designed for future adaptation and repurposing.
- The availability of car share vehicles, unbundled and consolidated car parking facilities in the locality.
- Whether car parking is to be provided in a stand-alone building to be used for consolidated car parking.
- The rates of car share, motorcycle and bicycle spaces provided.
- The impact of any proposed vehicle access on the existing or future transport infrastructure and local traffic management.
- The impact of the number, width, location and design of new vehicular access points on the safety and quality of the pedestrian environment, pedestrian amenity and kerbside space for outdoor seating areas.
- If a green travel plan is required under another provision, any recommendations of the green travel plan.
- Whether alternative vehicle access to the site is constrained and no other access is possible.

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Background document

SRL East Structure Plan - Clayton (Suburban Rail Loop Authority, 2025)

Precinct Parking Plan - Clayton (AJM, 2025)