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GC81**SCHEDULE 1 TO CLAUSE 45.09 PARKING OVERLAY**

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

**FISHERMANS BEND URBAN RENEWAL AREA****1.0 Parking objectives to be achieved**--/20--  
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To support long term sustainable transport patterns and minimise road congestion in the Fishermans Bend urban renewal area.

To create a liveable and connected community that uses active transport options in preference to private motor vehicles.

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

To ensure the design of car parking areas within developments deliver a high quality public realm by minimising the impact of car parking on the streetscape and maintaining active street frontages.

**2.0 Permit requirement**--/20--  
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A permit is not required under Clause 52.06-3 to reduce (including to zero) the number of car parking spaces required under Clause 52.06-5 or in this schedule provided alternative parking, as set out in Clause 6.0 of this schedule, forms part of a car parking plan approved in accordance with Clause 52.06 – 8, unless no car parking spaces are proposed to be provided in which case a car parking plan is not required.

A permit must not be granted to provide more than the maximum parking provisions specified in this schedule, unless alternative parking, as set out in Clause 6.0 of this schedule, forms part of a car parking plan approved in accordance with Clause 52.06-8.

**3.0 Number of car parking spaces required**--/20--  
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If a use is specified in the Table below, the maximum number of car parking spaces required for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

**Table: Maximum car parking spaces**

<b>Use</b>	<b>Rate</b>	<b>Measure</b>
<b>Dwelling, Retirement Village, Residential Village</b>	0.5	To each dwelling
<b>Industry</b>	1	To each 150 square metres of gross floor area
<b>Office</b>	1	To each 100 square metres of gross floor area
<b>Place of assembly</b>	1	To each 100 square metres of gross floor area
<b>Restricted retail premises</b>	1	To each 100 square metres of gross floor area
<b>Retail premises</b>	1	To each 100 square metres of gross floor area
<b>Supermarket</b>	2	To each 100 square metres of gross floor area

For all other uses listed in Table 1 of Clause 52.06-5, the *Rate* in Column B of Table 1 in Clause 52.06-5 applies.

#### **4.0 Application requirements and decision guidelines for permit applications**

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##### **Decision guidelines**

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:

- Any effect on designated principal freight routes within or immediately adjacent to Fishermans Bend.
- Whether car parking is to be provided in a stand-alone building used for precinct car parking.
- Whether the provision of car parking negatively impacts the creation of a high quality, active public realm.
- The future adaptability of the car parking areas and ability to transition to future uses over time.
- Whether the proposal includes alternate parking requirements required under Clause 6 of this schedule.
- The suitability of the car parking plan as set out in Clause 6.0 of this schedule, which forms part of a car parking plan approved in accordance with Clause 52.06-8.
- Impacts the proposed car parking rates will have on creating sustainable transport patterns, which preference walking, cycling and public transport use.

#### **5.0 Financial contribution requirement**

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None specified.

#### **6.0 Requirements for a car parking plan**

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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:

- Car parking spaces allocated to car share parking provided at a rate of 1 space per 60 car parking spaces or 1 space per 90 dwellings whichever is higher unless the responsible authority is satisfied that a lesser number is sufficient.
- Spaces allocated for motor-cycles at a minimum rate of one motor-cycle parking space for every 100 car parking spaces or 1 per 50 dwellings, whichever is higher, unless the responsible authority is satisfied that a lesser number is sufficient.
- Spaces are allocated for bicycles at the following rates, unless the responsible authority is satisfied that a lesser number is sufficient:
  - For residential development – a minimum of 1 bicycle parking space per dwelling and 1 visitor bicycle space per 10 dwellings.
  - For non-residential development – a minimum of 1 bicycle parking space per 50 square metres of net non-residential floor area, and 1 visitor bicycle space per 1,000 square metres of net non-residential floor area.
- If a green travel plan is provided under another provision of the scheme, any relevant information specified in the green travel plan.

## 7.0 Design standards for car parking

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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:

Car parking areas should be provided within a building, fronted with active uses and not visible from the street, with a floor to floor height of not less than 3.8 metres.

If any parking is proposed to be provided off-site, the recipient site should be located within convenient walking distance (200 metres) of the subject site, and should be a part of a precinct parking facility.

Vehicle access ways, crossovers and car park entries should be provided from secondary streets or side or rear laneways where available. If crossovers are provided on primary street frontages they must be:

- Consolidated to provide shared access to multiple buildings.
- Designed to give priority to pedestrian movement.
- Include intermediate pedestrian refuges if the vehicle access or crossover is more than 6 metres.

Unless no other vehicle access point is available, vehicle access ways and crossovers and vehicle loading/unloading areas must not be located on:

- Roads designated as public transport routes.
- Active street frontages in core areas.
- Existing or proposed on-road or off-road cycling paths or strategic cycling corridor.

Car parking for sites in core areas facing laneway, streets and adjoining sites should be sleeved with active uses.

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 queuing 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.
- Make provision for easily accessible short term temporary parking and drop-off/pick up zones.

## 8.0 Decision guidelines for car parking plans

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The following decision guidelines apply for car parking plans 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:

- Whether the car parking plan encourages sustainable transport patterns, which 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.
- Any impacts car parking areas have on creating high amenity active streets.
- The availability of car share vehicles and facilities in the surrounding area.

- The rates of motor-cycle 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.

**9.0 Reference document**

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*Fishermans Bend Integrated Transport Plan 2017*