

Apollo Bay Commercial Centre Parking Precinct Plan



Apollo Bay Commercial Centre Parking Precinct Plan

Prepared for

Colac Otway Shire

Prepared by

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1.0 Introduction

1.1 Background

This Parking Precinct Plan for the Colac Commercial Centre has been prepared as an independent document incorporating the findings of the Parking Strategy for Colac and Apollo Bay.

Specifically, this Parking Precinct Plan has been prepared to formally:

- Update the parking rates set out in Clause 52.06 of the Colac Otway Shire Planning Scheme with more applicable parking rates which better reflect the local parking characteristics of the Apollo Bay Commercial Centre; and
- Provide the basis for the future collection of cash-in-lieu contributions for the waiver of car spaces.

The boundary to which this Parking Precinct Plan applies is the central area of Apollo Bay (refer to Figure 1.1) which is the main focal point for retail and hospitality land uses within the township and includes significant trip attractors such as the foreshore retail strip and the beachfront.

1.2 Accompanying Documents

Colac Otway Shire has commissioned AECOM to prepare a Car Parking Strategy for the commercial areas of Colac and Apollo Bay which sets out a range of strategic policies to direct commercial development and associated car parking requirements in the towns over a 20 year period. The policies set out in the Parking Strategy have been developed based upon the findings of an Issues and Opportunities study previously prepared by AECOM for each township. The Issues and Opportunities studies discussed a range of parking related issues identified through extensive surveying of the commercial areas of each township and put forward a set of possible opportunities to help address these issues and guide the future management of parking in Colac and Apollo Bay.

This Parking Precinct Plan provides the information relevant to deriving empirical parking rates for the Apollo Bay Commercial Centre, and should therefore be read in conjunction with the Issues and Opportunities document and the Parking Strategy for a detailed appreciation of the prevailing conditions and parking issues in the commercial centre.

Figure 1.1: Aerial Photo of Apollo Bay Commercial Centre (area bounded by red line)



2.0 Parking Supply and Demand

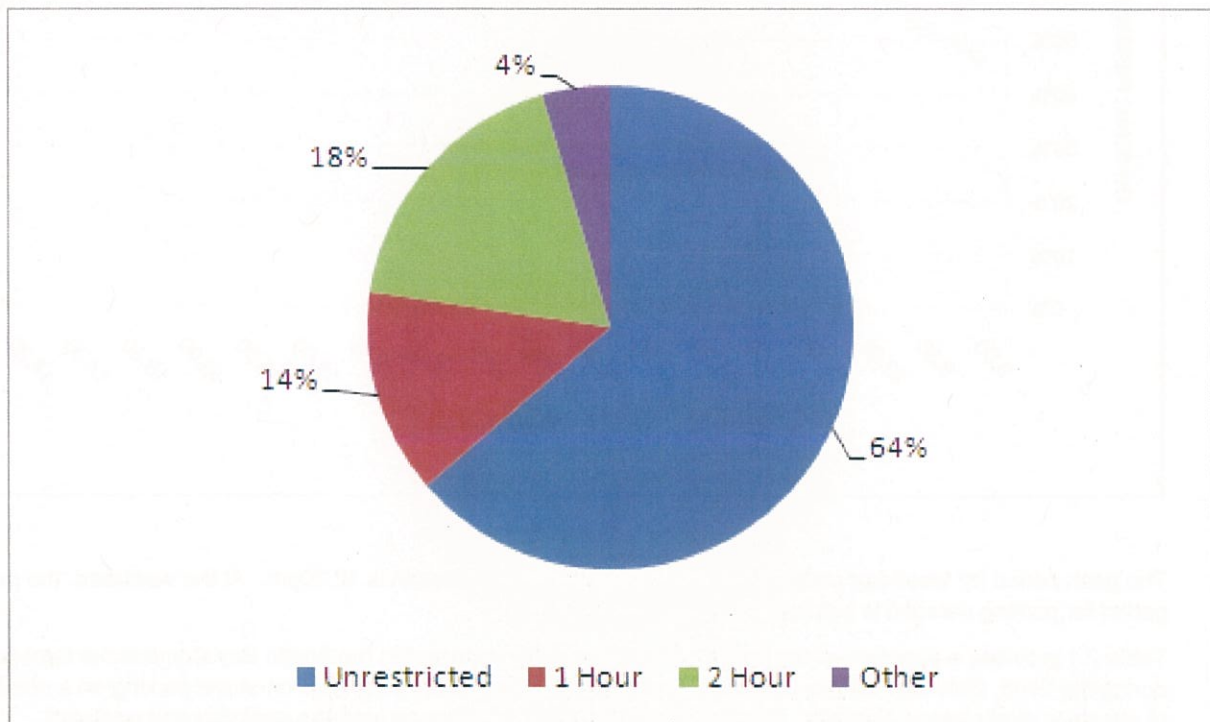
Comprehensive parking surveys were undertaken on behalf of Council during the peak holiday season in January 2008, 2009 and 2010 and then in February 2009 to gain an appreciation of parking demand during the off-peak season.

An in-depth analysis of the parking survey results is presented in the Issues and Opportunities Paper for Apollo Bay (under the cover of a separate document) with the key findings of the surveys outlined below.

2.1 On-Street Parking

There are a total of 578 on-street parking spaces within the Apollo Bay Commercial Centre. As shown in Figure 2.1, approximately two-thirds of the total parking spaces within the commercial centre are unrestricted, with short stay 1-2 hour parking accounting for close to a third of the remaining parking spaces provided.

Figure 2.1: Breakdown of on-street parking supply by parking restriction

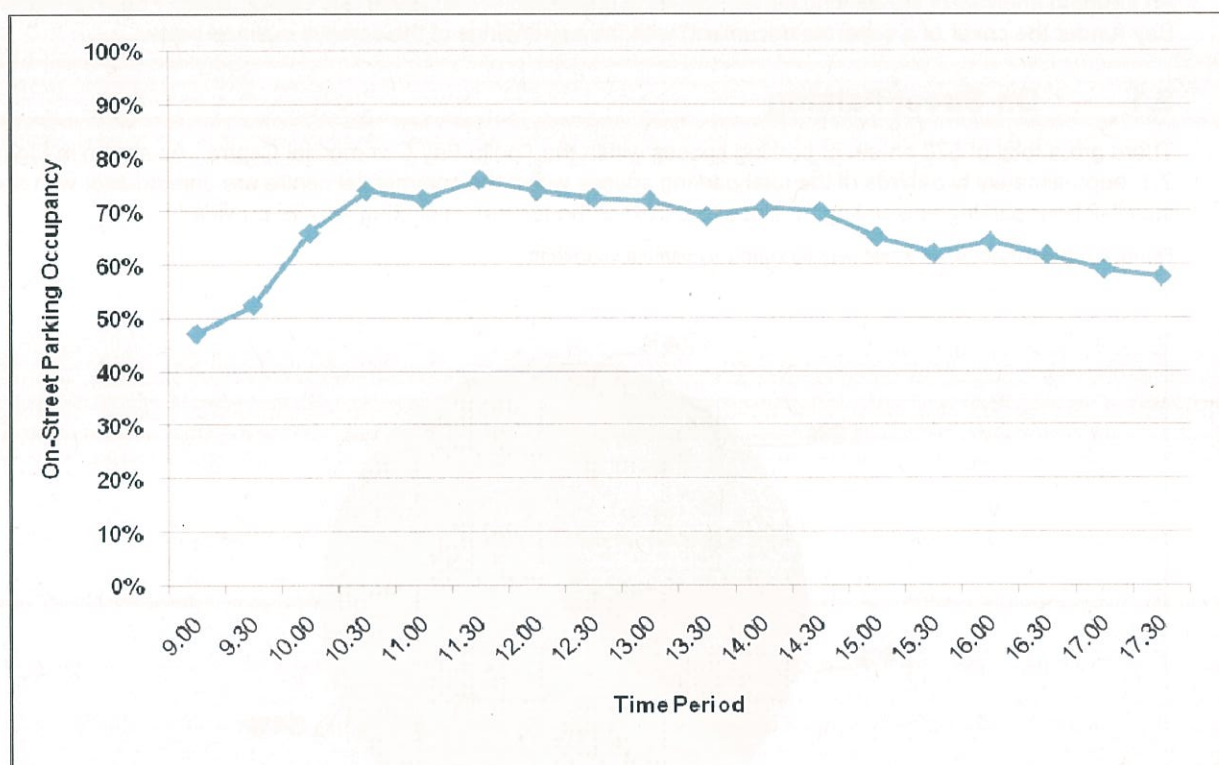


Parking restrictions in Apollo Bay are in operation between 8.30am and 5.30pm or in some cases 7.00pm between November and April. On-street parking is therefore generally unrestricted before 8.30am and after 5.30pm or 7.00pm.

2.1.1 Holiday Season Key Findings

Figure 2.2 shows a typical daily profile of on-street parking occupancy within the Apollo Bay Commercial Centre during the holiday season. Over the entire commercial centre, the peak occupancy of on-street car parking spaces was 76%.

Figure 2.2: Daily profile of weekday on-street parking occupancy (holiday season 2010)



The peak period for **weekday** parking demand during the holiday season is 12.30pm. At the **weekend**, the peak period for parking demand is between 11.00am and 11.30am.

Table 2.1 provides a summary of the peak parking occupancy observed in the Apollo Bay Commercial Centre during the 2008, 2009 and holiday seasons. During the busiest period of the day, on-street parking on a number of streets is at or close to capacity. This was observed to be the case on both the weekday and weekend surveys.

Table 2.1: Holiday Season Peak Parking Occupancy

Street	Street Section	2008 Weekend Peak Occupancy (11.30am)	2009 Weekday Peak Occupancy (12.30pm)	2010 Weekend Peak Occupancy (11.30am)
Great Ocean Road	Thomson St – Hardy St	68%	36%	80%
	Hardy St – Moore St	99%	99%	98%
	Moore St – Nelson St	89%	95%	98%
Hardy Street	Great Ocean Road – Pascoe St	100%	100%	100%
McLaren Street	Great Ocean Road – Pascoe St	100%	100%	80%
Moore Street	Great Ocean Road – Pascoe St	100%	93%	95%
	Pascoe St – Diana St	71%	24%	100%
Nelson Street	Great Ocean Road – Pascoe St	65%	74%	56%
	Pascoe St – Diana St	3%	0%	0%

Street	Street Section	2008 Weekend Peak Occupancy (11.30am)	2009 Weekday Peak Occupancy (12.30pm)	2010 Weekend Peak Occupancy (11.30am)
Pascoe Street	Thomson St – Hardy St	43%	32%	49%
	Hardy St – Moore St	98%	76%	100%
	Moore St – Nelson St	76%	75%	90%
Thomson Street	Great Ocean Road – Pascoe St	25%	20%	50%

On street parking in the Study Area is most highly utilised along the sections of Great Ocean Road fronting the foreshore area and retail outlets with parking demand overspilling into the intersecting side streets within close proximity to these main attractions. On-site observations indicate that given the lack of unoccupied spaces, visitors to the central Apollo Bay area are willing to circulate around the busiest areas or indeed temporally wait on the carriageway for a space to become available.

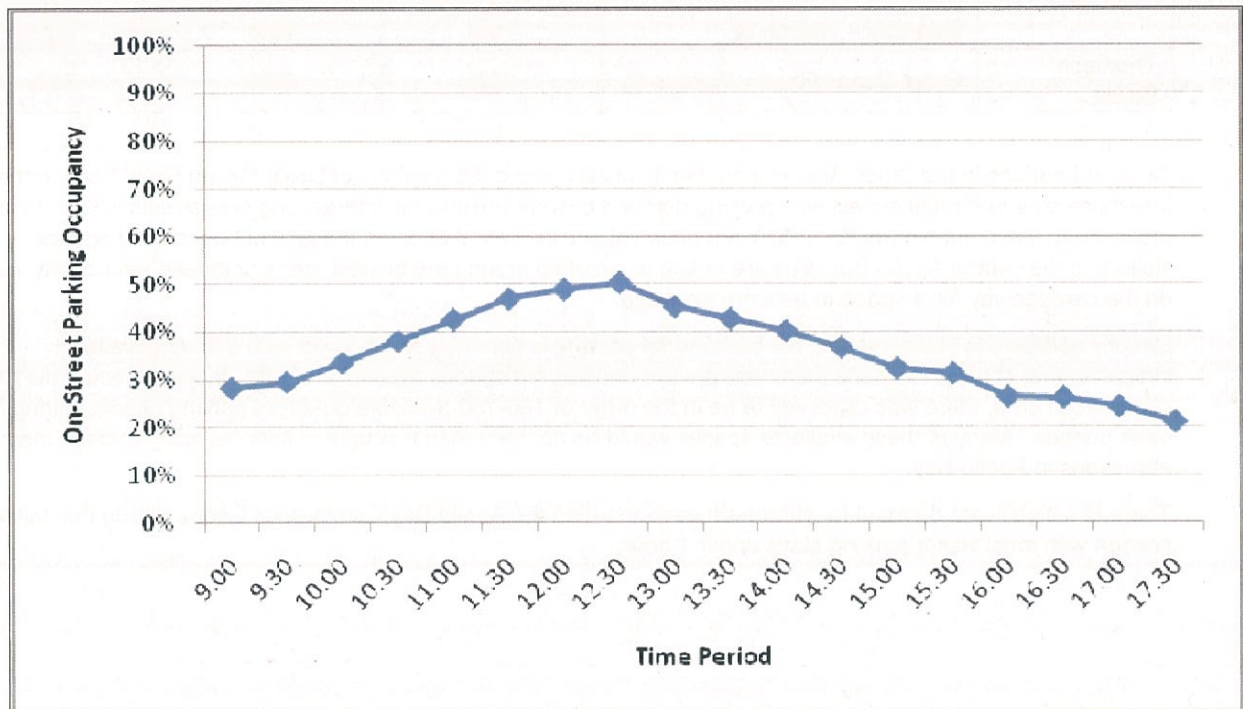
Directly outside the busiest areas, the demand for parking is generally much lower with site observations indicating that at most locations there was always unoccupied spaces available for use. Indeed, throughout the commercial area, there was observed to be in the order of 105-150 available on-street parking spaces during the peak periods. Many of these available spaces would be no more than a couple of minutes walk from the main attractions in Apollo Bay.

There is a significant demand for short term parking within the Apollo Bay Commercial Centre during the holiday season with most visitor parking stays under 1 hour.

2.1.2 Off-Peak Season Key Findings

Figure 2.3 shows the daily profile of weekend on-street parking occupancy within the Apollo Bay Commercial Centre during the off-peak season. Over the entire commercial centre, the demand for on-street parking during the **weekend** is fairly low with a peak parking occupancy of 50%. The demand for parking on a **weekday** during the off-peak season is even lower, with a peak parking occupancy of 35% over the entire commercial centre.

Figure 2.3: Daily profile of weekday on-street parking occupancy (off-peak season)



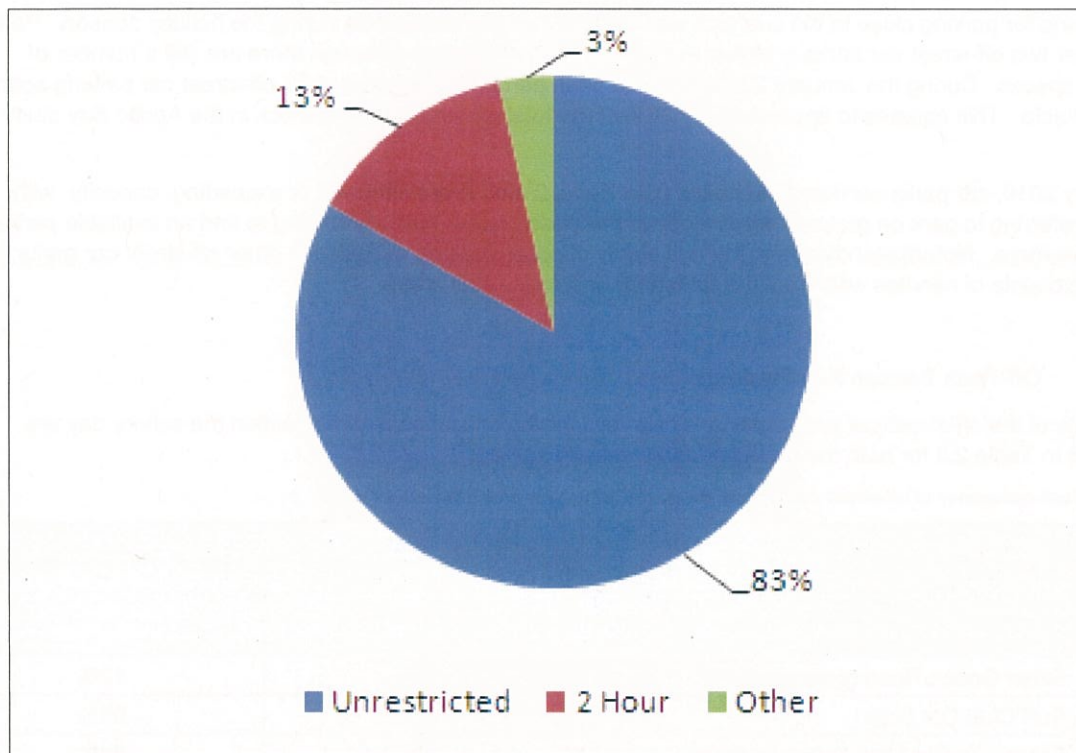
High levels of parking utilisation were observed on some streets during the off-peak season **weekend** day survey. Again, on-street parking in the commercial area is most highly utilised along the sections of Great Ocean Road fronting the foreshore area and retail outlets with parking demand overspilling into the intersecting side streets within close proximity to these main attractions. Directly outside the busiest areas, the demand for parking is low. Throughout the commercial centre, there was observed to be in the order of 175 available on-street parking spaces during the weekend peak period.

The demand for **weekday** parking during the off-peak season is generally low on all the surveyed streets. Indeed, throughout the commercial centre, there was observed to be in the order of 270 available on-street parking spaces during the peak period.

2.2 Off-Street Parking

There are 7 off-street car parks within the Apollo Bay Commercial Centre with a combined total of 263 off-street parking spaces. As shown in Figure 2.4, the majority of off-street parking spaces are unrestricted.

Figure 2.4: Breakdown of off-street parking supply by parking restriction



2.2.1 Holiday Season Key Findings

The results of the off-street car park occupancy surveys for the critical peak period within the survey days are presented in Table 2.2 for the 2008, 2009 and 2010 holiday seasons (it should be noted that car parks 5-7 were only surveyed during the January 2010 surveys).

Table 2.2: Peak occupancy of off-street car parks in the Apollo Bay study area (holiday season 2008 and 2009)

	Car park	2008 Weekend Peak Occupancy (11.30am)	2009 Weekday Peak Occupancy (1.00pm)	2010 Weekend Peak Occupancy (2.30pm)
1	Great Ocean Road (grassed area)	25%	45%	72%
2	Surf Club Car Park	93%	83%	93%
3	Foreshore Car Park (grassed area)	91%	91%	124%
4	Pascoe Street (unsealed public car park)	44%	76%	76%
5	Foodworks Car Park	-	-	87%
6	Roof top car park (No. 2 Moore Street)	-	-	21%
7	Apollo Bay Golf Course Car Park	-	-	64%

During the busiest period of the day, **weekday** off-street parking is approaching capacity in the off-street parking facilities located close to the surf club. These car parks provide direct access to the beach and are within a short walking distance of the retail facilities on Great Ocean Road.

In comparison, the demand for parking in the other two off-street car parks during the **weekday** peak period is relatively modest. Despite the lower occupancy rates, these car parks are also within a couple of minutes walk of the foreshore and main retail areas. During the weekday peak period, in the order of 77 off-street car parking spaces were available. This equates to approximately 43% of the total off-street parking stock in the Apollo Bay study area.

The demand for parking close to the surf club was also high on the **weekends** during the holiday season. Parking in the other two off-street car parks is higher in comparison to weekdays although there are still a number of available spaces. During the January 2008 weekend peak period, in the order of 53 off-street car parking spaces were available. This equates to approximately 30% of the total off-street parking stock in the Apollo Bay study area.

In January 2010, car parks servicing the beach (Car Parks 2 and 3) are either at, or exceeding, capacity, with visitors preferring to park on grassed areas close to the beach rather than attempting to find an available parking space elsewhere. Notwithstanding this, there is plenty of spare parking available in other off-street car parks that are only a couple of minutes walk from the foreshore and main retail areas.

2.2.2 Off-Peak Season Key Findings

The results of the off-street car park occupancy surveys for the critical peak period within the survey day are presented in Table 2.3 for both the weekday and weekend surveys.

Table 2.3: Peak occupancy of off-street car parks in the Apollo Bay study area (off-peak season)

	Car park	Off-Peak Period	
		Weekday Peak Occupancy (9.30am)	Weekend Peak Occupancy (12.00pm)
1	Great Ocean Road (grassed area)	5%	12%
2	Surf Club Car Park	69%	93%
3	Foreshore Car Park (grassed area)	7%	84%
4	Pascoe Street (unsealed public car park)	22%	24%

It can be noted from Table 2.3 that peak weekday parking occupancy outside of the holiday season is low in each of the surveyed off-street car parks. Indeed, during the weekday off-peak period, in the order of 142 off-street car parking spaces were available. This equates to approximately 80% of the total off-street parking stock in the Apollo Bay study area.

Table 2.3 shows that the demand for parking close to the surf club is also high on the weekends during the off-peak season. In comparison, the demand for parking in the other two off-street car parks during the weekday peak period is low. During the weekend peak period, in the order of 96 off-street car parking spaces were available. This equates to approximately 54% of the total off-street parking stock in the Apollo Bay study area.

3.0 Assessment of Parking Rates

3.1 Parking demand by key land uses

The parking surveys have identified that the majority (up to 90%) of parking demand in Apollo Bay during the survey period was generated by beachgoers and retail land uses. The existing provision of each of these key land use types in the Apollo Bay study area is outlined in Table 3.1.

Table 3.1: Key land use provision in the Apollo Bay study area

Land Use	Existing Provision (2009)
Supermarket (floor space)	1,580m ²
Restaurant (floor space)	3,760m ²
Other Retail (floor space)	5,390m ²

The number of on-street and off-street car parking spaces servicing these key land use types has been estimated through an analysis of the parking survey data, on-site observations and informal discussions with visitors to Apollo Bay on the survey days.

The demand for parking for each land use category has been calculated by summing the total number of cars parked in the on and off street parking spaces observed to be servicing each land use at the busiest time of the survey day for that land use.

An empirical parking rate based on existing parking demand has been determined for each key land-use in the Apollo Bay study area. This has been calculated by dividing the existing demand by the provision of each land-use as shown in Table 3.1. Table 3.2 provides an estimate of the existing parking demand and calculated demand based parking rates for each key land-use in the Apollo Bay study area.

Table 3.2: Existing demand and calculated demand based parking rates

Land Use	Existing Parking Demand	Demand Based Empirical Parking Rate
Supermarket	23*	3 spaces per 100m ² floor space
Restaurant	282	0.3 spaces per seat
Other Retail	60	1.2 spaces per 100m ² floor space
Beach	94	N/A

* Based on survey of visitors to Foodworks on Moore Street / Pascoe Street

3.2 Comparison with existing parking rates

Clause 52.06-5 of the Colac Otway Shire Planning Scheme outlines the Statutory Rates required for the provision of car parking for developments in Apollo Bay.

Following an Advisory Committee state wide review of planning scheme parking rates in 2007-2008, the Department of Planning and Community Development (DPCD) is in the process of seeking consultation on proposed changes to Clause 52.06 of the planning scheme.

At the time of writing, there is no indication when (or even if) the proposed Victorian Government changes to Clause 52.06 will be adopted and form the statutory guidance for parking provision in Victoria. It is considered likely that the proposed Victorian Government rates will be adopted and will form the statutory guidance for parking provision in Victoria.

Table 3.3 provides a comparison between the current Planning Scheme Rates, those suggested by the Victorian Government Advisory Committee and the demand based parking rates for each key land use type in the Apollo Bay study area. The existing parking rates for residential dwellings has been included within Table 3.3 for reference purposes.

Table 3.3: Comparison of parking rates

Land Use	Planning Scheme Rates	Victorian Government Proposed Rate	Demand Based Empirical Parking Rate
Supermarket (spaces per 100m ²)	8	5	3
Restaurant	0.6 spaces per seat	3.5 spaces per 100m ²	0.3 spaces per seat*
Other Retail (spaces per 100m ²)	8	4	1.2
Residential (per 1 or 2 bed dwelling)	2	1	N/A

* The demand based empirical parking rate measurement for restaurant uses in Apollo Bay that has been applied is spaces per seat as opposed to spaces per 100m². This measurement reflects that many of the convenience restaurants and restaurants in Apollo Bay have outdoor seating (and additional indoor seating to cater for peak demand) which is not included / reflected appropriately within the GFA of the respective buildings.

Table 3.3 indicates that the demand based empirical parking rates for the supermarket and shops are much lower than that specified in both the Planning Scheme Rates and the Victorian Government proposed parking rates. This suggests that applying these parking rates to new developments may result in an overprovision of car parking.

3.3 Future parking provision

A retail-economic analysis undertaken on behalf of Council suggests that potential exists for an additional 2,600m² of new retail floor space to be developed in the Apollo Bay study area over the period 2009 and 2025.

Of this total amount:

- approximately 410m² is likely to be new food retail space potentially in the form of supermarket expansion
- approximately 610m² is likely to be food catering potentially in the form of new cafes and restaurants
- approximately 1,580m² is likely to be non food retail

An analysis of potential development sites indicates that the new retail facilities are likely to be located on Pascoe Street or as part of the redevelopment of the harbour.

It is also noted that in-fill residential development will also occur within the Apollo Bay study area including an increased number of shop top apartments. The full extent of in-fill residential development is not known at this time, however, it is likely that the majority of this development would be required to provide on-site parking.

4.0 Amendment to Parking Rates and Associated Policy

4.1 Revised parking rates

The recommended amendments to the car parking rates for the Apollo Bay Commercial Centre are provided in Table 4.1.

Table 4.1: Statutory Planning Scheme and Recommended Car Parking Rates

Land Use	Planning Scheme Rates	Victorian Government Proposed Rate	Demand Based Empirical Parking Rate	Recommended Rate
Supermarket (spaces per 100m ²)	8	5	3	3
Restaurant, Convenience Restaurant	0.6 spaces per seat	3.5 spaces per 100m ²	0.3 spaces per seat	3.5 spaces per 100m ²
Shop, Convenience Shop, Takeaway Food Premises (spaces per 100m ²)	8	3.5	1.6	2
Residential (per 1 or 2 bed dwelling)	2	1	N/A	1

The rationale for selecting the recommended car parking rates in Table 4.1 is discussed below:

Supermarket

The demand based empirical rates for supermarket land uses in the Apollo Bay Commercial Centre is 3 spaces per 100m². This rate reflects the small nature of supermarkets in the commercial centre in comparison to supermarkets in urban centres. In recognition of this and the need to avoid an oversupply of parking, it is recommended that a parking rate in line with the measured demand for supermarkets in the commercial centre (i.e. a minimum of 3 spaces per 100m²) be adopted.

Restaurants

The demand based empirical rates for restaurant land uses in the Apollo Bay Commercial Centre is 0.3 spaces per seat. This parking rate is higher than the equivalent rate of 3.5 spaces per 100m² as set out in the Victorian Government proposed changes to Clause 52.06 of the planning scheme. Despite this, it is recommended that the Victorian Government rates are adopted for the following reasons:

- The peak demand for parking for restaurant uses as recorded in the surveys is only likely to be representative of a dozen or so days per year. Outside of the summer peak periods, the parking demand generated by restaurant uses is significantly lower.
- Many shops and food catering outlets in the Apollo Bay Commercial Centre are unlikely to generate single purpose trips and be part of a multipurpose trip meaning that the parking demand is shared by a number of land uses.

In light of this, it is considered that the Victorian Government proposed rate of 3.5 spaces per 100m² is to be adopted for Restaurant and Convenience Restaurant uses.

Shop

The demand based empirical rates for shops is 1.2 spaces per 100m². This low demand for parking reflects that many shops are unlikely to generate single purpose trips and therefore be part of a multipurpose trip meaning that the parking demand is shared by a number of land uses. However, given the limited available parking supply in Apollo Bay during the peak periods, it is recommended that a more conservative, yet comparably low, parking rate of a minimum of 2 parking spaces per 100m² be adopted for both shops / convenience shops. This rate is in line with a recent VCAT ruling in which the tribunal accepted that 2 spaces per retail occupancy represented an adequate parking supply for a retail development on Great Ocean Road within the commercial centre.

Residential

Existing residential dwellings in the commercial centre generally provide ample off-street parking and where not surveyed as part of the Colac and Apollo Bay Parking Study. However, it is noted that in-fill residential

development will occur within the Apollo Bay study area including an increased number of shop top apartments. In order to minimise the impact of residential parking on streets in the commercial centre (whilst recognising that there is very limited travel options other than car), it is recommended that Council adopt the proposed Victorian Government parking rate for residential developments (in business zones) which is set at 1 space per 100m².

Other Land Use Categories

There are no changes proposed to any of the other Planning Scheme rates for other land-uses not specified in Table 4.1. However, consideration should be given to the corresponding parking rate put forward by the Victorian Government in their proposed changes to Clause 52.06 in the review of development planning applications for other land use categories.

4.2 Exceptions to parking standards

Generally, all new land uses should be required to meet the revised parking standard set out in this Parking Precinct Plan. However, where the developer or occupier of a new development is able to demonstrate that the corresponding parking rates for that land use type will result in an overprovision of parking, Council could accept a lower provision. An example of this would be a small office or studio that has limited staff and visitors but requires sufficient space for storage, handling of large goods or working space. In such circumstances suitable justification and a detailed analysis should be submitted with the development application.

4.3 Changes in land use

As per the current system applied by Council, parking credits associated with the previous land use should be taken into consideration in the assessment of parking requirements.

4.4 Extensions to land uses

In most circumstances, Council should require that extensions to existing buildings that increase the gross floor area of the land use shall provide additional parking in line with the parking standards set out in this Parking Precinct Plan.

However, at the discretion of Council, exceptions to this policy may be allowed where:

- The size of the extension will result in less than 1 additional car parking spaces to be provided; or
- The nature of the extension is demonstrated not to result in an increased parking demand at the development.

In order for Council to waive the requirement to provide additional parking, suitable justification and a detailed analysis should be submitted with the development application.

4.5 Multi use developments

Opportunity may exist in some buildings which provide more than one land use type to reduce the overall parking requirement by providing shared or consolidated parking. For example, a building containing a ground floor shop and a first floor residential component may exhibit different parking demands, with the shop typically used during the day and the residence used in the evening.

In such circumstances, Council should accept a lower parking rate for the development if the developer or occupier can provide sufficient evidence that a shared car park could sufficiently cater for the buildings parking needs.

4.6 Situations where parking is to be provided on site

Taking into consideration the size and constraints of particular development sites, there are some land use types and locations where Council should generally expect that all parking should be provided on-site. This includes:

- Any new or extension to a supermarket where staff and visitor car parking and loading requirements should be accommodated on-site.
- New residential developments, whether standalone buildings or as part of non-residential development
- Locations where the demand for parking is high, particularly within close proximity to Great Ocean Road. However, there may be special circumstances where the requirement to provide parking on-site may not be achievable. Under such circumstances, Council may allow the availability of on-street parking to be considered as part of the application, whilst the developer or land owner will also need to demonstrate to Council that appropriate measures are to be put in place to minimise the parking impact of the development.

For other land use types outside of the areas of highest parking demand, Council could consider the availability of on and off street parking in the area to cater for some of the developments parking demand i.e. visitor parking, subject to a cash-in-lieu contribution being made (see below). This is likely to be particularly the case for small retail outlets which may not have sufficient space for off-street parking and rely on the provision of on-street or nearby public off-street parking to attract custom.

4.7 Payment in Lieu Scheme

It is recommended that future developments unable to satisfy their off-street car parking requirements should be required to make a financial contribution to Colac Otway Shire to assist in funding alternative parking to manage the impact of parking shortfalls. The contribution should be required by owners of new developments, extensions to existing buildings and when a change of use occurs to an existing building that will result in a higher parking rate requirement.

The introduction of a Payment in Lieu scheme in conjunction with the amended statutory parking rates is designed to provide clarity and equity with respect to parking requirements. Where applicants are unable to provide on-site parking due to constraints, Council will be able to collect funds in lieu of parking and use these to address the impacts of the parking shortfall. This system also removes the need for Council to provide dispensation to developers who are unable to provide the statutory parking rates on-site.

Having established more realistic parking rates for key land use categories, it is reasonable for all future developments to achieve those parking supply levels. Where developments are unable to provide the requisite parking, a financial contribution in lieu of parking should take place.

In 2003, Council determined that a payment of \$11,200 per space was the appropriate payment in lieu of the provision of car parking in the commercial precinct of Apollo Bay. As no policy has been incorporated into the planning scheme to enable Council to request cash in lieu contributions for the waiver of car spaces, cash in lieu payments has relied on the voluntary agreement with developers which has resulted in some discretion as to its application and the amount required for each space. Council has been successful in negotiating by agreement cash in lieu contributions for a number of major planning development proposals in Apollo Bay where a significant number of car spaces were required. The car parking cash in lieu contributions collected so far from these developments has been used to assist in funding car parking provision in Apollo Bay (e.g. formalisation of the existing car parking area and private land located in between commercial premises fronting Great Ocean Road and Pascoe Street, to the south of Moore Street).

A major cost usually associated with publicly providing new off-street car parking facilities is the cost of purchasing land. Council estimates that current land values in the Apollo Bay Commercial Centre range between \$500 per square metre to \$1,500 per square metre depending on location within the commercial centre. Using these land values, it is estimated that the approximate cost of a 'ground level' car park in the Apollo Bay Commercial Centre could feasibly be in the order of \$20,000 to \$50,000 per space depending on where the off-street car park is to be situated within the commercial centre.

The cost of providing car parks will ultimately be determined based on a range of factors including the availability and cost of land and construction costs which can vary significantly based on topography, geological conditions, access issues and distance and connectivity into services.

Whilst initial estimates suggest that the cost of providing a 'ground level' car park in Apollo Bay could be upwards of \$20,000 per space, it is recommended that a lower rate of \$13,000 per space is adopted for the following reasons:

- There needs to be a balance between recovering the potential costs of parking and retaining the economic competitiveness of the commercial centre, particularly given the current economic climate. In this regard, the \$13,000 per space is in line with that requested by Surf Coast Shire for cash-in –lieu in Torquay which is also a coastal town in Victoria.
- It is higher than the cash in lieu payments previously negotiated by Council with developers in Apollo Bay.
- Council may not be required to wholly take on the full costs of providing new car parks.
- The payment in lieu funds may be used to provide publicly provided parking where there isn't a sufficient land cost i.e. additional parking provided in the road reserve.

Whilst the implementation of a cash –in-lieu scheme does provide increased flexibility for developers who are unwilling or don't want to provide parking, in most cases Council should encourage the full provision of car parking in accordance with the adopted parking rates as a first preference, particularly if this is seen to result in the best outcome for the commercial centre.

The amount of \$13,000 (plus GST) is to be adjusted annually from 1 July 2012 using CPI (all groups) as the index.

5.0 Implementation

5.1 Planning Scheme Amendment

It is recommended that this Parking Precinct Plan becomes an Incorporated Document under Clause 81 of the Colac Otway Shire Planning Scheme.

The Apollo Bay Commercial Centre Parking Precinct Plan should be implemented by replacing the Schedule to Clause 52.06-6 of the Colac Otway Shire Planning Scheme and applying the car parking rates outlined in that document.

5.2 Monitoring and Review

This Parking Precinct Plan reflects the current car parking capacity and demand for the various land-uses. It is possible that as a result of factors such as the predicted growth of Elliminyt, that car parking characteristics and travel patterns may alter in the future.

This Parking Precinct Plan shall be reviewed every four years in conjunction with the Municipal Strategic Statement (MSS) review, which is conducted every 4 years as stated by the Colac Otway Shire Planning Scheme. The review of this Parking Precinct Plan will be undertaken by Council to ensure it reflects local conditions and reflects relevant policies.

Appendix A

PROPOSED SCHEDULE TO CLAUSE 52.06-6

Appendix A PROPOSED SCHEDULE TO CLAUSE 52.06-6

Name of Incorporated Parking Precinct Plan	Requirement		
Apollo Bay Commercial Centre Parking Precinct Plan, December 2011	1.0 Car Parking Rates		
	The Parking Precinct Plan affects land within the Apollo Bay Commercial Centre		
	USE	CAR SPACE MEASURE	RATE
	Supermarket	Car spaces to each 100 sq m of leasable floor area	3
	Restaurant, Convenience Restaurant	Car spaces to each 100 sq m of leasable floor area	3.5
	Shop or Takeaway Food Premises	Car spaces to each 100 sq m of leasable floor area	2
	Residential	Car spaces per 1 or 2 bed dwelling	1
	Car parking rates for all other uses are to be provided in accordance with Clause 52.06.		
	Exceptions: <ul style="list-style-type: none"> - An extension to an existing building where: <ul style="list-style-type: none"> • The size of the extension will result in less than 1 additional car parking spaces to be provided; or • The nature of the extension is demonstrated not to result in an increased parking demand at the development. 		
	2.0 Payment in Lieu of Parking A cash contribution in the amount of \$13,000 (plus GST) in respect of each car parking space or part thereof which is required under this Scheme and which is not provided on the land (but the net of car parking credits) must be paid to the responsible authority. This cost should be adjusted annually from 1 July 2012 using CPI (all groups) as the index.		
	3.0 Other Requirements A permit cannot be granted to reduce or waive the car parking requirement for retail or supermarket use unless: <ul style="list-style-type: none"> - Car parking credits exist. - It can be demonstrated to the responsible authority that the corresponding parking rates for that land use type will result in an overprovision of parking. - Any reduction in car parking demand due to the sharing of car spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces. - There is a surplus of car parking in the locality. - Any other relevant consideration. 		

Name of Incorporated Parking Precinct Plan	Requirement
	<p>Until the responsible authority is paid contributions and/or an agreement has been made under section 173 of the Act guaranteeing future payment of contribution(s) for car parking spaces, any permit for the waiver or reduction of car parking spaces in connection with any use must contain a condition to the following effect:</p> <p><i>"Before the use or development begins, a payment of (insert amount) (plus GST) must be paid to the responsible authority in respect of each car parking space or part thereof required under this Scheme but which is not provided on the land (net of car spaces provided and parking credits). The contribution is to be indexed annually according to CPI (all groups) until it is paid."</i></p> <p>Or:</p> <p><i>"Before the use or development begins, the owner of the land must enter into an agreement under section 173 of the Act in which the owner agrees to pay a contribution of (insert amount) (plus GST) in respect of each car parking space or part thereof which is required under this Scheme but cannot be provided on the land (net of car spaces provided and parking credits).</i></p> <p><i>"The agreement may provide for the payment of the contribution in instalments plus an interest component equivalent to the interest rate payable on unpaid rates and charges under the Local Government Act 1989 and it must provide that all instalments and accrued interest are paid within 5 years of the first instalment.</i></p> <p><i>"The agreement must provide that the contribution is to be indexed annually according to CPI (all groups) until it is paid.</i></p> <p><i>"The agreement must also provide for the owner to pay Council's costs of preparing, registering and then upon its ending, de-registering the agreement."</i></p>