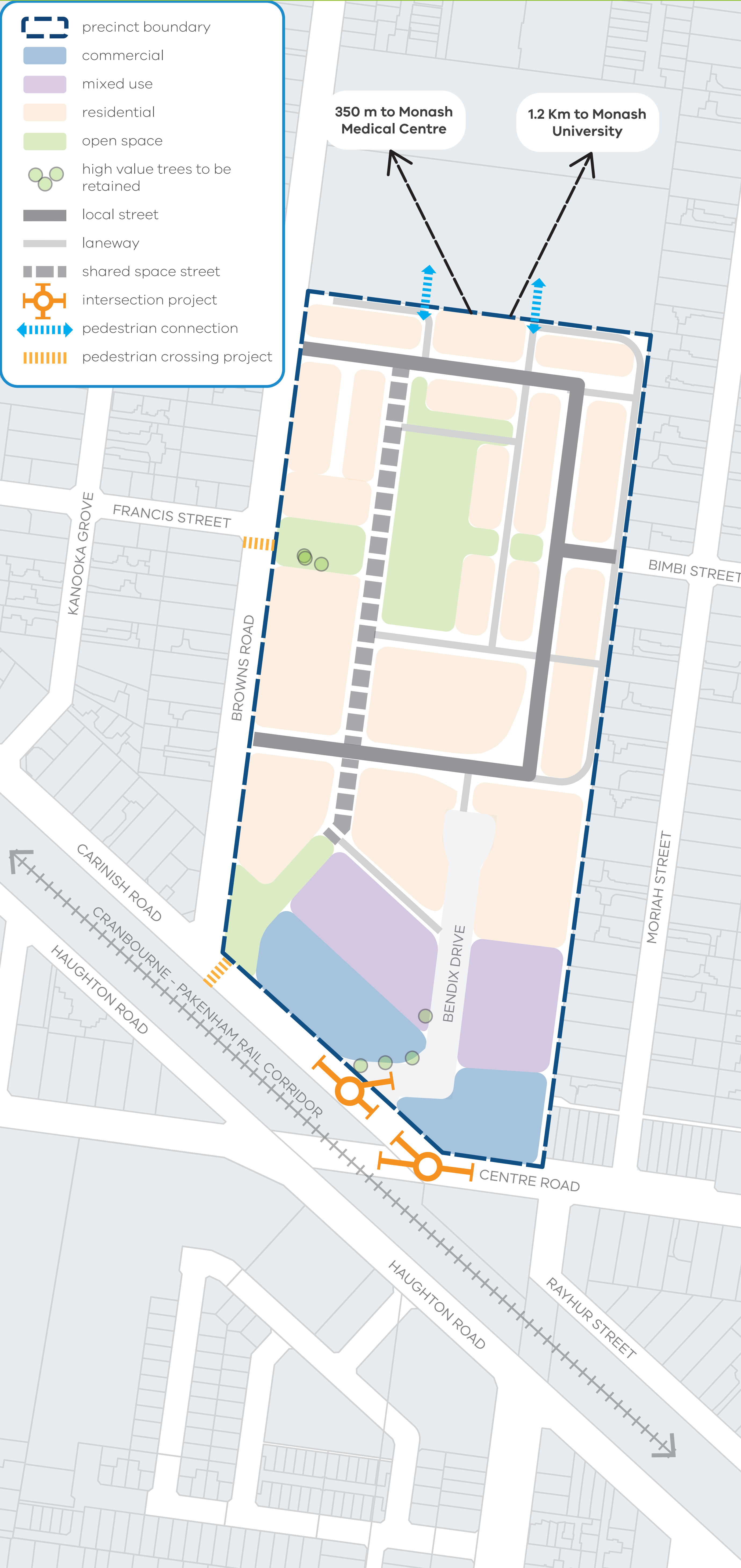


precinct boundary
 commercial
 mixed use
 residential
 open space
 high value trees to be retained
 local street
 laneway
 shared space street
 intersection project
 pedestrian connection
 pedestrian crossing project



TRAFFIC & PARKING

When development increases the density of an area, the impact on local traffic and parking needs to be considered. The improvements to transport infrastructure identified through the planning process will be funded by the development and should minimise the impact that the precinct's additional traffic will generate.

Car parking requirements are addressed through existing planning scheme controls. The State determine the amount of car parking to be delivered on the renewed PMP Printing site on a "per use" basis. For example, the amount of car parks required for a house change depending on the number of bedrooms. These standards are widely accepted in planning and are not generally amended unless it can be demonstrated that the demand generated by a use is clearly different from the standard.

The PMP Printing site's proximity to the Clayton train station, numerous bus routes and the proposed Strategic Cycling Corridor will also be considered in this process.

WHAT WE KNOW SO FAR

Clayton roads are already very busy. The planning for this precinct must offset the increase in traffic that will be generated through the new development, including by investing in new road infrastructure. However, the planning will not resolve existing traffic issues within the wider Clayton area.

Parking in existing streets is affected by the nearby Monash Medical Centre and Monash University.

IDEAS PROPOSED IN THE CONCEPT PLAN

1. Early transport modelling shows that the development of the precinct will require the Carinish Road / Centre Road intersection to be upgraded.
2. Standard car parking rates will apply to the PMP Printing Precinct. This should result in minimal 'overspill' of parking onto existing streets.
3. The precinct is expected to provide approximately 200 new on-street car spaces.
4. Car parking will generally be provided at the rear of the houses.