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General Manager
Shoalhaven City Council
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Subject; Draft **Environmental Plan No. LP 401, Huskisson, Owen Street Car Park**

14 August 2009

Dear Sir

At the recent general meeting of the Huskisson and Woollamia Community Voice and subsequently through communication with our reference group of residents, the committee of HWCV has been instructed to present the following **Objection** to Council's proposal to re-classify the title of the three blocks comprising the Huskisson, Owen Street Car Park for the purpose of sale of the blocks and entry into a public private partnership.

We understand that any sale and entry into a public private partnership will include the following components;

- The partnership-development will include the two adjoining blocks in Sydney Street (currently owned by Huscorp) bringing the total area of the development to 4,742 sq meters
- Sale of the blocks comprising the Car Park have been stated to be at a significantly reduced price (approx \$400,000) to subsidise the construction of a replacement for the existing 87 parking spaces in one of the levels of an underground car park below the development.
- Other Section 94 costs to the developer will include the adjacent Roundabout, Footpaths and Street Scaping and Street parking fronting the development.
- The purchase price of the adjoining blocks, totalling 1764 sq meters, was noted at \$1,842 per sq meter.
- Council's proposal states that market value is \$1,100 per sq meter this despite the average 19% increase in land valuation in Huskisson as provided by the Valuer General of the Department of Lands.
- DCP54 amendment 4 will permit a 5 storey building to be located on the 4,742 sq meter site at the corner of Owen, Sydney and Morton Streets.

Basis for Objecting to the re-classification of title of the Owen Street Car Park from "community" to "operational"

- The community and Tourists alike, value the existing Car Park for its usefulness, un-restricted height, access from two streets (Owen and Morton) and security.
 - The likely development proposal, based on previous information included in DCP54, will provide a single access to the underground replacement car park from the service lane off Morton Street. This will not be easily found by visitors.

- Any underground car park will limit the height of vehicles and restrict cars with roof racks and kayaks, bikes etc, caravans, motor homes, people towing boats, etc who access the existing un-restricted car park from either Owen or Morton Streets. All of these vehicles are owned by the tourist population the SCC wishes to attract to Huskisson.
- Any underground car park will have security risks, due to isolation, that the current open air park does not. There is a likelihood that in time the isolation of the new parking spaces will encourage anti-social acts and there will be a need to close the car park as a means of protecting occupants of the development above.
- The community are greatly concerned with the adverse impact on business and the significant reduction of available parking in Huskisson that will occur during the construction phase.
 - Construction is likely to take 12 to 18 months and possibly longer if a multi stage development is approved.
 - A recent DA for the 54 room Hotel on the opposite side of Owen Street to the Car Park was approved with less than the required on-site parking, the balance to be covered by Section 94 contributions, i.e. these vehicles will be required to occupy public car parking spaces and it is possible that a development on the Owen Street Car Park site could coincide with the 54 room hotel development.
 - Is there a guarantee that any development on this site bounded by Owen, Sydney and Morton Streets will have sufficient on-site parking to serve the requirements of Retail, Residential, Commercial tenants, without presuming on the “public parking spaces” or will there also be a variation allowed to accept Section 94 contributions in lieu. Where will these cars park?
 - There is potential that the un-provided car spaces from these two developments will occupy the 87 replacement parking spaces under the Car Park development, on land that has been purchased at a price subsidised by the community.
- The community fails to accept that a developer should receive a subsidy (reduced price for the land) to pay for a less useful Car Park. Any such replacement car park should be totally at cost to the developer and not the community. Equally the capacity of this replacement car park should NOT be available to offset any under provision of parking requirements of the development.
- A perfectly acceptable Car Park exists and was paid for by the business community of Huskisson through their Section 94 contributions. There has been no analysis presented by Council as to how it intends to resolve the growing problem of car parking over all of Huskisson, a tourism precinct and gateway to Jervis Bay. Replacing the existing open-air spaces by height-restricted underground spaces will reduce the available parking for visitors during peak holiday times.
- Further concern has been raised in that future parking options on this site will be closed off. The best deal for residents and visitors would be a multi-storey car park in this corner location. It may not be commercially viable now, but one day it will be. But it will be too late once the site has been handed to a developer.

- There has been much debate over the future character of Huskisson, which irrespective of whether it is called a Village or town;
 - remains the residence of 800 people, growing to 1100 by 2036 (refer Council's Population Projections as revised in May 2008)
 - has a land mass, bounded by Jervis Bay, two creeks and the National Park, of less than 1 sq Km.
 - while in need of re-development, this must be carried out in a scale and style that suits the very unique natural setting and proximity to Jervis Bay, a national asset.
 - Huskisson is a coastal village and will, if subjected to the size of development projected for the CBD, as allowed in DCP54, have totally lost the reason people of all ages and nationalities have found Huskisson to be special.
 - There has been discussion that the corner of Owen & Sydney Streets is to become iconic and set a first impression for entering the Huskisson CBD. There is a strong view among residents and visitors that the development as proposed will more likely be an eyesore due to its height and bulk and significantly detract from the character and visual amenity that many hundreds of thousands of visitors have found over the last 100 years that Huskisson has been a holiday destination.

In summary and the for the reasons articulated above HWCV has been instructed to succinctly state the communities objection to the re-classification of the Huskisson Owen Street Car park to "operational" title and reject any proposal for the development of any gross edifice as a first impression of Huskisson.

If we are able to provide further detail in regard to our objection, please make contact with the undersigned.

Sincerely



Alan Burrows & Leslie Lockwood
Co-Chairs
Huskisson and Woollamia Community Voice

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