



East Elevation

1 : 100



West Elevation

1 : 100

DATE	AMMENDMENTS
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Detailed CAD Plans, Design & 3D

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Drawn : Peter Fricke

Scale : 1 : 100

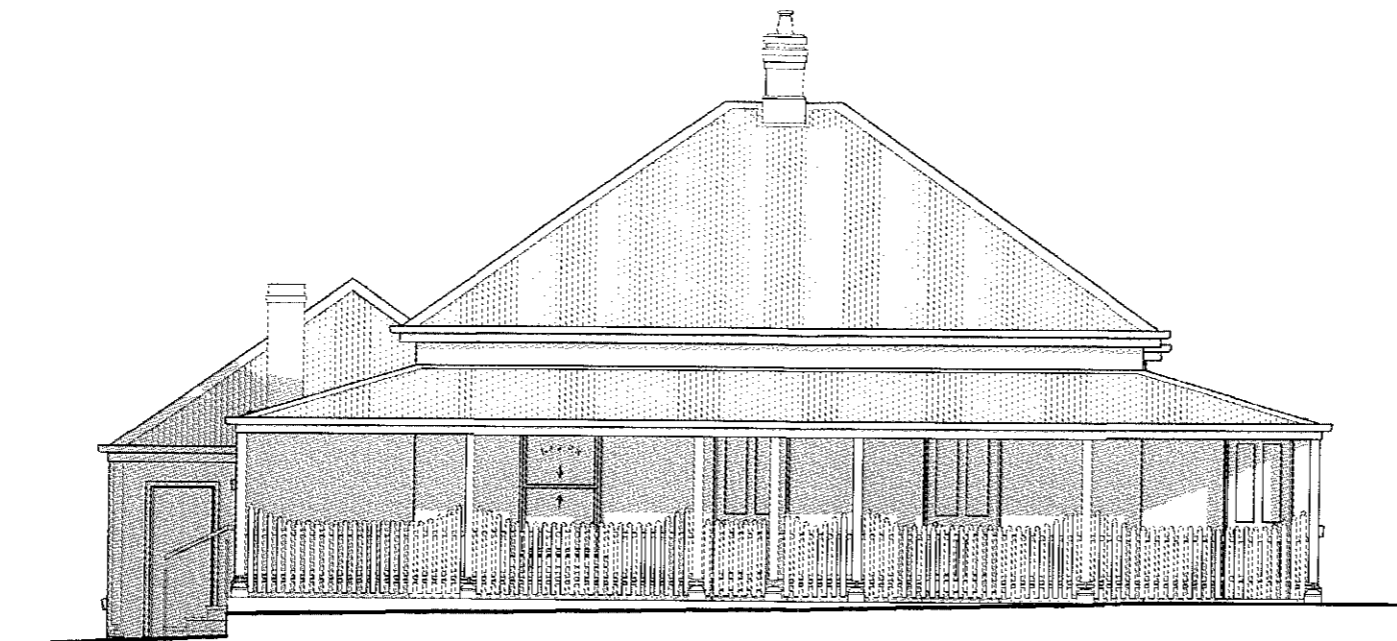
Date : 30/05/08

*ALL WORK TO BE IN ACCORDANCE WITH THE B.C.A., ALL ACTS, ORDINANCES, AUSTRALIANS STANDARDS AND ALL RELEVANT COUNCIL CODES AND REQUIREMENTS.
*A REGISTERED SURVEYOR SHOULD BE ENGAGED TO SET OUT STRUCTURE AND CONFIRM ALL RELEVANT BUILDING ENVELOPES, SETBACKS AND EASEMENTS PRIOR TO COMMENCEMENT OF WORKS
*BUILDER/OWNER TO VERIFY DIMENSIONS AND LEVELS PRIOR TO WORK COMMENCING

Proposed Restoration for:
G. & N. STARKEY
No. 67 Princes Hwy, Milton

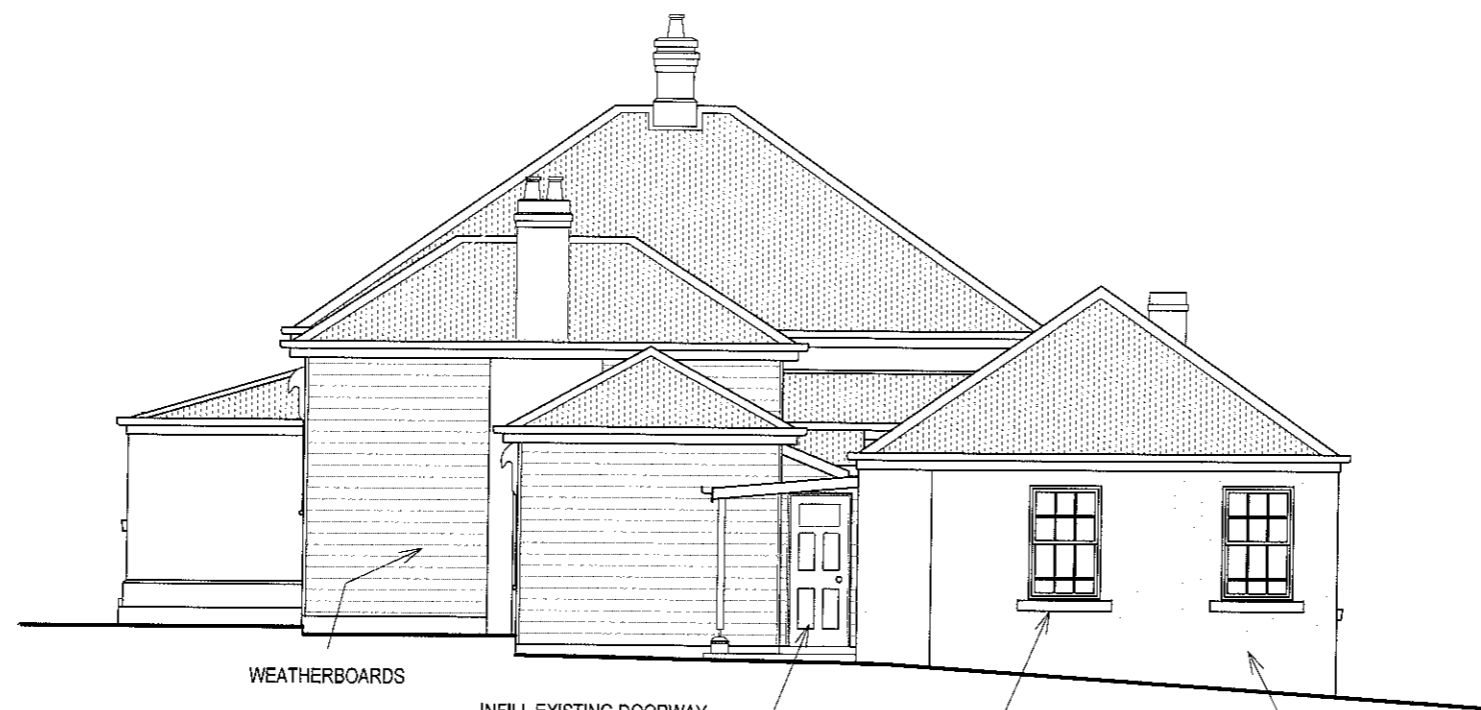
File No.
Sta300508

A03



North Elevation

1 : 100



South Elevation

1 : 100

DATE	AMMENDMENTS
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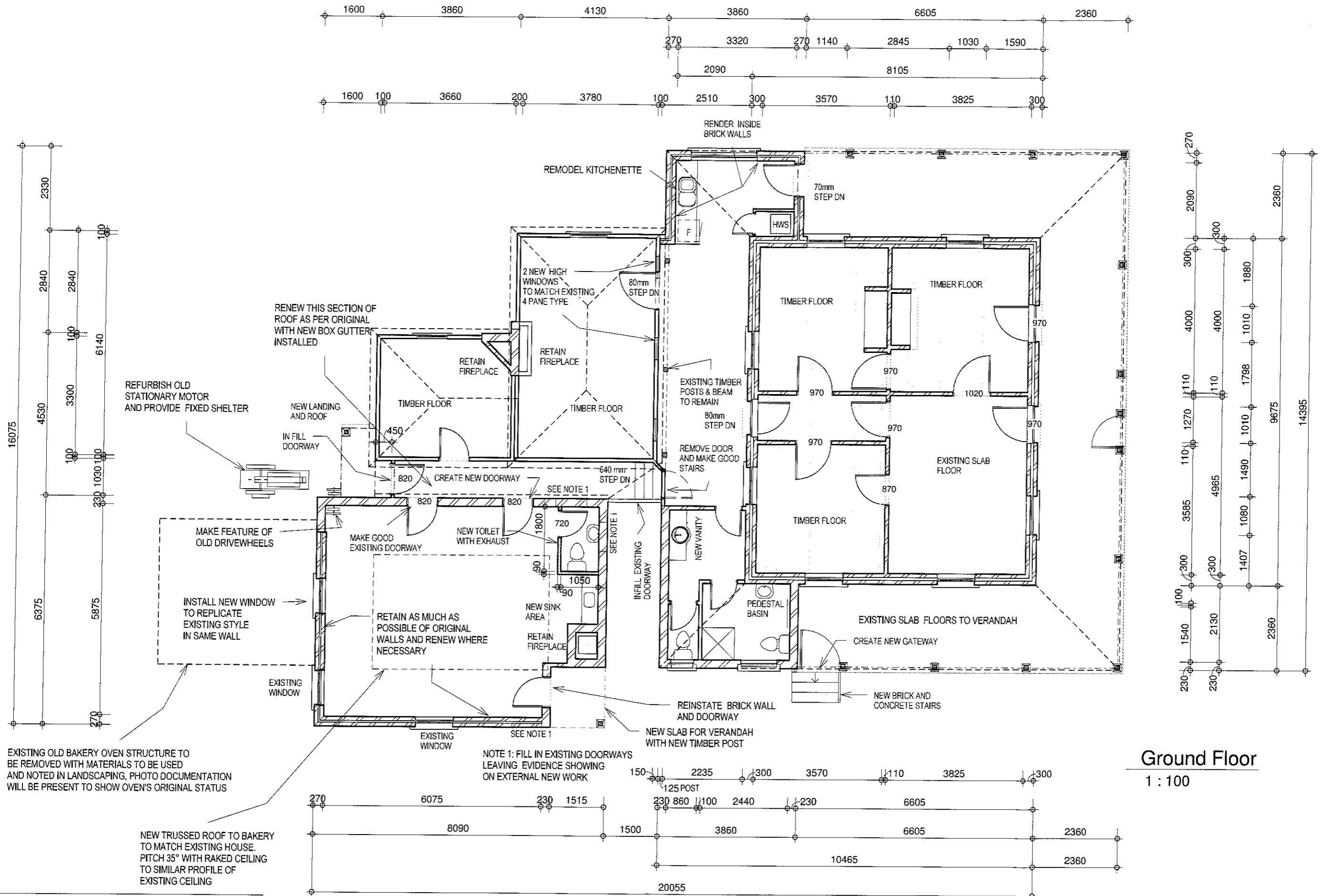
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Proposed Restoration for:
G. & N. STARKEY
No. 67 Princes Hwy, Milton

File No.
Sta300508

A04



Ground Floor
1 : 100

DATE	AMMENDMENTS



Detailed CAD Plans, Design & 3D

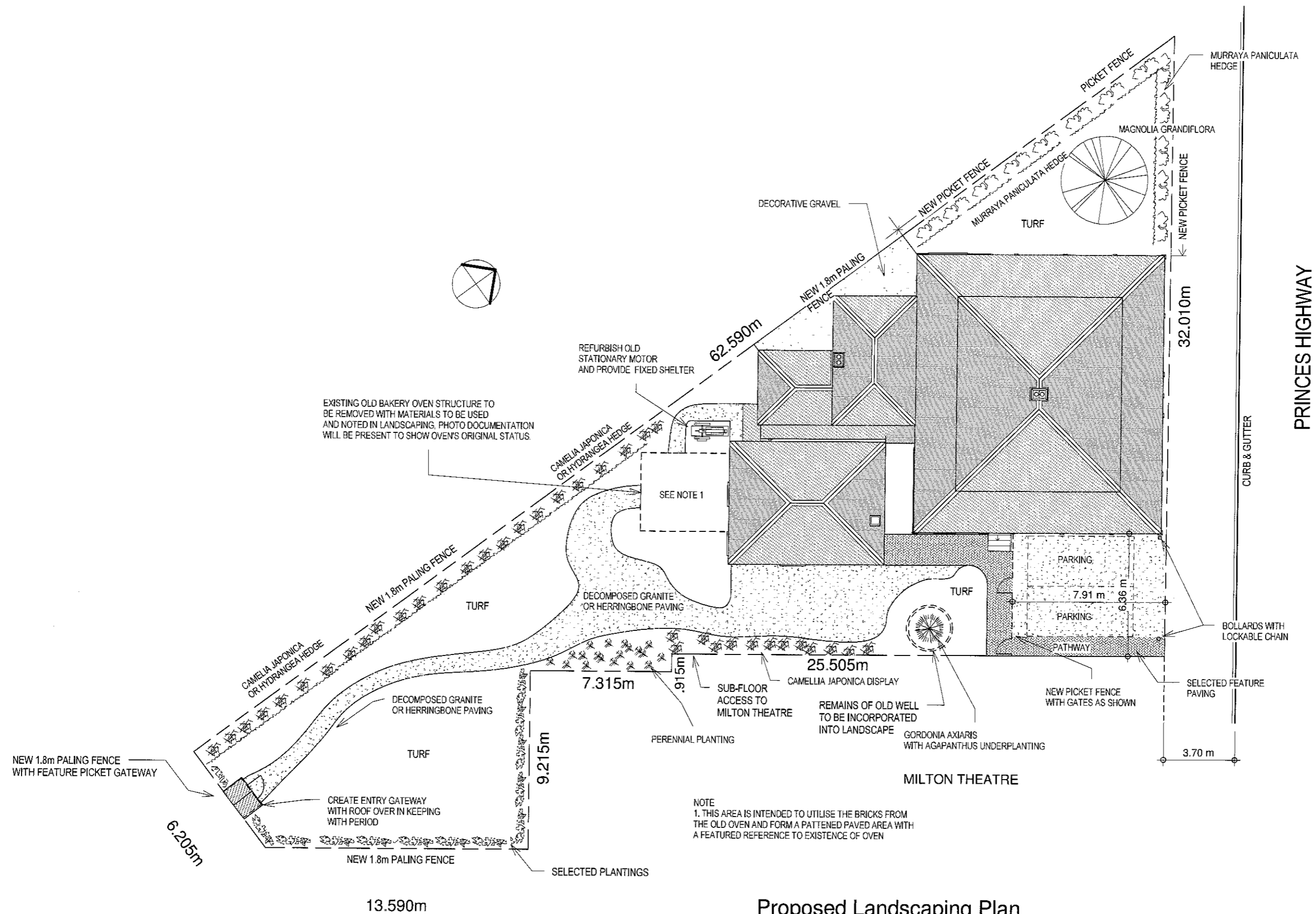
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Proposed Restoration for:
G. & N. STARKEY
No. 67 Princes Hwy, Milton

File No.
Sta300508
A02



Proposed Landscaping Plan

1 : 200

DATE	AMMENDMENTS
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Scale : 1 : 200

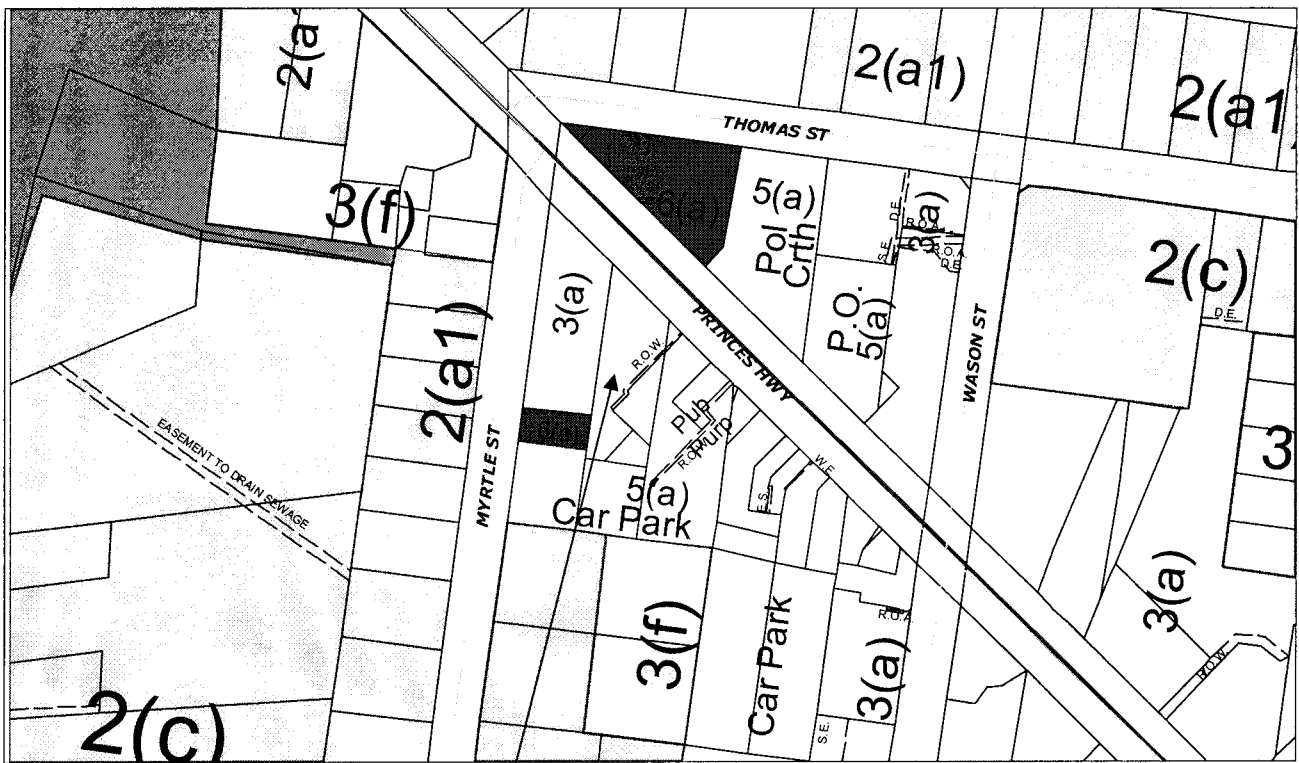
Date : 30/05/08

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Proposed Restoration for:
G. & N. STARKEY
No. 67 Princes Hwy, Milton

File No
Sta300508

A06



Subject Development Site - Lot 4 DP 631087 – 67 Princes Highway - Milton

5.6 DEVELOPMENT CONTROL PLANS AND POLICIES AND DRAFT POLICIES

5.6.1 Development Control Plan No 18 – Car Parking Code (DCP 18) – Car Parking Assessment

Development Control Plan No.18 – Carparking (DCP 18) provides guidelines for the provision of car parking for development in the Shoalhaven. The Car Parking Schedule contained under Clause 2.1 of Development Control Plan 18 provides specific provisions for car parking requirements for Commercial Premises (including offices). For land zoned 3(a) (Business “A” (Retail) Zone) at ground level 1 space per 24 m² of gross floor area is required. Gross Floor Area is defined in clause 1.4 as

“Gross Floor Area means the sum of the areas of each floor of a building where the area of each floor is taken to be the area within the outer face of the external enclosing walls as measured at a height of 1400 millimetres above each floor level excluding-

- *Columns, fin walls, sun control devices, and any elements, projections or walls outside the general line of the outer face of the external walls.*
- *Lift towers, cooling towers, machinery and plant rooms and ancillary storage space and vertical air conditioning ducts.*
- *Car parking specifications which meet the requirements of this development control plan.*
- *Space for the loading and unloading of goods.*

Clause 3.6 of Development Control Plan No. 18 allows for Parking Credits as follows:

“A parking credit may be available where it is proposed to develop a site, which is already occupied by an existing development, However, a parking credit is not available in situations where the parking needs of the existing development have been met on site, whether or not the parking have been provided in a formal or informal manner. Furthermore, if it is intended to change the use of an existing building and the new use requires more parking than the old use, a parking credit is available for the original use, even though floor space may not change.”

The “Heritage Study – Milton Town Centre” (Mahedy, May 1990) documents the past use of the building for a number of different commercial purposes include a bank, tailor’s shop, doctors surgery, dwelling and, up until the late 1960s, a bakery. The internal fabric and layout of the building has changed little and remains in the same form which existed for prior commercial/shop uses on the site. No formal constructed car parking exists on the site, however, there is currently space available for two (2) vehicles to park off the existing driveway/layback accessed off the Princes Highway along the eastern boundary of the site. These spaces are shown in **Plate 4** below. This parking area has been used continuously for vehicular access over the 70 years since it was purchased by the

Thompsons for the purpose of a bakery in the first half of the last century. It is considered reasonable to conclude that the current level of parking on site is two spaces. This parking area is to be formalised to provide 2 vehicle spaces within a parking area.



Plate 4 – Existing Parking Spaces off Princes Highway

It is considered that car parking credits exist for the area of the site which has historically been used for commercial purposes given the limited extent of on site parking historically provided. On this basis, additional car parking demand is created only as a result of the difference between the existing and proposed uses.

Table 3 sets out the gross floor area for the existing layout and compares this with the proposed layout. It should be noted that this includes the verandah area as this has traditionally been incorporated as part of the commercial floor space for the site with customers queuing here to purchase bread from the bakery through the front window. The table then sets out the gross floor area for the use of all of the gross floor area on the site for commercial purposes. **Table 3** demonstrates that 9.05 spaces are demanded by the current layout of the site. These spaces should be available as a parking credit for the original use (*ie.* car parking spaces which would be required for the commercial use, however are not available on site). The proposed commercial use of the whole site will result in a car parking demand of 10.02 spaces. Given this, a total of 1 additional space is required to be provided.

Table 3

Calculation of additional carparking generated as a result of change of use and additional areas to be used as commercial floor space

	<i>Requirements Gross Floor Areas by Room</i>	<i>Gross Floor Area by existing floor space</i>	<i>Gross Floor Area by proposed commercial use</i>
Residential Use			
Existing Residential Use – 3 bedrooms plus utility/living rooms	As per DCP 91 – 2 spaces behind building line	2 spaces	-
<i>Total Residential Spaces Required</i>		2 spaces	Nil
Commercial Use			
Old Shop (front room of building) and hall way	$18.08 \text{ m}^2 + 4.3 \text{ m}^2 = 22.38 \text{ m}^2$	22.38 m^2	22.28 m^2
3 rooms in front building	$12.98 \text{ m} + 13.48 \text{ m} + 12.17 \text{ m} = 38.63 \text{ m}^2$	Residential Use – accounted for above	38.63 m^2
Bathroom	11.06 m^2	11.06 m^2	11.06 m^2
Original enclosed verandah between front building and old bakery room	18.44 m^2	18.44 m^2	18.44 m^2
Bedrooms to rear of premises	$11.46 \text{ m}^2 + 21.33 \text{ m}^2 = 32.79 \text{ m}^2$	Residential Use – accounted for above	32.79 m^2
Old Bakery workroom and walkway	$44.39 \text{ m}^2 + 7.74 \text{ m}^2 = 52.126 \text{ m}^2$	52.13 m^2	52.13 m^2
Verandah	65.23 m^2	65.23 m^2	65.23 m^2
<i>Total Commercial Spaces Required</i>		$169.24 \text{ m}^2 @ 1 \text{ space per } 24 \text{ m} = 7.05 \text{ spaces}$	$240.56 \text{ m}^2 @ 1 \text{ space per } 24 \text{ m} = 10.02 \text{ spaces}$
TOTAL NUMBER OF SPACES REQUIRED		2 residential + 7.05 commercial = 9.05 spaces	10.02 spaces
ADDITIONAL SPACES REQUIRED		10.02 spaces – 9.05 spaces credit = 0.97 spaces (say 1) required in addition to that available on site, which is two spaces currently provided in the driveway accessed from the Princes Highway.	

Table 3 concludes that the proposal would result in the requirement for 1 additional space, above that proposed to be provided.

Clause 3.11 of DCP 18 – Car Parking Code deals with Conservation Incentives, and states the following:-

"3.11 Conservation Incentives

If a development proposal involves the retention and enhancement of an item of environmental heritage, as identified within Shoalhaven Local Environmental Plan, 1985 or the Illawarra Regional Environmental Plan No. 1, Council may consider a request to reduce the parking normally required by this Code, if it is felt that this parking would reduce the significance of the building."

In this instance, the subject site is identified within SLEP as containing an item of environmental heritage, whilst the works proposed include the partial reconstruction of the building, along with its retention and overall enhancement. Consequently, Council is requested to consider the reducing the parking requirements by the required 1 space. In considering the request, Council is required to assess the impact the provision of the required parking would have on the significance of the building. The following section of this SEE addresses the requirements of Clause 3.11 of DCP No. 18.

5.6.1.1 Identified Heritage Values

The major values of the identified heritage item are summarised as follows:

- The simple residential style building located on the site contributes to the historic character of the Milton streetscape, civic and commercial precinct.
- The contribution the building and site has made to the social fabric of the Milton commercial area through the variety of historical commercial uses which have occupied the building over a 120 year period.
- The important role that the landscape setting and context of a rural village house. Highly valued rural views and vistas are available from the Princes Highway, across the unformed car parking area, to the distance pastoral, bushland and escarpment areas to the south and southwest. Rural views and vistas are also available from the rear of the building.

5.6.1.2 Impact of Additional Parking on Heritage Values

The retention of the landscaped setting and context of a rural village house would be significantly compromised by the construction of additional formal car parking areas on the site for the following reasons:

- The site configuration and its irregular shape coupled with the siting of the existing development, would dictate that any additional formal constructed car parking area would need to be provided at the rear of the site.

- The construction of a car park at the rear of the site would require the removal of most of the current passive/soft landscaped areas so as to accommodate a driveway/access lane down the eastern boundary of the site and associated car parking areas.
- The construction of an accessway to the rear of the site, would require the remediation and filling of the well which would result in the removal of any evidence of its existence.
- Car access would be required from the Council car park to the rear of the site, resulting in a loss of up to two spaces within the public car park area.
- Vehicular access through the rear of the site would compromise pedestrian access and present potential vehicular/pedestrian conflicts.
- Car access through the rear of the site could conflict with the objectives of DCP 26 – Milton Commercial Area in terms of the provision of pedestrian linkages through the car park area.

5.6.1.3 Comment

The construction of a larger formal car park on the site would be detrimental to the contextual location in which the heritage building is located. In retaining the important landscape context surrounding the building, it is imperative that concessions be supported by Council in relation to waiving the requirement for additional car parking spaces on site.

A possible exception to the above is that area behind the adjoining theatre which could accommodate limited parking however this would require access from the existing car park which of itself would entail the loss of 2 spaces from the car parking area. This would result in a negative parking provision and will severely compromise the pedestrian thoroughfare through the site and the Council car park.

Whilst it is recognised that the site is located within a car parking contributions plan area, it is considered that to require such a contribution in this case would further detract from the ongoing financial viability of using the building for a commercial purpose, which is critical for the reconstruction and restoration works to the building and site and its ongoing long term conservation.

The adaptive re-use of the site for a commercial use which is viable within the modern context (ie. with upgraded facilities) is crucial to the reconstruction and long term conservation, restoration and retention of the building. A viable commercial use within

the building will contribute towards the costs associated with the reconstruction, restoration and maintenance of the building and will prevent further degradation and/or dilapidation of the building and site and its ongoing conservation.

The adaptive re-use of the building to allow for a viable commercial use within the building will contribute to the long term conservation, maintenance and ultimately retention of the building. This use will also ensure that the general public is provided with some controlled access to the heritage item.

The proposed landscaping enhances the accessibility of the public to the site through the creation of formal pedestrian pathways from the Princes Hwy to the rear Council car park. The use of semi transparent picket fencing also ensures public access to rural views and vistas across the site and also views of the rural village landscaped setting in which the building is located are retained.

As the cost of reconstruction and restoration works will be significant, the car parking exemptions will assist in the works which may be in doubt without the car parking exemptions. The reconstruction of the bakehouse is dependent on exemptions from car parking being granted.

5.6.1.4 Conclusion

Given the above, it is considered that the use of Clause 3.11 as a conservation incentive to reduce the parking provision by one space is a positive one that will indeed act as an incentive to a development proposal that will not only see the ongoing conservation of an identified heritage item, but the partial reconstruction of a portion of the building which otherwise would likely be lost.

The extent of parking the subject of the conservation incentive is minimal, being only one space of the total 10.02 spaces such development would ordinarily require. As such, the extent of reduction sought is less than 10% of that required.

The proposal to formalise the existing car parking provision will maintain the relevant heritage values which have been identified for the site, and ensure that the heritage setting is appropriately maintained.

5.6.2 Development Control Plan No 26 –Milton Commercial Area (DCP 26)

Development Control Plan No 26 – Milton Commercial Area relates to ensuring a high degree of flexibility to ensure that the changing character of Milton could be accommodated. The proposal meets the aims and objectives of Development Control Plan No 26. An assessment of the proposal against the principles which apply to the plan can be found in **Table 4**.