

**SECTION 94
CONTRIBUTIONS PLAN**

CAR PARKING

Adopted by Council 5 August 1997

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Section One

INTRODUCTION

1.1 NAME OF THIS PLAN

This plan is called *Section 94 Contributions Plan: Car Parking* (referred to in this document as 'the Plan'). This Plan has been prepared in accordance with the requirements of Section 94 AB of the Environmental Planning and Assessment Act 1979 ('the Act'). It should be read in conjunction with the *Section 94 Contributions Plan: Management*, which contains the administrative and financial management details of this Plan.

1.2 PURPOSE OF THIS PLAN

The Plan has been prepared to:

- Implement Section 2.6 of Council's Development Control Plan No. 3 - Car Parking, and Council's Car Parking Strategy for the Tumut Town Centre;
- Justify the imposition of conditions, pursuant to Section 91 of the Act, for contributions associated with development which will lead to demand for car parking facilities in the Tumut General Business area, and require a contribution towards the provision of those facilities pursuant to Section 94 of the Act;
- Specify the formula for the calculation of car parking contributions; and
- Provide for associated purposes.

1.3 LAND TO WHICH THIS PLAN APPLIES

This Plan applies to land within the town of Tumut, zoned for General Business 3(a) pursuant to the Tumut Local Environmental Plan 1990. The location of the subject land is shown in Figure 1.1.

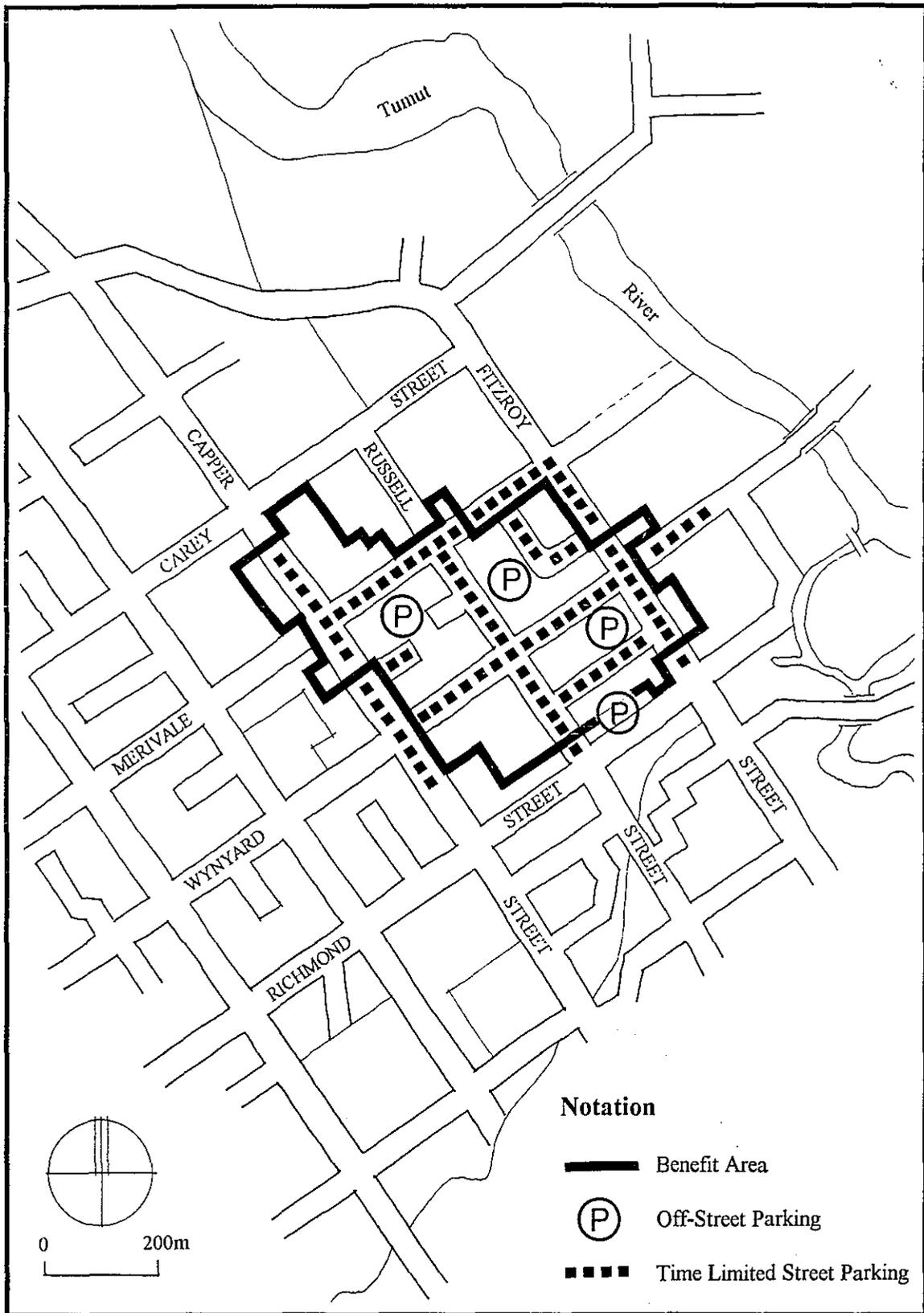


Figure 1.1
SECTION 94 CONTRIBUTIONS CAR PARKING BENEFIT AREA

1.4 RELATIONSHIP TO OTHER PLANS

This plan should be read in conjunction with the following Council documents:

- Tumut Local Environmental Plan 1990;
- Development Control Plan No. 3 - Car Parking;
- Car Parking Strategy for Tumut Town Centre; and
- Section 94 Contributions Plan: Management.

All of these are public documents and are available from Council.

Section Two

CONTRIBUTION NEXUS

2.1 CONTEXT

With population growth, as businesses expand, or new commercial developments take place, there is an increasing demand for car parking spaces in the General Business area of Tumut.

Currently, car parking spaces are provided in the General Business area both on-street, mainly through time limited parking restrictions, and off-street in a number of formal and private car parking areas.

2.2 NEED FOR PARKING FACILITIES

Location of main off-street parking areas in the General Business area are indicated in *Figure 1.1*. Other spaces, designed to meet demand generated by particular uses, have been provided on the site of business or service developments and are generally only available to the clients of that business or service.

However, the continued success of the town as a convenient and viable centre depends on the capacity of local users and visitors to easily access services and carry on business. That capacity requires adequate provision of car parking spaces in a number of locations.

The Council has therefore developed a Strategy to ensure that car parking is able to be provided in a timely manner so that the demand for parking can be adequately met and the General Business area can continue to operate in a successful way for the whole of the community.

2.3 PLAN FOR PARKING FACILITIES

The Council, when determining a Development Application in the Tumut General Business area, requires developers to provide on-site car parking at a rate consistent with the level of parking demand assessed by Council for the particular use involved. This rate is set out in Schedule 1, which constitutes Table 1 of Development Control Plan No. 3 - Car Parking. The Council will determine the relevant class for a particular development where there is any ambiguity as to whether a specific use falls within a particular class.

Where on-site provision of car parking cannot be provided the Council may accept a cash contribution in lieu of that on-site parking provision according to the rate set out in Section 3.2 of this Plan.

The monetary contribution levied by the Council will be used to recover the cost of establishing the Fuller Street North and Fuller Street South Public Car Parks and the future development of off-street public car parking in a progressive way with its first priority being to secure ownership of the Fuller Street North Public Car Park (north west corner of Fuller and Fitzroy Streets).

The Council has already provided funds for the construction of these car parking areas and will seek to purchase the Fuller Street North Car Park for the facility to become permanent.

Additional areas, as defined in the Council's Car Parking Strategy, will be progressively acquired, either by purchase by Section 94 contribution funds or through dedication of land in-lieu of cash contribution as a result of development of adjoining land.

Section Three

CONTRIBUTION FORMULA AND RATE

3.1 CONTRIBUTION FORMULA

Contributions will be sought by the Council for car parking on the basis of the following formula:

$$C_p = (L_c + C_c) \times n \times A$$

Where:

- C_p Amount of contribution required for car parking for each development.
- L_c Estimated unit cost of acquiring land required for the construction of a parking bay with pro-rata cost for acquiring land needed for circulation space and access ways in the Tumut General Business area.
- C_c Estimated cost of construction of each parking bay with pro-rata cost for constructing circulation space, access ways and associated infrastructure such as drainage, landscaping, lighting, marking and signage for each parking bay.
- n Number of spaces calculated by the Council as the shortfall in the provision of on-site car spaces that are to be provided for a development, according to the parking rate schedule described in Section 2.3 above.
- A Contribution towards Consultants cost (\$10,500) of preparing the Plan: 3.0% (1.03) of the contribution payable,

3.2 CONTRIBUTION RATE

3.2.1 Land Acquisition Costs per Parking Space (L_c)

The cost of acquiring land in the Tumut General Business area is estimated at \$157.50 per square metre. It should be noted that, while the actual cost of the land will be determined at the time of acquisition, the estimated value shown, (to be reviewed annually,) will be the value used for the purposes of this Plan.

In accordance with the standards adopted for car parking areas in Australian Standards: AS 2890.1 (*'Off-Street Car Parking'*), the average area required to provide for a car parking bay, circulation space and access ways for the public off-street parking areas has been calculated as 22 square metres. This is based on an average standard parking bay of 2.6 metres by 5.4 metres for cars and half of a two way aisle. The figure also allows for two access ways for each parking block in the centre (*Figure 3.1*).

a two way aisle. The figure also allows for two access ways for each parking block in the centre (Figure 3.1).

Therefore the per space land cost $L_c = \$150 \text{ per m}^2 \times 22 \text{ square metres per space.}$
 $= \$3,300.$

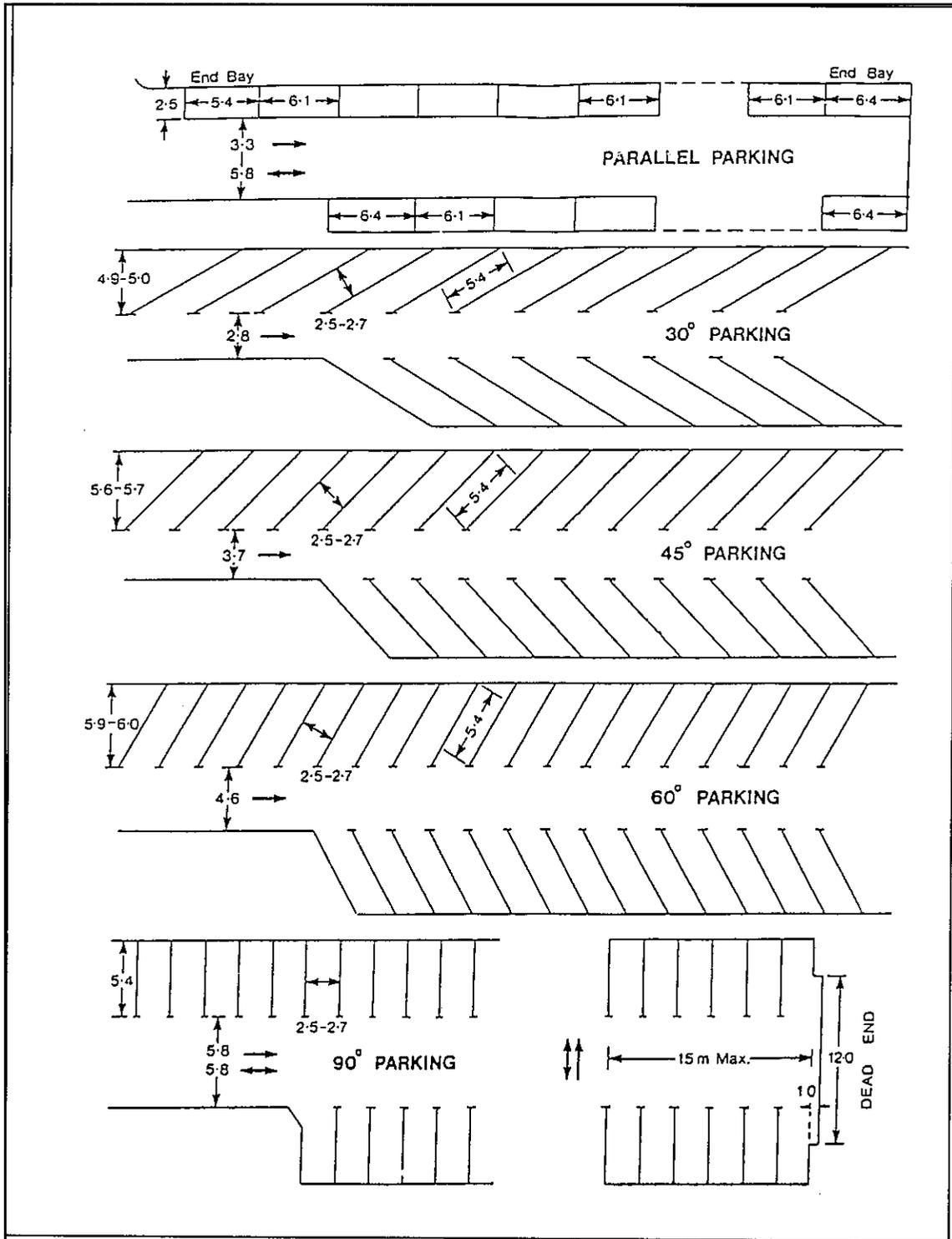


Figure 3.1
PARKING SPACE DIMENSIONS

3.2.2 Construction Costs (C_c)

The total cost of construction of the car parking spaces is based on calculations by Council's Technical Services Department. This takes into account construction of the parking bays, with line making, signage and the construction of drainage, access and circulation ways and landscape works. It also allows for the construction of delivery areas.

The per space construction cost $C_c = \$ \text{total construction cost} / \text{spaces}$
 $= \$1,944$

3.2.3 Contribution Rate

On this basis the contribution rate for the provision of one car parking space is:

$\begin{aligned} \text{The per space contribution } C_p &= L_c + C_c \times A \\ &= \$3,465 + \$1,944 \times 1.03 \\ &= \$5,571 \end{aligned}$
--

The total amount of contribution in each case will depend on the number of off-street spaces to be provided as calculated in Section 2.3 above.

3.3 INDEXATION

Contribution rates are indexed on an annual basis (December to December), using the Implicit Price Deflator (IPD): 'Gross Fixed Capital Expenditure: Private Non Dwelling Construction'. These figures are produced by the Australian Bureau of Statistics in its publication No. 5206, Table 60 (National Income, Expenditure and Production).

3.4 FINANCIAL ARRANGEMENTS

The arrangements, and accountability, for management of funds collected for car parking facilities under this Plan are set out in the Council's *Section 94 Contributions Plan: Management*.

3.5 REVIEW AND RIGHTS OF APPEAL

The Council will keep the Plan under constant review with an annual assessment of demand and supply aspects of parking facilities to ensure that the objectives of the Plan are being achieved and its strategy is effective.

Full details of the review process and opportunities for appeal against the provisions of this Plan are provided in Council's *Section 94 Contributions Plan: Management*.

Schedule 1
CAR PARKING PROVISION STANDARDS

Part A:

Land Use	Parking Requirements (minimum)
Residential	
Dwellings Houses	1 space per dwelling
Medium density residential flat buildings	1 space per small unit (<55 m ²) 1.5 spaces per medium unit (55-84 m ²) 2 spaces per large unit (>84 m ²) + 1 space per 4 units visitor parking
Housing for aged and disabled persons	as per SEPP No. 5
Casual Accommodation	
Motels	1 space for each unit + 1 space per 2 employees. <i>If public restaurant included then add the greater of:</i> 1 space per 10m ² GFA of restaurant/function room, or 1 space per 3 seats.
Hotels	1 space per 10m ² of public area + 1 space per bedroom
Office - Retail	
Office/Retail	1 space per 30m ² GFA (minimum 3 spaces)
Service stations with convenience stores	5 spaces per work bay + 1 space per 20m ² GFA of convenience store. <i>If restaurant included, then add the greater of</i> 1 space per 10m ² GFA, or 1 space per 3 seats
Motor Showroom	1 space per 130m ² site area + 6 spaces per work bay (for vehicle servicing facilities)
Car tyre retail outlets	<i>whichever is the greater of:</i> 1 space per 33 m ² GFA, or 3 spaces per work bay
Roadside stalls	4 spaces
Drive-in liquor stores	not applicable
Bulky goods retail stores	Comparisons should be drawn with similar development
Refreshments	
Drive-in take-away food outlets	Development with no on-site seating: 1 space per 8m ² GFA Developments with on-site seating: 1 space per 8m ² GFA plus <i>greater of:</i> 1 space per 5 seats (internal and external), or 1 space per 2 seats internal Developments with on-site seating and drive-through facilities: <i>the greater of:</i> 1 space per 2 seats (internal) or 1 space per 3 seats (internal and external) plus queuing area for 5 to 12 cars
Restaurants	<i>Whichever is greater of:</i> 1 space per 10m ² GFA, or 1 space per 3 seats
Clubs	1 space per 10m ² of public area

Schedule 1
CAR PARKING PROVISION STANDARDS

Part B:

Land Use	Parking Requirements (minimum)
Recreational and Tourist facilities	
Recreational facilities:	
Squash courts	3 spaces per court
Tennis courts	3 spaces per court
Bowling alley	3 spaces per alley
Bowling green	30 spaces for first green + 15 spaces for each additional green
Gymnasium	1 space per 13m ² GFA (desirable) 1 space per 22m ² GFA (minimum)
Tourist facilities:	
Caravan park	1 space per caravan site
Industry	
Road transport terminals	Surveys shall be undertaken by the developer of similar developments and the findings reported to the Council
Factories	1 space per 133m ² GFA or adequate number of spaces based on a Parking Study by the applicant
Warehouses	1 space per employee
Health and Community Services	
Professional consulting rooms	Comparisons should be drawn with similar developments but generally 3 spaces per consulting room
Extended hour medical centres	1 space per 25m ² GFA
Child care centres	1 space for every 4 children in attendance