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Proposed C318yara

SCHEDULE 3 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO3**.

CREMORNE ENTERPRISE PRECINCT

1.0

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Parking objectives to be achieved

To identify appropriate car parking rates for commercial development and land use in Cremorne, which has regard to the precinct's strategic, inner-metro location and transport environment.

To facilitate an appropriate provision of car parking spaces to enable Cremorne to grow as an 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 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

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Permit requirement

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

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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	Measure	Category 1 (max rate)	Category 2 (max rate)	Category 3 (max rate)	Category 4 (max rate)
Office	To each 100 sq m of net floor area.	1	1	0.9	0.45
Retail	To each 100 sq m of leasable floor area.	1	1	1	1

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

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Application requirements and decision guidelines for permit applications

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:

- An empirical analysis which supports a variation in the maximum number of car parking spaces that should be provided.
- The characteristics of the use in relation to the likely car parking demands generated.
- Whether the proposal supports sustainable transport patterns that preference walking, cycling and public transport use.

- The impact on the road network of providing car parking more than the maximum rate.
- The impact on local amenity, including pedestrian amenity and quality of the public realm.
- Whether car parking and access are located and designed to minimise pedestrian disruption and maximise active frontages.
- Whether development contributes to sustainable transport infrastructure improvements in the 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).

Cremorne Streets and Movement Strategy, including Appendices (Martyn Group & Hansen Partnerships, June 2020)

Cremorne Urban Design Framework - Transport Review (Stantec Australia, August 2023)

Revised Cremorne Urban Design Framework (City of Yarra, September 2023)

Cremorne Place Implementation Plan (Victorian Planning Authority, City of Yarra, Victoria State Government, December 2020)