Agenda Item 9.2

REPORT

Report No. 25 / 19 ts

TO: **TECHNICAL SERVICES COMMITTEE – MONDAY 11 FEBRUARY 2019**

SUBJECT: **VERGE IMPROVEMENT & CONTRIBUTION PLAN GUIDELINE - REPORT**

AUTHOR: **MANAGER DEVELOPMENTS – DILIP NELLIKAT**

EXECUTIVE SUMMARY

This report provides information on the Verge Improvement and Contribution Plan Guideline which was discussed at Council's Development Committee Meeting held on 04/02/2019.

RECOMMENDATION

That it be a recommendation to Council:

That Council receives this report and adopts the guideline.

REPORT

1. BACKGROUND

As a result of discussions with the planning department in the Department of Infrastructure, Planning and Logistics, Council has trialled an alternative method to offset impacts from developments within the Central Business District area through improvement of the Council managed verge wherever possible. This report summarises the scope of this guideline based on the support received from the Development Consent Authority (DCA) for the few developments that were trialled in a short timeframe.

2. DISCUSSION

The Parking Contribution Plan was adopted by Council on the 27th November 2006. This was amended in 2009 to reduce the applicable enforceable area to the CBD and its immediate surrounds. Despite the introduction of this contribution plan, to offset the impact caused by parking shortages from developments in the high traffic CBD area, the recommendations to the DCA from Council met with little support. In the last 10 years, there were only 2 instances of partial support to Council's request seeking a contribution due to reduced provision of parking by proposed CBD developments.

This guideline allows Council officers to utilise and explore mutually benefit options to assist the Developer, Pedestrians and Council via upgrades to the verge instead of relying on Car Parking contribution to offset the impact. The scope of this guideline has been outlined in the Attachment A - namely, "Verge Improvement and Contribution Guideline".

This guideline has been already presented to Council at the Development Committee meeting held on Monday, 04th February 2019 and was supported by the committee. The fluidity of this document will allow Council to extend the benefits to maximum stakeholders wherever possible.

Based on support from the Executive Committee and the support received from the Consent Authority in the recent past to the recommendations made by Council in this context, it is recommended that this guideline be adopted.

3. POLICY IMPACTS

Alice Springs Town Council Strategic Plan: 2018 to 2021

OBJECTIVE 1: A DYNAMIC COMMUNITY

1.3: Safe and reliable public infrastructure

1.3.1: Maintain and improve local road network

1.3.2: Maintain and improve local footpaths and cycle networks

4. FINANCIAL IMPACTS

The cost estimates for the potential impact to Council infrastructure varies with the development and is determined on a case by case basis, with input from the Development Committee.

5. SOCIAL IMPACTS

The Verge Improvement and Contribution Guideline, is expected to aid with improving the pedestrian experience and hence this document has positive social impacts.

6. ENVIRONMENTAL IMPACTS

The Verge Improvement and Contribution Guideline is expected to improve green space on the verge and mould into pedestrian friendly pathways. Green space is expected to reduce heat emissions and improves visual amenity.

7. PUBLIC RELATIONS

Providing the developer with alternative mutually beneficial options against a monetary contribution to Council, improves public confidence in Council.

Dilip Nellikat
MANAGER DEVELOPMENTS

Alice Springs
TOWN COUNCIL

ALICE SPRINGS TOWN COUNCIL

VERGE IMPROVEMENT AND CONTRIBUTION PLAN GUIDELINE

Version 1 – 03/12/2018

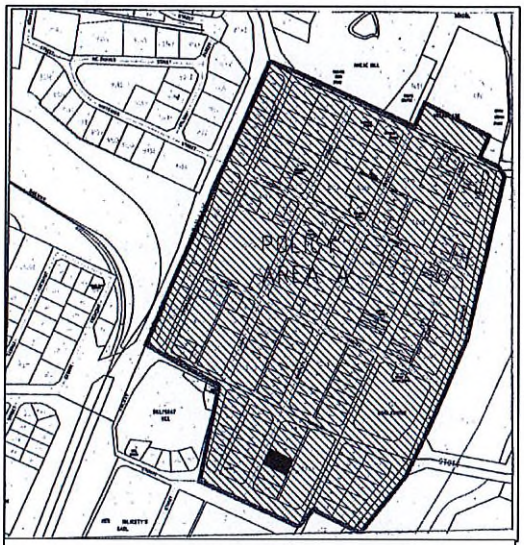
SUMMARY

Council is adopting this guideline to allow municipal officers to explore methods to offset the impact from reduced car parking provision through means other than imposition of a Parking Contribution. By applying this guideline a development seeking variations to parking requirements (as dictated by the NT Planning Scheme), can contribute to the improved pedestrian experience through visual enhancement of the CBD area wherever possible. Where there is limited or no scope for using alternative treatment to reduce impact from a development, the CBD Parking Contribution will be applied as necessary.

BACKGROUND

The Parking Contribution Plan was adopted by Council on the 27 November 2006, (pursuant to Section 70 of the Planning Act) at its Ordinary Council Meeting. This Plan came into effect on the 17 January 2007 as advertised in the Government Gazette.

2006 CBD Contribution Plan Policy area



2009 CBD Contribution Plan Policy area

The revised Alice Springs Town Council Parking Contribution Plan 2009 was effective from 16 December 2009 after the Government Gazette. This plan was revised to include all lots between Bath Street, Stuart Terrace and Gap Road into Policy Area A, and Policy Area B to the West of the Stuart Highway was removed.

While the Planning Act empowers Council to require the payment of parking contributions by developers in lieu of the provision of car parking spaces, as required from the development by the NT Planning Scheme, Council has had very little success in enforcing this contribution through the Consent Authority. There are around 2 instances of acceptance to parking contribution recommendations from Council in the past 10 years.

The ineffectiveness of this process of seeking a contribution has had a huge impact on the forward planning that Council had in place about 10 years back. While the percentage of overall applications seeking variations to parking spaces within the Central Business District (CBD) is minimal; the resulting cumulative loss on the planned funding from this contribution is high (at least 1 million dollars).

Being fully dependent on the Consent Authority's decision the contribution plan is deficient in its capacity to fulfil Council's forward planning on parking infrastructure. The authority has however reminded Council that as the local authority, Council is in full control of the management of public parking space. Hence solely depending upon CBD parking contribution, in order to plan Council's future infrastructural improvement, via the authority's permit conditions is unnecessary.

Recent advice from the Alice Springs planning division confirmed that Council have a better chance at recouping some costs from developers, for improving the safety of the footpath and verge beautification, as it attracts pedestrians and indirectly improves the economy.

As a result of this suggestion, the concept of Verge Improvement was trialled and its relative impact and support from planning was measured in lieu of seeking a parking contribution. Adopting this guideline allows Council to limit seeking a parking contribution and explore landscaping and other improvement opportunities where possible.

PURPOSE

The purpose of this guideline is to allow for the appropriate application of the Car Parking Contribution, as applicable in a number of scenarios within the CBD areas.

SCOPE

The scope of this guideline is limited to areas impacting on Council requirements within the CBD; specifically with respect to parking reductions sought under Clause 6.5.2 in relation to the requirements under Clause 6.5.1 of the NT Planning Scheme.

As a result of the varied type of applications received by Council, the scope has been divided into 3 categories to assist with limiting the imposition of the Parking Contribution scheme while still assisting with a reduction in the overall impact from the development. They are as follows:

1. Verge Improvement only
2. Part Verge Improvement and part CBD parking contribution
3. CBD Parking Contribution only

GUIDELINE STATEMENT

In many cases a proposed new development or upgrade within the Central Business zone results in a potentially higher use of the premise per square metre, thus requiring consideration of the provision of more parking spaces in lieu of the likely shortage imposed by the development. e.g.: Change of use from Shop to Medical Clinic. Based on the 3 categories outlined above, the guideline will apply as follows:

1. Verge Improvement only

   This scenario will be applied under the following circumstances (deemed by Council):

   a. *If the proposed development has limited impact on parking and has a higher scope for improvement in the surrounding verge.*

b. *If the proposed development has a large impact on parking but also has ample scope for improvement in the surrounding verge, the improvement of which can offset a reasonable amount of operational cost to Council.*

2. Part Verge Improvement and part CBD parking contribution

   This scenario will be applied under the following circumstances (deemed by Council):

   a. *If the proposed development has an impact on parking and has limited scope for improvement in the surrounding verge that is not considered sufficient to offset Council's operational cost via improvement of the infrastructure.*

3. CBD Parking Contribution only

   This scenario will be applied under the following circumstances (deemed by Council):

   a. *If the proposed development has an impact on parking and has no scope for improvement in the surrounding verge or infrastructure and if the applicant has no proposal to offset this impact via means such as application of annual permits for parking within the CBD area, the Parking contribution will be sought for the deficient number of spaces, in full.*

In all the above scenarios the assessment is based on information provided by the applicant and a comparison of the overall impact to Council, as assessed by the officers versus the status at pre-development stage.

This guideline can be overruled at any time by Director Technical Services or the CEO as deemed necessary.