



Section 94 Contributions Plan 1993

Amendment No 69
05 CARP 0001 Ulladulla CBD
Ulladulla Car Parking 2006

Reference 27656

August, 2003

Table of Contents

1. INTRODUCTION	4
2. BACKGROUND	4
3. LEGAL.....	4
4. PURPOSE OF THE PLAN	5
5. METHODOLOGY	5
5.1 Nexus	5
5.2 Project selection	5
5.3 Existing supply and demand	6
5.4 Future population and floor space estimates.....	6
5.5 Retail floor space.....	6
5.6 Non-retail floor space	7
5.7 Projected retail and non-retail floor space – 2011	7
5.8 Future parking requirement.....	7
6. LAND TO WHICH THIS PLAN APPLIES.....	8
7. DEVELOPMENT AND DEMAND NEXUS.....	8
7.1 1993 Ulladulla core CBD area car parking	8
7.2 1993 commercial floor space	8
7.3 Future Car Parking Requirements Ulladulla CBD – 2011	8
8. ANALYSIS.....	9
9. PARKING ASSESSMENT.....	9
9.1 Private off-street parking	9
9.2 On-street parking.....	9
9.3 Public off-street parking.....	10

9.4	Additional car parking spaces since 1993	10
9.5	Parking requirement by 2006	10
9.6	Proposal	10
10.	CONTRIBUTIONS FORMULA	11
11.	CONTRIBUTION RATE	11
12.	PAYMENT OF CONTRIBUTION	11
12.1	Method of Payment.....	11
12.2	Deferment	11
12.3	Land dedication.....	12
13.	SCHEDULE OF FACILITIES	13
14.	TIMING.....	14
15.	ESTIMATED COST	14
16.	APPORTIONMENT OF COSTS	15
	APPENDICES.....	15
	REFERENCES	15
	SHOALHAVEN POPULATION PROJECTIONS TABLE	16
	AREA 5 POPULATION AGE CHARACTERISTICS TABLE.....	17
	EXISTING RETAIL FLOOR SPACE 1992	20
	PROJECTED RETAIL AND NON-RETAIL FLOOR SPACE – 2011.....	21
	COST APPORTIONMENT TABLE.....	22
	BENEFIT AREA MAP	23

1. Introduction

This Car Parking Contributions Plan has been prepared for the purpose of determining contributions for car parking under Section 94 of the Environmental Planning and Assessment (Contributions Plan) Amendment Act (1991) for developments within the Ulladulla Central Business District

Because contributions that could be levied from within smaller commercial centres would be insufficient to fund a car park, developers are required to provide all car parking on-site. Funds already collected from these smaller commercial areas will be used for the maintenance of on street parking within the particular shopping centres.

2. Background

The core CBD area is defined as the land bounded by Green Street, Street Vincent Street, South Street, Burrill Street South and the harbour.

When 05 CARP 0001 came into effect in 1993, it proposed three areas for provision of the future public off-street core CBD parking needs:

- Between Boree & Street Vincent Streets – construct at-grade parking for 121 spaces
- Complete the South Street car park – 52 spaces
- Boree Street multi storey car park - 368 spaces on the existing at-grade car park, ie a net increase of 213 spaces.

In total, therefore, it proposed an additional 386 car spaces.

Since that time there has been a net increase of 103 public car spaces in the Boree/Street Vincent Street area since the Plan started in 1993.

The South Street car park has also been completed (an additional 41 spaces over the 1993 figure).

No construction has been undertaken on the Boree Street multi storey car park, nor is it included in works programs in the immediate future.

Thus, 144 additional car spaces have been provided in the core CBD area since the original Contributions Plan came into effect.

3. Legal

This Contributions Plan is made under the provisions of Part 4, Division 6, Section 94B of the Environmental Planning and Assessment Act 1979 (as amended), in accordance with Part 4 of the Environmental Planning and Assessment Regulations 2002 to that Act.

4. Purpose of the Plan

(Clause 27(1)(a) EP&A Regulations 2000)

The purpose of this Plan is to fund the costs associated with the provision of car parking within the Ulladulla CBD area by way of a Section 94 contribution on the development of land within the benefit area associated with project 05 CARP 0001. For more detail, refer to the Benefit Area Maps in Appendix to this Plan.

Further, this amends project 05 CARP 0001 by:

- Providing for forecast reasonable parking needs to the year 2006 instead of 2011;
- Deleting the multi level parking proposal for the Boree Street (east) car park (but not from the adopted DCP for Ulladulla town centre) and replacing it with at-grade parking in the St Vincent Street/Boree Street block; and,

5. Methodology

5.1 Nexus

(Clause 27(1)(c) EP&A Regulations 2000)

New developments generate a demand for car parking spaces. Council's Car Parking Development Control Plan No.18 is used to determine the car parking requirements for a new development, based on the proposed land use. DCP No.18 is based on the Road and Traffic Authority's manual *"Policies, Guidelines and Procedures for Traffic Generating Development"*.

Generally, Council requires developers to provide all parking on site. However, in the main central business districts (CBD's) where a developer is unable to provide all or part of the required car parking on the

site, it is preferable to concentrate the parking into larger facilities. The cost of such facilities will be funded from contributions made by developers.

5.2 Project selection

In assessing the need for new facilities, the following procedure has been used:

1. Determine the existing retail and commercial floor space.
2. Determine the existing car parking requirement.
3. Determine the existing number of car parking supplied.
4. Assess whether the existing number supplied is in surplus or in deficit when compared to the requirement.
5. Estimate the anticipated increase in floor space to the year 2011.
6. Calculate the number of additional spaces required to satisfy the increase in floor space.
7. Estimate the number of car parking spaces to be provided by developers and the number to be provided by Council using contributions by the year 2006.

5.3 Existing supply and demand

An analysis of existing supply and demand for car parking has been made for each of the contribution areas. Ground surveys have been carried out to determine the amount of existing on street and off street parking.

The existing retail and commercial floor space was also measured and the theoretical demand for car parking was determined using Council's DCP No.18. In most centres, supply and demand was generally in balance.

In cases where there is a parking space surplus, brought about by the construction of a Council car park, the cost of the additional spaces will be recouped from contributions made by future developments.

In cases of car parking deficit, Council will bear the cost of making up the deficit.

5.4 Future population and floor space estimates

The future population projections used in the Plan are based on Council's "Population and Dwelling Trends 1992" using Australian Bureau of Statistics data to estimate the future populations for the five (5) Planning Areas in the City.

Projected population figures are available for five yearly intervals comprising high, medium and low growth rates. This Plan assumes medium population growth for the year 2006 planning horizon.

Population projections have been prepared for the City, and for each of the five Planning Areas. Age Characteristics relating to Planning Area 5 are shown in the *Area 5 Population Age Characteristics Table* in Appendix to this Plan.

5.5 Retail floor space

The average area of retail floor space per head of population in Planning Areas 1, 2 and 3 is 3.17 square metres. This is lower than the City average.

Planning Area 4 is bounded to the north and south by physical barriers and with the expected growth in retail facilities in Sussex Inlet, the provision of parking is expected to be relatively self sufficient. Similarly, Planning Area 5 is expected to be relatively self sufficient in shopping facilities.

Planning Areas 4 and 5, therefore, have been analysed individually. Areas 4 and 5 had growth rates of 6.95 and 4.1% respectively between 1986 and 1991.

Existing Retail Floor Space – 1993	
Planning Areas 1, 2 and 3	1.7m ² per Head
Planning Area 4	2.2m ² per Head
Planning Area 5	2.2m ² per Head

For detailed information relating to existing retail floor space, refer to Existing Retail Floor Space – 1992 table in the Appendix to this Plan.

The lower level of retail floor space in Planning Areas 1, 2 and 3, is probably accounted for by the low level of retail facilities in Area 3 where the rate of retail growth has not kept pace with residential growth. Planning Areas 4 and 5 have a higher level of retail floor space than the City average, probably due to the demand created by tourism.

5.6 Non-retail floor space

Analysis of the retail and non-retail floor space areas (including office, community, health and entertainment etc.) indicates that there is no clear relationship between the two in centres across the City. In the Nowra CBD, this relationship was found to correspond to a ratio of 6:4 (retail: non-retail) and corresponds to research carried out in Bowral, Mittagong and Moss Vale. The 6:4 ratio has been adopted as the basis for the projection of future non-retail floor space demand.

5.7 Projected retail and non-retail floor space – 2011

The Plan assumes a trend towards the City average of 1.8 square metres of retail floor space per person, which, combined with the future population projections, is used to estimate the future retail floor space for each Planning Area. Future non-retail floor space is estimated using the 6:4 ratio relationships with retail floor space.

For detailed information regarding future parking requirements, refer to the *Projected Retail and Non-retail Floor Space – 2011* table in Appendix to this Plan.

5.8 Future parking requirement

The future retail and non-retail floor space is distributed among the various centres based on existing trends, known future developments and Development Control Plans.

The future car parking requirements for 2011 is then calculated for each of the centres in accordance with DCP No.18: Car Parking:

Retail Floor Space	1 space per 24m ²
Non-retail Floor Space	1 space per 40m ²

Whilst non-retail floor space includes a number of uses, office type development is known to form a large percentage of this category. The parking demand for offices has been used to estimate the demand for non-retail floor space.

The number of new spaces required is estimated by deducting the existing car parking from the future parking requirements.

In most cases there is no scope for the expansion of on-street parking.

Between 1993 and 2001 within the Ulladulla CBD area, off-street parking has been provided at the rate of 57% by private developers and 43% by Council.

Given the potential areas still available for future commercial development within the Ulladulla CBD area, and the opportunities for the private sector to provide on-site parking in the future, it is not unreasonable for Council to maintain this trend in providing its share of off-street parking to the year 2006.

6. Land to which this Plan applies

(Clause 27(1)(b) EP&A Regulations 2000)

The Benefit Area generally comprises the zoned commercial area in the Central Business District or the retail core in the larger shopping centres. Because existing developments have either provided on-site parking or have already paid a Section 94 contribution, it is only the new or enlarged developments that will generate the demand for parking.

The retail core of the Ulladulla CBD is bounded by Green Street and the harbour, South Burrill Street to the east, South Street and St Vincent Street to the west. However, the commercially zoned area extends south as far as Parsons Street.

The subject land is shown bounded by a thick black line on the Benefit Area Map associated with project 05 CARP 0001 on Appendix to this Plan.

7. Development and demand Nexus

(Clause 27(1)(c) EP&A Regulations 2000)

The demand for future parking in Ulladulla will be influenced by both residential growth and by tourism. This Plan provides that developers south of South Street will be required to construct all parking on-site.

7.1 1993 Ulladulla core CBD area car parking

The 1993 breakdown of car parking within the core commercial area was as follows:

On-street	217	25%
Off-street (Council)	457	53%
Off-street (Private)	186	22%
	860	100%

7.2 1993 commercial floor space

Retail	13,400 m ²
Non-retail	12,600 m ²

Analysis of supply and demand indicated that the overall supply of parking satisfied the requirements of Council's Car Parking Development Control Plan No.18. East of the Princes Highway, there was a small surplus of 32 spaces, with a deficit on the western side of the Highway.

7.3 Future Car Parking Requirements Ulladulla CBD – 2011

		Parking Required
Future retail floor space	31,955 m ² divided by 24	1,333
Future non-retail floor space	21,330 m ² divided by 40	533
		= 1,866
Less existing		- 860
New space required by 2011		= 1,006
		(Say 1,000)

8. Analysis

In January 1999 an analysis was undertaken by Council in the western core of the CBD (west of the Highway), which compared:

- Theoretical parking demand – 970 spaces (based on development within the western area at that time)
- Actual parking spaces provided – 820, and
- Parking survey - 833

(The survey was undertaken during the peak school holiday period in light rainy conditions – observed as being typical of peak demand conditions). During the survey some 13 additional cars were counted immediately adjoining to the subject area and therefore added to the total.

The conclusion from this was that the amount of available parking very closely matched the observed demand in peak conditions (outside of the absolute peaks eg the Blessing of the Fleet). In these peak conditions it means that motorists would have to circulate in order to find parking and/or park further away. For the majority of the year, however, the current parking demand appears to be fully met by the available supply, albeit not as close as some businesses would prefer.

The original section 94 plan project forecasted that by the year 2011 a further 1000 additional car spaces would be required in the whole of the Ulladulla core CBD area. There have been no significant rezonings in this area since 1993 to justify a change in the number of car spaces required.

9. Parking assessment

Council's latest assessment of parking capacity in this area is at December 2001 and these figures have been used below in conjunction with the capacity figures at the start of the plan in 1993 to determine the number of theoretical spaces still required by 2011.

9.1 *Private off-street parking*

Private off street parking in 2001 was 425 spaces compared to the original 186 giving 239 additional spaces.

9.2 *On-street parking*

On street parking in 2001 was 373 compared to 217 in 1993, giving 156 additional spaces. This additional number has arisen from differing parking layouts (angle versus parallel) and additional streets being included which were on the periphery before and despite spaces having been lost due to some on street parking restrictions. On street parking includes, Green Street, Highway, Wason Street, northern part of South Street, Boree Street and most of St Vincent Street between Millards Creek and South Street.

9.3 Public off-street parking

Public off street parking in 2001 was 637 spaces compared to 457 in 1993, giving an additional 180 spaces, including 35 spaces at the harbour side car park although 33 of these (at 19 Boree Street) are only to a gravel standard.

9.4 Additional car parking spaces since 1993

2001 additional private off-street parking	239 spaces
2001 additional on-street parking	156 spaces
2001 additional public off-street parking	180 spaces
Total additional parking since 1993	575 spaces

In total, some 575 spaces have been provided, which, from the forecast demand for 2011 gives a future need for 425 additional off street spaces. Between 1993 and 2001, some 419 off street spaces were provided, 43% by Council and 57% privately. There are still large development sites possible in the CBD, which can provide their own off street parking. So if that same ratio is applied to the future 425 spaces needed, then 183 spaces would be provided by Council through section 94 contributions with the remainder being provided on site privately.

9.5 Parking requirement by 2006

In the foreseeable future, it is doubtful whether significant funds will become available through either developer contributions or Council to construct another public multi-level car park here at Ulladulla. Whilst this proposal should not be totally abandoned, it is more appropriate to include the multi-level car park station in a longer term parking strategy. This Plan is designed to provide for the additional parking at ground level over a 5-year period from 2001 to 2006. If a straight-line growth is used, then the number of public off street spaces required for this shorter 5-year period is then 92. The greatest demand for parking is in the western core of the CBD, so this is where the supply should be provided.

9.6 Proposal

The additional parking required should be provided on the periphery, that is, in the St Vincent/Boree Street block. Council has undertaken negotiations to acquire land that would yield 86 additional car spaces of the calculated 92. This proposal, together with the continued lease arrangement for 20 spaces would reasonably meet expected demand for the period of this Plan.

10. Contributions formula

(Clause 27(1)(d) EP&A Regulations 2000)

The Section 94 contribution for a car parking space has been calculated by dividing the cost of providing the required facility by the number of spaces within that facility. That is:

$$\begin{aligned} \text{Contribution} = & \\ & \text{Estimated Cost Of Project} \\ & \text{divided by} \\ & \text{Estimated Number of Parking Spaces} \\ & \text{to be Provided} \end{aligned}$$

11. Contribution rate

(Clause 27(1)(e) EP&A Regulations 2000)

In accordance with the above formula, the following contribution rate has been calculated for the provision of car parking facilities within the Ulladulla CBD area:

Total estimated cost	\$1,437,296.00
Divided by	86 spaces
	= \$16,713.00
30% discount cost	
per parking space	\$11,698.92

The above contributions are adjusted annually in line with movements in the Constant Price Index.

12. Payment of contribution

(Clause 27(1)(f) EP&A Regulations 2000)

The contribution is required for all new development generating a need for vehicular access to the Princes Highway.

12.1 Method of Payment

There are three possible methods of payment for Section 94 contributions:

- Cash;
- Money order; or,
- Bank cheque.

The method of payment for residential development is by way of a cash contribution per lot on release of the linen plan, where subdivision is involved.

For other types of development, or where construction is involved, the cash payment is made prior to issuing the building permit(s).

12.2 Deferment

Under exceptional circumstances only, and subject to suitable financial undertakings on the part of the applicant, Council may consider allowing a deferment of the condition(s) requiring the payment of monetary Section 94 contributions, provided the following criteria are satisfied:

- The contributions do not relate to facilities or services which, if not provided with the development, could threaten public safety and/or health;

- (b) The maximum deferral period would not exceed two (2) years from the date of the building permit issue, linen plan release or determination of the development approval (whichever is applicable); and
- (c) The applicant will be required to provide:
 - A bank guarantee for the required amount + interest over the period of the bank guarantee; and
 - A minor administration fee.

Deferral of contribution payments will be assessed on individual merit and applicants should not rely on precedent set by this or any other council.

The interest rate applying to authorised deferred payments will be in accordance with current rate charged on overdue rate arrears.

Deferred or periodic contribution payments will be subject to the approval of the Assistant General Manager, after considering the circumstances of the case.

12.3 Land dedication

Where the Contributions Plan identifies certain land for Section 94 purposes, Council may permit the dedication of such land to offset the monetary contribution. Suitability assessment of the subject land occurs at the development or subdivision application stage.

Should the development be approved, the applicant should contact Council to arrange for a valuation of the subject land.

Upon agreement of the land's value, and the exchange of contracts, Council will offset the value of the land against the monetary contribution payable.

13. Schedule of facilities

(Clause 27(1)(g) EP&A Regulations 2000)

05 CARP 0001 Ulladulla Central Business District

The additional parking required BY 2006 will be provided in the St Vincent Street/Boree Street block.

Property	Area (m ²)	Owner	Potential Car Spaces	Comments
First acquisition phase could be:				
76 St Vincent Street Lot 2 DP 543988	461	J & R Shuttle	26 (On the 2 lots combined)	Adjoins proposed car park for Southern Shoalhaven Community Centre. Both have older fibro houses on them.
78 St Vincent Street Lot 1 DP 153232	405	W Dare		
Second acquisition phase could be:				
94 St Vincent Street Lot 1 DP 552055	841	R & A Douglass	28	Immediately south of the Coles development. Both have older fibro buildings on them, one of which is currently used as an accountants' office. These lots are currently for sale or lease. This is the owners' asking price that is substantially more than perceived market value by Council.
96 St Vincent Street Lot 21 DP 786994	917	P & R Hales	32	
Totals	2624		86	

14. Timing

(Clause 27(1)(g) EP&A Regulations 2000)

The timing shown for the provision of each facility has been determined by assuming a steady rate of increase in demand for parking created by the increase in development. Fluctuations in the rate of development may affect the program.

Whilst the Works Program delineates certain timing, in benefit areas where there is more than one project, Council will make the final determination regarding the priority of a project based on a reassessment of where particular growth and pressure are occurring within the Benefit Area (e.g. the development of a department store).

This Plan provides for the following Community Facilities:

Acquisition of 76 St Vincent Street (Lot 2 DP543988)

Acquisition of 78 St Vincent Street (Lot 1 DP153232)

Construction and Sealing of 26 parking spaces Stage I: YEAR 2003

Acquisition of 94 St Vincent Street (Lot 1 DP552055)

Acquisition of 96 St Vincent Street (Lot 21 DP786994)

Construction and Sealing of 60 parking spaces Stage II: YEAR 2004/5

The timings shown above represent the anticipated time of construction.

Some projects, however, are contingent on grant funding for either capital costs or staffing, or both. Where anticipated funding has not been gained within the expected timeframe, Council will revise the program.

The timing in this Plan also assumes that threshold population levels in particular areas will be reached within the projected time. However, Council may need to adjust the timing of facilities in accordance with alterations in population growth.

15. Estimated cost

(Clause 27(1)(g) EP&A Regulations 2000)

05 CARP 0001 Provision of Future Parking within the Ulladulla CBD

Contributions are based on the cost of providing a car parking space in a Council car park. The cost of a parking space at a particular site may include the cost of the following items:

- Survey, Design and other studies
- Land Acquisition
- Construction
- All ancillary works
- Restoration works and,
- Associated administrative costs

86 spaces @ \$16,713.00 each (including land acquisition) \$1,437,296.00

The above Estimated Costs are adjusted annually in line with movements in the Implicit Price Deflator.

16. Apportionment of costs

As the demand for new car parking can be directly related to new development, Council should not have to assume responsibility for the cost of providing extra parking spaces (except where there is an existing deficit in the number of spaces provided). However, in the past, Council has chosen to assume some of the responsibility for the provision of car parking by setting Section 94 contributions lower than the actual cost of parking provisions and making up the balance from Council revenue.

Appendices

- Shoalhaven Population Projection Table
- Area 5 Population Age Characteristics Table
- Existing Retail Floor Space 1992
- Projected Retail and Non-retail Floor Space - 2011
- Cost Apportionment Table

References

Section 94 Environmental Planning and Assessment Act, 1979
Clauses 26 – 38 (incl.) E.P. & A. Regulations 2000
SCC Contributions Plan Manual
SCC Development Control Plan No.18: Car Parking

Section 94 Contributions Plan 1993
Amendment 69 05 CARP 0001: Ulladulla CBD, being this written Statement and accompanying map, was

Exhibited by Council: from 15 May 2003
to 13 June 2003

Adopted by Council: 22nd July 2003

Effective: 14th August 2003



RD Pigg
General Manager
Date: 14 August 2003

Shoalhaven Population Projections Table

PLANNING AREA		CENSUS 1981	CENSUS 1986	CENSUS 1991	CENSUS 1996	CENSUS 2001	ESTIMATED 2006	ESTIMATED 2011	ESTIMATED 2016	ESTIMATED CAPACITY
1	high						51,400	54,600	54,600	
	medium	26,902	29,477	34,319	37,365	39,151	48,000	52,400	54,600	54,600
	low						45,500	49,800	51,900	
2	high						8,360	9,510	9,720	
	medium	3,778	4,925	5,217	5,839	6,613	7,880	8,770	9,600	9,720
	low						7,400	8,030	8,600	
3	high						26,300	29,800	29,800	
	medium	5,622	7,937	11,507	14,245	16,243	22,900	26,500	29,800	29,800
	low						20,900	23,800	27,300	
4	high						5,310	5,450	5,800	
	medium	1,736	2,249	3,734	3,639	4,102	4,530	4,900	5,250	7,100
	low						4,060	3,860	4,400	
5	high						21,500	23,800	26,200	
	medium	8,611	11,424	14,021	15,427	17,445	20,400	22,500	24,900	32,200
	low						20,100	22,000	24,500	
CITY	high						112,870	123,160	126,120	
	medium	46,649	56,012	68,798	76,515	83,554	103,710	115,070	124,150	133,420
	low						97,960	107,490	116,700	

Area 5 Population Age Characteristics Table

CENSUS APPLICATIONS SMALL AREA SYSTEM - 1991						
B03 AGE BY SEX - All persons						
AREA 5						
Years	Males	%	Females	%	Persons	%
0-4	514	3.67%	504	3.59%	1,018	7.26%
5-9	552	3.94%	518	3.69%	1,070	7.63%
10-14	485	3.46%	437	3.12%	922	6.58%
15-19	395	2.82%	354	2.52%	749	5.34%
20-24	276	1.97%	253	1.80%	529	3.77%
25-29	361	2.57%	367	2.62%	728	5.19%
30-34	503	3.59%	599	4.27%	1,102	7.86%
35-39	534	3.81%	518	3.69%	1,052	7.50%
40-44	440	3.14%	443	3.16%	883	6.30%
45-49	344	2.45%	312	2.23%	656	4.68%
50-54	316	2.25%	340	2.42%	656	4.68%
55-59	346	2.47%	439	3.13%	785	5.60%
60-64	546	3.89%	531	3.79%	1,077	7.68%
65-69	554	3.95%	549	3.92%	1,103	7.87%
70-74	387	2.76%	379	2.70%	766	5.46%
75+	407	2.90%	518	3.69%	925	6.60%
Total	6,960	49.64%	7,061	50.36%	14,021	100.00%

CENSUS APPLICATIONS SMALL AREA SYSTEM - 1996						
B03 AGE BY SEX - All persons						
AREA 5						
Years	Males	%	Females	%	Persons	%
0-4	531	3.44%	495	3.21%	1,026	6.65%
5-9	616	3.99%	566	3.67%	1,182	7.66%
10-14	537	3.48%	563	3.65%	1,100	7.13%
15-19	406	2.63%	359	2.33%	765	4.96%
20-24	304	1.97%	227	1.47%	531	3.44%
25-29	289	1.87%	370	2.40%	659	4.27%
30-34	387	2.51%	521	3.38%	908	5.89%
35-39	581	3.77%	615	3.99%	1,196	7.75%
40-44	532	3.45%	557	3.61%	1,089	7.06%
45-49	511	3.31%	449	2.91%	960	6.22%
50-54	375	2.43%	433	2.81%	808	5.24%
55-59	421	2.73%	440	2.85%	861	5.58%
60-64	455	2.95%	523	3.39%	978	6.34%
65-69	616	3.99%	594	3.85%	1,210	7.84%
70-74	467	3.03%	470	3.05%	937	6.07%
75+	537	3.48%	680	4.41%	1,217	7.89%
Total	7,565	49.04%	7,862	50.96%	15,427	100.00%

CENSUS APPLICATIONS SMALL AREA SYSTEM - 2001						
B03 AGE BY SEX - All persons						
AREA 5 Shoalhaven						
Years	Males	%	Females	%	Persons	%
0-4	489	2.80%	511	2.93%	1,000	5.73%
5-9	616	3.53%	606	3.47%	1,222	7.00%
10-14	638	3.66%	663	3.80%	1,301	7.46%
15-19	524	3.00%	473	2.71%	997	5.72%
20-24	244	1.40%	246	1.41%	490	2.81%
25-29	322	1.85%	334	1.91%	656	3.76%
30-34	358	2.05%	468	2.68%	826	4.73%
35-39	525	3.01%	609	3.49%	1,134	6.50%
40-44	654	3.75%	682	3.91%	1,336	7.66%
45-49	583	3.34%	574	3.29%	1,157	6.63%
50-54	524	3.00%	551	3.16%	1,075	6.16%
55-59	527	3.02%	578	3.31%	1,105	6.33%
60-64	610	3.50%	631	3.62%	1,241	7.11%
65-69	551	3.16%	611	3.50%	1,162	6.66%
70-74	593	3.40%	560	3.21%	1,153	6.61%
75-79	400	2.29%	433	2.48%	833	4.78%
80-84	186	1.07%	260	1.49%	446	2.56%
85-89	101	0.58%	128	0.73%	229	1.31%
90-94	15	0.09%	46	0.26%	61	0.35%
95-99	9	0.05%	6	0.03%	15	0.09%
100+	0	0.00%	6	0.03%	6	0.03%
Total	8,469	48.55%	8,976	51.45%	17,445	100.00%

YEAR 2006 ESTIMATE						
B03 AGE BY SEX - All persons						
AREA 5						
Years	Males	%	Females	%	Persons	%
0-4	625	3.06%	615	3.01%	1,240	6.08%
5-9	690	3.38%	650	3.19%	1,340	6.57%
10-14	700	3.43%	670	3.28%	1,370	6.72%
15-19	615	3.01%	615	3.01%	1,230	6.03%
20-24	475	2.33%	495	2.43%	970	4.75%
25-29	430	2.11%	480	2.35%	910	4.46%
30-34	530	2.60%	620	3.04%	1,150	5.64%
35-39	575	2.82%	655	3.21%	1,230	6.03%
40-44	635	3.11%	695	3.41%	1,330	6.52%
45-49	700	3.43%	790	3.87%	1,490	7.30%
50-54	655	3.21%	705	3.46%	1,360	6.67%
55-59	640	3.14%	760	3.73%	1,400	6.86%
60-64	655	3.21%	715	3.50%	1,370	6.72%
65-69	670	3.28%	690	3.38%	1,360	6.67%
70-74	530	2.60%	550	2.70%	1,080	5.29%
75+	755	3.70%	815	4.00%	1,570	7.70%
Total	6,775	48.43%	7,475	51.57%	20,400	100.00%

YEAR 2011 ESTIMATE						
B03 AGE BY SEX - All persons						
AREA 5						
Years	Males	%	Females	%	Persons	%
0-4	700	3.11%	680	3.02%	1,380	6.13%
5-9	745	3.31%	705	3.13%	1,450	6.44%
10-14	735	3.27%	705	3.13%	1,440	6.40%
15-19	650	2.89%	650	2.89%	1,300	5.78%
20-24	560	2.49%	590	2.62%	1,150	5.11%
25-29	545	2.42%	585	2.60%	1,130	5.02%
30-34	570	2.53%	680	3.02%	1,250	5.56%
35-39	620	2.76%	720	3.20%	1,340	5.96%
40-44	610	2.71%	690	3.07%	1,300	5.78%
45-49	695	3.09%	775	3.44%	1,470	6.53%
50-54	730	3.24%	870	3.87%	1,600	7.11%
55-59	750	3.33%	860	3.82%	1,610	7.16%
60-64	795	3.53%	895	3.98%	1,690	7.51%
65-69	720	3.20%	750	3.33%	1,470	6.53%
70-74	595	2.64%	605	2.69%	1,200	5.33%
75+	800	3.56%	920	4.09%	1,720	7.64%
Total	10,820	48.09%	11,680	51.91%	22,500	100.00%

CAPACITY ESTIMATE						
B03 AGE BY SEX - All persons						
AREA 5						
Years	Males	%	Females	%	Persons	%
0-4	999	3.10%	974	3.03%	1,974	6.13%
5-9	1,064	3.31%	1,009	3.13%	2,074	6.44%
10-14	1,049	3.26%	1,009	3.13%	2,059	6.39%
15-19	929	2.89%	929	2.89%	1,859	5.77%
20-24	800	2.48%	849	2.64%	1,649	5.12%
25-29	780	2.42%	839	2.61%	1,619	5.03%
30-34	819	2.55%	974	3.03%	1,794	5.57%
35-39	889	2.76%	1,029	3.20%	1,919	5.96%
40-44	874	2.72%	989	3.07%	1,864	5.79%
45-49	994	3.09%	1,109	3.45%	2,104	6.53%
50-54	1,044	3.24%	1,244	3.86%	2,289	7.11%
55-59	1,074	3.34%	1,229	3.82%	2,304	7.15%
60-64	1,139	3.54%	1,279	3.97%	2,418	7.51%
65-69	1,029	3.20%	1,074	3.34%	2,104	6.53%
70-74	849	2.64%	864	2.68%	1,714	5.32%
75+	1,144	3.55%	1,314	4.08%	2,458	7.64%
Total	15,480	48.08%	16,720	51.92%	32,200	100.00%

Existing Retail Floor Space 1992

Planning Area	Population	Retail Floor Space m2	Retail Floor Space per Head
1, 2 and 3	50,289	83,286	1.7
4	3,126	6,877	2.2
5	13,957	30,271	2.2
Total	67,372	120,434	Average 1.8

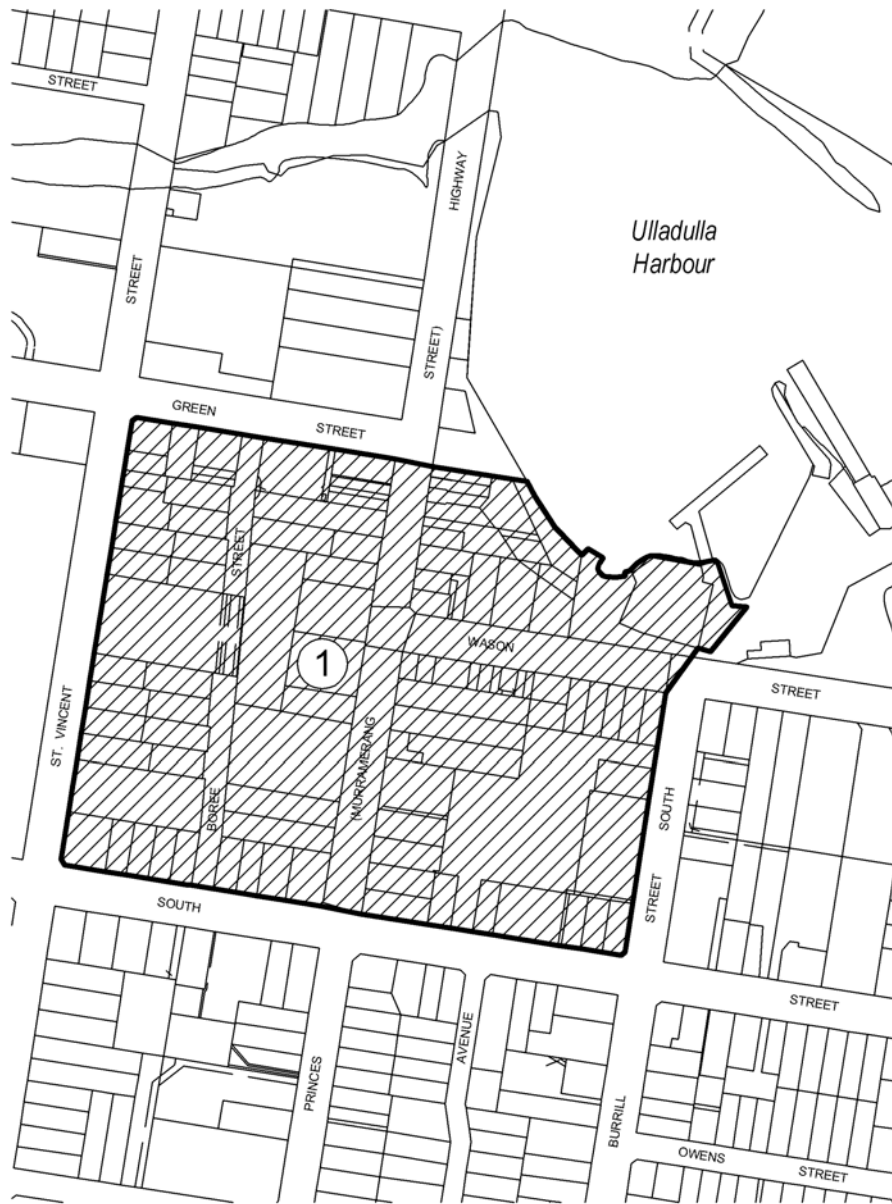
Projected Retail and Non-retail Floor Space – 2011

Planning Area	Projected Population	Retail Floor Space per Head	Projected Retail Floor Space m ²	Projected Non-retail Floor Space m ²
1, 2 and 3	89,400	1.8	160,920	107,280
4	7,100	1.8	12,780	8,520
5	22,500	1.8	40,500	27,000

Cost Apportionment Table

05 CARP 0001 BENEFIT AREA	Number of Parking Spaces Required by 2006	Estimated Project Cost	Contribution per Parking Space	Discounted by 30% (as per Council resolution)
Ulladulla Core Central Business District	86	\$1,437,296	\$16,713.00	\$11,698.92

Benefit Area Map



SHOALHAVEN CITY COUNCIL
CONTRIBUTION PLAN AREA 5
AMENDMENT NO.69

FILE NO: 27656
ADOPTED: 22nd July 2003
EFFECTIVE FROM: 14th August 2003
FACILITY: CAR PARKING
PROJECT: ULLADULLA

AUTOCAD DRAWING FILE: Planning/Graphics/Projects/City/Section94

PROJECT NO.
05 CARP 0001

