

19/04/2013  
VC95**SCHEDULE 9 TO THE PARKING OVERLAY**

Shown on the planning scheme map as **PO9**.

**DOCKLANDS – COMTECH PORT****1.0 Parking objectives to be achieved**19/04/2013  
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To identify appropriate car parking rates for various uses within the Comtech Port precinct of Docklands.

**2.0 Permit requirement**19/04/2013  
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A permit is required for a public car park facility.

A permit is required to provide car parking spaces in excess of the maximum number specified in the Table below.

A permit is not required for car parking associated with the Major Sports & Recreation Facility if it complies with the following:

- The total number of spaces in the precinct does not exceed 600.
- The car spaces are available for use in association with the Major Sports and Recreation Facility, to the satisfaction of the Responsible Authority.

A permit is required to vary these requirements.

**3.0 Number of car parking spaces required**19/04/2013  
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If a use is specified in the Table below, the maximum number of car parking spaces that can be provided for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

Car parking rates in the Table below are based on a maximum rather than minimum provision of car parking spaces for each land use category.

**Table: Maximum car parking spaces**

Use	Rate	Measure
Dwelling	1.5	To each dwelling
Office	2	To each 100 sq m of gross floor area
Industry	1	To each 150 sq m of gross floor area
Any other use	1	To each 100 sq m of gross floor area

**4.0 Design standards for car parking**19/04/2013  
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Car parking spaces should not be visible from any street frontage or the waterfront. This does not apply to a ground level car space for the use of a dwelling and which adjoins or forms part of that dwelling in accordance with a planning permit to the satisfaction of the responsible authority.

The dimensions of car spaces and access to such car spaces, should be consistent with the provisions of AS 2890.1- 1993.

Parking structures should be carefully designed with articulated facades containing active edges to principal streets and public spaces.

Vehicular access to parking and service areas should be designed to minimise disruption to pedestrian movements and minimise their visual impact on architectural and streetscape qualities.

Open lot car parks are discouraged on all principle frontages.

## **5.0 Decision guidelines for permit applications**

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Before deciding on an application to use or develop land for car parking, the responsible authority must consider, as appropriate:

- Any effect on vehicle and pedestrian traffic in the area, including in the context of any future changes in car parking and traffic conditions.
- The safety and convenience of pedestrians moving to and from and within the car parking facility, including lighting levels, surveillance systems, signage and visibility.
- Whether the development includes bicycle and motor cycle parking.
- The particular use proposed with regard to the likely car parking demands generated.
- The proposed locations and capacities of car parking areas, both within and close to the site in meeting likely car parking demands.
- The likely contribution of public transport in mitigating car parking demands.
- The points of ingress and egress for vehicular traffic.
- The management of car parking and management arrangements for events.
- The proposed landscaping and screening of car parking facilities and areas.
- The extent to which the proposed access point would conflict with any proposal to limit or prohibit traffic in certain roads.
- The provisions for parking and loading of vehicles and access of parking spaces and loading bays on land and water.