

# Doncaster Hill Parking Precinct Plan

Prepared for:

MANNINGHAM CITY COUNCIL


5 JULY 2004

A4860

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## DOCUMENT ISSUE

ISSUE	DATE	DESCRIPTION	NAME	SIGNATURE
Draft	02/10/02	For Comment	Greg Tucker	Original Signed
Draft	06/11/02	For Comment	Greg Tucker	Original Signed
Draft	9/12/02	Rev A.	Greg Tucker	Original Signed
Final	28/04/03	Final	Greg Tucker	Original Signed
Revision A	05/07/04	Includes Panel Recommendations	Greg Tucker	Original Signed
Revision B	05/07/04	Includes DSE Recommendations	Greg Tucker	

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## 1 PURPOSE OF THE PARKING PRECINCT PLAN

Doncaster Hill has evolved as a 'Principle Activity Centre' including commercial, retail, residential and recreational facilities. The City of Manningham has been preparing a strategy to allow for intensive development of the Doncaster Hill area over the next 20 years. The desire of high density living alongside commercial and retail facilities is being planned to achieve a 'substantial and smart' urban village.

The purpose of the Doncaster Hill Parking Precinct Plan is to establish the most efficient way for future expected car parking demands to be accommodated within the Doncaster Hill area including the stipulation of suitable car parking requirements for key land uses within Doncaster Hill

The Doncaster Hill Parking Precinct Plan refers to the findings of the *"Doncaster Hill Parking Study"* and the *"Doncaster Hill Parking Study - Technical Report"* which has assessed the expected future car parking requirements of Doncaster Hill and the way in which these requirements can most effectively be managed.

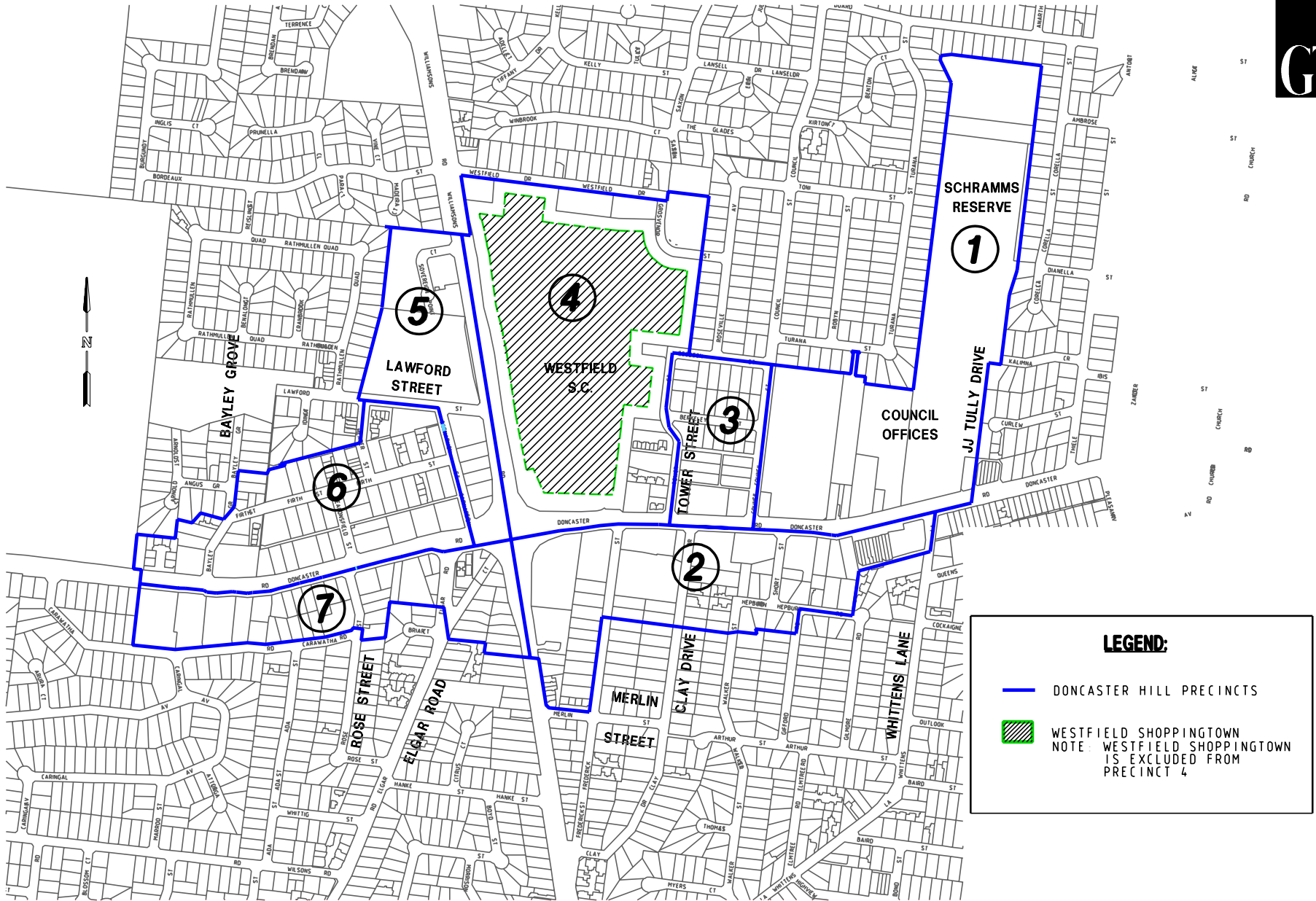
## 2 AREA OF PARKING PRECINCT PLAN

The Parking Precinct Plan applies to the Doncaster Hill area which is defined in Figure 1 and has also been divided into seven (7) more manageable precincts for the purpose of detailed analysis. These precincts are shown in graphical form in Figure 1 and can be best described as follows:

- Precinct 1: Municipal Precinct;
- Precinct 2: Doncaster Hill South Precinct;
- Precinct 3: Doncaster Hill North Precinct;
- Precinct 4: Doncaster Hill Shoppingtown Precinct;
- Precinct 5: Hotel Precinct;
- Precinct 6: Commercial / Office Precinct; and
- Precinct 7: Commercial / Restaurant Precinct.

It should be noted that Precinct 4 represents something of an anomalous situation in the context of this Parking Precinct Plan. Doncaster Shoppingtown has been the subject of many detailed traffic and parking studies and specific controls for development including traffic access and car parking requirements have already been incorporated within the Manningham Planning Scheme.

As a consequence Doncaster Shoppingtown has been effectively deleted from Precinct 4 and subsequent analysis and discussion. Precinct 4 is reduced, for the purposes of this Parking Precinct Plan, to the area bounded by Doncaster Road, Tower Street, Goodson Street and the eastern extent of Doncaster Shoppingtown.



**FIGURE 1: DEFINITIONS OF DONCASTER HILL PRECINCTS**

### 3 PARKING DEMAND AND SUPPLY IN PRECINCT

The supply of car parking within the Doncaster Hill area consists of some 815 on-street spaces and some 2,466 off-street spaces totalling 3,281 parking spaces<sup>1</sup>. A breakdown of car parking supply between Precincts 1– 7 is shown in Table 1.

**TABLE 1: SURVEY OF CAR PARKING SUPPLY BY PRECINCT**

PRECINCT	ON-STREET SUPPLY	OFF-STREET SUPPLY	TOTAL
1	33	477	510
2	103	646	749
3	88	10	98
4 [1]	198	88	286
5	28	400	428
6	237	354	591
7	128	491	619
<b>Totals</b>	<b>815</b>	<b>2466</b>	<b>3281</b>

[1] All parking supplies in precinct 4 exclude Doncaster Shoppingtown.

The demand of car parking within the Doncaster Hill area was established for both a Friday and Saturday.

A summary of the peak parking demands recorded during these surveys is shown in Table 2.

**TABLE 2: SURVEY OF CAR PARKING DEMANDS IN DONCASTER HILL**

DAY	LOCATION	SUPPLY	DEMAND	OCCUPANCY	TIME OF PEAK
Friday	Off-Street	2466	1254	51%	1:00pm
	On-Street	815	258	32%	11:00am
	Total	3281	1495	46%	1:00pm
Saturday	Off-Street	2466	699	28%	9:00pm
	On-Street	815	105	13%	11:00am
	Total	3281	745	23%	9:00pm

[1] All parking supplies and demands exclude Doncaster Shoppingtown.

The summary of car parking demands shown in Table 2 indicates the following:

- A peak off street parking occupancy of 51% occurred on Friday at 1:00pm;
  - A peak on-street parking occupancy of 32% occurred on Friday at 11:00am;
- and

<sup>1</sup> All parking supplies exclude Doncaster Shoppingtown.

- A peak total occupancy of 46% occurred on Friday at 1:00pm.

Further to the above the Doncaster Hill Parking Study indicates the peak parking within any precinct in Doncaster Hill never exceeded 57% which was recorded on Friday in Precinct 6.

These surveys indicate an abundance of both on-street and off-street car parking within the Doncaster Hill area.

## 4 OUTCOMES OF PARKING PRECINCT PLAN

The outcomes of the Doncaster Hill Parking Precinct Plan have been established with reference to the findings of the *Doncaster Hill Parking Study*.

The outcomes of the Doncaster Hill Parking Precinct Plan are described as follows:

- (i) Car parking within Doncaster Hill can be provided on the same site as the use or development or if the site size or shape is not suitable and a development or use cannot provide sufficient car parking on-site, a permit may be granted for the use of off-site car parking.

Before a permit may be granted for the use of any off-site car parking the owner of the development site, the owner of the site being used for any off-site parking and the responsible authority must enter into an agreement under section 173 of the *Planning and Environment Act 1987* or similar to ensure that the off-site car parking will be freely available and directly linked to the use on the subject site for the life of that use;

The responsible authority should also consider the following before a permit is granted for the use of off-site car parking:

- The proximity of off-site car parking to the proposed development site;
- The availability of convenient, safe and secure pedestrian access between the proposed development and any off-site parking areas;
- Whether the off-site parking area is clearly defined by signs as being associated with the development / use;
- Whether clear signage is provided on the development site as to the location of appropriate car parking associated with the site;
- Whether a clear demonstration has been provided as to the availability of parking within any off-site parking area being considered for use by the development; and
- The impacts of the use of any off-site parking on the amenity of the surrounding area.

The off-site car parking referred to above excludes on-street car parking.

- (ii) Developments within each of the seven (7) Doncaster Hill precincts are required to provide a car parking quantum in accordance with the key calibrated parking rates,

established within the Doncaster Hill Parking Study. These rates are set out in Table 3.

The peak requirement for car spaces for a site use listed in column 1 of Table 3 is the product of columns 2 and 3 of this Table.

**TABLE 3: PROVISION OF ON-SITE CAR PARKING**

USE	CAR SPACE MEASURE	RATE
Office	Car spaces to each 100 sq m of net floor area	2.5
Dwelling	Car spaces to each 1 bedroom dwelling	1.1
	Car spaces to each 2 bedroom dwelling	1.1
	Car spaces to each 3 or more bedroom dwelling	2.1
Restaurant	Car spaces to each seat available to the public	0.36
Shop, other than Supermarket, Department store and Restricted retail premises	Car spaces to each 100 sq m of leasable floor area	4
Restricted retail premises	Car spaces to each 100 sq m of leasable floor area	1.5

- (iii) Car parking requirements for developments with a land use of “dwelling” have been provided at rates similar to ResCode parking rates adjusted to include visitor car parking requirements which were adopted in the Doncaster Hill Parking Study. These rates are detailed in Table 3.

The following requirements for the breakdown of resident and visitor parking should be met when providing car parking for a “dwelling” land use:

- One long term resident space for each 1 and 2 bedroom dwelling;
  - Two long term resident spaces for each 3 or more bedroom dwelling;
  - 0.1 spaces per dwelling should be provided for visitor parking; and
  - Visitor parking should be clearly marked and accessible at all times
- (iv) A permit may be granted to vary the car parking requirements of the Doncaster Hill Parking Precinct Plan. The responsible authority will protect adjoining residential areas from the intrusion of car parking associated with developments within Doncaster Hill by considering the effects of car parking on adjoining residential areas before any variation of the requirements is granted.

The above outcomes of the Doncaster Hill Parking Precinct Plan are included in the Schedule to Clause 52.06-6 of the Manningham Planning Scheme.

## 5 **LOCATIONAL, FINANCIAL, LANDSCAPE AND OTHER ACTIONS**

The parking precinct plan has developed the opportunity for the implementation of car parking rates for key uses, which represent the specific situation of Doncaster Hill.

These car parking rates for key land uses apply to the seven (7) precincts within the Doncaster Hill area and should be updated and reviewed every 3 - 5 years to reflect the uniqueness of the Doncaster Hill area and behaviour changes of car usage and ownership which may develop over time in the Doncaster Hill area.