

05/07/2012
C170**SCHEDULE 13 TO THE PARKING OVERLAY**

Shown on the planning scheme map as **PO13**.

CAPITAL CITY ZONE - FISHERMANS BEND**1.0 Car parking objectives to be achieved**05/07/2012
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To identify appropriate car parking rates for various uses within the Capital City Zone – Fishermans Bend Urban Renewal Area.

2.0 Number of car parking spaces to be provided05/07/2012
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The maximum number of car parking spaces to be provided for the uses listed in Table 1 below is the product of the *rate* and the *measure*. Car parking rates in Table 1 are based on a maximum rather than minimum provision of car parking spaces for each land use category.

Table 1: Car parking spaces

| Use | Rate | Measure |
|----------------------------|------|--------------------------------------|
| Dwelling | 1 | To each dwelling |
| Industry | 1 | To each 150 sq m of gross floor area |
| Office | 1 | To each 100 sq m of gross floor area |
| Place of assembly | 1 | To each 100 sq m of gross floor area |
| Restricted retail premises | 1 | To each 100 sq m of gross floor area |
| Retail premises | 1 | To each 100 sq m of gross floor area |
| Supermarket | 2 | To each 100 sq m of gross floor area |

Motor-cycle parking rates

All buildings that provide on-site car parking must provide motor-cycle parking for the use of occupants and visitors, at a minimum rate of one motor-cycle parking space for every 100 car parking spaces, unless the responsible authority is satisfied that a lesser number is sufficient.

3.0 Permit requirement05/07/2012
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A permit is required to provide car parking spaces in excess of the car parking rates specified in Table 1 of this schedule.

4.0 Decision guidelines05/07/2012
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Before deciding on an application to increase the maximum number of car parking spaces, the responsible authority must consider as appropriate:

- Any effect on vehicle and pedestrian traffic in the area.
- Any empirical analysis which supports a variation in the number of car parking spaces that should be provided.

- The particular characteristics of the proposed use with regard to the likely car parking demands generated.
- The safety and convenience of pedestrians moving to, from and within the car parking facility, including lighting levels, surveillance systems, signage, ease of orientation and visibility.
- The availability of car parking in the locality.
- The likely contribution of public transport in mitigating car parking demands.
- Whether the development includes bicycle and motorcycle parking.

Notes: Occupiers of any dwellings approved by permit subject to the provisions of this schedule may not be eligible for Resident Priority Parking Permits.