



Section 94 Contributions Plan 1993

Amendment No 58 01 Road 0141

Central Avenue, South Nowra
Construct Roundabout and
Associated Drainage at Princes Highway

Reference 21404

February, 2003

Table of Contents

1.	INTRODUCTION/ BACKGROUND	3
2.	PURPOSE OF THE PLAN	3
3.	LAND TO WHICH THE PLAN APPLIES	3
3.1	Project 01 Road 0141	3
4.	RELATIONSHIP BETWEEN EXPECTED DEVELOPMENT AND DEMAND (NEXUS) .	4
4.1	Project 01 ROAD 0141	4
5.	FORMULA TO DETERMINE CONTRIBUTION	5
	Vehicle Generation Rates.....	5
	Calculated Total Future Additional VPD	5
6.	CONTRIBUTION RATES	6
	Estimated additional vehicles using roundabout	6
	Contribution rates	7
7.	TIMING OF CONTRIBUTION PAYMENT AND CONDITIONS ALLOWING DEFERRED OR PERIODIC PAYMENT	8
7.1	Method of payment.....	8
7.2	Deferment	8
8.	PROJECT COSTS.....	9

1. Introduction/ Background

Bulky Goods stores along Central Avenue, particularly the Harvey Norman Store have generated significantly more traffic on the highway at this location. Development Consent for the Harvey Norman Store was contingent upon the construction of a roundabout at the Highway intersection. Council negotiated a loan from Harvey Norman for the majority of the cost, which together with funds from the RTA and Council enabled construction of a roundabout at that time. Part of the agreement with Harvey Norman provided for some future contributions to be reimbursed to Harvey Norman. As other future development would also use the roundabout this Section 94 contribution plan amendment is proposed.

2. Purpose of the Plan

(Cl.26(1)(a)EP&A Regs. 1994)

The purpose of the Plan is to recoup the cost of the project, by way of a Section 94 contribution on future development of land (including the original Harvey Norman development) within the benefit area.

3. Land to which the Plan applies

(Cl.26(1)(b)EP&A Regs. 1994)

3.1 *Project 01 Road 0141*

The Plan applies to land shown hatched and bounded by a thick black line on the relevant benefit area map (see Attachment "A"). The land is generally located within the vicinity of the Western side of the Princes Highway, South Nowra and includes Jellicoe Street, Bellevue Street, Central Avenue, Oxford Street, Prosperity Road and The Links Road (Nowra Hill). The zoning within the benefit area includes 4a Industrial, 4a Industrial (allowing Bulky Goods retail), 1c Rural (Lifestyle) and 1d Rural.

4. Relationship between expected development and Demand (NEXUS)

(Cl.26(1)(c)EP&A Regs. 1994)

The roundabout was required to facilitate the safe entry/exit of vehicles using the highway intersection.

4.1 Project 01 ROAD 0141

(Roundabout on Central Avenue and the Princes Highway South Nowra)

This S94 Plan is based upon the following assumptions:

- Future development only (including the Harvey Norman development), will fund the project, as the current intersection was considered adequate for existing development prior to that time;
- Developable lot area is exclusive of flood areas;
- Traffic generation is based on RTA guide to traffic generating development;
- The Industrial zone lots utilise 45% of site area for Gross Floor Area;
- The benefit area is divided into Sub areas based upon roundabout usage and levy rates on land use:
 - Sub-area 1 (4a Industrial) which includes lots fronting Jellicoe Street and Bellevue Street, South Nowra. These lots are calculated to only utilise the new roundabout for 25% of the vehicle per day (VPD) trips, with 75% of vehicle trips heading north using Flinders Road.
 - Sub-area 2 is the 4a Industrial land on Central Avenue that permits Bulky Goods Retail, these lots are assumed to utilise the roundabout for 100% of VPD trips.
 - Sub-Area 3 is a combination of 4a Industrial land and 1c Rural (lifestyle) and 1d Rural, these areas are located on Central Avenue, Oxford Street, Prosperity Street and The Links Road. These lots are assumed to utilise the roundabout for 100% of VPD trips.
- Levy is based on site area developed (including gross floor area, car parking, storage areas, driveways, display areas etc), or additional dwellings for the Rural (lifestyle) and Rural zoned areas.

5. Formula to determine contribution

(Cl.26(1)(d)EP&A Regs. 1994)

The common denominator for assessing the contribution rate has been to forecast traffic generation for future additional development within the benefit area on a vehicle per day (VPD) basis. Generation rates have been based on RTA guidelines.

Vehicle Generation Rates

Industrial	5 VPD per 100m ² Gross Floor Area (GFA)
Bulky Goods Retail	24 VPD per 100m ² Gross Floor Area (GFA)
Dwellings	9 VPD per additional dwelling

Calculated Total Future Additional VPD

Sub Area	Land Use Zone	Vehicle Per Day (VPD)	Total Future Additional VPD
1	4a Industrial*	5 VPD per 100m ² GFA x 25% usage of the roundabout	926
2	4a Industrial - Bulky Goods Retail	24 VPD per 100m ² GFA	4028
3	4a Industrial*	5 VPD per 100m ² GFA	6056
3	1c Rural (Lifestyle)	9 per ET	9
3	1d Rural	9 per ET	9
		Total	11 028

ET = Equivalent Tenement

* Industrial Developments with a large percentage of office space will use the calculation of \$59.59 x 10 VPD per 100m² for office floor usage, and \$59.59 x 5 VPD per 100m² for the factory area.

6. Contribution rates

(Cl.26(1)(e)EP&A Regs. 1994)

The contribution rate per VPD is calculated by dividing the cost of the project (minus RTA funding) by the total additional future VPD trips using the roundabout (including Harvey Norman). This equates to \$59.59 per each additional VPD.

Each development would then pay a contribution based on that unit rate times the projected VPD for that future additional development.

This has been converted for non-residential uses to a rate per square metre of site area developed (includes Gross Floor Area, car parking, storage areas, driveways, display areas etc).

Estimated additional vehicles using roundabout

Sub Area	Land Use	RTA Generation Rate	Levy Basis	Factor	% of Vehicle Trips Using Roundabout	Estimated Additional Vehicles Using Roundabout (VPD)
1	4a Industrial*	5 VPD per 100m ² GFA	Per 100m ² site area developed	45% site coverage	25%	$5 \times .45 \times .25 = 0.56$ per 100m ² of site area developed
2	4a Industrial - Bulky Goods retail	24 VPD per 100m ² GFA	Per 100m ² site area developed	45% site coverage	100%	$24 \times .45 \times 1 = 10.8$ per 100m ² of site area developed
3	4a Industrial*	5 VPD per 100m ² GFA	Per 100m ² site area developed	45% site coverage	100%	$5 \times .45 \times 1 = 2.25$ per 100m ² of site area developed
3	1c Rural (Lifestyle)	9 per ET	E T	1 dwelling	100%	$9 \times 1 = 9$ per additional ET
3	1d Rural	9 per ET	E T	1 dwelling	100%	$9 \times 1 = 9$ per additional ET

ET = Equivalent Tenement

From the above table a contribution rate per square metre of additional future site developed and per additional dwelling has been calculated for this project.

Contribution rates

Sub Area	Land Use	Estimated Vehicles Using the Roundabout	Cost per Each Additional Future VPD Trip	Levy
1	4a Industrial*	0.56 per 100m ² site area developed	\$59.59	\$0.33 per m ² additional future site developed
2	4a Industrial -Bulky Goods Retail	10.80 per 100m ² site area developed	\$59.59	\$6.43 per m ² additional future site developed
3	4a Industrial*	2.25 per 100m ² site area developed	\$59.59	\$1.34 per m ² additional future site developed
3	1c Rural (Lifestyle)	9.00 per additional ET	\$59.59	\$536.31 per additional dwelling
3	1d Rural	9.00 per additional ET	\$59.59	\$536.31 per additional dwelling

ET = Equivalent Tenement

* Industrial Developments with a large percentage of office space will use the calculation of \$59.59 x 10 VPD per 100m² for office floor usage, and \$59.59 x 5 VPD per 100m² for the factory area.

7. Timing of contribution payment and conditions allowing deferred or periodic payment

(Cl.26(1)(f)EP&A Regs. 1994)

7.1 Method of payment

There are three possible methods of payment for Section 94 contributions:

- Cash
- Money order
- Bank cheque

The method of payment for residential development will be by way of a cash contribution per lot on release of the linen plan where subdivision is involved. For other types of development, or where construction is involved, cash payment will be made prior to the issuing of the building permit(s).

7.2 Deferment

Under exceptional circumstances only, and subject to suitable financial undertakings, Council may consider allowing deferment of the condition(s) requiring payment of monetary contributions, provided the following criteria are satisfied:

- (a) The contributions do not relate to facilities or services which, if not provided with the development, could threaten public safety and/or health;
- (b) The maximum deferral period would not exceed two (2) years from the date of the issue of the building permit, release of the linen plan or the endorsement date of

the development approval (whichever is applicable); and,

- (c) The applicant will be required to provide:
 - a bank guarantee for the required amount, plus a penalty interest rate apportioned over the period of the bank guarantee; and,
 - minor administration fee.

Deferral of contribution payments will be assessed on individual merit and applicants should not rely on previous precedent set by the Shoalhaven City Council or any other local government authority.

The penalty interest rate applying to all authorised deferred payment applications will be in accordance with the current interest rate charged by Council on overdue rate arrears.

Deferred or periodic contribution payments will be subject to the approval of the Assistant General Manager, after considering the circumstances of the case.

8. Project costs

(Cl.26(1)(g)EP&A Regs. 1994)

The total cost for the Project is \$927,169.92, which includes the cost of the roundabout at the intersection of Central Avenue and the Princes Highway and the associated drainage works:

Central Avenue Roundabout	\$847,453.50
Central Avenue Drainage	\$79,716.42
Total Project Cost	\$927,169.92

The project amount that this plan intends to recoup is calculated by deducting the RTA funding of \$270,000. Therefore the total cost for S94 purposes is \$657,169.92.

Section 94 Contributions Plan 1993
Amendment No 58 01 Road 0141, being
this written Statement and accompanying
map, was

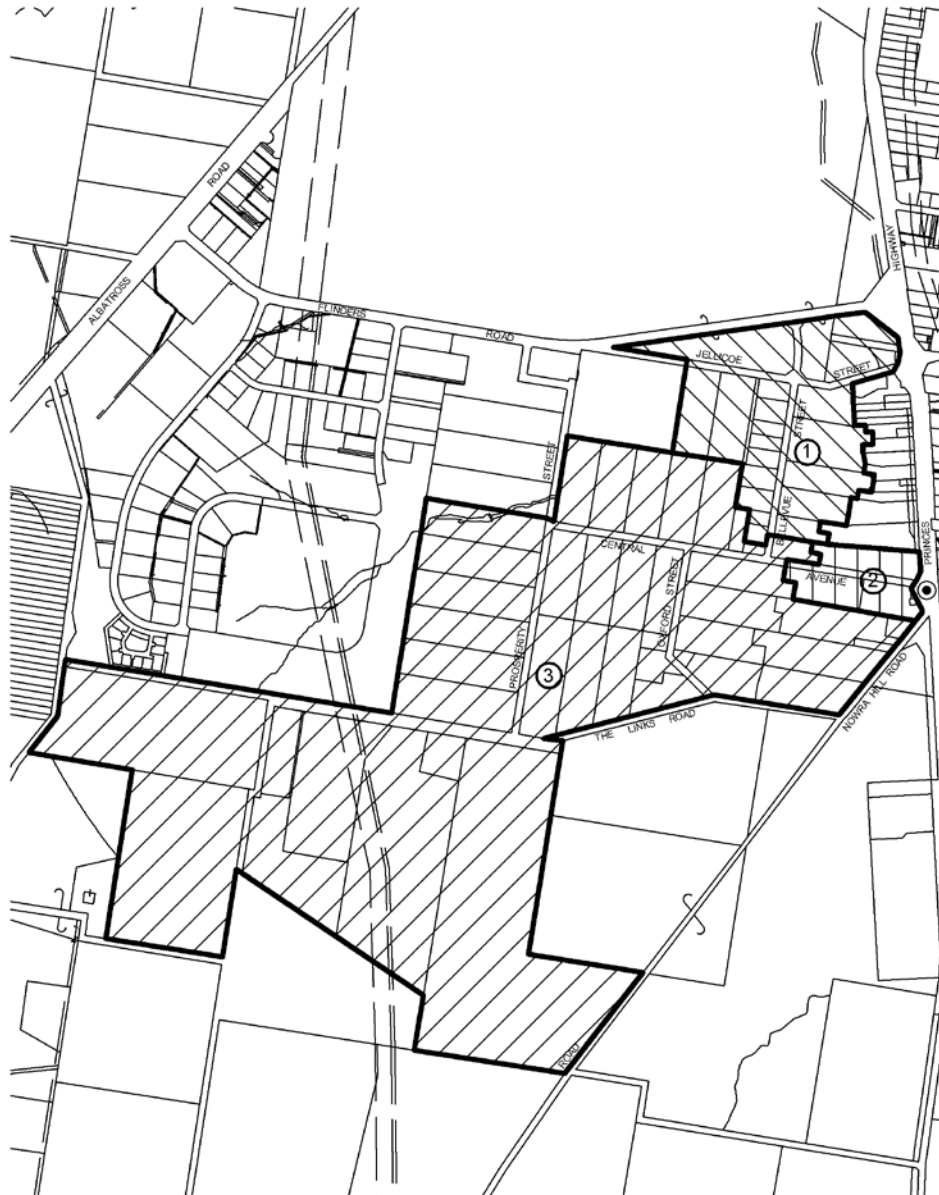
Adopted by Council: 25 February 2003

and

Became effective from: 5 March 2003



RD Pigg
General Manager



SHOALHAVEN CITY COUNCIL
CONTRIBUTION PLAN AREA 1
AMENDMENT NO. 58

FILE NO: 21404
ADOPTED: 25th February, 2003
EFFECTIVE FROM: 5th March, 2003
FACILITY: ROADS
PROJECT: PRINCES HIGHWAY / CENTRAL AVENUE ROUNDABOUT

AUTOCAD DRAWING FILE: Graphics\Projects\City\Section94\Amendment58

PROJECT NO.
01 ROAD 0141

