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Proposed C318yara

SCHEDULE 2 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO2**.

CREMORNE ENTERPRISE PRECINCT

1.0 Parking objectives to be achieved

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To identify appropriate car parking rates for commercial development and land uses in Cremorne, having regard to the area's strategic, inner-metro location and transport environment.

To facilitate an appropriate provision of car parking spaces to enable Cremorne to grow as a major enterprise precinct with sustainable development, quality public spaces and active transport options.

To reduce car parking demand, traffic congestion and noise and air pollution by encouraging the use of active and sustainable transport modes.

To improve amenity and safety for pedestrians, drivers and cyclists in Cremorne by minimising vehicle access to and through sites.

To ensure onsite car parking is designed to protect Cremorne's quality of place, including its built form character, heritage, public spaces and local road network.

2.0 Permit requirement

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A permit is not required under Clause 52.06-3 to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 for any use specified in the Table to this schedule.

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

3.0 Number of car parking spaces required

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

Table: Car parking spaces

| Use | Rate | Measure |
|--------|------|---|
| Office | 1 | To each 100 sq m of net floor area |
| Retail | 1 | To each 100 sq m of leasable 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.

See 45.09-4 for relevant provisions.

4.0 Application requirements and decision guidelines for permit applications

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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:

- The Municipal Planning Strategy and the Planning Policy Framework.
- Whether the objectives of this schedule have been met.
- Any empirical analysis which supports a variation in the maximum 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.

YARRA PLANNING SCHEME

- The impacts of the proposed car parking provision on creating sustainable transport patterns that preference walking, cycling and public transport use.
- The impact on the road network of providing car parking in excess of the maximum rate.
- The impact of the proposed car parking provision on local amenity, including pedestrian amenity and the creation of a high-quality public realm.
- Whether car parking and access is located and designed to limit pedestrian disruption and maximise active frontages.
- Whether the development makes a contribution to sustainable transport infrastructure improvements in the nearby area.
- The provision of alternative transport modes on the site, including but not limited to car share, safe and secure motorcycle and bicycle parking.
- The provision of end of trip facilities including, but not limited to showers, lockers, and/ or other similar amenities.

5.0 Financial contribution requirement

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None specified.

6.0 Requirements for a car parking plan

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None specified.

7.0 Design standards for car parking

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None specified.

8.0 Decision guidelines for car parking plans

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None specified.

9.0 Background document

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Parking Controls Review: Cremorne Enterprise Precinct (Traffix Group, July 2020).