

xx **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**

- xxx 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**

- xxx 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**

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.

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

- xxxx 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.

- 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**

xxx

None specified.

**6.0 Requirements for a car parking plan**

xxx

None specified.

**7.0 Design standards for car parking**

xxx

None specified.

**8.0 Decision guidelines for car parking plans**

xxx

None specified.

**9.0 Background document**

xxx

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

# YARRA PLANNING SCHEME - LOCAL PROVISION

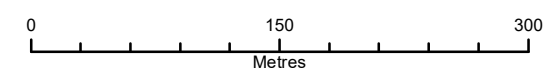
## AMENDMENT C318yara



- LEGEND**
- PO2 - Parking Overlay - Schedule 2
  - Local Government Area

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