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SCHEDULE 1 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO1**.

FISHERMANS BEND URBAN RENEWAL AREA

1.0

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Parking objectives to be achieved

To identify appropriate car parking rates for various uses in the Fishermans Bend Urban Renewal Area.

To provide for the future adaptation of car parking to other uses and innovations in transport technology.

To encourage alternative forms of parking to be provided including car share and consolidated precinct based parking.

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Permit requirement

A permit is required to provide more than the maximum parking provision specified for a use in Table 1 to this schedule.

This does not apply to the provision of additional car parking that is allocated for car share or precinct based parking to the satisfaction of the responsible authority.

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Number of car parking spaces required

If a use is specified in the table below, the maximum number of car parking spaces to be provided for the use is calculated by multiplying the *rate* specified for the use by the accompanying *measure*.

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

Table 1: Maximum car parking spaces

Use	Rate	Measure
Dwelling	0.5	To each 1 or 2 bedroom dwelling
	1	To each 3 or more bedroom dwelling
Industry	1	To each 150 square metres of gross floor area
Office	1	To each 100 square metres of gross floor area
Place of assembly	1	To each 100 square metres of gross floor area
Residential Village, Retirement Village	0.5	To each dwelling
Restricted retail premises	1	To each 100 square metres of gross floor area
Retail premises	1	To each 100 square metres of gross floor area
Supermarket	2	To each 100 square metres of gross floor area

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Application requirements and decision guidelines for permit applications

Application Requirements

An application to provide more than the maximum parking provision specified in Table 1 of this schedule must be accompanied by a statement that demonstrates how any additional car parking will be transitioned to other uses over time.

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 availability of public transport in the locality and the timing of future improvements to the network.
- The number and type of dwellings proposed, including the proportion of dwellings that contain three or more bedrooms.
- Whether car parking is to be provided in a stand-alone building to be used for precinct car parking.
- If any parking is proposed to be provided off-site, whether the recipient site is located within convenient walking distance (200 metres) of the subject site, and is part of a precinct based parking facility.
- The impact of the proposed car parking rates on local amenity, including pedestrian amenity and the creation of a high quality public realm.
- The future adaptability of the car parking areas and ability to transition to future uses over time.
- The proportion of car share, motorcycle and bicycle parking proposed.
- The impacts of the proposed car parking rates on creating sustainable transport patterns that preference walking, cycling and public transport use.

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Financial contribution requirement

None specified.

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Requirements for a car parking plan

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 another provision of the scheme, any relevant information specified in the green travel plan.

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Design standards for car parking

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 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 (except on roads adjacent to the freeway) should:
 - Be consolidated to provide shared access to multiple buildings.
 - Include intermediate pedestrian refuges if the vehicle access or crossover is more than 6.1 metres.
- The design and layout of car parking areas should:
 - Ensure the layout and design of car parking areas encourages sharing of car parking spaces between different uses with different peak demand patterns.

- Include provision for future conversion of car parking areas to alternative employment generating uses.
- Allow natural ventilation, without compromising the provision of activated frontages.
- Ensure the use of car lifts, turntables and stackers do not result in cars queueing on the street.
- Include the provision for internal queuing and minimise the need for cars to queue on the street.
- Provide dedicated parking for car share and car charging stations.
- Where appropriate, make provision for easily accessible short term temporary parking and drop-off/pick up zones.

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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 preference 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 and precinct parking facilities in the locality.
- The rates of car share, motorcycle and bicycle spaces provided.
- If a green travel plan is required under another provision, any recommendations of the green travel plan.
- Whether alternative access to the site is constrained and no other access is possible.

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Reference document

Fishermans Bend Framework, September 2018

Fishermans Bend Integrated Transport Plan 2017