



<b>President</b>	<b>Vice President</b>	<b>Secretary</b>	<b>Treasurer</b>	<b>Executive Member</b>
<i>Peter Mehan</i>	<i>Richard Lutze</i>	<i>Lindsay Bidwell</i>	<i>Margie Heffernan</i>	<i>Mary Weingarh</i>

Date: 3 April 2014

General Manager  
Ballina Shire Council  
PO Box 450  
BALLINA NSW 2478

Attention: Paul Hickey

**SUBJECT: DRAFT BALLINA SHIRE CAR PARKING CONTRIBUTION PLAN 2014**

Dear Sir,

In reference to the above mentioned Draft Plan, the Alstonville Wollongbar Chamber of Commerce wish to submit our support for the draft plan in its current form & are satisfied that the inclusion of the Alstonville CBD in this plan will aid in providing potential new development in the Alstonville CBD with a standardised solution to councils required carparking controls.

However we also wish to add the following comments:

**Current Council Owned property:**

It has been suggested at previous community meetings, prior to the release of this draft that the council owned property at No. 9 Commercial Road was to be developed into carparking in the near future.

With the imminent release of this plan does the construction of new carparking spaces over this land now require input from developer contributions prior to this construction taking place?

**Implementation of New Carparking:**

In reference to the carparking lay-out plan as shown in the draft plan (plan no. SR40.019/1), does the construction of the carparking spaces over councils owned land at No. 9 Commercial Road rely upon the private development over No 13 Commercial Road?

**Proposed Changes to CBD carparking requirements:**

Most importantly, & as previous discussed with John Truman BSC Group Manager for Civil Services, - is the proposed changes to councils existing carparking policy to provide a flat rate carparking requirement for Alstonville's CBD imminent?

Both Ballina & Lennox Head have flat rates for carparking requirements within their CBD areas, & to clarify, this is where the carparking requirements are related to size of premises not type of business, & this system has been recognised by council as a simple, productive & fair implementation of carparking requirements within a CBD area.

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## 10.8 Section 94 Car Parking Contributions Plan.DOC

If this suggested change to the carparking requirements in councils current DCP No.1 is not implemented at the same time as this draft becomes council policy, then the AWCC calls on council to delay the implementation of the Carparking Contribution Plan where it relates to the Alstonville CBD until this change has been implemented.

If this is not undertaken there will be an unfortunate period of time whereby new or expanding businesses will be caught up in an unnecessary requirement/cost which will impact on the immediate potential growth of existing businesses & potential new businesses considering opening in our CBD.

Thank you for your consideration in this matter, if you wish to further discuss these comments feel free to contact Richard Lutze on 0266 285 048.

Yours sincerely,



Richard Lutze  
Vice President AWCC

April 4, 2014



General Manager  
Ballina Shire Council  
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Dear Paul,

**RE: Ballina Shire Council Draft Car Parking Contributions Plan 2014**

Thank you for the opportunity to provide feedback to Council on the Draft Car Parking Contributions Plan 2014.

The provision of adequate car parking facilities within Ballina Shire is an important issue for our business community and the Board of Management for Ballina Chamber of Commerce would like to express our support and thanks to Council for its recent work in expanding the provision of car parking within Tamar Street Ballina.

Following our review of the draft car parking contributions plan, we submit the following comments.

1. The proposed contributions rate of \$23,500 per car parking space for the Ballina CBD is about 40% more than that for both Lennox Head and Alstonville. It is our view that this cost will act as a significant disincentive for development of new commercial floor space within the Ballina CBD.
2. The last item listed in Table 3.1 of the draft document shows 20 car parking spaces provided at a cost of \$930,000 (i.e. \$46,500 for each car parking space). We question the viability of this proposition.
3. The plans contained in Appendix C for the recently completed Tamar Street car parking area are out of date and have been superseded by a layout that allows for more car parking spaces within No 74 and No 76 Tamar Street.
4. It is noted that the plan states " Council will seek to construct the car parking facilities according to the rate of car parking deficient Non Residential Development that generates the need for infrastructure within each of the town centres". About 75% of the future car parking spaces within the Ballina CBD are proposed to be provided within a multi-level car parking facility at an estimated cost of \$6,500,000. It is unlikely that the development of such a facility could be easily staged and consequently there may be significant delays in the provision of sufficient cash flow to finance the project, resulting in an extended shortfall in car parking spaces within the CBD.



5. The contributions plan does not seem to identify locations within walking distance of the Ballina CBD where additional long term on-street car parking spaces can be provided within some of the very wide road reserves within Ballina (e.g. Tamar St, Crane St and associated cross streets). Such parking could be provided at a much lower cost because there would be no land purchase costs and the area of pavement required per parking space may be less – since the road carriageways could serve as the circulation aisles. The reconfiguration of those streets may also offer the opportunity to, at the same time, undertake streetscape works which, unlike a multi-level car parking facility, would enhance the urban amenity and the attractiveness of Ballina as a business hub and shopping destination. Unlike the multi-level car parking option, this strategy would also allow more car parking to be provided in a staged fashion, thereby addressing the cash flow issues associated with the construction of the multi-level car parking station.
6. To ensure that the future strategy for car parking and traffic management within the Ballina CBD achieves the best outcome, we urge Council to investigate and develop a comprehensive car parking strategy and traffic management plan for the Ballina CBD that would examine in the context of the expected pattern of future development with the CBD the following issues:
  - Strategies for the provision of more on-street car parking within and around the CBD
  - Options for parking zones
  - Associated strategies for preventing congestion within the CBD

Thank you for considering this submission.

Kind Regards,



**Nadia Elliott-Burgess**  
**Executive Officer**  
*On behalf of the Board of Management*