

20/03/2014
C66**SCHEDULE 1 TO THE PARKING OVERLAY**

Shown on the planning scheme map as **PO1**.

SURF COAST HIGHWAY, TORQUAY**1.0 Parking objectives to be achieved**20/03/2014
C66

To ensure an adequate supply of accessible car parking spaces is provided in defined areas that adjoin the Surf Coast Highway, Torquay.

To guide the provision of access to parking areas from the Surf Coast Highway and connecting streets.

2.0 Number of car parking spaces required20/03/2014
C66

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

Table: Car parking spaces

Use	Rate	Measure
Office	3	To each 100 sq m of leasable floor area

3.0 Design standards for car parking19/04/2013
VC95**Pools of Public Car Parking Areas**

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** (as defined in **Figure 1**) the above outcome could be achieved through one of two options:

- 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

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 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.

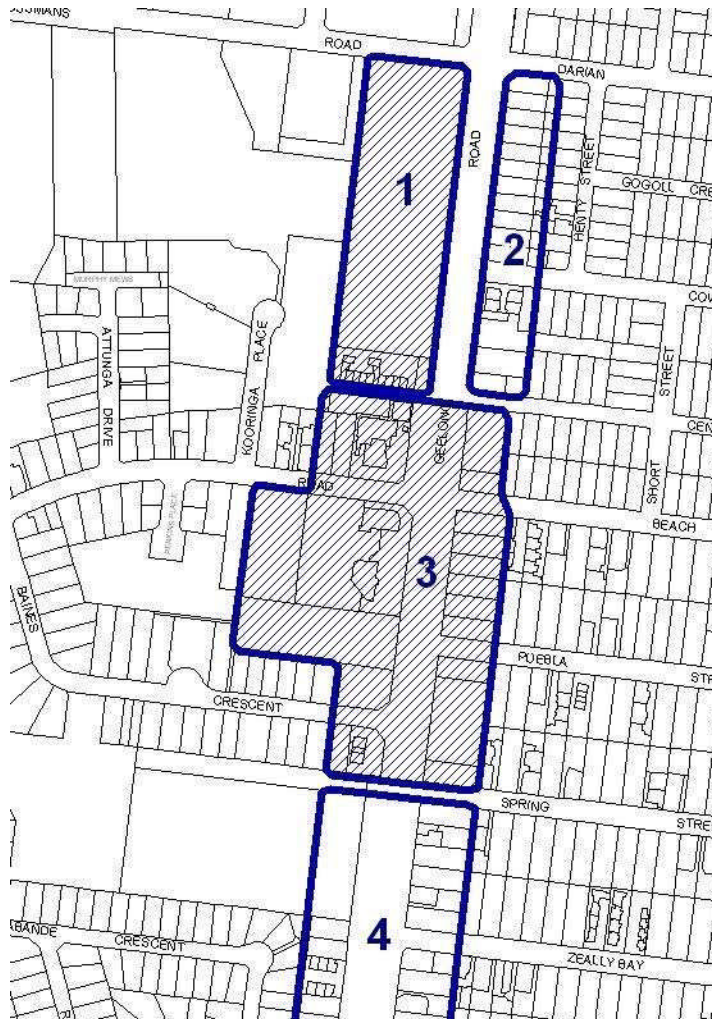


Figure 1: The location of Precinct 1 and Precinct 3

In **Precinct 3** (as defined in **Figure 1**) the above outcome 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 2.
- 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 2: Rear Parking Layout

(This diagram is indicative only of the building footprint)

Water Sensitive Urban Design Measures and Landscaping

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.

East/West Pedestrian and Bicycle Path

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 3: Indicative Diagram Showing East – West Link

4.0

Reference document

19/04/2013
VC95

Surf Coast Highway Precinct 1 and Precinct 3 Parking Precinct Plan (August 2006).