

19/03/2015  
C130**SCHEDULE 1 TO THE PARKING OVERLAY**Shown on the planning scheme map as **PO1**.**EPPING CENTRAL****1.0 Car parking objectives to be achieved**19/03/2015  
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To provide on-site parking in accordance with the parking demand generated in Epping Central.

To significantly reduce the visual dominance of on-site parking to improve the amenity and functionality of the centre.

To support sustainable transport objectives in the Epping Central activity centre, including to increase the proportion of trips taken by walking, cycling and public transport to 40% by 2030.

**2.0 Number of car parking spaces to be provided**19/03/2015  
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The required number of car parking spaces to be provided for the uses listed in Table 1 below is the product of the minimum rate and the measure.

**Table 1: Car parking spaces**

Use	Rate	Measure
Convenience restaurant	3.5	to each 100 sq m of leasable floor area
Convenience shop if the leasable floor area exceeds 80 sq m	3.5	to each 100 sq m of leasable floor area
Education centre	0.3	to each student that is part of the maximum number of students on the site at any time
Food and drink premises other than listed in this table	3.5	to each 100 sq m of leasable floor area
Home occupation	0	to each person who works in the home occupation who is not a resident of the dwelling
Hotel	3.5	to each 100 sq m of leasable floor area
Medical centre	3.5	to each 100 sq m of leasable floor area
Office other than listed in this table	3	to each 100 sq m of net floor area
Restaurant	3.5	to each 100 sq m of leasable floor area
Restricted retail premises	2.5	to each 100 sq m of leasable floor area
Shop other than listed in this table	3.5	to each 100 sq m of leasable floor area
Supermarket	5	to each 100 sq m of leasable floor area
Tavern	3.5	to each 100 sq m of leasable floor area

### 3.0 Permit requirement

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A permit may be granted to reduce the requirement for car parking spaces specified in Table 1 above.

### 4.0 Application requirements

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Before a new use commences or any buildings or works associated with that use or an existing use is constructed, plans must be prepared to the satisfaction of the responsible authority. In addition to the application requirements set out in Clause 45.09-8, the plans must show:

- Pedestrian access ways through parking areas.
- The location of electricity supply points within residential developments to enable electric cars to be charged.
- Details of how the parking spaces will be allocated to individual dwellings or tenancies and whether the parking spaces will have their own Certificate of Title.

This information may be included in other plans submitted with an application.

In addition to the above, a Green Travel Plan must be prepared for all applications for development comprising:

- 5,000 square metres or more of commercial or industrial floorspace and / or
- 30 or more dwellings,
- that demonstrates design and behaviour-change initiatives to be implemented over the life of the development that will assist to achieve the sustainable transport objectives for the Epping Central activity centre.
- A Green Travel Plan may be required for smaller developments, depending on the location of the site and the proposed use.

### 5.0 Design standards for car parking

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In addition to the design standards at Clause 52.06-8, the design of car parking spaces should meet the following:

- Locate car parking to the rear of developments and avoid the use of street frontages for car parking, where possible.
- Where possible, parking areas should be located in basement, screened undercroft and / or multi-level parking arrangements.
- Ensure parking areas are designed to maximise pedestrian and cyclist permeability and facilitate safe, direct, attractive, well-lit and dedicated pedestrian routes through the parking area from the public realm to defined building entrances.
- Ensure car parks are located at least 1.5 metres from the windows of habitable rooms in residential or mixed use developments.
- Ensure the following design outcomes for at-grade car parks where basement or undercroft parking is not feasible:
  - Where possible, sleeve at-grade car parks with built form or screen them with extensive, high quality landscape treatments that reduce the visual dominance of the car park while contributing to the built form quality and active surveillance opportunities;
  - Provide trees at the rate of one for every eight spaces in surface car parks with engineered soils where required to ensure proper tree growth;

- In at-grade parking areas of six or more parking spaces, provide stormwater treatment measures in accordance with Best Practice Environmental Management objectives irrespective of any additional treatment measures within catchments.
- Provide adequate lighting for both pedestrians and vehicles; and
- Provide a directory sign for shared car parks that provides for effective wayfinding.
- Ensure the following design outcomes for car parking in multi-level developments:
  - Provide electricity supply points for internal car parking spaces within residential developments to enable electric cars to be charged.
  - Where possible, consider flexible design initiatives that enable multi-level parking areas to be transformed into office or residential space at a later time when it can be demonstrated that the on-site parking demand of the development has reduced.
  - Where possible, consider flexible design initiatives that enable parking areas to be used on a temporary basis for alternative uses such as community gatherings or markets.
  - Avoid large expanses of blank walls on multi-level parking developments and create visual interest by using innovative façade design techniques.

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### Decision guidelines

In addition to the decision guidelines and application requirements at Clause 52.06-6 and Clause 52.06-9, before deciding that a plan showing the location and provision of car parking is satisfactory, or whether a permit should be granted to vary any dimension or requirement, the responsible authority must consider as appropriate:

- How the proposed number of car parking spaces will respond to the anticipated parking demand to be generated on the site.
- Water sensitive urban design measures to achieve stormwater runoff quality in accordance with best practice environmental management levels, i.e. 80% reduction in suspended solids, 45% reduction in total phosphorous and 45% reduction in total nitrogen.
- The ability of the car parking area/s to be used and adapted for alternative uses.
- The subdivision of on-site car parking spaces into separate Certificates of Title and allocation arrangements to users of the site.

## 7.0

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### Reference documents

*Epping Central Parking Precinct Plan* (Whittlesea City Council, 2011)

*Epping Central Sustainable Transport Requirements* (Booz & Co., January 2011)

*Epping Central Structure Plan* (Whittlesea City Council, December 2011 – amended December 2013)