

CITY OF VINCENT PLANNING AND BUILDING POLICY MANUAL
POLICY NO: 7.7.1
NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS

PART 2 – POLICY PROVISIONS

1. OPERATION OF POLICY & DEVELOPMENT STANDARDS

1.1. Applications for development approval that comply with the Policy Objectives of Part 1 and the standards set out in Clauses 2, 3 and 4 of this Policy are considered to be acceptable in relation to parking for non-residential development.

1.2. Where a proposal does not meet the standards set out in Clauses 2, 3 or 4 of this Policy, the decision maker is required to exercise judgement to determine the proposal. The decision maker is to exercise its judgement to consider the merits of the proposal having regard to the objectives of this Policy and one or more of the following requirements:

1.2.1. The development provides adequate parking and/or transport infrastructure to service the needs of its users.

1.2.2. Alternative public car parking, bicycle parking and/or end of trip facilities are already provided and is available and accessible to meet the demands of the development during the hours of operation, for the life of the development.

1.2.3. Reciprocal car parking, bicycle parking and/or end of trip facilities are provided in accordance with Clause 5;

1.2.4. Alternative transport modes are convenient and adequate enough to meet the demand of the development during the hours of operation;

1.2.5. Cash-in-lieu of parking is provided in accordance with Clause 6;

1.2.6. An alternative arrangement is agreed in writing between the applicant and the City, through an approved Parking Management Plan.

4.2. PARKING REQUIREMENTS

4.4. Non-Residential Development

~~(a) 2.1.~~ Parking for non-residential development shall be provided onsite and in accordance with ~~subclause 4.2 and~~ Table 1, unless ~~otherwise approved by the Council~~ applicant is proposing an Ancillary Use that does not;

~~4.4.1.2.1.1.~~ Contribute to additional floor area;

~~4.4.2.2.1.2.~~ Remove on-site parking; and

2.1.3. Extend outside of the hours of operation of the predominant use.

~~(b) 2.2.~~ Where the applicable standard set out in Table 1 results in a parking requirement that is not a whole number, the car parking requirement ~~requirement~~ is taken to be the next highest whole number and bicycle parking is to be taken to be the next nearest whole number.

2.3. Non-residential development ~~located~~ parking requirements in ~~a Residential~~ Table 1 shall be applied to development applications in accordance with the relevant Built Form ~~Area~~ Area, as shown in Appendix ~~2~~, the minimum car 1.

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