

Lane Cove



SECTION 94 CONTRIBUTION PLAN

AUGUST, 1996

Amended: 10th September, 1999

Reproduced: 2nd April, 2001

Amended in relation to CPI increases: 16th February 2004

Please note: Council at its meeting of 16 September 2013 adopted an updated works schedule, and this took effect on 9 October 2013. The contributions rate was not altered however. The Works Schedule of 9 October 2013 replaces the works listed in this Section 94 Plan full document, and is inserted in the inside cover.

Section 94 Works Schedule – updated September 2013

**9 October 2013
55656/13**

\$M

COMMUNITY

0

Aquatic Centre – all-weather retractable enclosure	1.50
Aquatic Centre bridge over Little Street	1.25
Aquatic Centre Stages 2, 3 & 4	8.00
Aquatic Centre – Olympic Pool	0.90
Community hub aged day services	0.75
Community organisations’ space – Centrehse & WOT	3.20
Greenwich – community facilities carpark: site acquisition and construction	3.18
Greenwich Sailing Club – restaurant & parking upgrade	2.35
Lighting Public Places	0.25
Little Lane community centre fitout	1.95
Multi Use Sports Facility	20.00
Public art	1.50
Rosenthal Plaza construction, parking, landscaping	35.00
Seniors’ Centre renovation	1.50
Skate Board	0.125

OPEN SPACE

0

Bob Campbell Oval upgrade	0.008
Batten Reserve - Bush Track	0.009
Berry Creek / River Road works	0.030
Blackman Park - Bush Track	0.014
Blackman Park club room	2.00
Blackman Park surfaces, parking	4.00
Burns Bay foreshore walk	0.90
Burns Bay Oval upgrade	0.008
Bush track signs	0.05
Cunninghams Reach picnic shelter	0.025
Foreshore land acquisition	2.00
Gore Creek / River Road	0.008
Greenwich Baths upgrade	0.97
Land Acquisition - general	2.00
Newlands Park landscaping upgrade	0.045
Newlands Park play equipment	0.05
Off-field sports training area with lights	2.60
Parks: picnic areas, walking tracks etc	0.20
Playing fields: artificial turfing	5.00
Playing fields: lights	2.50
Pottery Green upgrade: duplication, artificial turf, car parking under, expand Occasional Care Centre	4.50
Stringy Bark Creek upgrade	0.025
Tambourine Park upgrade	0.02
Town Centre - Land acquisition for park	1.50

TRAFFIC

0

Bike facilities / Industrial Area	0.135
Bus Shelters / seats	0.26
Bus Shelters Industrial Area	0.05
Carriageway / Sam Johnson Way	0.02
Cox’s Lane road widening/ parking works	1.00
Cycle Paths	0.26
Guardrails Industrial Area	0.30
Intersection Sirius / Orion Signals	0.35
Intersection Sirius Road / Mars Road	0.20
LATM	0.80

LATM / Industrial Area	0.20
Lighting	0.05
Medians	0.26
Parking/Meters/Signs	0.90
Pedestrian Refuges / Safety/Wombats	0.73
Pedestrian Safety / Industrial Area	0.18
Roundabouts / Intersections	1.42
Signals	1.35
Upgraded Lighting Industrial Area	0.15

URBAN SERVICES

URBAN SERVICES	0
Catchment management, erosion & sediment control	0.50
Lighting Public Places	0.25
Pollutant Traps - commercial areas	0.24
Pollutant Traps - industrial areas	0.35
Pollutant Traps - residential areas	0.11

Burns Bay

Burns Bay	0
New community facility under road	2.00
New park	1.00
Access road 15 x 30 m/ with roundabout (& see park and community facility below)	2.00
Compulsory acquisition of No.296 Burns Bay plus a portion of No.290	1.40
Pedestrian link from park to bay	0.5
Stormwater works	0.50

Lane Cove West Industrial Area

Lane Cove West Industrial Area	0
Sirius Road regional park - acquisition, works & parking	9.00
Traffic & transport study	0.05

Lane Cove West shops

Lane Cove West shops	0
Child care/ community facility	3.70
Car parking component	0.24
Shopping Centre upgrade	0.40

Mowbray

Mowbray	0
Gordon/ Mowbray pedestrian link - compulsory acquisition of 536A strip & works	3.50
Elizabeth/ Centennial traffic treatment	0.45
PAMP/ bicycles/ lighting	0.75
SMEC study works	2.45
Stormwater pipe widening, pits, sandstone settling basins, wetlands pockets etc	0.45

St Leonards

St Leonards	0
Rail Plaza & community facilities	33.60
Public domain compulsory acquisition of 4 corner sites on Pacific Hwy	8.00
East Study - underway	0.15
West Study - needed	0.15
Options:- (i) Inhouse short study – 3-day traffic counts – estimates (ii) 6-month study – commercial and residential.	
Traffic management implementation	1.00
Marshall Lane upgrade	0.50
Pacific Hwy paving	0.85

\$M 192.62

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1 INTRODUCTION

1.1 Basic Principles of Section 94

The *Environmental Planning and Assessment Act, 1979*, (EPA&A Act) grants councils the power to levy contributions for public services and public amenities required as a consequence of development.

Section 94(1) of the Act states that:-

“Where a consent authority is satisfied that a development, the subject of a development application, will or is likely to require the provision of or increase the demand for public amenities and public services within the area, the consent authority may grant consent to that application subject to a condition requiring:-

- (a) the dedication of land free of cost, or
- (b) the payment of monetary contribution, or both”.

Under Section 94(2A), councils are permitted to recoup the cost of public services or amenities provided in advance of, or to facilitate, new development.

Councils may also accept the dedication of land or the provision of a “material public benefit” in part or full satisfaction of a condition imposed under Section 94(1) or Section 94(2A), through provisions of Section 94 (2C).

The Court has established the following principles for testing the validity of a consent condition requiring a Section 94 Contribution:-

- The contribution must be for, or relate to, a planning purpose.
- The contribution must fairly and reasonably relate to the subject development.
- The contribution must be such as a reasonable planning authority, duly appreciating its statutory duties, could have properly imposed.

These principles are fundamental to the proper administration of Section 94 and emphasise the importance of “reasonableness”, both in terms of the services for which contributions are sought and the level of contributions.

The legislation allows councils to:-

- Require a contribution (or dedication of land) to fund works or facilities to be carried out in the future.
- Require both a contribution to fund works or facilities which have already been constructed.

That is, recovery funding.

The ability to fund new works facilities and the embellishment of existing infrastructure in the community using Section 94 is of great importance to Lane Cove Council. By using contributions (i.e. a “user pays” approach), Council can greatly reduce the cost and impact of providing additional services and facilities generated by new development on the existing residents of the municipality.

Section 94 is being utilised by Council to ensure that the service level to the existing population is not reduced, whilst ensuring a similar level of service for the incoming population.

Given that Council will have a number of Section 94 Plans, and because the cost of some capital infrastructure will be paid off over the lifetime of more than one plan, all plans will have contributions based on:-

- (i) Meeting the cost of items in the current Works Schedule.
- (ii) Recovering costs for community infrastructure already provided.

Unless this approach is followed in all plans, there will be inequities for the community – both to those who are long-term residents and for incoming population. In addition, and in particular, in relation to (ii), it is because that infrastructure has been provided that further development can occur.

The rationale for that component of the contribution which represents recovery of past expenditure and how that amount is calculated is more fully explained in Chapter 6. It should, however, be pointed out that the rate determined is only one-third of what Council is entitled to recover, and significantly less than would be the case if incoming residents were to pay for the full value of the services and facilities which they will immediately enjoy.

1.2 What is a Section 94 Contributions Plan?

A Section 94 Contributions Plan is a public document which contains a council’s policy regarding contributions levied on development. It includes details of anticipated increased demand as a result of new development and links this to an increased demand for public services and amenities for which developer contributions will be sought. This link is fundamental to the levying of developer contributions and is the key to deciding whether or not contributions can be levied. The Contributions Plan should also include contribution formulae, contribution rates, a works schedule and advice on when and how contributions should be spent.

The Plan should be flexible, it should be able to respond to the changing needs of an area, and it should allow for the planned, efficient provision of services and amenities likely to be required as a result of or to facilitate, new development.

The Plan should be for a particular time period for determining both the rate of development and the services and facilities to be provided in that period.

1.3 Key Features of a Section 94 Contributions Plan

The Regulation of the EP&A Act requires that, when preparing and implementing a Section 94 Contributions Plan, Council shall make reference to, and document, the following:-

- The purpose of the Plan for which contributions may be required.
- The land to which the Plan applies.
- The relationship between the expected types of development and the demand for additional public amenities and services to meet that development.
- The formulae to be used in the calculations of contributions for public amenities and public services.
- The contribution rates for different types of development.
- The method and timing of payment of contributions, and
- The schedule of works.

1.4 The Works Schedule

A Works Schedule will list:-

- What services, facilities or amenities are to be provided.
- When the services will be provided, including any phasing.
- What services, facilities or amenities have already been provided in anticipation of, or to facilitate, new development for which Council intends to recoup contributions.
- The projected cost of the work, including anticipated land costs.

The Contributions Plan should define the priorities for providing services and amenities, and the Works Schedule should show the timeframe and/or the demand threshold, at which point the services will be provided.

1.5 S94 Plan Cycle and Review

This section is important and fundamental to the philosophy of this S94 Plan. There is a need to consider the relationship between S94 Plans for an area to ensure a consistent approach over time.

The first S94 Plan was adopted in 1983. Since that time, there have been many changes by way of annual reviews and major updating of various sections. It is now time (October, 1997) to set out the method by which reviews will be carried out. This will highlight one of the fundamental principles underpinning Council's way of maintaining equity between all who benefit from the community's services and facilities.

Attached to Appendix 1 is a hypothetical scheme setting out how Section 94 Plans will apply over an extended period. This illustrates how the cost of providing facilities will be incorporated in subsequent S94 Plans thus ensuring the equity component is also incorporated in each Section 94 Plan.

The Department of Urban Affairs and Planning Section 94 Manual encourages councils to regularly monitor and review Contribution Plans. Council intends to adopt a practice of reviewing and amending its Section 94 Plan as part of the annual Corporate Management Cycle. In terms of producing a new Contribution Plan, it is intended as a minimum to do this at the end of the ten year period covered by this Plan.

The Local Government Act requires Council to produce and adopt a three year rolling Management Plan. Lane Cove Council has used this document as the pivotal management document for identifying how the needs of the community will be met over that period of time. It also identifies the activities of Council and references these activities to Council's budget, thereby identifying the level and source of funding.

Section 403 of the Local Government Act, requires the inclusion in the Management Plan of Capital Work projects and services to be provided by Council. Funding for these frequently is derived from Section 94.

The preparation of the Annual Budget and the three year Management Plan provide the ideal opportunity to review and prioritise work for the coming year. Council's Section 94 Plan, therefore, need not deal with the question of prioritizing those works listed in the Work Schedule. This can be left to the annual Management Plan Review and Budget. This avoids frequently amending the Section 94 Plan. In addition, Council has to annually adopt fees and charges, and in the process, adopts any changes to the rate of contribution in the Section 94 Plan.

The Management Plan has to be placed on public display for comment. This requirement provides the public accountability element to changes in priorities and expenditure of the works proposed in Lane Cove Section 94 Plan.

2 STATUTORY CONTEXT

2.1 Background

As stated in Chapter 1, Section 94 of the EP&A Act, 1979, is the sole source of power available to councils for levying developer contributions for public services and public amenities. A study by MSJ Keys & Young led to Council adopting, in 1983, its first Section 94 Contributions Plan. Until the legislation was altered in 1992, Council consistently applied that contribution. In the five year period, from 1988 to 1992, Council collected approximately \$1.4 million and spent approximately \$1.5 million.

In order to achieve greater public and financial accountability, and to improve councils administration of Section 94 generally, the EP&A Act was amended in 1992 in relation to:-

1. Removing councils obligations to monies being held “in trust”.
2. Requiring councils to have a Contribution Plan in place *before* a contribution can be levied.
3. Permitting the levying of contributions for dual occupancies.

2.2 Application of Section 94

Section 94 states that Council can require contributions for services and amenities which:-

- Council has a responsibility to provide.
- Are needed as a result of new development.

As Lane Cove Council is responsible for a variety of recreation and community facilities, it is Council’s intention to seek contributions for open space, recreation facilities, community facilities, car parking and traffic management.

Each component contains a formula to determine the contribution rate, and takes into account the current population level, expected population growth, the existing provision and value of services, present and anticipated demand for facilities and services, Council’s Schedule of Works, the cost of providing new facilities/services and the cost of land acquisition.

The timing of Section 94 Contributions is as follows:-

- Development Applications involving subdivision – prior to release of plans for registration.
- Development Applications involving building work – prior to release of building plans, and
- Development Applications where no building approval is required – at time of Development Consent.

In some of the above examples, deferred payments could be acceptable with the agreement of Council, subject to suitable financial undertakings such as bonds, and deferral not impacting on the timing of provision of facilities.

3 DEMOGRAPHIC STRUCTURE OF LANE COVE

3.1 General

Lane Cove's Local Government Area (LGA) is located on the lower-north shore of Sydney. It comprises the suburbs of Lane Cove, Lane Cove West, Greenwich, Osborne Park, Riverview, Northwood, Linley Point, Longueville and St. Leonards. The area of Lane Cove is 10.47m². It is located approximately 10km north-west of the Sydney Central Business District (CBD). The LGA is surrounded by the Councils of North Sydney, Willoughby, Ryde and Hunters Hill. The location of Lane Cove is shown in Figure 3.1.

3.1.1 Population and Growth

The Australian Bureau of Statistics (ABS) 1991 Census revealed that Lane Cove had a population of 28,927 people (raw figure). A more appropriate population figure for consideration is the estimated population figure for 1991, which includes not only those in Lane Cove at the date of the Census, but also those on holiday, overseas or otherwise absent from their regular place of residence on the date of the Census. The estimated 1991 population for Lane Cove was 30,250.

The use of the estimated figure, rather than the raw data figure is important also, in that the Department of Urban Affairs and Planning's (DUAP) population projections are based on the estimated figure and not the raw data figure, thus consideration of population growth based on a raw Census database figure would not allow comparison with DUAP's population projections.

The 1991 population density of Lane Cove was 2,990 people per square kilometre. This is approximately 10 times the population density of the Sydney Statistical Division (SSD), which has an average population density of 285.8 people per square kilometre.

DUAP issued population projections for Lane Cove in 1990 and 1995, shown in Table 3.1. In 1990 low, medium and high growth scenarios were developed, whilst only a medium growth scenario was developed in the 1995 revision.

The 1990 low projection represents growth of 700 persons in 20 years or an average growth of 35 persons per year. The 1990 medium projection represents growth of 1700 persons or an average growth of 85 persons per year. The 1990 high projection represents growth of 2300 persons or an average growth of 115 persons per year. The 1995 medium projection represents growth of 2250 persons or an average growth of 113 persons per year. As can be seen, the 1995 medium projection best reflects the previous 1990 high projection in terms of the average growth rate.

Table 3.1 - DUAP Population Projections for Lane Cove

Projection:	1991:	1996:	2001:	2006:	2011:
1990 Low	30,700	30,900	31,000	31,200	31,400
1990 Medium	30,800	31,300	31,600	32,000	32,500
1995 Medium	30,250	30,500	31,300	31,900	32,500
1990 High	31,000	31,500	31,900	32,500	33,300

Source: Department of Urban Affairs and Planning (DUAP)

In order to ascertain which of the above projections is most likely to be accurate, it is necessary to project the population by another method. The method considered most appropriate is the use of building approval statistics between 1991 and 1995 and average occupancy rates.

Table 3.2 - Building Approvals 1990 – 1995*

Lane Cove	1991		1992		1993		1994		1995		Average	
	C1 I	C1 II	C1 I	C1 II	C1 I	C1 II	C1 I	C1 II	C1 I	C1 II	C1 I	C1 II
	8	48	14	143	26	216	40	57	18	88	18	74

* 1995 Based on projection from figures January, 1995 – June, 1995

** 183 residential units of this figure represent the conversion of the Shore Inn to residential flats. Given the fact that there are few other hotels which can convert to residential units, the average figure has been calculated without this development, so as to better reflect the likely increase in population without this distortion. Allowance for demolition of existing dwelling is likely to be offset by rezoning.

The building approval figures for each year were multiplied by the average occupancy rates for each class of building (2.9 for Class I and 2.1 for Class II), and added to the previous year's population using the 1995 medium projection for 1991 as the base. This result is given in Table 3.3, based on the information contained in Table 3.2.

Table 3.3 – Estimated Population 1992-1996

Lane Cove	1992	1993	1994	1995	1996
	30,374	30,715	31,244	31,480	31,717

The above table shows that there has been an average growth rate of 1% for the period 1991 to 1996, with an average building approval rate of 18 dwelling houses and 74 residential units per year equating to an average increase in population of 207 persons per year.

The estimated 1996 population of 31,717 is comparable with the 1990 High Growth Scenario of the Department of Urban Affairs and Planning's figure of 31,500.

As this plan is for a 10 year period, a population projection for the years 1997-2006 is given in Table 3.4, based on the average population increase calculated above.

Table 3.4 – Population Projection 1996-2006

1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
31,717	31,924	32,131	32,338	32,545	32,752	32,959	33,166	33,373	33,580	33,787

Given that the population projection based on building approvals is likely to be more accurate, being based on area specific information, it is reasonable to apply these figures which result in an increase in the population to the year 2006 (i.e. covering a 10 year timeframe) of 2,070 persons.

However, population projections are notorious for being inaccurate, due to the number of variables which impact on the projections. This is particularly the case for longer-term projections. Precise numbers are, in the case of Section 94 Plans, unnecessary. For this reason, it is proposed to round the projections to the nearest one hundred persons. That is to adopt an increase of 2,100 persons by the year 2006.

While the Plan adopts this figure as the projections for the ten year period, the timeframe over which this increase will occur may also vary. That is, it may be that circumstances lead to that increase being achieved sooner or later than predicted. This is acceptable, given that the Plan will periodically be reviewed.

Nevertheless, given that the current planning controls in Lane Cove will permit development to achieve that growth and total population, and because it is necessary to have long-term projections for calculating the contribution rate, figures are considered appropriate.

In summary, for the purpose of calculating the contribution rates, this Plan will use an increase of 2,100 persons and a total population of 33,817 to the year 2006.

While the above justifies the population figure, there is one further factor which should not be overlooked. That is, the amount of land rezoned to higher densities during the life of the Plan. In the case of this Plan, the following sites have been rezoned:-

(i)	316 Pacific Highway	-	52 units
	292 Burns Bay Road	-	42 units
	Christie Street, St Leonards	-	180 units
	212 Pacific Highway	-	39 units
	7-15 Bellevue Avenue	-	20 units

Total = 333 units or population of approximately 800 persons.

Given that the State Government continues to pressure councils into planning for increased densities, there is no reason why the above process will not continue, particularly over the ten year life of this Plan. This will provide the opportunity for further increases in the population over and above that calculated above.

3.1.2 Age of Population 1991 Census

Table 3.5 provides age groupings within Lane Cove between 1986 and 1991.

Table 3.5 – Population Age Profile

Age:	Total - 1986:	% - 1986:	Total - 1991:	% - 1991:	% Change 1986-1991:	% - 1991 SSD:
0-4	1,537	5.3	1,661	5.5	+ 8.1	7.2
5-14	3,523	12.1	3,500	11.6	- 0.6	13.9
15-19	2,143	7.3	2,150	7.1	+ 0.3	7.8
20-24	2,525	8.7	2,584	8.5	+ 2.3	8.3
25-34	4,805	16.5	5,144	17.0	+ 7.1	16.8
35-44	4,534	15.6	4,774	15.8	+ 5.3	15.3
45-54	2,862	9.8	3,458	11.4	+ 20.8	11.2
55-59	1,398	4.8	1,191	3.9	- 14.8	4.1
60-64	1,477	5.1	1,306	4.3	- 11.6	4.1
65-69	1,286	4.4	1,302	4.3	+ 1.2	3.8
70+	3,023	10.4	3,180	10.5	+ 5.2	7.7
Total:	29,113	100.0	28,972	100.0	+ 3.9	100.0

OVERVIEW:

- In 1991 there were significantly more people, aged over 60 years in Lane Cove, than in the Sydney Statistical Division (SSD). Between 1986 and 1991 the number of older people in Lane Cove, as a percentage of the total, remained stable.
- The proportion of children aged 0-4 years, and those aged 5-14 years was less in Lane Cove than in the SSD in 1991.
- There was a significant increase in residents aged 25-54 between 1986 and 1991.
- The large number of residents aged 65 and over may increase demand on services as the population ages, particularly on health and community services.

3.1.3 Age Breakdown of Population 2006

The following table gives a likely age breakdown of the projected 1996 and 2006 population, based on the percentage splits of the ages in the 1991 Census.

Table 3.6 – Projected Population Age Profile for 2006

Age:	Total - 1991:	Total - 1996:	Total - 2006:	Change in Population 1996-2006:
0-4	1,603	1,680	1,792	112
5-14	3,660	3,838	4,092	254
15-19	2,208	2,315	2,469	154
20-24	2,632	2,759	2,942	183
25-34	4,991	5,233	5,580	347
35-44	4,719	4,949	5,275	326
45-54	2,965	3,108	3,314	206
55-59	1,452	1,522	1,623	101
60-64	1,543	1,618	1,725	107
65-69	1,331	1,396	1,488	92
70+	3,146	3,299	3,517	218
Total:	30,250	31,717	33,817	2,100

3.2 Family Type

3.2.1 Household Type

Table 3.7 shows the types of families prevalent in Lane Cove and compares them to the SSD.

Table 3.7 – Household Type

Status:	Families:	Lane Cove Council Proportion %:	SSD Proportion: %:
One parent families	851	12.1	13.3
Couples without offspring	2,642	37.5	30.0
Two parent families	3,325	47.2	54.4
Related individuals	228	3.2	2.3
Total:	7,046	100.0	100.0

Based on raw Census figures

OVERVIEW

- Lane Cove has a significantly higher proportion of couples without children, compared to the SSD.

- Lane Cove has a higher proportion of extended families when compared to the SSD.

3.2.2 Nature of Occupancy

Table 3.8 indicates the status of home occupancy in the Local Government Area of Lane Cove (1991 Census).

Table 3.8 – Status of Home Occupancy*

Household	Owned	Being Purchased	Rented Govt	Rented Other	Rented Not Stated	Rented Total	Other	Total
Family Households								
One family								
One parent families	379	158	43	197	6	246	34	871
Couples without offspring	1,256	539	45	677	15	737	89	2,621
Two parent families	1,292	1,240	39	571	19	629	132	3,293
Families of other related individuals	91	42	6	81	0	87	12	232
Total:	3,018	1,929	133	1,526	40	1,699	267	6,963
Two families	27	3	3	6	0	9	0	39
Three families	0	0	0	0	0	0	0	0
Total:	3,045	1,982	136	1,532	40	1,708	267	7,002
Other Households								
Group households	91	120	15	700	18	733	33	977
Lone person households	1,388	396	140	728	36	904	177	2,865
Total:	1,479	516	155	1,428	54	1,637	210	3,842
Overall Total:	4,254	2,498	291	2,964	94	3,345	477	10,844

*Based on raw Census data

OVERVIEW

- Table 3.8 reveals that 41.7% of households own their dwelling, 23.0% are purchasing it and 30.8% are renting. This compares to SSD proportions of 40.0%, 27.3% and 28.6% respectively.
- In the SSD, 24.6% of renters do so through the Government. In Lane Cove, this figure is only 8.7%.

3.2.3 Structure of Dwelling

Lane Cove offers a large variety of dwellings. This is shown in Table 3.9.

Table 3.9 – Structure of Dwelling*

Dwelling	Occupied Dwellings:	Unoccupied Dwellings:	Total:	Lane Cove Council Cove Property - %:	SSD Property - %:
Separate House	6,025	337	6,362	53.0	66.5
Semi-detached, row or terrace house, Townhouse, etc. 1 storey	174	28	202	1.7	4.6
2 or more storeys	376	43	419	3.5	4.3
Sub-Total:	550	71	621	5.2	8.9
Flat or apartment:					
In a 1 or 2 storey block	527	45	572	4.8	6.5
In a 3 storey block	1,548	131	1,679	14.0	8.3
In a 4 or more storey	2,336	241	2,577	21.5	7.1
Attached to House	79	6	85	0.7	0.6
Sub-Total:	4,490	423	4,913	40.9	22.4
Caravan, etc. in caravan park	0	0	0	0	0.4
Caravan not in a caravan park, houseboat, etc.	0	0	0	0	0.1
Improvised home, camping out	0	0	0	0	0
House or flat attached to shop, office, etc.	57	18	75	0.6	0.6
Not stated	33	6	39	0.3	1.0
Total:	11,155¹	855	12,010¹	100.0	100.0

*Based on raw Census data

Note ¹: The total figures in Tables 3.9, 3.10 and 3.11 are taken directly from the 1991 Census, but do not necessarily match. This is believed to occur because of respondents differing answers to altered dwelling categories.

OVERVIEW

- A high proportion of Lane Cove residents live in separate houses (53.0%), although this is substantially below the SSD figure of 66.5%.
- Semi-detached houses and townhouses are also below the SSD proportions, although flats or apartments comprise 40.9% of dwelling stock, well above the SSD figure of 22.4%.

3.2.4 Occupancy of Dwellings

Table 3.10 shows the level of occupancy of dwellings in Lane Cove (1991 Census).

Table 3.10 – Occupancy of Dwellings*

Dwelling:	1 Person usually Resident	2 Persons usually Resident	3 Persons usually Resident	4 Persons usually Resident	5 Persons usually Resident	6 Or more usually Resident	Total:
House	849	1,858	1,038	1,279	638	255	5,917
Semi- detached Terrace Townhouse	180	205	76	32	12	3	508
Flat or Apartment	1,796	1,689	529	228	56	12	4,310
Caravan Park	0	0	0	0	0	0	0
Other	15	20	3	3	3	3	47
Not stated	12	19	3	0	0	0	34
Total:	2,852	3,791	1,649	1,542	709	273	10,816¹

*Based on raw Census data

Note ¹: See footnote below Table 3.9.

OVERVIEW

- A high proportion of dwellings in Lane Cove (35.0%) are occupied by two residents. This compares with an SSD figure of 29.9%.
- Lone occupancy accounts for 26.4% of dwellings in Lane Cove compared to 20.1% in the SSD.

3.2.5 Number of Dwellings by Bedrooms

Table 3.11 shows the number of dwellings by size, in terms of the number of bedrooms matched to the number of persons in those dwellings in Lane Cove (1991 Census).

Table 3.11 – Number of Bedrooms*

Dwelling:	1 Person usually Resident	2 Persons usually Resident	3 Persons usually Resident	4 Persons usually Resident	5 Persons or more usually Resident	6 Or more usually Resident	Total:
0-1	530	131	3	3	0	3	670
2	1,619	2,044	557	239	39	9	4,507
3	550	1,244	766	735	195	54	3,544
4	73	279	256	448	326	88	1,470
5 or more	18	58	55	90	140	116	477
Not stated	45	18	12	6	9	6	96
Total:	2,835	3,774	1,649	1,521	709	276	10,764¹

*Based on raw Census data

Note ¹: See footnote below Table 3.9.

OVERVIEW

- A high proportion of the dwellings are either 2 (41.9%), or 3 (32.9%) bedrooms.
- Two people resident in a 2 bedroom dwelling is the most common type of occupancy in Lane Cove.
- Except for 1 bedroom dwellings, where the average occupancy is 1.24 persons, there are fewer persons in dwellings than number of bedrooms.

3.2.6 Average Occupancy

It is possible to estimate the number of people in a dwelling based on the number of bedrooms provided as given in ABS Table E40. This, in turn, can be utilised for the calculation of Section 94 Contributions for residential development.

Therefore, the average number of people per dwelling, based on the number of bedrooms, is:-

<u>Type:</u>	<u>Person/Dwellings:</u>
Separate Detached House (including detached dual occupancy):	
1 Bedroom	1.5
2 Bedrooms	2.0
3 Bedrooms	2.8
4 or more Bedrooms	3.6
5 or more Bedrooms	4.3
Average for a separate house in 1991 Census (for subdivisions)	3.0
Medium density developments (including attached dual occupancy and duplexes):	
1 Bedroom	1.2
2 Bedrooms	1.9
3 Bedrooms	2.4
4 Bedrooms	3.0
5 or more Bedrooms	4.0

There will be other classes of residential development for which contributions will be sought. The above occupancy rates will be used in all cases **except** where it can be shown that the nature of the occupancy is limited, e.g. occupancy in a room in a boarding house is one person.

The above occupancy rates will also be used for determining credits, for example, in the case of the demolition of an existing residence.

4 LANE COVE DEVELOPMENT CONTROLS

4.1 Residential

4.1.1 Lane Cove LEP – Residential Zones

On 16th October, 1987, the Lane Cove Local Environmental Plan (LEP) was gazetted to provide control over all forms of development, environmental protection and various improvement programs. The general aim of the LEP is:-

To preserve, and where appropriate, improve the existing character and environmental quality of the land to which it applies in accordance with the indicated expectations of the community.

The LEP also states particular aims for housing, including:-

- To maintain, and where appropriate, improve the existing amenity and environmental character of residential zones.
- To provide additional medium-density housing in limited quantities within certain residential zones to assist in the maintenance of the present population of the Municipality, and
- To permit new residential development only where it is compatible with the existing environmental character of the locality, and has a sympathetic and harmonious relationship with adjoining development.

The Lane Cove Local Environmental Plan has four residential zonings and the type of residential development permitted or otherwise is:-

Type/Zone:	2(a1):	2(a2):	2(b):	2(c):
Dwelling	WOC	OWC	OWC	OWC
Dual Occupancy	OWC	OWC	OWC	OWC
Villa	OWC	OWC	OWC	OWC
Townhouse	P	P	OWC	OWC
Flat	P	P	P	OWC

WOC Without consent
OWC Only with Consent
P Prohibited

4.1.2 Residential Zones Development Control Plan

The Residential Zones Development Control Plan (DCP) was adopted in conjunction with the Lane Cove LEP.

The DCP controls different types of development within residential zones, including: development in foreshore areas, villa homes, townhouses, flats, motels and subdivisions.

Villa homes are encouraged in order to increase the variety of the housing stock and, in particular, to enable the construction of housing which provides a single-storey dwelling unit with a small garden. The maximum floor space ratio allowable (including covered car parking) is 0.4:1. The maximum number of villas on any particular site is one villa per 350m².

Townhouse developments are encouraged in the 2(b) and 2(c) zones, but must be designed to preserve the existing residential streetscape and amenity. Townhouse development is not permitted on sites of less than 750m². The maximum permissible density for townhouses is one townhouse per 250m² of site area.

Flats are allowed in the 2(c) zone, as infill development. Flat developments are not permitted on sites of less than 1,000m². The maximum permissible density for flats is one dwelling per 175m² of site area with a higher ratio, where one bedroom or bedsitter dwellings are built.

Residential subdivisions are permitted where the development retains and, where appropriate, improves existing amenity and streetscape within residential zones. The minimum area of an allotment created by residential subdivision is 550m².

A code for development exists within the DCP for dual occupancy developments to ensure that these developments have minimum building bulk and blend with nearby residential development. The minimum area for detached dual occupancy and for attached dual occupancy is 900m² and 750m² respectively.

4.2 Retail/Commercial

4.2.1 Lane Cove Local Environmental Plan (LEP) – Retail/Commercial Zones

The Lane Cove LGA is serviced by two larger retail/commercial centres and a number of lower order centres as follows:-

- Lane Cove Shopping Centre
- St Leonards Business Zone
- Various smaller shopping centres, meeting the needs of residential neighbourhoods – at Lane Cove West (Burns Bay Road and Penrose Street), the corner of Burns Bay Road and Ross Smith Parade, Northwood, Riverview (Tambourine Bay Road/Hamilton Street intersection), Innes Road and Greenwich. An area at the intersection of the Pacific Highway and Longueville Road is a mixed commercial/retail area.

These commercial centres are shown in Figure 4.1.

These centres compete with the regional commercial centre of Chatswood to the north, which offers a larger variety of services and a more extensive range of department, discount and specialty shops than the Lane Cove Village Centre. Over the past decade, Chatswood has also become a major employment zone. Other centres that hold commercial influence over Lane Cove are the Sydney CBD, just 9 kms. To the south-east, North Sydney, the remainder of St. Leonards and the Macquarie development area at North Ryde. Crows Nest also offers an area of restaurants and specialty shops.

The Lane Cove LEP:-

- To confine existing business zones to the Lane Cove Shopping Centre, and to prevent their expansion into surrounding residential precincts.
- To protect and promote the existing village atmosphere of the Lane Cove Shopping Centre by ensuring that it retains its current local shopping centre character.
- To permit the establishment, with the consent of the Council, of local neighbourhood shops of a single conventional type in all residential zones, and
- To enforce height control in business zones to protect adjoining residential areas from overshadowing.

Three commercial zonings apply under the 1987 Lane Cove LEP.

The Business General 3(a) Zone is centred on the Lane Cove Shopping Centre.

The Business General 3(b) Zone includes the office area at St. Leonards and business development along the Pacific Highway.

The Business Neighbourhood 3(c) Zone relates to neighbourhood shopping centres.

4.2.2 Business Zones Development Control Plan

The *Business Zones Development Control Plan, 1987* contains more specific planning controls for retail and commercial areas.

Business General 3(a) Zone

The objective of the Business General 3(a) Zone is:-

Preserving the existing “village character” of the Lane Cove Shopping Centre and ensuring that it retains its role of “local centre” in the hierarchy of Lower North Shore retailing.

The maximum floor space ratio permissible within this Zone is 2:1. Off-street car parking must be provided at the rate of 1 car space per 40m² of gross floor area.

Most land within the Business General 3(a) Zone is subject to an annual parking levy. This is used to offset the costs of providing and maintaining Council car parks in the shopping centre area. Where the floor space ratio exceeds 1:1 and car parking cannot be provided on site, a Section 94 Contribution must be paid to Council in lieu of the car parking space.

Business General 3(b) Zone

The stated objective of the Business General 3(b) Zone is:-

- The development of land within the Zone generally, with office buildings having the following characteristics:-
 - (a) Adequate off-street parking.
 - (b) No direct vehicular access to the Pacific Highway.
 - (c) Retail facilities not less than those already existing on-site.
 - (d) The impact of office and other commercial buildings on the amenity of nearby and neighbouring residential areas is minimised.
 - (e) Site consolidations in those Business General 3(b) areas more than 700 metres distance from St. Leonards Railway Station.

The maximum floor space permissible within the Business General 3(b) Zone is 1.5:1, within a radius of 700 metres from St. Leonards Railway Station (with the exception of land defined in Clause 8), but development proposals involving consolidation of sites not less than 1,500 square metres may be considered at a floor space ratio of up to 2:1.

For Business General 3(b), land located more than 700 metres from St. Leonards Railway Station, the maximum floor space ratio is 1:1.

Off-street car parking is to be provided at the rate of 1 car space per 50m² of gross floor area for the Business General 3(b) Zone within a radius of 700 metres from St. Leonards Railway Station, while the remainder of the Zone is to be provided with off-street parking at the rate of 1 car space per 40m² of gross floor area. These rates apply to retailing and commercial premises (offices), while restaurants, motels and medical centres incur varying rates for car parking provision.

Under Clause 8 of the DCP, a number of special provisions apply to the land bound by Christie, Lithgow, Nicholson and Oxley Streets, St. Leonards. The maximum ratio of floor space to site area is 3:1. Off-street car parking is to be provided at a rate not less than one car space per 50m² of gross floor area within the buildings used for office purposes.

Business Neighbourhood 3(c) Zone

The Business Neighbourhood 3(c) Zone has the following objectives:-

- * The provision of small scale retailing to cater for a needed local service, and to provide for the establishment of certain community facilities.
- * The retention of the existing retail and architectural character scale of the neighbourhood centre.

The maximum floor space ratio permissible within this Zone is 1:1.

Off-street car parking shall be provided at the rate of one car space per 40m² of gross floor area. Development in Lane Cove West and Northwood Shopping Centres are expected to incorporate car parking on-site.

4.3 Industrial

4.3.1 Lane Cove LEP – Industrial Zones

There are three industrial zones within Lane Cove, namely:-

Industrial General 4(a) Zone. This Zone is located at West Lane Cove, on the southern side of Epping Road. Uses permitted in this Zone include: car repair stations, industries (other than abattoirs and offensive or hazardous industries). Motor showrooms, offices used in conjunction with industries or warehousing, recreational facilities used in conjunction with offices or industries, warehouses.

Industrial Waterfront 4(b) Zone. This Zone is centred on industry at Gore Cove. Developments permissible include industries associated with the waterfront.

Industrial Special 4(c) Zone. This Zone is located at the southern end of Burns Bay Road. The following developments can occur: light industry and offices used in conjunction with it, recreation areas, warehouses, works for the purpose of gardening and landscaping.

4.3.2 Industrial Zones Development Control Plan

Industrial General 4(a) Zone

The objectives of the Industrial General 4(a) Zone are:-

To establish industries and warehousing, to permit office uses within industrial buildings, where those offices are used in association with manufacturing and warehousing and to permit recreational facilities in association with industry.

The maximum floor space ratio permissible within the Zone is 1:1. Off-street car parking is to be provided at the rate of one car space per 40m² of gross floor area used for office uses, and one car space per 80m² of gross floor area with light industrial and warehousing uses.

Industrial Waterfront 4(b) Zone

The objectives of the Industrial Waterfront 4(b) Zone are:-

To make provision for the continued use of land for oil and petroleum products, and storage and distribution purposes to the extent existing at the appointed day.

This land is known as the Shell Gore Bay Terminal. Any development proposal on this land would be assessed on its merits and in accordance with the Zone objectives.

Industrial Special 4(c) Zone

The objectives of the Industrial Special 4(c) Zone are:-

To permit the establishment of light industry or warehousing and offices used in conjunction with them, in such a manner that they are compatible with neighbouring residential development.

This Zone applies to the lower Burns Bay Road Industrial Area. The maximum floor space ratio permissible within this Zone is 0.75:1.

Off-street car parking is to be provided at the rate of one car space per 40m² of gross floor area used for office uses and one car space per 80m² of gross floor area for light industrial and warehousing uses.

5 FUTURE DEVELOPMENT

5.1 Residential Development

Approval statistics since 1991 show that in this period, development activity in the residential housing market has been highly variable. Table 5.1 shows the extent of residential development in the five years between 1991 to 1995, according to individual forms of housing.

Table 5.1 – Planning Approvals (Residential Development) 1991-1994

	1991:		1992:		1993:		1994:	
	No.	%	No.	%	No.	%	No.	%
Villas	4	5	2	2	--	--	3	3
Units	1 (42)	52	1 (50)	49	3 (66)	51	3 (20)	20
Townhouses	14	17	1 (10)	10	2 (10)	11	4 (22)	22
Subdivisions	13	16	5	6	14	11	15	15
Dual Occupancy	8	10	34	33	35	27	41	40
Total:	81	100	101	100	129	100	101	100

The table shows a development situation in constant flux, with few patterns emerging. The increase in dual occupancy developments in 1992 is a result of the State Government policy on dual occupancy developments/subdivisions.

5.2 Retail Commercial Development

5.2.1 Lane Cove Centre

Retail

The Lane Cove Shopping Centre extends along both Longueville and Burns Bay Roads in the manner of many strip shopping centres. A section of Burns Bay Road was closed to create a mall as a retail and social focal point within the Centre. The Centre is dependent on the local community for the majority of its business.

In 1990, a document was prepared by Hirst Consulting Services for Lane Cove Council titled "*The Lane Cove Centre Retail and Commercial Study*". It sought to predict possible future developments. It noted that the area had a static and ageing population, implying that decreasing numbers of people would access the centre. The study also stated that Lane Cove retailing "could not be substantially increased when there exists a number of other centres within a reasonable distance which are already of such a size as to be substantial attractors in themselves".

An accompanying survey of shoppers revealed that Chatswood is preferred by Lane Cove shoppers because of the range of goods and services available at the regional centre.

The report indicated that while there was a substantial increase in the number of retail shops in Lane Cove between 1971 and 1980, the figure has remained constant up until 1990. This is likely to be case even today. Moderate growth in floor space was recorded between 1971 and 1980, but this growth slowed in the period up to 1990. However, in recent years, two service station sites have been redeveloped for retail purposes.

These factors imply that the Lane Cove Centre will either contract or need to attract custom from a broader trade area. To achieve this, the *Lane Cove Centre Retail and Commercial Study (1990)* recommends “increasing its attractiveness to the local population in order to maintain its current share of that market”. Such attractiveness can be measured in terms of the range and diversity of available retail facilities, the ease of access which, in terms of the range and diversity of available retail facilities, the ease of access which shoppers have to the centre, the provision of adequate well-located car parking in the centre, and the physical attractiveness of the environment of the centre itself.

Commercial

The Lane Cove Retail and Commercial Study (1990) revealed that the centre had some 13,000m² of commercial office floor space with a variety of uses, including: legal and medical offices, financial institutions and other sectors. The largest category is that of general professional and business offices, accounting for around 50% of all office floor space. The study suggested that “there is little opportunity of expansion in the financial sector at the moment, and that it is unlikely that such expansion would occur in the foreseeable future”.

Within the last 10 years, more general commercial office floor space has been developed in the centre without compromising the floor space required for service office uses.

The study stated that “all of the major developments which incorporate new commercial office floor space house businesses which do not necessarily have the local population as their principal client-base, and could have reasonably been expected to locate their offices almost anywhere in the metropolitan area. However, such “independent” office businesses have been attracted to Lane Cove either because floor space was available (presumably at a reasonable rental), or because the Lane Cove Centre was attractive in its own right, or well-located for the principals of the businesses”. This has occurred at a time when the bulk of new office approvals have been in Chatswood or St. Leonards/Crows Nest. Potential growth in Lane Cove, however, would be moderate in comparison to these areas.

Two factors have increased the attractiveness of Lane Cove, its commercial office floor space and appeal to commercial developers. Firstly, the completion of the Gore Hill Freeway has made Lane Cove highly accessible to North Sydney and the Sydney CBD. (This effect could be mirrored with the completion of the M2 to the west, linking the north-western suburbs with Lane Cove and the Gore Hill Freeway). According to the study: “It is estimated that there are currently sites within the Lane Cove Centre capable of redevelopment for

commercial office purposes which would, in total, triple the amount of office floor space in the centre, if all were fully developed”.

At that time, there was approximately 13,000 square metres of office space, and this could rise to approximately 40,000 square metres. However, some of the larger sites have been redeveloped.

5.2.2 St. Leonards

Commercial

The St. Leonards commercial area is located some six kilometers north of the Sydney CBD. It lies halfway along a rapidly developing commercial axis between North Sydney and Chatswood. The area is served by both the North Shore Railway Line and the Pacific Highway, making it highly accessible for commuters from the North and South.

St. Leonards was designated a sub-regional centre in the Metropolitan Strategy for the Sydney Region in 1988 as a result of its high accessibility.

The accessibility of St. Leonards, its proximity to the pool of workers on the North Shore and the establishment of the Australian Broadcasting Corporation, Royal North Shore Hospital and the University of Technology, Sydney has encouraged a large number of companies to seek office accommodation in the area.

A significant proportion of these office blocks can be found within the Lane Cove LGA, to the south of the Pacific Highway and east of the railway line in Lithgow, Christie, Oxley and Nicholson Streets.

The *Local Environmental Study of St. Leonards* carried out by Scott Carver Pty. Ltd. in 1990, recognised St. Leonards as a centre for institutional uses. Office floor space in the greater St. Leonards area has grown from 208,488m² in 1986 to 259,211m² in 1990. Of this, roughly a third would be located in the Lane Cove LGA.

Given the rapid growth of office floor space in Chatswood (from 95,113m² in 1986 to 218,238m² in 1990), and planned future office development, it is likely that office floor space growth in St. Leonards will be steady. Given a number of surplus sites in the area, however, much of the new office development is likely to occur outside of the Lane Cove LGA.

5.3 Industrial

Lane Cove Industrial Estate

In the west of Lane Cove LGA, a number of lots are set aside for industrial development. The lots are bounded by the Lane Cove River in the west, Mowbray Road to the north, Blackman Park in the south and Cullen Street in the east. This area is, generally, referred to as the Lane Cove Industrial Estate, with access along Sam Johnson Way from Epping Road.

This Industrial Estate is now well-established, although it has undergone changes in recent times in line with trends away from the manufacturing industries to the financial and communication/information industries. Old factory stock has been removed in favour of more modern office and warehouse building stock.

There are a number of reasons for selecting Lane Cove as an industrial base, including:-

- The proximity to the Sydney CBD, North Sydney and Chatswood.
- Competitive rents compared to North Ryde.
- Enterprise based lane use zoning providing the ability to combine manufacturing storage distribution and office functions.
- Access to trained technical staff on the North Shore, and
- Good quality building stock in an attractive setting.

Most of the land in the Industrial Estate is already developed, limiting future growth in the area. There are some exceptions, however, including an Elcom site on the Lane Cove River and Chaplin Oval on Mars Road (the AGL site), presently used as a golf driving range. This would appear to be, however, the most likely area for future industrial development. In addition to this, there are some smaller sites capable of being developed or redeveloped, for instance the Sydney Electricity site on Sirius Road.

Burns Bay Road

Some secondary industry exists along Burns Bay Road, although because of the established nature of the activities and the small sites, industry development in this area is unlikely.

Gore Cove

The Shell company currently occupies all of the land zoned Industrial along Gore Cove for fuel storage and transfer. The company has given no indication to Council that it would be vacating the site in the short-to-medium term.

6 SECTION 94 CONTRIBUTIONS PLAN – COUNCIL POLICY

6.1 Principles

It has long been recognised that the attractiveness of an area for development is, firstly, a function of its geographical location and, secondly, the infrastructure that is, or is to be, provided at that locality.

For new or Greenfield site developments, the provision of infrastructure follows established standards and guidelines which are based on identified needs of similar communities to that which is being planned. Therefore, the cost of infrastructure in new or Greenfield development can more easily be quantified during the planning stages, and its provision and financial impact allowed for in the economic equation for such developments and the cost to infrastructure providers recovered.

There are, at least, six arguments why cost recovery should apply in established areas. Those arguments are:-

1. Places emphasis only on new services to support new demand.
2. Does not recognise contribution by past development to services already provided.
3. Ignores the benefit to the development because of services already available.
4. Due to the inability to maintain services because of rate pegging, revenue is required from other sources.
5. The loss of integrity of the system leading to additional demand for services at a future date causing a “snow balling” effect.
6. The history of contributions, both in the past and in the future.

6.1.1 Equity Principle

When it comes to the provision of infrastructure for development that brings additional population to an established urban area, there has been a less-than-satisfactory and flawed application in terms of equity. This flaw arises from the undue emphasis placed, only on new and additional infrastructure said to be “required” to support the additional demand. This ignores the important issue of compensating the existing community for the value of infrastructure already provided and which still has capacity to be used by “new” residents. There is also a failure to recognise that it is this infrastructure, for example, the golf course or swimming pool, which has attracted such development possible in the first place.

Due to lack of recognition of the above concept, i.e. retrospective equity, proponents of developments in established urban communities have benefited significantly from the infrastructure provided by these communities. The benefit arises when they are not required

to adequately compensate the community the full economic value of infrastructure consumed by their development.

At the same time, the market value of the development would have included, in its sale price, the full economic value of the infrastructure provided by the community. This value, rather than being returned or retained in public hands has, by-and-large, remained as a super bonus to the development.

Additionally, due to Rate Pegging, Council's revenue base has not changed, and does not change as the dwelling stock and population increases. Hence, existing communities have been, and are being, further disadvantaged by having to bear the cost burden of the additional infrastructure required and the on-going resource demands generated by development.

While existing communities in established urban areas have been and are being severely disadvantaged in the ways described above, the capacity of the infrastructure provided by them often needs to be amplified to accommodate increased developments. However, the cost burden for such works has been, and is being carried, to a large extent, by the existing community in which developments occur.

Drawing on the above points, it is clearly evident that, existing urban communities, which are subject to redevelopment, have subsidized and are subsidizing those new developments. Additionally, the value of such subsidies have benefited and are benefiting private concerns rather than enhancing community asset.

Although for some years the incoming population, through development requirements, have contributed to the provision of infrastructure, the rate of contribution is merely a token of the true value of which is provided.

The principles explained in this Section 94 Contributions Plan is, therefore, not new but simply an extension of the principle that the assets of a community should not be diminished as a result of additional demands from new development. Conversely, as a community develops, the total value of the infrastructure increases. Therefore, incoming populations, through development charges, can be expected to contribute increasing amounts in order to, at least, maintain the existing assets of the community.

Lane Cove Council, since 1983, has received Section 94 contributions for facilities demanded by the existing and the future community. The contributions received during the 1980's did not meet the full cost of providing these facilities. As a result, the incoming population should continue to pay for those facilities as well as those proposed by this Plan.

Beyond this Plan, future populations will be required to pay for additional facilities which have not been identified. They should, however, also contribute to the facilities now being provided and still have capacity. This is, therefore, the dynamic process whereby the needs of the community, as identified from time-to-time, are pair off over varying periods. The net effect is that incoming populations will continue to contribute to those facilities demanded (after they have been provided), and consumed, while, at the same time, contributing to facilities to be provided in the future. It is reasonable that this continue in all Section 94

Contributions Plans, as long as the contribution rate is below the value of the infrastructure asset provided by the community.

One measure of this past investment in infrastructure is the value of community assets. As at December, 1995 Council's assets are valued at:-

Community Assets:	Value - \$:
Community Facilities	\$27,335,194.00
Car Parking	4,288,846.00
Business Properties	640,332.00
Open Space and Recreation Facilities	374,327,317.00
Roads and Footpaths	146,815,000.00
Drainage	23,600,000.00
Other infrastructure, e.g. sea walls, bus shelters	4,247,000.00
Total Assets:	\$581,253,689.00

The current assets of the community is equivalent to \$18,326.25 per person for the 1996 population (31,717 persons).

As the legislation supports the recovery of this amount, it is not unreasonable for development to make a contribution towards infrastructure already provided, and without which, the development is unlikely to occur.

The approach to recovery funding adopted by this Plan is by apportioning to each Schedule of Works an amount per person as an equity component. Using this approach, the total contribution per person for residential development amounts to \$6,529.00 instead of the \$18,326.25 equity component shown above.

Given that the estimated population increase over the 10 year life of the Plan is 2,100, the total contribution from this source will be \$13,710,858 which is equivalent to only 2.4% of the current total assets of the community.

This percentage is significantly less than the proportion the incoming population (2,100) is, of the 1996 population (31,717), i.e. 6.6% and is less than a third of the current asset value per person for existing facilities. In other words, the existing population will still be heavily subsidizing the incoming population, notwithstanding this contribution rate.

6.1.2 Determination of Cost Recovery Contribution

There are two conditions to be met to satisfy the legislation to enable recovery of expenditure on capital works. These are:-

- (i) It must be demonstrated that Council was providing the services and facilities in anticipation of growth.
- (ii) The basis of the contribution must be actual costs, even if estimated.

Spending for Growth

“Until last year the Council was in the singular position of not having ever borrowed any money. This state of things could not last, however, as with streets being rapidly built out it became more necessary to construct them to provide reasonable access. The Council, accordingly, arranged a loan of 30,000 pounds with the Commonwealth Bank, and this all being expended on roads and streets construction. The expenditure of this money will assist considerably in the development of the Municipality.

So here is Lane Cove after its twenty-five years of Municipal life. We peep into the future and can see it the same beautiful spot on the map, but environing some 40,000 happy souls within the charm of its surroundings”.

– Lane Cove Annual Report – 1920

In order for Council to claim it is recouping monies spent in advance of development, there is a need to show that this was always Council’s intention. The above extract from the Lane Cove 1920 Annual Report could not be clearer evidence of Council’s intention.

It is particularly relevant to note Council was anticipating a population of “40,000 happy souls”. The estimated population under this Plan (October, 1997) is 33,817, that is heading towards the figure for which facilities were provided from 1920 onwards.

Determination of Costs

This Section explains the method by which the actual costs of providing infrastructure since 1920 were estimated. While there have been difficulties in locating actual costs due to Council moving premises, and records have been destroyed, examples of actual costs have been located.

In order to arrive at a 1996 figure for the various items, a multiplication factor was used based on Consumer Prices Indices. There are two indices available – one for the period 1925-1950, and another for 1950 to 1993. A 1996 figure has been determined, assuming the increase for each of the years 1994 to 1996 of 2.5 in the Index.

Community Facilities

This section determines the estimated cost of major facilities which have been provided by Council over the years. Actual costs have been determined from various sources because information was not available on all facilities in one register. Attached at Appendix 2 is a sample of facilities provided, together with a cost at the time of construction. That total has been multiplied by the factor determined from the CPI to bring that cost into 1996 dollars. The final column shows the actual cost as a percentage of the 1995 value cited in the August, 1994 Section 94 Contributions Plan. From this, it is reasonable to assume 50% of the 1995

value represents Actual Costs in 1996 dollar amounts. This is approximately the rate for the swimming pool, which was built at about the middle of the period 1930 to 1996. When this is applied to the table in the August, 1996 Plan for Community Facilities, and a figure of \$13,667,597 is derived as being the current estimated cost.

Car Parking

This item only covers the acquisition of land for carparking. Three properties were acquired after 1988 at a cost of approximately \$1,200,000. The balance (1995 value \$3,037,000) was acquired at various times, for which purchase prices could not be found. Based on the acquisition of land costs for Open Space, it is reasonable to assume one-third of the 1995 value, i.e. \$1,012,333 is a reasonable estimate of the cost of the balance in 1996 dollars.

The estimated Total Cost of acquiring land for Carparking is, therefore, \$2,212,333.

Business Properties

These items represent three properties purchased for different purposes, to that for which they are currently being used. At some future date, the land may be added to the parks or carparking areas. Given that the properties are not used by the public, these have not been taken into account in determining the contribution rate.

Open Space

Page 28 of the Contribution Plan shows an asset value of \$374,327,317 for Open Space and Recreation Facilities. Of this, land represents some \$360,661,371.

The Table at Appendix 3 identifies parcels of land acquired by Council and the area of those sites in square metres. Appendix 3 also lists land purchases over time. From these, rates have been used to estimate the cost to Council of acquiring land. A comparison has been made between the value of those sites in the Asset Register and the actual cost in 1996 dollars. The 1996 cost, as a percentage, varies widely, however, the average estimated cost in 1996 dollars is approximately 38% of the current asset value. It is considered reasonable, therefore, to adopt a figure of one-third of the asset value for acquisition of land. The ratio has then been applied to above \$360 million, resulting in a figure of \$120,220,439.

Roads

The methodology used to determine a current value of roads in the Municipality was carried out as follows:-

1. Inspecting maps of the Municipality for 1917 to 1930 showing subdivision development between the period 1895 and 1930.
2. An examination of records of road construction, which show that 90% of the roads in Lane Cove were formed in the period to 1930.
3. It is estimated that there is some 87 Kms. Of formation which require 582,690 square metres of construction. To construct this to present day standards, there are three components of work involved being: forming the road, applying ballast and,

ultimately, sealing the road. The following Table is a summary of the details and are drawn from Engineers Reports.

A rate per square metre was determined from those reports, and this has been applied to the length of road constructed to give the estimated cost of construction in the 1920-1935 period. An appropriate multiplication figure for this period, taken from Consumer Price Index of eighteen times the cost. The final column is the outcome.

	Rate:	Cost:	Current:
Road Formation 1922 Onwards	£0.18/m ⁵ or \$36c/m ⁵	£104,884 or \$209,768	\$3,775,824
Ballast 1920-1930	£0.28/m ⁵ or \$56c/m ⁵	£163,153 or \$326,306	\$5,873,508
Remaining Streets (10%) 1930-1935			\$967,500
Sealing by 1935	£1.50/m ⁵ or \$3.00/m	£874,035 or \$1,748,070	\$31,465,260
Footpaths: 1935	£0.6/m ⁵ or \$1.2/m ⁵	£37,920 or \$75,840	\$1,365,120
Kerb & Gutter 1920-1935	£0.59/m ⁵ \$1.18/m ⁵	£78,057 or \$156,114	\$2,810,052
Total Current Cost:			\$46,257,264

While this covers the initial cost of constructing roads in Lane Cove, the Council's Roads Register shows there has been considerable work since that time as a result of the demand for improved roads. There is no record of the amount of capital allocated to this work, but it would not be unreasonable to assume, conservatively, 30% of the original cost for renewal and upgrading of roads resulting in an overall estimated cost of \$61,676,352.

Drainage

Council has approximately 39,000 lineal metres of drainage pipes. By 1935, some 80% of road culverts and about 40% of drainage pipes were constructed.

A 1934 drainage report stated the cost of a 900mm. Concrete line poured in-situ was £0/10/3 per foot, this equates with \$4.00 per lineal metre.

Therefore:	39,000/40%	=	15,600/lineal metre
	15,600 x \$4/m	=	\$62,400
	1996 Price	=	\$1,123,200

Balance of work carried out between 1935 to 1960 assume same cost	=	\$1,123,000
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Total Estimated Drainage Cost	=	\$2,246,400
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The difference between current value and 1996 estimated cost is partly accounted for by the replacement of lines over years. The early method of construction was favoured because of cost, however, this resulted in poor quality construction.

Other Structures

On the same basis as the relationship between 1996 costs and 1995 values for other structures such as Community Facilities and carparking, i.e. 50%, the 1996 estimated cost of providing other structures is calculated at \$2,123,500.

It must be emphasized, locating the actual cost of this work is not possible, due to much of this work being undertaken as part of the Council's General Works Programme.

Summary

The cost of Council's works and facilities as provided over the years since 1920 is summarized in column two of the Table below, and compared to the current asset value:-

Community Assets:	Value:	1996 Estimated Cost:
Community Facilities	\$27,335,194.00	\$13,667,597.00
Carparking	\$4,288,846.00	\$2,212,333.00
Business Properties	\$640,332.00	
Open Space and Recreation Facilities	\$374,327,317.00	\$120,220,439.00
Roads and Footpaths	\$146,815,000.00	\$61,676,352.00
Drainage	\$23,600,000.00	\$2,246,400.00
Other infrastructure, e.g. sea walls, bus shelters	\$4,247,000.00	\$2,123,500.00
	\$581,253,689.00	\$202,146,621.00

The above Table shows that the estimated cost of carrying out works since the 1920's (in 1996 dollars) is \$202,146,621.00. It will be noted that this is only 35% of today's asset value of those facilities. Clearly, if it was possible to obtain further figures on actual costs, and include hidden costs, such as wages, this figure would rise. The contribution sought for provision of infrastructure provided in anticipation of growth which is based on the above figures, can only be considered reasonable, and particularly as these facilities are immediately available. Based on the above, the equity contribution rate for the total population of 33,817 is \$5,977 per person.

The distribution of this amount between each of the individual contribution areas for residential development is in the same proportion as the relationship between the contribution sought for the areas in the Schedule of Works as follows:-

Community Facilities	-	\$1,434.66
Open Space Recreation	-	\$4,124.58
Roads	-	\$418.44

6.2 Contributions Formula

Each Section 94 Contributions Plan is required to have a formula for determining the amount of contribution.

NOTE: Contributions required as a condition of development consent will be adjusted at the time of payment in accordance with the latest Consumer Price Index (Sydney – All Groups) as published annually by the Australian Bureau of Statistics using the formula:

$$\text{Contribution at the time of payment} = C \times \text{CPI 1}$$

where C = the original contribution amount as shown on the consent
CPI = the Consumer Price Index Number (Sydney – All Groups) currently available from the Bureau of Statistics at the time of payment.

Residential

In this Plan, the contribution rate for residential development per person can be determined using the formula:-

$$\text{Contribution} = \frac{\text{PC}}{\text{TP}} + \text{CRC} \times 1.03$$

PC = Project Cost
TP = Total Population 2006
CRC = Cost Recovery Contribution (or Equity Contribution)
1.03 = Administration Factor

This formula has two components. The first component represents a contribution to the cost of those items in the Schedule of Works shared between the existing and incoming population. The second component determines the contribution rate which the incoming population should make, in order to recover a portion of the cost of the existing infrastructure.

Commercial, Retail and Industrial

For Commercial, Retail and Industrial developments, the contribution rate per square metre of floor space is calculated using the formula:-

$$\text{\$C} = \frac{\text{T}}{\text{F}} \times \text{A}$$

Where C = Contribution per square metre of new commercial/retail floor space

T = The actual cost of providing improvements for new development

A = Administrative costs

F = The projected increase in commercial/retail floor space to the Year 2005

Council is of the view that the services and facilities which it provides are for all sections of the community, be they residents or workers. Certain facilities, such as Open Space and Recreation Facilities are distributed throughout the Municipality and, therefore, benefit both residents and the workforce. There are also some community facilities, for example, the Lane Cove Library which, although centrally located, is accessible to the workforce. On this basis, it is possible to show the link in demand for these services with commercial, retail and industrial development.

Carparking

The car parking contribution rate for commercial areas, where Council is providing parking, is derived from the formula:-

$$\text{\$C} = \frac{\text{CP}}{\text{PS}} \times \text{A}$$

Where C = Contributor per parking space not provided on-site

CP = The actual cost (including land acquisition) of providing car parking

PS = Proposed number of parking spaces

A = Administrative costs

The determination of the cost of providing carparking, is based on projected costs. These, however, can be more than supported by costs which Council has already expended in providing these facilities.

7 CAR PARKING AND TRAFFIC MANAGEMENT

7.1 Car Parking

7.1.1 Introduction

The purpose of preparing a Section 94 Contributions Plan for car parking is to clearly indicate to prospective developers, who wish to operate within defined areas of Lane Cove LGA, the methodology and procedure relevant to the development and application of Section 94 relating to Council's policy and requirements for the provision of off-street car parking.

7.1.2 Contributions Catchment Areas

A Section 94 Contributions Plan can relate to a specific catchment area which would either be a geographic area, a specific land use zone (or zones), or a single (or multiple) development site.

Within Lane Cove LGA, the choice of catchment areas must take into account Council's parking policy relating to off-street parking for each area, the existing off-street parking provisions within the catchment area to cater for the needs of existing land use, and Council's strategy for the provision of future parking requirements.

Under the criteria, two catchment areas within the Municipality have been identified for the purpose of this Plan:-

- The Business General 3(a) Zone which comprises the Lane Cove Village Centre, and
- The Business Neighbourhood 3(c) Zone at Lane Cove West.

In addition to these two catchments, there is the St. Leonards/Pacific Highway Business Zone. As there is no intention to provide Council parking, it has been dealt with separately.

These catchment areas are shown in Figure 7.1.

Generally, carparking contributions can be levied in non-residential areas in cases where the developer's proposed on-site parking provision does not meet Council's requirements as specified in the adopted Business Zones DCP, and Council provides off-street parking. The defined areas for carparking contributions would, therefore, be confined to the commercial/retail developments as defined in the above zones.

Unless Council plans to have a car park in an industrial area, Section 94 Contributions would not apply. Industry should continue to provide sufficient off-street parking, in line with Council's parking requirements in the Industrial Zones DCP.

7.2 Review of the current Car Parking Situation

7.2.1 Existing Centre Structures and Floor Space

Lane Cove Village Centre – Business General 3(a) Zone

This Business Zone is the core retail area in the Municipality. Total gross leasable floor area for the centre as defined in Hirst’s *Lane Cove Centre Retail and Commercial Study (1990)*, is approximately 28,460m⁵. This comprises: 8,115m⁵ retail, 13,205m⁵ offices, 3,645m⁵ restaurants and other uses, and 3,490m⁵ vacant. The detailed floor space for each precinct of the Village Centre is detailed in Table 7.1, while the location of the precincts is shown in Figure 7.1.

Table 7.1 – Existing Floor Space – Lane Cove Village Centre

Precinct	Gross Leasable Floor Area (m ⁵):					
	Retail:	Office:	Restaurant:	Other:	Vacant:	Total:
1	0	725	0	0	--	725
2	0	4,000	735	0	--	4,735
3	1,655	1,790	500	655	1,230	5,830
4	0	245	0	0	--	245
5	1,850	2,805	410	235	1,115	6,425
6	540	635	70	65	--	1,310
7	725	1,500	485	30	--	2,790
8	1,305	1,390	220	240	25	3,175
9	2,040	65	0	0	1,125	3,230
Total:	8,115	13,205	2,420	1,225	3,490	28,460

Source: Hirst – Lane Cove Centre Retail and Commercial Study (1990)

The Hirst Study indicated that it was unlikely that the Village Centre would grow substantially, given the static nature of the population change between 1980 and 1990. However, the report further commented on external conditions, such as the Gore Hill Expressway, that could influence the prospect for increased commercial office development, which, in turn, could also stimulate a marginal increase in retail floor space. The Hirst Report indicated that there were a number of possible sites for future commercial and retail developments in the Lane Cove Village Centre. The Report projects two scenarios for the possible future floor space composition. These are shown in Table 7.2.

Table 7.2 – Lane Cove Retail/Commercial Development

	Existing:	Future:	
		With Rosenthal Development ¹ :	Without Rosenthal Development:
Retail	8,115	12,000	9,000
Office	13,200	40,000	20,000
Other	7,145	9,000	7,750
Total:	28,460m⁵	61,000m⁵	36,750m⁵

¹ The Rosenthal Street site is currently a large car park owned by Council. It is the single largest possible development site in Lane Cove.

7.2.2 Parking Supply and Demand Analysis – Lane Cove Village Centre

Parking Inventory

The Colston Budd Report, *Lane Cove Shopping Centre: Traffic and Parking Study (1990)*, had an inventory of 1,140 parking spaces within the Village Centre which include 230 on-street spaces, 550 off-street public spaces and 360 private spaces. An updated inventory conducted by Council recently recorded a total of 1,211 spaces which include 48 additional on-street spaces along Birdwood Avenue and Finlayson Street which were not recorded previously. The precinct-by-precinct inventory of parking spaces is shown in Table 7.3.

Table 7.3 – Existing Parking Provision – Lane Cove Village Centre

Precinct:	On-Street:	Off-Street Public:	Off-Street Private:	Total:
1	95	94	30	219
2	0	71	170	241
3	47	0	30	77
4	0	18	20	38
5	10	0	20	30
6	44	173	5	222
7	28	0	30	58
8	5	90	45	140
9	0	128	10	138
10 ¹	48	0	---	48
Total:	277	574	360	1,211
		934		

¹ Precinct 10 has been added to show parking provision in an area that has not been identified in Table 7.1 – Commercial Floor Space (See Figure 7.1).

Parking Demand

The parking accumulation surveys on a Thursday and Saturday undertaken by Colston Budd indicated that the park accumulation occurred in Midday for both days with 98% occupancy on the Thursday and 88% on the Saturday. The average occupancy was 84% for Thursday (10.00 a.m. to 6.00 p.m.) and 75% for the Saturday (between 10.00 a.m. and 2.00 p.m.). The survey results indicated that the occupancy rates are reaching the levels whereby shoppers are finding difficulty in locating a suitable space during the peak shopping periods.

Further analysis by Colston Budd of both short-term and long-term parking demand of both employees and shoppers, based on land use characteristics of the Village Centre indicated that the existing demand is almost equal to the total supply of the legal parking spaces within the centre. The deficiency of parking supply for precincts 3, 5 and 7 are particularly evident from the precinct-by-precinct analysis shown in Table 7.4.

Table 7.4 – Parking Demand – Lane Cove Village Centre

Precinct:	Parking Demand:		
	Short Stay:	Long Stay:	Total:
1	5	20	25
2	25	140	165
3	60	110	170
4	0	10	10
5	65	130	195
6	20	30	50
7	30	70	100
8	45	75	120
9	50	30	80
Total:	300	615	915

Based on the DCP Parking Code of providing 1 space/40m² of floor space, approximately 712 spaces are required in the Village Centre to service the existing needs.

The current provision of 934 off-street parking spaces appears to satisfy the DCP Parking Code requirements.

This estimate did not include uses for community, residential and school purposes which the Colston Budd report claimed would increase the demand by up to 300 spaces, totaling 1,012 spaces.

Based on the updated inventory of 1,211 spaces within the Village Centre, the demand exceeds the AUSTROADS *Guide to Traffic Engineering Practice, Part II – Parking (1988)* comfortable level of 85% of the supply. However, circulating traffic looking for parking in the centre's streets, particularly in precincts 3, 5 and 7, has resulted in congestion and, therefore, a need for traffic management measures.

Future Parking Demand

Future parking demand will depend on the rate of land use development within Lane Cove Village Centre. Since 1991, there has been some increase in the amount of retail floor space in food and household categories. Major increases in floor space have been in the personal service area. Based on the static nature of population change in Lane Cove and that Lane Cove Village Centre will not, and cannot, compete with other regional centres, such as Chatswood and Macquarie Centres, we would not expect that the projections in Hirsts' report of an additional 30,540m² of GFA would be likely in the short-to-medium term to eventuate. However, for a development scenario with approximately 5,500m² of future floor space development (as outlined in the Colston Budd report), approximately 150 additional car spaces would be required.

7.2.3 Parking Strategy

Lane Cove Village Centre

The Colston Budd Study recommended a number of options to address the issues relating to the deficiency and future requirements of parking provision in the village centre. These include:

- Increase the number of parking spaces for the Rosenthal Avenue development site to cover existing and/or future needs.
- Increase the parking provision on the Old Council Chamber site.
- Provide structured parking at the Little Street car park.
- Expand the size of the Library Place ground level car park.
- Provide structured parking over the Coles car park.
- Provide angle parking in Little Street and Phoenix Street.

While the siting of future parking provision based on these considerations will depend on the overall scale of future development in the Centre, a carparking strategy can be developed based on the likely development potential in stages.

The Colston Budd report concludes that development proposals should meet demand and maintain the existing supply of public parking.

In order that the Section 94 Contributions Plan can be developed for adequate parking provision, the parking strategy must include the following:-

- (a) Rate of Parking Demand.

The existing supply rate in the Village Centre, based on supply/demand analysis, and the existing gross leasable floor space in the Centre is approximately 1 space per 30m² GLA or 1/40m² of floor space (DCP). This indicates that the existing off-street parking supply adequately meets both Council's parking policy requirements and the RTA's guidelines.

While the existing Council parking policy for the Village Centre requires no additional parking provision or contribution, if the proposed development does not exceed a 1:1 floor space ratio, Council maintains that the developer must retain any existing parking provision on-site, or they would be required to pay parking contributions. In this way, Council would be able to maintain the existing level of parking provision if no new development exceeded the 1:1 floor space ratio.

For any future development with a floor space ratio in excess of 1:1, Council should require a provision of 1 space per 30m² GLA or ensure accordance with the existing DCP. In addition, any reduction in existing parking provision should be compensated by a contribution equivalent to the number of parking spaces lost.

Lane Cove West

As stated in the Business Zones Development Control Plan (1987), it is expected that developments in the Lane Cove West area will incorporate required car parking on-site.

Council also maintains that developers must retain any existing parking provision on-site or they would be required to pay parking contributions. Council has identified a number of sites in Lane Cove West that have development potential. As Lane Cove West is separate from the Lane Cove Village Centre, it requires its own parking facilities. Council, at the request of business owners at Lane Cove, acquired land for carparking off Beatrice Street and constructed 38 spaces. It is, therefore, recommended that Section 94 Contributions be levied on development in Lane Cove West for this purpose.

It is, therefore, recommended that Council consider the following strategy:-

- (1) Any commercial development within the Lane Cove West area must provide sufficient parking spaces to meet the Council's DCP requirements. Any spaces which cannot be provided on-site will be required to pay Section 94 Contributions.
- (2) Council reserve the right, in respect of all parking assessments, to accept works in kind for the provision of parking spaces, rather than the payment of a Section 94 Contribution. In this way, Council may consider the merits of allowing any development to provide adequate parking spaces to meet its obligations in lieu of a payment towards the Beatrice Street car park.

7.3 Traffic Management

7.3.1 Existing Traffic Conditions

Two major collector roads in the Village Centre are Longueville Road (south) and Burns Bay Road (see Figure 7.2). Recent traffic counts carried out by Council and the RTA indicated that since 1991 there has been an increase in Average Annual Daily Traffic (AADT) on Longueville Road. The AADT figures on Burns Bay Road have been kept relatively stable during the same period.

It is noted that daily flows on Longueville Road have exceeded the threshold of 10,000 vehicles per day (VPD), considered to be the upper-limit for collector roads.

Apart from Longueville Road which has had a significant peak traffic increase of 25% since 1990, the peak flows in the rest of the Village Centre network do not appear to have changed substantially. A comparison of the peak flows at intersections along Longueville Road for 1990 and 1994 is shown in Table 7.5. This indicates that there is a significant increase in through-traffic on Longueville Road not generated from the Village Centre.

Table 7.5 – Peak Hour Traffic Flows (Two Way)

	1990:		1994:	
	AM	PM	AM	PM
Longueville Road (South of Birdwood Avenue)	780	730	920	990
Austin Street (West of Longueville Road)	---	450	720	495
Birdwood Avenue (West of Longueville Road)	770	890	695	900
Little Street (East of Longueville Road)	300	300	170	310

7.3.2 Future Traffic Demand

Lane Cove Village Centre

Future traffic demand for the Village Centre depends on the potential land use development in the Centre. We have previously assumed that the short-term development potential to be approximately 5,500m², (say up to 10 years), and the long-term (up to 20 years) to be 30,000m². Likely traffic volumes generated from these potential development scenarios are estimated from the RTA's *Policies, Guidelines and Procedures for Traffic Generating Developments (1993 revised)* which suggests average generation rates of approximately 7 trips/100m² (GLA) and 2 trips/100m² (GFA) for retail and commercial developments respectively for the evening peak hour. The estimated traffic volumes for the future development scenario are shown in Table 7.6.

Table 7.6 – Traffic Generation from Potential Development in Lane Cove Village Centre

	Short-Term:		Long-Term:	
	Floor Space (m ²)	Traffic (vph)	Floor Space (m ²)	Traffic (vph)
Retail	1,500	105	9,000	630
Commercial/Other	4,000	80	21,000	420
Total:	5,500	185	30,000	1,050

¹ The proportion of Retail and Commercial spaces has been estimated based on existing land use proportion in the Village Centre.

The potential additional traffic generated by the future development scenario shown in Table 7.6 was compared with existing afternoon peak hour flows as determined in the Colston Budd Study. The total entry volumes to the Village Centre as determined by a number of entry roads was found to be 1,430 vehicles per hour (vph) in the Study report.

The estimated vehicle trips (two way) for the future development scenario represent an 8.4% and 23.4% increase in traffic respectively.

In its investigation of various traffic flow problems within the Village Centre, the Colston Budd Traffic Study identified a number of options and opportunities to improve existing traffic and access operations and future requirements. These options were to be discussed with Council and used as a basis for developing a series of recommended strategies once information of likely future growth in the Centre is available.

Council also has an aim to improve the streetscape of the LGA. This is evidenced through a number of streetscape enhancements that have been undertaken by Council in Lane Cove over the past five years. Lane Cove Council intends to expand this programme over the life of this Plan within the Lane Cove Shopping Centre.

St. Leonards

St. Leonards Centre – Business General 3(b) Zone

The St. Leonards Centre is a sub-regional centre which covers three Local Government Areas and is, therefore, subject to the administration of Lane Cove, North Sydney and Willoughby Councils.

The existing floor space for the Lane Cove precinct of the Centre, determined in Ove Arup's *St. Leonards Traffic and Parking Study (1989)* is 94,000m², consisting of:-

* Commercial	-	86,850m ²
* Retail	-	7,150m ²

This floor space represents approximately 30% of the total gross floor space of the Centre (311,628m²).

The future traffic demands for the St. Leonards Business Area will depend on the potential land use development in the area. According to the Ove Arup's *St. Leonards Traffic and Parking Study (1989)*, the potential increase in commercial and retail floor space in the Lane Cove Council portion of St. Leonards is based on the following scenarios:-

* Base Case	94,100m ²	-	Current Land Use
* Scenario 1	152,408m ²	-	1-5 years
* Scenario 2	174,790m ²	-	5-10 years
* Scenario 3	186,976m ²	-	10-15 years

As Scenario 1 covered approved development proposals up to the Year 1994, this is taking the existing floor space figure for the purpose of this report. Scenario 3 will become the short-term increase in floor space on both commercial and retail to the Year 2006.

Therefore, the potential increase in commercial and retail floor space in St. Leonards (within the Lane Cove Municipality) is 34,568m², which is the difference between Scenario 1 and Scenario 3.

7.4 Relationship Between Development and Demand

7.4.1 Car Parking

Contributions for car parking may be sought, in the business/retail centres where provision of car parking for the development is not able to meet demand, or is restricted in that location by Council policy.

A number of strategies Council should adopt for car parking provisions have been identified. This depends somewhat on Council's ability to construct parking spaces in the future.

Car parking contributions can be sought for both the Lane Cove Village Centre and Lane Cove West, under the following recommended conditions:-

1. Lane Cove Village Centre

- The Colston Budd Report suggested that the Centre is currently short of approximately 100 parking spaces in the retail core area. Council has, recently, provided 52 off-street parking spaces in the Village Centre which would go some way to offsetting any rise in demand since 1990.
- Council's existing policy and strategy of charging developers for parking contributions on floor areas exceeding 1:1 floor space ratio should continue to apply.
- The method of estimating the car parking contribution rate is ideally based on the sum of land acquisition cost per space and the construction cost. The land cost per square can vary, depending on the location, however, Council purchased land in Austin Street in 1988 in anticipation of demand from further development. With at-grade parking areas, the total area per space, including access aisles is in the range of 25-30m² per space. Where parking structures are to be built, the average land cost per space will reduce, but the construction cost will increase. In setting rates, it is important to take into account, not just the location of parking, but also the number of spaces to be provided so that the type of parking provision can be assessed.

2. Lane Cove West

- Potential development at Lane Cove West has been identified that will not benefit from parking facilities in the Lane Cove Village Centre.
- In 1988 Council made an assessment of the availability of parking in this Centre. That assessment showed that the existing development generated a parking demand which was satisfied by on-site or on-street parking. However, there were sites available from redevelopment and, in anticipation of the development taking place, and because the opportunity to acquire a strategically placed site might be lost, Council acquired land in Beatrice Street.
- It is, therefore, recommended that Section 94 Contributions apply at Lane Cove West for the provision of the Beatrice Street car park.

7.4.2 Traffic Management Works

The Lane Cove Village Centre is in an established urban area and, as such, the existing road patterns are well-defined.

However, future developments create a demand for traffic management facilities to improve traffic flows and access, because of the volume of traffic generated and the corresponding impact on the existing road network which is already reaching its capacity or subject to traffic congestion and/or safety problems. Such facilities may be funded through Section 94 Contributions. They must, however, be equitably levied on the future development (discounted by the share of the benefit enjoyed by the existing developments).

The link between future developments in the Lane Cove Village Centre and the need for improvement of traffic flows within the Centre is established in the Colston Budd Traffic Report.

Because of the potential increase in commercial and retail floor space in St. Leonards over the life of this Plan, a number of traffic management measures would need to be undertaken. Some of these are identified in the Schedule of Works (Table 7.12).

In the Lane Cove West Industrial Area, Council has identified a number of traffic management upgrades which are required if any future industrial developments are undertaken. Sites for future development exist within the industrial area including the Elcom site, Chaplin Oval and vacant land. An assessment of the consequences arising from a development application lodged with Council in 1988 for the Chaplin Oval site showed a need for traffic improvement. The link between the traffic management upgrade and the industrial area can be identified as the potential floor space for these future developments.

Council has received the traffic arrangements throughout the residential areas by undertaking precinct studies. These studies have demonstrated a need to overcome congestion caused by increasing development across the Municipality. These works are directed at maintaining the current level of amenity and service. It is, therefore, reasonable to impose a levy on incoming population to achieve this outcome.

7.4.3 Schedule of Works (Parking and Traffic Management)

There are four Schedule of Works for the purpose of determining Section 94 levies for parking and traffic management measures. These are shown in Tables 7.9 to 7.12. They detail proposed traffic and parking facilities that need to be established to accommodate future development over the next ten years.

Table 7.9 – Schedule of Works (Beatrice Street Car Park)

Location:	Description of works:	Cost - \$:
Lane Cove West	Construction of Beatrice Street Car Park	130,000
Lane Cove West	Land acquisition for Beatrice Street Car Park	385,120 ¹

¹ Total land acquisition is \$580,000, however only 66.4% of the total land area will be used for parking purposes. Therefore, only 66.4% of \$580,000 (\$385,120) can be used for Section 94 Contributions.

Table 7.10 – Schedule of Works (Lane Cove CBD Parking)

Location:	Description of Works:	Cost - \$:
Lane Cove Shopping Centre	Construction of Austin Street multi-deck car park	2,227,500

¹ Section 94 Contributions would be used to subsidise part provision of this facility. The cost of construction is \$1,500,000 with another \$1,470,000 covering the land cost. Because there is a current shortfall of 50 parking spaces in Lane Cove, only 150 spaces of the 200 space development can be attributed to new development. For this reason, three-quarters of the total cost of \$2,970,000 (\$2,227,000) can be achieved through Section 94 Contributions.

**Table 7.11 – Schedule of Works
(Traffic Management within Lane Cove West Industrial Area)**

Location:	Description of Works:	Cost - \$:
Sirius/Orion Roads Intersection	Upgrade intersection including signals	170,000
Mars/Sirius Roads Intersection	Upgrade intersection	223,000
Sirius Road – Northern end	Construction of turning circle	25,000
Sam Johnson Way/Epping Road Intersection	Intersection Upgrade	2,250,000

**Table 7.12 – Schedule of Works
(Traffic Management and Streetscape Improvements)**

Location:	Description of Works:	Cost - \$:
Lane Cove Shopping Centre	Traffic Calming and Streetscape Measures	1,000,000
St. Leonards Business Neighbourhood Area	Traffic Calming Measures	600,000
St. Leonards	LATM	100,000
Lane Cove CBD	Lights – Birdwood Avenue	120,000
	Lights – Plaza	60,000
Residential Streets around the Lane Cove CBD	Traffic Flow Improvements	440,000
Lane Cove West	Precinct Study Works	370,000

Summaries of Schedule of Works

The total cost of the Schedule of Works (Parking – Lane Cove West) is \$515,120.00

The total cost of the Schedule of Works (Parking – Lane Cove Village) is \$2,227,500.00

The total cost of the Schedule of Works (Traffic Management within Lane Cove West Industrial Area) is \$2,668,000.00.

The total cost of the Schedule of Works (Traffic Management and Streetscape Improvements – Business Areas) is \$2,690,000 of which \$1,820,000 relates to Works in the Business CBD's with the balance of \$870,000 being Works in the residential areas.

7.5 Determination of a Contribution Rate

7.5.1 Parking Contribution

Beatrice Street Car Park

The contribution rate for the Beatrice Street Car Park applies to commercial and retail development within the Lane Cove West area only, and will be determined using the following formula:-

$$\text{\$C} = \frac{\text{CP}}{\text{PS}} \times \text{A}$$

Where C = Contribution per parking space not provided on-site.

CP = The cost (including land acquisition) of providing car parking.
(See Schedule of Works – Table 7.9).

PS = Proposed number of parking spaces.

A = Administrative Costs.

The contribution rate per parking space not provided on site is as follows:-

$$\begin{aligned} \text{C} &= \frac{\$515,120,00}{38} \times 1.03 \\ &= \$13,962 \text{ per parking space} \end{aligned}$$

Lane Cove CBD Car Park

The contribution rate for a multi-deck car park applies to commercial and retail development within the Lane Cove Village Centre, and will be determined using the following formula:-

$$\text{\$C} = \frac{\text{CP}}{\text{PS}} \times \text{A}$$

Where C = Contribution per parking space not provided on-site.

CP = The cost (including land acquisition) of providing car parking.
(See Schedule of Works – Table 7.10).

PS = Proposed number of parking spaces which can be attributed to Section 94 Contributions.

A = Administrative Costs.

The contribution rate per parking space not provided on-site is as follows:-

$$\begin{aligned}
C &= \frac{\$2,227,500}{150} \times 1.03 \\
&= \$14,850 \times 1.03 \\
&= \$15,296 \text{ per parking space}
\end{aligned}$$

7.5.2 Traffic Management Contribution

Industrial Traffic Management

The contribution rate for traffic management upgrades within the Lane Cove West Industrial Area will be determined using the following formula:-

$$\$C = \frac{CTM}{F} \times A$$

Where C = Contribution per square metre of possible new industrial floor space.

CTM = The actual cost of providing traffic management upgrades as shown in Schedule of Works (Table 7.11).

F = The total potential floor space.

A = Administrative Costs.

The contribution rate per square metre of industrial floor space is, therefore, calculated as follows:-

$$\begin{aligned}
C &= \frac{\$2,668,000}{98,400\text{m}^2} \times 1.03 \\
&= \$27.11 \times 1.03 \\
&= \$27.93/\text{m}^2
\end{aligned}$$

Commercial/Retail Traffic Management

The contribution rate for traffic management upgrades relating to commercial and retail development within Lane Cove Centre and St. Leonards will be determined using the following formula:-

$$\$C = \frac{T}{F} \times A$$

Where C = Contribution per square metre of new commercial/retail floor space.

- T = The actual cost of providing traffic management and streetscape improvements for new development in the commercial areas. (See Schedule of Works – Table 7.12.).
- A = Administrative Costs.
- F = The projected increase in commercial/retail floor space to the Year 2005.

Given that the likely increase in commercial floor space in Lane Cove over the short-term (10 years) is 5,500m², and St. Leonards' growth is predicted to be 34,568m² over the same period, the Section 94 levy for traffic management measures is calculated as follows:-

$$\begin{aligned}
 \$C &= \frac{\$1,820,000}{40,068} \times 1.03 \\
 &= \$45.42 \times 1.03 \\
 &= \$46.78 \text{ per square metre}
 \end{aligned}$$

Residential Traffic Management

The contribution rate for residential areas of the Municipality relating to traffic management proposals as set out in the Schedule of Works in Table 7.12 will be determined using the following formula:-

$$\begin{aligned}
 \text{Contribution} &= \frac{\text{PC}}{\text{TP}} + \text{CRC} \times 1.03 \\
 \text{PC} &= \text{Project Cost} \\
 \text{TP} &= \text{Total Population} \\
 \text{CRC} &= \text{Cost Recovery Contribution} \\
 1.03 &= \text{Administrative Costs}
 \end{aligned}$$

Applying this to the total cost of the Works, the contribution is determined as:-

$$\begin{aligned}
 \text{Contribution} &= \frac{870,000}{33,817} + 418.44 \times 1.03 \\
 &= 25.75 + 418.44 \times 1.03 \\
 &= \$457.50 \text{ per person}
 \end{aligned}$$

8 COMMUNITY FACILITIES

8.1 Introduction

The Department of Urban Affairs and Planning's *Section 94 Contribution Plans Manual* states that:-

Council should provide reasonable community amenities that meet the demands generated by the development.

In parallel with this statement, one of Council's Corporate Objectives is:-

To provide local amenities that promote the health and lifestyle of the Community.

The Manual does not, however, indicate those community services and facilities for which Contributions can be levied. It is considered that the needs of residents for community services and facilities, as well as the cost of those services and facilities, will vary according to the intricacies of each Local Government Area. Accordingly, this Study has reviewed the current level of service provision in Lane Cove. It has also established the likely needs of the identified incoming population so as to ensure that the required amenities can meet these needs in order to maintain the existing level of service. The needs of this incoming population are also met by existing community facilities. It has been recognised that contributions can be sought towards recovery of past expenditure. Council, on behalf of the community, has already provided a significant number and wide range of facilities and the incoming population will be able to take immediate advantage of these.

Residents are also looking to their Council to provide an ever-increasing range of services that have not been provided in the past. This is especially the case with community facilities and special services for the young, aged and those with disabilities.

The range of services and facilities demanded includes: community halls, neighbourhood centres, senior citizens centres, long-day care centres, youth services, libraries, occasional care, family day care and early childhood health centres.

Section 94 Contributions cannot be used to raise the level or standard of existing services within an identified catchment. Contributions may, however, be used to ensure that an existing level of service is provided to the extent necessary to meet the needs of a new population. The income would not meet the entire financial needs of Council to provide facilities and services for the residents of Lane Cove, however, the contributions provide a valuable source of funding which would, otherwise, not be available.

In established urban areas, it is necessary to understand and respond to needs associated with new development which cannot be met by existing capacity, and assess the impact of changing population characteristics.

8.1.1 Purpose of the Community Services Study

A Community Services Plan forms an integral part of the Section 94 Study as it:-

- Ensures that Section 94 Contributions levied are reasonable.
- Ensure an appropriate level of community services and facilities in the area.
- Employs a “user pays” policy regarding the funding of identified community services and facilities so that the existing residents of the area are not subsidizing new development.
- Ensure that there is a clear link between development and the need for additional community services and/or amenities.
- Makes clear Council’s intentions regarding the type and timing of provision of community services and facilities in the area.

8.1.2 Land to which the Study applies

Community facilities, by their very nature, have varied usage and distribution patterns. Consequently, because there is no excess provision of services, people are likely to travel across the Local Government Area to use a community facility. This is reinforced by noting that the Municipality is relatively small in area, and the travel time across the area is relatively short. Therefore, the community facilities and services listed in the Schedule of Works have municipal-wide catchments, and as such, contributions will be levied over the whole Local Government Area. This approach is reinforced by reference to the planning of new districts on Sydney’s fringe. A population figure of 20,000-30,000 is frequently used as the ideal population for a district in which a wide range of facilities and services can efficiently and environmentally be provided. Given that the Lane Cove population is in this range and is projected to grow further, it is not unreasonable that contributions be on a municipal-wide basis, taking into account all facilities already provided and to be provided.

8.2 Review of Current Situation

A range of community facilities and services are provided by Lane Cove Council. For the purpose of this Study, it has been necessary to establish the nature of the existing service provision within the Local Government Area and, using standards of provision, identify any shortfalls in provision. The standards alone, however, are not sufficient to identify needs in relation to community services and facilities. More qualitative information has been obtained through a review of documentation and discussions with Council officers. The location of existing community services is shown in Figure 8.1.

8.2.1 Aged Care Services

The Lane Cove Local Government Area has a significant proportion of older people within its population. In 1991, there were 5,786 people over the age of 60, representing 19.1% of all residents (compared to 15.6% for the SSD). This represents a density of approximately 567 elderly people per square kilometre, compared to a figure of approximately 40 in the SSD.

Council has adopted a range of Corporate Strategies, including one to support the provision of appropriate services and facilities for people over 60.

Existing Provision of Aged Care

Two senior citizen facilities, catering for the following users exist within Lane Cove:-

* 180 Longueville Road, Lane Cove	60 persons	160 sqm.	\$484,669
* 50 Greenwich Road, Greenwich	80 persons	210 sqm.	\$543,349

Current level of service:-

1 space per 226 persons of total population
1 sqm. per 85.7 persons of total population
\$32.41 expenditure per person

Assessment of Provision of Aged Care Services

Both centres are currently underutilized, being open only a few hours each day. The existing centres, therefore, have space capacity in terms of floor space to cater for the expanding population. The centres, however, are deficient in regard to their accessibility, with no public transport available to provide access for the elderly to the centres.

Access to the centres would be improved by the provision of a community bus. Given that the community centres have space capacity, and that the more recent Greenwich centre was developed with a growing population in mind, the cost of the Greenwich Centre should also be borne by both the existing and incoming population.

8.2.2 Childrens' Services

Lane Cove Council has provided and supported a range of facilities for children. The range of services includes: child care centres, family day care, occasional child care, early childhood centres and after-school care.

In 1991, Lane Cove LGA had a total of 1,996 children aged 0-5 years (see Table 8.1). Of these, 1,366 were 0-3 years and 630 children were 4-5 years of age.

Table 8.1 – Children in 0-5 Age Group

Age:	0	1	2	3	4	5
Number	387	292	381	306	309	321
Proportion of total population - %	1.3	1.0	1.2	1.0	1.0	1.1

Existing Provision of Childrens' Services

There are currently eight child care facilities provided through the Local Government Area. These facilities are listed below:-

* 708 Mowbray Road	Child care	40 children	330sqm	\$794,868
* 48 Phoenix Street	Long day	58 children	539sqm	\$764,962
* Pottery Green	Occ. Care	20 children	161sqm	\$ --
* 12A Richardson Street	Preschool	40 children	247sqm	\$1,736,239
* 12A Richardson Street	Preschool	20 children	150sqm	\$1,666,239
* 48 Greenwich Road	Preschool	25 children	220sqm	\$715,860
* 27 Stokes Street	Preschool	12 children	110sqm	\$200,418
* 70 Burns Bay Road	Preschool	80 children	421sqm	\$911,728

TOTAL: **\$6,767,814**

Current level of service:-

1 space per 107 persons of total population
1 sqm. per 14.5 persons of total population
\$213.38 expenditure per person

Assessment of Provision of Childrens' Services

Most of the child care facilities noted above have waiting lists, some extensive. The distribution of those seeking child care in the Municipality is wide. In order not to reduce the level of services for the existing residents, the additional population would need to be serviced at least to the same level of service as the existing population. Whilst to service to this level would not totally meet the likely demand of the incoming population, to make provision for a greater level of service, would also result in an improvement to the level of service of the existing population, which is not permitted under Section 94 of the Act.

8.2.3 Youth Services

Existing Provision of Youth Services

Council currently operates one Youth Centre for the young people of Lane Cove. The facility, therefore, has a Municipal-wide role, although some of the local churches provide other youth services. As at 1991, there were 4,773 young people (15-25 years) in Lane Cove LGA, representing 15.6% of the population. This figure is consistent with the SSD average. The Youth Centre is located under the Olympic Pool grandstand in Little Street, Lane Cove.

It operates Tuesday to Friday – 4.00 p.m. to 9.00 p.m. Friday nights 7.00 p.m. to 11.00 p.m. and Saturday nights. One part-time worker supervises at the Centre. The Centre is almost entirely funded by Council, with some funds coming from the NSW Department of Community Services for youth counseling. The facility can cater for a maximum of 15 people, and so does not facilitate small/medium events such as band nights. The facility is considered inadequate for its purpose.

There is a need for an adequate Youth Centre as young people need somewhere to keep local contacts. Many of the younger people are not prepared to, or cannot, travel to the regional centre of Chatswood for entertainment (finding of Cultural Taskforce).

Assessment of Provision of Youth Services

As discussed earlier, the existing facility is considered inadequate to cater for either the existing or incoming population. The lack of a suitable meeting place is the greatest issue facing the provision of youth services in Lane Cove. Council's Corporate Strategy aims to provide effective youth support services. The current standard of youth support services is inadequate.

Given this situation, a multi-purpose sports facility incorporating a youth centre is to be provided to service the youth needs of both the existing and incoming population. It is, therefore, proposed that there will be no separate contribution for the youth centre, as it is part of the multi-purpose hall under the open space and recreation contributions.

8.2.4 Libraries

Council's Library and Information Service's objective is the provision of an accessible Library and Information Service aware of, and responsive to, the community's and Council's aspirations.

Existing Provision of Libraries

Two libraries cater for the Lane Cove Local Government Area as outlined following:-

* Lane Cove Library	131,144 Books	1,203 sqm.	\$2,478,976
* Greenwich Library	10,500 Books	85 sqm.	\$301,674

Current level of service:-

4.5 Books per person
1 sqm. per 24.6 persons
\$87.67 (Libraries) Expenditure per person
\$125.04 (Books) Expenditure per person
\$212.71 (Total) Expenditure per person

Some of the services provide by the Libraries include:-

- The availability of books, cassettes, videos, magazines and newspapers.
- Large print and talking books.
- Local history section.
- A home Library service that delivers to 60 private homes and 12 nursing homes/hospitals.

Assessment of Provision of Library Services

The libraries are experiencing increasing demand because of the increase in people aged between 25 and 34 years old (2.3% rise in 1986-1991). These are generally professional people (many with young families) who place the greatest demand on the Library and Information Service's resources, and have the most diverse range of requirements.

As any increase in the incoming population would tip the existing Library provision to a point where current services could not cope (especially given the constraint of space), it appears justified that a Section 94 levy to expand the Central Lane Cove Library is justified.

Requests have been received asking Council to equip the Library with a higher level of technology for its resource base, and to increase space for the growing number of users. Because of these factors, an expansion master Plan has been prepared for the Central Lane Cove Library, at an approximate cost of \$3.0 million. The planned expansion would see the construction of a new floor over the 1974 wing at first floor level on the existing roof slab designed for that purpose, and enclosure of the existing car park beneath this wing. The increase in floor space would be some 2,630m². Stage One of the expansion proposes an increase in floor space of 459m² at a cost of \$1,144,638.

8.2.5 Community Centres

Community centres play an important role in the delivery of services to residents. Multi-purpose community centres, in particular, can have general application in providing a range of service opportunities and be flexible in the face of a changing population.

Existing Provision of Community Centre Services

Council currently provides the following Community Centres:-

* 48 Longueville Road	200 sqm.	\$260,000
* 172 Longueville Road	785 sqm.	\$1,680,712
* 178 Longueville Road	290 sqm.	\$284,129
* 25-27 Stokes Street	200 sqm.	\$286,836
* 48 Greenwich Road	220 sqm.	\$715,860

\$3,227,537

This results in a current level of service of \$101,76 expenditure per person.

The Cove Room in the Lane Cove Council Civic Centre at 48 Longueville Road, provides a meeting space for approximately 120 people. It is booked for a variety of activities.

The Lane Cove Community Centre at 164 Longueville Road, Lane Cove accommodates seven local services including: the Lane Cove Community Aid Service, the Early Childhood Centre, the Lower North Shore Welfare Group and the Lower North Shore Home Maintenance Group. The six year old building is owned by Council, and various offices are provided rent free to these organizations.

The facility is purpose built and caters well for the needs of the different groups. A community room that seats 50 people is also provided and is in constant demand and often double booked. The Centre has a community-wide focus and is the best example of a community facility in Lane Cove. It is expected that the needs of the groups that occupy the Centre will increase over the next ten years. This is especially the case with those organizations catering for aged people (e.g. the Lane Cove Community Aid Service), given the State Government's continuing emphasis on keeping people in their homes longer and shortening the length of hospital stays.

The Centrehouse at 178 Longueville Road, Lane Cove is currently used as the Community Arts Centre. Council owns the building and provides funds for maintenance and some administration. The facility is primarily for arts courses to children and adults, of which there are approximately 300-400 students per term. Despite a rise in interest in the arts (in part due to higher unemployment and extended leisure time), numbers have remained stable because a number of start-up evening colleges have made this industry quite competitive.

The Meeting House Community Centre at 25-27 Stokes Street, Lane Cove houses a variety of uses, including: a neighbourhood community centre, playground, kindergarten (for 12 children), vacation care (50 children in the last holidays), before school care (25 children), after school care (35-40 children) and a community bus programme (sponsored by Home and Community Care). The facility comprises two old buildings which are owned by Council. Council also provides upkeep and finance for day-to-day operations. The buildings have two separate rooms that can accommodate meetings of up to 30 people, such as Neighbourhood Watch and a number of Body Corporates. It is generally thought that the facility has passed its planned life and that the older buildings could be demolished and a new multi-purpose facility built to meet the greater demands of the community.

Assessment of Provision of Community Services

Presently, there is no large facility in Lane Cove for meetings with more than around 120 people. The need for a Town Hall capable of being used for: concerts, drama, cinema, religious activities, conferences and seminars was a major finding of the 1993 Sport, Recreation and Cultural Taskforce Report. However, the provision of this facility was not included in the Schedule of Works due to the large cost that would need to be borne by Council's General Revenue to provide the facility.

The provision in Lane Cove of community centres will remain below acceptable standards. The quality of the Stokes Street facility and its longevity is questionable. Lane Cove, therefore, lacks a centre to cater for larger numbers of people. Given that activities have been lost to surrounding Councils, a multi-purpose centre capable of seating 500-600 people for larger performances is warranted. As the incoming population will benefit from the existence of both the new and existing community centres (except Stokes Street which is of poor quality), the contribution payable should be based on both the existing and proposed centres.

8.3 Preferred Locations

Preferred locations have been indicated below according to: the perceived needs of each of the community facilities, consultation with Council officers, findings of the Sports, Recreation and Cultural Taskforce, the areas of likely future growth and the future population. The reasoning behind these preferred locations is outlined below:-

- Youth Centre – the present facility is located under the Lane Cove swimming pool. It is ideally located, as it is well away from houses. The facility is not adequate in terms of size or services offered and, therefore, a new site may need to be found. There is also pressure from the swimming clubs for the Youth Centre to move so that the existing room can be transformed into a gym. The new Youth Centre needs to be accessible and away from residences. If the existing swimming pool is redeveloped into an indoor multi-use facility, the Youth Centre could be incorporated at Pottery Green. If not, an area could be set aside in the Rosenthal Street car park behind the main shopping centre.
- Multi-purpose Community Centres – the need for a new centre at Lane Cove has been documented earlier, and any future work could be located on an existing Council-owned property. The site should be centrally located and easily accessible for residents throughout the LGA.
- Community Transport – the demand for this facility is throughout Lane Cove, so the actual base for it is not an issue. It could either be based at the Lane Cove Senior Citizens Centre, the Lane Cove Community Centre or at Council.
- Child Care Facility – the extension of 708 Mowbray Road Child Care Centre is for 15 places. A further extension is possible for the 48 Phoenix Street Child Care Centre, with 8 places funded by Section 94.
- Library – the location of a Library development is well-documented, and is the subject of the master Plan by Stephenson & Turner, Architects carried out in March, 1994. It advocates a western expansion of the existing Library over the car park.

A suggested location for each new facility has been provided above. Owing to the restricted availability of land, it is difficult to be precise about preferred locations. It is recommended, however, that Council utilise the following site selection criteria to assess potential of the above sites for community facilities.

- Child Care Centre:-
 - Proximity to main journey-to-work routes.
 - Access to public transport.
 - Availability of carparking.
- Youth Centre:-
 - Good public transport.
 - Away from residential areas.
 - Proximity to recreational facilities or shopping centre, i.e. a community focal point.
- Community Centres:-
 - Preferably in a shopping centre.
 - Availability of carparking.

- Good public transport.
- Accessible to residential area.

8.4 Schedule of Works (Community Facilities)

The facilities listed in Table 8.2 would provide a level of service provision consistent with the existing level of service within the Local Government Area of Lane Cove, without compromising the level of service to the existing population. Further, the Section 94 Contributions Plan Schedule of Works represents facilities that can realistically be provided by Council in respect of funding, land availability and the life of the Plan.

As all facilities demanded by the community cannot be provided by Council, either by traditional methods of funding or by Section 94 Contributions, certain facilities have been selected as priorities, in terms of spending. These are listed in Table 8.2, the Schedule of Works (Community Facilities). It is anticipated that those facilities listed in the Schedule of Works would be installed progressively over a ten year period.

Table 8.2 – Schedule of Works (Community Facilities)

Item:	Location:	Project Cost:
Child Care Centres	Mowbray Road and Phoenix Street	\$318,000.00
Library	Lane Cove CBD	\$1,144,638.00
Senior Citizens Bus	Throughout Lane Cove	\$40,000.00
Multi-purpose Community Centre	Lane Cove CBD	\$1,500,000.00
Greenwich Community Centre	Upgrade facilities	\$90,000.00
TOTAL:		\$3,092,638.00

0 The Youth Centre is planned to be incorporated into the multi-purpose Recreation Facilities (see Chapter 9).

5 Cost of provision does not include land purchase costs.

The contributions will be pooled and used to fund facilities on a Municipality-wide basis. This, the catchment area is the whole Municipality. This is considered reasonable, given the sporadic and incremental nature of residential development and that medium density development (villas) are permitted throughout the general residential zones.

It is impossible to pinpoint exact precincts where population growth is likely to occur, and the facilities on the Schedule of Works will benefit residents throughout the Local Government Area, due to the small traveling distances involved. It is, therefore, considered reasonable that a single contribution rate be applied to the whole Local Government Area.

There is evidence to show that the Library is used by some 10%-20% of the workforce in Lane Cove Central Business District. Therefore, as well as some workers using the Child Care Centre, 10% of the cost is attributable to additional workforce in the CBD. The residential component of the above Schedule of Works is \$2,978,174 with the balance \$114,464.00 to commercial development.

8.5 Determination of Contribution Rate

Therefore, the appropriate level of contribution for community services per person for residential development would be calculated using the formula:-

$$\text{Contribution} = \frac{\text{PC}}{\text{TP}} + \text{CRC} \times 1.03$$

PC = Project Cost
 TP = Total Population 2006
 CRC = Cost Recovery Contribution
 1.03 = Administration Costs

$$\text{Contribution} = \left\{ \frac{2,978,174}{33,817} + 1,424.66 \right\} \times 1.03$$

$$= \left\{ 88.07 + 1,434.66 \right\} \times 1.03$$

$$= \$1,568.40$$

The application of the formulae results in a contribution rate per person for residential development for the community services shown in Table 8.2 of \$1,568.40. This would raise a total of \$3,293,640, which would represent 12% of the total community services assets (see page 28).

Commercial Contribution:-

$$C = \frac{T}{F} \times A$$

Where C = Contribution per square metre of new commercial/retail floor space.
 T = The actual cost of providing improvements for new development in the commercial areas. (See Schedule of Works – Table 8.2).
 A = Administrative Costs.
 F = The projected increase in commercial/retail floor space to the Year 2005.

$$= \frac{114,464}{40.068} \times 1.03$$

$$= 2.86 \times 1.03$$

$$= \$2.95 \text{ per metre square.}$$

9 DRAINAGE

9.1 Catchment Area

The catchment area for the determination of Section 94 drainage contributions covers an area of approximately 1,050 hectares (Ha.).

All the trunk drainage systems within the catchment are owned by the Lane Cove Council.

There are four major creeks within the catchment area. They are: Stringybark Creek (250 Ha.), Gore Creek (170 Ha.), Berry Creek (65 Ha.), and Tambourine Creek (75 Ha.).

There are also five major trunk drainage systems in the Blackman Park area, Lane Cove area and Riverview area. The total catchment area of these trunk drainage systems is approximately 30 Ha. In areas along the Lane Cove River, minor drainage systems collect local stormwater and drain to the Lane Cove River.

Figure 9.1 shows the catchments of creeks and drains within the Study area.

9.2 Drainage systems

9.2.1 Existing Conditions

The drainage system in Lane Cove, is the same as the rest of Sydney, was built some 5 years ago. The capacity of the drainage systems is estimated by Council to be in the order of the 5-year Average Recurrent Interval (ARI). There are very limited overland flow paths.

Information regarding the location of the existing drainage system is in the process of being completed. The estimate of asset value involved in drainage is \$23.6 million.

Stormwater problems have been reported at various locations within the Study area. The problems were caused by local drainage conditions. This includes collapsing underground pipe system which forced stormwater along roads and over properties, developments built on the overland flow path, causing flooding to the surrounding properties, and the development itself, and the inadequate capacity of creek culvers in one or two locations. However, no significant flooding problems have yet been reported, and flooding above floor levels has only occurred in isolated locations. In severe storms, like the 100-year ARI storm, the lack of overland flow path could result in significant local flooding, especially in properties along the low points.

Soil erosion problems have been reported along the bank of Stringybark Creek and at local drainage outfalls to the creek.

9.2.2 Future Conditions

It is expected that the capacity of the drainage system, in the long-term, will eventually be upgraded to the 20-year ARI and collapsed pipe sections will be repaired. Under Clause 12 of the Local Government (Financial Management) Regulation, 1993, local councils have to keep a record of their assets, which includes the location of all drainage systems. This will

reduce the risk of development over trunk drainage, and the problem associated with directing stormwater to the existing drainage system. However, the lack of overland flow paths is still a problem, and needs further attention.

9.3 Strategy for Section 94 Contributions Plan

As Lane Cove is an older established suburb limited, vacant lands are available for development. Developments are likely to be infill development, with few opportunities for major development and an anticipated low population growth. It is unlikely that new development will place such demands on the existing drainage system to warrant a significant upgrade. As a result, the contribution collected would be unlikely to cover the cost of any major drainage work to mitigate any possible drainage problem induced by new developments within a reasonable timeframe. In addition, the development of the relatively small area may require a significant drainage system upgrade downstream of the development. It will be a financial burden for the Council to prepay the required drainage works.

Section 94(2C)b of the EP&A Act, states that “The consent authority may accept the provision of a material public benefit (other than the dedication of land or payment of a monetary contribution)”. This section, together with Section 90, allows Council to require the provision of on-site detention storage. Therefore, the Section 94 Contribution Plan for Drainage should focus on the implementation of an on-site detention policy, to ensure that new developments do not exacerbate flooding within the related catchment.

The existing drainage system does not have the extra capacity necessary to accommodate any increase in discharge, due to new developments. In order to ensure that new development does not result in flooding of existing developed areas, the drainage systems downstream of a development must be upgraded simultaneously with the new development or on-site detention (OSD) storage has to be provided to reduce the peak discharge to less than, or equal to, the existing level.

9.4 On-Site Detention Policy

9.4.1 Implementation of the OSD Policy

The Council has already adopted an OSD Policy for industrial, commercial and medium density developments. However, some refinements are recommended so that the Council’s OSD Policy can fully utilise the power provided by Section 94.

Section 94A of the Act permits the levying of Section 94 Contributions for dual occupancies on vacant lots, which includes vacant lots created as a result of the demolition of an existing dwelling. Therefore, the OSD Policy should be extended to new dual occupancy developments.

Developments where stormwater drains directly into the Lane Cove River may not require on-site detention, but measures must be taken to avoid soil erosion problems at the outfall.

Section 3.2 of the Lane Cove Municipal Council Policy and Code Requirement for the Disposal of Stormwater from Industrial Commercial and Medium Density Developments, requires a developer to provide “a storage capacity sufficient to permit Council’s existing drainage system to accommodate the peak run-off from the site”. Developers are obliged,

under Section 94, to contribute if there is a “link” established between the proposed development and the need for increased amenities and services. In other words, Council can require a developer to ensure that the peak discharge from the developed site, under no circumstances, exceeds the peak discharge from the site in its undeveloped state.

However, if the Council can demonstrate that a development exacerbates flooding somewhere in the catchment, even though the peak discharge is less than the peak discharge of the sites in its undeveloped state, the Council may be able to demand the developer to further increase the storage to a level that no flooding is exacerbated within the catchment.

Section 3.2 of “the code” also noted that the rainfall duration of the design hydrograph would be approximately equivalent to the time of concentration of the catchment. While this is correct for the undeveloped conditions and the developed without on-site detention conditions, the critical storm duration for developed on-site detention conditions can be significantly longer. For each development site, the Council should recommend two relevant critical storm durations for the undeveloped conditions and the developed with detention conditions. Alternatively, the Council may require a developer to demonstrate that the storm durations adopted to generate the design hydrograph are the critical storm durations.

Section 3.3 of “the code” requires detention basins to be constructed as a shallow pond. It is recommended that the Council introduce some flexibility in “the code” to allow a developer to introduce an alternative form of on-site detention storage, other than a shallow pond, which suits the development. However, the maintenance cost of the detention structure should be kept as low as possible. Due to the high maintenance cost and its dependency on electricity, pumping should be avoided. If pumps have to be used, backup power systems should be considered.

Section 94 may not have the provision for applying on-site detention policy onto single dwelling residential infill development within existing subdivisions and extension works on existing buildings (single or dual occupancies). However, if the extension or development leads to a significant increase in impervious area, the increase in peak discharge could be substantial. In order not to exacerbate flooding, some drainage restrictions or on-site detention requirement should apply to these developments, if they result in a significant increase (say, 10%) in discharge. It may be possible to impose the requirement through the provisions of Clause 12 of the Local Government (Approval) Regulation, 1993. This is an area which requires further investigation.

9.4.2 Provision of Overland Flow Path

Section 2 of “the code” requires the developed site to collect and contain stormwater within a piped drainage system designed for the 20-year ARI critical storm and allow flow of lesser frequency to drain through via open channels. This requirement can be extended to ensure that new developments along the low points must provide overland or underground flow path to allow stormwater from upstream areas to bypass the new development for storms up to 100 year ARI critical storm. Nevertheless, if the existing building was already constructed on the low point of a site, Section 94 may not have the power to demand the developer to provide such a bypass. In a similar manner to the OSD Policy for existing development, the Council may be able to use Clause 12 of the Local Government (Approval) Regulation, 1993, to impose the requirement.

9.5 Recommended Section 94 Contribution Plan

Based on the condition of the existing drainage system, it is highly undesirable to further increase the stormwater discharge without upgrading the system simultaneously. It is possible that a large cost would be incurred for a relatively small redevelopment area, and a considerable period could elapse prior to the receipt of sufficient contribution funds to cover the capital works. Council may have to fund any shortfalls in construction costs prior to enough Section 94 monies being collected to finance the necessary works in a catchment.

It is recommended that the adoption of OSD Policy would be the most appropriate general course of action for Council since:-

- This would avoid the possibility of Council being required to fund short-term deficits in Section 94 Contributions for major works.
- Benefits would accrue from initial redevelopments.

The existing Council OSD Policy, as discussed in Section 9.4, should be extended to cover new dual occupancy developments. If feasible, the OSD should also be extended to single dwelling developments and extension works with significant (say, 10%) increase in peak stormwater discharge.

Developments where stormwater drains directly into the Lane Cove River do not need OSD but measures should be taken to avoid exacerbation of erosion problems.

It is recommended that the Council's existing OSD Policy should be modified as discussed in Section 9.4.2. Requirements for overland flow-path or stormwater by-pass are recommended, especially on developments along the low points.

While the OSD Policy, in effect, increases the capacity of the drainage system, it does not overcome the problem of debris and pollution from new development entering the waterways. In order to manage this problem, in a way which will not increase the output, pollutant traps are required in strategic locations in the commercial and industrial areas. These improvements to the drainage system have been identified, and a contribution rate determined using the appropriate formula for new development. If the pollutant traps are required for existing development, Council will have to consider funding these from other sources.

9.6 Pollution Control

9.6.1 Demand for Control

There are two functions of a drainage system: one is for it to be of sufficient capacity to avoid flooding, while the other is to minimise transportation of pollutants to nature features, i.e. bushland, creeks and waterways.

The on-site detention policy partly resolves the question of potential flooding. However, this does not result in control of pollutants.

Through the development process, and because the utilization of public spaces (roads and parks), additional waste material is carried to the creeks and the Lane Cove River. To

overcome this, there is a need for strategically placed pollutant traps. While it is desirable to cover the whole of the Municipality with such traps sites have only been identified in the commercial and industrial areas, as these areas contribute significant quantities of debris into the creeks and waterways.

9.6.2 Schedule of Works – Pollution Control

The type, location and costing of these traps are given in the following table:-

Table 9.1 – Schedule of Works – Pollution Control

Item:	Location:	Project Cost:
Pollutant Traps	Lane Cove CBD	\$200,000
Pollutant Traps	Industrial Areas	\$200,000

Therefore, the appropriate contribution for drainage would be calculated using the following formula:-

9.7 Determination of Contribution Rates

Industrial

$$\$C = \frac{T}{F} \times A$$

Where C = Contribution for new drainage.

T = The actual cost of providing drainage upgrades as shown in Schedule of Works – Drainage (Table 9.1).

F = The potential floor space.

A = Administrative costs.

$$\$C = \frac{200,000}{98,400} \times 1.03$$

= \$2.09 per square metre.

Commercial

$$\$C = \frac{T}{F} \times A$$

Where C = Contribution per square metre of new floor space.

T = The actual cost of providing drainage improvements for new development. (See Schedule of Works – Table 9.1).

A = Administrative costs.

F = The projected increase in floor space to the Year 2005.

$$\text{\$C} = \frac{200,000}{40,000} \times 1.03$$

= \\$5.14 per square metre.

10 OPEN SPACE AND RECREATION FACILITIES

10.1 Introduction

The standards approach to open space provision was widely used by planning authorities throughout the 1950's and 1960's. Based on the standard of 2.83 Ha. per thousand people, open space areas were designated, ignoring the socio-economic, cultural and developmental attributes of the population being catered for. The emphasis was on quantitative measures for provision, rather than on the provision of a diverse range of high-quality recreation opportunities. Mercer et.al. (1990) pointed out that despite the official nature of the standards and their professional endorsement, they have never been qualified, tested or evaluated in human terms. Considerable uncertainty exists as to whether the standards developed reflect minimum, maximum, desirable or optimum levels of provision. In general, the standards approach fails to assess the needs of the community being planning for, and because it is concerned with the area of land, rather than the opportunity for provision of recreational resources, it often fails to meet the needs of the community. Further, a standards based approach does not cover indoor recreation provision.

In recent years, there has been a move away from the traditional standards-based approach, towards a "Needs Based Approach". This move, led by DUAP, has been largely ignored by the planning and legal professions, who have shown a reluctance to question the standard. DUAP's "Outdoor Recreation and Open Space Planning Guidelines (1992)" points out that there are two overriding principles that emerge from an analysis of NSW Land and Environment Court Cases. They are:-

- Generally, in infill or developed areas, the Court's decision has been to recommend a similar quantity of open space as is found in the local area. Thus, if a local area has an average of 1.0 Ha. per thousand people, generally, the Court has upheld a decision that has recommended a similar amount for new development. These decisions have been made on the basis of comparative analysis, rather than simply adopting 2.83 Ha. per thousand.
- Examples of Court decisions relating to developing areas, show a close reliance on the upholding of the 2.83 Ha. per thousand people standard as being generally acceptable in the State.

Finally, a standards-based approach ignores the issue of demand for recreational space. Satisfaction of recreational needs require more than the attainment of abstract space standards. In particular, consideration must be given to location and accessibility for effective use of urban open space and recreation resources/facilities provided. (Pigram, 1983).

Although the needs-based approach is steadily becoming a more preferred method for determining open space provision, there is no Court precedent in this case. Rather, the Courts have caused a combination of comparative analysis and standards to arbitrate on the reasonableness of the provisions of open space areas. A needs-based approach has been adopted in this Study.

10.2 Open Space Provision in the Lane Cove Area

10.2.1 Open Space Provision

Lane Cove has 147.04 hectares of open space, 84% of which is contained in twenty-one areas. Fourteen of these areas have been listed in Table 10.1 and have been assessed as having a Municipality-wide catchment because of the good accessibility, location and diverse of recreation opportunities. Large areas of open space, mainly Blackman Park, Lane Cove Country Club, Warraroon Reserve and Batten Reserve are, generally, associated with creek lines located throughout the Study area.

Table 10.1 – Open Space with a Municipal-wide Catchment

Park/Reserve:	Area (Ha.):
Aquatic Park and Longueville Park	1.72
Batten Reserve	9.28
Blackman Park	23.26
Burns Bay Reserve	7.48
Gore Creek Reserve	6.64
Kingsford-Smith Oval	1.87
Lane Cove Bushland Park	7.38
Lane Cove Country Club	23.25
Lovetts Reserve	4.92
Pottery Green	2.63
Stringybark Creek Reserve	1.39
Tantallon Oval	2.02
Yenteman's Reach	5.17
Warraroon Reserve and Tambourine Park	11.81
TOTAL:	108.85

The remaining parks/reserves vary in size from as small as 0.06 Ha. to 3.08 Ha.. A significant number of the smaller parks, which are less than 1 Ha. in size generally have provided limited active recreational opportunities, and their function is constrained to providing "unstructured" or passive recreational use for surrounding neighbourhood precincts.

The current investment in Open Space/Recreational Infrastructure is \$374,327,317.00.

10.2.2 Distribution and Area

A list of reserve/parks in each Ward (as shown in Figure 10.1) within the Study area are given at pages 88-90.

The Lane Cove projected population for 1996 is 31,717. The level of open space provision is, therefore, 4.64 Ha. per thousand people. However, the level of provision per thousand people, in each Ward varied substantially from this average, as shown in Table 10.2.

Table 10.2 – Open Space Provision in Each Precinct

	Ward:		
	West:	Central:	East:
Projected Population - 1996	10,130	12,391	9,196
Total Area of Open Space (Ha.)	58.95	42.46	45.63
Total Open Space per 1,000 people (Ha.)	5.82	3.43	4.96

To provide an indication of the level of provision per head of population, and to compare to standards of provision, it was necessary to prepare a facilities inventory (see Table 10.3). This inventory is incomplete, as a survey of all recreational establishments in the Municipality was not carried out. However, for the purposes of this Study, the inventory will serve as a guide. It must, however, be updated as a matter of priority to provide an accurate database from which levels of over or under-provision can be estimated.

Table 10.3 – Levels of Provision of Recreation Facilities

Recreation Facility Type:	Quantity:				Current Level of Provision – 1996 Projected Population: 31,717
	A	B	C	Total:	
Children Play Equipment	40	--	--	40	1/793
Barbecue Facilities	9	--	--	9	1/3,524
Picnic Areas	17	--	--	17	1/1,866
Swimming Pools (Indoor)	--	--	2	2	1/15,859
Swimming Pools (Outdoor)	1	--	--	1	1/31,717
Swimming Pools (Tidal)	1	--	--	1	1/31,717
Soccer Fields	7	2	--	9	1/3,524
Hockey Fields	2	--	--	2	1/15,859
Cricket Fields	1	--	--	1	1/31,717
Football Fields	3	--	--	3	1/10,572
General Playing Fields (use varies seasonally)	4 4	-- --	-- 1	4 5	1/7,929 1/6,343
Netball Courts	2	2	--	4	1/7929
Cricket Practice Wickets	4	--	--	4	1/7,929
Practice Walls	5	--	--	5	1/6,343
Bushwalking	8	--	--	8	1/3,965
Tennis Courts	2	2	25	29	1/1,094
Bowling Greens	--	--	4	4	1/7,929
Golf Course	--	--	1	1	1/31,717
Squash Courts	--	--	4	4	1/7,929
Rowing and Sailing Facilities	--	--	6	6	1/5,286
Volleyball Courts	--	--	1	1	1/3,717
Gymnasium	--	--	3	3	1/10,572

Council provided:	A	-	Council controlled recreation facilities
	B	-	School grounds
	C	-	Non-Council controlled facilities

10.2.3 Open Space/Recreational Need Assessment

DUAP's Manual "Outdoor Recreation and Open Space: Planning Guidelines for Local Government" (issued April, 1992) recommends that an Open Space Plan be prepared to justify the amount of open space councils wish to provide when they plan for the provision of open space and recreational facilities. The Open Space Plan would cover the whole of the Municipality and be based on a needs approach. While there is no "Open Space Plan" for the area, Lane Cove Council has sought, for some time, to identify the open space and recreation needs of the local community. To this end, the Sport, Recreation and Cultural Taskforce was established by Lane Cove Council in September, 1991.

The Sport, Recreation and Cultural Taskforce's aim was to ascertain the requirements of the community, and individuals, and to prioritise their needs. The Taskforce detailed the needs of residents in the short, medium and long-term.

This has formed the basis of Council's Recreation Plan and the allocation of funds over the ensuing years to comply with the recommendations.

The Taskforce sought submissions from individuals and community organizations on Lane Cove's present facilities and future needs. Previous Council reports were also reviewed and evaluated, particularly the Lane Cove Sports Committee Ten-Year Plan. A draft report was produced, prioritising each of the recommendations, at which stage, groups and individuals were once again invited to comment on the area's perceived needs. Following the final consultation stage, the Final Report to the Taskforce was published in August, 1993.

The Report identified the following open space/recreational needs:-

- Permanent cover over 50 metre pool with solar heating for all year use.
- Construction of a 25 metre outdoor pool.
- Indoor sporting facility.
- Boat launching facilities within Blackman Park.
- Cycle ways.
- Synthetic all-weather surface on Lane Cove Public School's oval.
- Sphairee Courts.
- Skateboard facilities.
- Foreshore walking tracks.
- Toilets and BBQ facilities in parks.
- Upgrading of the Lane Cove West Bowling Club to permit a range of activities.
- The addition of a second storey on the Lane Cove West Bowling Club.

The Taskforce, having considered the needs of community and interest groups, prioritized these needs and developed the following recommendations:-

- Provide an indoor multi-use facility, which would include an indoor swimming pool and indoor basketball/gymnasium.
- Provide a track in one of the parks in the Municipality, suitable for the public to use as a bicycle training track and/or practice area and for use of in-line skates. BBQ facilities and picnic areas should also be located nearby.
- Undertake a feasibility study to determine whether the above facilities could be located in Blackman Park.
- Negotiate with Lane Cove Public School for the provision of a synthetic all-weather surface to the school oval to be utilized by the school and the community for Aussie Mini Sports and Netball.
- Investigate, in conjunction with the North Shore Bicycle Group, the feasibility of upgrading bicycling facilities in the Municipality, with a view to making application for Federal grants.
- Provide a Sphairee Court in the Municipality and undertake an examination of the options for the provisions of this facility within a Council park.

10.3 Shortfall Between Existing and Required Provision

The Lane Cove Swimming Pool has the potential of meeting the need for sporting activities for more days per year. With this in mind, consideration could be given to providing a cover over the pool or a new indoor pool for use throughout the year. An upgrade of the facilities at the pool, for example, the inclusion of a sauna, gymnasium and cafeteria, would increase the capacity of this facility to allow for use by the expanded population.

It is apparent that there is a need for an indoor multi-purpose sporting facility. This would meet the needs of such groups as indoor basketball, netball, soccer, gymnastics as well as providing a meeting hall for youth entertainment.

The provision of bicycle tracks within the Municipality which are currently lacking will increase in opportunities for recreation in the area. Following the Taskforce's recommendation, a bicycle track has been included in Council's Schedule of Works for open space recreation facilities.

The specific request for an all-weather surface oval at the Lane Cove School may not be unreasonable, but it must be balanced against other needs. At present, there is a perceived need to upgrade the oval from what is seen as being below-standard, however, further investigations are required to determine whether this upgrading can be achieved by other means.

The proposal for the Sphairee courts is also not without possibility, as the rectangles of concrete required for the game could double for other sports requiring hard surfaces. This matter requires further consideration by Council.

10.4 Opportunities and Constraints for the Levying and Use of Section 94 Open Space Funds

10.4.1 Future Development

Trends in development in the Municipality and the capacity of the area to accommodate future development, have been discussed in Chapter 5. It is anticipated that the predominant type of future residential development activity will be of a low and medium density nature, comprising dwelling houses, dual occupancies, townhouses and villas.

The level of building activity has implications for Section 94 open space/recreation facility funding. In the first instance, contributions cannot be levied if a development does not result in a Net increase in the population, and a corresponding demand for open space recreation facilities. Secondly, if development is low and sporadic, the accumulation and spending of Section 94 funds will be constrained because of low receipts.

Any such determination must have regard to a link between the provision of land and the likely future development, and not to a perceived overall community need. The contribution should take into account equity considerations and all similar development in the locality or area of relevance specifically identified.

10.4.2 Basis for Section 94 Open Space/Recreation Facility Contribution

The Schedule of Works for open space/recreational facilities, to a large extent, comprises a programme of embellishing existing parks rather than focusing on the quantity of open space/recreation facilities. The programme of land acquisition focuses on land for the following reasons:-

- The ongoing accumulation of funds from Section 94 is considered to be low, owing to the level of development within the LGA.
- Section 94 funds held for acquisition of open areas must, however, be spent within a “reasonable” period of time. If sufficient funds are not available to acquire land or funds held have not been spent because properties identified for acquisition have not been sold, Council may be required to return funds to developers as contributions have not been spent within a “reasonable” time.

In Table 10.2, the level of provision of open space per 1,000 people shows a marked deficiency of open space in the Central Ward. The obvious solution to alleviate this deficiency is to develop open space areas in the Wards. However, to create a park which offers a reasonable level of residential amenity would be financially prohibitive and would require channeling a substantial proportion (if not all) of Section 94 funds into an acquisition programme for new parks/open space areas. Channeling Section 94 funds into areas which show no link between location and need, is outside the boundaries of Section 94, and does not satisfy the objectives of Section 94.

It is recommended, therefore, that open space contributions be sought for embellishment purposes and provision of recreational facilities. The catchment for open space embellishment will be LGA-wide as almost 84% of Lane Cove’s open space is considered to have an LGA-wide catchment. (See Table 10.1). funds accumulated should be allocated on

the basis of a prioritized open space embellishment work programme as reviewed each year by Council.

While it is recommended that emphasis on open space levying be for embellishment purposes, dedication of land or use of funds for acquisition of land/building facilities should not be disregarded, but evaluated where opportunity arises.

The Sport Recreation and Cultural Taskforce recommendations in Section 10.2.3 identified a number of facilities which are under-supplied in Lane Cove. Existing residents, in some instances, travel outside the area to access these facilities. Again, with population growth, albeit of a low level, it is likely that the need/demand for these facilities will increase.

Priorities should be set in Council's Schedule of Works so that funds can be allocated in a reasonable manner and within a reasonable period of time. In this way, Council can decide whether Section 94 monies should be allocated to a programme of embellishment or as part of the overall capital funding for recreational facilities, and build these provisions into the Capital Works Program.

10.4.3 Acquisition of Land

As Lane Cove is an established urban area, there are limited residential development opportunities allowing the dedication of land for open space purposes.

Should redevelopment of land occur which provides the option of land dedication in lieu of a Section 94 Contribution, the following factors should be considered:-

- Is the type and amount of open space to be dedicated, able to be developed to satisfy the needs of the community?
- Is the land for dedication adjacent to existing open space, and can it complement surrounding open space?

If the funds that could be obtained in lieu of land dedication can be spent on providing a better quality of open space or foreshore land that will service the increase demand from a development, then these funds should be sought.

With respect to land dedicated as a Section 94 Contribution for open spaces, Simpson (1989) states that:-

“In established urban residential areas the rate of the land provision for open space should, in principle, generally accord with that for new areas as set out above. In general, the relative rate per person should be applied to the developments which create a potential for an increase in population.

This policy would need to be constantly reviewed to ensure that the ratio does not fall below the present standard, because if nothing else changes, come urban consolidation or renewal, any failure to obtain additional land for open space, would result in a continuous lowering of the ratio and a reduction in contributions and consequent deterioration in amenity”.

The open space rate in Lane Cove is currently 215 persons per hectare (Note: Open space includes foreshore lands). This rate will be lower with additional population. The Lane Cove LEP identifies open space land to be acquired. The Plan should, therefore, include a contribution to acquire land so that the ratio of population to open space is, at least, maintained. Provision is made in the Plan for the acquisition of somewhere between 0.05 to 0.1 hectares. At this rate, the ratio of persons per hectare will fall.

Therefore, the incoming population is not contributing sufficiently to maintain the current provision. Given that the emphasis of the Plan is on improving the quality of open space, rather than the quantity, this is acceptable and reinforces the reasonableness of the contribution level.

10.4.4 Monetary Contribution for Open Space Acquisition and Embellishment

Until an open space plan is prepared by Council, it is necessary to consider/examine monetary contributions for open space embellishment and provision of recreational facilities in unison. Such consideration has a number of advantages:-

- There is flexibility in utilizing contribution funds to undertake works in a reasonable timeframe.
- The amount of monetary contributions for open space is not expected to be high.
- 84% of the open space in Lane Cove is municipal-wide, an increase in demand from any development can be attributed to these open space areas.

DUAP's Section 94 Contributions Plans Manual has identified what types of works and facilities can be undertaken with respect to embellishment of open space, using Section 94 funds:-

* Initial Planting	* Pathways
* Earthworks	* Playground equipment
* Water supply	* Amenities blocks
* Fencing	* Playing fields
* Lighting	* Tables
* Access and Parking	* Seating

10.4.5 Schedule of Works (Open Spaces and Recreational Facilities)

The Schedule of Works in Table 10.4 is derived from that determined as community demand for open space/community recreation facilities identified from the Sport, Recreational and Cultural Taskforce Report and discussions with Council's Staff having regard to Council's Works Programme which directs itself to providing for the additional demands being placed on Council's recreation areas.

Parks chosen for embellishment are generally regional type parks which can be accessed by all residents of the Local Government Area (due to the LGA-wide catchment being used for Section 94 calculations).

The works nominated are needed to improve the capacity of the parks in question to cater for the increased usage anticipated as a result of the increase in population. Such works include improved watering and drainage systems or synthetic surfacing to improve the surface conditions of the grounds, installation of facilities for improved use such as bike tracks, BBQ facilities, bush tracks, sign posting and playground equipment, and the provision of landscaping, bush regeneration works and access improvements to allow for the better use of parks.

A regular review of priorities nominated in the Schedule of Works is of utmost importance, as priorities may change with time and changing development patterns in Lane Cove. In addition, a regular review will provide an opportunity to update the register and include new items as the need arises. This Schedule of Works sets out the works expected to be needed to meet increasing demands in the ten-year period.

**Table 10.4 – Schedule of Works
(Open Space and Recreational Facilities)**

Location:	Description of Works:	Costs - \$:
Lane Cove CBD	Lane Cove Aquatic Centre	9,000,000
Lane Cove CBD	Construction of multi-purpose facility (incorporating a Youth Centre, gymnasium, etc.) ¹	1,800,000
Lane Cove	Provision of signposting of bush tracks network	30,000
Lane Cove	Embellishment of bush tracks	80,000
Lane Cove	Foreshore land acquisition ²	600,000
Lane Cove	Cycle path networks	300,000
Manns Point	Provision of steps, paths, park furniture	40,000
Lane Cove	Playground equipment	800,000
Pottery Green	Install sprinkler watering system and subsoil drainage	55,000
Kingsford Smith	Install sprinkler watering system and subsoil drainage	55,000
Tantallon Oval	Install sprinkler watering system and subsoil drainage	55,000
Gore Creek Oval	Install sprinkler watering system and subsoil drainage	55,000
Blackman Park	Re-levelling surface	160,000
	Install sprinkler watering system and subsoil drainage	100,000
	Bike track	240,000
	Amenities	180,000
	Picnic shelter	35,000
Coronation Viewpoint	Provision of landscaping	50,000
Lane Cove Golf Course	Additional shed	100,000
	Green embellishment	180,000
	Fairways embellishment	45,000
	Embellishment of creeks	80,000

Newlands Park	Provision of landscaping	45,000
Cunninghams Reach	Bush regeneration works and landscaping	60,000
Burns Bay Reserve and Hartman Hill	Path and bridge linking Burns Bay Road to Burns Bay Reserve via. Hartman Hill	150,000
Stuart Street North - western end	Construction of formal access to foreshore	25,000
Osborne Park Recreation Area	Provision of access and facilities	80,000

1. Special Facility – Construction of the multi-purpose facility has been valued at \$180,000.
2. Land Acquisition – This figure is based on the assumption that Council is acquiring foreshore land for open space at the rate of 4 parcels of land over a ten year period, only part of which can be attributed to the incoming population.

10.4.6 Apportionment

The demand for some of the above facilities is created by more than an increase in residential population. Items which are in close proximity to the commercial areas are also utilized by the workforce in those locations. The percentage which should be assigned to that workforce can be derived from usage rates at Council’s Library, 20% of which are from outside the Municipality and from the estimated number of workers, about 5%, who use the pool and nearby recreation grounds. Based on these figures, it would be conservative to adopt a figure of 5% attributable to the workforce.

This results in a distribution of the total cost of the Schedule of Works of \$14,400,000 being assigned as follows:-

Residential	-	\$13,680,000
Commercial	-	\$720,000

10.5 Determination of Contribution Rates – Open Space and Recreation Facilities

A single contribution rate will be used for open space and recreational facilities, and the rate will apply to residential development throughout the Lane Cove LGA.

The contributions will be pooled and used to fund facilities on a Municipality-wide basis. Thus, the catchment area is the whole Municipality. This is considered reasonable, given the sporadic and incremental nature of residential development in Lane Cove and the open space and recreational embellishment requirements that existing in the Municipality.

As has been outlined in Chapter 6, the Contribution rate will be determined by requiring the incoming population to meet its proportion of the cost of the new facility and paying its

proportion of the costs previously incurred in providing all recreation facilities. This can be calculated for each facility by the following formula:-

Residential Contribution

$$\begin{aligned} \text{Contribution} &= \frac{\text{PC}}{\text{TP}} + \text{CRC} \times 1.03 \\ \text{PC} &= \text{Project Cost} \\ \text{TP} &= \text{Total Population 2006} \\ \text{CRC} &= \text{Cost Recovery Contribution} \\ 1.03 &= \text{Administration Costs} \\ \text{Contribution} &= \frac{\{13,680,000 + 4,124.58\}}{\{33,817\}} \times 1.03 \\ &= \{404.53 + 4,124.58\} \times 1.03 \\ &= \$4,664.98 \text{ per person} \end{aligned}$$

Thus, the total raised by Section 94 Contributions from residential development for open space and recreational facilities is \$9,462,264 which represents 2.5% of the existing asset of the community for this purpose.

Commercial Contribution

$$\begin{aligned} \text{C} &= \frac{\text{T}}{\text{F}} \times \text{A} \\ \text{Where C} &= \text{Contribution per square metre of new commercial/retail floor space.} \\ \text{T} &= \text{The actual cost of providing open space and recreational facilities and improvements for new development in the commercial areas. (See Schedule of Works – Table 10.4).} \\ \text{A} &= \text{Administrative Costs.} \\ \text{F} &= \text{The projected increase in commercial/retail floor space to the Year 2005.} \\ \text{C} &= \frac{\$720,000}{40,068} \times 1.03 \\ &= \$18.51 \text{ per square metre of commercial and retail floor space.} \end{aligned}$$

11 COMBINED SECTION 94 CONTRIBUTIONS

Section 94 Contributions for Residential Developments

NOTE: Contributions required as a condition of development consent will be adjusted at the time of payment in accordance with the latest Consumer Price Index (Sydney – All Groups) as published annually by the Australian Bureau of Statistics using the following formula:

$$\text{Contribution at the time of payment} = C \times \text{CPI 1}$$

where C = the original contribution amount as shown on the consent
 CPI = the Consumer Price Index Number (Sydney – All Groups) currently available from the Bureau of Statistics at the time of payment.

The combined Section 94 levies for residential development are as follows:-

	Was, up to 16/2/04	From 17/2/04
Community Facilities	\$1,568.40) to be
Open Space/Recreation	\$4,664.98) adjusted for CPI as per Council
Roads	\$457.50) Resolution of 16/2/04:

TOTAL:	\$6,690.88	\$7,450.48 + CPI

To calculate the contribution rate for a residential development, Council should:-

- * Assess each Development Application for the likely number of residents per dwelling (using the occupancy rates outlined in Section 3.2.6).
- * Multiply the likely number of residents per dwelling by combined Section 94 levies for residential developments (as outlined above).

Three examples of the process are detailed below:-

* Example 1 – A One Bedroom Detached Dwelling

- 1 bedroom detached dwelling = 1.5 people
- 1.5 people x \$7,450.48 = \$11,175.72

* Example 2 – A Townhouse Development of 3 x 2 Bedroom and 4 x 3 Bedroom Dwellings:

- 3 x 2 bedroom townhouses = 5.7 people
- 4 x 3 bedroom townhouses = 9.6 people
- Total people = 15.3 people (approximately)
- 15.3 people x \$7,450.48 = \$113,992.34

In addition to the above traditional forms of residential development, there are others to which this Section 94 Contribution Plan applies.

*** Example 3 – Hostel:**

- Proposal	-	12 x 1 Bedrooms	=	12 persons
	-	12 x \$7,450.48	=	\$89,405.76

As there will be other forms of accommodation (e.g. serviced apartments), for which examples are not given, Council will calculate the appropriate rate upon request, using the same principles.

*** Example 4 – A New Residential Allotment**

Where a new allotment is created by subdivision, it should be assessed that the level of development is one detached dwelling per allotment (to be determined at a rate of 3.0 people), unless subdivision is undertaken concurrently with other development.

- New Residential Allotment	=	3.0 people
- 3 x \$7,450.48	=	\$22,351.44

Section 94 Contributions for Retail/Commercial and Industrial Developments

The Section 94 Contributions for retail/commercial and industrial developments are as follows:-

*** Plus CPI as per Council Resolution of 16/2/04**

Parking:	Up to 16/2/04	From 17/2/04
- Lane Cove West per parking space	\$13,962	\$15,547.06*
- Lane Cove Centre per parking space	\$15,296	\$17,032.51*

Traffic Management and Streetscape Improvements:

- Retail/Commercial per square metre	\$46.78	*
- Industrial per square metre	\$27.93	*

Open Space and Recreational Facilities:

- Retail/Commercial per square metre	\$18.51	*
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Drainage:

- Retail/Commercial per square metre	\$5.14	*
- Industrial per square metre	\$2.09	*

Community Facilities:

- Commercial per square metre	\$2.95	*
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Total Contributions:

-	Retail/Commercial per square metre	\$73.38	\$81.72*
-	Industrial per square metre	\$30.03	\$33.43*

The following forms of development are included in the term “commercial development”: motels, hospitals, hotels, recreation facilities, service stations or any other use which is basically of a commercial nature. In some cases, the area which constitutes the square metres part of the calculation will have to be determined on a merits basis, for example, a retail nursery may only have a small office, but a large outdoor retail area.

12 CONCLUSION

Lane Cove Council's previous Section 94 Plan was adopted in 1983. Since that time, the population base, community expectations and future growth predictions have altered substantially, prompting this review.

The review, the "Lane Cove Section 94 Contributions Plan (1995)", has analysed existing services and facilities in the Lane Cove Local Government Area, deficiencies and perceived future needs. As is often the case, following these findings, a series of formula has been developed to estimate an appropriate contribution to levy development and the incoming population. The following levies were adopted by Council and applied from 10th September, 1999, and adjusted for CPI on 16th February 2004:-

* Residential Development

	Was up to 16/2/04	From 17/2/04
Community Facilities	\$1,568.40) to be
Open Space/Recreation	\$4,664.98) adjusted for CPI as per Council
Roads	\$457.50) Resolution of 16/2/04:
TOTAL:	\$6,690.88	\$7,450.48 + CPI

As stated earlier, Council will determine the contribution rate for residential development (at the Development Application stage) by multiplying the contribution rate per person by the expected number of residents per dwelling type.

* Retail/Commercial Development

In respect of car parking for retail/commercial development, levies are as follows:

Parking	- Lane Cove West per parking space	\$15,547.06 + CPI
	- Lane Cove Centre per parking space	\$17,032.51 + CPI

It is also recommended that, in respect of traffic management and streetscape improvement for retail/commercial development:-

Traffic/Drainage/Open Space and Streetscape improvements	\$81.72 per square metre of floor space (GFA)
----------------------------------------------------------	------------------------------------------------------

* Industrial Development

Traffic/Drainage/Open Space	\$33.43 per square metre of floor space (GFA)
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NOTE: Contributions required as a condition of development consent will be adjusted at the time of payment in accordance with the latest Consumer Price Index (Sydney – All Groups) as published annually by the Australian Bureau of Statistics using the following formula:

$$\text{Contribution at the time of payment} = C \times \text{CPI 1}$$

where C = the original contribution amount as shown on the consent
 CPI = the Consumer Price Index Number (Sydney – All Groups) currently available from the Bureau of Statistics at the time of payment.

Due to the likely impact which the Goods and Services Tax will have on the Section 94 revenues, and Council’s ability to provide the services and facilities proposed in this Plan, it is intended to increase the contributions rates to cover any shortfall when that Tax is applied.

No drainage contribution is levied for residential, as it is recommended that Council should adopt an on-site detention policy.

Section 94(2C) allows the Council to accept a “material public benefit”, or works-in-kind, in part or full satisfaction of a Condition imposed under S.94(1) or (2A).

A material public benefit should:-

- * Consist of physical components not being land, and
- * Be of benefit to the general community.

It may be in the form of “works-in-kind”, e.g. the provision of drainage which would otherwise have had to be levied for, and may otherwise be, delayed.

Council should negotiate such benefits with developers as more appropriate and immediate solutions may result than requiring a monetary contribution.

The timing of Section 94 Contributions is as follows:-

- | | | | |
|---|-----------------------------------------------------------------|---|--------------------------------------------------|
| * | Development Applications involving subdivision | - | At release of Subdivision Certificate |
| * | Development Applications involving building work | - | At the time of issue of Construction Certificate |
| * | Development Applications where no building approval is required | - | At time of Development Consent |

In all of the above examples, deferred payments may be acceptable with the agreement of Council, subject to suitable financial undertakings such as a Bond.

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ABBREVIATIONS

%	-	Percent
AADT	-	Average Annual Daily Traffic
ABS	-	Australian Bureau of Statistics
ARI	-	Average Recurrent Interval
BOMI	-	Building Owners and Managers Association
CBD	-	Central Business District
DCP	-	Development Control Plan
DoP	-	Department of Planning
EP&A Act	-	Environmental Planning and Assessment Act, 1979
F/T	-	Full Time
GFA	-	Gross Floor Area
GHD	-	Gutteridge, Haskins and Davey Pty Ltd
GLA	-	Gross Leaseable Floor Area
Ha	-	Hectare
LEC	-	Land and Environment Court
LEP	-	Local Environmental Plan
LGA	-	Local Government Area
m ²	-	Square metres
M2	-	Motorway 2 (Castlereagh Motorway)
NESB	-	Non-English Speaking Background
No.	-	Number
NSW	-	New South Wales
OSD	-	On-site Detention
P/T	-	Part Time
RTA	-	Roads and Traffic Authority
S94	-	Section 94 of the EP&A Act
SREP	-	Sydney Regional Environmental Plan
SSD	-	Sydney Statistical division
UK	-	United Kingdom
vpd	-	Vehicles per day
vph	-	Vehicles per hour

DEFINITIONS

Before and After School Care: This care is provided for school-aged children (5-12 years) before and after school, during term times and also during vacations. Can be provided on school premises.

Dwelling: A room or suite of rooms occupied or used or so constructed or adapted as to be capable of being occupied or used as a separate domicile.

Embellishment: Embellishment of open space relates to the provision of all or some of the following:-

- Initial planting
- Earthworks
- Water supply
- Fencing
- Lighting
- Access and Parking
- Pathways
- Playground Equipment
- Amenities
- Playing Fields
- Tables
- Seating

Note: Embellishment should not be confused with the ongoing maintenance of established facilities and open space.

Family Day Care: The care is provided for up to five children 0-5 years in the carer's own home.

Long Day Care: Centre-based care for children 0-5 years between the Hours of 7:00 a.m. and 6:00 p.m.

Multi-purpose Community Centre: These community centres have a variety of functions and they serve the wider community. The services are directed to all members of the community.

Nexus: The proven link between the anticipated types of development and the need for additional public services and/or amenities.

Occasional Care: Child care provided at a centre on an hourly or sessional basis for parents who need to attend appointments, take care of personal matters, need relief from full-time parenting or work part-time.

Pre-School or Kindergarten: Short-day programme, between 9:00 a.m. and 3:00 p.m.

for children 3-5 years. Children often attend only part of the week, e.g. four mornings.

Senior Citizens Centres:

These centres provide a base for the following activities: senior citizens clubs, social activities and services, senior education and health promotion schemes, drop-in services, cultural and recreational activities, meals and community meal services, as well as office space for programme staff.

Small-medium Neighbourhood Centres:

These community centres have a variety of functions and serve the wider community. Services are directed to all members of the community.

Vacation Care:

Care provided for children aged 5 to 12 years in the school holidays.

Work-based Child Care:

Care near the workplace as well as care actually on employment premises and provided by the employer.

Youth Centres:

Youth centres provide a base for a variety of services for young people including youth social clubs and services, youth employment, education and health promotion schemes, youth holiday programmes, drop-in centres, youth arts, crafts and recreation programmes, and office space for programme staff.

LIST OF RESERVES

East Ward:	Area (Ha.)
Bayview Park	0.26
Coronation View Point Park	0.28
Ford Street Reserve	0.13
Greendale Reserve and Holloway Park	2.94
Greenwich Point Reserve	2.04
Henningham Playground	0.17
Kimberley Avenue Reserve	0.26
Lane Cove Bushland Park	7.38
Lane Cove Country Club	23.25
Manns Point Reserve	2.23
Newlands Park	0.90
Pottery Green	2.63
Propsting Playground	0.10
Ronald Avenue Reserve	0.35
Shell Park	2.04
Sydney Cowell Reserve	0.07
Wallace Street Reserve	0.45
No Name – Cnr. River and Parks Road	0.08
No Name – Between Longueville Road and Mafeking Avenue	0.07
TOTAL:	45.63

Central Ward:	Area (Ha.)
Amalfi Reserve	0.12
Apex Park	0.15
Aquatic Park	1.72
Birralee Reserve	0.08
Burns Bay Reserve	7.48
Central Park	1.53
Charlish Park	1.00
Coxs Lane Reserve	0.08
Endeavour Playground	0.16
Finlayson Street Reserve	0.16
Gore Creek Reserve	6.64
Griffith Park	0.54
Kingsford-Smith Oval	1.87
Longueville Park	0.56
Nicholas Reserve	0.07
Northwood Reserve	0.52
Shaw Playground	0.26
Tambourine Park	1.54
Tennyson Park	3.08
Warraroon Reserve	11.81
Water Board Reserve	0.15
Woodford Bay Reserve	2.86
No Name – Cnr. Finlayson and Coxs Lane	0.14
No Name – Arabella Street Reserve	0.06
No Name – Wharf Road Reserve	0.10
TOTAL:	42.46

West Ward:	Area (Ha.)
Alder Avenue Reserve	0.46
Batten Reserve	9.28
Blackman Park	23.26
Girraween Avenue Reserve	0.13
Goodlet Reserve	0.36
Cullen Street Reserve	0.06
Cunningham's Reach	0.39
Helen Street Reserve	0.82
Henley Street	0.21
Kullah Reserve	0.13
Linley Point Reserve	1.10
Lovett's Reach	4.92
Ludowich Reserve and Best Street Reserve	0.74
Stringybark Creek Reserve	1.39
Tantallon Oval	2.02
Turrumburra Reserve	0.30
Venteman's Reach	5.17
No Name – Cnr. Gardenis Avenue and Garling Street	3.20
No Name – The Crescent Reserve	0.24
No Name – Burns Bay Road and Lane Cove Foreshore Open Space	4.41
No Name – Merinda Avenue	0.18
No Name – Cnr. Norton Lane, Helen Street.	0.18
TOTAL:	58.95
GRAND TOTAL OF OPEN SPACE:	147.04

**LANE COVE S.94 PLAN APPROACH
(PLANS WITH CONTINUOUS TIMEFRAME)**

					TOTAL POP.	TOTAL COST:	COST/POP. =LEVY:
PLAN 1	Roads Drainage Open Space Library Population 30,000 Cost \$600 M			=	30,000	\$600	\$20,000
PLAN 2	Ditto	+	3 x Child Care Centres Open Space Improvements Traffic Calming Population 3,000 Cost \$12M	=	33,000	\$612	\$18,545
PLAN 3	Ditto	+	Ditto	+			
				=	39,000	\$662	\$16,974
			Sports Stadium People Mover Population 6,000 Cost \$50M				

Note: These plans for the provision of and contribution towards services and facilities for the total population and disregard when plans start to stop.

APPENDIX 2

COMMUNITY FACILITIES SCHEDULE

Facility:	Date Built:	Cost:	Current:	Asset Value:	%:
Lane Cove Library					
Land Acquisition	1919	\$4,600	\$46,000		
Convert Town Hall to Library	1961	\$10,000	\$82,887		
Lane Cove Community Centre	1987	\$1,108,716	\$1,579,853	\$1,493,700	105%
Greenwich Library	1964	\$9,200	\$75,197	\$215,000	35%
Lane Cove Skiff Club	1967	\$8,035	\$59,479		
2 nd Longueville Scout Hall	1951	\$360	\$3,960		
	1963	\$600	\$5,008		
	1968	\$180	\$1,291		
1 st Longueville Scout Hall	1928	\$428	\$4,280		
Osborn Park Scout Hall	1964	\$5,170	\$42,257		
Greenwich Guides Hall	1961	\$3,000	\$24,866	\$109,000	39%
Birralee Lee Kindergarten	1958	\$12,100	\$109,551		
Possums Corner Childcare Centre	1987	\$278,438	\$396,757	\$477,000	83%
Lane Cove Bowling Club	1930	\$9,000	\$90,000		
RSL Bowling Club	1963	\$10,000	\$83,475	\$520,000	16%
Lane Cove Country Club	1961	\$4,000	\$33,254		
	1967	\$8,035	\$59,479		
	1985	\$80,000	\$135,093		
Lane Cove Swimming Pool	1961	\$2,000,000	\$1,657,746	\$3,645,000	46%
Lane Cove Grandstand	1964	\$17,196	\$140,553		
Works Depot	1961	\$61,484	\$509,624	\$1,128,000	45%
Council Civic Centre – Rebuilding	1992	\$6,360,000	\$6,976,439	\$7,507,000	93%
TOTAL:			\$12,116,949		

APPENDIX 3

LIST OF PROPERTY SALES

1920:		\$800	for	=	599m5
1945:		\$1,700	for	=	1,255m5
1953:	(164)	\$800	for	=	563m5
1953:	(204)	\$680	for	=	569m5
1969:	(177)	\$2,000	for	=	601m5
173:	(282)	\$27,500	for	=	601m5
1977:	(284)	\$27,500	for	=	491m5
1984:	(288)	\$120,000	for	=	620m5
1994:	(627)	\$2,200	for	=	280m5
1995:	(628)	\$290,000	for	=	305m5

OPEN SPACE SCHEDULE

Facility:	Date Acquired:	Cost:	1996 Cost:	Asset Value:	Cost/ Value:
O/S Land (177)	1969	\$3,574	\$24,891	\$692,816	3.5%
O/S Land (19)	1980	\$16,585	\$41,533	\$113,452	36.6%
O/S Land (37)	1974	\$51,660	\$250,222	\$609,748	41.0%
O/S Land (38 and 39)	1987	\$776,683	\$1,106,726	\$1,951,408	56.7%
O/S Land (581)	1992	\$69,572	\$76,315	\$153,021	49.9%
O/S Land (582)	1992	\$27,349	\$30,000	\$301,209	10.0%
O/S Land (311)	1993	\$54,000	\$101,046	\$366,912	27.5%