



Section 94 Contributions Plan 1993

Amendment No. 80 Berry Car Parking

01 CARP 0002
Berry CBD

Reference 29221

Adopted by Council: 27 January 2004

Effective from: 25 February 2004

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1. Introduction

The development controls applying to the Berry car park are currently being reviewed for the purposes of securing the eastern access driveway and for providing adequate servicing to the adjoining commercial businesses.

In addition, the current contribution does not take into account the changes in land values since the original plan became effective in July 1993 and the current construction costs.

It has become necessary to amend the current plan to more accurately reflect the current situation affecting the Berry car park. Council adopted Development Control Plan No.49 (Amendment No.2) for the Berry CBD on 29th April 2003. This Plan came into effect on 14th May 2003 and has been used as the basis for this Section 94 amendment. Refer to Appendices for Locality Maps.

2. Background

Berry C.B.D. is centred on the Princes Highway between Albany and Prince Alfred Streets. There is a high level of tourist related development in Berry that is likely to continue and expand.

3. Legal

This Car Parking Contributions Plan Amendment has been prepared under Section 94 of the Environmental Planning and Assessment (Contributions Plan) Amendment Act (1991) for developments within the Berry Central Business District.

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 Regulation 2000 to that Act.

This Plan amends project 01 CARP 0002 contained in the Shoalhaven City Council Section 94 Contributions Plan 1993.

4. Purpose of the Plan

(Clause 27(1)(a) E P & A Regulation 2000)

The purpose of this Plan is to fund a portion of the costs associated with the provision of car parking within the Berry CBD area by way of a Section 94 contribution on the development of land within the benefit area associated with project 01 CARP 0002. For more detail, refer to the Benefit Area Map in the appendices to this Plan.

5. Development and Demand Nexus

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

5.1 Nexus

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 generated from new development that is based on the proposed use of the land. 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. A proportion of 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 by 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.

5.3 Existing Supply & Demand

An analysis of existing supply and future demand for car parking has been made for the contribution area. 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.

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.

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 2011 planning horizon.

Population projections have been prepared for the City, and for each of the five Planning Areas. Age Characteristics relating to Planning Area 1 are shown in the *AREA 1 POPULATION AGE CHARACTERISTICS TABLE* in the appendices 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.

Existing Retail Floor Space – 1993

| | |
|--------------------------------|-------------------|
| Planning Areas 1, 2 and 3..... | 1.7 m2 per person |
| Planning Area 4 | 2.2 m2 per person |
| Planning Area 5 | 2.2 m2 per person |

For detailed information relating to existing retail floor space, refer to *Existing Retail Floor Space – 1992* table in the appendices 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 appendices 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 the Car Parking DCP No.18:

Retail Floor Space1 space per 24 m2
Non-retail Floor Space1 space per 40 m2

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.

Within the Berry CBD area, Council has provided 51.37% of the off-street parking between 1993 and 2001. During the same period, the private sector has provided off-street parking at the rate of 48.63%.

Given the potential areas still available for future commercial development, together with the opportunities for the private sector to provide on-site parking within the Berry CBD area in the future, it is not unreasonable for Council to maintain this trend in providing its share of off-street parking to the year 2011.

6. Land to which this Plan Applies

(Clause 27(1)(b) E P & A Regulation 2000)

Generally, the Berry C.B.D. is centred on the Princes Highway between Albany and Prince Alfred Streets. There is a high level of tourist related development in Berry that is likely to continue and expand.

Council adopted Development Control Plan No.49 (Amendment No.2) for Berry on 29th April 2003. This Plan became effective on 14th May 2003 and this S94 CP Amendment has been prepared accordingly.

The subject land is shown bounded by a thick black line on the *Benefit Area Map* associated with project 01 CARP 0002 in the appendices to this Plan.

7. Development and Demand

The demand for future parking in Berry will be influenced by commercial and residential growth and by tourism. This Plan provides that developers outside of the core CBD area will be required to construct all their required parking on-site.

7.1 1993 Berry CBD Area Car Parking

The breakdown of existing parking within the core area is as follows:

| | | | |
|---------------------|--------------------------------------|----------|-------------------|
| On-Street | 48.59% | = | 138 spaces |
| Off-Street Council | 26.41% (or 51.37 Off-street only) | = | 75 spaces |
| Off-Street Private | 25.00% (or 48.63 Off-street only) | = | 71 spaces |
| Total Spaces | | = | 284 spaces |

Analysis of existing supply and demand indicates that there is adequate parking available.

7.2 1993 Existing Berry Commercial Floor Space

The existing floor-space in Berry is as follows:

| | |
|--------------|------------|
| RETAIL | = 4,713 m2 |
| OTHER | = 2,697 m2 |

7.3 Future Car Parking Requirements Berry CBD - 2011

| | | |
|------------------------------------|---------------------------|------------|
| Future Retail Floor Space | $6,700\text{m}^2 \div 24$ | 279 |
| Future Non-Retail Floor Space | $4,466\text{m}^2 \div 40$ | 111 |
| TOTAL | | 390 |
| Less Existing Parking Spaces | | - 284 |
| New Spaces Required by 2011 | | 106 |

8. Future S94 Car Parking Requirement

For Council to maintain its existing percentage of off-street parking (51.37%), it will need to provide an additional $(106 \times 51.37\%) = 54$ spaces by 2011.

There have been no significant rezonings in this area since 1993 to justify a change

in the number of car spaces required.

9. Project Details

The 54 parking spaces under Section 94 will need to be provided by the year 2011 to serve the expected increase in floor space in the Berry CBD area. These spaces will be provided within the Albert Street Car Park.

It is proposed to construct the 54 S94 car parking spaces in accordance with Development Control Plan No.49 (Amendment No.2). The DCP shows that there will be three access points to the car park from Albert Street.

10. Contributions Formula (Clause 27(1)(d) E P & A Regulation 2000)

10.1 Driveway Contribution

The Section 94 contribution for provision of driveways has been calculated by dividing the cost of the driveways by the total number of parking spaces gaining access (benefiting) from these driveways. That is:

$$\text{Contribution} = \frac{\text{Estimated Cost of Driveways}}{\text{Total Number of Benefiting Parking Spaces}}$$

10.2 Parking Space Contribution

The Section 94 contribution for parking spaces has been calculated by dividing the total cost of the public parking spaces by the number of public parking spaces.

That is:

$$\text{Contribution} = \frac{\text{Estimated Cost of Public Car Spaces}}{\text{Number of Public Car Parking Spaces}}$$

- money order; or
- bank cheque.

The method of payment for residential development will be by way of cash contributions per lot (E.T.) on the release of the linen plan where subdivision is involved.

11. Contribution Rate

(Clause 27(1)(e) E P & A Regulation 2000)

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

| | | |
|--|----------|-----------------------------|
| Parking Space Contribution | = | \$4,747.75 per space |
| Access Driveway Contribution | + | \$3,121.80 per space |
| Total Unsubsidised Contribution | = | \$7,869.64 per space |
| Subsidised Contribution | = | \$5,508.75 per space |
| (\$9,605.15 X 70%) | | |

The above contributions are usually indexed using implicit price deflators, provided by the Australian Bureau of Statistics.

12. Payment of Contribution

(Clause 27(1)(f) E P & A Regulation 2000)

The contribution is required from all new development that generate a need for the provision of car parking spaces within the benefit area associated with project 01 CARP 0002.

12.1 Method of Payment

There are three possible methods for the payment of monetary Section 94 contributions. These are:

- cash;

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;
- 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
- 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 this Contributions Plan identifies certain land for the purposes of car parking, Council may permit the dedication of such land to offset the monetary parking 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 for car parking.

13. Schedule of Facilities

(Clause 27(1)(g) E P & A Regulation 2000)

The additional parking required by 2011 will be provided in the Albert Street car park.

| Property Required or Acquired | Area (m ²) | Car Parking Spaces | Comments |
|-------------------------------|------------------------|--------------------|--|
| Part of Lot A DP 402384 | 22.86 | 3 private spaces | Includes part of western driveway |
| Part of Lot 1 DP 513688 | 20.70 | 3 private spaces | Includes part of western driveway |
| Lot 2 DP 778335 | 440.10 | 8.4 public spaces | Includes part of western driveway |
| Part of Lot 1 DP 778335 | 154.53 | 4 private spaces | Includes part of internal driveway |
| Part of Lot 1 DP 626391 | 50.85 | 3.6 public spaces | Adjoining western driveway |
| Lot 1 DP 821421 | 2,808.00 | 67.5 public spaces | Major part Albert Street car park including internal and central driveways |
| Part of Lot 1 DP 309567 | 120.64 | 7.5 public spaces | Part of major portion of car park |
| Lot 2 DP 1009635 | 222.20 | 3.5 public spaces | Part of major portion of car park |
| Lot 1 DP 1014885 | 289.20 | 3.5 public spaces | Part of major portion of car park |
| Part of Lot 2 DP 310005 | 60.80 | No spaces | Essentially Comprises Footpath |
| Part of Lot 2 DP 310005 | 137.66 | 3 private spaces | Comprises Eastern driveway over Right-of Way |
| Lot 1012, D.P.872963 | 896.50 | 32 spaces | Princess Street car park access |
| Totals | 5,224.04 | 139 spaces | |

14. Timing

(Clause 27(1)(g) E P & A Regulation 2000)

The timing shown for the provision of each facility assumes a steady rate of growth in demand for parking generated by the increase in new development.

- Acquisition of Lot 2 DP 1009635

Stage I: YEAR 1995/00

- Construction of western Albert Street Access
- Construction & Sealing of 5 parking spaces

Stage II: YEAR 2004/5

- Acquisition of Part of Lot A DP 402384
- Acquisition of Part of Lot 2 DP 310005
- Acquisition of Part of Lot 1 DP 513688
- Construction & Sealing of 16 parking spaces

Stage III: YEAR 2004/5

- Acquisition of Part of Lot 1 DP 778335
- Acquisition of Part of Lot 1 DP 626391
- Construction & Sealing of 16 parking spaces

Stage IV: YEAR 2007/8

- Acquisition of Part of Lot 1 DP 309567
- Construction & Sealing of 16 parking spaces

Stage V: YEAR 2010/11

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 may 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 and/or development growth.

15. Estimated Cost

(Clause 27(1)(g) E P & A Regulation 2000)

01 CARP 0002 Provision of Future Parking within the Berry 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.

Total Cost of Access Driveways
= \$433,942

Total Cost of Parking Spaces
= \$617,207

The above Estimated Costs are adjusted annually in line with movements in the Implicit Price Deflator. For more detailed information regarding the estimated costs, refer to the *Estimated Cost Sheet* in the appendices to this Plan.

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 interests of encouraging commercial investment, Council has chosen to assume some of the responsibility for the provision of car parking by setting Section 94 contributions at 70% lower than the actual cost of parking provisions.

Appendices

- A Shoalhaven Population Projections Table
- B Area 1 Population Age Characteristics Table
- C Existing Retail Floor Space - 1992 Table
- D Projected Retail And Non-Retail Floor Space – 2011 Table
- E 01 Carp 0002: Benefit Area Map
- F 01 Carp 0002: Locality Map
- G Estimated Cost Sheet

References

- Section 94 Environmental Planning & Assessment Act, 1979;
- Clauses 26-38 (inclusive) Environmental Planning and Assessment Regulation 2000;
- Shoalhaven City Council Contributions Plan Manual;
- Shoalhaven City Council Development Control Plan No. 18: Car Parking; and
- Shoalhaven City Council Development Control Plan No. 49: (Amendment No. 2)

Section 94 Contributions Plan 2003
Amendment 80 - 01 CARP 0002 Berry
CBD, being this written Statement and
accompanying maps, was

Adopted by Council:

27 January 2004

and

Became effective from:

25 February 2004

A handwritten signature in black ink, appearing to read 'RD Pigg', written in a cursive style.

RD Pigg
General Manager
Date:16-2-04

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

APPENDIX B - AREA 1 POPULATION AGE CHARACTERISTICS TABLES

| CENSUS APPLICATIONS SMALL AREA SYSTEM – 1991 | | | | | | |
|---|---------------|---------------|----------------|---------------|----------------|----------------|
| B03 - AGE BY SEX - All Persons | | | | | | |
| AREA 1 | | | | | | |
| Years | Males | % | Females | % | Persons | % |
| 0-4 | 1,616 | 4.71% | 1,438 | 4.19% | 3,054 | 8.90% |
| 5-9 | 1,473 | 4.29% | 1,507 | 4.39% | 2,980 | 8.68% |
| 10-14 | 1,424 | 4.15% | 1,332 | 3.88% | 2,756 | 8.03% |
| 15-19 | 1,280 | 3.73% | 1,130 | 3.29% | 2,410 | 7.02% |
| 20-24 | 1,090 | 3.18% | 1,049 | 3.06% | 2,139 | 6.23% |
| 25-29 | 1,194 | 3.48% | 1,199 | 3.49% | 2,393 | 6.97% |
| 30-34 | 1,355 | 3.95% | 1,476 | 4.30% | 2,831 | 8.25% |
| 35-39 | 1,268 | 3.69% | 1,336 | 3.89% | 2,604 | 7.59% |
| 40-44 | 1,252 | 3.65% | 1,217 | 3.55% | 2,469 | 7.19% |
| 45-49 | 954 | 2.78% | 905 | 2.64% | 1,859 | 5.42% |
| 50-54 | 762 | 2.22% | 771 | 2.25% | 1,533 | 4.47% |
| 55-59 | 656 | 1.91% | 790 | 2.30% | 1,446 | 4.21% |
| 60-64 | 776 | 2.26% | 872 | 2.54% | 1,648 | 4.80% |
| 65-69 | 757 | 2.21% | 770 | 2.24% | 1,527 | 4.45% |
| 70-74 | 560 | 1.63% | 607 | 1.77% | 1,167 | 3.40% |
| 75+ | 588 | 1.71% | 915 | 2.67% | 1,503 | 4.38% |
| Total | 17,005 | 49.55% | 17,314 | 50.45% | 34,319 | 100.00% |

| CENSUS APPLICATIONS SMALL AREA SYSTEM - 1996 | | | | | | |
|---|---------------|---------------|----------------|---------------|----------------|----------------|
| B03 - AGE BY SEX - All persons | | | | | | |
| AREA 1 | | | | | | |
| Years | Males | % | Females | % | Persons | % |
| 0-4 | 1,573 | 4.21% | 1,520 | 4.07% | 3,093 | 8.28% |
| 5-9 | 1,665 | 4.46% | 1,561 | 4.18% | 3,226 | 8.63% |
| 10-14 | 1,560 | 4.18% | 1,587 | 4.25% | 3,147 | 8.42% |
| 15-19 | 1,298 | 3.47% | 1,166 | 3.12% | 2,464 | 6.59% |
| 20-24 | 1,016 | 2.72% | 1,028 | 2.75% | 2,044 | 5.47% |
| 25-29 | 1,083 | 2.90% | 1,188 | 3.18% | 2,271 | 6.08% |
| 30-34 | 1,321 | 3.54% | 1,301 | 3.48% | 2,622 | 7.02% |
| 35-39 | 1,447 | 3.87% | 1,525 | 4.08% | 2,972 | 7.95% |
| 40-44 | 1,245 | 3.33% | 1,390 | 3.72% | 2,635 | 7.05% |
| 45-49 | 1,257 | 3.36% | 1,222 | 3.27% | 2,479 | 6.63% |
| 50-54 | 918 | 2.46% | 1,011 | 2.71% | 1,929 | 5.16% |
| 55-59 | 839 | 2.25% | 867 | 2.32% | 1,706 | 4.57% |
| 60-64 | 761 | 2.04% | 849 | 2.27% | 1,610 | 4.31% |
| 65-69 | 857 | 2.29% | 915 | 2.45% | 1,772 | 4.74% |
| 70-74 | 705 | 1.89% | 778 | 2.08% | 1,483 | 3.97% |
| 75+ | 728 | 1.95% | 1,184 | 3.17% | 1,912 | 5.12% |
| Total | 18,273 | 48.90% | 19,092 | 51.10% | 37,365 | 100.00% |

| CENSUS APPLICATIONS SMALL AREA SYSTEM – 2001 | | | | | | |
|---|---------------|---------------|----------------|---------------|----------------|----------------|
| B03 - AGE BY SEX - All Persons | | | | | | |
| AREA 1 | | | | | | |
| Years | Males | % | Females | % | Persons | % |
| 0-4 | 1,395 | 3.56% | 1,245 | 3.18% | 2,640 | 6.74% |
| 5-9 | 1,626 | 4.15% | 1,501 | 3.83% | 3,127 | 7.99% |
| 10-14 | 1,684 | 4.30% | 1,508 | 3.85% | 3,192 | 8.15% |
| 15-19 | 1,391 | 3.55% | 1,427 | 3.64% | 2,818 | 7.20% |
| 20-24 | 1,042 | 2.66% | 931 | 2.38% | 1,973 | 5.04% |
| 25-29 | 1,036 | 2.65% | 984 | 2.51% | 2,020 | 5.16% |
| 30-34 | 1,041 | 2.66% | 1,170 | 2.99% | 2,211 | 5.65% |
| 35-39 | 1,281 | 3.27% | 1,305 | 3.33% | 2,586 | 6.61% |
| 40-44 | 1,402 | 3.58% | 1,616 | 4.13% | 3,018 | 7.71% |
| 45-49 | 1,292 | 3.30% | 1,383 | 3.53% | 2,675 | 6.83% |
| 50-54 | 1,272 | 3.25% | 1,314 | 3.36% | 2,586 | 6.61% |
| 55-59 | 1,035 | 2.64% | 1,115 | 2.85% | 2,150 | 5.49% |
| 60-64 | 928 | 2.37% | 982 | 2.51% | 1,910 | 4.88% |
| 65-69 | 843 | 2.15% | 956 | 2.44% | 1,799 | 4.60% |
| 70-74 | 834 | 2.13% | 893 | 2.28% | 1,727 | 4.41% |
| 75-79 | 606 | 1.55% | 727 | 1.86% | 1,333 | 3.40% |
| 80-84 | 344 | 0.88% | 461 | 1.18% | 805 | 2.06% |
| 85-89 | 162 | 0.41% | 252 | 0.64% | 414 | 1.06% |
| 90-94 | 35 | 0.09% | 95 | 0.24% | 130 | 0.33% |
| 95-99 | 6 | 0.02% | 28 | 0.07% | 34 | 0.09% |
| 100+ | 0 | 0.00% | 3 | 0.01% | 3 | 0.01% |
| Total | 19,255 | 49.18% | 19,896 | 50.82% | 39,151 | 100.00% |

| YEAR 2006 ESTIMATE | | | | | | |
|---------------------------------------|---------------|---------------|----------------|---------------|----------------|----------------|
| B03 - AGE BY SEX - All persons | | | | | | |
| AREA 1 | | | | | | |
| Years | Males | % | Females | % | Persons | % |
| 0 to 4 | 1,780 | 3.71% | 1,600 | 3.33% | 3,380 | 7.04% |
| 5 to 9 | 1,830 | 3.81% | 1,750 | 3.65% | 3,580 | 7.46% |
| 10 to 14 | 1,900 | 3.96% | 1,790 | 3.73% | 3,690 | 7.69% |
| 15 to 19 | 1,760 | 3.67% | 1,600 | 3.33% | 3,360 | 7.00% |
| 20 to 24 | 1,660 | 3.46% | 1,520 | 3.17% | 3,180 | 6.63% |
| 25 to 29 | 1,450 | 3.02% | 1,360 | 2.83% | 2,810 | 5.85% |
| 30 to 34 | 1,610 | 3.35% | 1,530 | 3.19% | 3,140 | 6.54% |
| 35 to 39 | 1,500 | 3.13% | 1,580 | 3.29% | 3,080 | 6.42% |
| 40 to 44 | 1,660 | 3.46% | 1,650 | 3.44% | 3,310 | 6.90% |
| 45 to 49 | 1,730 | 3.60% | 1,790 | 3.73% | 3,520 | 7.33% |
| 50 to 54 | 1,450 | 3.02% | 1,550 | 3.23% | 3,000 | 6.25% |
| 55 to 59 | 1,400 | 2.92% | 1,470 | 3.06% | 2,870 | 5.98% |
| 60 to 64 | 1,100 | 2.29% | 1,230 | 2.56% | 2,330 | 4.85% |
| 65 to 69 | 1,010 | 2.10% | 1,140 | 2.38% | 2,150 | 4.48% |
| 70 to 74 | 820 | 1.71% | 980 | 2.04% | 1,800 | 3.75% |
| 75 + | 1,110 | 2.31% | 1,690 | 3.52% | 2,800 | 5.83% |
| Total | 23,770 | 49.52% | 24,230 | 50.48% | 48,000 | 100.00% |

| YEAR 2011 ESTIMATE | | | | | | |
|---------------------------------------|---------------|---------------|----------------|---------------|----------------|----------------|
| B03 - AGE BY SEX - All Persons | | | | | | |
| AREA 1 | | | | | | |
| Years | Males | % | Females | % | Persons | % |
| 0-4 | 1,915 | 3.65% | 1,760 | 3.36% | 3,675 | 7.01% |
| 5-9 | 1,910 | 3.65% | 1,850 | 3.53% | 3,760 | 7.18% |
| 10-14 | 1,945 | 3.71% | 1,850 | 3.53% | 3,795 | 7.24% |
| 15-19 | 1,815 | 3.46% | 1,675 | 3.20% | 3,490 | 6.66% |
| 20-24 | 1,830 | 3.49% | 1,620 | 3.09% | 3,450 | 6.58% |
| 25-29 | 1,690 | 3.23% | 1,680 | 3.21% | 3,370 | 6.43% |
| 30-34 | 1,675 | 3.20% | 1,625 | 3.10% | 3,300 | 6.30% |
| 35-39 | 1,740 | 3.32% | 1,660 | 3.17% | 3,400 | 6.49% |
| 40-44 | 1,580 | 3.02% | 1,670 | 3.19% | 3,250 | 6.20% |
| 45-49 | 1,795 | 3.43% | 1,805 | 3.44% | 3,600 | 6.87% |
| 50-54 | 1,660 | 3.17% | 1,820 | 3.47% | 3,480 | 6.64% |
| 55-59 | 1,490 | 2.84% | 1,710 | 3.26% | 3,200 | 6.11% |
| 60-64 | 1,480 | 2.82% | 1,620 | 3.09% | 3,100 | 5.92% |
| 65-69 | 1,120 | 2.14% | 1,270 | 2.42% | 2,390 | 4.56% |
| 70-74 | 910 | 1.74% | 1,110 | 2.12% | 2,020 | 3.85% |
| 75+ | 1,195 | 2.28% | 1,925 | 3.67% | 3,120 | 5.95% |
| Total | 25,750 | 49.14% | 26,650 | 50.86% | 52,400 | 100.00% |

| CAPACITY ESTIMATE | | | | | | |
|---------------------------------------|---------------|---------------|----------------|---------------|----------------|----------------|
| B03 - AGE BY SEX - All persons | | | | | | |
| AREA 1 | | | | | | |
| Years | Males | % | Females | % | Persons | % |
| 0-4 | 1,990 | 3.64% | 1,840 | 3.37% | 3,830 | 7.01% |
| 5-9 | 1,990 | 3.64% | 1,930 | 3.53% | 3,920 | 7.18% |
| 10-14 | 2,030 | 3.72% | 1,930 | 3.53% | 3,960 | 7.25% |
| 15-19 | 1,890 | 3.46% | 1,750 | 3.21% | 3,640 | 6.67% |
| 20-24 | 1,900 | 3.48% | 1,690 | 3.10% | 3,590 | 6.57% |
| 25-29 | 1,760 | 3.22% | 1,750 | 3.21% | 3,510 | 6.43% |
| 30-34 | 1,740 | 3.19% | 1,700 | 3.11% | 3,440 | 6.30% |
| 35-39 | 1,810 | 3.32% | 1,730 | 3.17% | 3,541 | 6.48% |
| 40-44 | 1,650 | 3.02% | 1,740 | 3.19% | 3,390 | 6.21% |
| 45-49 | 1,870 | 3.42% | 1,880 | 3.44% | 3,749 | 6.87% |
| 50-54 | 1,730 | 3.17% | 1,880 | 3.44% | 3,610 | 6.61% |
| 55-59 | 1,550 | 2.84% | 1,780 | 3.26% | 3,330 | 6.10% |
| 60-64 | 1,540 | 2.82% | 1,670 | 3.06% | 3,210 | 5.88% |
| 65-69 | 1,175 | 2.15% | 1,325 | 2.43% | 2,500 | 4.58% |
| 70-74 | 995 | 1.82% | 1,155 | 2.12% | 2,150 | 3.94% |
| 75+ | 1,240 | 2.27% | 1,990 | 3.64% | 3,230 | 5.92% |
| Total | 26,860 | 49.19% | 27,740 | 50.81% | 54,600 | 100.00% |

APPENDIX C - EXISTING RETAIL FLOOR SPACE - 1992 TABLE

| Area | Population | Retail Floor Space m ² | 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 | 1.8 |

APPENDIX D - PROJECTED RETAIL AND NON-RETAIL FLOOR SPACE - 2011 TABLE

| Area | Projected Population | Average Retail Floor Space per Head m ² | Projected Retail Floor Space m ² | Projected Non-Retail Floor Space m ² |
|------------|----------------------|--|---|---|
| 1, 2 and 3 | 89,440 | 1.8 | 160,920 | 107,280 |
| 4 | 7,100 | 1.8 | 12,780 | 8,520 |
| 5 | 22,500 | 1.8 | 40,500 | 27,000 |

APPENDIX E - BENEFIT AREA MAP: 01 CARP



SHOALHAVEN CITY COUNCIL
CONTRIBUTION PLAN AREA 1
AMENDMENT NO.80

FILE NO: 29221
ADOPTED: 27/01/2004
EFFECTIVE FROM: 25/02/2004
FACILITY: CAR PARKING
PROJECT: BENEFIT AREA - BERRY

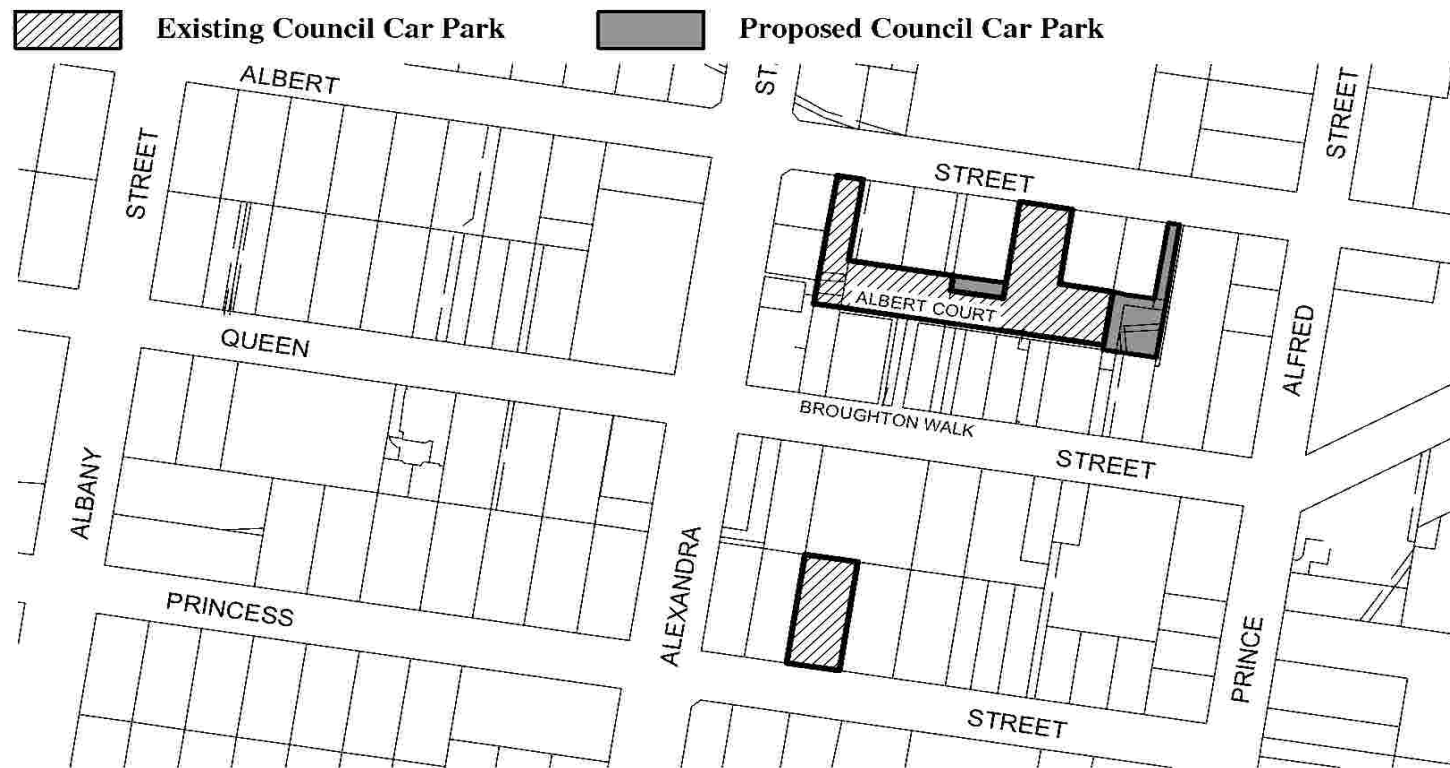
AUTOCAD DRAWING FILE: Planning/Graphics/Projects/City/Section94/Amendment80

PROJECT NO.
01 CARP 0002



APPENDIX F - LOCALITY MAP: 01 CARP

APPENDIX
LOCALITY MAP : 01 CARP 0002
BERRY



APPENDIX G –ESTIMATED COST SHEET: 01 CARP 0002 BERRY CAR PARKING
(DCP 49 incl. Amend. No.2)

| Land Acquisition DESCRIPTION | | AREA REQUIRED or ACQUIRED m2 | X | ESTIMATED COST to COUNCIL per m2 | = | ESTIMATED COST | CURRENT OWNER | ADDRESS | |
|--------------------------------|---|------------------------------|---|----------------------------------|---|---------------------|-----------------------|---------------------|------------------------|
| Albert Street Carpark | | | | | | | | | |
| Pt LA DP402384 | = | 22.86 | X | \$750.00 | = | \$17,145.00 | B. J. Slatyer | 62 Albert Street | |
| Pt L1 DP513688 | = | 20.70 | X | \$750.00 | = | \$15,525.75 | T. Pack + N. McNally | 14 Alexandra Street | |
| L2 DP778335 | = | 440.10 | X | \$170.42 | = | \$75,000.00 | SCC | | |
| Pt L1 DP778335 | = | 154.53 | X | \$750.00 | = | \$115,897.50 | M.J. + G. Nissen | 105 Queen Street | |
| Pt L1 DP626391 | = | 50.85 | X | \$750.00 | = | \$38,137.50 | Goodman + Blackbourn | 66 Albert Street | |
| L1 DP821421 | = | 2,808.00 | X | \$0.00 | = | \$0.00 | SCC | | |
| Pt L1 DP309567 | = | 120.64 | X | \$750.00 | = | \$90,480.00 | K. Yeremeyev + Others | 70 Albert Street | |
| L2 DP1009635 | = | 222.20 | X | \$221.65 | = | \$49,250.00 | SCC | | |
| L1 DP1014885 | = | 289.20 | X | \$107.19 | = | \$31,000.00 | SCC | | |
| Pt L2 DP310005 | = | 60.80 | X | \$750.00 | = | \$45,596.25 | B.R. Markey - Land | 80 Albert Street | |
| Pt L2 DP310005 | = | 137.66 | X | \$450.00 | = | \$61,944.75 | B.R. Markey | 80 Albert Street | ROW = 60% Market Value |
| Princess Street Carpark | | | | | | | | | |
| L1012 DP872963 | = | 896.50 | X | \$143.78 | = | \$128,900.00 | SCC | | |
| Estimated Total | = | 5,224.04 | | | = | \$668,876.75 | | | |

PARKING SPACES

[DCP No.49 Amendment No.2]

| | | | | | |
|--------------------------------------|---|-----|--------|----------------------|---------------------|
| Albert Street Carpark | | | | | |
| S94 Parking | = | 53 | spaces | | |
| Other Public Parking | = | 45 | spaces | | |
| Private Parking on Lot A, D.P.402384 | = | 3 | spaces | B. J. Slatyer | 62 Albert Street |
| Private Parking on Lot 1, D.P.513688 | = | 3 | spaces | T. Pack + N. McNally | 14 Alexandra Street |
| Private Parking on Lot 2, D.P.310005 | = | 3 | spaces | B.R. Markey | 80 Albert Street |
| Princess Street Carpark | | | | | |
| L1012 DP872963 (SCC) | = | 32 | spaces | | |
| Total Parking | = | 139 | spaces | | |

ESTIMATED COST OF DRIVEWAYS

NOTE: The Cost of driveways is based on \$2,300 for the construction of a 23.4m² area which includes 14.3m² parking space + 9.1m² of the adjoining portion of the driveway.

That is, **Construction Cost = \$2,300 divided by 23.4m² = \$98.29/m²**

| DRIVEWAY CONSTRUCTION | Width in metres | X | Length in metres | = | Area (m ²) |
|--------------------------------|-----------------|---|------------------|---|------------------------|
| Albert Street Carpark | | | | | |
| Pt LA DP402384 (Slatyer) | 1 | x | 22.86 | = | 22.86 |
| Pt L1 DP513688 (McNally) | 1 | x | 20.701 | = | 20.70 |
| L2 DP778335 (SCC) | 6 | x | 43 | = | 258.00 |
| Pt L1 DP778335 (Nissen) | 6 | x | 5 | = | 30.00 |
| L1 DP821421 (SCC) | 7 | x | 146 | = | 1,022.00 |
| L2 DP1009635 (SCC) | 7 | x | 5 | = | 35.00 |
| L1 DP1014885 (SCC) | 7 | x | 27 | = | 189.00 |
| Pt L2 DP310005 (Markey - ROW) | 4.37 | x | 31.5 | = | 137.66 |
| Princess Street Carpark | | | | | |
| L1012 DP872963 (SCC) | 7 | x | 45 | = | 315.00 |
| Total Driveway Area | | | | | 2,030.22 |

Driveways Construction Cost = \$2,030.22m² X \$98.29/m² = \$199,551.15

| + Driveway Land Cost | | Area (m ²) | x | Rate/m ² | = | Estimated |
|------------------------------------|---|------------------------|-----------------|---------------------|---|---------------------|
| Albert Street Carpark | | | | | | |
| Pt LA DP402384 (Slatyer) | = | 22.86 | x | \$750.00 | = | \$17,145.00 |
| Pt L1 DP513688 (McNally) | = | 20.70 | x | \$750.00 | = | \$15,525.75 |
| L2 DP778335 (SCC) | = | 258.00 | x | \$170.42 | = | \$43,968.36 |
| Pt L1 DP778335 (Nissen) | = | 30.00 | x | \$750.00 | = | \$22,500.00 |
| L1 DP821421 (SCC) | = | 1,022.00 | x | \$0.00 | = | \$0.00 |
| L2 DP1009635 (SCC) | = | 35.00 | x | \$221.65 | = | \$7,757.75 |
| L1 DP1014885 (SCC) | = | 189.00 | x | \$107.19 | = | \$20,258.91 |
| Pt L2 DP310005 (Markey - ROW) | = | 137.66 | x | \$450.00 | = | \$61,944.75 |
| Princess Street Carpark | | | | | | |
| L1012 DP872963 (SCC) | = | 315.00 | x | \$143.78 | = | \$45,290.70 |
| Driveway Land Cost | | = | 2,030.22 | | | \$234,391.22 |
| Estimated Cost of Driveways | | | | | | \$433,942.37 |

Driveway Contribution = \$433,942.37 (Cost of Driveways) divided by 139 (Total Spaces) = \$3,121.89 per space

Estimated Cost of Parking Spaces

| | No. of Spaces | x | Length in metres | x | Width in metres | = | Area (m ²) | x | Rate/m ² | = | Estimated |
|---|---------------|---|------------------|---|-----------------|---|------------------------|---|---------------------|---|---------------------|
| Parking Space Construction + | 130 | x | 5.5 | x | 2.6 | = | 1,859.00 | x | \$98.29 | = | \$182,722.22 |
| Albert Street Parking Space Land Costs | | | | | | | | | | | |
| L2 DP778335 (SCC) | 12 | x | 4 | x | 2.6 | = | 124.80 | x | \$170.42 | = | \$21,268.42 |
| Pt L1 DP626391 (Goodman) | 12 | x | 1.5 | x | 2.6 | = | 46.80 | x | \$750.00 | = | \$35,100.00 |
| Pt L1 DP778335 (Nissen) | 4 | x | 5.5 | x | 2.6 | = | 57.20 | x | \$750.00 | = | \$42,900.00 |
| Pt L1 DP309567 (Lowerson) | 7.5 | x | 5.5 | x | 2.6 | = | 107.25 | x | \$750.00 | = | \$80,437.50 |
| L1 DP821421 (SCC) | 67.5 | x | 5.5 | x | 2.6 | = | 965.25 | x | \$0.00 | = | \$0.00 |
| L2 DP1009635 (SCC) | 3.5 | x | 5.5 | x | 2.6 | = | 50.05 | x | \$221.65 | = | \$11,093.58 |
| L1 DP1014885 (SCC) | 3.5 | x | 5.5 | x | 2.6 | = | 50.05 | x | \$107.19 | = | \$5,364.86 |
| Princess Street Carpark | | | | | | | | | | | |
| L1012 DP872963 (SCC) | 32 | x | 5.5 | x | 2.6 | = | 457.60 | x | \$143.78 | = | \$65,793.73 |
| | | | | | | = | 1,859.00 | | | | \$261,958.09 |
| + Remaining Land Costs | | | | | | | | | | | |
| Drainage, Landscaping, Footpaths etc | | | | | | | 1,334.82 | X | | = | \$172,527.44 |
| TOTAL | 98 | | | | | | 5,052.82 | | | | |
| Parking Space Land Cost | | | | | | | | | | | \$434,485.53 |
| ESTIMATED COST OF PARKING SPACES | | | | | | | | | | | \$617,207.75 |

| | | | | | | | | |
|-----------------------------------|---|-----------------------|------------|------------|--|---|-------------------|-----------|
| Parking Space Contribution | = | \$617,207.75 | divided by | 130 | spaces | = | \$4,747.75 | per space |
| + Driveway Contribution | = | \$433,942.37 | divided by | 139 | spaces | = | \$3,121.89 | per space |
| TOTAL COST | = | \$1,051,150.12 | | | draft Unsubsidised Total Contribution | = | \$7,869.64 | per space |

NOTE 1: Currently Council subsidises car parking contributions by 30%

SUBSIDIED CONTRIBUTION for 01 CARP 0002 Berry Carparking would be: \$7,869.64 x 70% = \$5,508.75 per space

NOTE 2: Current Subsidised Contribution for 01 CARP 0002 Berry Carparking is = \$7,798.40 per space

UNSUBSIDISED CONTRIBUTION for 01 CARP 0002 Berry Carparking would be \$7,798.40 divided by 70% x 100% = \$11,140.57 per space