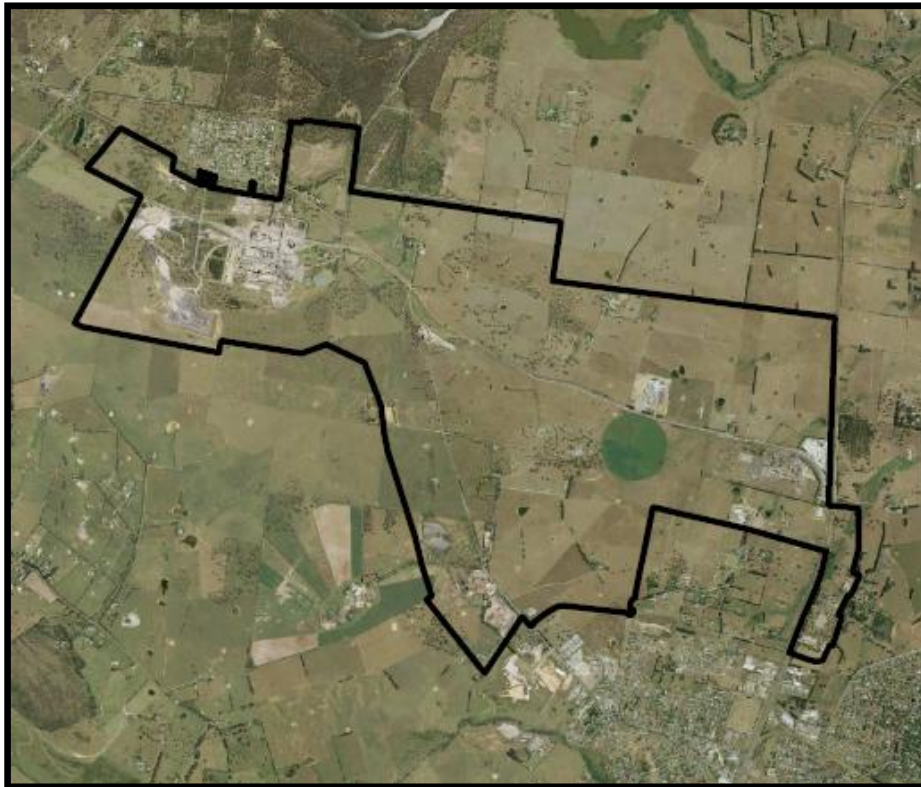




Section 94 Developer Contributions Plan
for
The Moss Vale Enterprise Corridor 2013 to 2050



Adopted: 14 August 2013

Effective: 28 August 2013

1 Contents

1	CONTENTS.....	2
2	PART A – SUMMARY SCHEDULES.....	4
2.1	WORKS PROGRAM SUMMARY	4
2.2	SUMMARY OF CONTRIBUTION CATCHMENT AND CONTRIBUTION RATE.....	4
3	PART B – ADMINISTRATION AND OPERATION OF THE PLAN	6
3.1	WHAT IS THE NAME OF THIS DEVELOPMENT CONTRIBUTIONS PLAN	6
3.2	LAND TO WHICH THE PLAN APPLIES	6
3.3	DEVELOPMENT	6
3.4	WHAT IS THE PURPOSE OF THIS PLAN	6
3.5	COMMENCEMENT OF THE PLAN.....	9
3.6	RELATIONSHIP WITH OTHER PLANS AND POLICIES	9
3.7	DEFINITIONS.....	10
3.8	WHEN ARE CONTRIBUTIONS PAYABLE	10
3.9	CONSTRUCTION CERTIFICATES AND THE OBLIGATIONS OF ACCREDITED CERTIFIERS	10
3.10	COMPLYING DEVELOPMENT AND THE OBLIGATION OF ACCREDITED CERTIFIERS	11
3.11	DEFERRED AND PERIODIC PAYMENTS	12
3.12	CAN THE CONTRIBUTION BE SETTLED “IN-KIND” OR THROUGH A MATERIAL PUBLIC BENEFIT	13
3.12.1	<i>Voluntary Planning Agreements</i>	14
3.13	EXEMPTIONS	15
3.13.1	<i>Development by non-profit organisations</i>	15
3.13.2	<i>Other development</i>	15
3.13.3	<i>Determination of Applications for Exemption</i>	15
3.14	REVIEW OF CONTRIBUTION RATES.....	16
3.14.1	<i>Future Capital Expenditure</i>	16
3.14.2	<i>Recoupment (Previous Capital Expenditure), Land Acquisition and Administration Costs.</i>	17
3.15	HOW CONTRIBUTIONS ARE ADJUSTED AT THE TIME OF PAYMENT?	18
3.16	ARE THERE ALLOWANCES FOR EXISTING DEVELOPMENT? AND CONTRIBUTION RATIOS FOR COMMERCIAL/INDUSTRIAL DEVELOPMENT.....	18
3.17	POOLING OF CONTRIBUTIONS	19
3.18	SAVINGS AND TRANSITIONAL ARRANGEMENTS	19
3.19	G.S.T IMPLICATIONS	19
3.20	CONTRIBUTIONS FORMULA	19
3.20.1	<i>Limitations and Variations</i>	20
3.21	CONTRIBUTIONS CALCULATION	20
4	PART C – STRATEGY PLANS.....	22
4.1	POPULATION STATISTICS.....	22
4.1.1	<i>Current Population Summary</i>	22
4.1.2	<i>Current Population Profile and Key Changes</i>	22
4.1.3	<i>Families</i>	24
4.1.4	<i>Employment</i>	24
4.1.5	<i>Future Growth Statistics</i>	25
4.2	IDENTIFYING DEMAND (NEXUS).....	27
4.2.1	<i>Nexus – Introduction</i>	27
4.2.2	<i>Relationship between expected types of development in the MVEC and the demand for additional road facilities (Causal Nexus)</i>	27
4.2.3	<i>Net Developable Hectares (Spatial Nexus)</i>	35
4.2.4	<i>Timing of Works (Temporal Nexus)</i>	36
4.3	IDENTIFYING THE RELATIONSHIP (APPORTIONMENT)	36
4.3.1	<i>Cross Subsidies</i>	37
5	PART D – SUPPORTING DOCUMENTS AND REFERENCES.....	38

6	PART E – DEFINITIONS AND ABBREVIATIONS.....	40
6.1	ABBREVIATIONS.....	40
6.2	DEFINITIONS.....	40
7	WORKS SCHEDULE	44
8	MAP IDENTIFYING WORKS PROGRAM ITEMS	50
9	MAP IDENTIFYING POTENTIAL LAND USES FOR TRAFFIC MODELLING.....	51
	TABLE 1 - SUMMARY WORKS PROGRAM.....	4
	TABLE 2 – INFRASTRUCTURE WORKS CONTRIBUTIONS RATE.....	4
	TABLE 3 - PROPERTY ACQUISITIONS CONTRIBUTION RATE	5
	TABLE 4 - ADMINISTRATION LEVY.....	5
	TABLE 5 – TOTAL OF CONTRIBUTION RATES	5
	TABLE 6 – TIMING OF PAYMENT OF CONTRIBUTIONS BY TYPE OF DEVELOPMENT.....	10
	TABLE 7 - POPULATION GROWTH RATE FOR WINGECARRIBEE SINCE 2001.....	22
	TABLE 8 - AGE AND SEX PROFILE 2011 FOR WINGECARRIBEE SHIRE	23
	TABLE 9 - EMPLOYMENT INDUSTRIES	24
	TABLE 10 - WORKS SCHEDULE FOR MOSS VAL ENTERPRISE CORRIDOR.....	44
	TABLE 11 - ADMINISTRATION COSTS AND LEVY	49
	FIGURE 1 – MOSS VALE ENTERPRISE CORRIDOR.....	8
	FIGURE 2 - TABLE 19 FROM WINGECARRIBEE DEMOGRAPHIC AND HOUSING STUDY	26
	FIGURE 3 - ENTERPRISE CORRIDOR ROAD NETWORK - WORKS SCHEDULE.....	50
	FIGURE 4 - LAND USE POTENTIAL MAP FOR TRAFFIC MODELLING 2010 YEAR MODEL.....	51
	FIGURE 5 - LAND USE POTENTIAL MAP FOR TRAFFIC MODELLING 2016 YEAR MODEL.....	52
	FIGURE 6 - LAND USE POTENTIAL MAP FOR TRAFFIC MODELLING 2031 YEAR MODEL.....	53

2 PART A – Summary Schedules

The following summary schedules are included in this plan:

- Works Program
- Contributions by Development Type and Location

2.1 Works Program Summary

Table 1 provides a summary of the cost to Council of establishing infrastructure in the Moss Vale Enterprise Corridor (MVEC).

Table 1 - Summary works program

Infrastructure Items Summarised	Total Value of Works
Bridge Constructions	\$10,717,976.00
Cul-de-sac Constructions	\$ 303,685.00
Intersection Constructions	\$16,351,254.00
Road Construction	\$50,996,801.00
Land Acquisitions	\$ 2,770,867.00
TOTAL	\$81,140,583.00

2.2 Summary of Contribution Catchment and Contribution Rate

This Plan applies to development identified in Section 3.3 of this Plan. Refer to Figure 1 for the MVEC Contributions Plan boundaries.

The Contribution Rates applicable under this Plan are summarised as follows:

Table 2 – Infrastructure Works Contributions Rate

Infrastructure Works Contribution Rate		
Type of Development	\$Rate	Unit Rate
All Development within the Enterprise Corridor	\$130,517.14	Per Hectare (HA)

Table 3 - Property Acquisitions Contribution Rate

Property Acquisitions Contribution Rate		
Type of Development	\$Rate	Unit Rate
All Development within the Enterprise Corridor	\$4,983.53	Per Hectare (HA)

Table 4 - Administration Levy

Administration Levy		
Type of Development	\$Rate	Unit Rate
All Development within the Enterprise Corridor	\$1,199.98	Per Hectare (HA)

Table 5 – TOTAL of Contribution Rates

TOTAL of Contribution Rates		
Type of Development	\$Rate	Unit Rate
All Development within the Enterprise Corridor	\$131,717.11	Per Hectare (HA)

The contribution rate for development in the MVEC Contributions Catchment is consistent across all development types permissible in the catchment. The contribution rate is calculated on the Net Developable Hectare (NDHA), as defined in Section 6.2 of this Plan.

Note: It is stressed that Tables 1 to 5 are summary tables only. Please refer to more detailed tables and calculations described in the body of this Plan.

3 PART B – Administration and operation of the plan

3.1 What is the name of this Development Contributions Plan

This Development Contributions Plan is called the *Section 94 Developer Contributions Plan for The Moss Vale Enterprise Corridor 2013 - 2050* (Plan), for Wingecarribee Shire Council.

3.2 Land to which the Plan applies

This Plan applies to land within the Local Government Area (LGA) of Wingecarribee Shire Council known as the Moss Vale Enterprise Corridor, as shown on the map in Figure 1. The land in the Enterprise Corridor is zoned IN1 General Industrial and IN3 Heavy Industrial under *Wingecarribee Local Environmental Plan 2010* (LEP).

3.3 Development

Development to which this Plan applies:

This Plan applies to ‘development’, as defined in Section 6.2 of this Plan that are permissible land uses within the IN1 and IN3 zones of the Wingecarribee Local Environmental Plan 2010.

‘Subdivision’, is not considered to be a land use within the meaning of ‘development’ as referred to above for the purposes of this Plan.

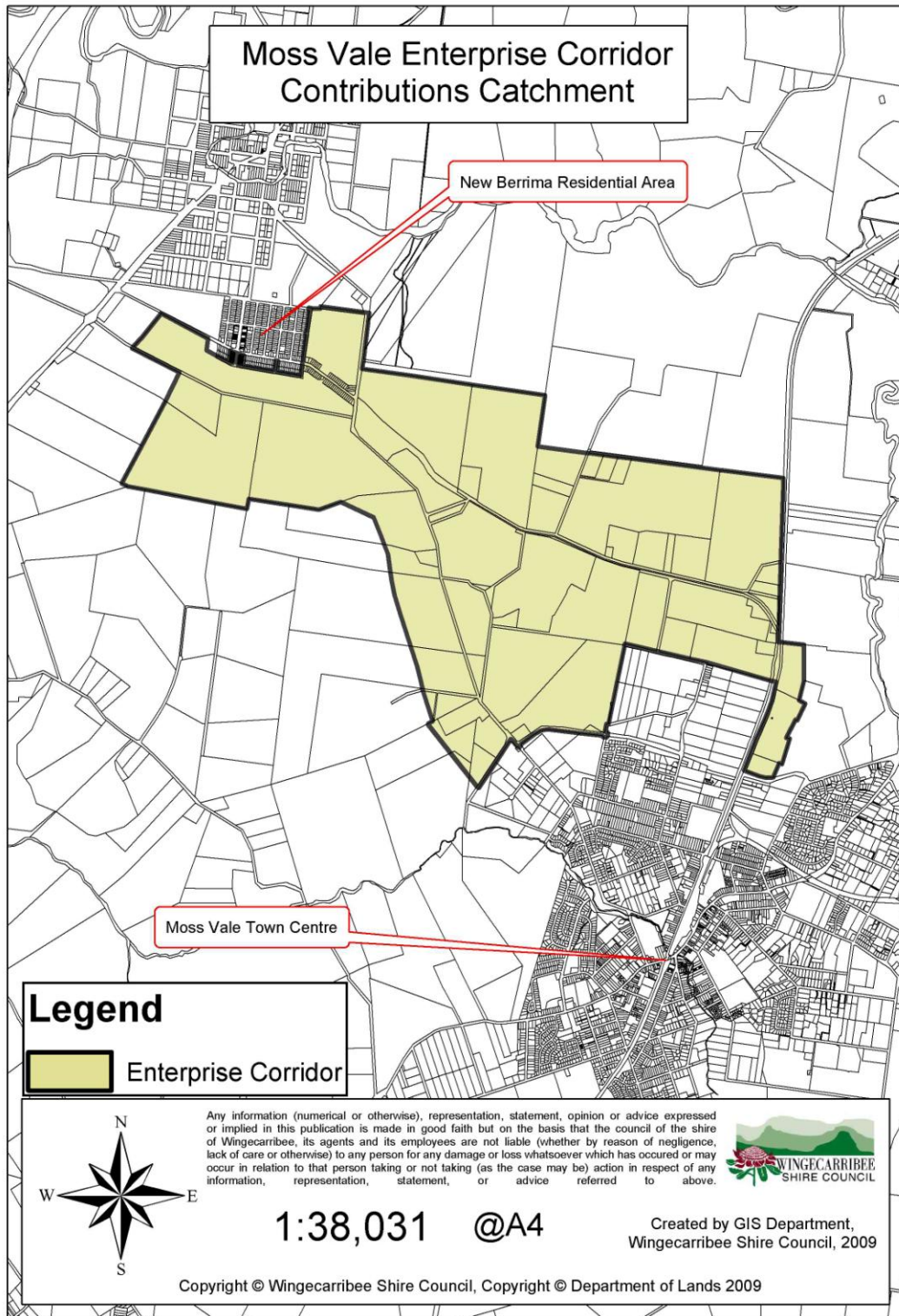
3.4 What is the purpose of this Plan

The purposes of this Development Contributions Plan are to:

- a. Provide an administrative framework under which specific strategies may be implemented and coordinated by Council;
- b. Ensure that adequate public facilities are provided for as part of any new development within the Moss Vale Enterprise Corridor;
- c. Authorise the Council to impose conditions under Section 94 of the *Environmental Planning and Assessment Act 1979* (EPA Act), when granting consent to development on land to which this Plan applies;
- d. Provide a comprehensive strategy for the assessment, collection, expenditure accounting and review of development contributions on an equitable basis;

- e. Ensure that the existing community is not burdened by the provision of public amenities and public services required as a result of future development in the MVEC;
- f. Enable Council to be both publicly and financially accountable in its assessment and administration of the development contributions plan;
- g. Require an accredited certifier to impose a condition under this Plan in respect of development to which this plan applies which is complying development, and to specify the amount of the monetary contribution and the precise method by which the amount is to be determined.

Figure 1 – Moss Vale Enterprise Corridor



3.5 Commencement of the Plan

This Plan has been prepared pursuant to the provisions of Section 94 of the EPA Act and Part 4 of the EPA Regulation and takes effect from the date on which public notice is published, pursuant to clause 31(4) of the Environmental Planning and Assessment Regulation 2000 (EPA Reg).

Date from which Public Notice is Published: *28 August 2013*

3.6 Relationship with other Plans and Policies

This Plan compliments the provisions of the *Wingecarribee Shire Local Environmental Plan 2010* and the following other Section 94 and Section 94A Contributions Plans; and Development Servicing Plans made under Section 64 of the *Local Government Act 1993* and Sections 305 to 307 of the *Water Management Act 2000*:

Name of Plan	Date of Adoption of Plan
Wingecarribee Shire Council Section 94 Developer Contributions Plan for Central Library Facility	9 July 1997
Wingecarribee Shire Council Developer Contributions Plan for Bundanoon	11 February 2004
Wingecarribee Shire Council Developer Contributions for Roads and Traffic Facilities 2012 - 2031	8 August 2013
Wingecarribee Shire Council Developer Contributions Plan for Open Space and Recreation Facilities	14 March 2007
Wingecarribee Shire Council Section 94 Developer Contributions Plan for Section 94 Administration 2011 to 2031	23 November 2011
Wingecarribee Shire Council Section 94 Developer Contributions Plan for the Resource Recovery Centre 2009	26 August 2009
Section 94A – Contributions Plan for Wingecarribee Shire Council	12 May 2010
Water Supply Development Servicing Plan for Wingecarribee Shire Council	1 January 2007
Sewerage Development Servicing Plan for Wingecarribee Shire Council	1 January 2007
Stormwater Development Servicing Plan for Wingecarribee Shire Council	9 November 2010

Further, this Contributions Plan excludes the operation of the *Wingecarribee Shire Council Section 94 Developer Contributions Plan for Administration Resources* from the land that this Plan applies to as shown in Figure 1.

3.7 Definitions

A list of definitions and list of abbreviations is contained in Section 6 of this Plan. For other definitions not found in this Plan please refer to *Wingecarribee Local Environmental Plan 2010* (LEP), the EPA Act, EPA Reg and *Local Government Act 1993*.

3.8 When are contributions Payable

A contribution must be paid to the Council at the time specified in the condition of a development consent that imposes the contributions. Council usually requires the contributions to be paid in accordance with Table 6:

Table 6 – Timing of Payment of Contributions by Type of Development

Description of Development	Timing of Payment
Development to which this Plan applies as described in Section 3.3 of this Plan.	Prior to the issuing of the first construction certificate or if the development does not require a construction certificate, prior to the commencement of the use.

Note: Contributions are payable in stages where the development consent nominates and identifies the stages within a development. In such cases the contributions payable for each stage of the development must be paid in accordance with Table 6 above.

3.9 Construction certificates and the obligations of accredited certifiers

In accordance with Section 94EC of the EPA Act and Clause 146 of the EPA Regulation, a certifying authority must not issue a construction certificate for building work or subdivision work under a development consent unless it has verified that each condition requiring the payment of monetary contributions has been satisfied.

In particular, the certifier must ensure that the applicant provides a receipt(s) confirming that contributions have been fully paid and copies of such receipts must be included with copies of the certified plans provided to Council in accordance with Clause 142(2) of the EPA Regulation. Failure to follow this procedure may render such a certificate invalid.

The only exceptions to the requirement are where works in kind, material public benefit, dedication of land or deferred payment arrangement has been agreed to by Council. In such cases, Council will issue a letter confirming that alternative payment method has been agreed with the applicant.

3.10 Complying development and the obligation of accredited Certifiers

In accordance with s94EC(1) of the EPA Act, this Plan requires that, in relation to an application made to an accredited certifier for a complying development certificate:

- the accredited certifier must, if a complying development certificate is issued, impose a condition requiring a development contribution, if such a contribution is authorised by this Plan;
- the amount of the monetary contribution that the accredited certifier must so impose by way of condition is the amount determined in accordance with this clause; and
- the terms of the condition must be in accordance with this clause.

Procedure for accredited certifier to determine the amount of the monetary contribution

1. If, and only if specified in writing in the application for a complying development certificate, the applicant has requested a credit under s94(6) of the Act or applies for an exemption of part or the whole of the development under section 3.13 of this Plan, the accredited certifier must:
 - a. make a request in writing to the Council for the Council's advice on whether the request or application is granted, or the extent to which it is granted; and
 - b. in calculating the monetary contribution, comply with the Council's written advice or if no such advice has been received prior to the granting of the complying development certificate, refuse the applicant's request.
2. Determine the unadjusted contributions calculated in accordance with the formulas in sections 3.20 and 3.21 of this Plan (as amended).
3. Apply the adjusted rates in accordance with clause 3.14 of this Plan to reflect the indexed cost of the provision of infrastructure.
4. Subtract any credit advised by the Council under paragraph 1b.

Terms of s94 condition

The terms of the condition required by this section is as follows:

Contribution

The developer must make a monetary contribution to Wingecarribee Shire Council in the amount of \$[insert amount] for the purposes of the Moss Vale Enterprise Corridor Section 94 Plan.

Indexation

The monetary contribution must be indexed between the date of this certificate and the date of payment in accordance with the following formula:

$$\$C_P = \$C_{DC} + \frac{\$C_{DC} \times (\$C_Q - \$C_C)}{\$C_C}$$

Where:

$\$C_P$ - is the amount of the contribution calculated at the time of payment.

$\$C_{DC}$ - is the amount of the original contribution as set out in the development consent.

$\$C_Q$ - is the contribution rate applicable at the time of payment.

$\$C_C$ - is the contribution rate applicable at the time of the original consent.

Note: The contribution payable will not be less than the contribution specified on the certificate.

Time for payment

Deferred payments of contributions will only be accepted in accordance with an arrangement entered into with the Council in accordance with section 3.10 of the Moss Vale Enterprise Corridor Section 94 Plan.

For any other development where a construction certificate is required, the contribution must be paid prior to the release of the first construction certificate or if the development does not require a construction certificate, prior to the commencement of the use

Works in kind

This condition does not need to be complied with to the extent specified in a works in kind agreement between the developer and the Council as allowed by Moss Vale Enterprise Corridor Section 94 Plan.

3.11 Deferred and periodic payments

The Council's policy concerning deferred payments is that a deferred payment may be permitted in the following circumstances:

- a. the deferred payment of the contribution will not, in the opinion of the Council, prejudice the timing or the manner of the provision of public facilities included in the works program; and
- b. other circumstances considered reasonable by the Council.

Council does not ordinarily allow periodic payments except in circumstances considered reasonable by the Council on a case by case basis.

If Council does decide to accept a deferred payment, this may be on such conditions as the Council considers reasonable and will ordinarily require the applicant to provide a bank guarantee for the full amount of the contribution or the outstanding balance on the following conditions:

- a. The lodgement of an irrevocable bank guarantee without an end date for the amount of the contributions plus an additional 13-months simple interest on that amount, calculated at the Reserve Bank's Policy Interest Rate (Target Cash Rate) plus 1%, as at the date of the Council's approval of the deferred payment.
- b. The maximum period of deferral, is the sooner of 12-months from the date of the deferral, the date of the issuing of an occupation certificate for any building work, or the date of the issuing of any subdivision certificate.
- c. The bank guarantee provides for the bank to unconditionally pay the guaranteed sum to Council if Council so demands in writing not earlier than the date mentioned in paragraph b.
- d. The bank must pay the guaranteed sum without reference to the applicant or landowner or other person who provided the guarantee, and without regard to any dispute, controversy, issue or other matter relating to the development consent or the carrying out of development or the qualification of the Council to make the demand.
- e. The bank's obligations are discharged when payment to Council is made in accordance with this guarantee or when Council notifies the bank in writing that the guarantee is no longer required.
- f. Where the bank guarantee has been deposited with Council, the guarantee shall not be cancelled until such time as the original contribution and accrued interest are paid. In that regard, appropriate arrangements must be made with the Council for the repayment of interest on the outstanding amount calculated at the Reserve Bank's Policy Interest Rate (Target Cash Rate) plus 1% from the date on which payment was originally due until that date on which payment is actually made as secured by the guarantee.

3.12 Can the contribution be settled "in-kind" or through a material public benefit

Council may accept an offer by the applicant to provide an "in-kind" contribution (i.e. the applicant completes part or all of the work/s identified in the plan) or through provision of another material public benefit in lieu of the applicant satisfying its obligations under this Plan.

Council may accept such alternatives in the following circumstances:

- a. The value of the works to be undertaken is at least equal to the value of the contribution that would otherwise be required under this Plan; and
- b. The standard of the works is to Council's full satisfaction; and
- c. The provision of the material public benefit will not prejudice the timing or the manner of the provision of public facilities included in the works program; and
- d. [other as appropriate in the circumstances]

The value of the works to be substituted must be provided by the applicant at the time of the request and must be independently certified by a Quantity Surveyor who is registered with the Australian Institute of Quantity Surveyors or a person who can demonstrate equivalent qualifications.

Council will require the applicant to enter into a written works in kind agreement for the provision of the works.

Acceptance of any such alternative is at the sole discretion of Council. Council may review the valuation of works or land to be dedicated, and may seek the services of an independent person to verify their value. In these cases, all costs and expenses borne by the Council in determining the value of the works or land will be paid for by the applicant.

Please refer to Council's *Assessment Policy for Section 94/94A Developer Contributions Plans and Section 64 Development Servicing Plans*, which outlines how to apply for a works-in-kind agreement.

3.12.1 Voluntary Planning Agreements

If an applicant does not wish to pay the contribution in connection with the carrying out of development, the applicant may offer to enter into a voluntary planning agreement with the Council under s93F of the Act in connection with the making of a development application.

The applicant may offer to pay money, dedicate land, carry out works, or provide other material public benefits for public purposes. Those purposes need not necessarily relate to the impacts of the applicant's development nor the items listed in Table 10.

The applicant's provision under a planning agreement may be additional to or instead of paying a contribution in accordance with a condition of development consent authorised by this Plan. This will be a matter for negotiation with the Council.

The offer to enter into the planning agreement together with a copy of the draft agreement should accompany the development application.

The Council will publicly notify the draft agreement and an explanatory note relating to the draft agreement along with the development application and will consider the agreement as part of its assessment of the application.

If the Council agrees to enter into the planning agreement, it may impose a condition of development consent under s93I(3) of the Act requiring the agreement to be entered into and performed. If the Council does not agree to enter into the planning agreement, it may grant consent subject to a condition authorised by this Plan requiring the payment of the contribution amount.

Applicants should have regard to:

- a. Wingecarribee Shire Council Planning Agreements Policy 2005 as amended from time to time.
- b. The provisions of Subdivision 2 of Division 6 in Part 4 of the EPA Act.
- c. The provisions of Division 1A of Part 4 of the EPA Reg, and
- d. The Practice Notes by the Department of Planning, entitled 'Planning Agreements', dated July 2005 as amended or replaced from time to time.

3.13 Exemptions

Council may consider exempting development, or components of developments from the requirement for a contribution that include:

3.13.1 Development by non-profit organisations

Development by not-for-profit organisations may be exempt from the payment of development contributions, provided that the Council determines that the development is for an essential community service.

3.13.2 Other development

From time to time, any other development for which s94 contributions may not be imposed in accordance with a direction by the Minister under s94E of the EPA Act.

3.13.3 Determination of Applications for Exemption

For claims for exemption to be considered for development referred to Sections 3.13.1 to 3.13.2 the development application should include a comprehensive submission arguing the case for exemption and including details of the following matters:

- For not-for-profit organisations – evidence from the Australian Tax Office demonstrating their not-for-profit status.
- Any other information Council request due to the particular circumstances of the case.

3.14 Review of Contribution Rates

To ensure that the value of the contributions are not eroded over time by inflationary pressures, land value increases, the capital costs of administration of the plan or through changes in the costs of studies used to support the Plan, Council will review the contributions rates.

The contributions rates of this Plan are broken down into four components:

1. Future Capital Expenditure Costs
2. Previous Capital Expenditure Costs (recoupment)
3. Future Land Acquisition Costs
4. Administration Costs (salary and other costs for studies and other activities associated with the making and implementation of this Plan)

These four components will be reviewed by reference to the following specific indices:

- Future construction costs (roads, bridges, traffic facilities) by the Producer Price Index, Tables 15. Output of the General Construction Industry, Index Numbers and Percentage Changes – Index Number; Road and Bridge Construction (3101) New South Wales; as published by the Australian Bureau of Statistics, www.abs.gov.au.
- Previous construction costs (recoupment) by the Consumer Price Index, All Groups, Sydney.
- Land acquisition by the Consumer Price Index, All Groups, Sydney.
- Changes in the capital costs associated with provision of administration and salary costs for staff involved in implementing Council's Section 94 Plan by the Consumer Price Index, All Groups, Sydney.
- Changes in the capital costs of various studies and activities required to support the strategies in the plan by the Consumer Price Index, All Groups, Sydney.

In accordance with clause 32(3)(b) of the EPA Regulation, the following sets out the means that Council will make changes to the rates set out in this plan:

3.14.1 Future Capital Expenditure

For changes to the Future Capital Expenditure Index, the contribution rates within this Plan will be reviewed on a quarterly basis in accordance with the following formula:

$$\$C_A + \frac{\$C_A \times (I_C - I_B)}{I_B}$$

Where:

- $\$C_A$ - is the contribution rate at the time of adoption of the plan expressed in dollars;
- I_C - is the Producer Price Index, Tables 15. Output of the General Construction Industry, Index Numbers and Percentage Changes – Index Number; Road and Bridge Construction (3101) New South Wales; as published by the Australian Bureau of Statistics, www.abs.gov.au, at the time of the review of the contribution rate.
- I_B - is the Producer Price Index (PPI), Tables 15. Output of the General Construction Industry, Index Numbers and Percentage Changes – Index Number; Road and Bridge Construction (3101) New South Wales; as published by the Australian Bureau of Statistics, www.abs.gov.au, at the time of the adoption of this Plan.

Note: In the event of a negative PPI movement from one quarter to the next, the Contribution Rates will remain the same as the previous quarter.

3.14.2 Recoupment (Previous Capital Expenditure), Land Acquisition and Administration Costs.

For changes to the Recoupment, Land Acquisition and Administration Index the contribution rates within this Plan will be reviewed on a quarterly basis in accordance with the following formula:

$$\$C_A + \frac{\$C_A \times (I_C - I_B)}{I_B}$$

Where:

- $\$C_A$ - is the contribution at the time of adoption of the plan expressed in dollars.
- I_C - is the Consumer Price Index (CPI), Tables 1 and 2. CPI: All Groups, Index Numbers and Percentage changes – Index Numbers; All Groups; Sydney (A2325806K), as published by the Australian Bureau of Statistics, www.abs.gov.au, at the time of the review of the contributions rate.
- I_B - is the Consumer Price Index (CPI), Tables 1 and 2. CPI: All Groups, Index Numbers and Percentage changes – Index Numbers; All Groups;

Sydney (A2325806K), as published by the Australian Bureau of Statistics, www.abs.gov.au, at the time of the adoption of this Plan.

3.15 How Contributions are Adjusted at the Time of Payment?

The contributions stated in a consent are calculated on the basis of the Section 94 contribution rates determined in accordance with this Plan. If the contributions are not paid within the quarter in which consent is granted, the contributions payable will be adjusted and the amount payable will be calculated on the basis of the contribution rates that are applicable at the time of payment in the following manner:

$$\$C_P = \$C_{DC} + \frac{\$C_{DC} \times (\$C_Q - \$C_C)}{\$C_C}$$

Where:

- $\$C_P$ - is the amount of the contribution calculated at the time of payment.
- $\$C_{DC}$ - is the amount of the original contribution as set out in the development consent.
- $\$C_Q$ - is the contribution rate applicable at the time of payment.
- $\$C_C$ - is the contribution rate applicable at the time of the original consent.

The current contributions are published by Council and are available from Council's Offices. For Council's latest Contributions Rates please refer to:

- <http://www.wsc.nsw.gov.au/planning/1281/6781.html> on Council's website;
- Or contact Council's Contributions/Strategic Planner on (02) 4868 0888.

3.16 Are there Allowances for Existing Development? And Contribution Ratios for Commercial/Industrial Development

Contributions will be levied according to the estimated increase in demand. An amount equivalent to the contribution attributable to any existing (or approved) development on the site of a proposed new development will be allowed for in the calculation of contributions. In assessing the contribution of existing developments the following rates will be used:

- Development – per NDHA (refer to definition)

3.17 Pooling of Contributions

This Plan expressly authorises monetary Section 94 contributions paid for different purposes to be pooled and applied (progressively or otherwise) for those purposes. The priorities for the expenditure of the monetary contributions are shown in the works schedule.

3.18 Savings and Transitional Arrangements

A development application which has been submitted prior to the adoption of this Plan, but not determined, shall be determined in accordance with the provisions of the Plan, which was effective at the date of determination of the application.

3.19 G.S.T Implications

Pursuant to the Division 81 determination made under the Goods and Services Tax Act 1999 by the Federal Treasury, no Goods and Services Tax (GST) is applicable to the payment of contributions made under Section 94 of the EPA Act. Developers should obtain their own advice as to how the determination applies to contributions made in lieu of satisfaction of a condition imposed in accordance with this Plan.

3.20 Contributions Formula

The future development of the Moss Vale-Berrima Enterprise Corridor will include a variety of industrial and commercial type of developments. However, the specific types of development cannot be determined with certainty given this will occur over a 20-year plus period. Consequently, the contribution will be based on a developable hectare basis. This will ensure equity across the total area and development life of the Plan.

Development within the area of this Plan will thus be subject to a condition of consent that will require a contribution based on the area developed in accordance with the following formulas:

Proposed Works and Land Acquisition per Item

$$\text{Contribution Rate (Per NDHA)} = \frac{TC - S \times P}{HA}$$

Where:

- TC = Cost of Item (including land acquisition)
- S = Grants
- P = Apportionment to new development (refer to Section 4.3 of this Plan)
- HA = Hectare

NDHA = Net Developable Hectare

Note: the contribution per hectare is calculated for each line item in the works program as each item may have different apportionment values, interest on monetary borrowing and grant funding. Refer to Table 10 for details and the final contribution rate per NDHA.

Administration Costs

$$\text{Contribution Rate (Per NDHA)} = \frac{AC}{HA}$$

Where:

AC = Administration Costs

HA = Hectare

NDHA = Net Developable Hectare

Note: Some administration costs are calculated for the life of the Plan, whilst others are upfront costs required to establish the Plan. Refer to Table 11 for details and the final contribution rate per hectare.

3.20.1 Limitations and Variations

Notwithstanding the arbitrary NDHA derived contribution rate, Council reserves the right under this Plan to assess any development application on its merits in respect of its traffic generation using the RMS’s *Guide to Trip Generating Developments* (Version 2.2, October 2002). In such cases Council, where it believes it is reasonable, will give consideration to varying the contribution rate for the particular circumstances of the case, but only if the trip generation rates in such a case vary significantly from the average trip generation rates that are adopted in Section 4.2.2.1.1 of this Plan and that any shortfall in contributions does not increase the burden to other developers and/or the community and that the ultimate goal of providing the identified level of infrastructure is not compromised.

3.21 Contributions Calculation

Contribution Calculation Example: (Two Lane Roundabout Berrima Rd/Douglas Rd)

$$\frac{\$587,218 \times 88.91\%}{510ha} = \$1,511 \text{ per NDHA}$$

Note: Each works item must be calculated separately as they have different apportionments based on traffic generation. Refer to Section 4.5 for details of apportionment rationalism.

Contribution Calculation for Administration Costs:

$$\frac{\$611,987.72}{510ha} = \$1,199.98 \text{ per NDHA}$$

By totalling the contribution per NDHA of each works item the total Contribution is:

$$\$130,517.14 + \$1,199.98 = \$131,717.11 \text{ per NDHA.}$$

4 PART C – Strategy Plans

4.1 Population Statistics

4.1.1 Current Population Summary

The Wingecarribee Shire is located 75-kilometres from the south-western fringe of Sydney and covers an expanse of 2,689 square kilometres. The Wingecarribee Shire Council uses <http://profile.id.com.au/wingecarribee?WebID=120> to examine the 2011 Census Data produced by the Australian Bureau of Statistics. In summary, at the 2011 Census:

- The population of the Shire was 46,042;
- There were 17,377 occupied households;
- The Shire had 6,515 households with children;
- Separate housing accounted for 90% of occupied private dwellings; and
- The main employment industries were Health and Social Assistance 11.9%, Retail Trade 11.7%, Manufacturing 10.1%; Education and Training 9.3%; Construction 8.6%; Accommodation and Food Service 8.2%, Professional Scientific and Technical Services 6.4%.

The <http://profile.id.com.au/wingecarribee?WebID=120> also compares the Shire's demography with national, State and regional contexts.

4.1.2 Current Population Profile and Key Changes

The Profile ID website, whilst identifying the current population statistics, also identified key changes in the population characteristics for the LGA. In summary these were:

- The population of the Wingecarribee LGA increased by 3.5% between the 2006 and 2011 census, from 42,272 residents to 46,042 residents.
- The population growth rate according to Table 7 below peaked in 2002, declined until 2005, increased steadily from 2006 to 2009 and began to decline again through to 2011.

Table 7 - Population Growth Rate for Wingecarribee since 2001

Estimated Resident Population (ERP)

Wingecarribee Shire			
Year (ending June 30)	Number	Change in number	Change in percent
2001	42,740		
2002	43,350	+610	+1.43
2003	43,678	+328	+0.76
2004	43,876	+198	+0.45
2005	44,060	+184	+0.42
2006	44,374	+314	+0.71

2007	44,725	+351	+0.79
2008	45,113	+388	+0.87
2009	45,556	+443	+0.98
2010	45,865	+309	+0.68
2011	46,042	+177	+0.39

Source: Australian Bureau of Statistics, *Regional Population Growth, Australia (3218.0)*. Compiled and presented in profile.id by [.id](#) the population experts

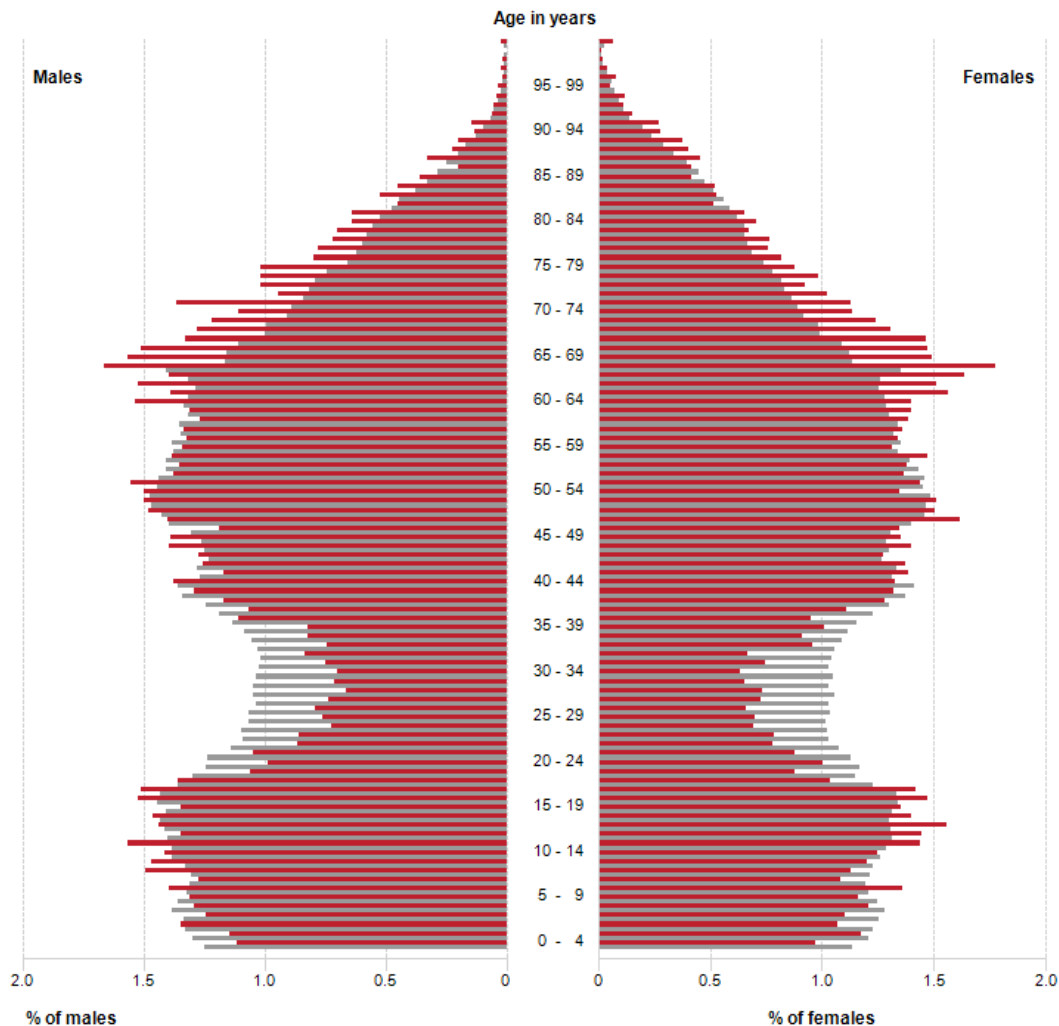


- The LGA has an aging population, as shown in Table 8 below:

Table 8 - Age and Sex Profile 2011 for Wingecarribee Shire

Age and sex pyramid, 2011

■ Wingecarribee Shire ■ Regional NSW



Source: Australian Bureau of Statistics, *Census of Population and Housing, 2011 (Usual residence data)*. Compiled and presented in profile.id by [.id](#), the population experts.



4.1.3 Families

- In 2011, the Shire had 6,515 households with children, comprising 37.6% of the total population. Of those families 4,739 were couple with children and 1,776 were one parent families.
- Couples without children total 5,421 households and 4,326 were lone person households.

4.1.4 Employment

Since the mid 1980s the Shire has experienced consistent decline in unemployment rates. At Census 2011 the overall unemployment rate was 4% and the number of unemployed persons was 8,853.

A breakdown of employment industries is provided in Table 9 below:

Table 9 - Employment Industries

Industry sector of employment

Wingecarribee Shire	2011			2006			Change
Industry sector	Number	%	Regional NSW	Number	%	Regional NSW	2006 to 2011
Agriculture, Forestry and Fishing	635	3.3	5.8	711	3.9	7.0	-76
Mining	188	1.0	2.5	162	0.9	1.7	+26
Manufacturing	1,939	10.1	8.3	1,992	11.0	9.2	-53
Electricity, Gas, Water and Waste Services	185	1.0	1.5	155	0.9	1.3	+30
Construction	1,650	8.6	7.9	1,663	9.1	7.7	-13
Retail Trade	2,246	11.7	11.4	2,180	12.0	12.3	+66
Wholesale trade	650	3.4	2.8	651	3.6	3.1	-1
Accommodation and Food Services	1,586	8.2	7.7	1,474	8.1	7.5	+112
Transport, Postal and Warehousing	872	4.5	4.2	880	4.8	4.3	-8
Information Media and Telecommunications	240	1.2	1.0	238	1.3	1.2	+2
Financial and Insurance Services	431	2.2	2.2	400	2.2	2.3	+31
Rental, Hiring and Real Estate Services	399	2.1	1.4	407	2.2	1.5	-8
Professional, Scientific and Technical Services	1,232	6.4	4.6	1,071	5.9	4.4	+161
Administrative and Support Services	648	3.4	2.8	443	2.4	2.5	+205
Public Administration and Safety	817	4.2	7.2	754	4.1	6.9	+63
Education and Training	1,791	9.3	8.6	1,701	9.4	8.2	+90
Health Care and Social Assistance	2,295	11.9	13.0	1,969	10.8	11.5	+326

Arts and Recreation Services	276	1.4	1.2	225	1.2	1.2	+51
Other Services	713	3.7	3.9	688	3.8	3.8	+25
Inadequately described or not stated	466	2.4	2.1	420	2.3	2.3	+46
Total employed persons aged 15+	19,259	100.0	100.0	18,184	100.0	100.0	+1,075

Source: Australian Bureau of Statistics, [Census of Population and Housing 2006 and 2011](#). Compiled and presented in profile.id by [.id](#), the population experts.
(Usual residence data)



4.1.5 Future Growth Statistics

According to the *Sydney-Canberra Corridor Regional Strategy 2006-2031*, published by the NSW Department of Planning and Infrastructure, the Wingecarribee Shire LGA is likely to grow by approximately 16,400 persons between 2006 and 2031. These persons, according to the strategy, will generate approximately 9,000 new jobs in the LGA and the need for approximately 8,700 new dwellings. Specifically, reproduced from the *NSW Dept. of Planning's Fact Sheet, July 2008*, for the Wingecarribee:

“Employment

- *The Strategy targets 9,000 new jobs in the Wingecarribee Shire over the period to 2031. Increases are expected in areas of logistics, warehousing and transport, manufacturing, health and aged care, as well as tourism.*
- *The major regional centre in the Wingecarribee Shire is Bowral, closely supported by Mittagong and Moss Vale. Bowral provides higher order retail and commercial services; Mittagong is the local service centre; and Moss Vale functions as the administrative and rural service centre.*
- *The Wingecarribee Shire currently has around 135 hectares of available employment lands, which contributes to the competitive surplus of employment land that exists within the northern subregion.*
- *Wingecarribee Council will be required to protect regionally significant employment lands, including the Moss Vale-Berrima Enterprise Corridor, to help guarantee local employment for the future.*
- *The Moss Vale-Berrima Enterprise Corridor is 630 hectares of potential employment land identified between Moss Vale and Berrima, which is located close to regional infrastructure and is serviced by a siding off the Main Southern Railway. The extent of developable area is subject to detailed site and environmental assessments.*

Housing

- *Wingecarribees' anticipated population growth of 16,400 and the resulting demand for 8,700 new dwellings will be accommodated primarily through infill and redevelopment opportunities in Bowral and Greenfield areas in Mittagong and Moss Vale.*

- *Through local planning measures, the future housing mix will be better matched to the needs of smaller households and aged residents.*

Environment and Resources

- *The rural landscapes of the Wingecarribee LGA are a key resource for a range of economic contributors to the Region. Traditionally the rural landscapes have been, and continue to be, predominantly made up of agriculture, though now also involve tourism, mineral resources, energy production through wind farms and a home for people seeking a rural lifestyle.*
- *Existing towns and villages such as Hill top and Burrawang play an important role in providing for housing choice, a rural lifestyle and often more affordable housing. The rural character of many villages is a significant local and regional asset.*
- *By encouraging the majority of urban growth in existing major centres such as Bowral, Mittagong and Moss Vale the Strategy ensures the character of the rural areas well away from urban centres is not lost to inappropriate development.*
- *Existing rural residential zones have the capacity to meet demands for rural lifestyle housing within the Region. Additional development areas will only be considered if justified by a Local Settlement Strategy that assesses the net benefit of additional rural residential land against the loss of valuable agricultural lands.*

Transport and Infrastructure

- *Regional infrastructure requirements listed in the State Infrastructure Strategy are included in the Sydney-Canberra Corridor Regional Strategy, to align growth and infrastructure.”*

Notwithstanding, Council engaged SGS Economics and Planning to produce the *Wingecarribee Demographic and Housing Study – Final Report* (May 2012). The SGS Study found that the *Sydney-Canberra Corridor Regional Strategy 2006-2031* population forecasts were over exaggerated as provided in Figure 2, which is an extract from page 33 of the SGS Study:

Figure 2 - Table 19 from Wingecarribee Demographic and Housing Study

TABLE 19. POPULATION FORECAST AT FIVE YEARLY INTERVALS

	DoPI forecast	SGS forecast	Difference
2006	44,400	42,273	2,127
2011	47,300	44,203	3,097
2016	50,400	46,144	4,256
2021	53,400	48,205	5,195
2026	56,200	50,518	5,682
2031	58,800	52,901	5,899
2036	61,100	55,136	5,964

Source: Department of Planning and Infrastructure, 2009; SGS Economics and Planning, 2012

The population forecast by SGS is 5,899 persons less than the Department of Planning and Infrastructure figures. Therefore it is also likely that growth in employment sectors of the Shire may also be less than those predicted by the Department. The following section discussed the ‘nexus’ between growth in Shire and the demand for facilities identified in this Plan and addresses the population growth disparities as shown in Figure 2.

4.2 Identifying Demand (Nexus)

4.2.1 Nexus – Introduction

Nexus is the relationship between the expected types of development in the LGA and the demonstrated need for additional public facilities created by those developments.

The requirement to satisfy the nexus is one of the core components a contributions plan must address pursuant to Clause 27(1)(C) of the EPA Regulation, which states a contributions plan must include particulars of the following:

“the relationship between the expected types of development in the area to which the plan applies and the demand for additional public amenities and services to meet that development,”

These main components are addressed in the following Sections.

4.2.2 Relationship between expected types of development in the MVEC and the demand for additional road facilities (Causal Nexus)

4.2.2.1 Essential Infrastructure Plan 2007 by Connell Wagner

The concept of an industrial and employment corridor between Berrima and Moss Vale has been in planning phases for many years, with its planning origins founded in the Wingecarribee Interim Development Order No. 2 gazetted 23 February 1979. Council with the adoption of the Local Environmental Plan 2010 on 16 June 2010, rezoned approximately 600 hectares of land north of Moss Vale from rural to industrial to facilitate the future industrial development of the MVEC and add to the existing 256 hectares of zoned industrial land in Moss Vale.

To arrive at contributions for different types of industrial and commercial development, the *Moss Vale Enterprise Corridor Essential Infrastructure Plan (EIP) 2007* was developed by Connell Wagner Pty Ltd on behalf of Council. The EIP provided a strategic level assessment of existing infrastructure and identified major upgrades and/or significant new infrastructure required to service future development within the Corridor.

The EIP was limited to investigating:

- Headworks for Water and Sewer Services;
- Gas Provision;

- Electricity Provision;
- Stormwater Provision;
- Major Road Access Corridors; and
- Rail Access Corridors.

The EIP did not address reticulation or access arrangements to specific lots or developments. The assessment was based on the development potential of the Enterprise Corridor in consultation with relevant service providers to determine current infrastructure and utility service constraints and future upgrading or augmentation requirements within and surrounding the Enterprise Corridor.

The EIP identified the infrastructure works and utility services required and set out an implementation action plan for their delivery to the Corridor.

Locally, Council is the responsible authority for Water, Sewer, Stormwater and Roads. However, this Plan specifically focuses on the proposed new road network and proposed upgrading of existing roads within the Enterprise Corridor to meet the potential demand. This Plan also identifies Land Acquisitions associated with the proposed new road network. It is likely Council will develop separate Development Servicing Plans (DSPs) for Water, Sewer and Stormwater Headworks under the provisions of Section 64 of the Local Government Act 1993 and Sections 305 to 307 of the Water Management Act 2000, for the Enterprise Corridor.

For the EIP preliminary traffic analysis modelling using TRACKS (traffic modelling software), was carried out by Council. An employment level of 4000 persons was adopted for the Enterprise Corridor for traffic modelling purposes. Further analysis was carried out using higher employment generation rates to assess the sensitivity of outcomes. An estimation of peak hour traffic generation was determined based on *Table 3.4 - Traffic Generation Distribution of Industrial Estates* of the RMS *Guide to Traffic Generating Development*. A list of road upgrading requirements was then identified for roads reaching a level of service 'D', as referenced on *Table 4.4* of the RMS guide.

Section 3.8 of the EIP lists several road upgrades and new roads, as shown in Figure 12 of that document. Section 3.8 also eluded that more detailed traffic modelling should be carried out once the Enterprise Corridor development concept had been advanced and the nature of development better understood. The original EIP road network outlined by Connell Wagner contained two railway over-pass bridges connecting Douglas and Collins Road to roads south of the Blue Circle Railway Extension and several internal roads to be constructed by Council.

4.2.2.1.1 Methodology and Modelling to derive Demand

Since 2007 Council has been working in cooperation with the Roads and Maritime Services (RMS – formerly Roads and Traffic Authority (RTA)) to develop a strategic traffic network model for the Wingecarribee Shire LGA. To develop the model Council engaged *Gabities Porter Consultants for Traffic and Transportation, Engineering and Planning*. From 2007 to 2009 Gabities Porter produced the following reports:

- Wingecarribee Transport Network Deficiencies 2005 – 2026 (July 2007)
- Wingecarribee Shire Council Transportation Model – Model Building and Validation Report (November 2008)
- Wingecarribee Shire Council Transportation Model – 2008 Validation Model Summary Report 2008 (January 2009)

These reports contain the data and methodologies that have been input into the TRACKS Model, which is a loaded network without the development of the MVEC, however contains predicted traffic generation from local residential and regional growth in future years 2016 and 2031.

As discussed under Section 4.2.2.1, due to the lack of complex modelling of the Connell Wagner proposed road network for the MVEC, the Connell Wagner report recommended (Sec. 3.8) that “*More detailed traffic modelling should be carried out once the Enterprise Zone development concept has been advanced and the nature of development is better understood. Impacts such as the need for traffic signals, treatments within the Moss Vale town centre, capacity upgrades, and the effects of increased frequency of trains along the Port Kembla line on the Suttor Road rail crossing and crossings at Robertson should be closely analysed.*”

Council decided to further develop the TRACKS Model. The following methodology was used to develop the TRACKS Model so it could be loaded with Traffic Generation from the MVEC:

1. Council produced a potential land use map for Model years 2010, 2016 and 2031 of the MVEC based on permissible developments within the IN1 and IN3 Industrial Land Use Zones now contained in the WLEP 2010. The maps essentially broke down land uses into subzones within the MVEC. These maps were produced in consultation with Council’s Strategic Planners, who took into consideration the topography of the land and potential environmental restrictions to development such as biodiversity conservation and scenic conservation areas, as identified in Figure 3 of the Development Control Plan for the MVEC (DCP 60).
2. Discussions were held with RMS Analysts to consider Council’s planning advice in regard to the likely land use mix and employment targets outlined in the *Sydney Canberra Corridor Regional Strategy 2006 to 2031*. Estimations were made regarding the likely development between present day and 2031.
3. Following the guidance of the RMS Analysts, which was based on their document *Guide to Trip Generating Developments* (Version 2.2, October 2002), in particular Section 3.9, it was recommended that Council adopt:
 - Service vehicle generation rates provided in the Australian National Truck Survey undertaken by Professor Ogden in 1992, as presented in the *ITE Trip Generation Handbook*; whilst rates will vary across the zone (as per the assumed land use) the average equates to:

- i. Heavy Vehicles
Average Truck trips: 6.9 VP Peak Hour per net developed Ha
 - ii. Light Service Vehicles
Average Light vehicle trips: 5.71 VP Peak Hour per net developed Ha
- A rate of 12-persons per gross hectare for employment generated traffic; based on the procedure for the Goulburn Southern Distribution Business Park (SDBP) detailed in the SMEC report “Traffic Impact Assessment for SDBP” November 2006, also noting that the *Guide to Trip Generating Developments* (Version 2.2, October 2002) – Section 3.10 states that,

If the number of employees is not known, estimates can be made from the size of the proposed floor area. If the proposed floor area is not known, (such as when strategic planning is being undertaken for large industrial estates), an indicative figure of 28 employees per developed hectare could be assumed.

Traffic generation for employment trips make allowances for shift work and uses a rate of 1.3 persons per vehicle (as used in the SDBP). This approach allows for a realistic distribution of traffic over a typical working day. Whilst the SDBP methodology was conservatively high by assessing the impact of 2 shifts, the methodology adopted for the MVEC, assessed the impact of 3 shift periods, which had less impact on the network.

4. Based on the rates in Point 3 Council was then able to define the ultimate land development at 2031 that met the employment targets (approx 4,600 persons in the MVEC) set by the Sydney-Canberra Corridor Regional Strategy 2006-31. Thus the estimated take up of land in the MVEC for permissible land uses within the IN1 and IN3 Zones by year 2031 was 384-hectares, noting that only 65% of that land is allowable for development under the DCP 60 (i.e. 35% of land to be used for landscaping and drainage purposes), resulting in approximately 237.11-hectares of actual development.

Council then engaged *Gabites Porter* to undertake detailed network modelling adopting the methodology developed as discussed above. This enabled initial broad based strategic modelling to reflect the proposed MVEC within the Illawarra Regional TRACKS Model. The aim of this was to determine external traffic effects which would then be transferred to the Wingecarribee Shire Wide TRACKS Model.

The base network within the TRACKS Model was then modified progressively and tested in each scenario period. This formed the basis of identifying general network requirements. External to the TRACKS modelling, a number of key intersections were analysed using SIDRA with data provided by the TRACKS modelling for the key AM and SP periods for each of the model years. This process enabled the development of specific intersection treatments forming the basis for the development of detailed conceptual designs.

The process of using turning data from TRACKS and analysing using SIDRA is consistent with the requirements of the RMS as outlined in their 30 March 2007 letter to Council (included in the Connell Wagner report – RTA Ref: 495DA117-1 (07/329)).

At the conclusion of the process *Gabites Porter* produced the following reports from which the final TRACKS Model was developed:

- *Wingecarribee Transport Network Deficiencies 2010/2016/2031 (April 2009)*
- *Wingecarribee Shire Council Transportation Model – Enterprise Zone Illawarra Model Analysis Report (April 2009)*

The maps referred to in to Point 1 of the methodology above are reproduced in Section 9 as Figure 4, Figure 5 and Figure 6; and have been converted to data Tables in Appendix C of the *Wingecarribee Transport Network Deficiencies 2010/2016/2031 (April 2009)*.

Essentially the modelling demonstrates that the Wingecarribee Shire’s current traffic facilities can function with only minor improvements until 2026-31, if the Enterprise Corridor is not developed. However, with the introduction of the modelled traffic generation from the Enterprise Corridor to the network, demand for significant infrastructure is generated to meet capacity, amenity and access requirements, which will ensure the road network system operates safely and efficiently.

The final road network for the Enterprise Corridor is shown in Figure 3 of this Plan. This network is significantly robust and has the ability to be staged over time as the Enterprise Corridor develops. Further Council will only be building main access roads and upgrading existing access roads. All internal roads are to be constructed by the developers (noted in red broken lines in Figure 3).

4.2.2.1.2 Description of Major Infrastructure Items in Works Program

The major network improvements for capacity, amenity and access are described as follows:

(For further information please refer to the detailed works program, Table 10 and Figure 3)

- **Moss Vale Bypass Stages 1, 2 and 3**
The Moss Vale Bypass is part of a long term strategy with its early inceptions linked to the initial planning of the Enterprise Corridor under the Wingecarribee Interim Development Order No. 2 gazetted 23 February 1979. An arterial road reserve was created under that IDO for the bypass and land acquired by Council over time.

Whilst the proposed road has long been termed a “Bypass”, the road actually performs the function of access for the MVEC and as a distributor road for the MVEC itself. Stage 2 addresses a number of issues as outlined below.

It is anticipated that the first stage of the bypass road will be the construction of the Main Southern Rail overpass bridge linking Suttor Road (east of line) to

Lackey and Beaconsfield Roads (west of line). This stage is critical for capacity reasons. Essentially, without this stage, Argyle Street through Moss Vale does not have the future capacity to cope with additional traffic volumes from the MVEC on top of predicted traffic growth from local and regional developments.

Stage 2 will encompass bypassing Suttor Road connecting the over-bridge to Moss Vale Road with a large roundabout. Suttor Road will become a local access Road. This stage has specifically been designed for three reasons:

- i. Safety: by removing traffic conflicts between residents on Suttor Road and through traffic;
- ii. Efficiency: by removing traffic conflicts between residents on Suttor Road and through traffic;
- iii. Amenity: by significantly reducing unacceptable amenity impacts upon the residents fronting Suttor Road

Stage 3 will be the connection of Stage 1 to Berrima Road including intersections (roundabouts) to connecting roads within the MVEC. This link is essentially to enable access to the MVEC as land is released and a more direct link to the 'Stage 1' rail overbridge from Berrima Road.

- **New Berrima Bypass Stages 1 and 2 and Berrima Road Blue Circle Railway Overpass**

The New Berrima bypass Stage 1 realigns Taylor Ave to cater for the future construction of the Berrima Road Blue Circle Railway overpass. This is essential to improve access to the MVEC, as the current level crossing does not have the capacity to cope with the predicted future traffic volumes and the RMS prefers grade separation.

Stage 2 of the bypass is a new road to the south of Taylor Avenue with the purpose of relieving the New Berrima Village of heavy traffic. Stage 2 has specifically been developed to significantly reduce unacceptable amenity impacts from MVEC upon the New Berrima community that would exist on Taylor Ave if the bypass were not constructed.

- **New Road (Enterprise Zone Road) – Parrallel and South of Blue Circle Southern Rail Extension**

This new road will be the main collector road at the northern end of the Enterprise Corridor (south of the Blue Circle Rail extension) linking Lackey Road to the east with Berrima Road to the West. This road is specifically required for access to enable land to be released and eventually the elimination of the Douglas Road level crossings via a rail overbridge.

- **Rail overbridge connecting Douglas Road to New Road (Enterprise Zone Road)**

This new bridge is positioned strategically at the highest elevation adjoining the Blue Circle Southern Rail link. The rail line is cut into the landscape at this point reducing the cost of building up the bridge to meet the height distances prescribed by State Rail Authority. The Bridge will link Douglas Road with Enterprise Zone Road. This link will ensure central connectivity through the

Enterprise Corridor north and south of the rail extension. The link will also eliminate the Douglas Road Level Crossings, which have limited capacity in respect of safety and turning access. Turning swept paths are critical to the movement of articulated vehicles. If the level crossings were to remain there would be limited access to both the east and west limits of Douglas Road's current extensions. The RMS also supports the removal of these level crossings as the MVEC network develops.

- **Douglas Road Upgrade**

Douglas Road will be upgraded in the early stages of the development of the MVEC, as it will be the main northern collector road until such time that the rail crossings to its east and west are closed and replaced with a single overbridge as described in the item above, linking to the proposed 'Enterprise Zone Rd', which will become the main access 'distributor' road to the north the MVEC. This will remove through traffic from Douglas Road allowing safer and more efficient access and egress for sites fronting Douglas Road in the long term.

- **Berrima Road Upgrade**

Berrima Road will be upgraded in stages increasing pavement strength and width. As the Enterprise Corridor develops Berrima Road will be one of the main north-south road transport links across the zone linking to the CBD of Moss Vale to the south and to Taylor Ave and the Freeway to the north. Berrima Road will also serve as a main collector road throughout the life of the zone. The improvements to Berrima Road will improve its capacity with stronger pavement, wider shoulders and with limited access (refer to DCP 60 for access restrictions).

- **Various Intersection Improvements**

The CP includes the provision of a number of intersection, most of which are specified as roundabouts. Each intersection has been analysed using turning movements directly provided by the TRACKS model and analysed using SIDRA (as required by the RMS). The TRACKS model includes data for model years 2008, 2010, 2016 and 2031 for the AM and SP (Shopping/School Peak – afternoon) periods. SIDRA analysis requires the specification of a number of parameters, the key ones being gap and follow up headway values. It should be noted that whilst SIDRA provides default values, these values are checked against values provided in Table 3.4 "Critical Gap Acceptance & follow-up headways" in the Austroads Publication: "*Guide to Road Design – Part 4A Unsignalised and Signalised Intersections*". This particularly applies to the analysis of priority controlled intersections and determines thresholds.

Most intersections within the MVEC have been configured as roundabouts (when increased traffic loading has been applied). When roundabouts have been analysed, the SIDRA programme applies another method of applying gap acceptance which is determined by the programme. It should be noted that in the analysis process a number of options have been considered and then the most suitable option selected for geometric design and costing. In most, but not all cases, roundabouts have been specified as they have proven to be the most suitable given consideration of efficiency, space and likely maximum vehicle size.

Intersections within the CP have been analysed and summary reports are available for information.

- **Staging of Works**

The road proposals within this Plan allow for staging of works and are flexible. Staging of works are listed in Table 10 of this Plan and drawings are available showing how the infrastructure will be built from the existing state to the ultimate configuration. Whilst key intersection improvements are triggered by exceeding volumes, these works are actually a relatively minor part of the works. Roads form both an access and movement (capacity) function (as shown in the hierarchy plan). Depending on where development actually occurs the indicated staging can be varied to suit the pattern of development. Whilst this Plan collects to provide all infrastructure, early developers will find that their contributions will provide infrastructure that will be of significant benefit to that development, as works will adapt to that development pattern. Ongoing modelling and intersection analysis review will be undertaken to periodically adjust this Plan to ensure that the needs of the MVEC are continuously met. Given the current status of strategic planning, this adaptability over the life of the Plan is considered to be essential.

The above roads and intersections are to be part and/or fully funded by this Plan depending upon their current and proposed function or both, which is further elaborated in Section 4.3 of this Plan. It is important to note that development will not be permitted direct access on to most of these roads (refer to *Wingecarribee Shire Council Moss Vale Enterprise Corridor Development Control Plan No. 60*). Development will require internal roads to access these major collector roads to ensure limited traffic delays and conflicts between merging and through traffic. Access control is a key feature of the road network intended to minimise delay, which in turn enables a minimisation of road work specification. Efficiency is also maximised by ensuring that key intersections operate at optimum level.

Other internal access roads will be required to service future development, which are shown indicatively as red broken lines in Figure 3. These will need to connect into the identified major roads network and provided by developers. The internal roads shown in Figure 3 are only indicative and may vary depending upon the eventual pattern of growth throughout the Corridor.

4.2.2.1.1 Level of Service Analysis

Road infrastructure is, in most cases, required for access throughout the MVEC and not always provided just to address a capacity issue. The success of a wide range of possible land uses could be limited if access in/out and throughout the MVEC is restricted. Road intersections or junctions form the critical method of transferring traffic from one area to another and then ultimately to a greater network. The efficiency of the network is affected by the efficiency of key intersections, especially during peak hours of the day. It is during the periods of peak hour flows that capacity in the network is most impacted, which, if poorly specified, can result in network deficiencies, especially evident at those key intersections.

Through SIDRA intersection analysis, intersection improvements have been developed to address potential deficiencies. A level of service (LOS) threshold limit of “C” has been set as the worst acceptable future (i.e. 2031) operating condition of intersections (existing, new or improved) that is acceptable, which is considered to be an appropriate target which balances cost and specification.

Failure to address intersection deficiencies has the potential to introduce unacceptable delays for traffic, which can also lead to a compromise in safety throughout the network. This can also possibly lead to ‘grid lock’ conditions, which is unacceptable. To avoid adverse operating conditions developing, as the MVEC develops, the TRACKS Model was built up as discussed in Section 4.2 above, to measure when capacity in the network is reached. Solutions are then derived (through SIDRA analysis and ensuring the proposals are achievable by preparing detailed geometric plans) to relieve the possibility of inadequate system capacity and avoid adverse conditions, including, ‘grid lock’, i.e. failures in the network.

4.2.3 Net Developable Hectares (Spatial Nexus)

The MVEC contains only two Zoning types under the WLEP 2010, being IN1 General Industrial and IN3 Heavy Industrial. Whilst a myriad of uses are permissible in these zones the EIP, as discussed in 4.2.2.1 above, identified between 445 and 510 hectares of developable land within the corridor, which consists of approximately 445 hectares of high capacity land and 65 hectares of moderate capacity land. The boundaries of the MVEC for the purposes of this Plan are shown in Figure 1.

The fully developed TRACKS Model as discussed in Section 4.2.2.1.1 is based on the development of 384-hectares of the MVEC by 2031. Using SIDRA Analysis based on the TRACKS Model data, Council developed intersection treatments to operate at a Level of Service C, which according to Section 4.2 of the RMS’s *Guide to Trip Generating Developments* (Version 2.2, October 2002), is:

This service level is also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.

As all development in the MVEC will contribute toward a ‘Level of Service C’, it is not unreasonable to apply a flat contribution rate across the MVEC, as all future development within the corridor generates the demand for the proposed works. Further, industrial lands can change their uses several times over their life time, changing from high traffic generating development to low and visa-versa. By applying an arbitrary rate based on the area developed, the development of that area will only contribute once under this Plan. Thus the contribution rate in this Plan is based on Net Developable Hectares (NDHA), which is defined in Section 6.2 of this Plan. The formula as to how the contribution rate is derived is contained in Section 3.20 of this Plan.

It is also relevant to mention here that the contribution rate is based on the development of 510-hectares, whereas the TRACKS Modelling and SIDRA Analysis, to reach a 'Level of Service C', is only based on the development of 384-hectares. Thus the contribution rate is discounted in a spatial context over the MVEC.

4.2.4 Timing of Works (Temporal Nexus)

Developing on the discussions in Sections 4.2.2 and 4.2.3 above the timing of the provision of works in Table 10 is significantly based upon the Gabities Porter report *Wingecarribee Transport Network Deficiencies 2010/2016/2031 (April 2009)*, which builds up the TRACKS Model to predicted traffic flows in the years 2010, 2016 and 2031. Appendix E of that document provides actual plots of the network from the TRACKS Model for each of the modelled years.

Beyond the TRACKS Model year of 2031, which predicts the development of 384-hectares, Council cannot guarantee that a 'Level of Service C' will be maintained as the MVEC progresses towards being fully developed. However, there is reasonable scope within the road reserves to enable further enhancements to improve capacity to acceptable levels if required.

Notwithstanding, due to the recent Global Financial Crisis (GFC) and continued low economic growth, the works program timeline has been extended toward 2050, as the TRACKS Model was developed prior to the GFC and used predicted high growth scenarios to 2031. The extended timeline does not impact upon the extent of works, but only the year in which it is expected to be delivered. This also addresses the lower than predicted population estimates by the Department of Planning and Infrastructure as shown in Figure 2.

Should the economic climate change and demand for development and road facilities in the MVEC increase, then works can be brought forward in priority order to meet those demands. Further, this Plan is to be reviewed on a 5-yearly basis and adjusted to meet changes based on growth of development and demand on traffic facilities.

4.3 Identifying the relationship (Apportionment)

An advantage of the TRACKS Model is that it can calculate the predicted traffic flows increasing over time as development occurs throughout the LGA. Thus the TRACKS Model can tell us how many vehicle movements there will be at any given time in the future. Thus using the TRACKS Model the predicted increase in volumes of traffic can be calculated for each infrastructure item in the works schedule. For the purpose of this Plan apportionment is calculated based upon the current traffic flows (2006) and the predicted ultimate (2031 model year) traffic flows for each infrastructure item in terms of AM (morning) and SP (afternoon) peak hour traffic volumes within the TRACKS Model. Apportionment is applied to items in the works schedule where, using the TRACKS Model, deficiencies already exist or will exist in the future as a result of a general increase in through traffic in the area which is not caused by development in the MVEC.

TRACKS permits Select Link (i.e. at any nominated link between any two connected nodes in the network) Analysis (referred to as 'Link Analysis') to be undertaken. As the TRACKS model includes all existing development across the Shire as well as all predicted development to 2031 model year, the Select Link Analysis allows the distribution of traffic using any link to be identified. Graphical plots show the total volume of the link and allow the origin and destination of each component of that volume to be traced. The Select Link Analysis can only be undertaken within the AM and SP peak models. It should be noted that the 24 hour models (i.e. daily models) are approximations derived from the hourly peak models and are not used for analysis because the 24 hour approximations are not the reasons the infrastructure is required; infrastructure sizing depends on peak volumes.

The Links Analysis provides the apportionment of MVEC and Non MVEC generated vehicles on any given piece of infrastructure, attributable to network capacity during the AM and SP peak models.

For further details of the Links analysis including the data results refer to supporting document "*Moss Vale Enterprise Corridor Select Link Analysis*".

4.3.1 Cross Subsidies

The TRACKS Model, via Link Analysis, demonstrates that traffic originating from the MVEC and traffic that destines in the MVEC has impacts on the network that contribute to the requirement to upgrade traffic facilities beyond those contained in the works schedule of this Plan. Council has also developed and adopted a *Section 94 Plan for Roads and Traffic Facilities 2012 to 2031*, which contains works items on the network that are impacted by traffic originating from the MVEC. However, the *Roads and Traffic Facilities 2011 to 2031*, S94 Plan only levies contributions from Residential Development for those facilities.

Conversely, traffic originating from residential development will utilise facilities to be funded under this Plan, however will not be levied for them.

Therefore the two Plans cross-subsidise each other to some extent. These cross subsidies have not been calculated for the purpose of keeping the Plans separate and keeping the apportionments, where applied, in each Plan simpler.

5 Part D – Supporting Documents and References

Australian Bureau of Statistics (ABS): www.abs.gov.au

Breen, K. (2010). *Valuation Report for Wingecarribee Shire Council – Moss Vale Enterprise Corridor – Acquisition Cost Estimates Payable to Dispossessed Owners Arising from the Proposed New Road Infrastructure*. Specialised Valuation Services, Canberra.

Connell Wagner Pty Ltd, 2007. *Moss Vale Enterprise Corridor Essential Infrastructure Plan (EIP) 2007*, Connell Wagner ABN 54 005 139 873, North Parramatta.

Dept. of Planning, (2008). *Sydney-Canberra Corridor Regional Strategy*, New South Wales Government, Sydney. (www.planning.nsw.gov.au).

Development Contributions Guidelines 2009, by the Department of Planning, New South Wales.

Development Contributions Practice Notes - 2005, by the Department of Planning, New South Wales.

Environmental Planning and Assessment Act 1979

Environmental Planning and Assessment Regulation 2000

Gabites Porter (2007). *Wingecarribee Transport Network Deficiencies 2005 – 2026*. Gabites Porter Consultants, Christchurch.

Gabites Porter (2008). *Wingecarribee Transportation Model – Transport Model Building and Validation Report*. Gabites Porter Consultants, Christchurch.

Gabites Porter (2009). *Wingecarribee Shire Council Transportation Model – 2008 Validation Model Summary Report 2008*. Gabites Porter Consultants, Christchurch.

Gabites Porter (2009). *Wingecarribee Transport Network Deficiencies 2010/2016/2031 (April 2009)* Gabites Porter Consultants, Christchurch.

Gabites Porter (2009). *Wingecarribee Shire Council Transportation Model – Enterprise Zone Illawarra Model Analysis Report*. Gabites Porter Consultants, Christchurch.

Gabites Porter (2009). *TRACKS Model – working computer model*. Gabites Porter Consultants, Christchurch.

Gabites Porter (2009). *TRACKS Model (Wingecarribee Shire Council Transportation Network Computer Model – PC Version)*. Gabites Porter Consultants, Christchurch.

Iacono, F. (2012). *Moss Vale Enterprise Corridor Select Link Analysis*. Wingecarribee Shire Council

Iacono, F. (2010). *Moss Vale Enterprise Corridor SIDRA Analysis Folders 1 to 3*. Wingecarribee Shire Council.

Professor Ogden (1992). *ITE Trip Generation Handbook*. - Australian National Truck Survey.

Profile ID (2013) – Wingecarribee Shire Community Profile:
<http://profile.id.com.au/wingecarribee?WebID=10>

Lovell, D. P. (2010). *Feasibility Report – Moss Vale Enterprise Zone*. Specialised Valuation Services, Canberra.

Roads and Traffic Authority, 2006 *.Guide to Traffic Generating Development*. RTA, New South Wales Government, Sydney.

SGS, (2012). *Wingecarribee Demographic and housing Study – Final Report (May 2012)*. SGS Economics and Planning Pty Ltd, Sydney.

SMEC, (2006). *Traffic Impact Assessment for SDBP*. SMEC Australia, Australian Capital Territory.

Wingecarribee Interim Development Order No. 2 gazetted 23 February 1979 (former Wingecarribee Shire, prior to amalgamation)

Wingecarribee Local Environmental Plan 2010

6 Part E – Definitions and Abbreviations

6.1 Abbreviations

EIP mean Essential Infrastructure Plan for the Moss Vale Enterprise Zone June 2007 (Connell Wagner)

EPA Act means the Environmental Planning and Assessment Act 1979 (NSW)

EPA Reg means the Environmental Planning and Assessment regulation 2000 (NSW)

LEP means Wingecarribee Local Environmental Plan 2010

LGA means Local Government Area

MVEC means Moss Vale Enterprise Corridor

NDHA means Net Developable Hectare (refer to definition)

Plan means this Section 94 Development Contributions Plan

RMS means Roads and Maritime Services, formerly the Roads and Traffic Authority (RTA)

SIDRA is micro level traffic modelling software used by Council and endorsed by the RMS.

TRACKS Model is the strategic traffic modelling software developed by Gabities Porter, used by Council and endorsed by the RMS.

WSC means Wingecarribee Shire Council

6.2 Definitions

accredited certifier has the same meaning as in the EPA Act.

building has the same meaning as the EPA Act.

capital cost means all of the costs of a one-off nature designed to meet the cost of providing, extending or augmenting infrastructure.

catchment means a geographic or other defined area to which a contributions plan applies.

certifying authority has the same meaning as the EPA Act.

community infrastructure means infrastructure of a communal, human or social nature, which caters for the various life-cycle needs of the public including but not limited to childcare facilities, community halls, youth centres, aged persons facilities.

community land has the same meaning as in the Local Government Act 1993.

complying development has the same meaning as the EPA Act.

consent authority has the same meaning as the EPA Act.

construction certificate has the same meaning as the EPA Act.

contributions plan means a public document prepared by council pursuant to s94EA of the EPA Act.

Council means Wingecarribee Shire Council.

development has the same meaning as the EPA Act.

development consent has the same meaning as the EPA Act.

developer contribution means a monetary contribution, the dedication of land free of cost or the provision of a material public benefit.

growth centre has the same meaning as it has in the Growth Centres (Development Corporations) Act 1974.

material public benefit does not include the payment of a monetary contributions or the dedication of land free of cost.

net developable hectare (NDHA) means the area of the Land remaining after excluding any part of the Land:

- a) on which industrial development is not permissible under the Wingecarribee Moss Vale Enterprise Corridor Development Control Plan (DCP 60); and
- b) that is, or will be, required to be dedicated to the Council for the purposes of road widening, or any other utility service provided by Council that may restrict a particular area of the site from development; and
- c) that the Council agrees to exclude at the request of the Developer; and
- d) that is or will be required for arterial road purposes; and
- e) any Land that on which development is restricted under Development Consent to the protection of environmentally significant habitat.

nexus means the relationship between expected types of development in the area and the demand for additional public facilities to meet that demand.

planning agreement means a voluntary planning agreement referred to in s93F of the EPA Reg.

planning authority means:

- (a) a council, or
- (b) the Minister, or
- (c) the corporation, or
- (d) a development corporation (within the meaning of the growth Centres (Development Corporations) Act 1974, or
- (e) a public authority declared by the EP&A Regulations to be a planning authority for the purposes of this Division.

planning benefit means a development contribution that confers a net public benefit, that is, a benefit that exceeds the benefit derived from measures that would address the impacts of particular development on surrounding land of the wider community.

planning obligation means an obligation imposed by a planning agreement on a developer requiring the developer to make a development contribution.

principal certifying authority has the same meaning as the EPA Act.

public includes a section of the public.

public authority has the same meaning as the EPA Act.

public benefit is the benefit enjoyed by the public as a consequence of a development contribution.

public facilities means public infrastructure, facilities, amenities and services.

public land has the same meaning as in Local Government Act 1993.

public place has the same meaning as in the Local Government Act 1993

public reserve has the same meaning as in the Local Government Act 1993

public road has the same meaning as in the Roads Act 1993

public purpose is defined in Section 93F(2) of the Environmental Planning and Assessment Act to include the provision of, or the recoupment of the cost of providing public amenities and public services (as defined in Section 93C), affordable housing, transport or other infrastructure. It also includes the funding or recurrent expenditure relating to such things, the monitoring of the planning impacts of development and the conservation or enhancement of the natural environment.

public reserve has the same meaning as in the Local Government Act 1993.

public utility infrastructure, in relation to urban release area, includes infrastructure for any of the following:

- (a) the supply of water,
- (b) the supply of electricity,
- (c) the disposal and management of sewerage.

public utility undertaking means any of the following undertakings carried on or permitted to be carried on by or by authority of any Government Department or under the authority of or in pursuance of any Commonwealth Department or under the authority of or in pursuance of any Commonwealth or State Act:

- (a) railway, road transport, water transport, air transport, wharf or river undertakings,
 - (b) undertakings for the supply of water, hydraulic power, electricity or gas or the provision of sewerage or drainage services,
- and a reference to a person carrying on a public utility undertaking includes a reference to a council, electricity supply authority, Government Department, corporation, firm or authority carrying on the undertaking.

recurrent costs means any cost, which is of a repeated nature that is required for the operation or maintenance of a public facility.

regional infrastructure mean a facility which satisfy the demands of a catchment greater than one local government area.

subdivision certificate has the same meaning as in the EPA Act.

subdivision of land has the same meaning as in the EPA Act.

subdivision work has the same meaning as in the EPA Act.

thresholds means the level at which the capacity of an infrastructure item is reached or the event which triggers the requirement for the provision of a facility.

utility service means basic engineering services such as power, water, sewerage and telecommunications.

works-in-kind means the construction or provision of the whole or part of a public facility that is identified in a works schedule in a contributions plan.

7 Works Schedule

Table 10 - Works Schedule for Moss Val Enterprise Corridor

POOLING PRIORITY (ITEM NO.)	TIMING YEAR	FUTURE WORK OR RECOUPMENT OR ACQUISITION	ITEM DESCRIPTION	ROAD OR INTERSECTION	TYPE OF WORK	RMS CLASSIFICATION	Location of Infrastructure Item				Apportionment			COST OF ITEM	COUNCIL CONTRIBUTION	DEVELOPER CONTRIBUTION AMOUNT	GRANTS	DEVELOPER CONTRIBUTION PER HA (510HA)	
							START	END	PLAN NO.	MAP I.D. NO.	LENGTH (KM)	APPORTIONMENT TO DEVELOPER % AM PEAK	APPORTIONMENT TO DEVELOPER % SP PEAK						AVERAGE APPORTIONMENT
1	2008	Recoupment	B-Triple Roundabout at Old Hume Hwy, Taylor Ave & Medway Rd.	OLD HUME HWY/TAYLOR AVE/MEDWAY RD	Intersection	MR372	N/A	N/A	2080	64	N/A	81.09%	65.95%	73.52%	\$ 1,250,000	\$ 82,088	\$ 227,912	\$ 940,000	\$ 447
2	2010	Recoupment	Douglas Road Upgrade - Widening, realignment and resurfacing and drainage	DOUGLAS ROAD	Road	COLLECTOR	RAIL CROSSING WEST	RAIL CROSSING EAST	2080	200A-200B	2.2	96.39%	98.81%	97.60%	\$ 3,498,000	\$ 27,682	\$ 1,125,715	\$ 2,344,603	\$ 2,207
3	2013	Recoupment	Berrima Road Upgrade in Stages for life of Plan - Pavement, Widening and Realignments (No relocation of services and no kerb and gutter) North of Sale yards to south of Douglas Road Intersection - STAGE 1	BERRIMA ROAD	Road	MR372 (RECLASS REQ'D)	NORTH OF SALE YARDS	SOUTH OF DOUGLAS ROAD INTERSECTION	2080	57-65	1.05	80.21%	80.73%	80.47%	\$ 420,000	\$ 82,026	\$ 337,974		\$ 663
4	2015	Future	Berrima Road Upgrade in Stages for life of Plan - Pavement, Widening and Realignments (No relocation of services and no kerb and gutter) North of Sale Yards to Old Dairy Close - STAGE 2	BERRIMA ROAD	Road	MR372 (RECLASS REQ'D)	NORTH OF SALE YARDS	OLD DAIRY CLOSE INTERSECTION	2080	57-65	0.7	80.21%	80.73%	80.47%	\$ 500,000	\$ 97,650	\$ 402,350		\$ 789
5	2016	Acquisition	Land Acquisitions - J W Backhouse - Description: Part of Lot 2 DP 1017008. Area to be Acquired: 0.235 HA.	BERRIMA ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 6)	66	N/A	90.84%	88.91%	89.88%	\$ 30,000	\$ 3,038	\$ 26,963		\$ 53
6	2016	Acquisition	Land Acquisitions - Ingham Enterprises Pty Ltd - Description: Part Lot 1 DP 882139. Area to be Acquired: 0.095 HA	BERRIMA ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 6)	66	N/A	90.84%	88.91%	89.88%	\$ 17,000	\$ 1,721	\$ 15,279		\$ 30
7	2016	Acquisition	Land Acquisitions - Vicliz Pty Ltd - Description: Parts of Lot 12 DP 600863. Area to be Acquired: 1.773 HA	BERRIMA ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 6)	66	N/A	90.84%	88.91%	89.88%	\$ 240,000	\$ 24,300	\$ 215,700		\$ 423
8	2017	Future	Two lane roundabout	BERRIMA RD/DOUGLAS RD	Intersection	MR372	N/A	N/A	2080	66	N/A	90.84%	88.91%	89.88%	\$ 857,218	\$ 86,793	\$ 770,425		\$ 1,511
9	2018	Future	Berrima Road Upgrade in Stages for life of Plan - Pavement, Widening and Realignments (No relocation of services and no kerb and gutter) Old Dairy Close to Parkes Road - STAGE 3	BERRIMA ROAD	Road	MR372 (RECLASS REQ'D)	OLD DAIRY CLOSE INTERSECTION	PARKES ROAD INTERSECTION	2080	57-65	0.7	74.01%	78.16%	76.09%	\$ 500,000	\$ 119,575	\$ 380,425		\$ 746

POOLING PRIORITY (ITEM NO.)	TIMING YEAR	FUTURE WORK OR RECOUPMENT OR ACQUISITION	ITEM DESCRIPTION	ROAD OR INTERSECTION	TYPE OF WORK	RMS CLASSIFICATION	Location of Infrastructure Item				Apportionment			COST OF ITEM	COUNCIL CONTRIBUTION	DEVELOPER CONTRIBUTION AMOUNT	GRANTS	DEVELOPER CONTRIBUTION PER HA (510HA)	
							START	END	PLAN NO.	MAP I.D. NO.	LENGTH (KM)	APPORTIONMENT TO DEVELOPER % AM PEAK	APPORTIONMENT TO DEVELOPER % SP PEAK						AVERAGE APPORTIONMENT
10	2019	Acquisition	Land Acquisitions - Blue Circle Southern Cement - Description: Part Lot 2 DP 7745987; Part Lot 1013-1015 DP15995. Area to be Acquired: 0.193 HA	BERRIMA ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 4)	65	N/A	90.23%	90.29%	90.26%	\$ 111,267	\$ 10,837	\$ 100,430		\$ 197
11	2019	Acquisition	Land Acquisitions - Boral Limited - Description: Part Lot 1 DP 1017008. Area to be Acquired: 1.833 HA	BERRIMA ROAD	Land Acquisition	N/A			2080-ACQ (Sheets 4 & 5)	65-65C		92.69%	93.11%	92.90%	\$ 416,600	\$ 29,579	\$ 387,021		\$ 759
12	2019	Acquisition	Land Acquisitions - M S Siddle & P J Ramsay - Description: Parts of Lot 1 DP 785111. Area to be Acquired: 0.213 HA	BERRIMA ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 4)	65	N/A	90.23%	90.29%	90.26%	\$ 27,000	\$ 2,630	\$ 24,370		\$ 48
13	2020	Future	Two lane roundabout including Berrima Road bypass approach	BERRIMA ROAD/TAYLOR AVE	Intersection	MR372 (RECLASS REQ'D)	N/A	N/A	2080	65	N/A	90.23%	90.29%	90.26%	\$ 1,191,603	\$ 116,062	\$ 1,075,541		\$ 2,109
14	2021	Future	Taylor Ave upgrade	TAYLOR AVE	Road	MR372 (RECLASS REQ'D)	BERRIMA RD INTERSECTION	TAYLOR AVE (WEST BERRIMA RD 0.3KM)	2080	65-65A	0.30	95.89%	98.78%	97.34%	\$ 744,071	\$ 19,829	\$ 724,242		\$ 1,420
15	2022	Future	Berrima Road Blue Circle Railway Crossing Bypass	BERRIMA RD	Road	MR372 (RECLASS REQ'D)	TAYLOR AVE	BERRIMA RD (WEST DOUGLAS RD 0.55KM)	2080	65-65C	0.50	90.23%	93.11%	91.67%	\$ 2,293,239	\$ 191,027	\$ 2,102,212		\$ 4,122
16	2022	Future	Berrima Road level crossing bypass rail over bridge	BERRIMA ROAD	Bridge	MR372 (RECLASS REQ'D)	BERRIMA ROAD	BERRIMA ROAD	2080	65B		90.23%	93.11%	91.67%	\$ 2,778,337	\$ 231,435	\$ 2,546,902		\$ 4,994
17	2023	Future	Berrima Road Upgrade in Stages for life of Plan - Pavement, Widening and Realignments (No relocation of services and no kerb and gutter) - Douglas Road to Taylor Avenue - STAGE 4	BERRIMA ROAD	Road	MR372 (RECLASS REQ'D)	DOUGLAS ROAD	TAYLOR AVENUE	2080	57-65	1.2	92.51%	93.00%	92.76%	\$ 1,299,000	\$ 94,113	\$ 1,204,887		\$ 2,363
18	2018	Future	Two lane roundabout linking Moss Vale Bypass and Suttor Road	MOSS VALE BYPASS / SUTTOR ROAD	Intersection	DISTRIBUTOR	N/A	N/A	2080	75	N/A	79.97%	83.00%	81.49%	\$ 1,377,735	\$ 255,088	\$ 1,122,647		\$ 2,201
19	2025	Future	Moss Vale Bypass Stage 1 - Suttor Road to Beaconsfield Road (excluding rail overbridge and intersections).	MOSS VALE BYPASS	Road	DISTRIBUTOR	BEACONSFIELD RD	SUTTOR RD	2080	72-75	1.00	87.76%	91.05%	89.41%	\$ 5,536,437	\$ 586,586	\$ 4,949,851		\$ 9,706
20	2026	Future	Moss Vale Bypass Connection Link to Lackey Road	BYPASS TO LACKEY RD LINK	Road	COLLECTOR	MV BP LACKEY RD (WEST 0.25KM)	LACKEY RD (LYTTON RD NORTH 0.3KM)	2080	73-74	0.30	0.48%	0.21%	0.35%	\$ 1,184,962	\$1,180,874	\$ 4,088		\$ 8
21	2027	Future	Moss Vale Bypass Rail over bridge	MOSS VALE BYPASS	Bridge	DISTRIBUTOR	MOSS VALE BYPASS	MOSS VALE BY-PASS	2080	73A		80.53%	84.48%	82.51%	\$ 4,505,261	\$ 788,195	\$ 3,717,066		\$ 7,288
22	2027	Future	Intersection with Lackey Rd/Moss Vale Bypass Link	LACKEY ROAD	Intersection	DISTRIBUTOR	N/A	N/A	2080	74	N/A	39.80%	52.86%	46.33%	\$ 484,364	\$ 259,958	\$ 224,406		\$ 440
23	2029	Future	Collins and Lackey Road Upgrade - Pavement Widening and Kerb and Gutter.	LACKEY ROAD & COLLINS ROAD	Road	COLLECTOR	PARKS ROAD (SOUTH)	DOUGLAS ROAD (NORTH)	2080	201-201B	2.8	73.85%	89.56%	81.71%	\$ 5,600,000	\$1,024,520	\$ 4,575,480		\$ 8,972

POOLING PRIORITY (ITEM NO.)	TIMING YEAR	FUTURE WORK OR RECOUPMENT OR ACQUISITION	ITEM DESCRIPTION	ROAD OR INTERSECTION	TYPE OF WORK	RMS CLASSIFICATION	Location of Infrastructure Item				Apportionment			COST OF ITEM	COUNCIL CONTRIBUTION	DEVELOPER CONTRIBUTION AMOUNT	GRANTS	DEVELOPER CONTRIBUTION PER HA (510HA)	
							START	END	PLAN NO.	MAP I.D. NO.	LENGTH (KM)	APPORTIONMENT TO DEVELOPER % AM PEAK	APPORTIONMENT TO DEVELOPER % SP PEAK						AVERAGE APPORTIONMENT
24	2030	Future	Berrima Road Upgrade in Stages for life of Plan - Pavement, Widening and Realignments (No relocation of services and no kerb and gutter) - Parkes Road to Argyle Street - STAGE 5	BERRIMA ROAD & WAITE STREET	Road	MR372 (RECLASS REQ'D)	PARKES ROAD	ARGYLE STREET	2080	57-65	1.27	80.53%	82.08%	81.31%	\$ 1,000,000	\$ 186,950	\$ 813,050		\$ 1,594
25	2031	Future	Roundabout	MEDWAY RD/FREEWAY ON RAMP	Intersection	MR372	N/A	N/A	2080	63	N/A	38.30%	37.99%	38.15%	\$ 623,922	\$ 385,927	\$ 237,995		\$ 467
26	2031	Future	Roundabout	MEDWAY RD/FREEWAY OFF RAMP	Intersection	MR372	N/A	N/A	2080	62	N/A	38.31%	37.99%	37.99%	\$ 584,739	\$ 362,597	\$ 222,142		\$ 436
27	2031	Acquisition	Land Acquisitions - D K & A S Ross - Description: Part of Lot 2 DP 873240. Area to be Acquired: 0.134 HA	SUTTOR ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 11)	90	N/A	67.44%	73.74%	70.59%	\$ 10,000	\$ 2,941	\$ 7,059		\$ 14
28	2032	Future	Two lane roundabout Moss Vale Road/Headlam Road/Moss Vale Bypass intersection	MOSS VALE BYPASS / HEADLAM ROAD / SUTTOR ROAD	Intersection	MR260	N/A	N/A	2080	77	N/A	25.12%	26.96%	26.04%	\$ 1,739,391	\$1,286,454	\$ 452,937		\$ 888
29	2032	Future	Single lane roundabout Suttor Road Bypass/Sceggs Access/Suttor Road	SUTTOR ROAD	Intersection	DISTRIBUTOR	N/A	N/A	2080	90	N/A	67.44%	73.74%	70.59%	\$ 653,014	\$ 192,051	\$ 460,963		\$ 904
30	2033	Future	Moss Vale Bypass Stage 2 - Suttor Road Bypass from Suttor Road Junction with Moss vale Bypass Stage 1 to Headlam Road/Moss Vale Road (excluding intersections)	MOSS VALE BYPASS	Road	DISTRIBUTOR	SUTTOR RD (NORTH ARGYLE ST (1.0KM)	HEADLAM RD	2080	75-77	0.75	67.44%	73.74%	70.59%	\$ 3,446,071	\$1,013,489	\$ 2,432,582		\$ 4,770
31	2034	Future	Suttor Road Bypass to Suttor Road link	SUTTOR ROAD	Road	RES LOCAL ACCESS	MOSS VALE BYPASS	SUTTOR RD	2080	90A-90B	0.20	67.44%	73.74%	70.59%	\$ 495,129	\$ 145,617	\$ 349,512		\$ 685
32	2034	Future	Cul-de-sac - Suttor Road West	SUTTOR ROAD	Cul-de-sac	RES LOCAL ACCESS	N/A	N/A	2080	75A	N/A	67.44%	73.74%	70.59%	\$ 161,452	\$ 47,483	\$ 113,969		\$ 223
33	2034	Future	Cul-de-sac - Suttor Road East	SUTTOR ROAD	Cul-de-sac	RES LOCAL ACCESS	N/A	N/A	2080	77A	N/A	67.44%	73.74%	70.59%	\$ 142,233	\$ 41,831	\$ 100,402		\$ 197
34	2035	Acquisition	Land Acquisitions - Blue Circle Southern Cements - Descriptions: Parts of Lot 2 DP 774598; lots 489-491, 521-522, 540-542, 1022-1029 DP 15995. Area to be Acquired: 1.5529 HA	NEW BERRIMA BY-PASS	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheets 2 & 3)	84A, 84, 87 & 65A	N/A	84.75%	97.73%	91.24%	\$ 495,000	\$ 43,362	\$ 451,638		\$ 886
35	2035	Acquisition	Land Acquisitions - Boral Ltd - Description: Lot 1 DP 1022632. Area to be Acquired: 0.2260 HA	NEW BERRIMA BY-PASS	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 3)	87	N/A	64.60%	65.25%	64.93%	\$ 250,000	\$ 87,688	\$ 162,313		\$ 318

POOLING PRIORITY (ITEM NO.)	TIMING YEAR	FUTURE WORK OR RECOUPMENT OR ACQUISITION	ITEM DESCRIPTION	ROAD OR INTERSECTION	TYPE OF WORK	RMS CLASSIFICATION	Location of Infrastructure Item				Apportionment			COST OF ITEM	COUNCIL CONTRIBUTION	DEVELOPER CONTRIBUTION AMOUNT	GRANTS	DEVELOPER CONTRIBUTION PER HA (510HA)	
							START	END	PLAN NO.	MAP I.D. NO.	LENGTH (KM)	APPORTIONMENT TO DEVELOPER % AM PEAK	APPORTIONMENT TO DEVELOPER % SP PEAK						AVERAGE APPORTIONMENT
36	2035	Acquisition	Land Acquisitions - Crown Land - Description: Part of Lot 2 DP 774598. Area to be Acquired 0.936 HA	NEW BERRIMA BY-PASS	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheets 2 & 3)	84-87	N/A	95.80%	97.51%	96.66%	\$ 187,000	\$ 6,255	\$ 180,745		\$ 354
37	2035	Acquisition	Land Acquisitions - Crown Land - Description: Part of Lot 2 DP 774598. Area to be Acquired 0.818 HA	NEW BERRIMA BY-PASS	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheets 2 & 3)	84-87	N/A	95.80%	97.51%	96.66%	\$ 163,500	\$ 5,469	\$ 158,031		\$ 310
38	2036	Future	New Berrima By-Pass Stage 2 including 2 x Single Lane Roundabouts	NEW BERRIMA BY-PASS	Road	MR372 (RECLASS REQ'D)	TAYLOR AVE (WEST ARGYLE ST 0.5KM)	TAYLOR AVE (WEST BERRIMA RD 0.3KM)	2080	84A-65A	1.30	84.75%	97.73%	91.24%	\$ 5,215,164	\$ 456,848	\$ 4,758,316		\$ 9,330
39	2036	Future	Proposed New Berrima Bypass/Argyle Street (existing road)	NEW BERRIMA BY-PASS	Intersection	MR372 (RECLASS REQ'D)	N/A	N/A	2080	84	N/A	64.60%	65.25%	64.93%	\$ 616,666	\$ 216,296	\$ 400,370		\$ 785
40	2036	Future	Proposed New Berrima Bypass/Blue Circle Access Road (existing road)	NEW BERRIMA BY-PASS	Intersection	MR372 (RECLASS REQ'D)	N/A	N/A	2080	87	N/A	64.60%	65.25%	64.93%	\$ 634,143	\$ 222,426	\$ 411,717		\$ 807
41	2038	Acquisition	Land Acquisitions - Vicliz Pty Ltd - Description: Part Lot 1 DP 510645; parts of lots 1 & 3 DP 1001229. Area to be Acquired: 6.759 HA	DOUGLAS ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheets 8 & 12)	68	N/A	98.04%	99.18%	98.61%	\$ 610,000	\$ 8,479	\$ 601,521		\$ 1,179
42	2038	Acquisition	Land Acquisitions - PA & R F Rusconi - Description: Part of Lot 12 DP 527683. Area to be Acquired: 0.975 HA.	DOUGLAS ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 8)	67 & 67A	N/A	98.04%	99.18%	98.61%	\$ 98,000	\$ 1,362	\$ 96,638		\$ 189
43	2038	Acquisition	Land Acquisitions - Fortius Funds Management Pty Ltd - Description: Part of Lot 4 DP 702629. Area to be Acquired: 0.688 HA	DOUGLAS ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 8)	67 & 67B	N/A	98.04%	99.18%	98.61%	\$ 69,000	\$ 959	\$ 68,041		\$ 133
44	2038	Acquisition	Land Acquisitions - A M & D U Chateau - Description: Part of Lot 11 DP 590307. Area to be Acquired: 0.195 HA.	COLLINS ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 9)	78A	N/A	98.04%	99.18%	98.61%	\$ 34,000	\$ 473	\$ 33,527		\$ 66
45	2038	Acquisition	Land Acquisitions - Crown Land - Description: Adjacent Lot 12 DP 600863. Area to be Acquired 0.10 HA	ENTERPRISE ZONE RD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheets 7)	68	N/A	98.04%	99.18%	98.61%	\$ 12,500	\$ 174	\$ 12,326		\$ 24
46	2040	Future	New Road West of Carribee Road Stage 1	ENTERPRISE ZONE RD	Road	COLLECTOR	BERRIMA RD (EAST 0.35KM)	Proposed Carribee Road Rail Over Bridge	2080	68A-68	2.20	99.17%	99.58%	99.38%	\$ 3,525,604	\$ 22,035	\$ 3,503,569		\$ 6,870
47	2040	Future	New Road East of Carribee Road Stage 2	ENTERPRISE ZONE RD	Road	COLLECTOR	Proposed Carribee Road Rail Over Bridge	COLLINS RD (EAST LEV XING 0.45KM)	2080	68-78A		99.02%	99.24%	99.13%	\$ 7,490,060	\$ 65,164	\$ 7,424,896		\$ 14,559

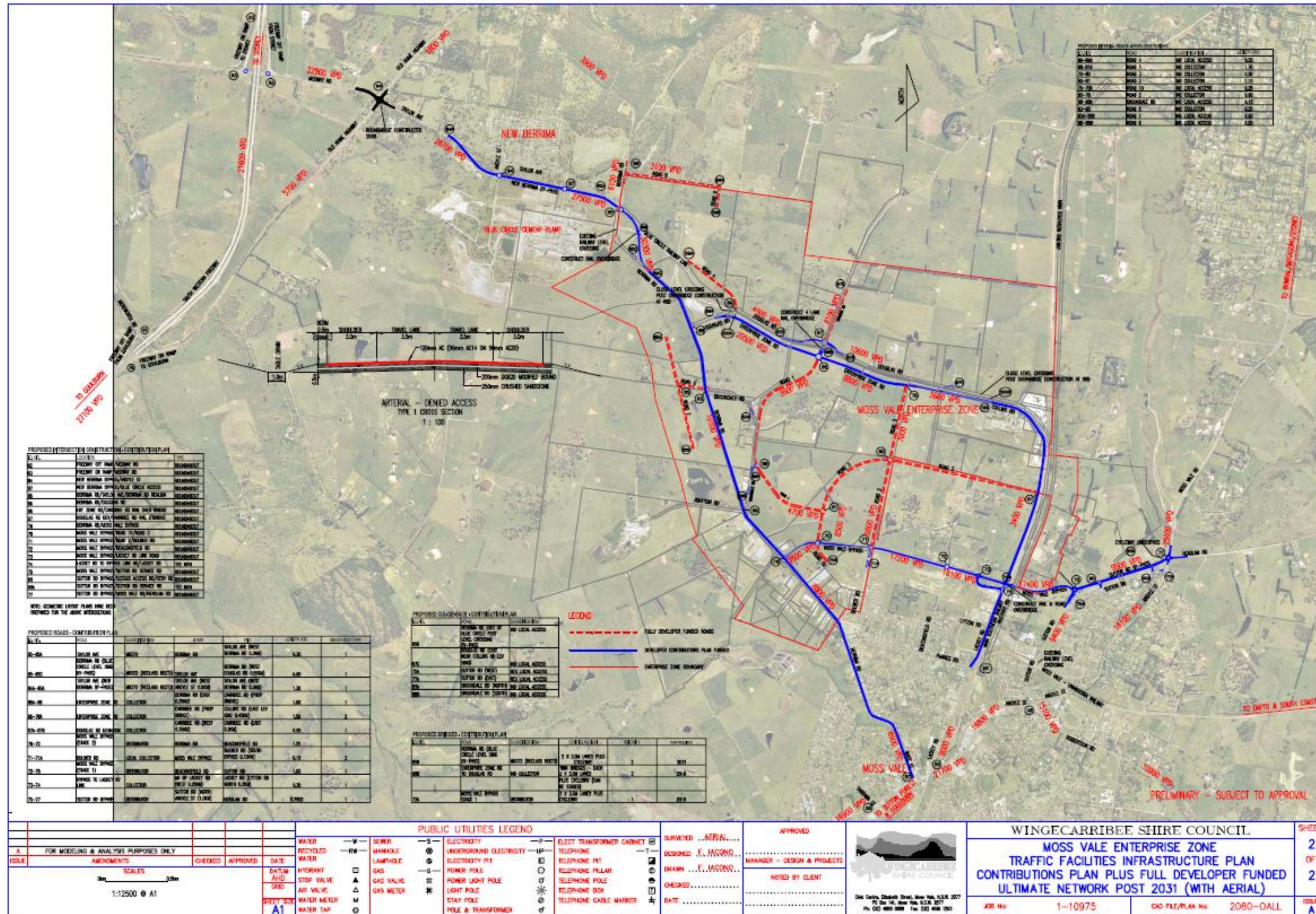
POOLING PRIORITY (ITEM NO.)	TIMING YEAR	FUTURE WORK OR RECOUPMENT OR ACQUISITION	ITEM DESCRIPTION	ROAD OR INTERSECTION	TYPE OF WORK	RMS CLASSIFICATION	Location of Infrastructure Item				Apportionment			COST OF ITEM	COUNCIL CONTRIBUTION	DEVELOPER CONTRIBUTION AMOUNT	GRANTS	DEVELOPER CONTRIBUTION PER HA (510HA)	
							START	END	PLAN NO.	MAP I.D. NO.	LENGTH (KM)	APPORTIONMENT TO DEVELOPER % AM PEAK	APPORTIONMENT TO DEVELOPER % SP PEAK						AVERAGE APPORTIONMENT
48	2041	Future	Deviation of Douglas Road to enable construction and connection with Rail Over Bridge at Carrabee Road	DOUGLAS RD DEVIATION	Road	COLLECTOR	CARRIBEE RD (WEST 0.35KM)	CARRIBEE RD (EAST 0.2KM)	2080	67A-67B	0.55	100.00%	100.00%	100.00%	\$ 1,923,513		\$ 1,923,513		\$ 3,772
49	2041	Future	Rail Overbridge connecting Douglas Rd to Enterprise Zone Road including two x two lane roundabouts	ENTERPRISE ZONE RD TO DOUGLAS RD	Bridge	IND COLLECTOR	CARRIBEE RD & ENTERPRISE ZONE RD INTERSECTION	CARRIBEE RD & DOUGLAS RD INTERSECTION	2080	68B	0.10	99.46%	99.65%	99.56%	\$ 3,434,378	\$ 15,283	\$ 3,419,095		\$ 6,704
50	2042	Future	Two lane roundabout Carrabee Rd/Douglas Road to Overbridge.	DOUGLAS ROAD/CARRIBEE	Intersection	COLLECTOR	N/A	N/A	2080	67	N/A	99.49%	99.66%	99.58%	\$ 1,587,122	\$ 6,745	\$ 1,580,377		\$ 3,099
51	2042	Future	Two land roundabout Enterprise Zone Road to rail overbridge	ENTERPRISE ZONE ROAD	Intersection	DISTRIBUTOR	N/A	N/A	2080	68	N/A	99.07%	99.55%	99.31%	\$ 1,630,200	\$ 11,248	\$ 1,618,952		\$ 3,174
52	2045	Future	Moss Vale Bypass Stage 3 - Western Connection from Beaconsfield Road to Berrima Road (excluding intersections)	MOSS VALE BYPASS	Road	DISTRIBUTOR	BERRIMA RD	BEACONSFIELD RD	2080	76-72	1.25	91.95%	96.01%	93.98%	\$ 6,325,551	\$ 380,798	\$ 5,944,753		\$ 11,656
53	2046	Future	Single lane roundabout Moss Vale Bypass (West southern railway)	MOSS VALE BYPASS	Intersection	DISTRIBUTOR	N/A	N/A	2080	70	N/A	96.68%	97.04%	96.86%	\$ 429,488	\$ 13,486	\$ 416,002		\$ 816
54	2046	Future	Single lane roundabout Moss Vale Bypass intersecting Bulwer Road (West southern railway)	MOSS VALE BYPASS	Intersection	DISTRIBUTOR	N/A	N/A	2080	71	N/A	96.32%	97.29%	96.81%	\$ 484,859	\$ 15,491	\$ 469,368		\$ 920
55	2046	Future	Single lane roundabout Moss Vale Bypass intersecting Beaconsfield Road (West southern railway)	MOSS VALE BYPASS	Intersection	DISTRIBUTOR	N/A	N/A	2080	72	N/A	59.67%	65.83%	62.75%	\$ 944,722	\$ 351,909	\$ 592,813		\$ 1,162
56	2046	Future	Single lane round about Moss Vale Bypass intersection with Lackey Road link	MOSS VALE BYPASS / LACKEY ROAD	Intersection	DISTRIBUTOR	N/A	N/A	2080	73	N/A	46.23%	52.86%	49.55%	\$ 549,062	\$ 277,029	\$ 272,033		\$ 533
57	2047	Future	Single Lane Roundabout Moss Vale Bypass intersection with Berrima Road	MOSS VALE BYPASS / BERRIMA ROAD	Intersection	MR372	N/A	N/A	2080	76	N/A	84.70%	86.60%	85.65%	\$ 713,006	\$ 102,316	\$ 610,690		\$ 1,197
														TOTALS	\$81,140,583	\$11,292,241	\$66,563,739	\$ 3,284,603	\$ 130,517

Table 11 - Administration Costs and Levy

Item No.	Description of Work	Position Description	Department/Division	Time of Work	Cost	Contribution per ha (=cost/510ha)
1	Modelling for TRACKS and Conceptual Designs	Design Engineer	Infrastructure Services / Design	12-months	\$100,000.00	\$ 196.08
2	Drafting of Section 94 Contributions Plan	Development Contributions / Strategic Planner	Environment and Planning / Strategic Planning	50% of incumbents time for 12-months	\$ 60,280.00	\$ 118.20
3	Quantity Surveyor (valuation of proposed new works at \$15,000 every 5-years)	Consultant	Managed by Infrastructure Services / Design	1-month every 5-years	\$ 90,000.00	\$ 176.47
4	Property Valuer (valuation of property to be acquired at \$14,000 every 5-years for life of Plan)	Consultant	Managed by Environment and Planning / Strategic Planning	1-month every 5-years	\$ 84,000.00	\$ 164.71
5	Legal Checking of Draft Plan prior to adoption	Solicitor	Managed by Environment and Planning / Strategic Planning	28-hours @ \$335 per hour	\$ 9,380.00	\$ 18.39
6	Software Updating for Accounting System (Proclaim) @ \$1,500 a day	Consultant	Managed by Corporate Services / Information Services	2-days every 5 years	\$ 18,000.00	\$ 35.29
7	Accounting and Management of Funds	Accountant	Corporate Services Division / Financial Services	1% of incumbents time annually for life of Plan	\$ 45,375.72	\$ 88.97
8	General Administration of Contributions Plan for life of Plan	Development Contributions / Strategic Planner	Environment and Planning / Strategic Planning	5% of incumbents time annually for life of Plan	\$204,952.00	\$ 401.87
				TOTAL	\$611,987.72	\$ 1,199.98

8 Map identifying Works Program Items

Figure 3 - Enterprise Corridor Road Network - Works Schedule



Legend:

- Developer Contribution Roads, intersections and Bridges.
- Internal Roads and Intersections to be constructed by developers at their cost.

NOTE: Larger scale versions of the maps are available from Council's Office, or can be down loaded from: www.wsc.nsw.gov.au

9 Map identifying potential land uses for Traffic Modelling

Figure 4 - Land Use Potential Map for Traffic Modelling 2010 year Model

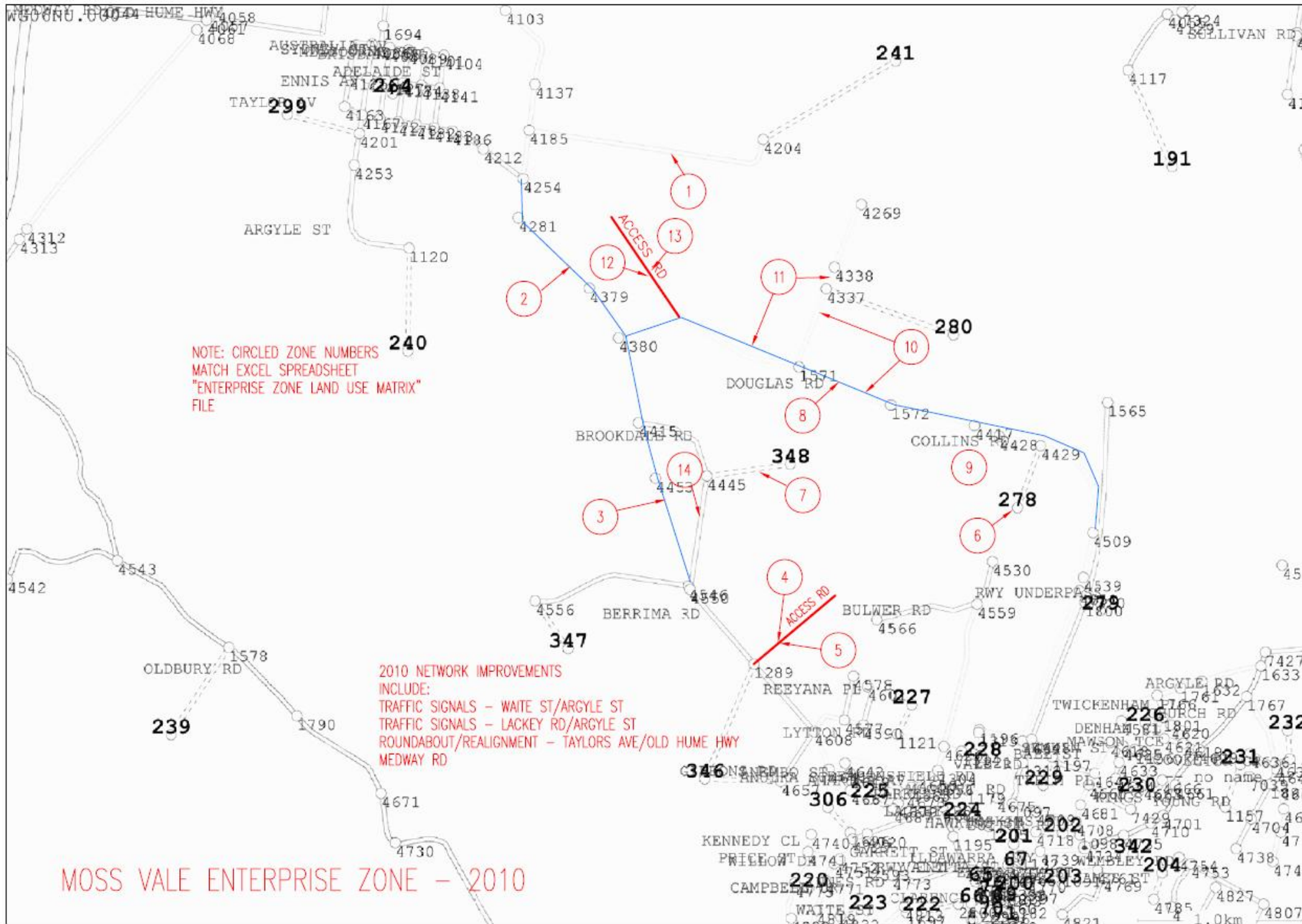


Figure 5 - Land Use Potential Map for Traffic Modelling 2016 year Model

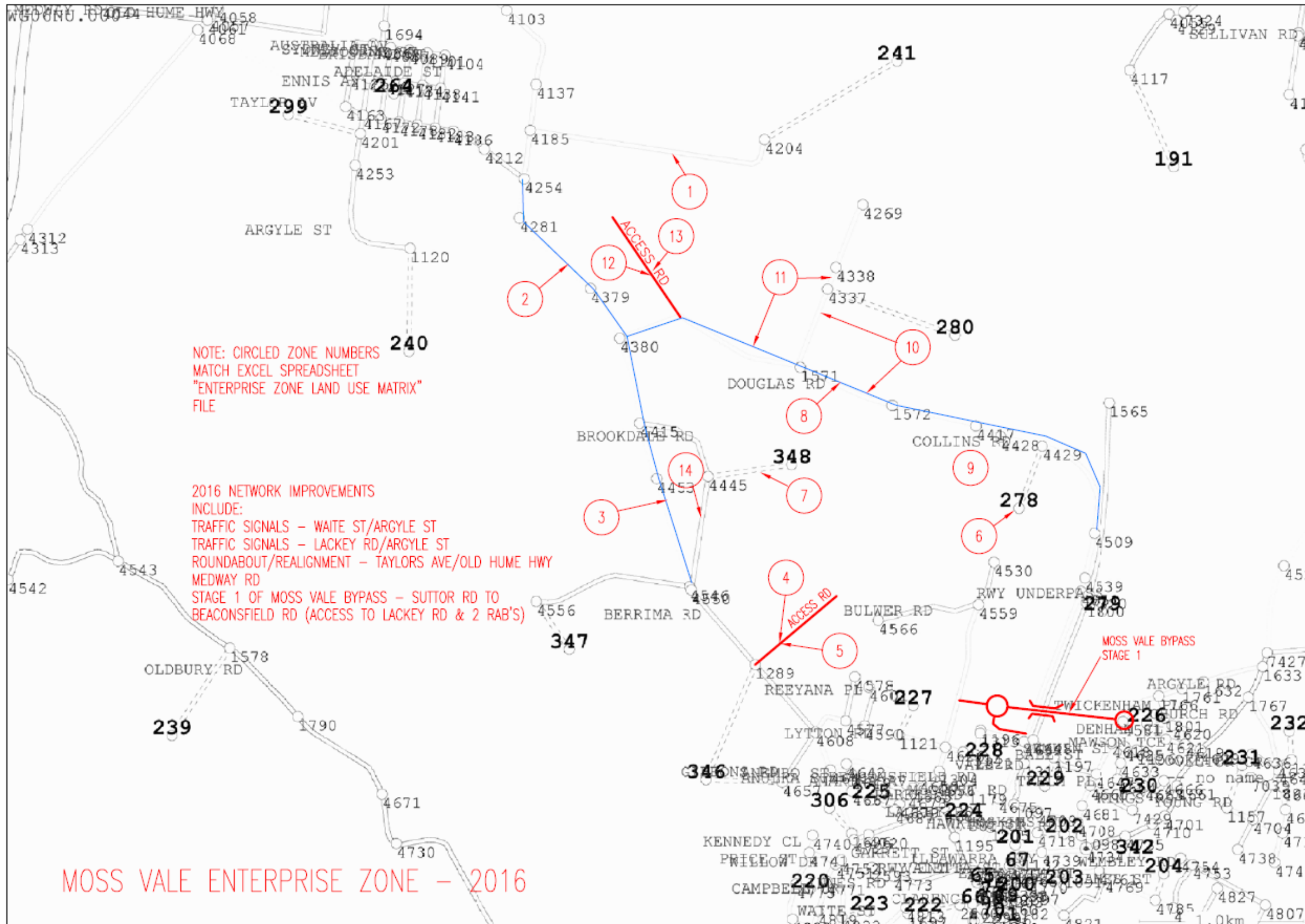


Figure 6 - Land Use Potential Map for Traffic Modelling 2031 year Model

