

REPORT ON PROPOSED PARKING ARRANGEMENTS

(November 1975)

This report is designed to set out the assumptions made in allocating parking spaces just prior to the drafting of individual contracts. It should help the future administration of car parking by the Co-operative.

1. The Broad Picture

Architectural plans allow for 108 parking spaces, and only with difficulty can this number be increased. Hence, it has been decided to accept that limited parking spaces are available, and to make arrangements which take into account that over 50 members have expressed their needs, and that not all new members will want covered parking.

It has been decided that the 108 spaces will be used as follows.

Covered spaces

. included in individual's title	50
. to be leased from the co-operative	13
. common facilities (trading co-operative, motor workshop and wood working shop)	3
. spare - for leasing (at 20.11.75)	2
	<hr/>
	68

Uncovered spaces

. included in individual's title	22
. to be leased from the co-operative	9
. spare - for visitors, provide some flexibility in leased uncovered spaces	9
	<hr/>
	40

2. The Provision of Covered Parking

The architects have provided guidance on the most suitable locations for parking structures.

For example, there are difficulties in providing structures in the parking areas at each end of the site (P2 and P3). The covered areas are provided in groups for both aesthetic and economic reasons. Hence, the provision is as follows.

	<u>Covered</u>	<u>Uncovered</u>
P1	17	4
P2	-	6
P3	5	9
P4	16	8
P5	12	6
P6	18	7
	<hr/>	<hr/>
	68	40

It is only with considerable difficulty, both legal and administrative, that additional structures can be built on the parking spaces initially provided without them.

3. The Allocation of Spaces

The individual allocation is attached (date 20.11.75), which must be examined in conjunction with the Site Plan Dwg 16 (on which the parking spaces are numbered 1 to 108).

It was previously decided that either one covered space or one uncovered space would be included in each individual's title, and that the bulk of the remaining 46 spaces (covered and uncovered) would be leased from the co-operative. This would allow some flexibility in the future, albeit limited.

4. Financial arrangements for Leased Spaces

Loan funds for the co-operative - approximately \$22,500 will be required to pay for 15 leased spaces to be covered. It is anticipated that this amount should cover for each covered space:

construction costs
architectural supervision
builder's margin.

An approach to financial institutions will be made once the main building contract has been signed and financial arrangements have been guaranteed.

Repayment - approximately \$16 per month will be required to repay the loan over, say, a ten year period, ~~at which time ownership would revert to the co-operative.~~ The repayments by individuals are designed primarily to service repayments of the loan, with an allowance for maintenance and less than 100% occupancy of the leased spaces. However, it is envisaged that garages will always be a scarce commodity, and that there will always be charging for them as a means of regulating their use.


It is recognised that this would incur a burden in perpetuity on those who do not choose to own their garages at the outset.

5. Follow-up Action

- (1) The Board and membership to note and endorse the proposals.
- (2) Financial arrangements for leased garages to be pursued in the immediate future by the Board.
- (3) A file be opened on car parking, in which an up to date allocation is kept as membership changes.
- (4) The use of community spaces be developed by appropriate sub-committees or interest groups.

(5) A master plan of covered and uncovered spaces, numbered from 1 to 108 be maintained in the car parking file; it is suggested that the architects site plan could include the numbering already adopted.

November 1975


David Watson

URAMBI HOUSING CO-OPERATIVE

Parking Plan

revised 20.11.75

- Key 1. Parking space is covered except where designated U
 2. Parking spaces are numbered on Site Plan Dwg 10

House No.	House Type	Parking Title	Parking Leased	House No.	House Type	Parking Title	Parking Leased
		Space No	Space No			Space No	Space No
1	U2	1u	-	26	UC3	38	-
2	U2	2u	-	27	UC5	39	41u
3	U2	3u	-	28	UC5	67	68
4	U2	4u	-	29	UC6	69	66u
5	U3	19	-	30	UCSP	72u	-
6	U2	20	-	31	UC5	73u	70
7	U3	5u	-	32	UC3	74u	-
8	U2	6u	-	33	UC2	62	61
9	U4	7	-	34	UCSP	71	-
10	U3	8	9	35	UC3	63	89u
11	U3b	10	-	36	UC3	90u	-
12	U3	26u	-	37	UC1	77	78
13	U3	11	-	38	UC5	79	-
14	U2	29u	-	39	UC1	80	-
15	UC3	46	27u	40	UC1	95	-
16	UC3	47	-	41	UC3	96	-
17	UCSP	48	28u	42	UC5	97	-
18	UC5	49	18	43	UC8	98	99
19	UCSP	31	-	44	U3	108u	-
20	UCSP	32	17	45	U2	107u	-
21	UCSP	33	-	46	U3	85	-
22	UCSP	44u	45	47	U2	105u	-
23	UCSP	43u	34	48	U4	102u	103u
24	UCSP	36	35	49	U3b	84	-
25	UC5	37	42u	50	U4	83	94u

URAMBI HOUSING CO-OPERATIVE

contd.

Parking Plan

revised 20.11.75

- Key 1. Parking space is covered except where designated U
2. Parking spaces are numbered on Site Plan Dug 1B

House No.	NHouse Type	Parking Title	Parking Leased	House No.	House Type	Parking Title	Parking Leased
51	U2	82	-	64	U3b	54	-
52	U3	81	-	65	U2	52u	-
53	U3	91u	-	66	U3	12	-
54	U2	88	-	67	U3	13	-
55	U4	87	-	68	U2	14	-
56	U4	86	-	69	U2	30u	-
57	U4	65	-	70	U3	16	-
58	U2	76u	-	71	U2	15	-
59	U2	64	-	72	U3	53	-
60	U2	60	75u	Common	Trading Co-op	40	-
61	U4	58	59	Common	Wood Working	51	-
62	U3	56	57	Common	Auto Repair	50	-
63	U4	55	-				

SUMMARY:

	<u>Covered</u>	<u>Uncovered</u>
Parking in Title	50	22
Leasing Already requested	13	9
Common facilities	3	-
Available for lease, or visitors, etc.	2	9
	<u>68</u>	<u>40</u>
Total spaces		<u>108</u>

PARKING RECORDS

Please check the details that concern you, & inform Arminel Ryan (House 20 - ph. 31 7392) of any inaccuracy.
 (* = covered space) (• = available for rent)

CARSPACE NO	OWNED BY	RENTED BY	HOUSE NO	CARSPACE NO	OWNED BY	RENTED BY	HOUSE NO
<u>CARPARK A</u>							
1	Hickson		1	2	Schou		2
3	Sharpe		3	4	Probert		4
5	Jackson		7	6	Kanard		8
<u>CARPARK B (TOP SECTION)</u>							
*7	Blackburn		9	*8	Cushing		10
*9	—	Cushing	10	*10	Lloyd & McKay		11
*11	Powall/Witkes		13	*12	Lawson		66
*13	Kemp & Riech		67	*14	J. Batty		68
*15	Hay		71	*16	Levesey		70
*17		I. Batty	69	*18 •	E. F.	I. Batty	69
*19	MCARTHY		5	*20	Everett		6
*21 •	—			*22 •	—		
23		Levesey	70	24	Levesey	Levesey	70
25 •	—			26	Johnson		12
27	Harris		15	28	—	N. Pratt	14
29	Pratt, N.		14	30	I. Batty		69
<u>CARPARK B (LOWER SECTION)</u>							
*31	Kay		19	*32	Ryan		20
*33	Robbins		21	*34	Ohlsson		23
*35	Wood	Woodrow	24	*36	Woodrow		24
*37	Watson		25	*38	Kortlang		26
*39	Christie		27	*40	Body Corporate	Storage	

continued
over
→

CARSPACE N ^o	OWNED BY	RENTED BY	HOUSE N ^o	CARSPACE N ^o	OWNED BY	RENTED BY	HOUSE N ^o
89*	MORAN*		36	90	--	DOWE	35
91	SPRING		53	92	--	CLARKE & DOAK	52
93	--	MORAN	36	94	--	CARTLAND	50
<u>CARPARK #E</u>							
95*	SHANN		40	96*	DYSART		41
97*	HODGE		42	98*	HEALY		43
99*	UNSOLD		48	100	--	HODGE	42
101*	--			102	--	HEALY	43
(103	TREE SPACE	--	--)	104*	--		
105	BOYD		47	106*	--		
107	HOPKINS		45	108	REEVES		44

Rental Rates : \$1 per week for an uncovered space
 \$5 per week for a covered space.

(Payable quarterly in advance - accounts handled by
 Allen Curtis & Partners).

Note : there are only 98 unlet spaces remaining.
 If you need extra storage space or a parking spot
 for your second car, apply now to Arminel Ryan.
 First come, first served! Share one with a neighbour!
 Also, anyone wishing to horse-trade, please let
 me know the results!

Spaces left unlet at the end of february will
 be used for Body Corporate storage

W/11/507

REPORT ON PROPOSED PARKING ARRANGEMENTS - TO 21st JUNE 1976

This report is designed to set out the assumptions made in allocating parking spaces. It should help the future administration of car parking by the Co-operative.

1. The Broad Pictures

Architectural plans have allowed for 108 parking spaces, and only with difficulty can this number be increased. It has been accepted that limited parking spaces are available, and to make arrangements which take into account members expressed needs, and that not all new members will want covered parking.

It has been decided that the 108 spaces will be used as follows.

Covered spaces

. included in individual's title	53
. to be leased from the co-operative	12
. common facilities (trading co-operative, motor workshop and wood working shop)	2
. spare - for leasing	2
	<hr/>
	69

Uncovered spaces

. included in individual's title	19
. to be leased from the co-operative	5
. spare - for visitors, provide some flexibility in leased uncovered spaces	15
	<hr/>
	39

2. The Provision of Covered Parking

The architects provided guidance on the most suitable locations for parking structures.

For example, there were difficulties in providing structures in the parking areas at each end of the site (P2 and P3). The covered areas are provided in groups for both aesthetic and economic reasons as follows:-

	<u>Nos</u>	<u>Covered</u>	<u>Uncovered</u>
P1	31 to 51	17	4
P2	1 to 6	-	6
P3	95 to 108	5	9
P4	7 to 30	16	8
P5	77 to 94	13	5
P6	52 to 76	18	7
		<hr/>	<hr/>
		69	39

It is only with considerable difficulty, both legal and administrative, that additional structures can in future

be built on the parking spaces initially provided without them.

3. The Allocation of Spaces

The individual allocation is attached (dated 21.6.76) which must be examined in conjunction with the Site Plan Dwg 1c (on which the parking spaces are numbered 1 to 108).

It was previously decided that either one covered space or one uncovered space would be included in each individual's title, and that the bulk of the remaining 36 spaces (covered and uncovered) would be leased from the co-operative. This would allow some flexibility in the future, albeit limited.

4. Financial arrangements for Leased Spaces

Loan funds for the co-operative - in December it was estimated approximately \$18,000 would be required to pay for 14 leased spaces to be covered. It is anticipated that this amount should cover for each covered space:

construction costs
architectural supervision
builder's margin.

No separate approach to financial institutions was made to borrow this amount. A decision is still to be made on how to fund these structures.

Repayment - approximately \$16 per month will be required to repay the loan over, say, a ten year period; subsequent payments would be at the disposal of the co-operative. The repayments by individuals are designed primarily to service repayments of the loan, with an allowance for maintenance and less than 100% occupancy of the leased spaces. However, it is envisaged that garages will always be a scarce commodity, and that there will always be charging for them as a means of regulating their use.

It is recognised that this could incur a burden in perpetuity on those who do not choose to own their garages at the outset.

5. Follow-up Action

- (1) Financial arrangements for leased garages to be further considered by the Board.
- (2) The "community use structures" be considered by the Board.
- (3) The leasing arrangements by individuals to be worked out in detail.
- (4) Check out that all parking spaces are usable.

- (5) Check out drawings for correctness.
- (6) Request architect to specify doors and methods of dividing garage areas.

David Watson

21st June 1976

URAMBI HOUSING CO-OPERATIVE

Parking Plan

Revised 21.6.76

- Key 1. Parking space is covered except where designated U
 2. Parking spaces are numbered on Site Plan Dwg ic

House No.	House Type	Parking Title Space No.	Parking Leased Space No.	House No.	House Type	Parking Title Space No.	Parking Leased Space No.
1	U2	1u	-	26	UC3	38	-
2	U2	2u	-	27	UC5	39	43u
3	U2	3u	-	28	UC5	67	68
4	U2	4u	-	29	UC6	69	66u
5	U3	19	-	30	UCSP	57	-
6	U2	20	-	31	UC5	73u	70
7	U3	5u	-	32	UC3	74u	46*
8	U2	6u	-	33	UC2	62	61
9	U4	7	-	34	UCSP	71	78
10	U3	8	9	35	UC3	63	90u
11	U3b	10	-	36	UC3	89	-
12	U3	26u	-	37	UC1	77	-
13	U3	11	-	38	UC5	79	-
14	U2	29u	-	39	UC1	80	-
15	UC3	27u	-	40	UC1	95	-
16	UC3	47	-	41	UC3	96	-
17	UCSP	48	41u	42	UC5	97	-
18	UC5	49	18	43	UC8	98	-
19	UCSP	31	-	44	U3	108u	-
20	UCSP	32	17	45	U2	107u	-
21	UCSP	33	-	46	U3	85	-
22	UCSP	44u	45	47	U2	105u	-
23	UC3	34	-	48	U4	99	-
24	UCSP	36	35	49	U3b	84	-
25	UC5	37	-	50	U4	83	-

Confirmed letter Members File 1.9.76

SPARE: Covered spaces: 21,22, (Common Facilities 40, , 51)
 Uncovered spaces: 23,24,25,28,42,92,93,94,100,101,103,104,106
 72 102

* to be confirmed

Parking Plan (continued)

revised 21.6.76

House No.	House Type	Parking Title	Parking Leased	House No.	House Type	Parking Title	Parking Leased
51	U2	82	-	64	U3b	54	-
52	U3	81	-	65	U2	52u	-
53	U3	91u	-	66	U3	12	-
54	U2	88	-	67	U3	13	-
55	U4	87	-	68	U2	14	-
56	U4	86	-	69	U2	30u	-
57	U4	65	-	70	U3	16	-
58	U2	76u	-	71	U2	15	-
59	U2	64	-	72	U3	56	50
60	U2	60	75u	Common Trading Co-op			40
61	U4	58 58	59	Common Wood Working			51
62	U3	53	-	Common Auto Repair			-
63	U4	55	-				

Summary

	<u>Covered</u>	<u>Uncovered</u>
Parking in Title	53	19
Leasing already requested	12 "	5
Common facilities	2	-
Available for lease, or visitors, etc	23	15
	<u>69</u>	<u>39</u>
Total spaces		<u>108</u>

D.J. Watson
21.6.76

010647
86 4882

4 Styles Place
Wanniassa, A.C.T. 2903
Phone: 31 6888

~~86 4882~~
~~Wanniassa~~
~~A.C.T. 2903~~

Custom Plumbing Services

Date... 1.8.80.

LICENSED PLUMBING, DRAINAGE & GENERAL HYDRAULICS CONTRACTORS

Nº 694

To: Chambi Village Corp. Body, DESIGNATION Account.
C/- P. Ryan Nº 20. PROJECT Guttering & Downpipes.

Dear Sir,

The following work has been carried out at the above project by our company.

1. Replace 4 (four) damaged downpipes at the quotation price of \$40.00 per downpipe

\$160.00.

2. Supply and fix guttering to carports Nº 19 to 22, fix suitable downpipe to same and paint and stain work done.

Original Quotation price
\$395.00.

10% increase in cost
as discussed with Mr J. Robbins
\$39.00.

\$434.00.

Total Owing

\$594.00.

Yours faithfully,
[Signature]

INSURANCE CLAIM SOU
BRIEFISH.

PAID BY PLAN CUR 5

Unit 44,
Urambi Village,
Crozier Circuit,
KAMBAH. ACT. 2902.

9 September, 1980.

The Secretary,
Department of Capital Territory,
CANBERRA. ACT

Dear Sir,

I wish to complain about the parking of very large 'Tommy Tortoise' panttechnicons on your land near the eastern boundary of Urambi Village. I live in an end unit and the lurid colours and gross advertising make a very unseemly picture from my end window and also as I pass in and out of my back courtyard to the residents' car park. The problem is compounded in the summer when the vans are parked even nearer to residences to obtain shade from trees.

I should like to know what your policy is toward this block of land bounded by Crozier Circuit and Drysdale Crescent. At present you have 'No Dumping' notices on it, mainly, I believe, because of previous correspondence which I have had with you. These notices, however, do not seem to be sufficient deterrent to keep off litter mongers, and the whole outlook is, to say the least, 'shabby'.

I believe that this land, originally scheduled as part of the proposed Murrumbidgee Country Club golf course, is not now to be an active part of the course. I hope that this does not mean that it will be allowed to degenerate into an untidy backwater where people feel they can spread their rubbish, park commercial vehicles, and generally create eyesores. Surely if it is not going to be an 'active' part of the golf course, steps should be taken urgently to turn it into a proper reserve.

We have paid a very large price for a townhouse in what was, we thought, an exclusive area, and we have no wish to see it turned into the sort of vista which I have already described.

It would be appreciated if your Department could take some immediate action to terminate the commercial vehicle parking nuisance and further action in the very near future to improve the visual surrounds.

Yours faithfully,



A. F. Reeves

Copy to the Urambi Corporate Body.

Conversation 4.11.80 with Aline Nibelung
of Motor Vehicle Registration Office.

- usually receive Certificate of Incorporation
- I explained that is a separate & distinct
form of creating a Corporate Body.*
- agreed that the principle they work on is
that the owner must be ~~set~~ able to be
sued.
- would make inquiries & let me know.
- 15 days grace, & then can have interim
registration for \$4. (?)

A Ryan.

* We could, I think, become incorporated at a
price.

Result: we can register it, as we are a
legal entity & able to be sued.

Structurals.

1 Krambi Village
(Ph. 45.8431 b.h)

Dear Ian, CARPORT HOUSES 1-3.

Guy Robert has provided me with the relevant section of the Unit Titles Ordinance in regard to our carport proposal. It appears that this requires a "unanimous resolution".

Since owners of 1, 2 & 3 still wish to have a flat-roofed car-port erected, I am writing to request that a meeting be convened to discuss the issue of a carport on this site. It appears that a number of members of the Body Corporate are in favour of such a ~~port~~ structure in this area and a recommendation along these lines might be sufficient to get the resolution needed.

If you have any ideas or ^{matter} suggestions as to the way in which such a restrictive covenant in the Ordinance can be circumvented, please let me know.

Yours sincerely,
W. J. Hixson.

20 Urambi Village,
KAMBAH A.C.T. 2902

30 March 1981

The Secretary,
Department of the Capital Territory

ATTENTION: Dr Ratcliffe.

Dear Sir,

I am writing to you on behalf of The Proprietors, Units Plan No 119, to draw to your attention the existence of a potential traffic hazard on Crozier Circuit, the street on which the Village is situated.

The driveways which give our residents access to Crozier Circuit are not easily seen from the road, especially when there are vehicles parked alongside the kerb. Cars often come over the crest of the hill at considerable speed, and there have been a number of near misses. Of course, our residents are familiar with the danger and proceed very cautiously when emerging from their driveways, but we fear that there may some day be an accident. This danger will, we are sure, increase when the vacant land opposite us is developed for medium density housing.

We would be most obliged if you could have an officer inspect the street to see whether there is any need for a warning sign of some sort (eg. Danger - Concealed Driveways), or whether there is any other measure which we should take ourselves.

Yours faithfully,



(Arminel Ryan)

SECRETARY

Urambi Village Body Corporate Committee



Department of the Capital Territory

POST OFFICE BOX 158, CANBERRA CITY, ACT 2601

Telephone:
In reply please quote:
Your Reference:

Mrs A. Ryan
Secretary
Urambi Village Body
Corporate Committee
20 Urambi Village
KAMBAH A.C.T. 2902

Dear Mrs Ryan,

Thank you for your letter dated the 30 March 1981, concerning a traffic hazard at driveways serving the Urambi Village on Crozier Circuit, Kambah.

Investigations have taken place concerning this matter and our observations are that none of the driveways can be considered as being concealed but that some have marginally restricted sight visibility due to the alignment of Crozier Circuit.

Under such circumstances it would not be appropriate for the Department to erect advisory warning signs as motorists would not perceive a danger as existing. With respect to sight visibility it was found that sight distance was only marginally below the minimum sight distance recommended by the National Association of State Road Authorities.

It is therefore considered that warning signs will largely be ignored by motorists and that although the Department is sympathetic to your problem, it cannot justify their erection at this stage.

Yours sincerely,

E.P. Ratcliffe
Director
Traffic

8 April 1981

*Follows-up telephone call
22.4.81.*

20 Urambi Village,
KAMBAH A.C.T. 2902

26 April 1981

Dear John,

We are writing to you concerning an unpleasant incident which occurred here recently: Jenny Everett, who as you may know owns space No 20 in the same covered block as your own garage, found her car had been set alight by hoodlums. Damage is estimated at \$2000. This is not the first such occurrence - Bill Cushing had his *fleece* seat-covers stolen, and Jenny had all her tyres let down once before.

Jenny proposes to install a Roll-a-Door on her own garage, like those installed elsewhere in Urambi. *As* you will be aware, it is not possible to enclose a single car-space in Urambi without making it almost impossible to get in and out of one's car - they are extremely narrow. Jenny has therefore asked us to consider arranging for the enclosure of all four garages in that block. If Roll-a-Doors are installed on all spaces, costs would be shared as follows: Body Corporate : \$600 for 2 spaces; J. Everett: \$300; yourself:\$300 (price is approximate - we don't yet have a current quote). If not all spaces are to be enclosed, a partition will be necessary. The cost of this would be approximately \$450, which would be shared equally amongst the participating owners. An interior partition between the B.C. garages and yours and Jenny's would be much less costly - the main component in the cost of an externally visible partition is the metal cladding.

The Body Corporate Committee intends to relocate its storage garages in the two spaces it owns in your block, as it was planned to put Roll-a-Doors on them in the next financial year in any case. Thus, three out of the four spaces will be enclosed. Would you allow us to have a door put on your space at the same time? Please give us an indication of your wishes in this matter so that a firm quotation may be obtained.

Yours sincerely,



(Arminel Ryan : Secretary)

URAMBI VILLAGE BODY CORPORATE



AUSTRALIAN EMBASSY
HANOI

19 May 1981

Ms Arminel,

Thank you for your letter of 26 April 1981.

I was sorry to hear about the incident involving vandalism on Jenny Everett's car in Urambi.

I agree with the proposal to install Roll-a-Doors in the relevant block.

Please let me know the cost when work is completed.

Yours sincerely,

A handwritten signature in cursive script, appearing to read "John McCarthy".

(John McCarthy)

Ms Arminel Ryan,
Secretary,
Urambi Village Body Corporate,
20 Urambi Village,
KAMBAH, ACT, 2902.

32 Urambi Village,

KAMBAH A.C.T. 2902

28/5/81

The Convenor,
Urambi Body Corporate,
Urambi Village,
KAMBAH A.C.T. 2902

Dear Sylvia,

Our house (No 32) does not have a covered carport. The open space which we do own sits under a very large gum tree which was recently trimmed. We had hoped that this would eliminate our problems or at least reduce them to an acceptable level but unfortunately, the problem is as bad as ever.

The problem has, for us, five elements:

- (i) falling branches, leaves, twigs and bark - a minor problem for the car but a potential safety hazard.
- (ii) falling gum or sap from the tree - stains the glaze off the paint surface of the car.
- (iii) bird droppings from at least 3 types of birds one of which eats berries - again a paint problem (and a people problem)
- (iv) bird droppings - when this filth gets into vents and door handles etc it is we feel, a health problem.
- (v) Falling gum/sap and bird droppings on car windows - this is not easy to remove and becomes a major safety hazard.

As a solution to this problem we would like to be able to propose extending the existing carport but would not be in a position to do this for 3-4 years. If some of the pro-Dysart faction were to change their views on structures we could possibly afford a carport in the next financial year.

Would you please discuss this matter with the committee at the earliest moment possible and let us know what you intend doing. We would be happy to talk it over at any time or attend a meeting.

Yours sincerely,


(IAN AND MARY BATTY)

House 20,
Urambi Village
KAMBAH A.C.T. 2902.
8th June 1981

Dear Ian & Mary,

Thank you for your letter of 28 May 1981, re. covering your carspace.

This Committee, like its forerunners, has discussed the problem of covering carspaces on several occasions, & is very sympathetic to the idea. However, as you are aware, there are inherent difficulties which led to the abandonment of an earlier proposal to roof over Carpark A.

We feel that all carspaces should probably be roofed, & will recommend to the A.G.M. that the next Body Corporate Committee should obtain alternative designs & cost estimates for this. The inclusion of such a proposal in the 1982/83 Budget might, we believe, bypass the problems encountered earlier. Owners of carspaces would, of course, be liable to reimburse the Body Corporate for their share of the cost; renters of carspaces would face higher weekly rates.

In the meantime, we would suggest that you try using a tarpaulin. Although we acknowledge that it would not be as convenient for you as a roof, it would be cheaper &

should virtually eliminate all five problems you have listed.

In view of all this, we are sure you will understand why we do not think it would be in the best interests of Urambi to approve a once-off structure such as you have proposed.

Yours sincerely,

Amit Ryan.

Secretary.

Body Corporate Committee.

Jenny's ^{own} space No 20. ~~Want~~ Get quote on
roller doors for ~~the~~ adjacent garages. Jenny proposes
to pay for her roller door. Partition to be
? shared cost?

Two of the garages are B.C.
1 belongs to John McCarthy - to be
contacted.

URAMBI VILLAGE GARAGE DOOR GUIDELINES

The Body Corporate is prepared to assist people renting Body Corporate garages to install doors on those garages. The following guidelines set out the responsibilities of the Body Corporate.

(1) Colorbond roll-a-door or tilt-a-door (brown)

- the lowest of three quotes (eg. in 1993 WR Engineering quoted: \$590 for a roll-a-door and \$430 for a tilt-a-door)
- the Body Corporate will waiver rent only for a manually operated door
- a renter can meet the cost and maintenance of a remote controlled door
 . this mechanism remains the property of the renter.

(2) Partition Wall

- due to narrowness of garage widths, a partition every two or three garage widths allows for ease of access to car
- the lowest of three quotes (can erect partition yourself) (eg. Carpark C, carport 59 used 7mm brace plywood plus labour - \$415.80)
- materials - wire, colorbond, wood
- the cost shared by other carports in grouping
- the Body Corporate will pay no more than \$250 as its half share of a partition wall.

(3) Approval of quotes must be sought from the person responsible for Structures on the Body Corporate Committee.

(4) Carport owners or the Body Corporate as an owner, need to check with the Building Section of the ACT Planning Authority for door approval.

(5) On Body Corporate rented carports, if the renter pays for a garage door, rent is waived until the cost of a roll-a-door, plus the shared cost of the partition, is recovered

- then rent resumes, plus fifteen percent
- ACT Strata Management Services (Managing Agent for Urambi Village) will receive duplicate receipts and adjust levies accordingly
- the Body Corporate has the authority to increase the rent any time.

(6) Should a renter leave the village before the roll-a-door contract is fulfilled, the Body Corporate will negotiate payments of remainder owing to the renter.

(7) In the case where there is a block of 2 or 3 owners and renters together, and the renter does not wish to pay for the garage door and another renter wants the door, the renter will be allocated another carport.

Hugh Nelson

22 March 1994

Anne Phillips

**Clarification of guidelines for renting Urambi Body Corporate garages/
open parking spaces**

1. Eleven units in Urambi Village do not have garages on their Unit title. The owners of these units have preference over other residents to lease a covered Body Corporate garage.
2. Resident owners have preference over absentee landlords in the allocation of Body Corporate garages/spaces.
3. If you lease a garage/car space and sell your house, it will revert to the Body Corporate on your departure. The leased garage /car space cannot be automatically passed on to the new owner and cannot be included in any terms of settlement for the sale of your house.
4. If you are leasing a garage/car space and will be leaving the village for a period of longer than 12 months, it will revert to the Body Corporate.
5. If you are leasing your house and have leased a Body Corporate garage/car space on behalf of your tenant/tenants, it will revert to the Body Corporate when the tenant moves out. You may only continue to lease the space if there are no other owners on the waiting list.
6. The owners of Urambi houses rather than their tenants must rent and pay for garages/spaces for their tenants, and negotiate with the parking officer on behalf of their tenants.
7. If you only have one vehicle and already own a garage as part of your unit entitlement, you will not be eligible to lease a Body Corporate garage/ car space as well, unless given special permission by the body corporate committee.
8. Urambi owners who do not already rent a garage/open parking space from the Body Corporate will be given preference over those who already rent a Body Corporate space.
9. With due regard to the above restrictions, renting of Body Corporate garages/spaces is on a first come first served basis. The waiting list is kept by the Parking officer and all negotiation of parking spaces is to be done through this officer, who may appoint a delegate if he or she is to be away from the village for any significant period of time.

Carport Doors

The Body Corporate Committee has sought quotations from several carport door suppliers and recommends ACT Doorland as the preferred supplier.

ACT Doorland has provided a comprehensive quote that covers every carport in Urambi requiring a door (Note: figures quoted below do not include GST).

Garage Nos 34, 35, 36, 37, 38, 45, 46, 47, 48, 49, 50, 51 will need to be fitted with a tilt door as the opening is too narrow for roll-a-door.

The cost for **45, 51, 34** and **38** is \$750 and \$670 for the others, if all 12 doors are fitted at the same time. If only six doors are fitted the cost will be \$30 extra per door.

All remaining carports can be fitted with roll-a-doors.

Costs are as follows:

Nos 56, 57, 60, 61 67, 68, 69, 70	\$500
No. 71	\$460
Nos 1, 2, 3, 4,7, 8, 13, 14	\$570-
Nos 9, 10	\$620
Nos. 5, 11, 12	\$500
No. 6	\$590

If only half of the above are ordered the cost will be an extra \$10 per door. If only a quarter are ordered, it will be an extra \$20 per door.

A remote carport door opener (optional) will cost \$490 and if you wish to erect a steel frame wall between two carports you will be up for another \$970

The BCC strongly encourages all residents to install doors to help improve security in the village. The more doors we can install at once, the cheaper it will be.

If you want a door installed before Christmas you will need to order now. There is about a 3-week waiting period between ordering and installation.

Flexible funding arrangements are available for residents renting Body Corporate carports.

To arrange installation, please contact David or Craig Bowditch at ACT Strata Management Services, 6288 6223.

43

I am, Thank for your help in compiling this

*Royals
JR*

SPECIAL PROJECTS 2004-2005

CONVERTING CARSPACES TO CARPORTS

*Lance
07 5449
2935
02
9716
8316*

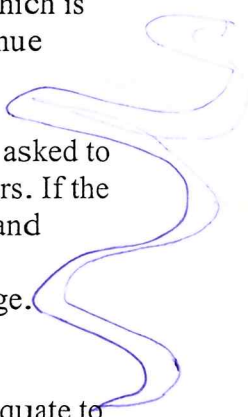
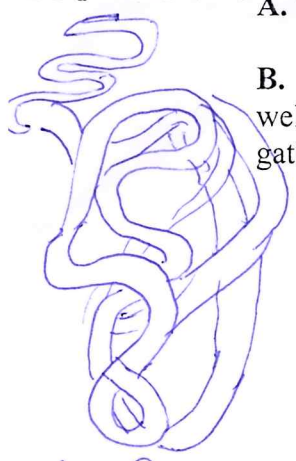
RATIONALE

At its inception Urambi philosophy tended to downplay the role of the motor car. The creation of the spine path was a deliberate manifestation of this philosophy. The pioneers were willing to sacrifice easy access to their cars in order to create a situation whereby the housing units were able to better harmonise with natural environment. Parking became a secondary issue. Thus in the name economic practicality, of the total number of carspaces provided, about half were left uncovered.

The nett effect of this decision is that about half Urambi residents are greatly inconvenienced. For one part of the year they are scraping off frost from their cars and for the other part they are boarding hot, sun damaged and quite often bird damaged vehicles. As well many owners do not possess a garage and have only a carspace. When they come to sell they find that prospective buyers view the lack of a covered space negatively and the sale price is reduced. The overall impact is to lower the perceived value of **ALL** Urambi units. In other words it is in the interests of us all to complete the process of covering all carspaces.

FINANCING THE PROJECT

- A. The Special Projects budget of \$15000 will be set aside to begin the work.
- B. The rent on garages should be raised. Currently garages pay \$13.70 pw. which is well under market rate. The rate should be raised to \$20pw and the extra revenue gathered put aside for the carport project.
- C. The costs should be amortised over a five year period. Owners will be asked to pay 20% of the costs of each individual carport every year for five years. If the unit is sold then the debt to the Body Corporate becomes part of dues and levies to be paid to the BC at the time of settlement.
- D. The rate for a renter of a new carport will be 50% of the rent of a garage.
- E. Renters of all carspaces will be asked to pay 20% more pa



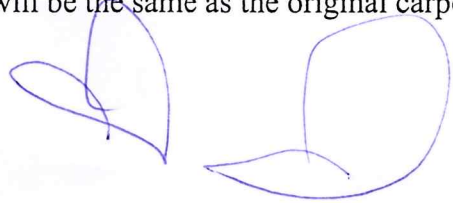
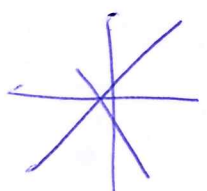
These measures will raise approximately \$20000 which will be more than adequate to begin the work in ONE of the four car areas. It is envisaged that these measures, as well as further seeding from special projects, will generate enough income to see the work through to its conclusion which should not be any later than 2008. It will be up to the BC of the day to deal with any unforeseen anomalies such the rental on carspaces deemed to be unsuitable for covering.

SHAPE OF THE CARPORTS

To maintain uniformity the carports will be the same as the original carports.



Conest



Garage and Open Parking Space swaps

You might remember that in the middle of last year you got a number of flyers about building garages and garage swaps that would enable owners of houses that do not have a garage as part of their title to build or buy one. An information meeting was held late in July 2005.

The 2005 AGM required the 2005-06 Executive Committee to put one or more resolutions at a General Meeting called to discuss and vote on the exchange of parking space titles. Titles cannot be exchanged unless the vote is unanimous. The AGM also approved funds for the Owners' Corporation to build an additional Owners' Corporation garage, which has allowed planning for three new garages at Carpark C, one for the Owners' Corporation, and one each for Units 31 and 32, who have long wished to build garages on their open spaces but have been constrained by the Owners' Corporation open space.

The plans for the garages at Carpark C are with ACT Planning and Land Management (ACTPLA) for approval and building is anticipated to start in late April.

Three units, 53, 47 and 15, which could not easily build on their open parking spaces, have indicated they are keen to get a garage through a title swap for an existing Owners' Corporation garage, or open parking space on which they could build a garage.

Unit 28, which has title to a garage, has expressed a desire to swap their existing garage in Carpark C for an Owners' Corporation one in Lower B.

The Executive Committee is planning a General Meeting in May to consider and vote on the unanimous resolutions, which are currently being drafted.

If anyone else is interested in either a swap of

- their open parking space with an Owners' Corporation open parking space
- their open parking space for an Owners' Corporation garage, which of course involves purchase of the garage building, or
- their garage for an existing Owners' Corporation garage

please let Mike Robbins or Libby Amiel know as soon as possible.

If you have any questions please contact Mike or Libby.

To assist you to think about these proposals, we have included a copy of the Urambi map from the Residents Directory, but showing which are Owners' Corporation garages and open spaces. We've also taken the opportunity to correct a few inaccuracies in the number and/or position of parking spaces.

Mike Robbins
6231 7391
jrobbins@netspeed.com.au

Libby Amiel
6296 6596
libri@homemail.com.au

9 March 2005

Resolutions to exchange parking spaces

Urambi was conceived as an innovative way of providing an exceptional environment. The founders had to come up with innovative solutions to all the problems they faced as both the developer and the purchasers. It all took a lot longer than was originally envisaged. This and high interest rates meant some of the original purchasers dropped out or ended up buying another house in the Village. In the process, nineteen houses ended up with an open parking space, not a carport.

However, the innovative solutions continued, and the six open spaces in Carpark A were roofed, all other carports have had doors added, and two garages were built on open spaces in Carpark E. Currently the Executive Committee and owners of houses 31 and 32 have plans with ACTPLA for approval of three new garages in Carpark C, one each for 31 and 32 and one for the Owners' Corporation.

This leaves nine houses without a garage. Six of these owners would like to be able to have a garage in the future, but do not wish to build/buy one at this time. Three owners currently want a garage and are prepared to put up the money to get one. However, all three owners have an open space in a location where it is not sensible to build a garage. One has a large, healthy, yellow box tree in its allotted parking space. Another's parking space is across the access to another unit's front garden/door. And the third's is in the middle of a row of open spaces. In each location, building on the existing open parking space would disrupt other residents, would not be an aesthetic result, and would involve the Owners' Corporation in having to build a garage (i.e. a total of three additional owners corporation garages).

The 2001 amendments to the Unit Titles Act mean it is now possible to swap titles of parking spaces between individual owners and the Owners' Corporation. A title swap can make it possible for the three owners to build a garage or purchase one from the Owners' Corporation in a way that causes least disruption to other owners.

The Executive Committee has prepared resolutions to be put to a General Meeting in May that would allow three more garages to be built in sensible locations at no cost to the Owners' Corporation and the Owners' Corporation to recoup the cost of building its garage in Carpark C. This can add significantly to the amenity and value of the Village as a whole as well as to the three houses, at no cost to the Owners' Corporation.

However, these resolutions must have unanimous support. That is every member of the Owners' Corporation has to either vote in favour of the motions or register an abstention.

The Executive Committee recommends you support the attached resolutions when asked to vote.

If you wish to discuss anything related to this matter please call or email any of us.

Allan Sharp
6231 0495
allan.sharp@homemail.com.au

Mike Robbins
6231 7391
jrobbins@netspeed.com.au

Libby Amiel
6296 6596
libri@homemail.com.au

URAMBI VILLAGE

PARKING AGREEMENT

THIS AGREEMENT is made at Canberra in the Australian Capital Territory on the _____ day of _____ 19____.

BETWEEN the Proprietors on Units Plan No. 119 (hereinafter "The Body Corporate")

AND _____ being the proprietor(s) of Unit No. _____ of Units Plan No. 119 (hereinafter "the tenant").

WHEREAS :

- A. The Body Corporate is the proprietor of the parking space designated number _____ and identified by reference to the plan in Schedule one hereto indicating its location.
- B. The tenant wishes to lease the said parking space from the Body Corporate and the Body Corporate wishes to lease the said parking space to the tenant.

IT IS AGREED THAT :

- 1. The tenant shall lease the parking space referred to in Recital A hereof from the Body Corporate.
- 2. The lease shall be for a period commencing on the _____ day of _____ 19____ and terminating in accordance with the terms and conditions as appear hereinafter in this agreement.
- 3. All levies to be charged in connection with the said lease shall be determined at an Annual General Meeting of the Body Corporate.
- 4. The Body Corporate shall notify the Tenant of the levies to be charged in connection with the said lease by notice in writing as and when such levies fall due.
- 5. The Body Corporate may terminate the said lease upon failure by the Tenant to pay levies within two (2) calendar months of the date of the levy notice.
- 6. In the event that the Tenant wishes to terminate the lease the Tenant shall give the Body Corporate notice of two (2) weeks of that intention in writing to the member of the Body Corporate currently in office holding the position of Parking Officer.
- 7. In the event that the Body Corporate wishes to terminate the lease the Body Corporate shall give the Tenant notice of one (1) month in writing of that intention.
- 8. The Tenant acknowledges that the lease of the said parking space is not transferable and that upon sale of the unit owned by the Tenant the lease of the parking space shall terminate and the parking space shall be available for reallocation by the Body Corporate.

for and on behalf of the Body Corporate

by _____

Date _____

Tenant / for and on behalf of the Tenant by the
duly appointed agent of the Tenant,

Date _____