

Shoalhaven Contributions Plan

Supporting Information

Project Code	03CARP0004
Project Name	St Georges Basin Village Centre Car Parking (Island Point Road)
Project Status	Project not completed

Estimated Project Cost Breakdown as at 2009

Item	Quantity	Base	Estimated Cost
Construction cost	20	\$3,000 per space	\$60,000
Land cost	682m ²	\$150.97 per m ²	\$102,960
Total Estimated Cost		\$8,148 per space	\$162,960

Apportionment Assumptions

This project is apportioned to future commercial development within the contribution area. Commercial developments that cannot meet all their parking requirements through on-site provision will be required to make a monetary contribution to the Council.

Benefit Area Assumptions

None applicable

Actual Project Cost

Project not completed

History of Amendments to this Project

None applicable

Other Relevant Information

Currently, there is no opportunity for commercial development to make contributions to public car parking in St. Georges Basin. This means that developments must provide all necessary car parking spaces on the site of the development. For larger development sites, this is not usually an issue and is often preferred by the developer.

However, it is not always satisfactory for smaller development sites, either because of a limitation of land area or because it creates unsatisfactory traffic issues. Consequently, this contribution project provides a small number of parking spaces to resolve these potential issues. This will also provide for some overflow parking at major retail premises during peak periods.



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As applies elsewhere in the Shoalhaven LGA, these provisions apply only to commercial development. It is expected that larger retail premises will provide all parking requirements on site and therefore not choose to make contributions to Council.

However, there are a number of properties generally along Island Point Road that may not be able to provide all parking requirements on site if full development or redevelopment potential is to be realised. Furthermore, it is undesirable to create multiple access points to these properties along Island Point Road, as it is considered more efficient and safer to direct vehicles to larger car parks.

Given that the option of making contributions occurs only for limited properties, an exact calculation of the number of parking spaces is not warranted. Chapter N23 of the *Shoalhaven Development Control Plan 2014* makes provision for 20 additional car parking spaces, and this figure has been adopted for the purpose here. In any case, the cost per space is relatively independent of the number of spaces to be provided, so a contribution rate based on \$ per space provides reasonable flexibility.

Note: Contribution rates are adjusted annually on 1 July to reflect annual changes to the Consumer Price Index. These rates are adjusted in accordance with the indexation formula detailed in the Contributions Plan 2019.

