



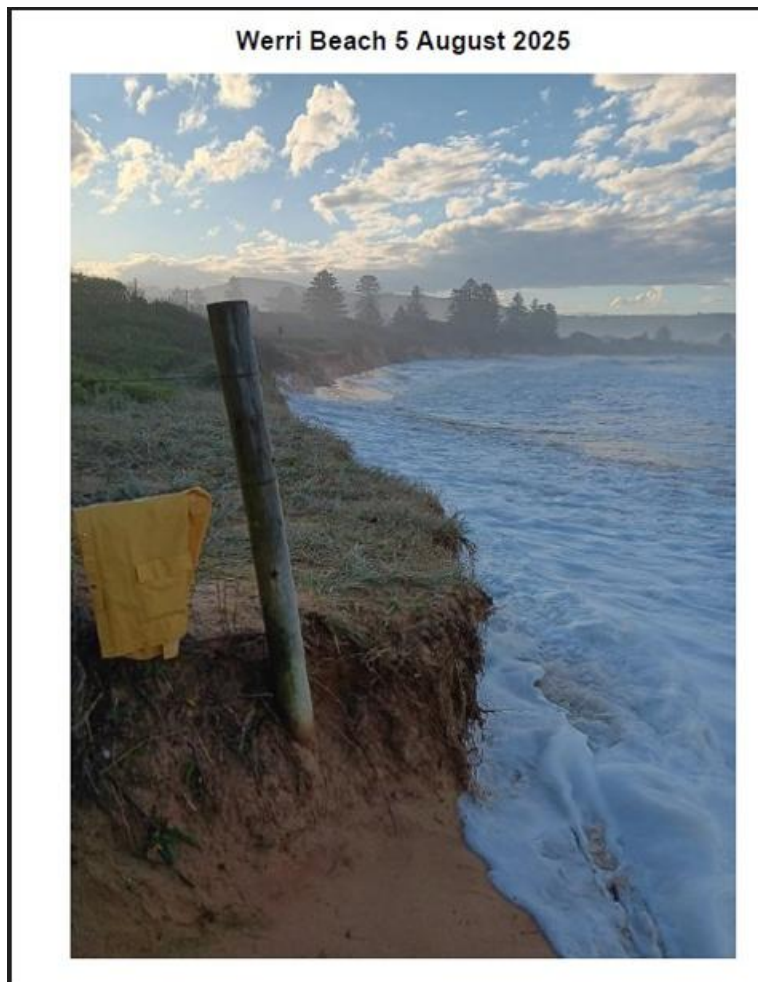
Crown Lands response:

In answer to your questions:

1. No
2. The Council would be required to submit the amended PoM to Crown Lands for approval, then publicly re-exhibit, then adopt. I don't know whether a resolution is required for Council to make the amendment in the first place, that is a matter for Council. I don't believe they would need a public hearing as they are exempt from this requirement under 70A of the Crown Land Management Regulation 2018. Note that the Department considers the issue of material harm in relation to the reserve purpose for the reserves.

Item 20.2

Enclosure 1

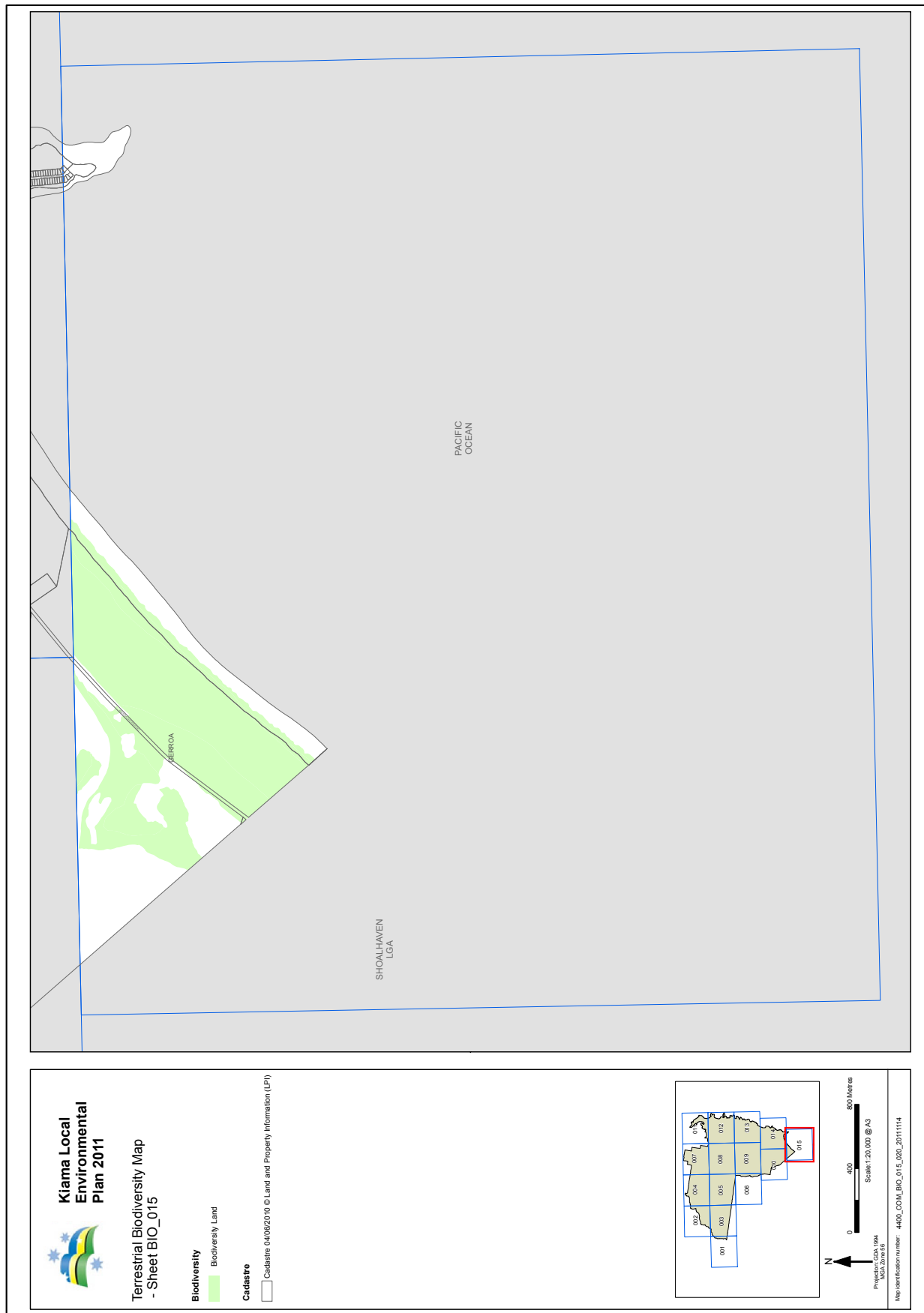


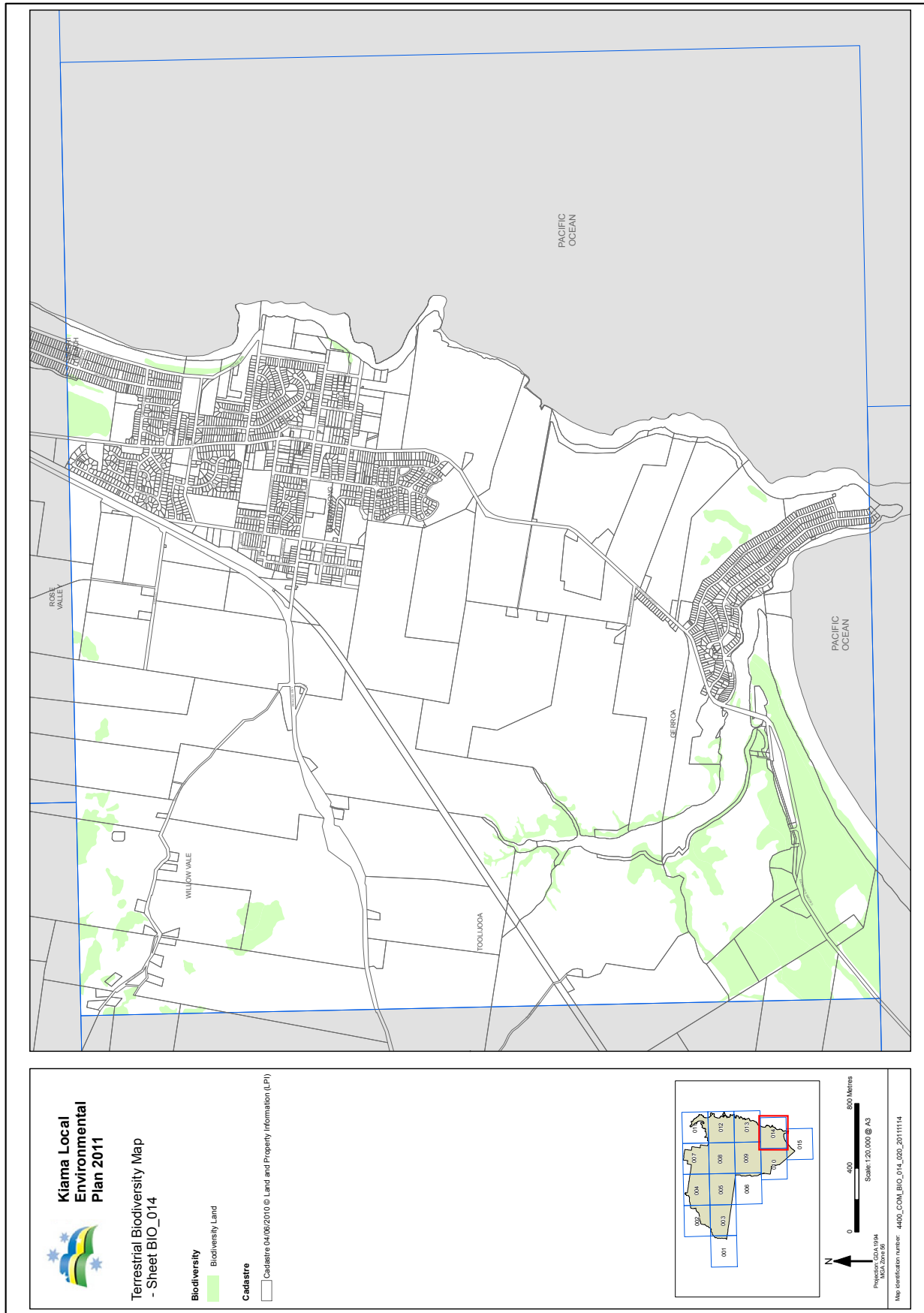
Item 20.2

Enclosure 2

Table 3.2 High to Extreme Coastal Erosion Risks, 2020 - 2120

Beach	Asset Type / Owner / Manager	Asset	2020	2040	2070	2120
Seven Mile	Crown Land	Seven Mile Beach and dunes	N/A	High	High	High
Seven Mile	Biodiversity	Natural Grassland (LEP Biodiversity)	N/A	N/A	N/A	High
Seven Mile	Biodiversity	Shrubland / Heathland (LEP Biodiversity)	N/A	N/A	High	High
Seven Mile	Biodiversity	Eucalypt Forest (LEP Biodiversity)	N/A	N/A	N/A	High
Bombo	Council Managed Crown Land	Bombo Beach and Dunes, Black Beach (Council managed crown lands, Crown Land)	High	High	Extreme	Extreme
Bombo	Biodiversity	Shrubland/Heathland (LEP 2011) at back of dunes (50% to 1%)	N/A	High	High	High
Werri	Council Land, Crown Land	Werri Beach and Dunes (nothing berm to waterline is Crown Land, & area opposite Werri Beach HP) (Zone RBT)	High	High	High	High
Werri	Biodiversity	Shrubland/Heathland (LEP 2011) at back of dunes (Northern end 10% to 1% erosion, southern end 50% to 1% erosion)	N/A	N/A	Medium	High
Werri	Council Road	Pacific Ave (from S of Werri Beach HP)	High	High	Extreme	Extreme







ORDINARY MEETING

26 APRIL 2016

Reports for Information

15.4 Resident Parking Permits

Responsible Director: Engineering and Works

At Council's meeting of 15 March 2016, Councillor Seage requested an investigation be undertaken into parking permits being made available to residents that reside in the Kiama CBD and have no parking facilities available to them.

Council has previously investigated the 'resident-only' parking schemes currently used in inner Sydney Councils where on-street parking is at a premium. The majority of these areas where the schemes apply are high density or historic terrace houses areas where no off-street parking is available and narrow road widths have limited the on-street parking availability.

These inner Sydney Council schemes limit the on-street 'resident-only' parking to 1 vehicle per property, excluding properties with existing on-site space deemed suitable to accommodate a medium-sized passenger vehicle, whether formalised or not. In addition to 'resident-only' parking, these Councils also operate 'Business', 'Visitor' and 'Care Worker' parking permit schemes. These schemes do not guarantee on-street parking is available at any particular time or location, which may result in a resident etc, still needing to park streets away from their actual property.

Kiama does not have the parking issues associated with inner Sydney, with the majority of properties within the Kiama CBD having on-site parking (including visitor parking) in accordance with Council's Development Control Plan requirements. There is also ample available unrestricted parking in streets adjacent to the CBD. In addition, all timed parking areas in the CBD area are generally limited to 8.30am – 6pm, which allows for overnight parking in these streets.

The investigation has found that the implementation and subsequent administration of a 'resident-only' parking scheme would require considerable resourcing in the implementation, ongoing administration and monitoring/enforcement. If the costs of such a scheme were to be recouped through the affected residents or the general community, it is envisaged the permit costs would be substantial.

On this basis a 'resident-only' parking scheme is not considered warranted or viable for a relatively small area of the Municipality.

ORDINARY MEETING

22 JANUARY 2019

Reports for Information

14.7 Question for future meeting: Parking stickers

Responsible Director: Environmental Services

At Council's December 2018 meeting Councillor Steel requested a review of the use of a sticker system for local resident parking in the Kiama CBD.

This report provides information on the residential parking system introduced by the City of Sydney Council and matters to be taken into consideration if a similar scheme is to be introduced in the Kiama local government area.

City of Sydney Council Residential Parking Scheme

In the City of Sydney the purpose of permit parking is to provide residents the ability to park close to their residential premises especially overnight and on weekends. The areas where permits have been allocated are generally in densely populated suburbs that have the older style terrace houses or dwellings that do not have off street parking.

The Council of the City of Sydney developed and adopted a Neighbourhood Parking Policy for the issuing of parking permits. This policy excludes the Sydney CBD area and also excludes specific areas where multi-unit developments were approved after May 1996 in the former South Sydney Council area and after 1 May 2000 in the former Sydney City Council area.

In the designated parking precinct areas as adopted by Council, as part of the Neighbourhood Parking Policy, permits are issued for specific areas to permanent residents and are valid only within that specific area. The area number is listed on the parking permit. If the area number on the permit matches the area number on the sign the vehicle is generally exempt from parking time restrictions in that location.

When issued a permit frequently exempts users from most time parking limits and parking meter fees if installed in specified areas, but does not guarantee a parking spot on the designated streets. A parking permit does not however exempt vehicle owners from compliance with general road signs such as "No Stopping", "No Parking" or "Loading Zone".

To cover the administrative costs associated with the scheme the Council has introduced an annual charge per permit based upon the type and size of resident's vehicles and this could range from \$80 up to \$244 pa.

Residents in a newly constructed property normally are not be eligible for any type of parking permit. When the Council approves new multi-unit residential developments (including major refurbishments and conversions), they often include a condition that restricts residents of the property from gaining access to the applicable residential parking permit scheme in the locality.

Matters for Consideration

At present Council does not have an adopted Neighbourhood Parking Policy that would allow selected residents, their visitors and small businesses in local precinct areas to apply and be issued with a parking permit.

This policy would have to be developed and a public consultation process undertaken prior to a scheme being adopted and introduced. There are significant

ORDINARY MEETING

22 JANUARY 2019

Reports for Information

14.7 Question for future meeting: Parking stickers (cont)

capital costs associated with the supply and installation of new signage, administrative costs and enforcement programs would have to be allocated by Council as part of its annual budget process if a scheme was to be developed and implemented.

Parking on the streets in the Kiama CBD area are in very high demand during peak times. To balance competing demands for these parking spaces, most streets have time restrictions in place. Time limits help to ensure parking turnover in this area for business purposes.

In certain streets in the Kiama and other town centres time restricted parking between certain hours applies for example 1hr parking between the hours of 8.30am to 6pm. Outside these hours there are no time limit restrictions that apply and it is possible that people can park on the street overnight.

After the parking time limits expire and the shops close it is considered that there is ample parking in the commercial areas of the Kiama local government area for on street parking.

Part of the development assessment process for mixed use residential and commercial developments Council has to consider the adequacy of residential, commercial and visitor car parking for the particular development and compliance with the required standards. The reliance upon the use of on street car parking for residential development is not considered to be a suitable option. However in circumstances where residents or tenants of premises with inadequate off street parking available to accommodate the number of cars that they own they are left with little alternative but to park on the street.

In the commercial areas where parking time limits apply it is not recommended that residents be granted exemption as they could park in spaces that businesses rely upon for their customers without having to remove their vehicle. For this reason if a scheme was to be developed and implemented it is not likely to be supported by local businesses who rely on trade from the turnover of these parking spaces. It should be noted the current parking time limits does not stop anyone including residents in mixed use developments from parking in these areas provided they do not exceed the time restrictions that apply.

As indicated above, prior to a permit parking scheme being reported to Council for consideration, a needs assessment to determine if the scheme is warranted and a draft Neighbourhood Parking Policy would be required to be developed and placed upon public exhibition. Staff resources will need to be reallocated to complete this work at the expense of the current adopted 2018-2019 Operational Plan activities and actions.

Council records indicates a policy to provide a residential park permit in the commercial town centres is not a high community priority. Since July 2016 to date only two written requests have been submitted requesting Council establish such a scheme to establish and enforce. One request related to on street parking on Terralong Street Kiama and the other on Noble Street Gerringong.

In conclusion it considered that the provision of a residential permit parking scheme would be expensive to establish and enforce with limited need or public benefit at this stage.

ORDINARY MEETING

18 MAY 2021

Report of the Director Engineering and Works

14.1 Question for future meeting: Blowhole Point - paid parking

CSP Objective: 1.0 A healthy, safe and inclusive community

CSP Strategy: 1.1 Developing and implementing services and programs that promote social cohesion, healthy and active lifestyles for residents of all ages, abilities and interests

Delivery Program: 1.1.7 Manage recreation and open space infrastructure to cater for current and future generations

Summary

At the February 2021 Council meeting, Councillor Steel requested a report on the possibility of introducing paid parking for visitors to Blowhole Point, Kiama. The matter was referred to the Director Engineering and Works for investigation and report.

Attachments

Nil

Enclosures

Nil

RECOMMENDATION

That Council notes the information contained in this report related to future parking schemes at Blowhole Point.

Report

Transport for NSW (TfNSW) have developed 'Pay Parking Guidelines' which provide legislative framework for pay parking schemes within NSW. The guidelines outline objectives and principles of pay parking schemes and responsibilities of both TfNSW and Local Councils for establishing and operating pay parking schemes. Any proposed pay parking scheme at Blowhole Point would fall within the intent of these Guidelines.

There are four main objectives outlined in the Guidelines for establishing pay parking schemes:

- ensuring both safety and traffic efficiency within the overall context of travel demand management and the management of traffic on the road system
- providing equitable access to parking spaces through increased parking turnover in areas where demand for parking exceeds the available parking spaces
- helping to manage the competition between short-medium term parking and all day parking

ORDINARY MEETING

18 MAY 2021

Report of the Director Engineering and Works

14.1 Question for future meeting: Blowhole Point - paid parking (cont)

- ensuring that any parking demand strategy is consistent with any land transport strategy for the area, and to support and complement the transport objectives, especially public and active transport, rather than working against them.

TfNSW generally will not support pay parking schemes where parking demand is adequately met by the available parking spaces. Under the Guidelines, TfNSW approval is required for:

- all pay parking devices or systems that are used in NSW
- pay parking schemes proposed on classified roads
- cashless metered or ticket pay parking schemes.

In accordance with TfNSW delegation to councils within the Guidelines, Council is responsible for:

- developing a parking strategy that includes proposed pay parking schemes, supported by parking studies and community consultation
- referring all pay parking schemes to the local traffic committee for consideration and recommendation to Council or its delegate
- establishing and operating pay parking schemes on roads and road related areas within their area of operations, except on classified roads unless approved by TfNSW
- installing and maintaining parking control signs and devices associated with the pay parking scheme
- installing parking control signs and devices associated with declared organisations' pay parking schemes, if and as required
- all installation, maintenance, enforcement, recovery of revenue and other administrative costs associated with the pay parking scheme
- keeping records of the types of traffic control devices installed, time and date of installation, and display, alteration or removal of signs and devices
- fixing the parking fees by resolution of the Council.

In 2007, Council engaged consultants ARRB to carry out a Parking Occupancy Study and Pay Parking Feasibility Study of Kiama CBD. Although the finding of those studies concluded that a pay parking scheme was unwarranted at the time due to consistent turnover of vehicles and general compliance within existing restrictions, the near full utilisation of parking at peak times (weekends and public holidays) indicated that future intervention might be required. Preliminary results from the Traffic and Parking study of the Kiama CBD that is currently underway, are finding similar results. It is noted however that the 2007 and current study, both exclude Blowhole Point as part of the study areas.

In terms of implementing a pay parking scheme that applied to visitors only, this would require a separate permit parking scheme to also be introduced that meets the TfNSW 'Permit Parking Guidelines'. Under these guidelines, the following eligibility criteria must be satisfied:

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Enclosure 3

ORDINARY MEETING

18 MAY 2021

Report of the Director Engineering and Works

14.1 Question for future meeting: Blowhole Point - paid parking (cont)

- There is a high demand for parking in the area;
- There is inadequate off-street parking and no potential to modify premises or create off-street parking;
- There is little or no unrestricted on-street parking close by;
- Eligible vehicle is not a truck, bus, tram, tractor or trailer (boat or caravan) and is registered in NSW or classified as a vehicle temporarily in NSW;
- There are no areas to be set aside exclusively for permit parking;
- Parking authorities to determine the total number of permit classes issued in their area of operations, but should not exceed the number of available on-street parking spaces in the area;
- Permit parking schemes must be distinct from other parking authorities' schemes;
- Permit parking schemes must be established and administered so users can readily identify which scheme applies to them or to their vehicle;
- Permit parking scheme identification codes must be displayed on permissive or pay parking signs.
- All permits other than resident's visitor permits must specify the vehicle registration to which they relate.

Based on the above, it is expected that the introduction of a permit scheme that would exempt non-visitors from pay parking fees at Blowhole Point, would not meet a number of the eligibility criteria listed and would also create a significant administrative burden on Council to implement, manage and monitor a permit parking scheme.

Blowhole Point Reserve is designated a Crown Reserve under the management and control of Kiama Council. A Management Plan for the Reserve has included a proposal to construct approximately 90 additional carparking spaces at Blowhole Point to address reported parking shortfalls at this state significant tourist destination. As part of the proposed Kiama Harbour Revitalisation Strategic Plan, a number of recommendations were made regarding the modification and limitation of vehicle traffic around Blowhole Point. Further traffic studies and parking analysis would need to be undertaken by the State government to implement these proposals. It is therefore envisaged that investigation of parking arrangements, including pay parking schemes at Blowhole Point Reserve, should be advocated by Council for incorporation into the scope of these future studies.

Conclusion

To obtain TfNSW and community support for establishing a pay parking scheme at Blowhole Point, it would be necessary to first undertake a parking study at Blowhole Point to determine if a pay parking scheme meets the objectives outlined by TfNSW Pay Parking Guidelines. It is feasible that this study could be incorporated into the future traffic and parking investigations for the Kiama harbour revitalization planning.

ORDINARY MEETING

18 MAY 2021

Report of the Director Engineering and Works

14.1 Question for future meeting: Blowhole Point - paid parking (cont)

However from an initial review of permit parking schemes, it is considered unlikely that a permit parking scheme to exempt non-visitors at Blowhole Point would meet the eligibility criteria set out in the TfNSW Guidelines at this time.

Item 20.3

Enclosure 3

ORDINARY MEETING - SUPPLEMENTARY ITEM

16 NOVEMBER 2021

Report of the Director Engineering and Works

**17.3 Question for future meeting: Resident only parking system trial -
Stafford Street, Gerroa**

CSP Objective: 1.0 A healthy, safe and inclusive community

CSP Strategy: 1.3 We live in a safe community

Delivery Program: 1.3.2 Implement public health and community compliance
regulations and programs

Summary

At the October 2021 Council Meeting, Councillor Reilly requested a report on instigating a trial 'Resident only Parking' system on the small carpark at Gerroa Headland during the 2021 end of year holidays. The matter was referred to the Director Engineering and Works for action.

Financial implication

The implementation of a resident only permit parking scheme would create a significant administrative burden on Council to implement, manage and monitor the scheme. There is currently no budget or resources allocated to this task.

Risk implication

Risks needing to be considered in any proposal to establish a resident only parking permit scheme would relate to reputational impacts, financial and resourcing impacts. Parking permit schemes are established under strict guidelines developed by the State Government. As detailed in this report, it is expected that the introduction of a permit scheme that would exempt residents from overnight parking restrictions, would not meet a number of the eligibility criteria listed.

Policy

N/A

Consultation (internal)

The existing overnight parking restrictions at the two carparks on Gerroa Headland were endorsed by the Kiama Local Traffic Committee at its 6 April 2021 meeting and adopted by Council at its meeting of 20 April 2021.

Communication/Community engagement

Establishment of a resident-only parking scheme, if deemed eligible against state Government guidelines, would require extensive community consultation.

Attachments

- 1 Blackhead Reserve - Overnight Parking Signage

Enclosures

Nil

Item 20.3

Enclosure 4

ORDINARY MEETING - SUPPLEMENTARY ITEM

16 NOVEMBER 2021

Report of the Director Engineering and Works

17.3 Question for future meeting: Resident only parking system trial - Stafford
Street, Gerroa (cont)

RECOMMENDATION

That Council note the information contained in this report regarding a resident only
parking system trial.

Background

In previous years, Council received ongoing complaints from local residents regarding the increasing trend of overnight camping and associated anti-social activities occurring in many of the prime coastal public carparks. In order to address this issue Council prohibited overnight parking between 9pm – 5am in the most popular carpark locations at Blowhole Point, North Bombo Beach, South Werri Beach and Seven Mile Beach. Signage erected at these locations also included pictograms which prohibit camping, littering or fires. This proved effective in reducing illegal overnight parking and allowing Council Rangers to issue infringements to offending vehicles. The signage also gave authority for Police Officers to formally move people on from these areas.

While the overnight parking prohibition proved effective at these locations, it became apparent that the campers were simply moving on to other un-signposted carparks. On this basis it was determined that all the coastal carparks needed to have consistent signage being applied. This included the two carparks on Gerroa Headland, the first located at the end of Stafford Street and the second off the eastern end of Headland Drive.

The proposed overnight parking restrictions at these locations were tabled to the Kiama Local Traffic Committee at its 6 April 2021 meeting, where the Committee endorsed the proposals for these and seven other locations.

Council at its meeting of 20 April 2021 subsequently resolved to accept the recommendations of the Kiama Local Traffic Committee Meeting (21/086OC).

Current position

In recent months, following the installation of the new carpark signage, Council received complaints from adjacent landowners concerned about the loss of the overnight parking, particularly for their guests/clients. It is noted that a number of the nearby properties are listed as short term holiday accommodation, with some owners acknowledging that their guests utilise this carpark as overflow parking.

Other owners, who indicate that their properties are not holiday rentals and that due to the narrowness of the eastern end of the Headland Drive, on-street parking is restricted and unsafe. Although these properties have off-street garages with long driveways suitable to accommodate stacked parking for 1-2 vehicles each, it has been requested that Council either:

1. Remove the overnight parking restrictions from the Headland Drive carpark; or
2. Implement residential parking permits that authorise selected permit holders to park overnight in this carpark.

In response to item 1 above, the overnight parking restriction for this public carpark is consistent with restrictions at other coastal public carparks for the reasons outlined

ORDINARY MEETING - SUPPLEMENTARY ITEM

16 NOVEMBER 2021

Report of the Director Engineering and Works

17.3 Question for future meeting: Resident only parking system trial - Stafford
Street, Gerroa (cont)

above. The restricted time limits are considered to be sufficient to accommodate the majority of the legitimate public carpark users, the majority of which would be parking in daylight hours.

In terms of implementing a resident only parking scheme for this specific carpark, this would require a separate permit parking scheme to also be introduced that meets the TfNSW 'Permit Parking Guidelines'. Under these guidelines, the following eligibility criteria must be satisfied:

- There is a high demand for parking in the area;
- There is inadequate off-street parking and no potential to modify premises or create off-street parking;
- There is little or no unrestricted on-street parking close by;
- Eligible vehicle is not a truck, bus, tram, tractor or trailer (boat or caravan) and is registered in NSW or classified as a vehicle temporarily in NSW;
- There are no areas to be set aside exclusively for permit parking;
- Parking authorities to determine the total number of permit classes issued in their area of operations, but should not exceed the number of available on-street parking spaces in the area;
- Permit parking schemes must be distinct from other parking authorities' schemes;
- Permit parking schemes must be established and administered so users can readily identify which scheme applies to them or to their vehicle;
- Permit parking scheme identification codes must be displayed on permissive or pay parking signs.
- All permits other than resident's visitor permits must specify the vehicle registration to which they relate.

Conclusion

Based on the above, it is expected that the introduction of a permit scheme that would exempt residents from overnight parking restrictions, would not meet a number of the eligibility criteria listed. It is also envisaged that the implementation of such a scheme would also create a significant administrative burden on Council to implement, manage and monitor a permit parking scheme which also has the potential to set a precedent for numerous other areas in the Municipality requesting similar schemes where residents perceive there is insufficient parking to meet their needs.

Item 20.3

Enclosure 4

ORDINARY MEETING

28 JUNE 2022

Notice of Motion

**17.4 Notice of motion: Investigation into paid parking options for Kiama
Local Government Area**

Clr Matt Brown has submitted the following Notice of Motion for Council's consideration:

MOTION

That Council investigates options for paid parking, resident permits, and demand surge parking within the Kiama Local Government Area, with particular emphasis on areas of high tourist traffic and parking congestion.

Signed Councillor Matt Brown

Attachments

- 1 18 May 2022 Information Report - Blowhole Point paid parking

Chief Executive Officer response

Council has been previously advised on this matter in an 18 May 2021 Information Report answering a question from Councillor Steel regarding the possibility of introducing paid parking for visitors to Blowhole Point, Kiama. A copy of that report is attached.

The report concluded that, to obtain Transport for NSW (TfNSW) and community support for establishing a pay parking scheme at Blowhole Point, Council would need to first undertake a detailed parking study at the proposed locations to determine if a pay parking scheme meets the objectives outlined by TfNSW Pay Parking Guidelines. It is feasible that a Blowhole Point precinct section of this study could be incorporated into the future traffic and parking investigations for the Kiama harbour revitalisation planning.

The report also found that, from an initial review of permit parking scheme requirements, it is considered unlikely that a permit parking scheme to exempt non-visitors at Blowhole Point would meet the eligibility criteria set out in the TfNSW Guidelines at this time. This finding would be consistent across other higher use areas of the Local Government Area.

Parking demand and needs were considered as part of developing the Draft Kiama Traffic and Parking Study, which will come to Council in August 2022 for adoption following a peer review process. That study found that parking supply was generally adequate in the study area but utilisation is inefficient. Paid parking and resident parking permit schemes was not raised by the consultant as intervention actions nor through community consultation on the draft study.

Resources have not been allocated or made available in the current or proposed budget to undertake the proposed investigation or the detailed parking study that would be required before seeking TfNSW approval.