

**SHOALHAVEN CITY COUNCIL
PLANNING SERVICES DIVISION**



CONTRIBUTIONS PLAN 1993

AMENDMENT NO. 33

MILTON - CAR PARKING - PROJECT 05 CARP 0002

File No. : 95/2523
Public Exhibition From : 6 March 1996
To : 2 April 1996
Adopted : 21 May 1996
Effective From : 31 May 1996

1. INTRODUCTION BACKGROUND

Milton Central Business District is concentrated along the Princes Highway between Myrtle and Church Streets. The town has limited facilities and depends on Ulladulla for the bulk of retail demand. However, there exists a high level of demand generated by tourists.

Council has constructed an eighty-four space public car park between Myrtle and Wason Streets.

The plan for Milton is generally based on Development Control Plan No. 26, however, some modifications have been made to the proposed car park south of Wason Street and west of Princes Highway.

Council has recently approved certain development involving the heritage building at Milton known as "The Old Butcher's Shop". The development generated the need for nine parking spaces. However, because some of the excavations required for the parking could have affected the foundations and hence the stability of the heritage building, Council resolved to amend the Contributions Plan to include the subject land and the adjacent heritage site on the north-eastern corner of Church Street and Princes Highway in the benefit area associated with the car parking project at Milton ie 05 CARP 0002.

2. PURPOSE/AIM OF THE PLAN (cl.26(1)(a)EP&A Regs.1994)

The purpose of the Plan is to determine contributions for car parking under section 94 of the Environmental Planning and Assessment (Contributions Plan) Amendment Act (1991) for developments within the Milton Central Business District. The aim of the plan is to fund a portion of the costs associated with the provision of off-street car parking at Milton by way of a

section 94 contribution on development of land within the benefit area of car parking project 05 CARP 0002.

3. LAND TO WHICH THE PLAN APPLIES (Cl.26(1)(b)EP&A Regs.1994)

The plan applies to land within the benefit area to car parking project 05 CARP 0002, shown hatched on the benefit area map (attached) and bordered by a thick black line.

The land may be described as comprising the Milton Central Business District and is generally located within Thomas Street, Church Street, Charles Street and Myrtle Street. The land also includes Lots D & C in DP 160290 on the south-eastern corner of the Princes Highway and Church Street, and Lot 11 DP 594775 located on the north-eastern corner of the same intersection.

The land is zoned predominantly for business but contains a number of special use, public reserve and residential zonings. The area also accommodates a number of heritage sites.

4. RELATIONSHIP BETWEEN EXPECTED DEVELOPMENT AND DEMAND (Cl.26(1)(c)EP&A Regs.1994)

New development within the benefit area will generate a demand for car parking spaces. Council's Car Parking Code is used to determine the car parking requirements for a new development, based on the proposed land use. The Code is based on the Roads and Traffic Authority's manual *Policies, Guidelines and Procedures for Traffic Generating Development* and has been adopted as a development control plan.

Generally, Council requires developers to provide all parking on the site being developed. However, in the main business districts (including Milton) where a developer is unable to provide all or part of the required car parking on the site, it is more efficient and economical to concentrate the parking into larger facilities. A portion of the cost of these facilities will be funded from the contributions made by developers.

5. FORMULAE USED TO DETERMINE CONTRIBUTION (Cl.26(1)(d)EP&A Regs.1994)

(a) Project Selection

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

- (i) Determine the existing retail and commercial floor space.

- (ii) Determine the existing car parking requirement.
- (iii) Determine the existing quantity of car parking supplied.
- (iv) Assess whether the existing quantity supplied is in surplus or in deficit when compared to the requirement.
- (v) Estimate the anticipated increase in floor space in the next twenty years.
- (vi) Assess the number of car parking spaces which will need to be supplied to cater for the increase in floor space.
- (vii) Estimate the number of car parking spaces to be provided by developers and the number to be provided by Council using contributions.

(b) Existing Supply and Demand

For each contribution area an analysis has been made of the existing supply and demand for car parking. 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 Car Parking Code.

(c) Future Population and Floor Space Estimate

The future population projects used in the plan are based on Council's *Population and Dwelling Trends 1992* which uses Australian Bureau of Statistics data to estimate future population. Projected population figures are available at five (5) year intervals for high, medium and low growth. The plan for car parking assumes medium population growth and the year 2011 has been adopted as the planning horizon.

Area 5 (Shoalhaven City's southern area including Milton-Ulladulla) is expected to be relatively self sufficient in shopping facilities, with a growth rate of 4.1% between 1986 and 1991.

Retail Floor Space - 1992

Area	Population	Retail Floor Space m ²	Retail Floor Space per head
1, 2 & 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 (average)

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

(d) Non Retail Floor Space

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

(e) Projected Retail and Non Retail Floor Space - 2011

The plan assumes a trend towards the City average of 1.8 m² of retail floor space per head of population, which combined with the future population projections is used to estimate the future retail floor space for each area. Future non retailing floor space is estimated using the 6:4 relationship with retail floor space discussed above.

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

(f) 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 requirement for 2011 is then calculated for each centre at the following rate:

- Retail Floor Space* - 1 space per 24m² (as per Car Parking Code)
- Non Retail Floor Space* - 1 space per 40 m² (as per Car Parking Code Requirements for Offices)

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

By deducting the existing car parking from the future car parking requirement the number of new spaces required is estimated. In most cases there is no scope for expansion of on-street parking, therefore, it is proposed that Council provide enough parking to maintain its existing share of off-street parking ie if Council provides 25% of existing off-street parking today it expects to have to provide the same proportion in the year 2011.

(f) Section 94 Contributions Formula

The section 94 contribution for a car parking space for each centre has been calculated by dividing the cost of providing the required facility by the number of spaces provided within that facility.

6. CONTRIBUTION RATE (Cl.26(1)(e)EP&A Regs.1994)

(a) Future Floor Space

Centre	Future Retail Floor Space m ²	Future Non Retail Floor Space	Percentage of Total
Ulladulla	31,995	21,330	79%
Milton	6,480	4,320	16%
Remainder	2,025	1,250	5%
Total	40,500	27,000	100%

(b) Existing Parking - Milton CBD

The existing parking supply within the core area is as follows:

• on-street	85	30%	
• off-street (Council)	92	33%	(47% of off-street parking)
• off-street (private)	<u>104</u>	37%	
	281		

Floor Space

Retail	4,830 m ²
Other	6,756 m ²

(c) Future Parking Requirement 2011 - Milton CBD

			Parking Demand
Future retail floor space	6,480 m ² ÷ 24	=	270
Future non retail (divided by 40)	4,320 m ² ÷ 40	=	<u>108</u>
	spaces	=	378
Existing			<u>281</u>
New spaces required			97

If Council is to provide the percentage of off-street parking as it presently provides (47%) it will need to provide 45 new spaces. This will require development of Council's existing land at Wason Street, 45 spaces will be provided.

Construction of this car park would facilitate the development of additional parking by the private sector.

(d) Contribution

A contribution rate of \$4,799 has been calculated on the basis of \$215,999 per space estimated cost of the car park divided by the 45 spaces to be provided: $\$215,999 \div 45 = \$4,799/\text{parking space}$.

(e) Discounting of Car Parking Contributions

At present, Council effectively discounts its car parking contributions by setting contribution rates at a lower rate than the cost of providing car parking.

In the plan it is proposed to discount contributions for car parking by 30% and that the new rates be phased in over a three year period ie year 1 - 50% of the calculated cost, year 2 - 60% and year 3 onwards - 70%. Note the contributions in the summary tables indicate 70% contributions except in the case of Culburra and Kangaroo Valley where the existing car parks were provided in advance and other projects are included in this plan.

Project Number	Benefit Area	Total Cost (\$)	Number of Spaces	Contribution Per Space (\$)		
				1st Year	2nd Year	3rd Year
05 CARP 0002	1	215,999	45	2 329	2,774.68	3,331.36

7. TIMING CONTRIBUTION PAYMENT & CONDITIONS ALLOWING DEFERRED OR PERIODIC PAYMENT (Cl26(1)(f)EP&A Regs.1994)

The method of payment for residential development will be by way of a contribution per lot on release of the linen plan where subdivision is involved. Where construction is involved, payment will be made prior to release of building permit.

Council may consider requests for deferment of conditions requiring monetary contributions made under section 94 of the Environmental Planning and Assessment Act, 1979 provided the following criteria is met:

- (a) The section 94 contributions do not relate to the provision of facilities or services which, if not provided with the development, could threaten public safety and/or health.
- (b) The maximum deferral period would be two (2) years from the date of the issue of building permit, release of linen plans or endorsement date of the development approval (whichever is applicable).
- (c) If such conditions are deferred, the applicant will be required to provide the following:
 - bank guarantee for the amount of the section 094 contribution, plus a penalty interest rate apportioned over the period of the bank guarantee
 - minor administration fee.

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

8. WORK SCHEDULE OF PUBLIC FACILITY/WORKS TO BE PROVIDED (Cl.26(1)(g)EP&A Regs.1994)

- (a) Project 05 CARP 0002 involves the provision of the future car parking requirement at Milton. This will require the development of Council's existing land at Wason Street - 45 spaces will be provided. Construction of this car park would facilitate the development of additional parking by the private sector (see Milton Car Parking Plan attached).
- (b) **Costing**

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

- survey, design and other studies
- land acquisition
- construction
- all ancillary works
- restoration works
- associated administrative costs

Cost of Provision of Parking:

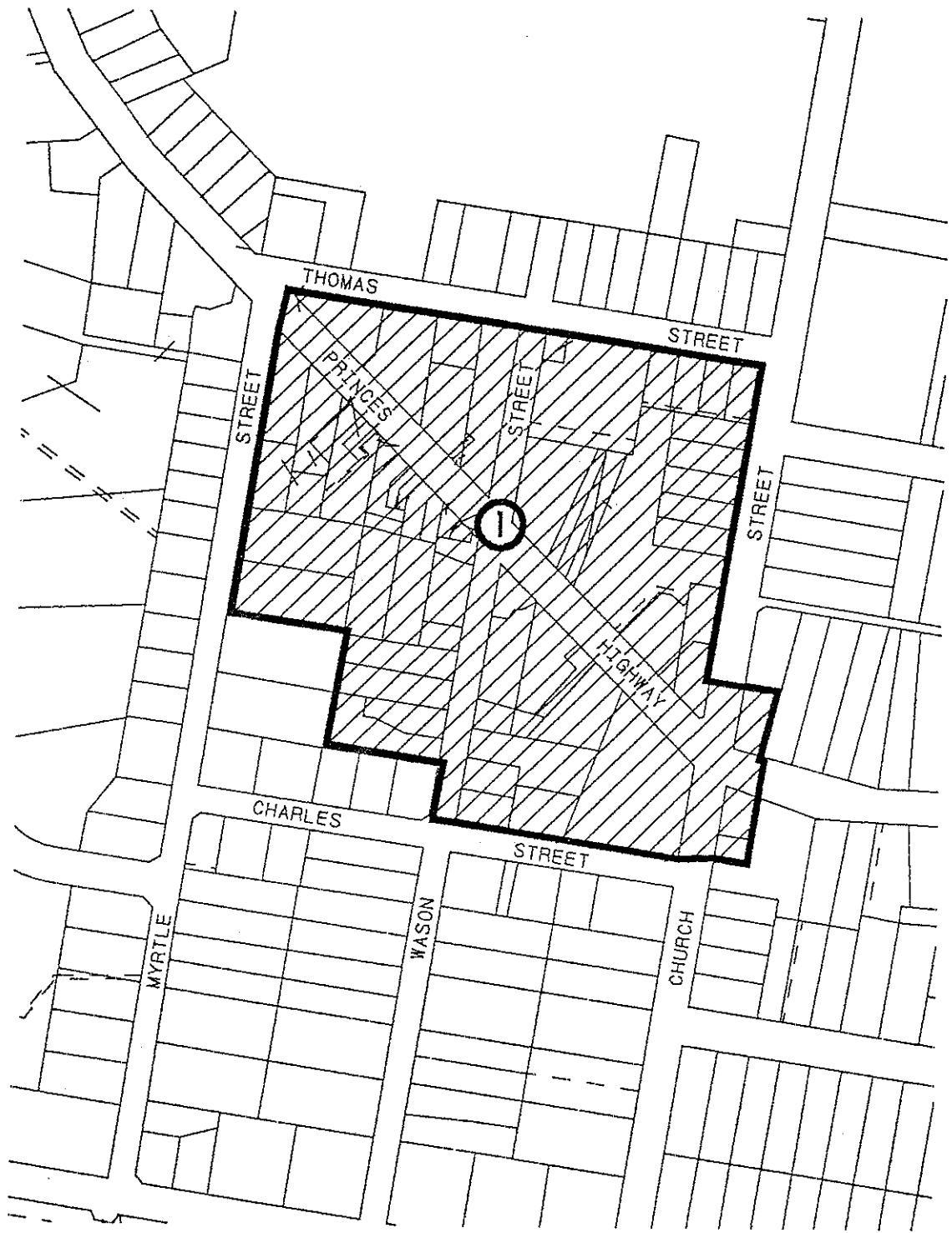
Land - Stage I - Lot 22, DP 825276 (1573 m²) Lot A, DP 16004 and part Lot 1 DP 736276 (now Lot 22 DP 825276 in subdivision 7360 (1,573 m²). These lots were purchased for \$110,750 in 1992. The value of the dwelling is assumed to be negligible.

Therefore, total cost =

land	\$110,750.00
construction	<u>\$105,249.00</u>
	<u>\$215,999.00</u>

(c) Timing

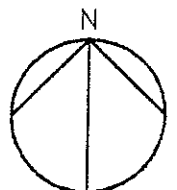
Stage 1 -	recover cost of land -	1993
	construct car park -	2004



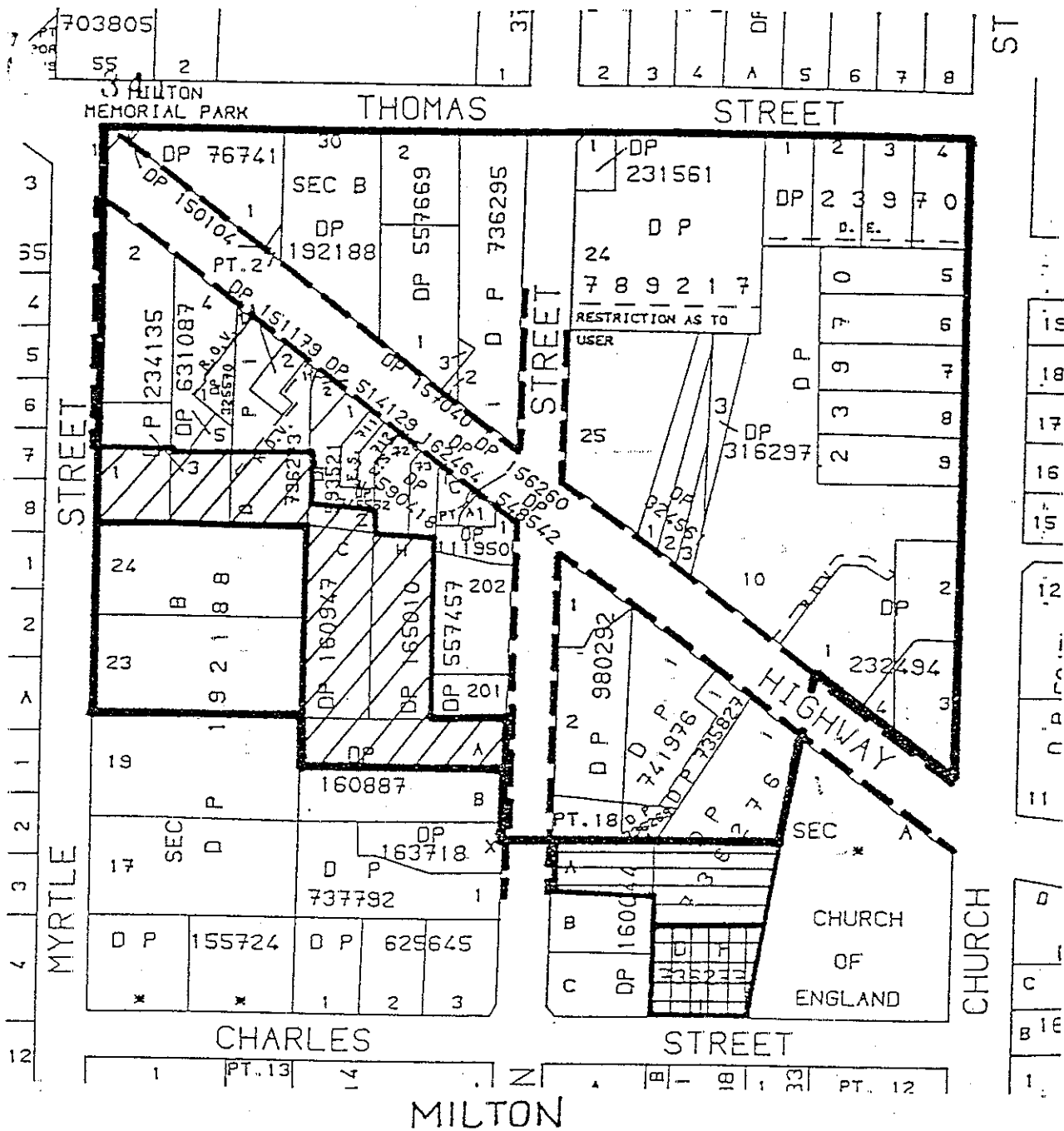
SHOALHAVEN CITY COUNCIL
CONTRIBUTION PLAN AREA 5
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 PROJECT: MILTON

PROJECT No:
05 CARP 0002



DRAWING FILE: SECT94:AREA5 (WINDOWS-FAM33CP2 & AM33CP2)



EXISTING COUNCIL CAR PARK



PROPOSED CAR PARK STAGE 1



PROPOSED CAR PARK STAGE 11



EXTENT OF ON-STREET CAR PARKING ACCESSIBLE TO C.B.D.



COMMERCIAL ZONING

AMENDMENT N° 33

SHOALHAVEN CITY COUNCIL

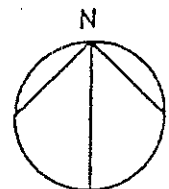
CONTRIBUTION PLAN AREA 5

FACILITY: CAR PARKING

PROJECT: MILTON

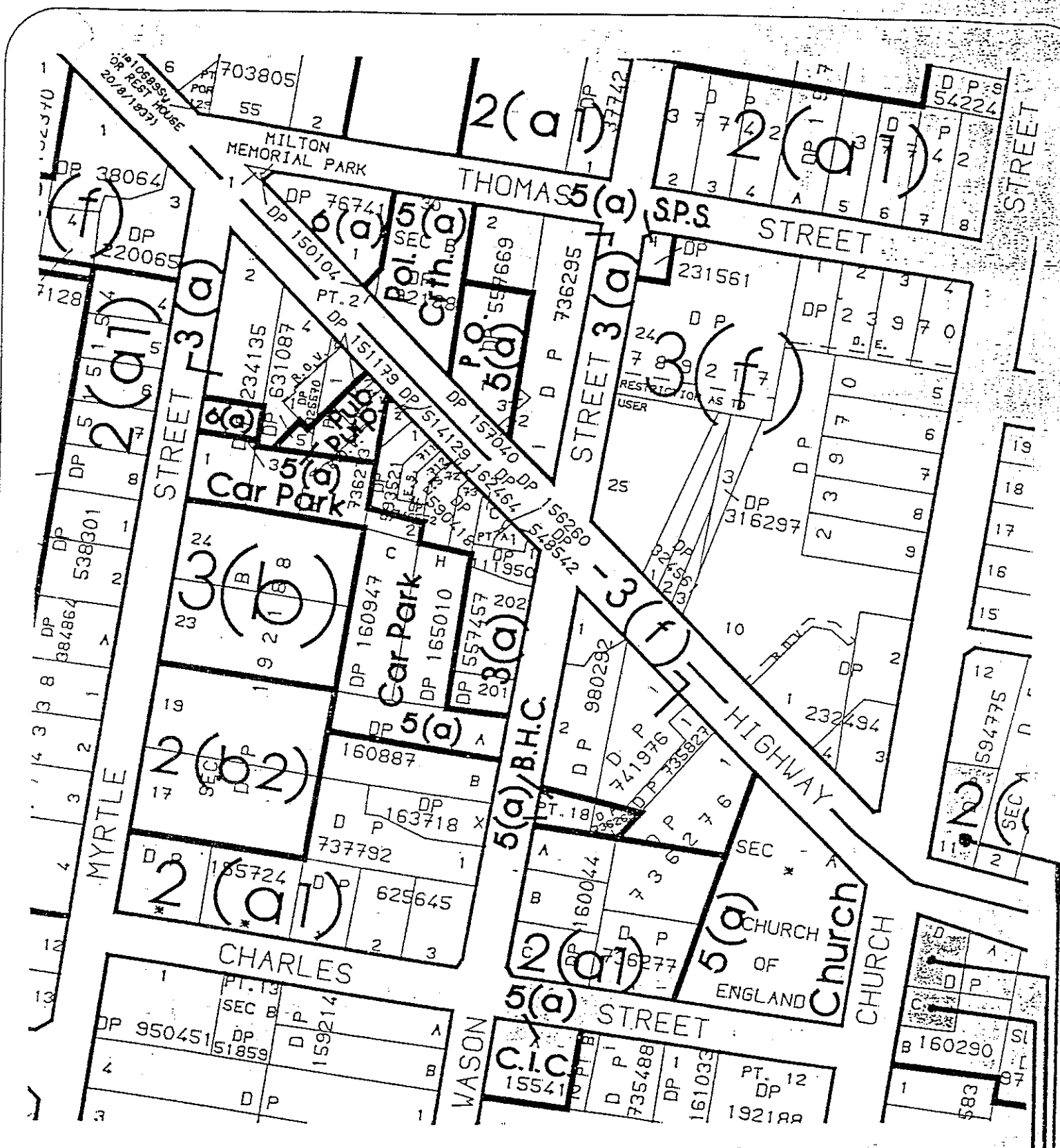
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SCALE 1:2000

cl. 26 (1)(b) E.P.+A. Regs. 1994

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FOR INCLUSION
 INTO THE
 BENEFIT AREA

- Lot C, D.P. 160290
- Lot D, D.P. 160290
- Lot 11, D.P. 594775