

SURF COAST HIGHWAY PRECINCT 1 AND PRECINCT 3 PARKING PRECINCT PLAN



AUGUST 2006

1. PURPOSE OF THE PARKING PRECINCT PLAN

The Parking Precinct Plan has been prepared as part of an Urban Design Study for land that fronts the Surf Coast Highway in Torquay.

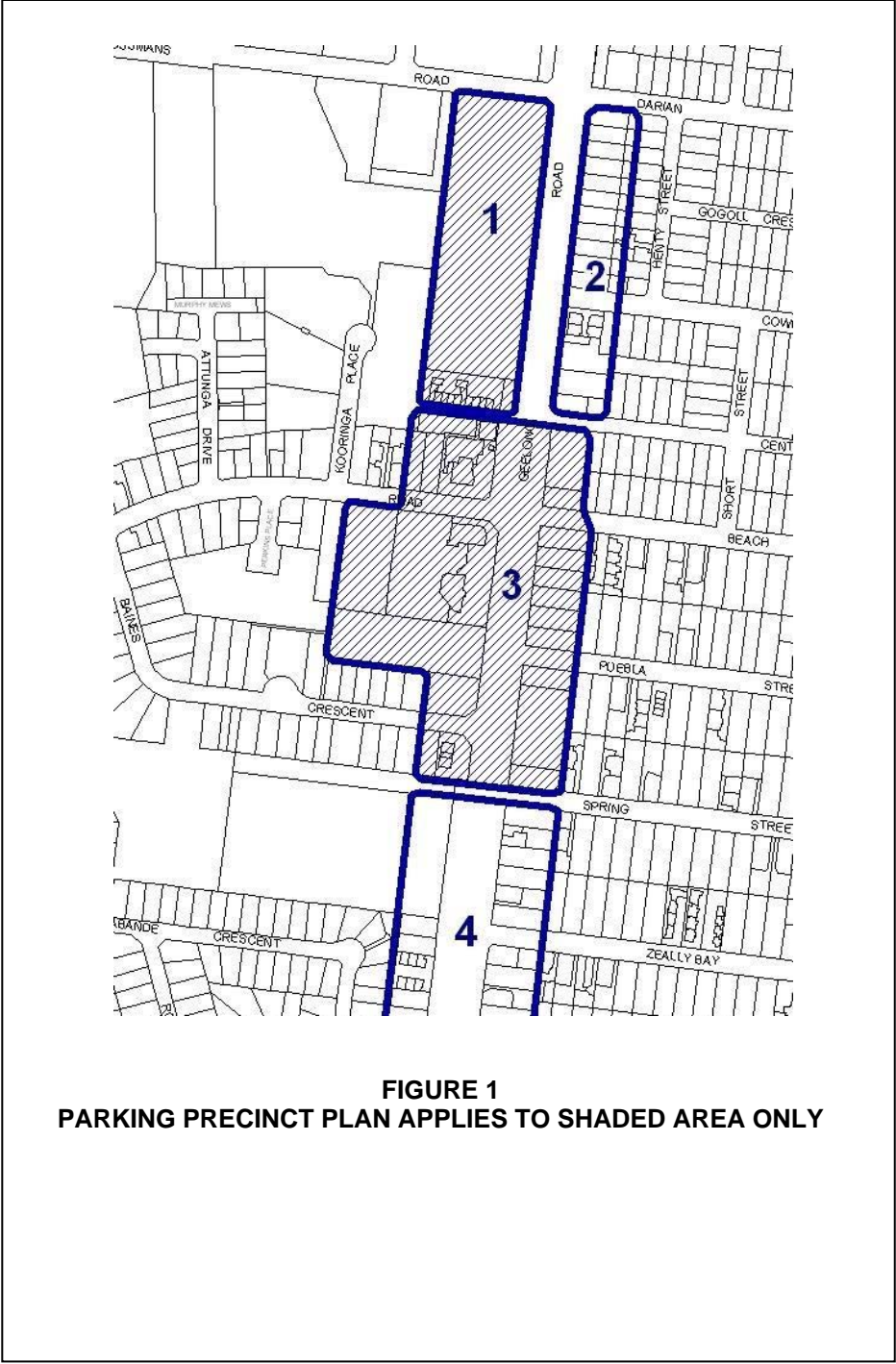
The purpose of the parking precinct plan is:-

- To provide an estimation of likely parking demands for various land uses through generic peak parking demand rates, to assist Council in the consideration of applications for planning permits;
- To provide guidelines for the provision of access to parking areas from the Surf Coast Highway and connecting streets;
- To facilitate the implementation of the Design Guidelines as they relate to the design of parking areas.

The Plan is based on the findings of the *Surf Coast Highway Precinct 1 and Precinct 3 Parking Study* by TTM Consulting (August 2006), which assessed future parking requirements and the management of parking for the two precincts.

2. AREA TO WHICH THE PARKING PRECINCT PLAN APPLIES

The Parking Precinct Plan applies specifically to the Special Use Zoned land in Precincts 1 and 3 of the *Surf Coast Highway Urban Design Guidelines (July 2006)* study as shown in Figure 1.



3. ASSESSMENT OF PARKING SUPPLY AND DEMAND

Parking surveys were undertaken to determine the existing level of parking supply and demand for precincts 1 and 3, and to assess existing and future issues. The findings, detailed in the *Surf Coast Highway Precinct 1 and Precinct 3 Parking Study*, are summarised below.

Precinct 1

Precinct 1 has no development and no parking.

Precinct 3

Table 1 shows the parking supply for Precinct 3 on the East and West side of the Highway, as was surveyed in December 2002.

TABLE 1: SURVEY OF CAR PARKING SUPPLY BY PRECINCT

LOCATION	ON-STREET SUPPLY	OFF-STREET SUPPLY	TOTAL
Precinct 3 East Side Of Hwy	25	57	82
Precinct 3 West Side Of Hwy	39	599	638
Totals	64	656	720

The demand for car parking in precinct 3 was established for a Friday in off-peak tourist season (May 24 2002) and Saturday in peak tourist season (Dec 21, 2002).

TABLE 2: SURVEY OF CAR PARKING DEMANDS FOR PRECINCT 3

DAY	LOCATION	SUPPLY	DEMAND	OCCUPANCY	TIME OF PEAK
Friday (May 2002)	East Side of Hwy On Street	25	6	24%	2:00pm
	East Side of Hwy Off Street	57	41	72%	10:00am
	Total	82	44	54%	10:00-11:00 am
	West Side of Hwy On Street	39	13	33%	12:00pm
	West Side of Hwy Off Street	599	320	53%	12:00pm
	Total	638	333	52%	12:00pm
Saturday (December 2002)	East Side of Hwy On Street	25	6	24%	11:00am
	East Side of Hwy Off Street	57	7	12%	12:00pm
	Total	82	14	17%	11:00am
	West Side of Hwy On Street	39	19	49%	2:00pm
	West Side of Hwy Off Street	599	413	69%	2:00 pm
	Total	638	432	68%	2:00 pm

West Side of Highway

The surveys indicate that available parking is adequate but the convenience for patrons in Precinct 3 on the western side of the Highway depends significantly upon the use of areas that are only temporarily available. These areas are the vacant block in Beach Road and the nature strip along the Highway in front of Rip Curl.

The mix of land uses in precinct 3 and the non-coincidence of their various peak parking demands, highlights the value of parking provisions being in large pools that are available to the public for use by patrons of any premises.

In this regard, any new planning permits issued, including those relating to already developed facilities, should seek wherever possible to maximise the availability of the parking provided on private land for general public use and management.

East Side of Highway

The parking demands during business periods on the East side of the Highway are dominated by the Barwon Health Services facilities. At current levels of development in the balance of the east side of Precinct 3 (SUZ5), parking supply is easily adequate. There are ample on-street parking opportunities, which are currently under utilised.

4. PARKING OUTCOMES TO BE ACHIEVED BY THE PLAN

The outcomes of the *Surf Coast Highway Precinct 1 and Precinct 3 Parking Precinct Plan* are described as follows:

4.1 Create pools of public car parking areas to facilitate the sharing of car parking between different land uses.

An opportunity exists in Precinct 1 and 3 to provide shared public car parking given the mix of land uses existing and envisioned for the precincts. A benefit of shared public parking is the ability to significantly reduce car parking requirements compared with those outlined under Clause 52.06.

New developments should provide a significant proportion of their total parking requirements in a location and configuration that allows for full public use, that is, in pooled locations, available for use by patrons from different establishments. These parking areas should be signed as public car parks.

In **Precinct 1** the above outcome could be achieved through one of two options.

Option 1: Construct a service road along the Surf Coast Highway to provide site access and public parking for Precinct 1. This would involve:

- A widened one-way service road running parallel to the Highway, with appropriate access. The existing service road should be continued across the frontage between Grossmans Road and the existing McDonalds Restaurant on the Beach Road corner.
- 60° angle parking provided along both sides of the service road.
- Adequate landscaping provided to ensure that the front parking does not act detrimentally to the landscape and built qualities of the precinct.
- Provision of a reservation of around 24 metres to accommodate the service road (with 60 degree angle parking on both sides) and a footpath.
- Provision of a minimum 40 metres setback from the Grossmans Road corner of parking or access in order to provide for a landscaped buffer.
- Provision of up to two new service road entry points between the existing service road and Grossmans Road, subject to VicRoads approval.
- Incorporation of traffic calming measures to provide safe conditions on the road for pedestrians and cyclists in particular.
- Provision of additional parking, if required, located between and behind buildings on the Precinct 1 site.

OR

Option 2: Provide public car parking underground and to the rear of buildings facing the Surf Coast Highway to allow space for a dominant landscaping theme within the front building setback. This would involve:

- Provision of car parking predominantly to the rear of buildings and underground. Landscaping should dominate the front setback along the Highway.
- Design and siting and of car parking, including underground car parking, to facilitate general public use and access, and for such parking to be adequately direction signed as such.
- Integration of the existing termination of the service road with the Highway, including provision of adequate landscaping.
- Providing access to Precinct 1 via an entrance off Grossmans Road, and a single access point off the Surf Coast Highway, subject to VicRoads approval.

In **Precinct 3 – East Side of Highway** the outcome of 4.1 should be achieved as follows:

- Provide parking behind buildings to create an active building edge to the highway.
- Provide access to the car parking area from Beach Road, Puebla Street and Spring Street.
- Integrate the rear parking areas across property boundaries through interconnection and compatible design of levels and edge alignments, consistent with Figure 3.
- For buildings located between Puebla and Spring Street, parking is to be located to the side and rear of buildings. Vehicular access may be obtained directly off the Surf Coast Highway subject to VicRoads approval.

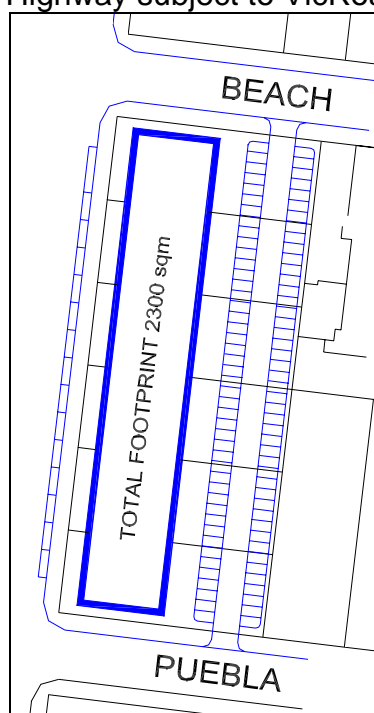


Figure 3: Rear Parking Layout

(This diagram is indicative only of the building footprint)

4.2 Incorporate Water Sensitive Urban Design measures and landscaping in car parking areas to improve storm water quality and increase shading.

Car parking design should incorporate water sensitive urban design features such as bioretention basins and swales, and sediment basins as documented in WSUD Engineering procedures: Stormwater (CSIRO, 2005).

Car parking areas should also be landscaped so that they contain trees that provide a canopy cover of these areas of at least 50% within 10 years of installation. This is to be complemented with understorey planting that maintains adequate pedestrian access and a visual opening between 1 and 3 metres in height.

4.3 Create a pedestrian and bicycle path in an east/west direction through the middle of Precinct 1 to create a link with 25 Grossmans Road.

A pedestrian and cycle path should be created in an east/west direction through the middle of the site to link Precinct 1 with 25 Grossmans Road (the Council site). An opportunity also exists to provide an 18m wide street reservation to create a pedestrian, bicycle and vehicular link between the properties. This could provide access to Precinct 1 and 25 Grossmans Road located to the rear of the site, thus increasing permeability through the site particularly for pedestrians and cyclists.



Figure 2: Indicative Diagram Showing East – West Link

4.4 Use the following parking rates for new development

The Surf Coast Highway Precinct 1 and Precinct 3 Parking Precinct Study sets out generic peak demand parking rates that can be used to guide the assessment of planning permit applications. In summary these are:-

Use	Measure	Provisional Requirements
Shop	Spaces per 100 square metres of leasable floor area	4.5*
Restaurant	Spaces per seat	0.40#
Office	Spaces per 100 square metres of leasable floor area	3.0

* If an applicant can demonstrate that they can manage peak parking demand through effective strategies which mitigate the need to supply car parking at the above rate to the satisfaction of the Responsible Authority, as detailed in the *Surf Coast Highway Precinct 1 and Precinct 3 Parking Precinct Plan, August 2006*, then a rate of 4.0 spaces per 100 square metres can be applied.

For large restaurants, (more than 100 seats), a detailed parking analysis is required to be submitted with a planning application.

Shop

Specialty (tourist related) retail (defined under “shop” within the Planning Scheme) is likely to generate peak parking demands at rates up to around 3.0 spaces per 100 square metres of floor area in the non-holiday periods. Despite a parking demand of up to 5 spaces per 100 square metres of floor area during holiday peak periods, a parking rate of 4.5 spaces per 100 square metres is considered more reasonable. This is as a result of the benefits of shared car spaces between uses and the relatively small number of days during the year where peak parking demands are required.

Staff parking will comprise up to about 1.5 spaces per 100 square metres of these estimates.

A parking provision of 4.5 spaces per 100 square metres on site is recommended for shops. However, if an applicant can demonstrate that they can manage peak parking demand through effective strategies which mitigate the need to supply car parking at a peak demand level of 4.5 spaces per 100 square metres, then a rate of 4.0 spaces per 100 square metres can be applied.

These measures might include:

- the management of staff parking in non-prime parking locations during peak parking periods; or
- the provision of showers and bicycle storage facilities, and the requirement that staff cycle or walk to work during peak parking periods.

Parking demand management strategies must not inappropriately compromise safety or amenity levels.

Restaurant

Provided that restaurants do not dominate the land use, restaurant related parking demands will have temporal distribution such that the peaks do not coincide with specialty retail or commercial uses. At peak periods, parking demands are likely to average around 0.40 spaces per seat occupied. If a ratio of restaurants to retail area of 1 to 3 applies and provision of parking for all premises that are used for retail or restaurants is made at 4 spaces per 100 square metres, there will be adequate parking for evening restaurant activity.

For large restaurants with more than 100 seats, there is likely to be a local dominance, and a special analysis of car parking demand should be provided with every permit application.

Office

Given that office use will be part of a mixed use development, with offices located in upper floor areas, the parking requirements for offices will benefit from the sharing of spaces between other uses. A reduced rate of 3.0 spaces per 100 square metres of office use should therefore be used.

Other allowed uses should be subject to the usual parking requirements and design guidelines in the Planning Scheme.