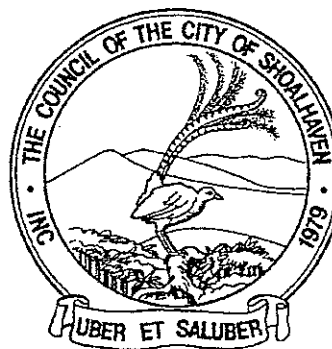


SHOALHAVEN CITY COUNCIL

CONTRIBUTIONS PLAN - AMENDMENT NO. 9



05 ROAD 0002 : Ocean Street Link to Princes Highway (outside sawmill site) including Princes Highway intersection, Mollymook.

File Number : 94/1834

Public Exhibition from : 23 February 1995

to : 23 March 1995

Adopted : 2 May 1995

Effective From : 10 May 1995

1.1 INTRODUCTION/BACKGROUND

In its section 94 Contributions Plan 1993, Council identified the need to construct a road link from Ocean/lett Streets roundabout to the Princes Highway at a point between Dapto Timbers Pty Ltd and Ulladulla Joinery/Hardware. The cost of the land required for this link (Lot 61 DP 833017) was estimated at that time to be \$72,000.

Council has subsequently acquired this parcel of land at its true current value of \$95,000 plus legal and valuation fees. The Contribution Plan is, therefore, proposed to be amended to reflect the increased cost of the land.

1.2 PURPOSE OF THE PLAN

The purpose of this draft amendment is to recover a portion of the costs associated with the land purchase and construction of the Ocean Street Link Road to the Princes Highway (outside the Sawmill site) including the highway intersection, by way of a section 94 contribution on future development.

1.3 LAND TO WHICH THE PLAN APPLIES (cl26(1)(b) EP&A Regs 1980)

The plan applies to land within benefit areas of project 05 ROAD 0002 as shown on the benefit area map (attached) being hatched and bounded by a thick black line. The land is generally located on the northern side of the Princes Highway, bounded by Maisie Williams Drive, Ocean Street, Shackleton Street and Golf Avenue, with a portion also located in the vicinity of Riversdale Avenue and Burleigh Way.

2.1 RELATIONSHIP BETWEEN EXPECTED DEVELOPMENT & DEMAND - JUSTIFICATION/NEXUS (Cl.26(1)(c) E.P. & A. Regs. 1994)

The standard of the existing intersection of Ilett Street and the Princes Highway is not appropriate for large traffic volumes due to the steep entry from Ilett Street to the Highway.

The proposed Ocean Street Link Road to the highway and the new highway intersection, will allow for safer traffic movements at the highway for increased traffic volumes brought about by further development of this area

The dedication of land, and the construction of the link road within the sawmill site, will be a condition of subdivision to provide access to the proposed lots.

2.2 FORMULAE USED TO DETERMINE CONTRIBUTION (Cl.26(1)(d) E.P. & A. Regs. 1994)

Four benefit areas have been identified as benefiting to various degrees from the project (see attached benefit area map):

Benefit Area 1: This project will provide the quickest route to the Ulladulla for part of this area. It has been estimated that this area will generate 7.8% of the traffic to use the link road

Benefit Area 2: Will provide the quickest route to Milton and Ulladulla for this area. It is estimated this area will generate 45.1% of traffic volume to use the link road.

Benefit Area 3 The link road will provide access for these properties for traffic to all areas. It is estimated that 10% of link road traffic will be generated from this area.

Benefit Area 4 The link road will provide the quickest route to Milton for this area. It is estimated that 17.1% of link road traffic will be generated from this area.

Through Traffic: It has been assessed that 20% of total traffic using this facility will be through traffic.

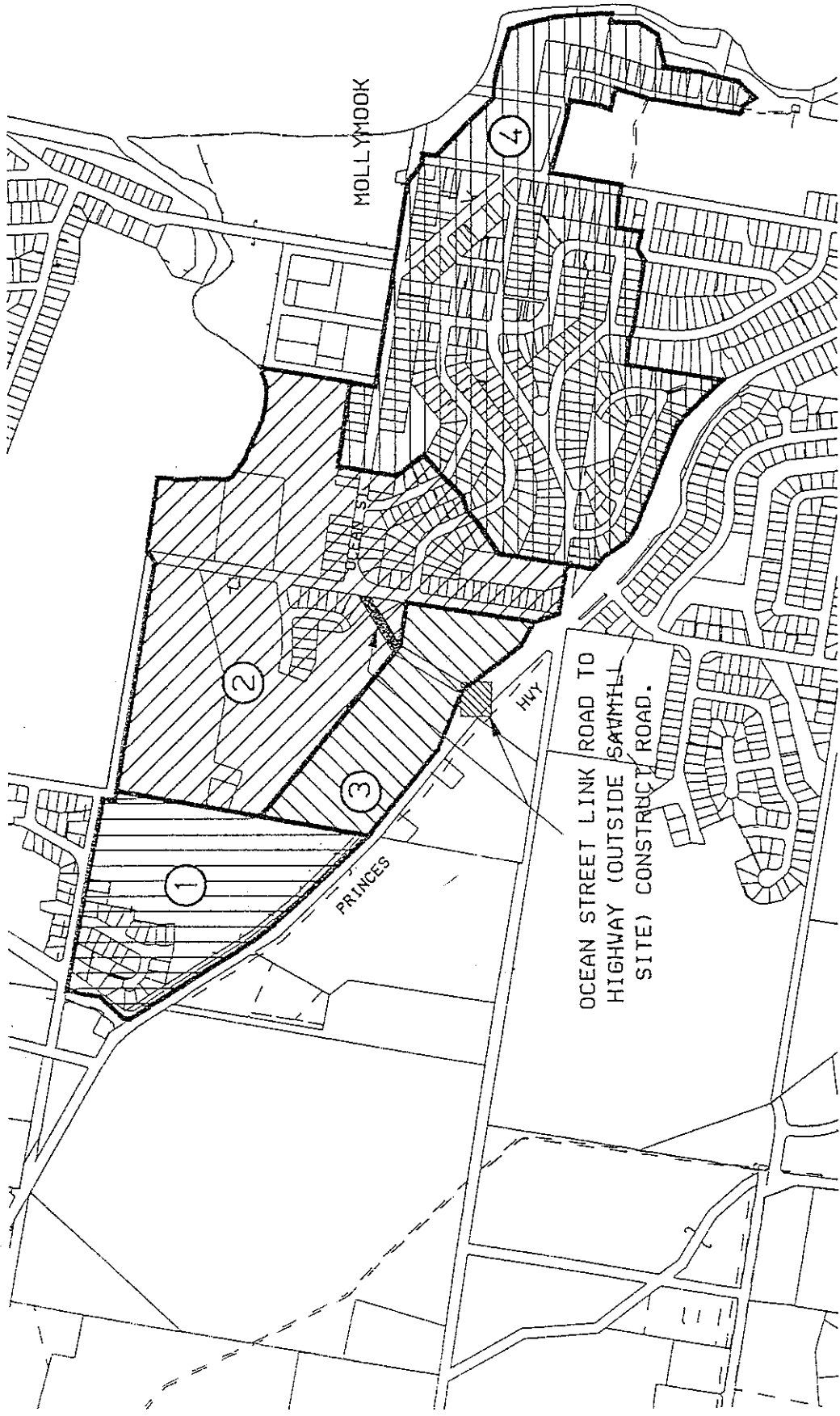
Contribution rates for each Benefit Area have been calculated by apportioning the total cost of the project to each of the Benefit Areas on the basis of estimated usage, and then dividing the apportioned cost by the number of lots within that particular Benefit Area

2.3 APPORTIONMENT OF COSTS (Cl.26(1)(e) EP&A Regs 1980)

The following contribution rates are calculated as follows:

$$\text{Benefit Area 1} = (\$344,400 \times 7.8\%) \div 117 \text{ lots} = \$230.00$$

$$\text{Benefit Area 2} = (\$344,400 \times 45.1\%) \div 372 = \$418.00$$



- Benefit Area 1 = \$ 248.40 / E.T.
- Benefit Area 2 = \$ 451.43 / E.T.
- Benefit Area 3 = \$ 563.74 / E.T.
- Benefit Area 4 = \$ 112.32 / E.T.

**SHOALHAVEN CITY COUNCIL
CONTRIBUTION PLAN AREA 5
AMENDMENT NO. 9**

FILE NO: 94/1834
 ADOPTED: 2/5/95
 EFFECTIVE FROM: 10/5/95
 FACILITY: ROADS
 PROJECT: OCEAN STREET LINK ROAD TO HIGHWAY (OUTSIDE SAWMILL SITE)
 CONSTRUCT ROAD.

PROJECT No:
05 ROAD 0002

**SHOALHAVEN CITY COUNCIL
CONTRIBUTION PLAN - AREA 5
FACILITY: ROADS**

1. Locality Mollymook
2. Project Ocean Street Link Road (outside Sawmill site) Construct Road.
3. Project No. 05 Road 0002
4. Total Cost \$344,400
5. Traffic Generation and Cost Apportionment

Benefit Area	No. Equivalent Tenements		Total Traffic Generation (V.P.D.)	Cost Per Benefit Area (\$)	Cost Per E. T. (\$)	Council Responsibility (\$)	Developer Contribution (\$)
	Existing	Additional					
1	117	nil	515 (7.8%)	26,878	230	26,878	nil
2	146	226	2,976 (45.1%)	155,317	418	60,958	94,359
3		66	660 (10%)	34,445	522	nil	34,445
4	400	164	1,128 (17.1%)	58,870	104	41,752	17,118
Through Traffic	20 % of Total Traffic		1,320 (20%)	68,890	-	68,890	nil
			6599	344,400	-	198,478	145,922

CI.26(1)(d) & (e) EP&A Regs, 1994
AMENDMENT NO. 9
FILE NO. 94/1834

PUBLICLY EXHIBITED FROM: 23 FEBRUARY 1995
TO: 23 MARCH 1995
ADOPTED: 2 MAY 1995
EFFECTIVE: 10 MAY 1995

SECTION 94 AREAS 1-5

Locality	Project	Task	Project Number	Total Cost	Benefit Area	Contribution Per lotlet (\$)	Expected Year of construction	Staging
AREA 5								
MOLLYMOOK	NTHN LINK ROAD	CONSTRUCT ROAD & INTERSECTIONS INCLUDED IN STRATEGIC FUNDS SCHEDULE	05 ROAD 0001			CONSIDERED	SEPARATELY	
MOLLYMOOK Amendment No. 9 File 94/1834 Adopted: 2 May 1995 Effective: 10 May 1995	OCEAN ST LINK ROAD	CONSTRUCT ROAD LAND ACQUISITION STG 1 ROADWORKS INC HWY INT STG 2	05 ROAD 0002	344,400	1 2 3 4	230 418 522 104	2001 2003	STAGE 1 STAGE 2
MOLLYMOOK	OCEAN ST/M.W/DR	CONSTRUCT ROUNDABOUT OCEAN ST/MAISIE WILLIAMS INTERSECTION STG 1	05 ROAD 0003	172,816	1 2 3	447 811 N/A	1994	STAGE 1

Benefit Area 3 = (\$344,400 x 10%) ÷ 66	= \$522.00
Benefit Area 4 = (\$344,400 x 17.1%) ÷ 564	= \$104.00
Through Traffic = (\$344,400 x 20%)	= \$68,880
(Council's responsibility)	

See attached table.

2.4 TIMING OF CONTRIBUTION PAYMENT AND CONDITIONS ALLOWING DEFERRED OR PERIODIC PAYMENT (Cl.26(1)(f) E.P.& A. Regs. 1994)

The method of payment for residential will be by way of a contribution per lot on release of the Linen Plan. Payment for other types of development will be made prior to the issuing of Building Approval.

No allowance has been made in this plan to accommodate deferred or periodic payment of the contribution, however, any variation in this regard must be approved by the Council having regard to the circumstances of the case, which may involve certain guarantees.

2.5 WORKS SCHEDULE OF PUBLIC FACILITY TO BE APPROVED (Cl.26(1)(g) E.P.& A. Regs. 1994)

Project 05 ROAD 0002 comprises the acquisition of the road reserve outside the sawmill sites, construction of the road from Ocean Street/Maisie Williams Drive intersection to the sawmill site (including modifications to Ilett Street) and the construction of the Princes Highway intersection.

2.6 ESTIMATE OF COSTS AND TIMING (Cl.26(1)(g) E.P.& A. Regs. 1994)

The work involved in project 05 ROAD 0002 has been estimated as follows:

Cost of road reserve land	=	\$ 95,000
Plus valuation and legal fees	=	\$ 2,720
Cost of roadworks	=	\$141,300
Cost of Highway intersection	=	<u>\$105,380</u>
	=	<u>\$344,408</u>

The timing of the project is expected as follows:

Stage I : Land acquisition : 1995
 Stage II : Road construction : 2003