

SECTION 94 CONTRIBUTIONS PLAN, 1993

AMENDMENT No. 43

- 01 ROAD 0034** : Upgrade timber bridge on Main Road, West Cambewarra;
05 ROAD 0008 : Construct Connector Road from Princes Highway to Camden Street (including Highway intersection) South Ulladulla.

File No. 97/1629

Exhibition from:	Thursday, 15 th May 1997
To:	Friday, 6 th June 1997
Adopted:	Tuesday, 15 th July 1997
Effective From:	Wednesday, 23 rd July 1997

1. INTRODUCTION / BACKGROUND

In the process of considering a number of development applications, Council has identified the need to amend the Contributions Plan in relation to two projects to take account of certain access points not envisaged when the Plan was originally prepared.

This amendment, therefore, involves the re-assessment of project 01 ROAD 0034 in the Cambewarra/Tapitallee area, and project 05 ROAD 0008 at South Ulladulla.

2. PURPOSE OF THE PLAN (CI.26(1)(a)EP&A Regs. 1994)

The purpose of the Plan is to fund a portion of the above project costs by way of a Section 94 contribution on the development of land within the relevant benefit areas.

Further, the purpose of this Amendment is to delete project 01 ROAD 0034 from the Contributions Plan and to adjust the benefit area associated with project 05 ROAD 0008

to exclude certain land which will not benefit from the project.

3. LAND TO WHICH THE PLAN APPLIES (Cl.26(1)(b)EP&A Regs. 1994)

The Plan applies to land within the to projects 01 ROAD 0034 and 05 ROAD 0008 respectively as shown on the relevant benefit area maps being hatched and bounded by a thick black line the subject lands are generally located adjoining Main Road and Bangalee Road, west of the village of Cambewarra, and adjoining and adjacent to Camden, St. Vincent and Parson Streets at South Ulladulla (see Attachments A & B).

4. RELATIONSHIP BETWEEN EXPECTED DEVELOPMENT and DEMAND (Cl.26(1)(c)EP&A Regs. 1994)

4.1 01 ROAD 0034 (Timber bridge on Main Road)

Recent subdivision developments have gained access to Main Road at a point east of the bridge. It is, therefore, unlikely that any new lots created in the future will utilise the bridge for access purposes from Main Road.

4.2 05 ROAD 0008 (Connector Road, South Ulladulla)

This road, from Camden Street to the Princes Highway, will provide good access to the industrial area south of Deering Street.

Without this connection, future development of this area would lead to an unacceptable level of congestion at the intersection of Deering Street and the Highway.

The connection to the Highway will also divert heavy vehicular traffic away from the residential and commercial areas around Deering and St. Vincent Streets.

In the long term, this connector road will provide access to future urban expansion areas west of Camden Street and provide a link to the Southern Link Road.

Existing industrial areas will also benefit from having the western section of the Connector Road completed in conjunction with the Southern Link Road.

Such a route will enable heavy vehicles, travelling north to Sydney, to avoid the Ulladulla CBD.

It is reasonable, therefore, that existing zoned areas contribute towards the first stage of the Connector Road, and that future urban expansion contribute towards the remainder (ie that section within the current Rural 1(a) zone).

Contributions for future urban expansion areas will be calculated at the time of rezoning.

The Connector Road will have a benefit for the wider community in the longer term by providing a link to the West Ulladulla Sporting Complex and the Southern Link Road. To account for this wider benefit, 20% of construction costs will be borne by Council before apportioning costs.

5. FORMULA TO DETERMINE CONTRIBUTION (Cl 26(1)(d)EP&A Regs. 1994)

The contribution is based on the following formula :

CONTRIBUTION = Estimated project cost

less the cost apportioned for through traffic and wider community benefit divided by total number of lots (both existing and potential) within the benefit area.

ie $K = C / N$

where K = contribution (per E.T or Square Metre)

C = estimated project cost

N = total number of lots or square metres benefiting from the project

(see Attachments C & D)

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

6.1 01 ROAD 0034 :

A contribution rate of \$19,500.00 per ET has been calculated for this project on the basis of five lots contributing equally to the project cost of \$97,544.22;

- : Council considers there is no through traffic;
- : Council's responsibility for this project has been estimated at \$97,544.22 due to the unlikelihood of future development utilising the bridge;
- : Future developer contributions are unlikely;

6.2 05 ROAD 0008 :

A contribution rate of \$4.12/square metre has been calculated for this project on the basis of 143,490 square metre of area benefiting from the project estimated to cost \$473,430.00;

- : Council considers that the wider community will benefit from the project by 20%
- : Council's responsibility is estimated at \$158,880.00 comprising 12,280 square metres of developed area and the 20% of wider community benefit;
- : Developer contributions will amount to \$432,900.00 comprising 131,200 square metres of future development potential within the benefit area;
- : Contributions will be levied at the development application stage (see Attachment D)

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; or,
- 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.

7.3 LAND DEDICATION

Where applicable, Council may permit the dedication of land for open space, community facilities, drainage or roads to offset the monetary contribution.

The assessment of the suitability of land for dedication occurs at the development or subdivision application stage.

Should the development be approved, the applicant will need to contact Council for valuation of the land proposed to be dedicated to be arranged. Upon agreement of the land's value, and the exchange of contracts, Council will offset the value of the land against the monetary contribution payable.

7.4 WORKS - IN - KIND

Council may accept the construction of amenities or the provision of services to offset the monetary contribution, provided such works are in accordance with the schedules contained in this Plan. The applicant will need to initiate this option by providing Council with full details of the proposed works prior to construction.

Council will then consider the request and advise the applicant accordingly.

8. WORKS SCHEDULE OF PUBLIC FACILITY TO BE PROVIDED (Cl.26(1)(g)EP&A REGS. 1994)

8.1 01 ROAD 0034 (Bridge on Main Road, Cambewarra)

The existing timber bridge will require upgrading.

8.2 05 ROAD 0008 (Connector Road, South Ulladulla)

This project comprises the construction of approximately 425 metres of sealed road connecting the southern end of Camden Street to the Princes Highway, opposite the Dowling Street intersection at South Ulladulla.

The project also involves the provision of drainage and the constriction of the intersection with the Highway.

The works will include backfilling, highway restoration, line marking, provision of kerb and gutter and hotmix to the road pavement.

In addition, provision of this connector road will require the acquisition of approximately 3,300 square metres of land.

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

9.1 01 ROAD 0034 (Bridge on Main Road, Cambewarra)

The upgrading of the timber bridge on Main Road has been estimated at \$97,540.

9.2 05 ROAD 0008 (Connector Road, South Ulladulla)

The cost of this project is estimated as follows :-

Roadworks: Based on estimate for the southern extension

of St.Vincent Street 220m x 30m with K & G but no drainage)		
	= 425m x \$725.48/m	= 308,329.00
Drainage : 375 dia. RR class X = 40m x \$ 75.74/m	= \$	3,029.60
375 dia. RR class Y = 30m x \$ 90.89/m	= \$	2,726.70
450 dia. class X = 120m x \$106.04/m	= \$	12,724.80
450 dia. RR class Y = 30m x \$126.24/m	= \$	3,787.20
600 dia. RR class Y = 20m x \$181.78/m	= \$	3,635.60
750 dia. RR class X = 118m x \$267.62/m	= \$	31,579.16
750 dia. RR class Y = 5m x \$358.51/m	= \$	5,377.66
Pits = 14 x \$1,110.89 each	= \$	15,552.46
Sand Backfill = 160 cm x \$22.22/cm	= \$	3,555.20
Highway Restoration = 18 sq.m x \$98.97/sq.m	= \$	1,781.46
Princes Highway Intersection : connector median island = allow	= \$	5,049.50
linemarking, signs etc. = allow	= \$	3,029.70
hotmix to T.P.'s of K&G full width of Hwy and into Connector Road		
	= 1,000sq.m x 0.04m x \$2.49	= \$ 10,099.00
Survey, Design and Supervision = 6%	=	\$ 24,615.42
Administration and On-Costs = 15.5%	=	\$ 63,589.84
Land Acquisition = 3,300 sq.m x \$28.28/sq.m	=	\$ 93,324.00
TOTAL		= \$591,786.30

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

10.1 01 ROAD 0034 (Bridge on Main Road, Cambewarra)

Upgrade in 1997 = 100% = \$97,540.00

10.2 05 ROAD 0008 (Connector Road, South Ulladulla)

Stage I 1999 Land Acquisition = 17.67% = \$93,324.00

Stage II 2000 Highway to St. Vincent Street
including Hwy intersection
(210m + intersection) = 42.53% = \$224,625.94

Stage III 2006 St. Vincent Street to Camden St.

Cost

05ROAD08.XLS					2 of 2
ESTIMATED COST : 05 ROAD 0008					(Cl.26(1)(g)E.P.&A. Regs. 1994)
* Roadworks :	Based on estimate for the southern extension of St. Vincent Street (i.e. \$159,606.60 for 220m x 30m with K&G but no drainage).		425m @ \$ 725.48/m	=	\$308,329.00
* Drainage :	375 dia. RR Class X	40m @ \$ 75.74/m		=	\$3,029.60
	375 dia. RR Class Y	30m @ \$ 90.89/m		=	\$2,726.70
	450 dia. RR Class X	120m @ \$ 106.04/m		=	\$12,724.80
	450 dia. RR Class Y	30m @ \$ 126.24/m		=	\$3,787.20
	600 dia. RR Class Y	20m @ \$ 181.78/m		=	\$3,635.60
	750 dia. RR Class X	118m @ \$ 267.62/m		=	\$31,579.16
	750 dia. RR Class Y	15m @ \$ 358.51/m		=	\$5,377.66
	Pits	14-off @ \$ 1,110.89 each		=	\$15,552.46
	Sand Backfill	160 cub. m @ \$ 22.22/cub. m		=	\$3,555.20
	Highway Restoration	18 sq. m @ \$ 98.97/ sq. m		=	\$1,781.46
* Princes Hwy Intersection :	connector median island	Allow		=	\$5,049.50
	inemarking, signs etc.	Allow		=	\$3,029.70
	hotmix to T.P.'s of K&G full width of Hwy and into Connector road	1,000sq.m x 0.04m x \$2.49/cub.m or 100 tonne x \$ 100.99/cub.m		=	\$10,099.00
					\$410,257.04
* Survey, Design and Supervision		6%		=	\$24,615.42
* Administration and On-Costs		15.50%		=	\$63,589.84
* Land Acquisition	(150m x 22m)	3,300 sq.m x \$ 28.28/sq.m		=	\$93,324.00
TOTAL					\$591,786.30
					(SAY \$591,790.00)

01 ROAD 0034 APPORTIONMENT TABLE

01ROAD34.XLS

1 of 1

APPENDIX
 SHOALHAVEN CITY COUNCIL
 CONTRIBUTIONS PLAN - AREA 1
 FACILITY : ROADS

- 1. Locality CAMBEWARRA
- 2. Project Upgrade timber bridge on Main Road
- 3. Project No. 01 ROAD 0034
- 4. Estimated Cost \$97,500.00
- 5. Cost Apportionment Table

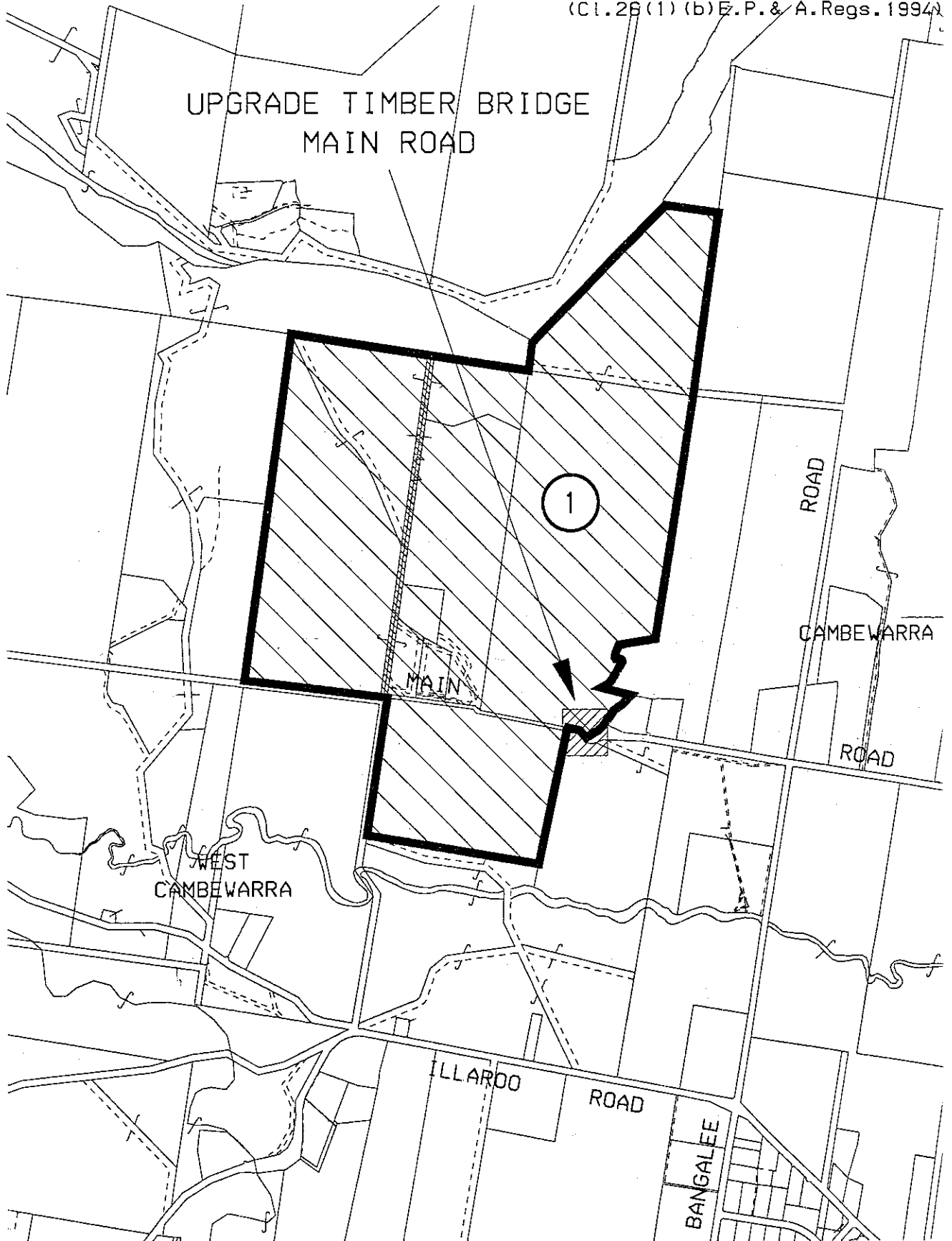
BENEFIT AREA	EQUIVALENT TENEMENTS		TRAFFIC GENERATION	COST PER BENEFIT AREA	CONTRIBUTION PER E.T.	ESTIMATED	
	existing	potential				COUNCIL RESPONSIBILITY	DEVELOPER CONTRIBUTION
01 ROAD 0034							
1	5	nil	34v.p.d.=100%	\$97,500.00	\$19,500.00	\$97,500.00	nil
Through-Traffic	nil	nil	nil	nil			
TOTAL	5	nil	34v.p.d.=100%	\$97,500.00	\$19,500.00	\$97,500.00	nil

Cl.26(1)(e)E.P.&A.Reggs. 1994

Note : For traffic generation, use the Traffic Authority of nsw Guidelines - 6.7 vehicles/day per dwelling (i.e. E.T.)

DRAFT AMENDMENT No.43
 File No. 97/1629
 Exhibition From 15 May, 1997
 To 6 June, 1997
 Adopted on 15 July, 1997
 Effective From 23 July, 1997

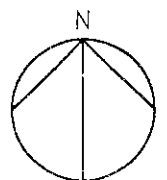
attachment C



**SHOALHAVEN CITY COUNCIL
CONTRIBUTION PLAN AREA 1
AMENDMENT NO.43**

FILE NO: 97/1629
 ADOPTED: 15/7/1997
 EFFECTIVE FROM: 23/7/1997
 FACILITY: ROADS
 PROJECT: MAIN ROAD CAMBEWARRA - UPGRADE
 TIMBER BRIDGE

PROJECT No:
01 ROAD 0034



PROJECT 05 ROAD 0008 TABLE

05ROAD08.XLS

1 of 2

APPENDIX
 SHOALHAVEN CITY COUNCIL
 CONTRIBUTIONS PLAN - AREA 5
 FACILITY : ROADS

1. Locality SOUTH ULLADULLA
2. Project Connector Road from Princes Hwy to Camden St. (including highway intersection)
3. Project No. 05 ROAD 0008
4. Estimated Cost \$ 591,790.00
5. Cost Apportionment Table

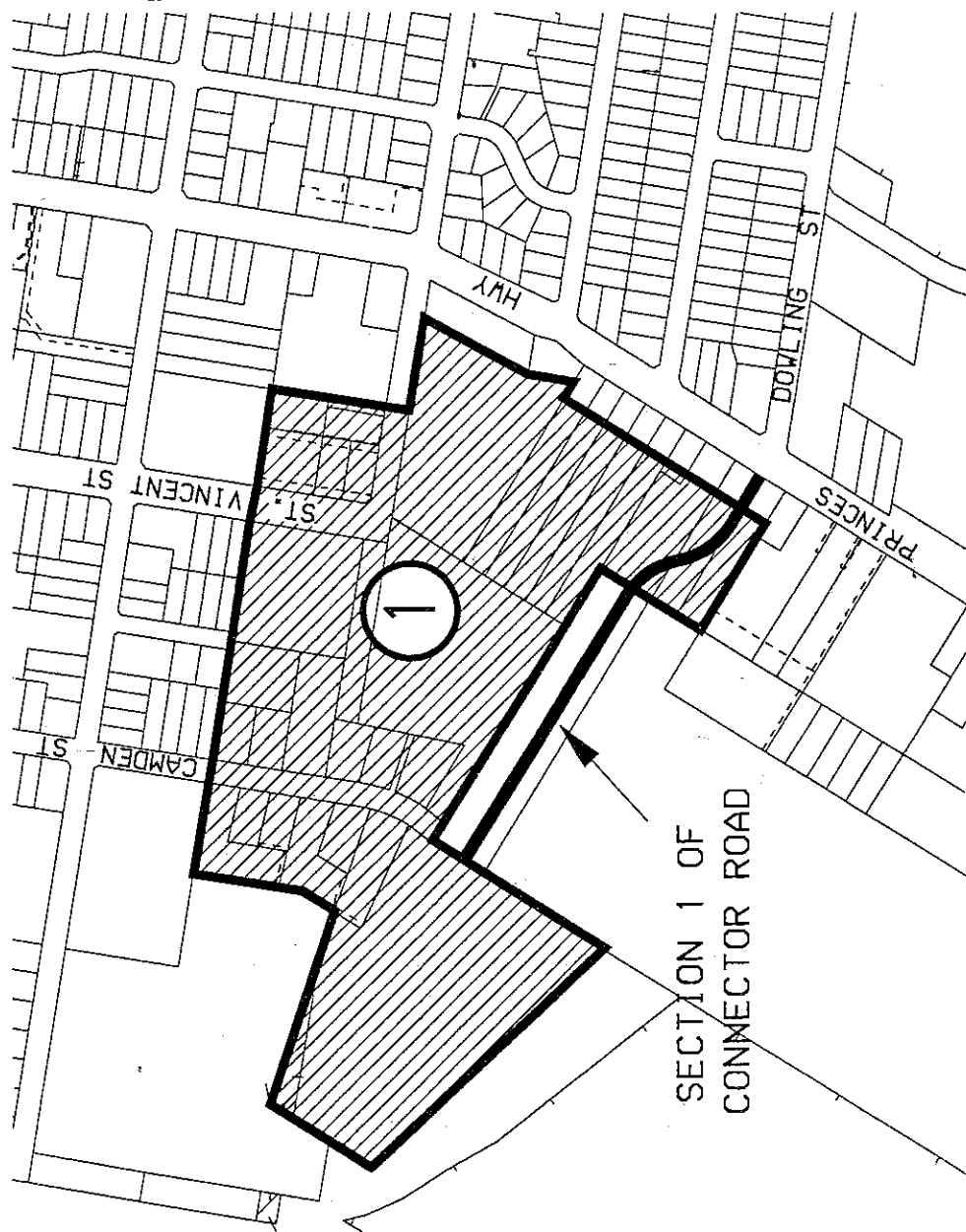
25.85% 73.15%

BENEFIT AREA	DEVELOPMENT AREA		TRAFFIC GENERATION	COST PER BENEFIT AREA	CONTRIBUTION PER SQ. METRE	ESTIMATED	
	Existing m2	Potential m2				COUNCIL RESPONSIBILITY	DEVELOPER CONTRIBUTION
05 ROAD 0008	12,280.00	131,200.00	N/A	\$473,430.00	\$3.30	\$40,520.00	\$432,910.00
Through Traffic	Allow 20% of costs for wider benefit area			\$118,360.00		\$118,360.00	
TOTAL				\$591,790.00		\$158,880.00	\$432,910.00

Cl.26(1)(e)E.P.&A. Regs. 1994

Note : Total benefit area comprises 143,488.68 square metres.

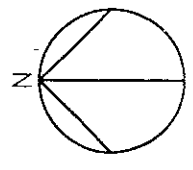
DRAFT AMENDMENT No. 43
 Exhibition From 15 May, 1997
 To 6 June, 1997
 Adopted on 15 July, 1997
 Effective from 23 July, 1997
attachment D



**SHOALHAVEN CITY COUNCIL
CONTRIBUTION PLAN AREA 5
AMENDMENT NO. 43**

FILE NO: 97/15229
 ADOPTED: 15/7/1997
 EFFECTIVE FROM: 23/7/1997
 FACILITY: ROADS
 PROJECT: CONNECTOR ROAD FROM PRINCES HWY. TO CAMDEN ST.
 INCLUDING THE PRINCES HWY. INTERS'N STH. ULLADULLA
 DRAWING FILE: SECT94:AREA5 (WINDOWS-AM43R8 & FA43R8)

CL.26(1) (b)E.P. & A.Regis. 1994



PROJECT No:
05 ROAD 0008