

# **SNOWY RIVER DEVELOPMENT CONTRIBUTIONS PLAN 2008**

## **APPENDIX 6 – PARKING**

### **Acknowledgments**

This document was updated from the previous Appendix 6 of the Snowy River Development Contributions Plan 2005 by Colin Seaborn of SOS Initiatives Pty Ltd.

Details of facilities and cost estimates are based on data contained within that document, which was based on Section G of Council's Section 94 Contributions Plan dated 20th July, 1993. This data was originally compiled by Council's Shire Engineer at the time, Bob Bright.

**Assistance in preparing this plan was provided by Murray Blackburn-Smith.**

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## 1 SUMMARY

This document serves as an Appendix to 'Snowy River Development Contributions Plan 2008' and provides:

- a summary of development contributions relating to the provision of public parking facilities levied within the Snowy River Shire
- a brief outline of the methodology used to assess and define the value of the contributions.

At present, parking contributions are only levied with respect to developments located within the Jindabyne Central Business District.

The structure of this appendix is as follows:

- immediately following this summary is a list of the catchment areas referred to in this appendix, followed by a table stating the contributions applicable within each catchment.
- This is followed by a justification for the levying of contributions; a brief outline of the methodology adopted within this appendix and details of the facilities levied for.
- a series of Attachments provides further information, including details of cost estimates.

## 2 RELEVANT CATCHMENTS AND CONTRIBUTIONS

### 2.1 RELEVANT CATCHMENTS

Charges in this appendix have been calculated for the following catchments:

- Jindabyne CBD sub-catchment 1A (Kalkite St)
- Jindabyne CBD sub-catchment 1B (Thredbo Terrace)

These catchments are defined in the maps in Part C of the overall 2008 Development Contributions Plan Document. This Appendix is an attachment to that document.

### 2.2 CONTRIBUTIONS TABLE

Locality	Contributions (If Applicable) * 2008/09	
	Per Car Parking Space	Per Coach Parking Bay
Sub-Catchment 1A Kalkite St	\$ 3,281	N/A
Sub-Catchment 1B Thredbo Terrace	\$ 4,251	\$ 28,625

Generally, Council's planning policies and Development Control Plans require that adequate off-street parking facilities be provided in conjunction with a proposed development, sufficient to cater for the demand for parking generated by that development.

The decision to accept a contribution towards public car parking in lieu of a shortfall in parking facilities provided in conjunction with a proposed development shall be at the sole discretion of Council.

### **3 OUTLINE OF METHODOLOGY**

#### **3.1 INTRODUCTION:**

Council's planning policies and Development Control Plan require that adequate off-street parking facilities are provided in conjunction with a proposed development, sufficient to cater for any demand for parking generated by that development.

Failure to provide sufficient off-street car parking in conjunction with the development may provide grounds for refusal of a development application.

Alternatively, at the discretion of Council, consent may be granted for a development with a shortfall in parking; subject to a condition that the developer pay a contribution towards the provision of public parking in the vicinity of the development. This option only applies within the Central Business District of certain townships, as Council does not provide public car parking in other districts within the Shire.

It is stressed that the decision to accept payment of a contribution in lieu of a shortfall in parking facilities provided in conjunction with a proposed development is at the sole discretion of Council.

#### **3.2 JUSTIFICATION FOR LEVYING OF CONTRIBUTIONS:**

New commercial, retail or residential development located within the Central Business Districts of towns within the Shire generates additional demands for car parking within these districts. If insufficient off-street parking is provided in conjunction with development, this will cause additional demand to be placed on on-street or other forms of public car parking in the locality.

This additional demand on public car parking facilities will be equal to the shortfall between the demand for parking generated by the development and the amount of off-street parking provided in conjunction with the development. As Council is responsible for the provision of public car parking within the business district, a contribution may be levied equal to the cost of providing public car parking facilities to meet this additional demand.

To ensure that contributions are reasonable and equitable, the following criteria have been incorporated within the methodology used to assess and determine the level of contributions payable.

- the demand for car parking generated by proposed development is assessed in accordance with clearly established guidelines as specified within Council's Development Control Plans. Generally, this demand is assessed in accordance with the provisions of 'RTA Guidelines for Traffic Generating Developments'
- due consideration is given to any parking facilities to be provided in conjunction with the development
- the costs of facilities, used in the calculation of contribution rates, are based on actual costs of existing facilities or detailed cost estimates for proposed facilities. These figures are used to determine the unit cost per car parking space for the given facility levied for.

- Council's accounting procedures ensure that contributions received are used in accordance with the purpose for which they were levied, as nominated within this plan.

### 3.3 METHODOLOGY:

The contribution towards public car parking facilities payable for a given development is given by the following formula:

$$\text{Contribution} = (D - P) \times \text{Unit Cost}$$

Where

D = Demand for car parking, measured in number of spaces, generated by the development. As previously stated, this is assessed in accordance with established guidelines specified within Council's Development Control Plans.

P = Number of car parking spaces provided in conjunction with the development.

Unit Cost = the cost of providing each parking space within the parking facility levied for.

Unit cost is itself given by the formula:

$$\text{Unit Cost} = \frac{\text{Total Cost of Facility}}{\text{Number of parking spaces provided by facility}}$$

The remainder of this document gives details of the districts within which parking contributions apply, facilities to be levied for and applicable costs.

These costs will be escalated by the annual CPI as calculated from the previous calendar year (January to December).

### 3.4 DETAILS OF CATCHMENTS AND FACILITIES

#### (a) Jindabyne CBD

Two separate parking facilities are levied for within the Jindabyne CBD. The district is divided into two separate catchments determined by the proximity of a given development to either of these facilities. The location of a given development within one of these catchments will determine which facility is to be levied for and the rate applicable.

These facilities are:

- i. Thredbo Terrace Carpark

This existing carpark is located to the east of Thredbo Terrace at the rear of the Jindabyne Town Shopping Centre. Contributions towards this facility will be received from developments located within the original

Town Shopping Centre or fronting Thredbo Terrace. This facility was provided by Council in 1987 and provides parking for 67 cars and 7 coaches.

Contributions collected not only repay the Council for past expenditure for the car park but also assist with funding (i.e. design work) for the proposed road connection link between the town centre car park (at the front of the shops) and the Thredbo Terrace car park at the rear. The car park itself needs some significant capital works (signage, access steps, safety barriers, etc) that can be funded out of the contributions which may assist in making them more usable. In this plan no additional costs have been added for these proposed items.

Attachment 1 provides details of the calculation of costs applicable to the facility. Results are as follows:-

- \$4,251 per car parking space, and
- \$28,625 per coach bay.

ii. Kalkite Street Carpark

Council is proposing to construct a public carpark on vacant land it owns on the corner of Snowy River Avenue, Kalkite Street and Park Road. It is envisaged this facility will provide parking for 57 cars.

Contributions towards this facility will be received from developments within the Jindabyne CBD fronting Snowy River Avenue, Gippsland Street, Kalkite Street or Park Road.

Attachment 2 provides a preliminary design sketch and estimated cost of the facility. The estimated cost per parking space is:

- \$3,281 per car parking space.

(b) Berridale CBD

Existing public parking facilities in Berridale are considered adequate to cater for anticipated growth within the town. Much of the land these facilities are constructed on was dedicated to Council from properties now forming part of the CBD. In such cases, generally no provision of additional car parking or contributions will be sought from future development of this land.

(c) Adaminaby CBD

There are no current proposals for Council to provide additional public parking facilities within the town and there is little reserve capacity within existing facilities. Future development within Adaminaby CBD will be required to provide additional parking on site.

#### 4 SCHEDULE A

##### 4.1 CALCULATION OF UNIT RATE THREDBO TERRACE CARPARK

###### HISTORIC COSTS:

Year Constructed:	1987
Construction Cost (Contract Price):	\$282,580
Land Cost:	Assumed nil (land dedicated to Council)
Total Cost =	Construction Cost + Land Cost
=	\$282,580 + 0
=	\$282,580

###### DISTRIBUTION OF HISTORIC COSTS BETWEEN CAR AND BUS PARKING:

Total Area of Carpark	4187.5 m <sup>2</sup>
Area Used for Carparking (Car Parking Area + 1/2 aisle width)	2612.5 m <sup>2</sup>
Area Used for Bus Parking (Bus Parking Area + 1/2 aisle width)	1575 m <sup>2</sup>

Therefore, pro-rata share of Historic Costs for Car Parking =

$$\begin{aligned} & \text{Total Cost} \quad \times \quad \frac{\text{Car Parking Area}}{\text{Total Area}} \\ & = \quad \$282,580 \quad \times \quad \frac{2612.5}{4187.5} \\ & = \quad \$176,296 \end{aligned}$$

Pro-rata share of Historic Costs for Bus Parking =

$$\begin{aligned} & \text{Total Cost} \quad \times \quad \frac{\text{Bus Parking Area}}{\text{Total Area}} \\ & = \quad \$282,580 \quad \times \quad \frac{1575}{4187.5} \\ & = \quad \$106,284 \end{aligned}$$



CALCULATION OF BASE UNIT RATE (HISTORIC COSTS):

$$\text{Unit Rate} = \frac{\text{Cost}}{\text{No. Of Parking Spaces/Bays}}$$

Base Unit Rate (Historic Cost) for Car Parking

$$= \frac{\$176,296}{67 \text{ spaces}}$$

$$= \$2631 / \text{car parking space}$$

Base Unit Rate (Historic Cost) for Bus Parking

$$= \frac{\$106,284}{\text{bay}}$$

$$= \$17,714 / \text{bus parking bay}$$

ADJUSTMENT OF BASE UNIT RATE FOR BUILDING PRICE INDEX(1987 - 1997):

Rawlinson Building Price Index (Sydney)

Index June 1987      81.94

Index June 1994      97.27

ABS Cost Index for Materials used in Building other than Houses  
(Groups Index, Weighted Avg.)

Index June 1994      108.4

Index June 1998      114.5

Therefore, Total Percentage Increase=

$$\left[ \frac{(97.27 - 81.94)}{81.94} + \frac{(114.5 - 108.4)}{108.4} \right] \times 100\%$$

$$= 24.3\%$$

Therefore, Conversion Factor = 1.243

Unit Rate as at April 1999 = Base Unit Rate X Conversion Factor

Unit Rate as at April 1999 for Car Parking = \$2,631 X 1.243 = \$3270/car parking space

Convert Unit rate to July 1 2008 dollars = \$3270 x 1.30 = \$4,251

Unit Rate as at April 1999 for Bus Parking = \$17,714 X 1.243 = \$22,019/bus parking bay

Convert Unit rate to July 1 2008 dollars = \$22,019 x 1.30 = \$28,625

## 5 SCHEDULE B

### 5.1 CALCULATION OF UNIT RATE OF KALKITE STREET CARPARK

Estimate of Cost:

Estimated Construction Cost

Site Preparation	Item			\$5,000
Lopping and Removal of Trees	Item			\$15,000
Gravel Pavement	1820	sq.m	\$20	\$36,400
Ashphalt Wearing Surface	1820	sq.m	\$30	\$54,600
Concrete footpath crossing	Item			\$2,000
Drainage - Pits	4	ea.	\$750	\$3,000
Drainage - 300 dia. RCP	60	m	\$55	\$3,300
Drainage - Concrete dish drain	164	m	\$40	\$6,560
Revegetation & Landscaping	Item			\$5,000
Contingencies (10%)	Item			\$13,000
			<b>Total</b>	<b>\$143,860</b>

Land Cost = Assumed nil (Land dedicated to Council)

Total Cost = Construction Cost + Land Cost

= \$143,860 + 0

= \$143,860

Calculation of Unit Rate

Unit Cost =  $\frac{\text{Total Cost}}{\text{No. Of Car parking spaces}}$

=  $\frac{\$143,860}{57 \text{ Spaces}}$

= \$2524 / Car Parking Space

Convert Unit rate to July 1 2008 dollars = \$2524 x 1.30 = \$3281