Traffix Group

Parking Controls Review

Cremorne Enterprise Precinct

Prepared for
Yarra City Council

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Executive Summary

The purpose of this project is to introduce new car parking provisions in the Yarra Planning Scheme, that responds to local parking issues within the Cremorne Enterprise Precinct. The objectives of the project are to:

- Outline local parking issues, in the context of Cremorne as an enterprise precinct, to determine how the current provisions are applied and how the decision making process operates.
- To identify the average variation to the standard requirements in Clause 52.06 as approved by Council and/ or the Victorian Civil and Administrative Tribunal (VCAT) in land zoned Commercial 2 (C2Z) and Comprehensive Development (CDZ).
- To provide the strategic justification and rationale to reduce the provision of off-street car parking to promote more sustainable modes of transport and maximise floor areas for employment generating uses, rather that car parking.
- To establish clear, logical, and relevant car parking objectives for Cremorne's commercial areas to guide the exercise of discretion.
- To justify any variations in parking rates, including maximum rates, proposed via new car parking provisions.

This report provides a review of the existing parking needs and issues within Cremorne and a recommendation for new parking controls for the Cremorne Enterprise Precinct in the form of a Parking Overlay. The Overlay is to be applied to the Commercial 2 Zone and the Comprehensive Development Zone (Schedule 2 and 3) is designed to support the continued growth of Cremorne as a key area for employment within Yarra and inner Melbourne. The preparation of this report has had regard to both PPN57: The Parking Overlay and PPN22: Using the Car Parking Provisions.

The need for a review of the parking controls is borne out of a number of factors including:

- That Cremorne is undergoing a rapid rate of development, land use change and intensification.
- Cremorne is attracting a significant number of trips from outside the Precinct.
- Cremorne has a constrained road network that experiences high levels of traffic congestion.
- Tensions between businesses, residents and visitors to the area.

This report builds on a foundation of a number of strategic and transport planning studies which have been produced by Yarra City Council, DELWP and others in recent years regarding planning in Cremorne. These studies emphasis the unique advantages of Cremorne, in particular its ability to attract and provide employment in the emerging knowledge economy, its inner-city location and unique urban environment and its connection to transport.

Cremorne has a number of unique transport challenges and opportunities, namely:

- The road network within Cremorne is constrained in a number of ways:

  - Cremorne's connections to the arterial road network are limited in all directions, particularly to the north, west and south.
  - The arterial road network and its connections to Cremorne are congested during the commuter peak hours and there are very limited options to increase the traffic capacity of the arterial road network or its connections into Cremorne.
  - The rail lines through Cremorne form barriers to movement of all transport modes with only a limited number of crossing points.
  - It is served by a dense network of narrow roads. Many of these roads operate in a one-way direction. A significant number of the roads are akin to laneways with narrow cross sections and have limited traffic carrying capacity.
- Cremorne is highly accessible by public transport. This includes 'local' tram and bus services and city-wide services via the metropolitan rail network.
- There is high quality bicycle infrastructure in the area around Cremorne, however the connections to this infrastructure are not at the same high level.
- Cremorne is highly walkable from a geographic standpoint. However, the quality of the pedestrian infrastructure within the local road network is generally poor, with key issues being narrow footpaths/verges, variable surface quality, infrastructure obstructing footpaths and generally poor pedestrian amenity.
- On-street parking is highly controlled, with limited options for long-term (staff) parking using public parking resources. Demand for car parking within Cremorne is generally very high during business hours and lower during the evening and on weekends.

Given the above constraints, the future of transport into Cremorne is via sustainable transport modes – walking, cycling and public transport. While there are issues with the walking and cycling environment within Cremorne itself, its location and access to public transport modes means that Cremorne already has the key attributes required to support sustainable transport choices. The congestion and traffic capacity constraints should be seen as a benefit in encouraging sustainable transport modes.

In the context of the above, the Parking Overlay recommended by this report is primarily designed to reduce the parking requirements of employment generating developments. This will assist the development of Cremorne by:

- Encouraging sustainable transport modes.
- Reducing the traffic impacts of new office/commercial developments.

The following requirements are recommended for the Parking Overlay:

- The Office car parking rate is set at a maximum parking rate of 1.0 car spaces per 100m^2 Net Floor Area (NFA).
- The Retail car parking rate is set at a maximum parking rate of 1.0 car spaces per 100m^2 Leasable Floor Area (LFA).

All other uses are to remain at the current minimum requirements of Column B of Clause 52.06-5.

The provision of maximum parking rates is specifically designed to:

- Support sustainable transport outcomes.
- Reduce future demand for private transport and consequential traffic congestion impacts.
- Remove planning barriers to the provision of low car parking.
- Provide a means to control the over-supply of car parking.
- Provide certainty to stakeholders, decision makers and the community with regards to car parking outcomes.
- Discourage costly (and which may also become redundant in future) car parking solutions.

'Office' is a particular use that is an important target for mode shift due to its impact on the road network and is a key land use for the Commercial 2 Zone within Cremorne. Office parking is a key generator of traffic during the road network peak hours and this peak demand occurs at the peak availability of public transport services (i.e. services are at their most frequent). Importantly, office car parking generates 2 to 3 times more traffic on a per car space basis during peak hours than a residential car space.

Retail is generally a secondary land use to office within Cremorne. The retail rate is designed to recognise that the same issues with staff parking for office uses also applies to retail uses. It also recognises that in many cases the retail component of a development in Cremorne is small and provides local service and amenities to local workers and residents of the area, who do not require car parking to access the use.

The Parking Overlay is also accompanied by a set of additional decision guidelines, required for when applications seek to exceed the maximum rates imposed. Developments seeking to exceed the maximum requirements should still encourage sustainable transport patterns and not negatively impact the local transport network.

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1. Introduction

The State Government is currently promoting 'Enterprise Precincts' as hubs for the emerging knowledge economy. These precincts are designed to create new jobs and better respond to changes in the economy and evolving ways of working. Enterprise precincts are typically dense, accessible, and amenity-rich urban areas that provide fertile ground for business formation and idea development and innovation. Cremorne has been identified as a Pilot Enterprise Precinct.

Traffix Group has been engaged by Yarra City Council to undertake a review of the parking controls that should apply within the Commercial 2 Zoned land in and the Comprehensive Development Zone (Schedule 2 and 3) Cremorne in the context of its status as an Enterprise Precinct and key employment generator.

Cremorne is a unique area within inner Melbourne that faces particular transport challenges and opportunities. The implementation of a Parking Overlay is designed to support the growth of the precinct and the desired transport outcomes within Cremorne.

2. Methodology

This report reviews the transport engineering challenges and opportunities facing Cremorne and provides recommendations in regard to new parking controls that will assist in implementing Council's vision for the Cremorne Enterprise Precinct.

In formulating the recommendations of this report, the study included the following methodology:

- A review of background documents, planning and transport studies prepared by Council and others in relation to Cremorne.
- A review of Cremorne's planning policy context, state and local planning policies and PPN57: The Parking Overlay and PPN22: Using the Car Parking Provisions.
- Review of recent planning permit applications and approvals within Cremorne over the last 5 years.
- Analysis of car parking resources, management and demand within Cremorne.
- Results of surveys of employers and employees within Cremorne.
- A collaborative approach has been undertaken with Council Officers, including a number of workshops and team meetings.

2.1. Reference documents

This report relies on the following key background documents prepared by Yarra City Council and others:

- Cremorne Traffic Assessment (2019)
- Cremorne Streets and Movement Strategy (Draft) – Consultation Document (2019)
- DELWP – Unlocking Enterprise in a Changing Economy

- Yarra Office Demand Study (2018)
- Cremorne Issues and Opportunity Paper (2019)
- Adopted Yarra Housing Strategy (2018)
- Adopted Yarra Spatial Economic and Employment Strategy (2018)

3. Proposal and Background

The study area is the Cremorne Enterprise Precinct, as defined in the following figure.

The blue outline defines the study area of the Cremorne Place Implementation Plan (i.e. the Enterprise Precinct). The blue line defines the Parking Overlay study area which includes land zoned:

- Commercial 2
- Comprehensive Development Zone (Schedule 2 and 3)

The Overlay would not apply to Public Use Zones (PUZ) or Public Park and Recreation Zones (PPRZ). It would also not apply to the Swan Street Activity Centre.

Figure 1: Cremorne Enterprise Precinct (Source: Yarra City Council)

This review of parking controls in the area is the result of a number of issues which have developed in recent years within the Cremorne area, specifically:

- That Cremorne is undergoing a rapid rate of development, land use change and intensification.
- Cremorne is attracting a significant number of trips from outside the Precinct.

- Cremorne has a constrained road network that experiences high levels of traffic congestion.
- Has an established parking provision deficit.
- Experiences physical constraints and market conditions that affect the future provision of car parking.
- Tensions between businesses, residents and visitors to the area, including as a result of new development.

3.1. The Cremorne Enterprise Precinct

Cremorne has emerged as an 'Enterprise Precinct' of State significance suitable for the growing knowledge and services-based economy with an output of $2.7 billion and over 10,000 workers at present. Cremorne has become a key destination for local and global high technology companies and demand for employment within the suburb continues to grow.

Enterprise precincts are defined as typically dense, accessible, and amenity-rich urban areas that provide fertile ground for business formation and idea development and innovation.

The policy document, Unlocking Enterprise in a Changing Economy (Victoria. Department of Environment, Land, Water and Planning, 2018), provides a framework to identify and support Enterprise Precincts. Cremorne had been identified as a Pilot Enterprise Precinct. Designated Pilot Enterprise Precincts are intended to provide guidance to other local government, industry and communities on how new partnerships can be formed to further Enterprise Precincts in Victoria. The Unlocking Enterprise in a Changing Economy policy includes the following description of Cremorne:

> *Cremorne has emerged as Australia's premier destination for creative design, particularly in the tech and digital space. Its reach is now global, with several billion dollar tech firms mixing healthily with small-to-medium sized entities, start-ups and co-working spaces.*
>
> *Enabled by the City of Yarra's foresight and steadfastness to retain its employment focus, and spurred by some committed and engaged local landowners and businesses, Cremorne is going through a profound period of growth, reinforcing its industry specialisation and strategic potential, and furthering Melbourne's economic ecosystem.*
>
> *Drawing from its industrial heritage and building stock, proximity to central Melbourne, diversity of small and large land parcels, pokey laneways complementing good public transport access, and the amenities provided on Swan and Church Streets, Cremorne has all the characteristics of an enterprise precinct tailored to the needs of the emerging economy.*
>
> *Reflecting these characteristics, development activity is running hot in Cremorne. During this period of rapid change, the challenge will be in ensuring development adds to the precinct's economic functioning and 'buzz', maintaining it as a creative place to work for years to come.*
>
> - *Unlocking Enterprise in a Changing Economy (DELWP, 2018)*

The Unlocking Enterprise in a Changing Economy policy document identifies 9 key ingredients for a successful Enterprise Precinct. These are identified below.

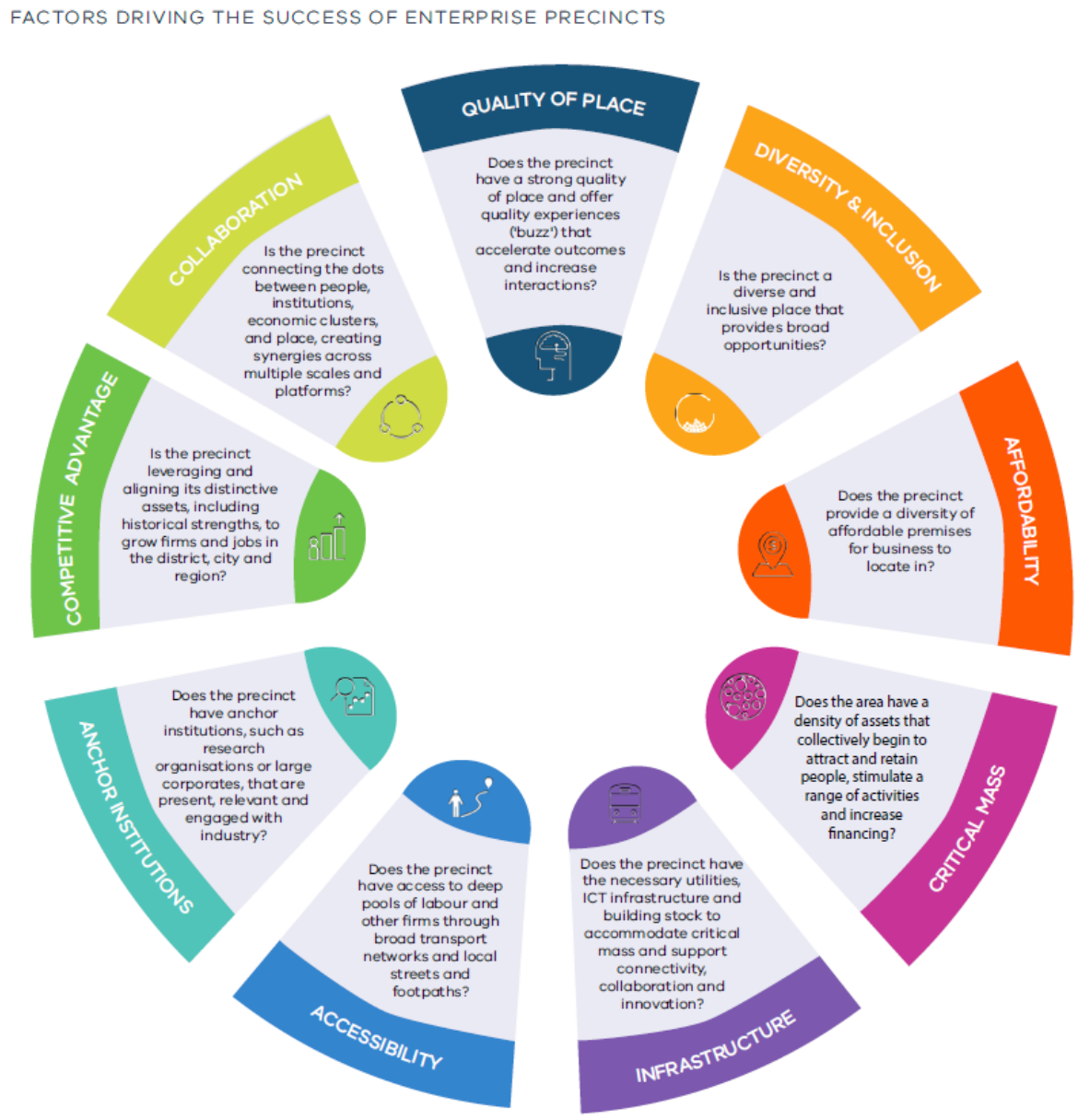


Figure 2: Ingredients of a Successful Enterprise Precinct (DWELP, 2018)

Two of these ingredients are closely linked to transport, Accessibility and by extension, Quality of Place.

While Access and Infrastructure most clearly have transport implications, Quality of Place is also an important consideration. The street network of a precinct has a strong role to play in providing a quality urban environment and as this report shows, while Cremorne has potential in this area, it also suffers from a variety of transport and urban environment issues at the local level.

3.2. Future Demand for Office Space

Cremorne has become a key destination for local and global high technology companies. Yarra City Council has provided information to Traffix Group of issued and current planning applications indicating that Council has approved (some currently under construction or recently completed) or is currently considering over 150,000m^2 of additional office floor space within Cremorne. This is discussed in more detail at Section 5.10.

The 'Yarra Office Demand Study'[1] (Urban Enterprise, March, 2018) identified that Cremorne and the City of Yarra has a number of competitive advantages which uniquely position the municipality to cater to the needs of contemporary businesses and workers. This include:

- *A favourable zoning and development profile (particularly the availability of C2Z land);*
- *Industrial heritage and opportunities for re-use and adaptation of heritage buildings;*
- *Strategic location – proximity to CBD and eastern suburbs;*
- *Transport connectivity;*
- *Public transport and cycling infrastructure;*
- *Strong lifestyle attributes and vibrant precincts; and*
- *Recognition and brand equity for creative and tech-based enterprise.*

The 'Yarra Office Demand Study' also identified a number of trends within the City of Yarra and Cremorne:

- *Between 2011 and 2016, the number of jobs in Cremorne increased by 4,000, a percentage increase of 61%.*
- *Cremorne has emerged as major tech precinct of national significance, accommodating a number of the major companies in Australia (MYOB, Tesla, REA, Carsales, Uber, Seek future).*
- *Demand for office floor space is expected to be strong in the short to medium term (up to 10 years).*

These strengths have supported a growing business base, particularly small and medium enterprise. However, in recent years there has been increasing interest from larger businesses and regional headquarters.

A key driver of increased demand in Yarra has been the increased competition between companies to attract and retain talented workers (particularly in the creative and technology sectors). For younger workers in these industries, Yarra's office precincts provide lifestyle benefits which appeal to these workers more than areas perceived as being 'sterile' or 'bland' environments of traditional office precincts in the CBD and Docklands.

These factors combine to underpin strong demand for office space in Yarra at present and indicate a competitive advantage in relation to attracting businesses seeking a young, creative, and skilled workforce.

[1] Prepared for the City of Yarra by Urban Enterprise, dated March 2018

3.3. Work Underway

A key Pilot Enterprise Precinct initiative is the development of the Cremorne Place Implementation Plan (CPIP), which will provide a high-level vision for the future of Cremorne and a prioritised set of projects that will progress delivery of that vision.

Concurrent with preparation of the CPIP, the City of Yarra is completing/has completed a number of projects as part of the broader CPIP.

a) Cremorne Issues and Opportunities Paper (Nov, 2019). This work aimed to identify issues and opportunities in Cremorne to be reviewed as part of this project. This was completed in November, 2019.

b) Cremorne Issues and Opportunities Paper – Stage 1 Engagement Outcomes Summary Report (Feb, 2020).

c) Cremorne Streets and Movement Strategy (Draft) – Consultation Document (Oct, 2019). This strategy aims to identify key transport and movement issues and opportunities and put forward a vision for streets and people movement, including some high-level concepts of how this could be achieved. The purpose of the Strategy is to set out a vision, opportunities and urban design response.

3.3.1. Cremorne Issues and Opportunities Paper

This paper identifies issues and opportunities in Cremorne. In regard to transport and movement, the paper identifies the following key considerations:

- *Cremorne is a relatively small area built around tight streets and there is competition between different road users. The two primary gateways to the precinct, Cremorne and Balmain streets, are becoming increasingly congested as more people live, work or visit the precinct.*
- *There is a need to address movement challenges, including the appropriate provision of carparking, safety of pedestrians and cyclists, traffic circulation and traffic calming throughout the precinct.*
- *The barriers to movement and constrained street network make orientation and navigating through the precinct difficult for all transport users and visitors to the area.*
- *Due to forecast growth in trip demand and minimal capacity for the network to accommodate more car movements, there is a need to improve and promote sustainable transport modes, focussing on pedestrian safety and level of service on the transport network.*
- *Provision also needs to be made to retain vehicle access throughout the precinct to support the needs and requirements of existing residents and businesses operating in the precinct.*
- *There is an opportunity to consider trialling different approaches to off-street parking provision and management and on street use of space.*

The report identifies the following key opportunities within Cremorne:

- *Increasing use of public transport through better access and infrastructure investment*

- *Balance the demands of different road users to provide a safer and more efficient road network.*
- *Develop infrastructure to support increased active transport*
- *Promote the most efficient management and use of car parking supply*

3.3.2. Cremorne Issues and Opportunities Paper – Stage 1 Community Engagement

The purpose of this phase of engagement was to gather community and stakeholder views on the Cremorne Issues and Opportunities Paper. Stage One community engagement was undertaken in November-December 2019 to inform the preparation of the Plan.

The key findings of the consultation in relation to transport issues were:

- *The strongest overall support was for walking as a priority mode of transport and improvements to public transport.*
- *Participants also strongly supported reviewing car parking provisions, improving the cycling and pedestrian networks, installing protected bike lanes, and piloting other safety measures such as reduced speed limits to protect cyclists and pedestrians.*
- *Car sharing and bike sharing were least supported. This may be due to a perceived importance of addressing transport congestion in Cremorne.*

3.3.3. Cremorne Streets and Movement Strategy (Draft)

The purpose of the draft Cremorne Streets and Movement Strategy is to assist Council in the effective planning for a major increase in trip demand associated the increased development within Cremorne. This additional development results in increased movement on a local road network which is already operating at, or near, peak vehicle capacity.

This is summarised in the strategy as follows:

> *The increasing demands on street space driven by land use intensity within Cremorne requires greater priority to be allocated to more space-efficient travel modes (walking, cycling, train, tram, bus) whilst still recognising the importance of providing space for essential services, deliveries, residents and those with special needs. Private vehicle travel is not considered a priority or mass transit mode in this area, and future planning must recognise the limitations of car access into and through Cremorne, while protecting the ability of the network to support existing and future economic activity.*

Another key component of the strategy is the treatment of streets as places, not just being required for the purposes of movement. The Strategy is implementing a key policy directive of Plan Melbourne:

> *Policy 4.1.2 - Integrate place-making practices into road-space management*
>
> *Streets are both places to pass through and destinations. There is a need to balance the competing demands of movement and place in defining the priority functions of streets. This will help create a sense of place and structure across the city.*

It is also recognising that access and quality of place are key ingredients for an Enterprise Precinct.

This draft strategy highlights that the streets within Cremorne are currently weighted in favour of movement (including providing on-street car parking) and generally have very limited sense of place.

To achieve both of these objectives requires a reallocation of road space within Cremorne to prioritise access and safety for pedestrians, cyclists and public transport users. A significant amount of the reallocated road space will ultimately come from existing on-street car parking and in some cases, traffic space.

4. Policy Context

4.1. Plan Melbourne 2017-2050

Plan Melbourne is a long-term vision to ensure that Melbourne grows more sustainable, productive and liveable as its population approaches 8 million. It is a long-term plan designed to respond to the state-wide, regional and local challenges and opportunities Victoria faces between now and 2050.

The objectives of Plan Melbourne are supported by a series of directions, initiatives and actions. The development of Cremorne relates to a range of initiatives outlined in Plan Melbourne including:

1. *Melbourne is a productive city that attracts investment, supports innovation and creates jobs*
    - *Direction 1.1: Create a city structure that strengthens Melbourne's competitiveness for jobs and investment*
    - *Direction 1.2: Improve access to jobs across Melbourne and closer to where people live*
    - *Direction 1.3: Create development opportunities at urban renewal precincts across Melbourne*

Apart from these initiatives, increasing development in Cremorne will also assist with delivering on key directions including:

- *Direction 2.2: reduce the cost of living by increasing housing supply near services and public transport* (in this case, by bring employment new housing and public transport services)
- *Direction 4.1: create a city of 20-minute neighbourhoods*
- *Direction 4.3: create neighbourhoods that support safe communities and healthy lifestyles.*

Plan Melbourne 2017-2050 (Direction 5.1) states that a 20-minute neighbourhood must:

- *be safe, accessible and well connected for pedestrians and cyclists to optimise active transport.*
- *offer high-quality public realm and open space.*
- *provide services and destinations that support local living.*
- *facilitate access to quality public transport that connects people to jobs and higher-order services.*

- *deliver housing/population at densities that make local services and transport viable.*
- *facilitate thriving local economies.*

Plan Melbourne goes on to state that:

> *The 20-minute neighbourhood is all about 'living locally'— giving people the ability to meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip of their home.*

Figure 3 is an extract from Plan Melbourne which encapsulates what a 20-minute neighbourhood means.

The creation of new employment opportunities within Cremorne, which is highly walkable, well connected via quality public transport and bicycle facilities, accords with the vision of Plan Melbourne 2017-2050 in terms of creating a '20-minute neighbourhood'. A 20-minute neighbourhood also means that local employment opportunities are available which are well connected to public transport services.

Figure 3: The 20-minute neighbourhood (Source: Plan Melbourne)

4.2. Local Planning Policies and Strategy

Yarra City Council supports sustainable transport and design in new and existing developments through a number of policies and initiatives. These are summarised as follows.

Municipal Strategic Statement – Clause 21.06 Transport

Clause 21.06 of the Yarra Planning Scheme identifies the following objectives and associated strategies in relation to transport:

21.06-1 Walking and cycling

Objective 30 To provide safe and convenient pedestrian and bicycle environments.

Strategy 30.1 Improve pedestrian and cycling links in association with new development where possible.

Strategy 30.2 Minimise vehicle crossovers on street frontages.

Strategy 30.3 Use rear laneway access to reduce vehicle crossovers.

21.06-2 Public transport

Objective 31 To facilitate public transport usage.

Strategy 31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.

21.06-3 The road system and parking

Objective 32 To reduce the reliance on the private motor car.

Strategy 32.1 Provide efficient shared parking facilities in activity centres.

Strategy 32.2 Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.

Objective 33 To reduce the impact of traffic.

Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road networks.

Strategy 33.2 Ensure the level of service needed for new industrial and commercial operations does not prejudice the reasonable needs of existing industrial and commercial operations to access Yarra's roads.

Sustainable Transport Policies

Yarra City Council's Strategic Transport Statement (adopted April, 2006) has created a Hierarchy of Transport Modes that "should be applied to all decision making and actions related to transport in the City". The hierarchy is as follows:

More sustainable transport modes

1. *Pedestrians**
2. *Cyclists*

3. *Tram*
4. *Bus/Train*
5. *Taxi users / car sharers*

*(*includes using wheelchairs and walking with prams)*

Less sustainable transport modes

6. *Freight vehicles*
7. *Motorcyclists*
8. *Multiple occupants local traffic*
9. *Single occupants local traffic*
10. *Multiple occupants through traffic*
11. *Single Occupant through traffic*

Council's Parking Management Strategy (2013-2015 Action Plan) sets out Council's vision, goals and principles for managing parking in the City of Yarra as follows:

> ***Vision for managing parking***
>
> *Parking is managed by the City of Yarra to promote sustainable transport solutions and to optimise residents' access to homes - Council will also seek to accommodate the parking needs of visitors, businesses and community facilities in a manner that is open and clear.*

The relevant principles of managing parking are:

> *Principle 7. Ensure that new developments are self-sufficient in meeting their parking needs - with the exception of encouraging reduced parking or no car parking developments for sites very close to public transport stops.*
>
> *Principle 8. Ensure the adequate provision of bicycle and motorcycle parking.*

The proposed Parking Overlay supports the transport strategies and objectives of Yarra City Council encouraging employment in an area well serviced by public transport and alternative transport modes. The car parking rates recommended are inline with Council's sustainable transport policies.

We note that Council has received authorisation from the Minister for Planning to prepare Amendment C269Yarra which proposes to introduce new local policies in to the Yarra Planning Scheme.

4.3. Planning Practice Notes

There are two key Planning Practice Notes in relation to the provision of car parking as required by the Planning Scheme:

- Using the Car Parking Provisions: Planning Practice Note 22 (PPN22) provides guidance about the use of the car parking provisions in Clause 52.06 and the Parking Overlay. It explains how the car parking requirements are calculated and what information is required to be submitted with an application with car parking.

- The Parking Overlay: Planning Practice Note 57 (PPN57) provides guidance to Councils about the preparation and application of the Parking Overlay. It explains what the Parking Overlay is, what it does, when and how to use it and how to complete a schedule to the overlay.

5. Existing Conditions

5.1. Study Area

The total study area, as defined in the CPIP, is bound on three sides by Punt Road, Swan Street and the Yarra River. The study area includes both sides of Church Street and the full extent of the Commercial 2 Zone – extending up to the residential properties along the west side of Brighton Street.

A zoning map is provided at Figure 4.

The study area for Cremorne encompasses two distinct areas, the commercial area and the residential area. The commercial area is characterised by industrial heritage juxtaposed with more recent office development of 7-14 storeys dispersed throughout the precinct. This area is larger than the area bound by the orange border in the figure below.

Cremorne also includes three pockets of residential zoned land, largely comprising heritage, low-rise terraced housing, as well as a small number of large mixed-use developments that border the southwest corner of the precinct. Development is largely replacement dwellings and residential extensions.

The study area, to which the Parking Overlay review applies, is limited to land zoned Commercial 2 (C2Z) and Comprehensive Development (CDZ) within the study area boundary.

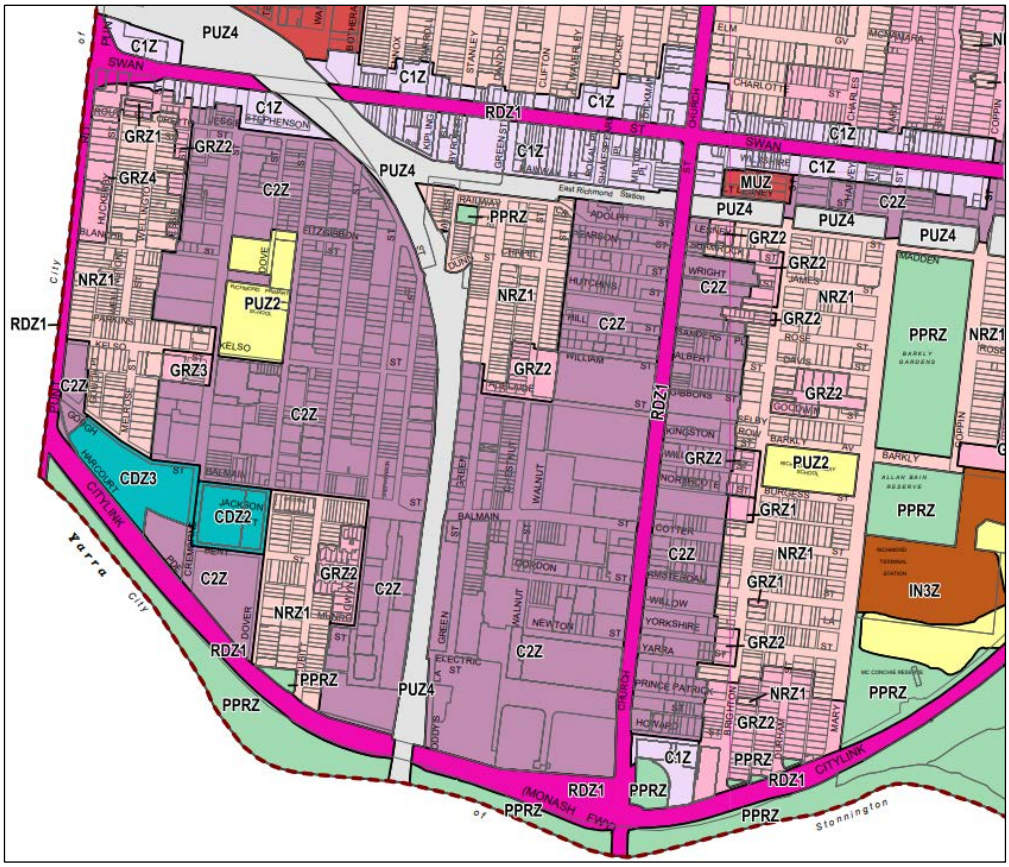


Figure 4: Cremorne Zoning Map

5.2. Regional Context

The Cremorne Enterprise Precinct is located within inner Melbourne and in close proximity to the Melbourne CBD (less than 2km away) and a number of significant Activity Centres. Its location relative to the central city area is shown in the figure below. Notably, Cremorne is a similar distance to the CBD as Fishermans Bend, Arden/Macaulay and the northern areas of Parkville while in many ways it is also better connected to the CBD via Richmond Station (and the numerous metropolitan services this station offers).

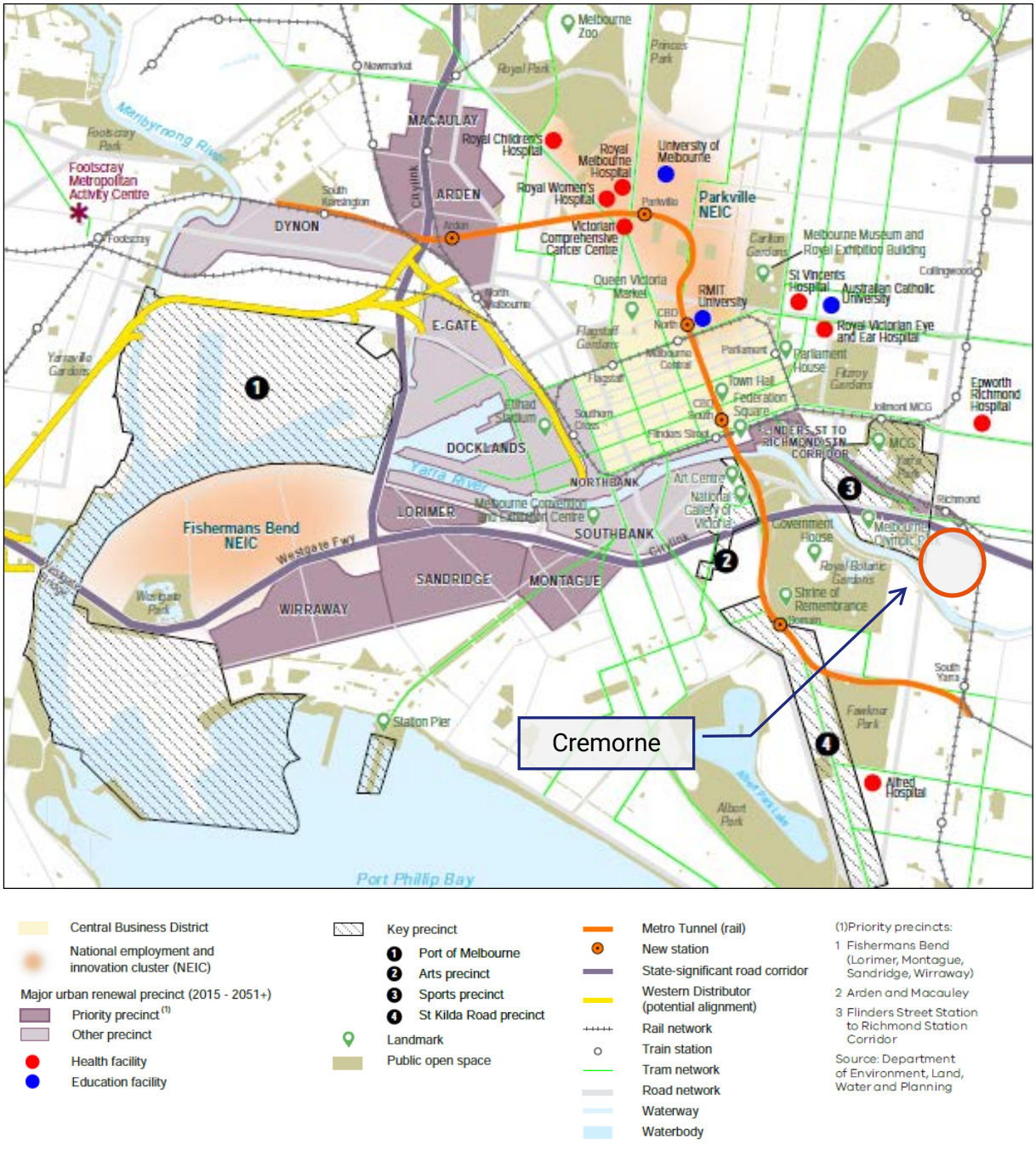


Figure 5: Cremorne's location relative to the central city (Source: Plan Melbourne)

The Cremorne Enterprise Precinct is bound by the Swan Street Activity Centre to the north.

The Chapel Street Major Activity Centre is also located to the direct south of the precinct.

Key land uses in the vicinity of Cremorne include:

- Yarra Park/Melbourne Cricket Ground – located on the north-west of Cremorne,
- Olympic Park Precinct – located adjacent Cremorne to the west,
- Melbourne High School – located 200m south of Cremorne,
- Melbourne Girls Grammar – located 250m south-west of Cremorne,
- Royal Botanical Gardens – located 300m west of Cremorne, and
- Epworth Richmond – located 1km north of Cremorne.

5.3. Local Context

Land use within the Cremorne Enterprise Precinct consists of a wide variety of retail, commercial, office, industrial and residential land uses. The Cremorne Enterprise Precinct also includes the Kangan Institute (PUZ2 Public Use Zone – Education).

Richmond Station is the key transport node located on the periphery of Cremorne, however East Richmond Station and South Yarra Station are both within a walkable distance of Cremorne. Road-based tram and bus services operate along the arterial roads bordering the precinct.

The availability of these everyday services and amenities means that the Cremorne Enterprise Precinct already meets many of the characteristics that define the 20-minute neighbourhood described in Plan Melbourne (see Section 4.1).

Cremorne is becoming a key destination for local and global high technology companies. The suburb encompasses residential neighbourhoods nestled amongst the rapidly changing commercial areas.

The figure below identifies the general land use patterns in Cremorne, including the 11 large key employers and the key features of the transport network servicing the area.

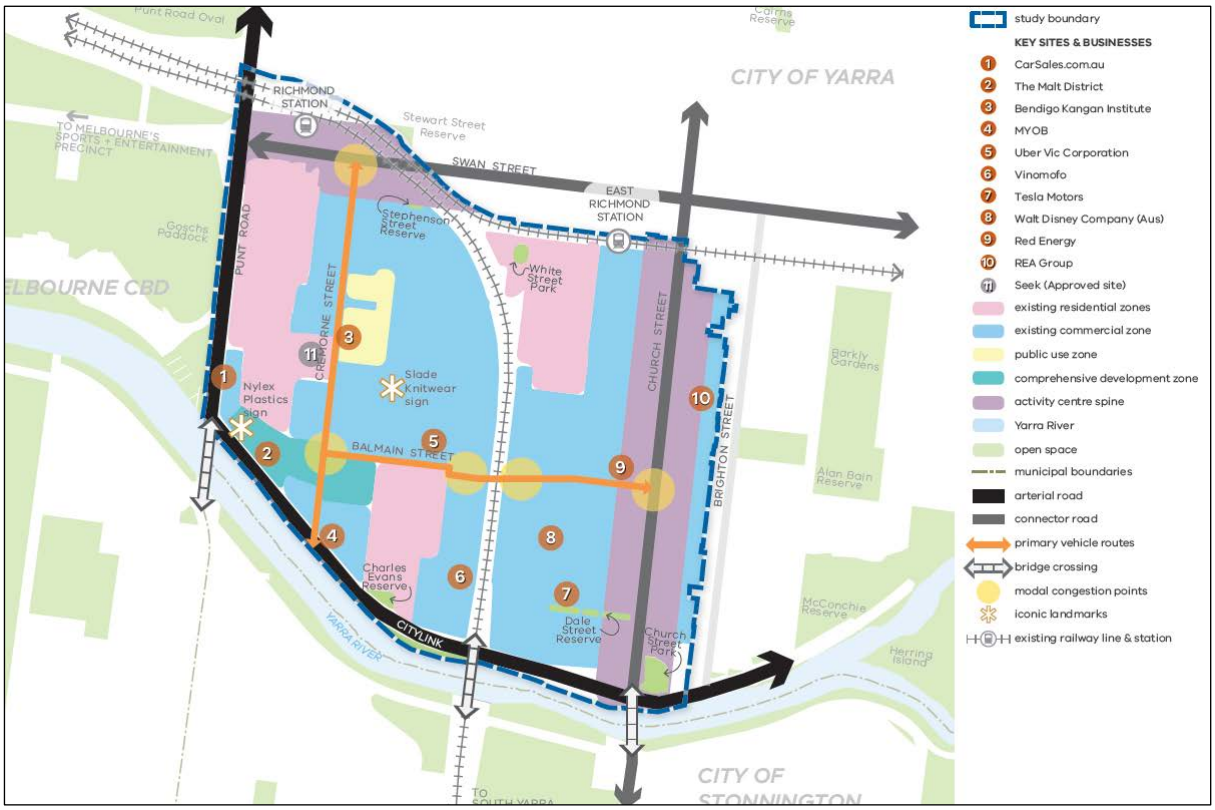


Figure 6: Key Attributes Map of Cremorne (Source: Cremorne Issues and Opportunities Paper, 2019)

5.4. Review of Transport Network

5.4.1. Road Network

Cremorne is characterised by its unique and constrained road network. The suburb is effectively bound in each direction by Arterial Roads/Freeways:

- Swan Street to the north.
- Church Street to the east (although part of the area included within the overlay is on the east side of Church Street).
- Citylink to the south.
- Punt Road to the west.

Furthermore, the Yarra River to the south (and Citylink) forms a barrier to local vehicle and pedestrian movement to the south, with the only two crossing points being at Punt Road and Church Street.

All of these arterial roads are highly congested inner-city arterials. The table sets out the configurations and daily traffic volumes carried by these roads

Table 1: Arterial Road Traffic Volumes (Source: Department of Transport Open data, 2020)

Road Name	Configuration/Notes	Average Annual Daily Traffic Volume
Punt Road (between Citylink and Swan Street)	3 or 4 traffic lanes in each direction	55,000
Citylink (between Punt Road and Church Street)	Freeway link No access except for outbound on-ramp at Cremorne St and outbound off-ramp at Church Street	88,000
Swan Street (between Lennox Street and Punt Road)	4 lane arterial road Kerbside lanes typically used for on-street parking, outside of peak hour Clearways Centre lanes accommodate tram tracks	18,000
Church Street (between Citylink and Swan Street)	Effectively a 2 lane arterial road Kerbside lanes typically used for on-street parking (no Clearways) Bicycle lane Centre lanes accommodate tram tracks	18,000

Access to the arterial road network from Cremorne is also subject to physical constraints. These constraints are summarised at Figure 7 and discussed below.

- To the north, the only location where full access is provided is at Cremorne Street. Wellington Street offers a left-out only access. The Lilydale/Belgrave/Alamein/Glen Waverley rail line forms a barrier for other local roads connecting to Swan Street.
- To the east, Balmain Street is the only location where traffic signals are provided. While there are more local road connections to Church Street (in comparison to other directions), many of these are narrow laneways or one-way streets that have very limited capacity to carry traffic.
- To the south, Citylink and the Yarra River block local movement. Cremorne Street provides a connection to the outbound direction of Citylink towards the Monash Freeway and south-eastern suburbs. Travelling inbound, drivers can arrive via Punt Road, then use Swan Street and Cremorne Street to enter the precinct.
- To the west, access to Punt Road is highly controlled and where provided, limited to left-in/left-out movements. Travelling to the north away from Cremorne using Punt Road is reliant on Cremorne Street and Swan Street. To arrive from the south along Punt Road relies on turning right into Swan Street and then right again into Cremorne Street, or alternatively using Church Street.

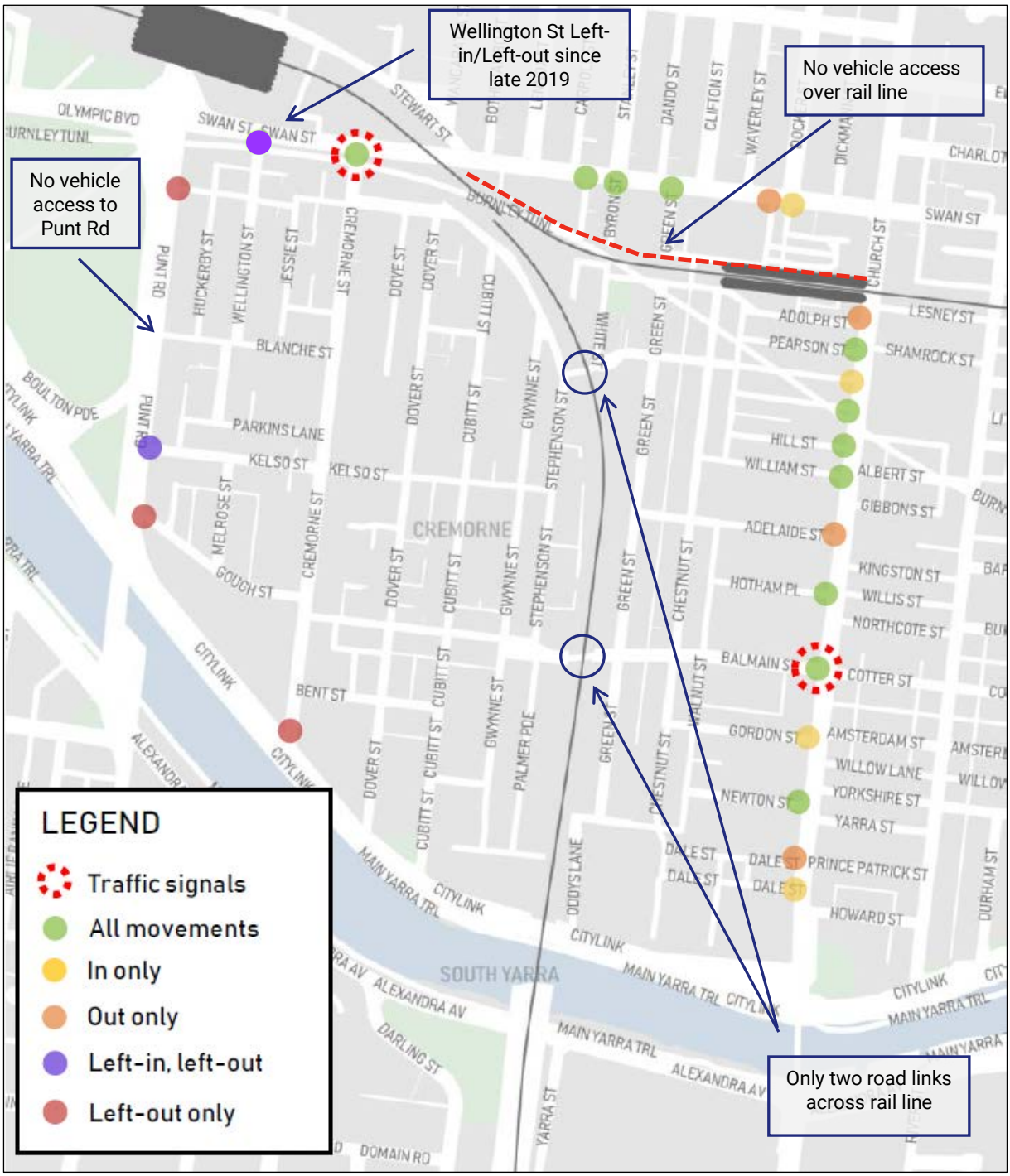


Figure 7: Existing Access Constraints (Source: Cremorne Traffic Assessment, DoT/MRPV)

Due to the local road layout and traffic management, Cremorne is primarily accessed via the higher order local roads, which are Cremorne Street and Balmain Street. Both of these roads have signalised intersections with the external Arterial Road network and facilitate access to the lower order roads within Cremorne.

Figure 8 sets out the daily traffic volumes of key streets within the local road network and highlights the reliance on the Cremorne Street/Balmain Street link through the precinct.

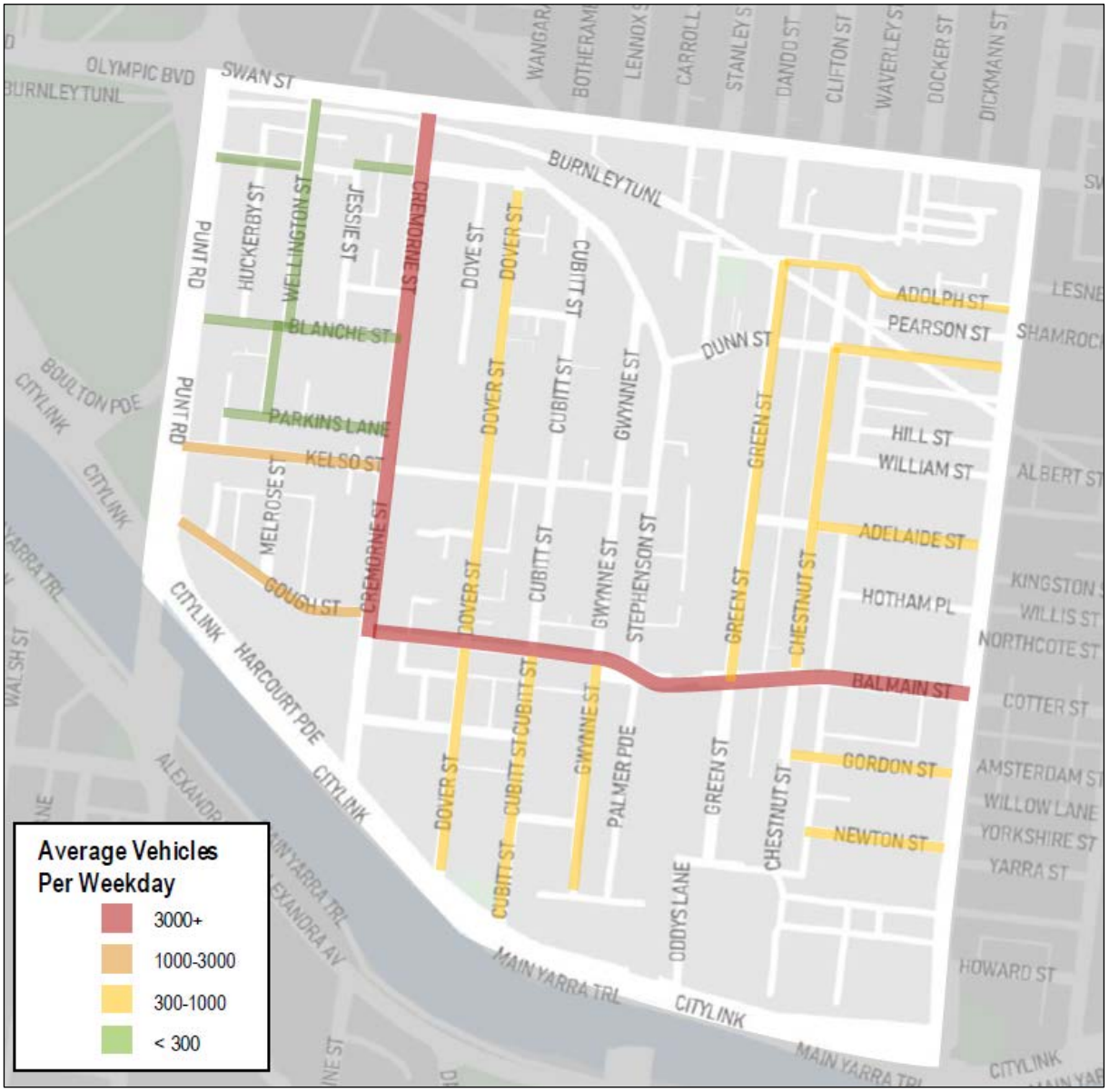


Figure 8: Existing Daily Traffic Volumes (Source: Cremorne Traffic Study 2019, DoT/MRPV)

Cremorne Street is a higher order Council road which is aligned in a north-south direction from Swan Street in the north to Citylink in the south. The road carriageway generally provides kerbside parking on both sides of the road, while also being wide enough to facilitate two-way traffic flow at the same time.

Line marking (bicycle symbols) signifies that Cremorne Street is a shared road with bicycles, although no formal bicycle lane is provided.

A signalised intersection is provided at the intersection with Swan Street which facilitates fully directional movement to/from Swan Street. At the intersection with Citylink, movement is restricted to left out from Cremorne Street.

Balmain Street is a higher order Council road, which is orientated in an east-west direction from Church Street in the east to Cremorne Street in the west. To the east of the overhead railway bridge, the road is wide enough to accommodate parking on each side of the road and simultaneous two-way traffic flow. The road narrows to the west of the railway bridge and parking is restricted on the south side of the carriageway by 'No Stopping' restrictions, which allows for two-way traffic flow to be maintained.

Line marking (bicycle symbols) signifies that Balmain Street is a shared road with bicycles, although no formal bicycle lane is provided.

A signalised intersection is provided at the intersection with Church Street which facilitates fully directional movement to/from Balmain Street.

Internally, the street network is defined by a dense network of local streets. These are largely narrow streets with limited road reserve widths. Many of these streets operate in a one-way direction. The road carriageways have generally been maximised and on-street parking is provided wherever possible. The walking environment in most of these streets is poor as a consequence of the narrow verges available. Many footpaths are obstructed by street infrastructure (power poles, etc.); a consequence of the narrow verges. As a result, the pedestrian amenity within many streets is low.

5.4.2. Capacity Limitations

A Cremorne Traffic Assessment was commissioned in June 2019 by Department of Transport and Major Road Projects Victoria as part of the Streamlining Hoddle Street project. The independent study was designed to develop a better understanding of how traffic moves through the Cremorne area. The changes to the Punt Road/Swan Street intersection as part of this project had implications on access to Cremorne, particularly:

- Changes to Swan Street, including making it one traffic lane in each direction at Cremorne Street and reducing the length of the right turn lane into Cremorne Street.
- The limitation of Wellington Street to left-in/left-out movements only, increasing the pressure on Cremorne Street to accommodate right turn movements (in and out of the area).

This report identified the following high-level issues within the Cremorne area:

- *The fragmented nature of industrial, commercial and residential land uses within the precinct places a constraint on how road space is allocated*
- *Due to the nature of major arterial roads bounding Cremorne and the configuration of heavy rail lines, Cremorne is not afforded the same level of access and permeability to that of other inner-city precincts of a similar size.*
- *Limited opportunities exist to access and exit the precinct to the west of the railway line, intensifying the use of the connecting roads and intersections with the arterial road network.*

The study identified that the Cremorne Street/Swan Street intersection was a key capacity constraint, particularly for access to the areas of Cremorne that are west of the train line. The traffic surveys of the report identified that delays of up to 11 minutes were recorded during the PM peak hour for vehicles trying to exit Cremorne Street (although this delay is variable and the 'worst' days are often linked to sporting and entertainment events in the area). The report identified that these delays were due to a number of factors (as identified in the study):

- *Capacity of the Cremorne Street and Swan Street signalised intersection.*
- *Pedestrian volumes crossing Swan Street (travelling to the Richmond Station) limiting the ability for vehicles to turn left out of Cremorne Street.*
- *Queuing of traffic along Swan Street back from Punt Road, limiting ability for vehicles to turn left out of Cremorne Street.*

In the background is the already identified issue that this intersection is critical for movements to and from the precinct from a network perspective due to the lack of alternative routes to the north and west.

The surveys completed in this study found congestion at this intersection was not a significant issue in the AM peak hour or on weekends.

The evidence statement of John Kiriakidis for the redevelopment of the key Richmond Malt site in December, 2015 identified similar issues (Reference 15M1705200, dated 22nd December, 2015). This report studied the existing conditions of the critical intersections of Cremorne Street/Swan Street and Balmain Street/Church Street. This report identified similar capacity issues with both of these intersections. These observations and analysis were completed in 2015 and does not include the recent developments completed in the last 4-5 years. It should be noted that there have been no significant capacity improvement works at these intersections since this report.

Surveys and observations by Traffix Group of the Balmain Street/Church Street intersection in October, 2018 found that this intersection operated at an acceptable level in the AM peak hour but was over-saturated in the PM peak hour, with queues in excess of 15-20 vehicles and queues being unable to clear during each cycle of the traffic lights. Part of the issue was continuous traffic queues on Church Street, limiting the ability of traffic to exit Balmain Street.

5.5. Sustainable Transport

5.5.1. Public Transport

Cremorne is well serviced by public transport services with train, tram and bus connections. Figure 9 illustrates the public transport network that services Cremorne and surrounding areas. The suburb is entirely within the Principal Public Transport Network map, as shown at Figure 10.

Table 2 provides a summary of the connections provided by each public transport service.

Most of the road-based public transport services are located along the arterial road network that bound the site.

The key public transport node is Richmond Station. This station services all rail lines from the south and eastern suburbs of Melbourne. It is also one stop out of the City Loop. Accordingly, it provides a high level of access to the metropolitan rail network.

The station is an approximate 15-minute walk to the southern part of Cremorne.

The southern parts of Cremorne are within a walkable distance of South Yarra Station (<15 minutes).

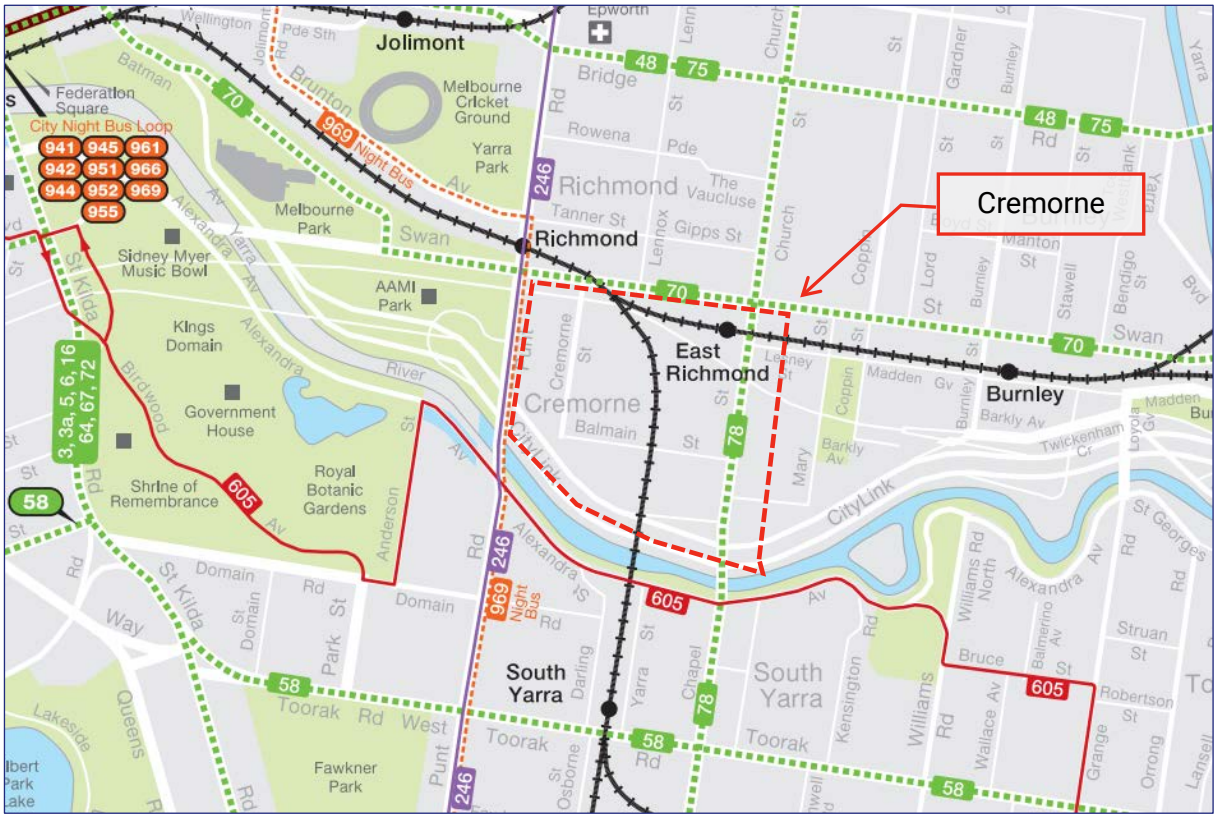


Figure 9: Public Transport Map of Cremorne and surrounds (Source: www.ptv.com.au)

Table 2: Summary of Public Transport Services

Service	Between	Via
East Richmond Station – north-east corner of Cremorne		
Alamein, Belgrave, Glen Waverley and Lilydale Lines	CBD and Alamein/ Belgrave/ Glen Waverley/ Lilydale	Burnley, Camberwell & Ringwood
Richmond Station – north-west periphery of Cremorne		
Pakenham, Cranbourne, Frankston, Sandringham, Alamein, Belgrave, Glen Waverley and Lilydale Lines	CBD and all east/south-east train lines	All east/south east station
Church Street – eastern periphery of Cremorne		
Tram Route 78	North Richmond & Cremorne	South Yarra, Prahran & Windsor
Swan Street – northern periphery of Cremorne		
Tram Route 70	Wattle Park & Docklands	Surrey Hills, Richmond & CBD
Punt Road – western periphery of Cremorne		
Bus Route 246	Elsternwick & Clifton Hill	St Kilda
Night Bus Route 969	CBD & Ringwood	Caulfield, Ferntree Gully Rd, Rowville & Wantirna
Alexandra Parade – 100m south of Cremorne		
Bus Route 605	Gardenvale & CBD	Elsternwick, Armadale, Toorak & South Yarrra

Figure 10: Principal Public Transport Network Map (Source: Planning Schemes Online)

5.5.2. Cycling Network

Cremorne is well serviced by the Principal Bicycle Network (PBN) and bicycle infrastructure connecting Cremorne to surrounding suburbs. The local cycling network is shown at Figure 11 below. The area is served by a mixture of on and off-road paths. On-road bicycle facilities are a mixture of dedicated bicycle lanes and informal bicycle routes.

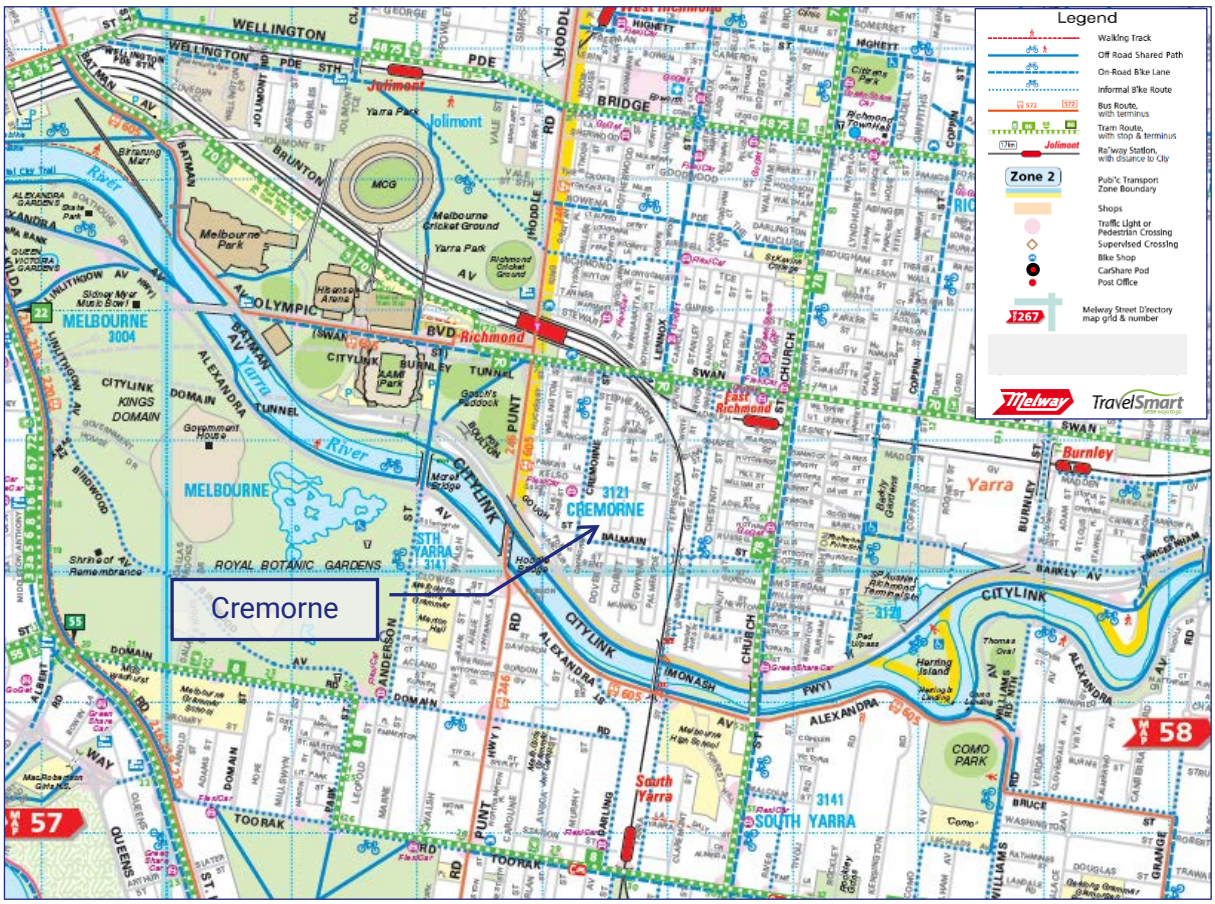


Figure 11: Travelsmart Map (Source: City of Yarra website)

The Main Yarra Trail, Church Street and part of Swan Street are designated as Strategic Cycling Corridors. The Department of Transport Traffic Engineering Manual (Vol 3), Design Guidance for Strategically Important Cycling Corridors defines a Strategic Cycling Corridor as:

Strategically important cycling corridors are a subset of the Principal Bicycle Network (PBN) and are intended to provide:

- *a long-term vision for a network of safe, direct and high quality cycling corridors connecting activity centres, public transport hubs and other key locations*
- *a step-change in cycling facilities to encourage cycling of all ages and abilities – using a combination of high quality a) off-road paths, b) on-road separated bike lanes and c) traffic-calmed local streets*
- *a focused planning and investment effort along these key corridors.*

The cycling network around Cremorne is shown at Figure 12.

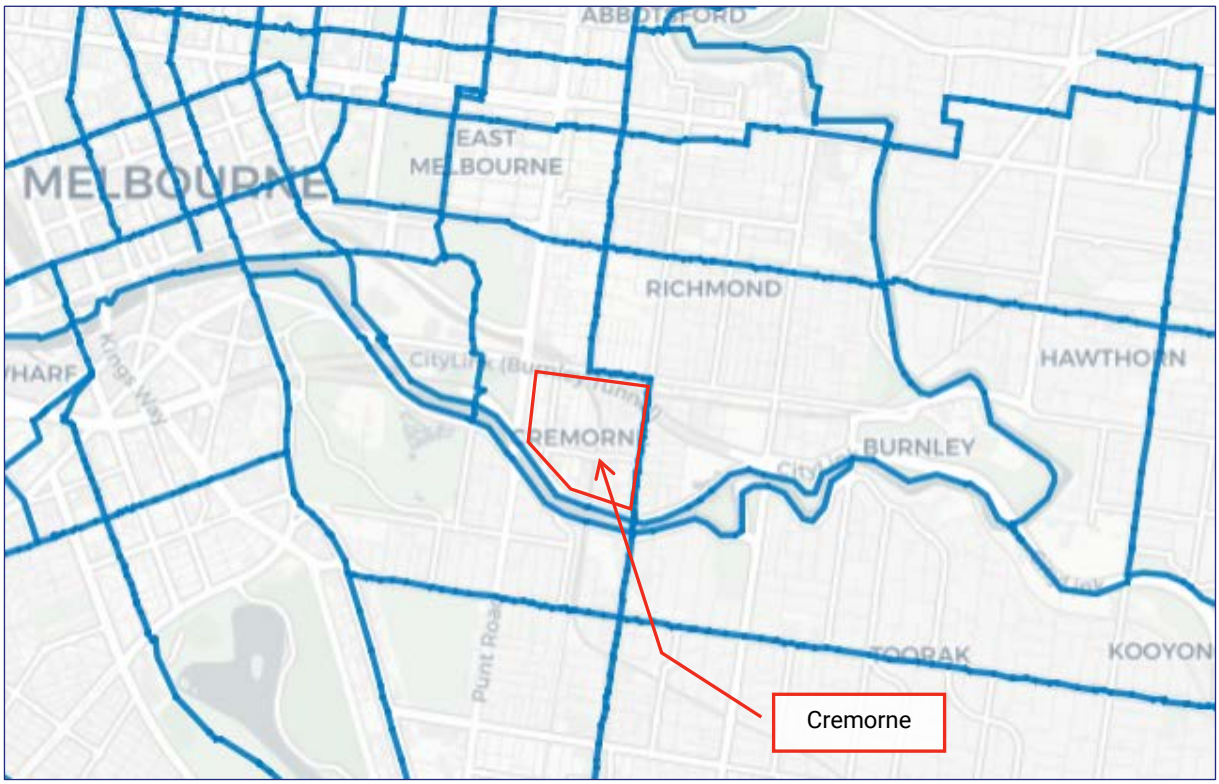


Figure 12: Existing and Proposed Strategic Cycling Corridors (Source: Department of Transport Open data)

Internally within Cremorne, cyclists generally share the road with other vehicles. There are bike sharrows along Cremorne Street and Balmain Street, however the existing on-road informal bicycle routes have little protection for cyclists. This is further compounded by the volume of vehicles (light and heavy) and narrow street widths.

Identified issues with the local bicycle network through Cremorne include a lack of dedicated bicycle infrastructure within Cremorne, leading to a generally poor cycling environment.

Dedicated or separated bicycle facilities are critically important to not only improve cyclist safety, they have a significant impact on rider confidence and have a key role in encouraging more 'casual' cycling of riders of lower initial abilities to take up cycling in the first instance.

5.5.3. Pedestrian Network

Cremorne is a highly walkable area, with many everyday services, places of recreation and public transport facilities within easy walking distance. These opportunities will increase as Cremorne develops further.

Walkscore[2] is a measure of how accessible local amenities are by walking. Scores calculated by number and distances to these amenities, with amenities that are further than a 5 minute walk providing lower scores. Walkscore classifies locations according to the following scale:

90–100	**Walker's Paradise**
	Daily errands do not require a car
70–89	**Very Walkable**
	Most errands can be accomplished on foot
50–69	**Somewhat Walkable**
	Some errands can be accomplished on foot
25–49	**Car-Dependent**
	Most errands require a car
0–24	**Car-Dependent**
	Almost all errands require a car

The Walkscore for Cremorne as a whole suburb is 89, which is defined as 'very walkable'. This score increases to 95 ('walkers paradise') for areas close to Swan Street and Church Street. This is shown in Figure 13. This score is due to the density and diversity of everyday services along these roads.

Cremorne essentially meets the criteria of a '20-minute neighbourhood' already via walking. It also provides a comparable level of walkability to the Melbourne City and other inner area activity centres such as Swan Street, Church Street and Chapel Street.

[2] https://www.walkscore.com/AU-VIC/Melbourne/Cremorne

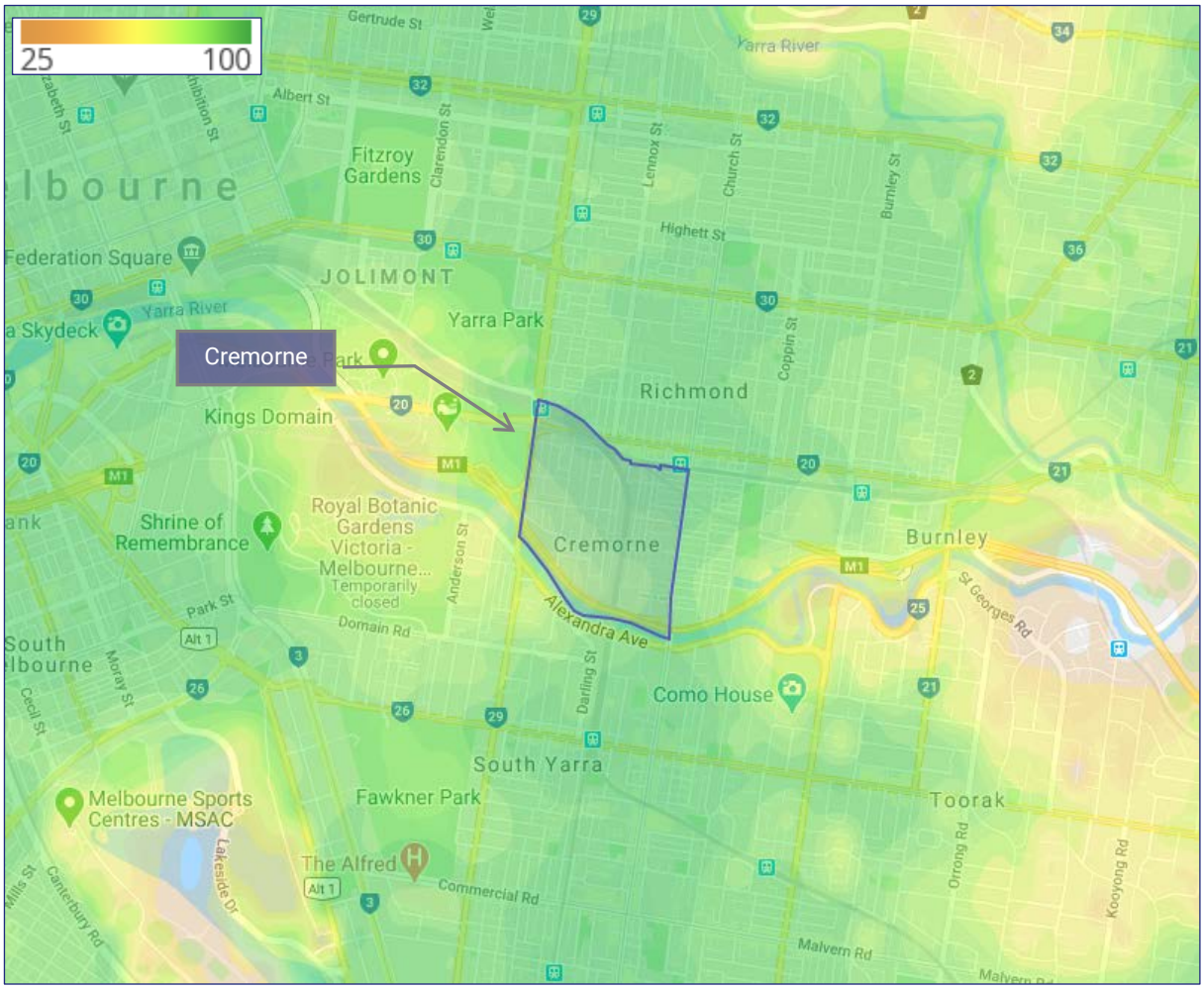


Figure 13: Walkscore Map (Source: https://www.walkscore.com/AU-VIC/Melbourne/Cremorne)

However, the Walkscore measure does not review the physical walking environment within Cremorne, i.e. the quality of pedestrian infrastructure and general pedestrian amenity. The pedestrian environment within Cremorne presents a number of challenges which are summarised below:

- Many of the road reserves are relatively narrow, and as such have narrow footpaths/verges that are not wide enough to allow pedestrians to pass one another.
- Variable quality of footpath links. Many footpaths of variable width and surface quality and are obstructed by roadside infrastructure.
- A lack of pedestrian amenity in some areas, including lack of street activation, lighting, landscaping, street furniture and general attractiveness. This is particularly the case within some commercial areas where a lack of street activation, numerous crossovers and obstructed footpaths generally lead to poor pedestrian amenity.

5.5.4. Car Share Vehicles

There are currently six car share vehicles located within Cremorne (including those located on the area boundary of Church Street), including 3 on Church Street, 1 on Balmain Street and 2 on Cremorne Street.

Nearby workers can use these vehicles for business related trips. This allows workers to use the vehicle for business instead of their own vehicle, allowing them to use alternative transport modes to travel to and from work.

Car share vehicles provide an option for residents within the area to occasionally use a car, without the expense of owning and maintaining a vehicle themselves. This applies equally to residents without a car to those that own one car and may occasionally require access to a second.

5.6. Review of Existing Travel Patterns

The ABS 'journey to work' data for the 2016 Census has been reviewed in order to assess the existing mode of travel patterns of workers within Cremorne. While this data is limited to journey to work trips (i.e. it does not include all trips), it is useful due to its sample size and the critical nature of travel for work trips.

Table 3 sets out the journey to work statistics based on place of residence (i.e. workers living within Cremorne) and employment (i.e. workers within Cremorne). Cremorne falls within the Richmond Statistical Area Level 2 (SA2) which is the smallest statistical area for this type of data. We are satisfied this analysis provides a good guide to the travel behaviour of workers in Cremorne, given the similarities between the two suburbs.

We have also compared staff 'journey to work' data for the following place of residence and place of work locations for comparative purposes:

- Cremorne Suburb,
- Yarra Local Government Area (LGA),
- Richmond, and
- Melbourne Metropolitan Statistical Area (MSA).

The data highlights that Cremorne residents and workers exhibit similar levels of sustainable transport use compared to the wider Yarra LGA, which is substantially higher than the metropolitan average.

The table also includes an analysis of the mode of travel by professionals and administrative/clerical workers only (i.e. office workers). These workers are more likely to use sustainable transport modes, particularly public transport, compared to other workers within Cremorne.

Table 3: Journey to Work Data: 2016 Census, ABS

% mode of travel for 'journey to work' trip	Work within the area (i.e. place of work)			Work within the area – Professionals and Administrative workers (i.e. place of work)	Live within the area (i.e. place of residence)		
	Richmond SA2	City of Yarra	Greater Melb.	Richmond SA2	Cremorne Suburb	City of Yarra	Greater Melb.
Car as driver	56%	55%	70%	52%	42%	38%	71%
Public Transport	28%	27%	19%	33%	32%	32%	18%
Walking	7%	7%	4%	7%	17%	14%	4%
Cycling	4%	5%	2%	4%	6%	10%	2%
Other (car passenger, motorcycle, etc.)	5%	6%	6%	4%	4%	6%	7%

5.6.1. Consultation

The Cremorne Creating a Future Vision: Issues & Opportunities Paper, November 2019 (Paper) was prepared by to facilitate discussions with the community on key actions and a new vision to be included in the CPIP.

Stage One community engagement was undertaken by in November-December 2019 to inform the preparation of the CPIP. The Cremorne Issues and Opportunities Paper: Stage 1 Engagement Outcomes Summary Report (prepared by Capire, February 2020) highlighted that parking space is a sensitive issue within the community that requires careful consideration.

Parking was a point of contention among participants. Some participants did not want to see any reductions in parking, whilst others advocated for the removal of parking spaces to reduce traffic congestion and lots to be replaced with green space.

While there was strong support for the prioritisation of pedestrian and cyclist safety, amenity and access, there was concern over parking and traffic congestion, with division as to how to address these issues. The major points are summarised as follows:

- some participants argued against reductions to car parking, indicating it was already too difficult to find parking.
- some participants expressed support for reducing dependence on cars in the Cremorne area.
- participants were divided on the issue of removing car parking spaces for public space, bicycle lanes or other purposes.

Further to the above consultation, Yarra City Council used the survey platform, SurveyGizmo to build, run, analyse, and report on the two surveys (one for employers and business owners

and one for employees in Cremorne). The survey was open from Wednesday 3 June 2020 until 5 pm Sunday 21 June 2020 (18 Days).

Yarra City Council distributed the online survey via the following, targeted communication methods:

- Included in the Yarra Business News e-newsletter, distributed 3 and 12 June 2020 (e-newsletters attached)
- Survey emailed to key Cremorne businesses, employers and business leaders, 4 June 2020 (email attached)

The survey asked a series of questions about mode of travel to/from work within Cremorne and the provision/supply of car parking.

The key results of this study were:

Survey of Employers:

- 63% of businesses say they provided no on-site parking for staff.
- Where provided, car parking is largely provided for only staff (66%) and generally allocated to individual staff (85%).
- When provided, car parking is generally very full or greater than 80% occupied (76%)

Survey of Employees:

- When provided at their workplace, car parking was generally very full or greater than 80% occupied (92%)
- 51% of employees drove to work. This corresponds with the ABS journey to work data.
- 79% would drive to work if they were provided with a car space.

There are some contradictions arising from the interaction between participants views on the provision of car parking, traffic congestion and sustainable transport. Providing more car parking would attract more traffic, with 51% of participants identifying that they did drive and 75% said they would if parking was provided.

To reduce existing and future impacts from traffic congestion traffic congestion requires a shift in travel behaviour and providing more car parking is unlikely to result in more sustainable transport outcomes based on these surveys.

5.7. Car Parking Conditions

Traffix Group has undertaken a detailed review of the existing car parking conditions within Cremorne to assess how public car parking is managed and what is the demand for public car parking.

Traffix Group has prepared a detailed map of the car parking restrictions, broken down by street. The map illustrates the restriction that applies to the majority of each road section. For instance, individual Loading Zones are not considered. This detailed map is provided at Appendix A.

The map was created based on parking sensor data collected by Yarra City Council, with areas not covered by parking sensors checked via Google Maps Street View data, which was

captured in July, 2019. The map in the Appendix also includes some of the parking directly adjacent to the Cremorne area in order to provide context to the car parking restrictions immediately outside of the study area.

On-street car parking within Cremorne during weekday business hours is generally subject to short-term (1P and 2P), medium term (4P) or permit zone parking.

There is a very small section of unrestricted car parking located along Oddys Lane, however all other car parking within Cremorne is subject to some form of restriction during business hours. On weekdays, most restrictions start at 7 or 7:30am but terminate anywhere between 5pm-11pm. After business hours, some restrictions cease, and others change to Permit Zone restrictions.

There are fewer parking restrictions on the weekend.

Figure 14 below provides a simplified version of the detailed car parking restriction map, which breaks down the restrictions into short-term (2P or less), medium-term (3 or 4P), unrestricted and Permit Zone parking that apply during weekday business hours.

This figure clearly illustrates Cremorne and surrounding areas is largely subject to short-term parking and medium-term restrictions during business hours, with some residential areas protected with permit zone restrictions at all times (particularly in the southern and north-western corners).

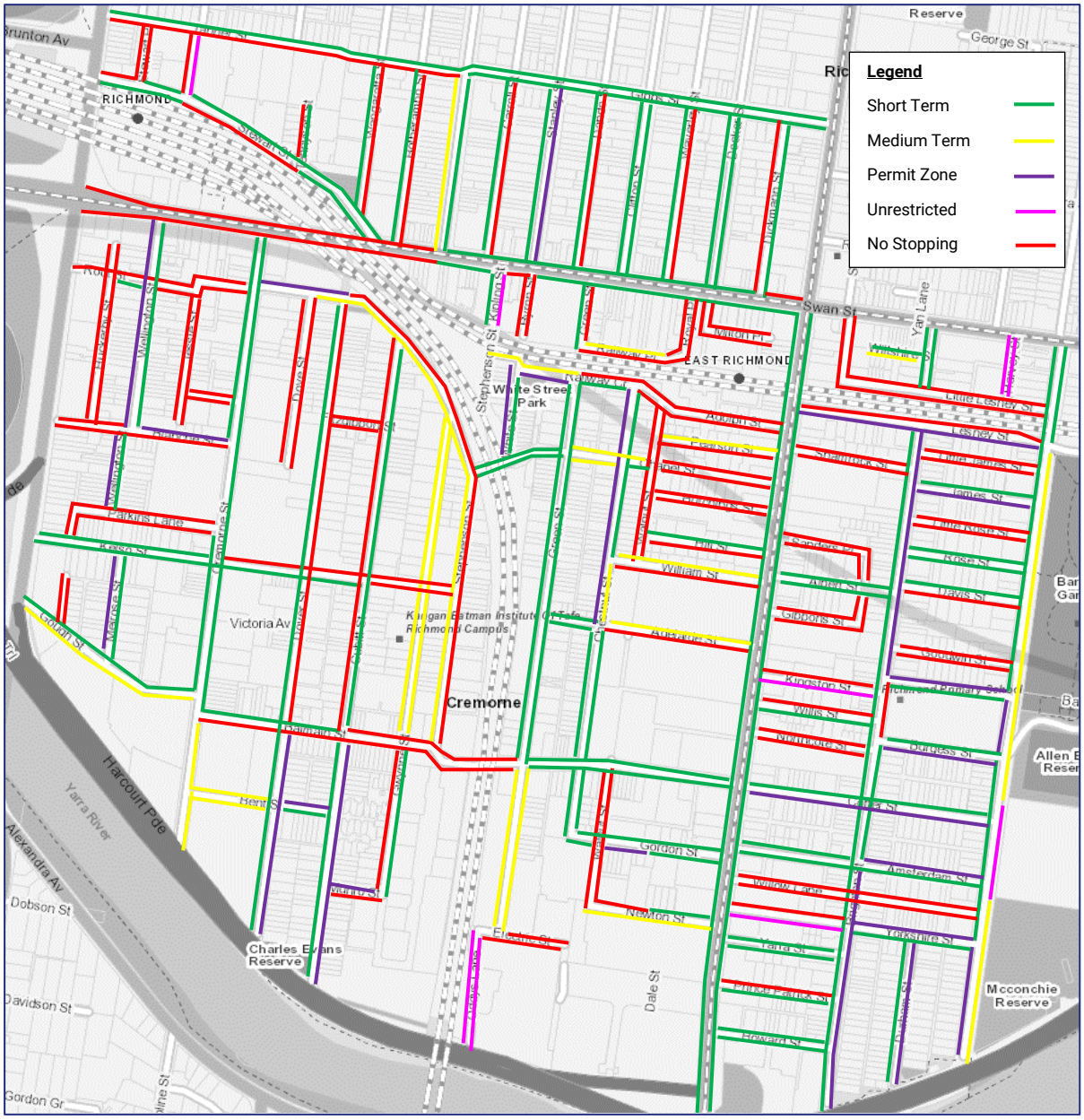


Figure 14: Parking restrictions (business hours)

To determine the demand for car parking, Yarra City Council has provided car parking occupancy data sourced from Council's network of carpark sensors. This sensor data covers most of the on-street parking in Cremorne and is focused around the commercial parking areas. Areas that are not covered are largely residential parking areas (i.e. Permit Zones) or where no parking is permitted.

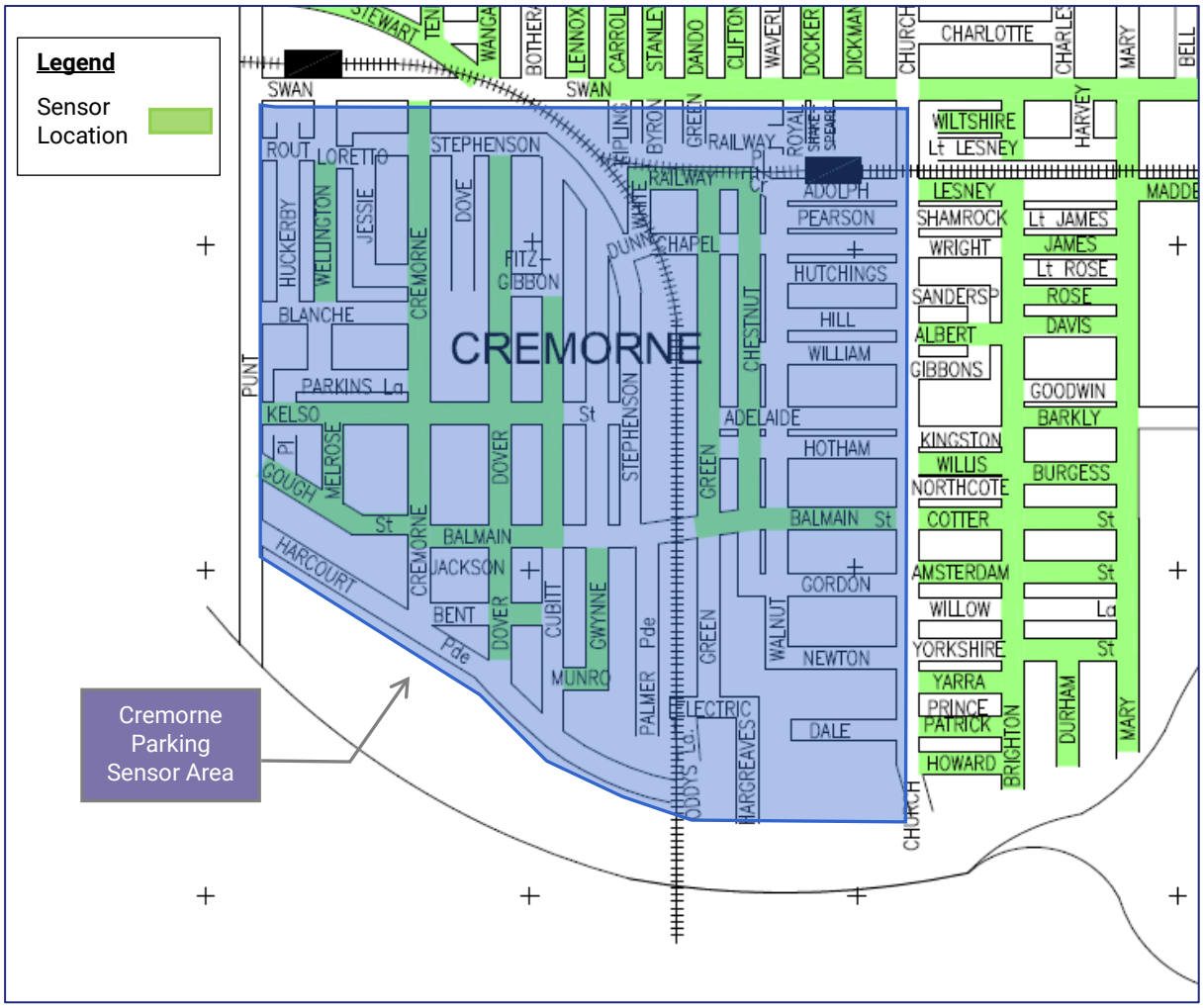


Figure 15: Current extent of car parking sensors in Cremorne and area of analysis

The sensor data also provides details of the parking restrictions that apply to the each monitored bay.

The car parking demand data has been sourced from Yarra City Council. This data is linked to sensors that provide 24-hour information regarding when vehicles are parked in each space.

There are 321 parking bays within the Cremorne area that are monitored by the car parking sensors. These spaces are centred around the commercial areas of Cremorne and provide a good indication of car parking demand for the short and medium term car parking demands in the area. It is of note that these sensors do not monitor any of the car spaces subject to permanent Permit Zone restrictions.

We have analysed the car parking data for the months of August, 2019 and February, 2020.

These months were selected as they provide a good representation of the seasonal changes in demand. During the August period, there are large sport matches or other events effectively every week/weekend (i.e. AFL matches at the MCG or NRL matches at AAMI Park from Friday-Sunday, concerts at the Tennis Centre, etc.). As such, this data represents typical car parking conditions during the peak period of the year.

During the February period, car parking demands are generally lower, as there is less frequent sporting occasions.

For our analysis we selected the busiest week and weekend for the August period, which occurred from 17th August, 2019 to 23rd August, 2019. The weekend dates in this period occurred on 17th and 18th of August, with the 19th to 23rd August being the weekday period. During this period there was a Saturday, Sunday and Friday AFL game at the MCG and a Saturday NRL game at AAMI Park.

During the February period there were occasionally larger events, such as the Australian Open finals for the first 2 days of the month, and some major music concerts at AAMI Park. A date range was selected that was outside of any of these major events. These dates were for the 15th-16th February, 2020 for the weekend data set and 24th-28th February, 2020 for the weekday data.

It should be noted that the February results were from a time before COVID-19 restrictions commenced (late March 2020).

The results of these surveys are shown below in Figure 16 and Figure 17.

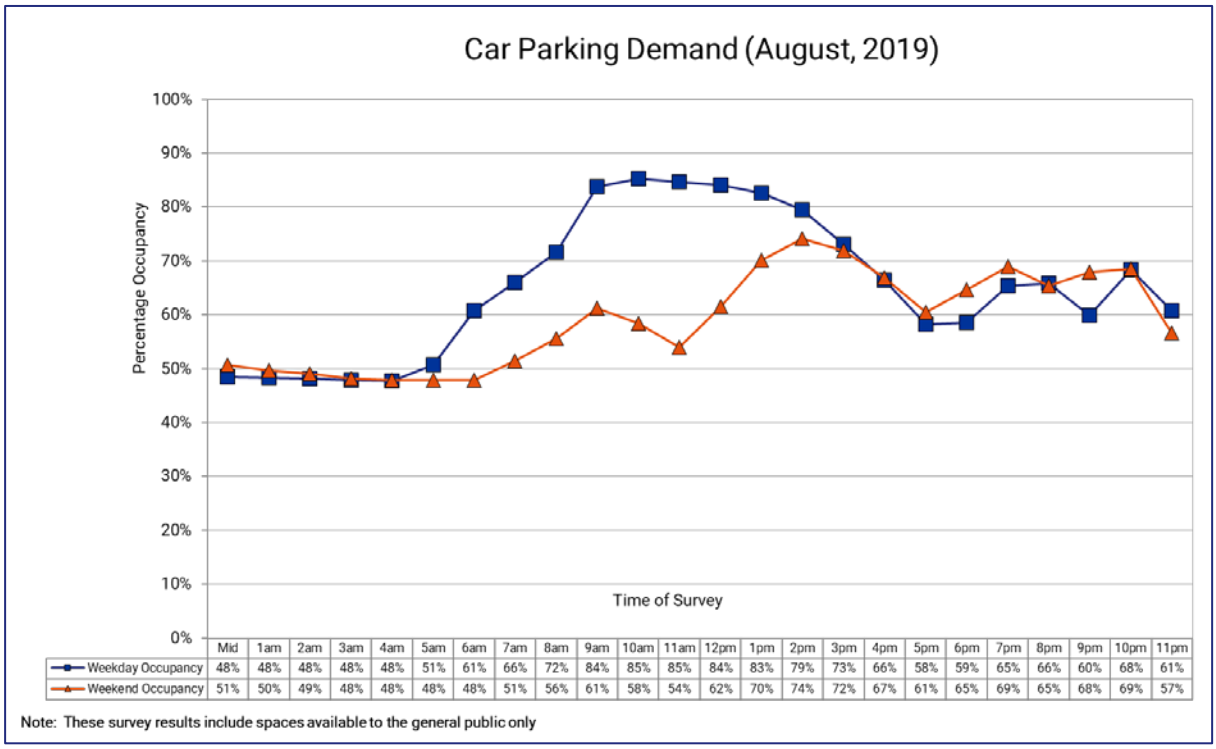


Figure 16: August car parking occupancy (17th-23rd August, 2019)

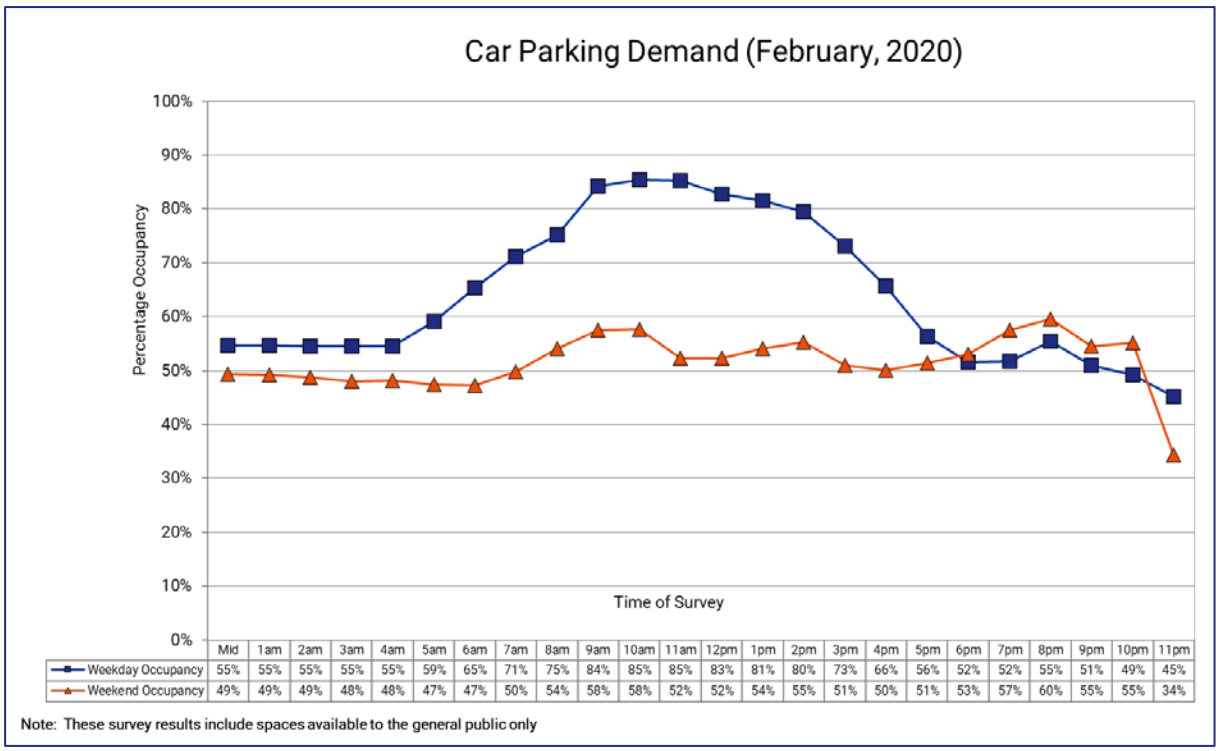


Figure 17: February car parking occupancy (15th-16th & 24th-28th February, 2020)

It can be seen from the above car parking data that during the week, car parking demand is very high during business hours, but is more modest during the evening and on the weekend.

The data shows that during business hours, the demand is similar during the August and February period, with a maximum occupancy of 85%, which occurred at 10am and 11am during both the August and February periods.

During the August time period, the evening demand drops to the 60%-70% range, while during the February period, this drop off is much more pronounced, with the car parking occupancy dropping to around the 50%-60% range after business hours.

This could most likely be attributed to the area being used for parking by patrons of the MCG on the Friday night on 23rd August, 2019, particularly given that many of the short-term restrictions that apply to the commercial area end after the 5pm-7pm period.

For the weekend period, the car parking demand is more consistent through the day and is mostly moderate. For the August time period, the peak occurs 2pm, when there is a 74% occupancy. This time period corresponds to when there were sports matches at both the MCG and AAMI Park. For the February non-event period, the demand is more consistent, with demand falling within the 50%-60% range for most of the day, and a peak demand occurring at 8pm (60% occupancy).

Looking at the data from an overall perspective, it can be seen that car parking is in highest demand during business hours. During this time the short-term and medium-term car parking restrictions generally apply. Outside of these times, when car parking is either unrestricted, or subject to Permit Zone restrictions, car parking demand is generally lower. Car parking demand is generally lower during the weekend, and is mostly consistent throughout the day, with the exception being if there is a major event in the area.

It is clear that much of Cremorne is used for business related parking during business hours and parking for major events during the evenings and on weekends.

5.7.1. Off-Street Parking

There are a number of off-street carparks within the Cremorne area, which are a combination of public and private parking facilities.

Figure 18 below illustrates the available off-street carparks within the Cremorne area, while a summary is provided at Table 4.

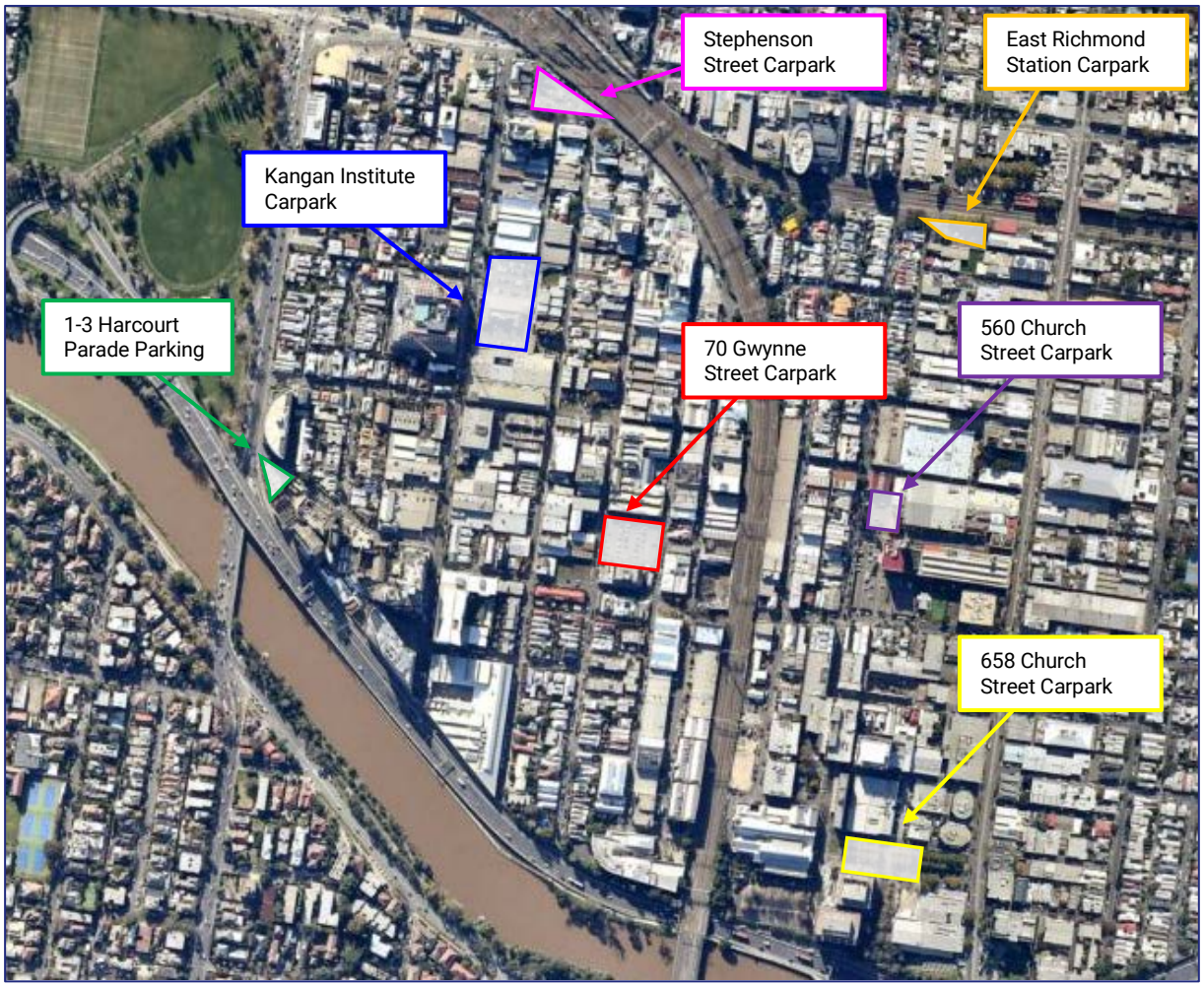


Figure 18: Off-street carparks

Table 4: Off-street Public car parking summary

Carpark	Operator	Restrictions/Fees	No. Spaces
1-3 Harcourt Pde	Care Park	P Ticket	18
Kangan Institute	Kangan Institute	P Ticket 5:00pm -9:30pm 8am-9:30pm Sat-Sun Restricted Parking	93 publicly spaces
Stephenson Street	Care Park	P Ticket	67
70 Gwynne Street	Wilson	P Ticket	97
East Richmond Station	DoT	Unrestricted	48
560 Church Street	Ace Parking	P Ticket	65
658 Church Street	Wilson	P Ticket (2 hour max)	20
Total			**408**

5.8. Summary of Existing Conditions

The transport network within Cremorne is unique and presents a series of challenges and opportunities. The transport network is summarised as follows:

- The road network within Cremorne is constrained in a number of ways:
  - It is surrounded by congested arterial roads.
  - Its connections to the arterial road network are limited in all directions, particularly to the north, west and south.
  - Its connections to the arterial road network are also congested at peak times, particularly at Cremorne Street and Balmain Street.
  - The rail lines through Cremorne form barriers to movement of all modes, particularly vehicles with only a limited number of crossing points.
  - It is served by a dense network of narrow roads. Many of these roads operate in a one-way direction. A significant number of the roads are akin to laneways and have limited traffic carrying capacity.
- There are very limited options to increase the traffic capacity of the arterial roads surrounding Cremorne and the links into Cremorne itself. This comes from a number of factors including the local road network configuration and limited road reserve widths generally. Any new connections to the arterial road network (such as at Punt Road) would affect the efficiency of the network.
- Cremorne is highly accessible by public transport. This includes 'local' tram and bus services and city-wide services via the metropolitan rail network.
- There is high quality bicycle infrastructure in the area around Cremorne, however the connections to this infrastructure are not at the same high level. Within the local road network, cyclists have to share road space with general traffic. This is generally acceptable, however this does lead to conflict with the higher traffic volumes using Cremorne Street and Balmain Street.
- Cremorne is highly walkable from a geographic standpoint. However, the quality of the pedestrian infrastructure within the local road network is generally poor, with key issues being narrow footpaths, variable surface quality, infrastructure obstructing footpaths and generally poor pedestrian amenity.
- On-street parking is highly controlled. The restrictions seek to balance the competing demands of residential and commercial land uses. There is essentially no long-term public parking within Cremorne, except for that provided to residents (via Council's Resident Parking Permit Scheme) or in a limited number of off-street commercial carparks. Demand for car parking within Cremorne is generally very high during business hours.

5.9. Cremorne Streets and Movement Strategy (Draft) – Consultation Report

The purpose of the proposed Cremorne Streets and Movement Strategy (Oct, 2019) is to assist Council in the effective planning for a major increase in trip demand associated with land use change and intensification on a movement network which is already operating at, or near, peak vehicle capacity.

The strategy is based on the following key issues and challenges:

1. *The challenges identified in relation to the access and movement network in Cremorne are typical of many inner urban precincts.*
2. *There will be a large number of new workers, visitors and residents in Cremorne in future.*
3. *The major barriers to access and movement (Yarra River, Punt Road, rail corridors) are likely to remain unchanged.*
4. *The existing street and movement network and available area of public space within the precinct will remain largely unchanged.*
5. *Do nothing is not an option - will result in increasing congestion and adverse impacts on all workers, residents and visitors to the precinct.*
6. *The existing pedestrian network is not able to provide the required standard of safety, comfort and access for all users.*
7. *Cyclist safety, connectivity and access both within, and to/from the precinct could be improved.*
8. *On-street car parking is at capacity in many parts of Cremorne.*
9. *Introduction of more cars in new developments will increase congestion and demand for car travel.*
10. *Any approach to change must consider both the impact on the existing community, as well as seeking to influence the travel behaviour for new workers, residents and visitors.*

To address the key issues of traffic congestion and accessibility, the focus of the plan is to improve the transport infrastructure for non-vehicle traffic, cyclists, pedestrians and by extension public transport (as it is easier to travel to and from public transport stops). Amongst other recommendations, the plan proposes a reallocation of road space along key routes through Cremorne to prioritise pedestrian and cyclist infrastructure. In most cases, this means removing on-street parking to increase the space for other modes. This is summarised in the following paragraph:

> *The increasing demands on street space driven by land use intensity within Cremorne requires greater priority to be allocated to more space-efficient travel modes (train, tram, bus, cycling and walking) whilst still recognising the importance of providing space for essential services, deliveries, residents and those with special needs. Private vehicle travel is not considered a priority or mass transit mode in this area, and future planning must recognise the limitations of car access into and through Cremorne, while protecting the ability of the network to support existing and future economic activity.*

5.10. Recent Land Development within Cremorne

The table below summarises the proposed and approved office developments in Cremorne over the last 5 years (approximately). The table only includes primarily office developments (not mixed-use developments) down to 1,500m^2 in size.

Table 5: Summary of Office Development Approvals

Location	Application No.	Office Size (m^2)	No. Car Spaces	Parking Rate (spaces/100m^2)	Status
60-88 Cremorne Street	PLN17/0626	27,653	233	0.8	Under construction*
506-510 Church Street	PLN17/0278	20,744	236	1.1	Under construction*
17-21 Harcourt Parade	PL08/0921.03	10,200	174	1.7	Endorsed Plans
65-81 Dover Street	PLN20/0229	9,979	91	0.9	In progress
34 Cubitt Street	PLN19/0921	8,531	83	1.0	In progress
57 Balmain Street	PLN17/0177	6,526	127	1.9	Under construction*
594-612 Church Street	PLN17/0456.01	5,159	71	1.4	Under construction*
4 Cubitt Street	PLN19/0657	4,197	22	0.5	In progress
1 Newton Street	PLN18/0042	4,156	35	0.8	Under construction
1 Gordon Street	PLN18/0498	3,604	16	0.4	Endorsed Plans
2-6 Gwynne Street	PLN17/0650.02	3,113	46	1.5	Under construction
12 Albert Street	PLN17/0284.01	2,688	17	0.6	Under construction
25 Balmain Street	PLN20/0037	2437	8	0.3	In progress
49 Stephenson Street	PLN17/1117	2,010	32	1.6	Permit Issued
19 Cubitt Street	PLN19/0664	1,968	0	N/A	In progress
7-11 Dover Street	PLN1618/0619	1,930	29	1.5	Permit Issued
38-42 Cremorne Street	PLN19/0830	1,588	8	0.5	In progress
480-482 Church Street	PL08/0279.03	1,585	21	1.3	Constructed
8 Gwynne Street	PLN16/0013.01	1,500	32	2.1	Constructed
Total/Average		**119,568**	**1,281**	**1.07**	
Average by Site				**1.05**	

Notes:
All office developments down to 1,500m^2 in size.
*Applications approved via VCAT

For primarily office developments, it is easy to calculate the car parking provision rate as the number of car spaces and office floor area is provided.

This is not the case in a mixed use developments. Council's records include the provision of car parking and development sizes/uses, but not the allocation of car parking per use. However, mixed use developments are the minority of applications within Cremorne (a

reflection of the Commercial 2 Zone) and are consequently not significant to the overall analysis.

The table illustrates there has been considerable growth in demand for offices within the Cremorne area of the last few years.

The table illustrates a clear trend of low car parking rates are currently being approved and proposed within Cremorne. The average parking approval rate is 1.07 car spaces per 100m^2 overall within Cremorne. The highest parking provision approved (for a relatively modest 1,500m^2 office) was 2.1 car spaces per 100m^2, with no developments approved at the statutory minimum requirement of 3 spaces per 100m^2.

A number of these developments were approved through the VCAT process, particularly for the largest developments. It is noteworthy that the car parking rates would have been tested through the Tribunal process and numerically, the car parking reductions are very significant. For the largest office development at 60-88 Cremorne Street (0.8 car spaces per 100m^2), this equates to a reduction of almost 600 car spaces.

Application of the reduced parking rates in those applications listed above has 'saved' a total of 2,306 car spaces (when compared to the statutory requirement) and the associated traffic impacts of those car spaces from the Cremorne area.

6. The Parking Overlay

Clause 45.09: Parking overlay enables Councils to respond to local car parking issues and can be used to outline local variations to the standard requirements in Clause 52.06. These variations can apply to the entire municipality or a smaller precinct. Local variations to Clause 52.06 can only be introduced using the Parking Overlay and accompanying schedule.

The intent of the Parking Overlay for Cremorne is to ensure car parking is supplied at rates that reflect the Cremorne Enterprise Precinct's unique transport environment and access to alternative forms of transport to the private car. The provision of reduced car parking is designed to have a positive impact by reducing the growth of vehicular traffic within Cremorne and assist in providing a more pedestrian and cyclist friendly environment.

Given that the key development pressure within Cremorne is from commercial development, the Parking Overlay is recommended to be applied to the Commercial 2 Zone (C2Z) and Comprehensive Development Zone (CDZ) in Cremorne.

Cremorne is a unique location within Melbourne, although it is surrounded by transport infrastructure, it is not well connected to that infrastructure. The external road network is highly congested, the road connections to the arterial road network are limited in a number of directions and are also highly congested. The options to improve access to the precinct by car is also very limited, with narrow road reserves and constrained intersections a key feature of all connections between Cremorne and the arterial road network. Any new connections would also impact on the arterial road network and the public transport services that use them.

The area is close to quality public transport services, however the walking environment to and from Cremorne to those services is generally poor. There is good bicycle infrastructure surrounding Cremorne and the area is easily cycled to from other areas of inner Melbourne, but the internal street network is not friendly to cyclists.

The future of transport in Cremorne is not increased car usage, but facilitating more efficient and sustainable modes of transport, walking, cycling and public transport.

Unlocking Enterprise in a Changing Economy policy document identifies 9 key ingredients for a successful Enterprise Precinct (see Figure 2, page 13). The proposed Parking Overlay is one tool to assist with the precinct's Accessibility, Infrastructure and by extension, Quality of place.

The key direction for the accessibility and transport infrastructure within Cremorne is sustainable transport infrastructure. Trips by walking, cycling and public transport will be prioritised over private car use.

The proposed Parking Overlay is designed to reduce the traffic impacts of new developments. It ties in with Council's Draft Streets and Movement Strategy which looks to address the issues of pedestrian and cyclist access and amenity within Cremorne. This Strategy does not aim to facilitate any significant increase in vehicle-based traffic into Cremorne. Road space is intended to be reprioritised from vehicle movement and on-street car parking to pedestrians and cyclists.

Parking Overlay Practice Note 57 (April, 2013) sets out a number of specific matters that a new Schedule to the Parking Overlay can or must address. This includes:

a) Objectives of the Parking Overlay (must be addressed)

b) Car parking requirements, including the ability to specify minimum or maximum parking rates and different rates for different land uses. The overlay can cover:

   – Permit requirements if the car parking requirements are not met.

   – Additional decision guidelines (supplementing those already in the planning scheme) if the car parking requirements are not met.

c) Financial contribution requirements in lieu of providing the required number of car spaces.

d) Additional requirements for a car parking plan.

e) Additional design standards for car parking.

f) Additional decision guidelines for car parking plans.

The Overlay recommended for Cremorne does not propose financial contributions, additional requirements for car parking plans, design standards or decision guidelines for car parking plans.

Requiring financial contributions for not providing the requisite number of car spaces in order to construct new car parking facilities is counter-productive to the strategic objective of the Parking Overlay, which is to reduce the level of car parking provided in new developments and the associated negative impacts of providing high levels of car parking in the context of Cremorne.

In our view, there is no particular need to include additional design standards or car parking plan requirements above those currently included in Clause 52.06-9. The decision guidelines recommended in relation to applications to exceed the maximum specified parking rates include consideration of whether excessive car parking provision negatively impacts on the building design and this adequately addresses these issues without requiring specific design standards.

A copy of the recommended Parking Overlay is attached at Appendix B, with the following sections of this report reviewing the content of the overlay and justification for the proposed controls.

6.1. Definition of Objectives

The Schedule to the Parking Overlay must specify car parking objectives to guide the exercise of discretion when a proposal seeks to vary a requirement.

The following proposed objectives specify the local outcomes that should be achieved in Cremorne, having regard to it as an Enterprise Precinct of State Significance.

The following objectives for the Parking Overlay are proposed:

- *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.*

The objectives of the Overlay are aimed very specifically at recognising the following unique, localised issues in Cremorne:

- That Cremorne is well serviced by public transport, cycling infrastructure and is highly walkable (acknowledging that there are issues with the quality of the pedestrian environment). These modes should be encouraged.
- The transport challenges within Cremorne, particularly the constrained road network from a capacity and geometric perspective. Cremorne has a distinctly finite ability to accommodate additional car-based trips, meaning that the provision of high levels of car parking in new developments would exacerbate these constraints.
- That future of travel to and within Cremorne is via sustainable transport modes. Council is working on strategies to improve the pedestrian and cycling environment within Cremorne (which also assists connection to public transport services) and to do this will require a reallocation of road space away from on-street car parking and vehicle carriageways. In this context, the provision of high levels of car parking in private developments and the resultant traffic impacts for would be counterproductive.
- Provision of high levels of car parking can impact the quality of place within Cremorne, including through built form character, heritage, public spaces and impacts to pedestrian safety and amenity.

6.2. Parking Overlay Rates

6.2.1. Existing Situation

There is no existing Parking Overlay within Cremorne and the supply of car parking is regulated under Clause 52.06 of the Yarra Planning Scheme.

Amendment VC148 was introduced in August 2018, which applied the minimum car parking requirements of Column B of Clause 52.06-5 to all land within the Principal Public Transport Network area. This includes the entirety of Cremorne, as shown in Figure 10.

A copy of Clause 52.06 is attached at Appendix C of this report.

Specifically, in the context of the proposed parking controls (see following section), car parking for offices is required at the minimum car parking rate of 3.0 car spaces per 100m^2 NFA. Whilst there is no specific retail rate, shop and food and drink premises (two highly typical retail land uses) have a statutory minimum car parking rate of 3.5 car spaces per 100m^2 LFA.

The Column B rates were designed to reflect typical 'Activity Centre' parking rates. They accounted for the efficiency of sharing car parking between multiple uses, such as (but not limited to):

- Shops and offices being busier during the day are able to share parking with restaurants that are busier at night.
- Residential dwellings not requiring visitor parking, which can instead rely on parking not required by commercial uses during the evening.

Tied into the sharing of car parking was a standardising of car parking rates across commercial and entertainment uses such as shops, food and drink premises, restaurants, bars and medical centres all having the same statutory requirement. This was designed to reduce the need for simple changes in use between commercial uses needing to apply for car parking reductions.

These rates however do not reflect the specific circumstances of various activity centres or local areas, including transport availability, proximity to the CBD or other Activity Centres, available car parking, etc. It also does not reflect the importance of an area or its potential for higher order development.

6.2.2. Proposed Parking Overlay Rates

The Parking Overlay proposed for Cremorne seeks to apply the following car parking rates:

- The Office car parking rate is set at a **maximum** parking rate of 1.0 car space per 100m^2 NFA.
- The Retail car parking rate is set at a **maximum** parking rate of 1.0 car space per 100m^2 LFA.

The default Column B parking rates of Clause 52.06-5 will remain for all other uses.

The proposed rates will apply to all land zoned Commercial 2 and Comprehensive Development Zone within Cremorne (as per Figure 1 on page 11).

The following reviews the rationale behind the above changes.

6.2.3. Review of Adopting Maximum Rates

The most significant change to the car parking requirements is the proposal to set maximum, instead of minimum, car parking rates. Below is a comparison of the two approaches.

Minimum Requirements	Maximum Requirements
The 'default' Planning Scheme requirements set outs the minimum number of car spaces that should be provided for new development. A reduction (including down to zero) of the minimum requirement can be sought via a set of prescribed decision guidelines. Any reduction requires approval by Council (or VCAT). In general, it is relatively rare for a development proposal to significantly exceed the current minimum parking requirements and it is very common for office applications within Cremorne to require car parking reductions.	Developments can as of right provide any amount of car parking between the maximum limit and zero, i.e. zero car parking is acceptable by default. Providing car parking above the maximum requirement can be sought through the use of prescribed decision guidelines. Any increase requires approval by Council (or VCAT). For most developments, it is expected that some car parking would continue to be provided, particularly for long-term staff parking.

Fundamentally, minimum parking rates adopt a 'predict and provide' approach to the provision of car parking. The intent is to meet the predicted demand for car parking by supplying it on each site.

This approach is inconsistent with the transport direction of Melbourne into the future. *Plan Melbourne 2017-2050* is predicting that Melbourne's population will increase from approximately 5 million to 8 million people over the next 33 years. State and local planning policies are already acknowledging the change that is required in the way in which people travel with *Plan Melbourne 2017-2050.* It is not possible to continue with a 'business as usual' approach to transport. Increased reliance on walking, cycling and public transport is imperative as Melbourne grows.

At a local level, minimum parking rates do not recognise the transport constraints of Cremorne as an inner area with lower than average accessibility by car. It does not recognise that there are existing and largely permanent restrictions on the capacity of the local road network and that there is a finite amount of road space available for transport (see discussion at Section 5.4.1).

While additional car parking can continue to be provided for new developments, the road system is not capable of providing significant additional capacity to accommodate private car travel created by the new development. Congestion will increase significantly with increased development within Cremorne without significant mode shift. That is, a business as usual approach to parking provision cannot be sustained.

Indeed, road space within Cremorne and in the nearby area is likely to be reallocated away from car-based transport (including traffic lanes and on-street parking) in favour of more

efficient and sustainable transport modes such as public transport (trams and buses), cycling and walking, as per the Cremorne Streets and Movement Strategy (Draft).

The primary benefits of applying the parking rates as maximums are as follows:

- It supports sustainable transport modes by not placing a planning-process obstacle to providing low parking rates. Offices with low parking rates will mean greater use of sustainable transport alternatives – a highly desirable outcome strongly supported by Council policy.
- It supports lower car parking rates which will lower the impact of new development on the road network. Reducing the provision of car parking and consequential traffic impacts is a key measure that can be implemented by these controls.
- It provides a means to control new proposals over-supplying car parking. Applications are still able to exceed the maximum requirements through a planning permit that is subject to a detailed assessment reviewed by the Responsible Authority.
- It is likely to reduce the number of office planning applications which require a planning permit trigger for a reduction in car parking. This would reduce 'red-tape', cost and delay associated with car parking reductions. As demonstrated in Section 5.10, all significant office developments within Cremorne in the last 5 years are already seeking car parking reductions and the average car parking provision rate (across all of Cremorne) is 1.07 car spaces per 100m^2.
- It provides clarity as to expectations for car parking by new developments within Cremorne to all stakeholders, developers, decision makers and existing residents and businesses.
- It discourages costly car parking solutions that may be redundant in future, with autonomous vehicles expected to reduce private car use in the long term (e.g. car stackers, deep basements, automatic parking systems).

The application of maximum parking rates allows the granting of a Planning Permit with no car parking automatically, even for potentially very intense land uses (for instance a large office development). We do not expect this to occur in practice due to market realities. Our experience is that the current market requires some level of car parking. This is evident through the City of Melbourne and Fishermans Bend where the market continues to provide some level of car parking in most cases enough though zero car parking is acceptable by default.

The two key potential risks with the implementation of a maximum parking rate is that:

- new developments seek to rely on the use of on or off-street public parking to support the car parking demand they will generate.
- The lack of car parking provision stifles business development.

Neither of these outcomes appears likely within Cremorne.

As detailed in Section 5.6.1, parking conditions within Cremorne are highly controlled. This includes:

- Extensive short-term parking restrictions apply within Cremorne and to surrounding areas during business hours.

- Very limited long term or unrestricted parking within Cremorne in a handful of residential streets. It would be entirely appropriate for Council to apply Permit Zone parking restrictions to these last remaining streets. It should be noted that new developments would not eligible for car parking permits under the Yarra parking permit scheme.

We are satisfied that staff do not have the practical option to drive to Cremorne if they are not provided with a private car space during to the prevailing on-street parking restrictions. Accordingly, the reduced parking rates proposed will not significantly impact on parking conditions in the area or immediate surrounds of Cremorne.

The Draft Cremorne Streets and Movement Strategy also foreshadows that on-street parking is likely to be reduced over time to improve sustainable transport infrastructure in the area and we would expect that this would also be in conjunction with a tightening of on-street parking restrictions. This includes a reduction in long- and medium-term parking, and possibly an increase in Permit Zone parking restrictions (where needed for residents).

The last 5 years have seen a significant amount of office space approved within Cremorne (over 150,000m^2) with an average parking rate of 1.07 car spaces per 100m^2. In our view, this is demonstrating that the market is accepting low office parking rates already. It appears unlikely that placing a maximum parking requirement on office or commercial development in Cremorne would stifle economic activity.

6.3. Review of the Proposed Office Rate

It is important to take a forward-looking approach to decreasing reliance on car-based travel and to encourage alternate modes for office land uses. This is particularly relevant in areas where public transport accessibility and access to other services is well provided for and will continue to improve in line with government initiatives.

By example, if a forward-looking approach was not adopted and reliance was taken solely of the historical car ownership rates and journey to work data in isolation, the car parking limitation policies which apply to many areas within the metropolitan area would not have been supportable.

Changing the car requirement to a maximum of 1 space per 100m^2 for an office is consistent with the planning of new office developments within Cremorne, as seen in Section 5.10. Recent approvals for office space have resulted in a net average office parking rate of 1.07 car spaces per 100m^2.

A reduced rate for office uses has been applied (or is proposed) under car parking overlays which apply to activity centres across the Melbourne metropolitan area. A summary of some of these is provided in the following table, which also include the 2016 Journey to work statistics.

Table 6: Reduced Office Car Parking Rates

Activity Centre (Municipality)	Plan Melbourne Classification	Current Statutory Car Rate Office	ABS Journey to Work Data (Based on Place of Employment)
Cremorne	N/A	Clause 52.06-5 **Minimum**: 3 car spaces to each 100m^2 of net floor area	Richmond SA2 33% - Public Transport 52% - Car as driver
Box Hill (Whitehorse)	Metropolitan Activity Centre	Clause 45.09-1 **Minimum**: 2 car spaces to each 100m^2 of net floor area	Box Hill SA2 12% - Public Transport 65% - Car as driver
Footscray (Maribyrnong)	Metropolitan Activity Centre	Clause 45.09-1 **Minimum**: 1.5 car spaces to each 100m^2 of gross floor area **Maximum**: 2.0 car spaces to each 100m^2 of gross floor area	Footscray SA2 14% - Public Transport 63% - Car as driver
Fisherman's Bend Redevelopment Area	Fisherman's Bend Redevelopment Area	**Maximum** 1.0 car parking space to each 100m^2 of gross floor area	South Melbourne SA2 26% - Public Transport 51% - Car as driver Port Melbourne Industrial SA2 8% - Public Transport 84% - Car as driver
Melbourne (City of Melbourne)	Capital City Zone – Outside The Retail Core	**Maximum** spaces = 5 x net floor area of buildings on that part of the site in sq m 1000 sq m or 12 x site area in sq m 1000 sq m	Melbourne SA2 (CBD Area) 62% - Public Transport 16% - Car as Driver

It should be noted that the Fishermans Bend Overlay applies a maximum rate of 1 space per 100m^2 to the entire Fishermans Bend area. Fishermans Bend is a similar distance to the Melbourne CBD (see Figure 5 on page 23) and includes substantial areas that have limited public transport services (bus only) and there is no certainty around when fixed rail (tram and metro services) will be provided. In contrast, Cremorne has an established public transport network that is highly connected to the metropolitan rail network.

Fishermans Bend is planned to have one metro rail line. Cremorne is already serviced by nine metro lines covering all of eastern and south-eastern Melbourne and is one stop outside of the City Loop (from Flinders Street Station).

A parking rate of 1.0 car spaces per 100m^2 is lower than the Parking Overlays which apply to Box Hill and Footscray (and a maximum rate). While both of these Activity Centres are Metropolitan Activity Centres, Cremorne is substantially closer to the CBD and has a higher proportion of public transport use.

The Office car parking rate is proposed to be set at a maximum parking rate of 1 space per 100m^2. The use of a maximum rate will by default allow zero car parking to be provided for office developments.

The proposal to limit office car parking under the Overlay is a strategic decision designed to reduce the traffic impacts of new developments within Cremorne and realise the positive benefits of sustainable transport choices.

This review finds that there is strong support for a significant reduction of the office parking rate in this development in favour of alternative, sustainable transport modes for the following reasons.

6.4. Review of Proposed Retail Rate

The reduced rate of retail parking is designed to provide a limited number of car spaces for retail workers – at the same rate as office workers.

Retail is seen as a key secondary land use in Cremorne. Compared to more than 150,000m^2 of office space approved in Cremorne over the last 5 years, the amount of retail space is in the order 10,000m^2 or less than 10% the total office area[3]. Where proposed, the retail component is often substantially less than 1,000m^2 in size, generally only a few hundred meters squared or less.

The definition of retail is broad and includes the following key land uses that are likely to be found within Cremorne given its location and zoning:

- Food and drink premises, including bar, restaurant and takeaway premises
- Shop, including convenience shop and restricted retail premises

A typical form of retail development occurring within Cremorne is via an 'active' ground floor use such as a café, restaurant or small shop(s). These land uses provide local amenities to nearby workers and residents within Cremorne and generally do not form key attractors to the area. The customers of these businesses are therefore drawn from the nearby area, will walk or cycle and do not need to drive.

Car parking within Cremorne is generally limited to short-term parking during business hours and ideal for use by customers. The non-provision of customer parking for small retail uses is consistent with the centre-based approach to car parking management.

The current statutory car parking requirement for a shop or food and drink premises is 3.5 car spaces per 100m^2. Typically, staff make up about 1/3 of this parking rate or 1 space per 100m^2, with the balance associated with customers.

Adopting a maximum parking rate of 1 space per 100m^2 effectively means that:

- Staff can be provided with car parking, up to the empirical demand for parking.
- Customers are not provided with parking generally and would need to park off-site or seek alternative transport modes.

To provide retail parking for staff, but not customers, is common practice across Activity Centres within Metropolitan Melbourne and accords with the objectives of a centre-based approach to the management and supply of car parking.

6.5. Basis for the Reduced Car Parking Rates

6.5.1. Reduction in Traffic Impacts of New Development

Office is one land-use that is particularly conducive (and important to target) in achieving a mode shift away from private cars to public transport, cycling, walking, etc. This is particularly the case as journey to work trips for office uses are typically made during the commuter peak hours and predominantly involve single occupant vehicles.

[3] Based on planning permit information provided by Council.

This can be seen in the mode of travel data provided Table 3 (page 39), the use of sustainable transport modes and particularly public transport, is already high by office workers in Cremorne.

Generally speaking, when office car parking is provided within an inner metropolitan area, it is highly used by employees and someone within the office will drive and use the car space on a daily basis. These spaces usually then generate a car-based trip to and from work each day, and most likely during peak times for traffic congestion during commuter peak hours. An office car space is likely to generate in the order of 0.5-0.6 vehicle trips per car space during peak hours (and close to one trip over a two-hour peak period in the morning and afternoon).

In contrast, a resident car space will not necessarily generate a trip during the commuter peak hours. For example, a resident might use alternative transport modes for trips to work (only 49% of residents use their car for journey to work purposes within the Cremorne suburb currently and not all of these would be in commuter peak hours). A resident might not work that day, be a shift worker, could be retired, unemployed or not own a vehicle. As such, the traffic generation rate of residential car spaces would be in the order of 0.15-0.3 vehicle trips per hour during peak periods. Consequently, each office car space generates around 3 times the impact of a resident car space in terms of traffic impact.

The timing of trips for office uses typically has the greatest impact on traffic congestion on the road network and occurs when public transport services operate at higher frequencies (and offer express services in some cases). This is in contrast to an industrial use, for example, where staff may work shifts, travel outside of peak periods and have more limited access to public transport, making it more difficult to achieve a mode shift.

Section 5.10 reviews the current trends in car parking provision for new offices within Cremorne. The largest office development at 60-88 Cremorne Street was granted a reduction of almost 600 car spaces from the statutory requirements. This has saved 300-360 peak hour vehicle trips in Cremorne.

By way of reference, Cremorne Street (between Swan Street and Stephenson Street) carried an average two-way traffic volume of 350-360 vehicles per hour in both the AM and PM peaks and that the Swan Street/Cremorne Street intersection is at capacity (particularly in the PM peak)[4]. While not all of the traffic from 60-88 Cremorne Street will travel to/from the site via the Cremorne Street/Swan Street intersection, this example illustrates that office development within Cremorne can have a significant impact on the number of vehicle trips within Cremorne at the critical peak periods for the road network.

Recent planning approvals within Cremorne include a total of 1,281 office car spaces alone, not including parking provided for residential or other commercial developments.

Applying reduced parking rates in those applications listed in this report has ‘saved’ a total of 2,306 office car spaces (when compared to the statutory requirement) and the associated traffic impacts of those car spaces from the Cremorne area.

A number of studies of Cremorne have concluded that the increased development scale envisioned within Cremorne cannot be sustained by the existing road network. The development potential of Cremorne can only be realised by a significant mode shift for

[4] Source: The Cremorne Traffic Study

journeys both to and from the Precinct and in this context, the provision of reduced office parking as a tool to encourage this change is strongly supported.

Together with the Parking Overlay, Council needs to proceed with plans and upgrades to the local road network to cater for the increased number of pedestrians and cyclists that this new development will bring to the area.

It should be noted that Cremorne can accommodate additional development and some level of car parking within the Precinct. A low level of staff parking in our experience remains a commercial consideration for many businesses and it is important to allow some level of car parking so as to not discourage business growth. As development within Cremorne increases, travel patterns to the precinct are also likely to change:

- Subdued levels of traffic generation per land use unit area in comparison to sites which are less constrained and experience or interface with free-flow levels of network performance.
- A re-distribution or re-assignment of non-local traffic activity to other parallel or similar traffic routes either side of the precinct. This means that current through movements within Cremorne are likely to be displaced as drivers seek more efficient routes.
- A change in the modal travel behaviour by residents and employees in the area adapting or changing their transport mode from the private vehicle.
- A change in the time of travel to either the shoulder or inter-peak road network peak hours especially for discretionary trips currently on the network (i.e. a spreading of the peak hours).

6.5.2. The availability of convenient and efficient public transport in this area

Cremorne is well serviced by public transport services as detailed in Section 5.5.

It has a high level of access to public transport services in both metropolitan scale rail via Richmond, East Richmond and South Yarra Stations, and more local bus and tram services. Public transport services also operate at their most efficient and most frequent during the commuter peak hours.

We are satisfied that public transport is both readily available and proximate to Cremorne. Reducing the requirements for car parking within Cremorne will encourage use of these existing services.

6.5.3. Walking

Cremorne is readily walkable from a geographic standpoint. Employees within the area have good access to public transport services and local amenities. As the area redevelops, the quality of local amenities and services within Cremorne is likely to increase.

Where Cremorne has existing challenges is not its geography, it is the current state of pedestrian infrastructure within Cremorne. These issues and opportunities are documented at Section 5.5.3. Council is already well aware of the existing issues, which have been identified in a number of strategic documents, including the Draft Streets and Movement Strategy.

The reduced parking rates proposed in the Overlay are designed to encourage walking as a mode of transport and assist in making changes to the street network possible that prioritise pedestrians over vehicle-based traffic.

6.5.4. Cycling

Cremorne is surrounded by good cycling infrastructure and can be easily cycled to from many areas of inner Melbourne. Cycling should be supported as a mode of travel to Cremorne and the proposed restrictions on car parking provision are designed to encourage this behaviour.

Similar to the previous section discussing walking, cycling within Cremorne has existing challenges which have been identified in a number of studies and Council is well aware that this needs addressing.

The Parking Overlay cannot resolve these infrastructure issues. The Parking Overlay should be seen as encouraging cycling, with the infrastructure issues to be addressed over time by other means.

6.5.5. The lack of Impact on Public Parking

Workers require long-term car parking if they are to travel to work via private car. If this car parking is not provided at their place of work (i.e. private parking), they need to find long-term public on or off-street parking or use alternative transport modes.

Section 5.6.1 of this report reviews the provision of public on and off-street parking.

On-street parking in Cremorne is highly controlled during business hours. There is effectively no long-term car parking available within the study area and what car parking is available is in high demand. Through Council's sensor network, the parking restrictions in the area are easily enforceable.

This study has also looked at areas around the periphery of Cremorne. The parking restrictions in the area remain consistent in that parking is tightly controlled during business hours.

The direction of the Draft Cremorne Streets and Movement Strategy is to re-prioritise road space for use by pedestrians and cyclists. This will result in a loss of on-street car parking over time. Council will need to review ways to maximise the efficiency of the remaining on-street car parking. There will not be an increase in long-term on-street parking within Cremorne in any case.

Off-street parking in the area is also limited. Our expectation is that many of these at-grade car parking areas will be replaced over time as they are key development sites and are unlikely to continue to provide any significant supply of commercial off-street parking.

Based on the above, it is our view that if employees are not provided with private car parking, they are unlikely to be able to drive to Cremorne and will have to use alternative, more sustainable, transport modes. This outcome is consistent with the objectives for the future of transport into Cremorne.

6.5.6. Proximity to Services

Office workers can combine their trip to work with access to local services. Examples of this activity includes:

- Shopping after work for essential items, such as food shopping.
- Accessing medical services immediately before, at lunchtime or after work.
- Accessing local restaurants or entertainment venues.
- Visiting a post office or bank.

The availability of these amenities is higher near Swan Street/Church Street, but will improve over time as the area develops.

Workers have access to these facilities via a short walk. They can do so during lunchtimes or immediately before or after work. Accordingly, these workers are not generating additional vehicle trips to access these services either from their home directly or while travelling to-and-from work.

6.6. Parking Overlay Car Parking Rates Summary

The Parking Overlay proposes the following specific car parking rates:

- The Office car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m^2 NFA.
- A retail car parking rate will be introduced, setting a **maximum** parking rate of 1.0 car spaces per 100m^2 LFA.

All other uses will remain under the minimum Column B parking rates of Clause 52.06-5 which currently apply to Cremorne.

The choice to apply maximum, instead of minimum rates is intended to reduce the level of car parking required for new developments and changes in use by removing the barrier to these lower parking rates created by the planning process. It is designed to:

- Encourage sustainable transport modes and support the key transport objectives of Cremorne.
- Reduce the level of car parking provided within new developments and consequently, the traffic impact of new development on the road network

6.7. Parking Overlay Decision Guidelines

Decision Guidelines will be necessary to supplement the recommended car parking provision requirements within a Parking Overlay. Specifically, Decision Guidelines are needed to guide decision makers on when applications seeking to provide more than the maximum parking provisions should be allowed, as the current Clause 52.06 guidelines are designed around considerations for reducing minimum parking requirements.

The focus of these decision guidelines is to assess whether the provision of car parking in excess of the maximum rates has negative impacts on the local road network, affects

sustainable transport patterns within the development and sustainable transport infrastructure in the nearby area (affecting other transport users).

The following Decision Guidelines are recommended and discussed in the following table.

Table 7: Review of Decision Guidelines

Decision Guidelines	Response
The following decision guidelines apply to an application for a permit under Clause 52.06-3, in addition to those specified in Clause 52.06-7 and elsewhere in the scheme. The responsible authority must consider, as appropriate:	
• *The Municipal Planning Strategy and the Planning Policy Framework.* • *Whether the objectives of this schedule have been met.*	Any consideration to provide more car parking than the maximum rate should have regard to the strategic planning of the area and the objectives of the Parking Overlay.
• *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.*	There may be instances where a specific business or land use requires a level of car parking that is higher than the recommended requirement of 1 space per 100m^2 and the decision guidelines should be flexible enough to consider where a permit can be granted to exceed the maximum requirement. By example, a particularly significant employer or 'anchor' business may require additional car parking for commercial reasons and the economic benefits of this proposal may outweigh the transport implications.
• *The impacts of the proposed car parking provision on creating sustainable transport patterns that preference walking, cycling and public transport use.*	Providing car parking in excess of the maximum rate should not create an environment where the use of sustainable transport modes is significantly impacted.
• *The impact on the road network of providing car parking in excess of the maximum rate.*	There may be instances where a new development is able to mitigate its transport impact on the road network or provide some wider transport network benefit. Another example might be a site located on the periphery of Cremorne and has better vehicular access to the external road network than a property that is 'internal' to Cremorne and allowing a modest increase in car parking over

Decision Guidelines	Response
	the maximum rate would not significantly impact on traffic condition in the area. Alternatively, a minor variation above the maximum rate may also be acceptable, particular for small scale developments.
• *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.*	The provision of car parking in excess of the maximum parking rate may have a negative impact on the design of building. This might include how it presents to the public realm, or how the vehicle access impacts on pedestrian amenity or safety or other impacts.
• *Whether the development makes a contribution to sustainable transport infrastructure improvements in the nearby area.*	It is a widely understood and accepted principle that traffic impacts should be mitigated through associated traffic works. The classic example being an intersection upgrade being required to cater for increased turning movements as result of new development. This thinking also needs to be applied to sustainable transport infrastructure. There needs to be a recognition by developers and decision makers that the transport impacts of new developments could be offset by better sustainable transport infrastructure. In the case of Cremorne, this is particularly relevant where the expectation is that the transport needs of new development should be largely met by sustainable transport modes.
• *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.*	Any application to exceed the maximum parking rates should still support sustainable transport modes by future employees, such as adequate bicycle parking, car share vehicles and other green travel initiatives. It would not be acceptable to exceed the maximum parking rates, but not encourage the use of sustainable transport modes.

7. Conclusions

Having completed a detailed review of the Cremorne Enterprise Precinct, including various planning and transport strategies and its existing and future transport network, it is our view that:

a) That a schedule to the Parking Overlay should be applied to land zoned C2Z and CDZ in Cremorne.

b) The Parking Overlay should include the following car parking requirements:

- *The Office car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m^2 NFA.*
- *The Retail car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m^2 LFA.*

All other uses are to remain at the current minimum requirements of Column B of Clause 52.06-5.

c) There is a need for new decision guidelines in regard to applications to exceed the maximum parking rates specified for offices and retail uses. The recommended guidelines aim to still encourage sustainable transport patterns for new developments and minimising the negative impacts of high levels of car parking.

d) The proposed Parking Overlay will support the development of Cremorne by reducing the traffic impacts of new development within Cremorne. The Overlay will have the following benefits:

i. It recognises the constrained road network in Cremorne, which is operating at capacity and that there is limited scope to improve the capacity of the local road network.

ii. It acknowledges that the future of transport within Cremorne is via sustainable transport modes, walking, cycling and public transport and it supports these outcomes.

iii. The future streetscapes in Cremorne will re-prioritise road space away from vehicle-based transport (and car parking) to sustainable transport modes.

iv. It will implement a parking control that is consistent with current planning practice in the area.

v. It will provide clear guidance to decision makers, developers, businesses and residents as to the expectations for car parking provision in Cremorne.

e) The Parking Overlay is unlikely to negatively impact on the development of Cremorne, specifically:

i. Development in the area over the last 5 years has already largely adopted the car parking rates proposed by the Overlay, demonstrating that a reduced parking rate is already acceptable by the market.

ii. Overflow parking impacts are likely be negligible given that on-street parking is already highly controlled within Cremorne and immediate surrounds.

Appendix A

Parking Restriction Map

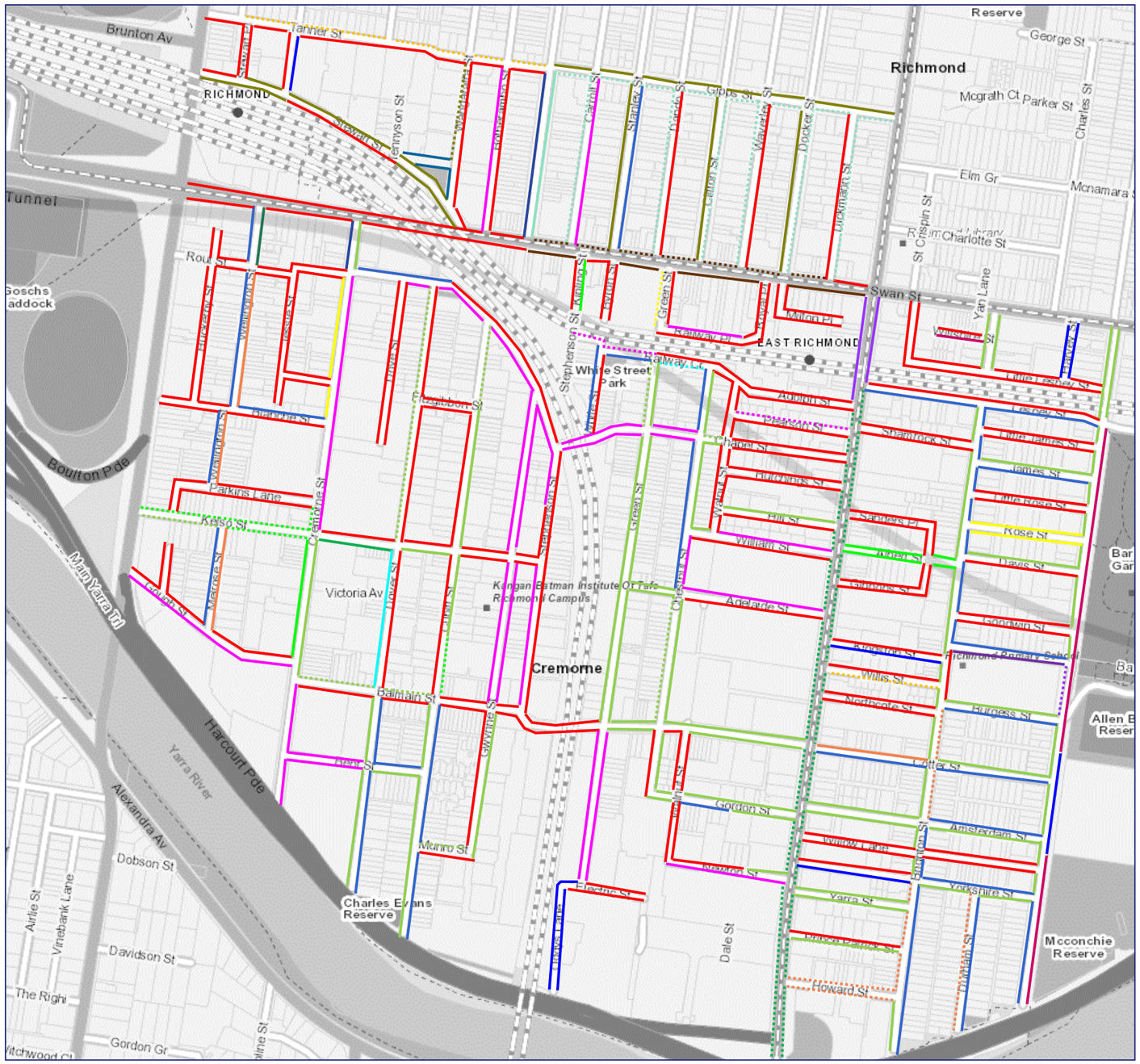


Figure A1: Car parking restriction map

Legend

- No Stopping
- P10min School Days 8am-9am, 3pm-4pm, 2P 9am-3pm Mon-Fri, 7am-7pm Sat
- 1P 7:00am-7:00pm Mon-Sat
- 1P 7:00am-11:00pm
- 1P 7:30am-9:00pm
- 1P 9:30am-4:30pm Mon-Fri, 8:30am-5:30pm Sat
- 1P 10:00am-5:00pm Mon-Sat
- 1P 7:30am-6:00pm Mon-Fri, Permit Zone all other times
- 1P 7:00am-7:00pm, Permit Zone all other times
- 2P 7:00am-7:00pm Mon-Fri
- 2P 7:00am-7:00pm Mon-Sat
- 2P 7:00pm-7:00pm
- 2P 7:00am-9:00pm Mon-Sat
- 2P 7:30am-9:00pm
- 2P 7:30am-9:30pm
- 2P 7:30am-11:00pm
- 2P 8:00am-5:00pm Mon-Fri
- 2P Meter 8:30am-5:30pm Mon-Sat
- 2P 7:00am-5:00pm Mon-Sat, Permit Zone all other times
- 2P 7:00am-6:00pm Mon-Fri, Permit Zone all other times
- 2P 7:00am-7:00pm Mon-Fri, Permit Zone all other times
- 2P 7:00am-7:00pm Mon-Sat, Permit Zone all other times
- 2P 7:30am-6:00pm Mon-Fri, Permit Zone all other times
- 2P 8:00am-5:00pm Mon-Fri, Permit Zone all other times
- 4P 7:00am-7:00pm
- 4P 7:00am-7:00pm Mon-Sat
- 4P 7:00am-5:00pm Mon-Sat, Permit Zone all other times
- Unrestricted
- No Stopping 7:00am-9:30am, 4:30pm-6:30pm Mon-Fri, 1P 9:30am-4:30pm Mon-Fri, 8:30am-5:30pm Sat
- No Stopping 7:30am-9:30pm, 4:30pm-6:30pm Mon-Fri, 2P all other times
- No Stopping 8am-4pm Mon-Fri, Education Dept Permit Excepted
- Permit Zone
- C/W 7:00am-9:15am Mon-Fri, 2P Meter 9:15am-5:30pm Mon-Fri 8:30am-5:30pm Sat, 2P 11:00am-5:00pm Sun
- C/W 4:30pm-6:30pm Mon-Fri, 2P Meter 8:30am-4:30pm Mon-Fri 8:30am-5:30pm Sat, 2P 11:00am-5:00pm Sun

Appendix B

Recommended Parking Overlay

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

- 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

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 Table 1 to this schedule.

A permit is required to provide more than the maximum parking provision specified for a use in Table 1 to this schedule.

3.0 Number of car parking spaces required

If a use is specified in the Table below, the maximum number of car parking spaces to be provided for the use is calculated by multiplying the *rate* by the accompanying *Measure*.

Table 1: Car parking spaces

USE	MAXIMUM RATE	MEASURE
Office	1	To each 100 sq m of net floor area
Retail premise	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 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 4509 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

None specified.

6.0 Requirements for a car parking plan

None specified.

7.0 Design standards for car parking

None specified.

8.0 Decision guidelines for car parking plans

None specified.

9.0 Background documents

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

Appendix C

Clause 52.06 of the Yarra Planning Scheme

52.06 CAR PARKING

31/07/2018
VC148

Purpose

To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.

To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.

To support sustainable transport alternatives to the motor car.

To promote the efficient use of car parking spaces through the consolidation of car parking facilities.

To ensure that car parking does not adversely affect the amenity of the locality.

To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

52.06-1 Scope

01/07/2014
VC116

Clause 52.06 applies to:

- a new use; or
- an increase in the floor area or site area of an existing use; or
- an increase to an existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

Clause 52.06 does not apply to:

- the extension of one dwelling on a lot in the Neighbourhood Residential Zone, General Residential Zone, Residential Growth Zone, Mixed Use Zone or Township Zone; or
- the construction and use of one dwelling on a lot in the Neighbourhood Residential Zone, General Residential Zone, Residential Growth Zone, Mixed Use Zone or Township Zone unless the zone or a schedule to the zone specifies that a permit is required to construct or extend one dwelling on a lot.

52.06-2 Provision of car parking spaces

19/04/2013
VC95

Before:

- a new use commences; or
- the floor area or site area of an existing use is increased; or
- an existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use,

the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be provided to the satisfaction of the responsible authority in one or more of the following ways:

- on the land; or
- in accordance with a permit issued under Clause 52.06-3; or
- in accordance with a financial contribution requirement specified in a schedule to the Parking Overlay.

If a schedule to the Parking Overlay specifies a maximum parking provision, the maximum provision must not be exceeded except in accordance with a permit issued under Clause 52.06-3.

52.06-3 Permit requirement

04/10/2018
VC149

A permit is required to:

- Reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay.
- Provide some or all of the car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay on another site.
- Provide more than the maximum parking provision specified in a schedule to the Parking Overlay.

A permit is not required if a schedule to the Parking Overlay specifies that a permit is not required under this clause.

A permit is not required to reduce the number of car parking spaces required for a new use of land if the following requirements are met:

- The number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for the new use is less than or equal to the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for the existing use of the land.
- The number of car parking spaces currently provided in connection with the existing use is not reduced after the new use commences.

A permit is not required to reduce the required number of car parking spaces for a new use of an existing building if the following requirements are met:

- The building is in the Commercial 1 Zone, Commercial 2 Zone, Commercial 3 Zone or Activity Centre Zone.
- The gross floor area of the building is not increased.
- The reduction does not exceed 10 car parking spaces.
- The building is not in a Parking Overlay with a schedule that allows a financial contribution to be paid in lieu of the provision of the required car parking spaces for the use.

VicSmart applications

Subject to Clause 71.06, an application under this clause to reduce the required number of car parking spaces by no more than 10 car parking spaces is a class of VicSmart application and must be assessed against Clause 59.10.

52.06-4 Exemption from notice and review

31/07/2018
VC148

An application under Clause 52.06-3 is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act if:

- the application is only for a permit under Clause 52.06-3; or
- the application is also for a permit under another provision of the planning scheme and in respect of all other permissions sought, the application is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

52.06-5 Number of car parking spaces required under Table 1

24/01/2020
VC160

Table 1 of this clause sets out the car parking requirement that applies to a use listed in the Table.

A car parking requirement in Table 1 may be calculated as either:

- a number of car parking spaces; or
- a percentage of the total site area that must be set aside for car parking.

A car parking requirement in Table 1 is calculated by multiplying the figure in Column A or Column B (whichever applies) by the measure (for example square metres, number of patrons or number of bedrooms) in Column C.

Column A applies unless Column B applies.

Column B applies if:

- any part of the land is identified as being within the Principal Public Transport Network Area as shown on the *Principal Public Transport Network Area Maps* (State Government of Victoria, August 2018); or
- a schedule to the Parking Overlay or another provision of the planning scheme specifies that Column B applies.

Where an existing use is increased by the measure specified in Column C of Table 1 for that use, the car parking requirement only applies to the increase, provided the existing number of car parking spaces currently being provided in connection with the existing use is not reduced.

If in calculating the number of car parking spaces the result is not a whole number, the required number of car parking spaces is to be rounded down to the nearest whole number.

Where the car parking requirement specified in Table 1 is calculated as a percentage of the total site area, the area to be provided for car parking includes an accessway that directly abuts any car parking spaces, but does not include any accessway or portion of an accessway that does not directly abut any car parking spaces.

The car parking requirement specified in Table 1 includes disabled car parking spaces. The proportion of spaces to be allocated as disabled spaces must be in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia.

The car parking requirement specified for a use listed in Table 1 does not apply if:

- a car parking requirement for the use is specified under another provision of the planning scheme; or
- a schedule to the Parking Overlay specifies the number of car parking spaces required for the use.

Table 1: Car parking requirement

Use	Rate Column A	Rate Column B	Car Parking Measure Column C
Amusement parlour	4	3.5	To each 100 sq m of net floor area
Art & craft centre	4	3.5	To each 100 sq m of net floor area
Bar	0.4		To each patron permitted
		3.5	Space to each 100 sq m of leasable floor area
Betting agency	4	3.5	To each 100 sq m of leasable floor area
Bowling green	6	6	To each rink plus 50 per cent of the relevant requirement of any ancillary use
Child care centre	0.22	0.22	To each child
Cinema based entertainment facility	0.3	0.3	To each patron permitted
Convenience restaurant	0.3		To each patron permitted
		3.5	To each 100 sq m of leasable floor area

Use	Rate Column A	Rate Column B	Car Parking Measure Column C
Convenience shop if the leasable floor area exceeds 80 sq m	10		To each premises
		3.5	To each 100 sq m of leasable floor area
Display home centre	5		To each dwelling for five or fewer contiguous dwellings, plus
	2		To each additional contiguous dwelling
		3.5	To each 100 sq m of floor area
Dwelling	1	1	To each one or two bedroom dwelling, plus
	2	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms) plus
	1	0	For visitors to every 5 dwellings for developments of 5 or more dwellings
Education centre other than listed in this table	0.4	0.3	To each student that is part of the maximum number of students on the site at any time
Food and drink premises other than listed in this table	4	3.5	To each 100 sq m of leasable floor area
Freezing and cool storage,	1.5	1	To each 100 sq m of net floor area
Fuel depot	10	10	Per cent of site area
Funeral Parlour	0.3	0.3	To each patron permitted
Gambling premises other than listed in this table	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area
Golf course	4	4	To each hole plus 50 per cent of the relevant requirement of any ancillary uses.
Home based business	1	0	To each employee not a resident of the dwelling
Hotel	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area
Industry other than listed in this table	2.9	1	To each 100 sq m of net floor area
Landscape gardening supplies	10	10	Per cent of site area
Mail centre	3.5	3	To each 100 sq m of net floor area
Manufacturing sales	4	3.5	To each 100 sq m of leasable floor area
Market	8	3.5	To each 100 sq m of site area
Materials recycling	10	10	Per cent of site area
Medical centre	5		To the first person providing health services plus
	3		To every other person providing health services
		3.5	To each 100 sq m of leasable floor area
Milk depot	10	10	Per cent of site area

Use	Rate Column A	Rate Column B	Car Parking Measure Column C
Motel	1	1	To each unit, and one to each manager dwelling, plus 50 per cent of the relevant requirement of any ancillary use
Motor repairs	3	3	To each 100 sq m of net floor area plus
	1	1	for each vehicle being serviced, repaired or fitted with accessories, including vehicles waiting to be serviced, repaired, fitted with accessories or collected by owners
Office other than listed in this table	3.5	3	To each 100 sq m of net floor area
Place of assembly other than listed in this table	0.3	0.3	To each patron permitted
Postal agency	4	3.5	To each 100 sq m of leasable floor area
Primary produce sales	4	3.5	To each 100 sq m of leasable floor area
Primary school	1	1	To each employee that is part of the maximum number of employees on the site at any time
Research and development centre	3.5	3	To each 100 sq m of net floor area
Residential aged care facility	0.3	0.3	To each lodging room
Residential village	1	1	To each one or two bedroom dwelling plus
	2	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms) plus
	1	0	For visitors to every five dwellings for developments of five or more dwellings
Retirement village	1	1	To each one or two bedroom dwelling plus
	2	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms) plus
	1	0	For visitors to every five dwellings for developments of five or more dwellings
Restaurant	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area
Restricted retail premises	3	2.5	To each 100 sq m of leasable floor area
Rooming house	1	1	To each four bedrooms
Saleyard	10	10	Per cent of site area
Secondary school	1.2	1.2	To each employee that is part of the maximum number of employees on the site at any time
Shop other than listed in this table	4	3.5	To each 100 sq m of leasable floor area
Squash court – other than in conjunction with a dwelling	3	3	To each court plus 50 per cent of the relevant requirement of any ancillary use

Use	Rate Column A	Rate Column B	Car Parking Measure Column C
Store other than listed in this table	10	10	Per cent of site area
Supermarket	5	5	To each 100 sq m of leasable floor area
Swimming pool – other than in conjunction with a dwelling	5.6	5.6	To each 100 sq m of the site
Tennis court – other than in conjunction with a dwelling	4	4	To each court plus 50% of the requirement of any ancillary use
Trade supplies	10	10	Per cent of site area
Veterinary centre	5		To the first person providing animal health services plus
	3		To every other person providing animal health services
		3.5	To each 100 sq m of leasable floor area
Warehouse other than listed in this table	2	2	To each premises plus
	1.5	1	To each 100 sq m of net floor area
Winery	0.4		To each patron permitted
		3.5	To each 100 sq m of leasable floor area

52.06-6 Number of car parking spaces required for other uses

16/01/2018
VC142

Where a use of land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority. This does not apply to the use of land for a temporary portable land sales office located on the land for sale.

52.06-7 Application requirements and decision guidelines for permit applications

25/05/2017
VC133

For applications to reduce the car parking requirement

An application to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed:

- new use; or
- increase in the floor areas or site area of the existing use; or
- increase to the existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

The Car Parking Demand Assessment must address the following matters, to the satisfaction of the responsible authority:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.

- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

Before granting a permit to reduce the number of spaces, the responsible authority must consider the following, as appropriate:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- The availability of alternative car parking in the locality of the land, including:
  - Efficiencies gained from the consolidation of shared car parking spaces.
  - Public car parks intended to serve the land.
  - On street parking in non residential zones.
  - Streets in residential zones specifically managed for non-residential parking.
- On street parking in residential zones in the locality of the land that is intended to be for residential use.
- The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.
- Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.
- The future growth and development of any nearby activity centre.
- Any car parking deficiency associated with the existing use of the land.
- Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.
- Local traffic management in the locality of the land.
- The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- Access to or provision of alternative transport modes to and from the land.
- The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.
- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

For applications to allow some or all of the required car parking spaces to be provided on another site

Before granting a permit to allow some or all of the car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay to be provided on another site, the responsible authority must consider the following, as appropriate:

- The proximity of the car parking on the alternate site to the subject site.
- The likelihood of the long term provision and availability of the car parking spaces.
- Whether the location of the car parking spaces is consistent with any relevant local policy or incorporated plan.
- Any other matter specified in a schedule to the Parking Overlay.

For applications to provide more than the maximum parking provision specified in a schedule to the Parking Overlay

An application to provide more than the maximum parking provision specified in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed use or increase to the existing use.

The Car Parking Demand Assessment must address the following matters, to the satisfaction of the responsible authority:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

52.06-8 Requirement for a car parking plan

25/05/2017
VC133

Plans must be prepared to the satisfaction of the responsible authority before any of the following occurs:

- a new use commences; or
- the floor area or site area of an existing use is increased; or
- an existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

The plans must show, as appropriate:

- All car parking spaces that are proposed to be provided (whether on the land or on other land).
- Access lanes, driveways and associated works.
- Allocation of car parking spaces to different uses or tenancies, if applicable.
- Any landscaping and water sensitive urban design treatments.
- Finished levels, if required by the responsible authority.

- Any other matter specified in a schedule to the Parking Overlay.

Plans must be provided to the responsible authority under Clause 52.06-8 wherever Clause 52.06 applies, whether or not a permit application is being made under Clause 52.06-3 or any other provision of the planning scheme.

Where an application is being made for a permit under Clause 52.06-3 or another provision of the planning scheme, the information required under Clause 52.06-8 may be included in other plans submitted with the application.

Clause 52.06-8 does not apply where no car parking spaces are proposed to be provided.

52.06-9 Design standards for car parking

19/09/2017
VC132

Plans prepared in accordance with Clause 52.06-8 must meet the design standards of Clause 52.06-9, unless the responsible authority agrees otherwise.

Design standards 1, 3, 6 and 7 do not apply to an application to construct one dwelling on a lot.

Design standard 1 – Accessways

Accessways must:

- Be at least 3 metres wide.
- Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.
- Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.
- Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.
- If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.
- Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone.
- Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.

If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway.

If entry to the car space is from a road, the width of the accessway may include the road.

Design standard 2 – Car parking spaces

Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2.

Table 2: Minimum dimensions of car parking spaces and accessways

Angle of car parking spaces to access way	Accessway width	Car space width	Car space length
Parallel	3.6 m	2.3 m	6.7 m
45º	3.5 m	2.6 m	4.9 m

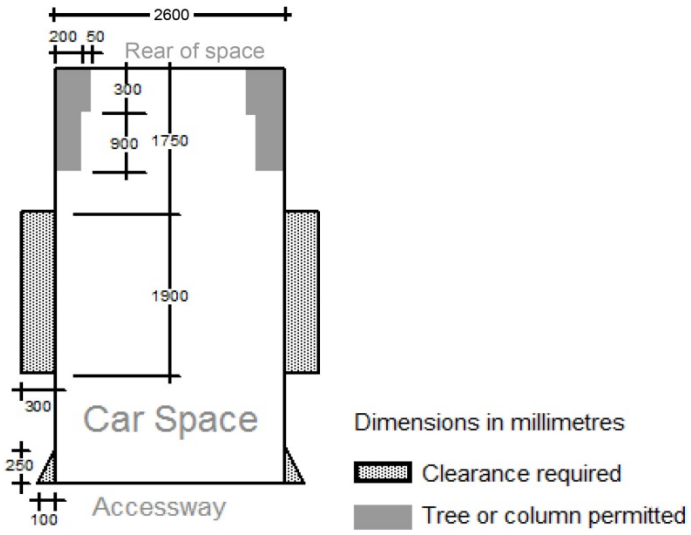
Angle of car parking spaces to access way	Accessway width	Car space width	Car space length
60º	4.9 m	2.6 m	4.9 m
90º	6.4 m	2.6 m	4.9 m
	5.8 m	2.8 m	4.9 m
	5.2 m	3.0 m	4.9 m
	4.8 m	3.2 m	4.9 m

Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).

A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than:

- A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1.
- A structure, which may project into the space if it is at least 2.1 metres above the space.

Diagram 1 Clearance to car parking spaces



Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.

Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.

Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.

Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.

Design standard 3: Gradients

Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.

Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.

Table 3: Ramp gradients

Type of car park	Length of ramp	Maximum grade
Public car parks	20 metres or less	1:5 (20%)
	longer than 20 metres	1:6 (16.7%)
Private or residential car parks	20 metres or less	1:4 (25%)
	longer than 20 metres	1:5 (20%)

Where the difference in grade between two sections of ramp or floor is greater that 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.

Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority.

Design standard 4: Mechanical parking

Mechanical parking may be used to meet the car parking requirement provided:

- At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres.
- Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.
- The design and operation is to the satisfaction of the responsible authority.

Design standard 5: Urban design

Ground level car parking, garage doors and accessways must not visually dominate public space.

Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.

Design of car parks must take into account their use as entry points to the site.

Design of new internal streets in developments must maximise on street parking opportunities.

Design standard 6: Safety

Car parking must be well lit and clearly signed.

The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.

Pedestrian access to car parking areas from the street must be convenient.

Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.

Design standard 7: Landscaping

The layout of car parking areas must provide for water sensitive urban design treatment and landscaping.

Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.

Ground level car parking spaces must include trees planted with flush grilles. Spacing of trees must be determined having regard to the expected size of the selected species at maturity.

52.06-10 Decision guidelines

25/05/2017
VC133

Before deciding that a plan prepared under Clause 52.06-8 is satisfactory the responsible authority must consider, as appropriate:

- The role and function of nearby roads and the ease and safety with which vehicles gain access to the site.
- The ease and safety with which vehicles access and circulate within the parking area.
- The provision for pedestrian movement within and around the parking area.
- The provision of parking facilities for cyclists and disabled people.
- The protection and enhancement of the streetscape.
- The provisions of landscaping for screening and shade.
- The measures proposed to enhance the security of people using the parking area particularly at night.
- The amenity of the locality and any increased noise or disturbance to dwellings and the amenity of pedestrians.
- The workability and allocation of spaces of any mechanical parking arrangement.
- The design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters.
- The type and size of vehicle likely to use the parking area.
- Whether the layout of car parking spaces and access lanes is consistent with the specific standards or an appropriate variation.
- The need for the required car parking spaces to adjoin the premises used by the occupier/s, if the land is used by more than one occupier.
- Whether the layout of car spaces and accessways are consistent with Australian Standards AS2890.1-2004 (off street) and AS2890.6-2009 (disabled).
- The relevant standards of Clauses 56.06-2, 56.06-4, 56.06-5, 56.06-7 and 56.06-8 for residential developments with accessways longer than 60 metres or serving 16 or more dwellings.
- Any other matter specified in a schedule to the Parking Overlay.

52.06-11 Construction of car parking

25/05/2017
VC133

Where a plan is required under Clause 52.06-8, the car parking spaces, access lanes, driveways and associated works and landscaping shown on the plan must be:

- constructed and available for use in accordance with the plan approved by the responsible authority; and
- formed to such levels and drained so that they can be used in accordance with the plan; and
- treated with an all-weather seal or some other durable surface; and

- line-marked or provided with some other adequate means of showing the car parking spaces,

before any of the following occurs:

- the new use commences; or
- the floor area or site area of the existing use is increased; or
- the existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

--/--/----
Proposed C281yara

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

--/--/----
Proposed C281yara

- 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

--/--/----
Proposed C281yara

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

--/--/----
Proposed C281yara

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	Maximum 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 Decision guidelines for permit applications

--/--/----
Proposed C281yara

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

--/--/----
Proposed C281yara

None specified.

6.0 Requirements for a car parking plan

--/--/----
Proposed C281yara

None specified.

7.0 Design standards for car parking

--/--/----
Proposed C281yara

None specified.

8.0 Decision guidelines for car parking plans

--/--/----
Proposed C281yara

None specified.

9.0 Background document

--/--/----
Proposed C281yara

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

YARRA PLANNING SCHEME - LOCAL PROVISION

AMENDMENT C281yara

LEGEND

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

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Planning Group
Print Date: 15/07/2020
Amendment Version: 2

NORTH

0 160 320
Metres

VICTORIA State Government | Environment, Land, Water and Planning

Part of Planning Scheme Map 8PO

18/04/2019
C225

SCHEDULE TO CLAUSE 72.03 WHAT DOES THIS PLANNING SCHEME CONSIST OF?

1.0

--/--/----
Proposed C281yara

Maps comprising part of this planning scheme:

- Maps No. 1, 1HO, 1DDO, 1SBO, 1PAO, 1EAO, 1SCO
- Maps No. 2, 2SLO, 2ESO, 2HO, 2DDO, 2DPO, 2SLIO, 2SBO, 2PAO, 2EAO, 2SCO
- Maps No. 3, 3SLO, 3ESO, 3HO, 3DPO, 3DDO, 3LSIO, 3SBO, 3PAO, 3EAO, 3SCO
- Maps No. 4, 4SLO, 4ESO, 4HO, 4DPO, 4DDO, 4LSIO, 4PAO, 4EAO
- Maps No. 5, 5HO, 5DPO, 5DDO, 5EAO, 5SCO
- Maps No. 6, 6SLO, 6HO, 6DPO, 6DDO, 6IPO, 6LISO, 6SBO, 6PAO, 6EAO, 6PO, 6SCO
- Maps No. 7, 7SLO, 7DPO, 7DDO, 7LSIO, 7SBO, 7PAO, 7HO, 7EAO, 7SCO
- Maps No. 8, 8SLO, 8HO, 8DDO, 8LSIO, 8SBO, 8EAO, 8CLPO, 8SCO, 8PO
- Maps No. 9, 9SLO9, 9HO, 9DPO, 9DDO, 9LSIO, 9PAO, 9EAO, 9CLPO

31/07/2018
VC148

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

1.0

--/--/----
Proposed C281yara

Background documents

Name of background document	Amendment number - clause reference
*Parking Controls Review: Cremorne Enterprise Precinct (*Traffix Group, July 2020)	Amendment C281yara Clause 45.09