



Section 94 Developer Contributions Plan
for
Roads and Traffic Facilities 2012 to 2031



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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 total cost of establishing road and traffic infrastructure in the Wingecarribee Shire for the life of this Plan.

Table 1 - Summary works program

Infrastructure Items Summarised	Total Value of Works
Bridges	\$5,200,000.00
Bus Shelters	\$467,500.00
Chanelisation	\$350,000.00
Half seal	\$50,000.00
Intersection Improvements	\$4,410,000.00
LAMP	\$7,800,000.00
Traffic Modelling	\$170,000.00
New Roads	\$3,000,000.00
Pedestrian Bridges	\$250,000.00
Pedestrian Pathways	\$52,000.00
Road Construction	\$10,800,000.00
Road Widening	\$600,000.00
Roundabouts	\$5,180,000.00
Shared Pathways	\$6,429,000.00
Signalisation	\$4,400,000.00
Widening and Sealing	\$913,000.00
Pedestrian Facilities and Traffic Management	\$150,000.00
Road Reconstruction	\$7,200,000.00
Car Parking Station	\$9,000,000.00
Total	\$66,421,500.00

2.2 Summary of Contribution Catchment and Contribution Rate

This Plan applies to development identified in Section 3.3 of this Plan. Section 3.2 details the land to which this Plan applies and the District and Local Contributions Catchments.

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

Table 2 – Summary of Contribution Rates by Contributions Catchments

Catchment	Local Contribution (\$ Per ET except Northern Gateway)	District Contribution (\$ Per ET)	Total Catchment Contribution (\$ Per ET)
Bundanoon/Exeter	\$1,014.10	\$2,377.43	\$3,391.53
Mittagong	\$561.99	\$2,377.43	\$2,939.42
Moss Vale	\$1,748.62	\$2,377.43	\$4,126.05
Robertson	\$317.07	\$2,377.43	\$2,694.50
Northern Villages	\$367.96	\$2,377.43	\$2,745.39
District (Shirewide)	N/A	\$2,377.43	\$2,377.43
Northern Gateway	\$17,296.90	Per NDHA	

The contribution per development type is based on the contribution per ET noted in Table 2, and the ET per residential development type noted in Table 8.

The contribution rate for industrial development in the Northern Gateway Local Contributions Catchment is consistent across all development types permissible in that 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 and 2 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 Roads and Traffic Facilities 2012 - 2031* (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 as shown on the map in Figure 1 other than the land to which the *Section 94A Contributions Plan for Wingecarribee Shire Council* applies; and the *Draft Section 94 Contributions Plan for the Moss Vale Enterprise Corridor 2012 to 2031* will apply.

A district contributions rate applies to development on all of the land to which the Plan applies, except for the Northern Gateway Local Catchment; and a local contributions rate applies to development in local catchments shown on Figures 2, 3 and 4.

3.3 Development to which this Plan applies

3.3.1 Development on all land not within the Northern Gateway

This Plan applies to the following types of development, as defined in clause 6.2 of this Plan for all land to which this Plan applies, other than land within the Northern Gateway Local Contributions Catchment.

Subdivision; Dwelling House¹, Dual Occupancy, Secondary Dwelling, Rural Worker's Dwelling, Attached Dwellings, Semi Detached Dwelling, Multi Dwelling Housing, Residential Flat Buildings, Serviced Apartments, Shop Top Housing, Tourist and Visitor Accommodation; Housing for Seniors or People with a Disability (Seniors Living SEPP) 2004 and Seniors Housing²; Residential Care Facilities, Residential Accommodation, Hostels and Group Homes³; Caravan Parks, Camping Sites; Boarding Houses; Brothels; and Manufactured Homes.

¹ Only where the land parcel/s that the dwelling is to be located did not previously contain a dwelling entitlement, i.e. an *existing holding* pursuant to Clause 4.2A of the Wingecarribee Local Environmental Plan 2010.

² Refer to Section 3.13 of this Plan for Exemption Criteria.

³ Refer to Section 3.13 of this Plan for Exemption Criteria.

3.3.2 Development within the Northern Gateway

Within the Northern Gateway Local Contributions Catchment, this Plan applies to 'development', as defined in Section 6.2 that are permissible within the IN1 Zone under the Wingecarribee Local Environmental Plan 2010.

Under this Section (3.3.2) only, '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 Wingecarribee Shire;
- 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 Wingecarribee Shire Council LGA;
- 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 – Wingecarribee Shire Council LGA

Wingecarribee Shire

With surrounding Local Government Areas




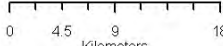

<p>Legend</p> <ul style="list-style-type: none"> Rivers Main Roads Urban Areas 	  <p>Kilometers</p>	 <p>WINGECARRIBEE SHIRE COUNCIL</p> <p><small>Any information (numerical or otherwise), representation, statement, opinion or advice expressed or implied in this publication is made in good faith but on the basis that the council or the shire of Wingecarribee, its agents and its employees are not liable (whether by reason of negligence, lack of care or otherwise) to any person for any damage or loss whatsoever which has occurred or may occur in relation to that person taking or not taking (as the case may be) action in respect of any information, representation, statement, or advice referred to above.</small></p>
<p>Copyright © Wingecarribee Shire Council, Copyright © Department of Lands 2009</p>		<p>Produced by the GIS Section, W&S.C.</p>

Figure 2 - Local Contributions Catchments

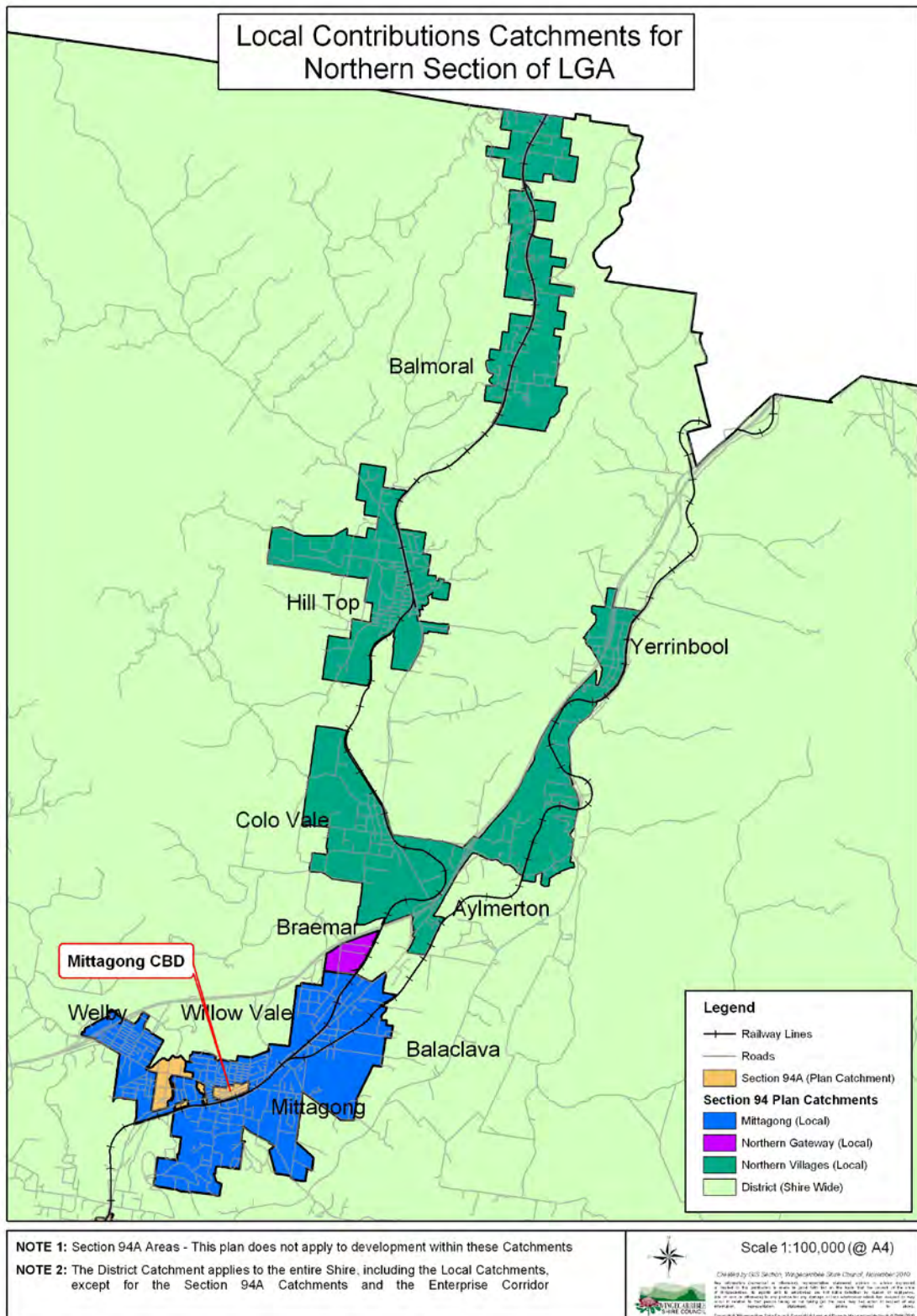


Figure 3 – Local Contributions Catchments

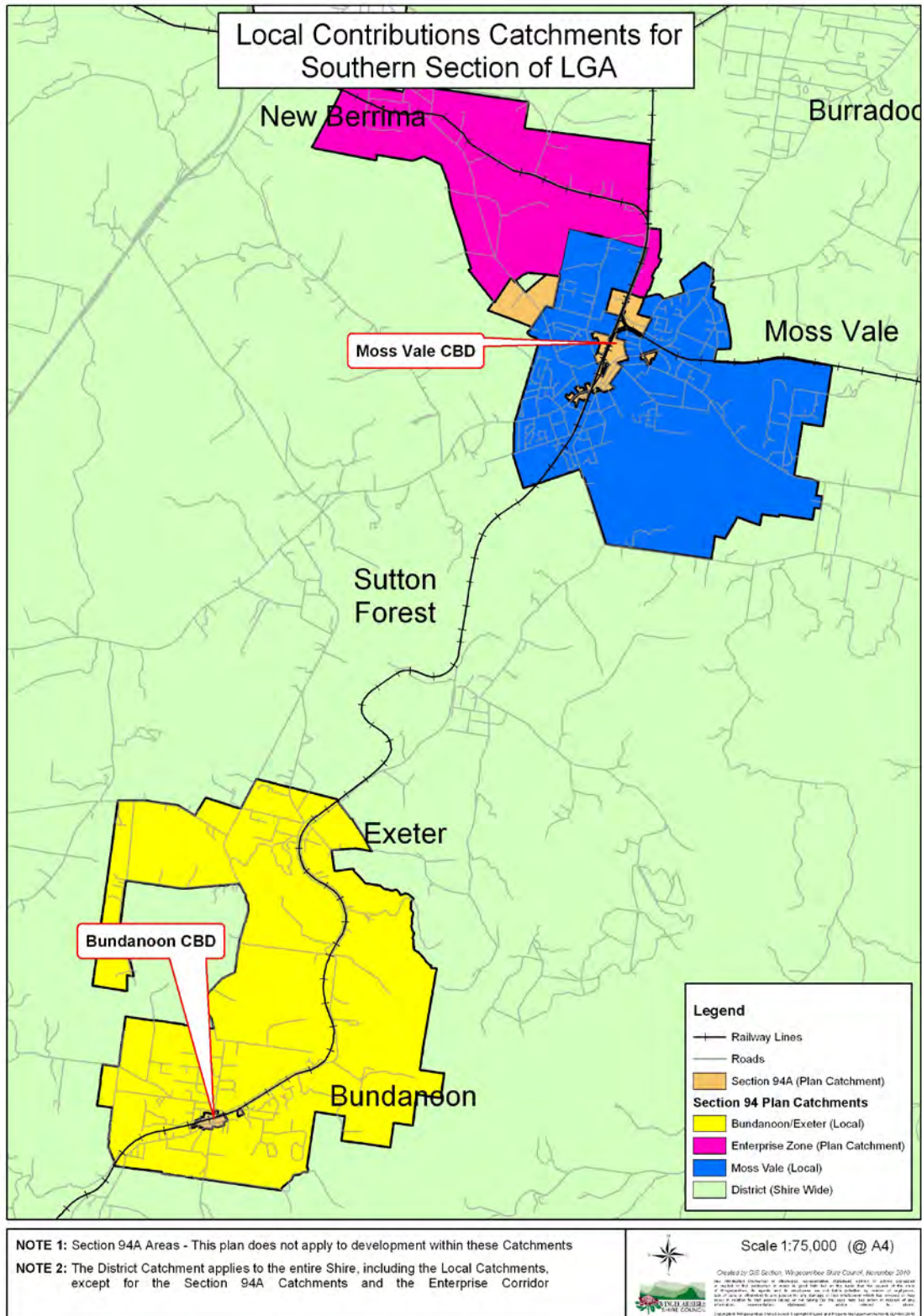
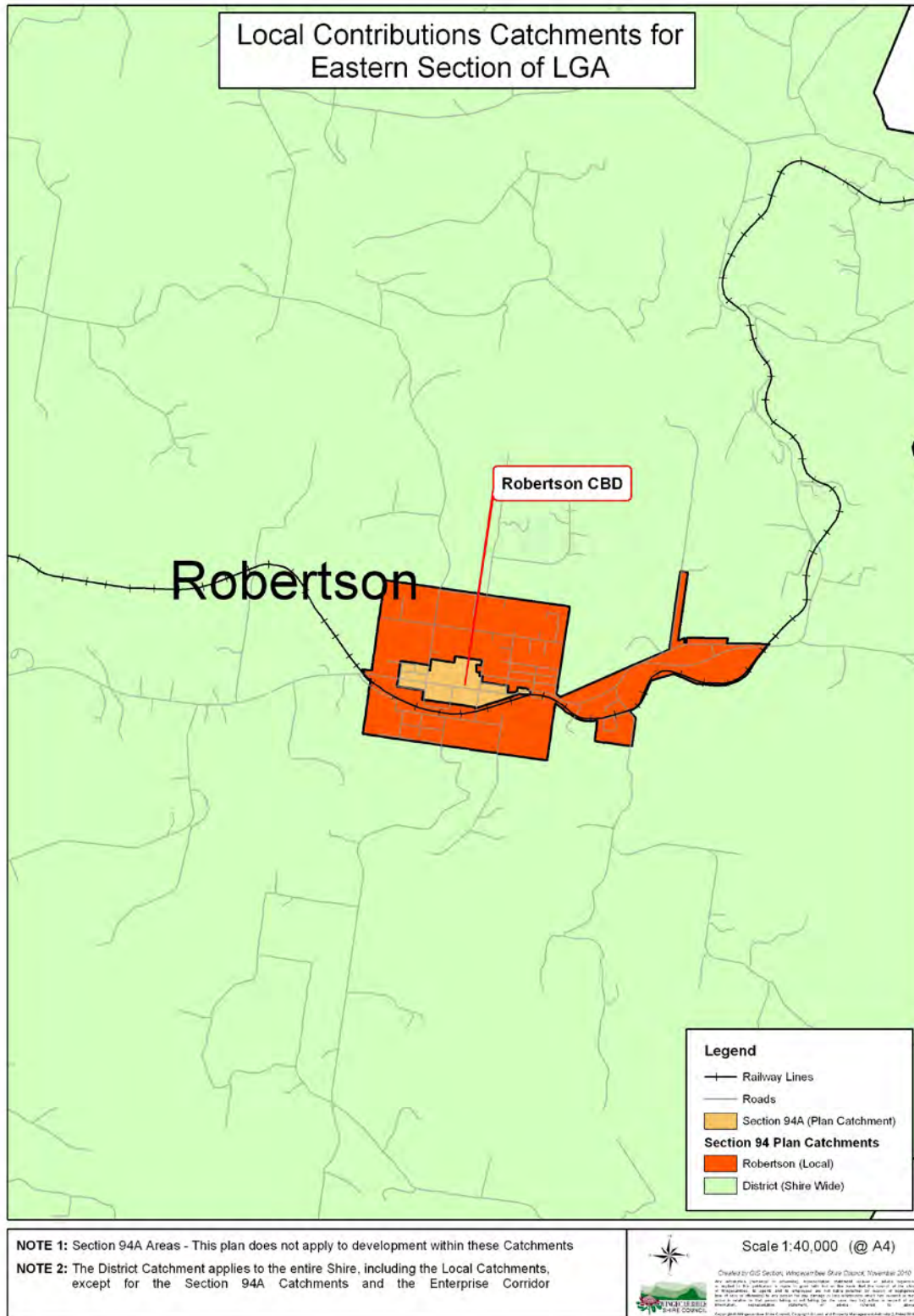


Figure 4 - Local Contributions Catchments



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: 15 August 2012

3.6 Relationship with other Plans and Policies

3.6.1 Plans and Policies that this Plan Compliments

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*:

Table 3 - Contributions Plans that this Plan Compliments

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 Open Space and Recreation Facilities	14 March 2007
Wingecarribee Shire Council Section 94 Developer Contributions Plan for Section 94 Administration 2011 to 2031	8 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
Draft Wingecarribee Shire Council Section 94 Developer Contributions Plan for the Moss Vale Enterprise Corridor 2012 to 2031	
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

3.6.2 Plans that this Plan Repeals

This Plan Repeals the following Section 94 Plans from the date it takes effect:

Table 4 - Contributions Plans Repealed or Part Repealed by this Contributions Plan.

Name of Plan	Date of Adoption of Plan	Amended/Repealed
Wingecarribee Shire Council Developer Contributions Plan for Bundanoon – Roads and Traffic Facilities Component.	11 February 2004	Amended by deleting: Section 2.3
Wingecarribee Shire Council Developer Contributions for Roads and Traffic Management – Version 6	15 December 2010	Entire Plan

Funds held under the contributions Plans, or Parts thereof, to be repealed in Table 4 will be used as part of Council's commitment for funding works in this Plan. Table 5 provides details of funds held in accounts for the Plans to be repealed in Table 4 as at the 16 May 2012 and also how Council will utilise those funds under this Plan.

Table 5 - Use of funds from repealed Plans

Contribution Plan (or Part of Plan) to be Repealed	Account Balance
Wingecarribee Shire Council Developer Contributions for Roads and Traffic Management – Version 6	\$1,944,064.66
Wingecarribee Shire Council Developer Contributions Plan for Bundanoon – Roads and Traffic Facilities Component – Section 2.3	\$224,569.95
Total of funds to be rolled over	\$2,168,634.61
Total of Funds Council is responsible for raising under this Plan before funds rolled over:	\$45,821,070.00
Total of Funds Council is responsible for raising under this Plan after funds rolled over:	\$43,652,435.39

3.7 Definitions

A list of definitions and list of abbreviations is contained in Part E 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 for certain types of development as follows:

3.8.1 Development in District and Local Contributions Catchments, but excluding the Northern Gateway Local Contribution Catchment

Table 6 – Timing of Payment of Contributions by Type of Development in District and Local Contributions Catchments, but excluding the Northern Gateway.

Description of Development	Timing of Payment
Subdivision	Prior to the release of the Subdivision Certificate (linen plan), strata plan or a strata plan of subdivision within the meaning of the Strata Schemes (Freehold Development) Act 1973 or the Strata Schemes (Leasehold Development) Act 1986.
Dual Occupancy; Secondary Dwelling; Attached Dwellings; Semi Detached Dwelling; Multi Dwelling Housing; Residential Flat Buildings; Serviced Apartments; Shop Top Housing; Tourist and Visitor Accommodation.	Prior to the Issue of the Construction Certificate. (Regardless of whether or not subdivision is proposed within the application).
Housing for Seniors or People with a Disability (Seniors Living SEPP) 2004 and Seniors Housing by Commercial Enterprises.	Prior to the Issue of the Construction Certificate.
Housing for Seniors or People with a Disability (Seniors Living SEPP) 2004 and Seniors Housing by Not-for-Profit Organisations that are not exempt in accordance with Section 3.13 of this Plan.	Prior to the issue of the Occupation Certificate.
Residential Care Facilities; Residential Accommodation; Hostels and Group Homes that are not exempt in accordance with Section 3.13 of this Plan.	Prior to the issue of the Occupation Certificate.
Caravan Parks; Camping Sites and Manufactured Homes.	Prior to the issue of a Section 68 Certificate (Local Govt. Act) required for the connection of each site.
Dwelling Houses on land in certain rural and environmental protection zones (as described in Clause 42A the Wingecarribee Local Environmental Plan 2010).	Prior to the issue of the Occupation Certificate.

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 or as nominated in the conditions of consent.

3.8.2 Development within the Northern Gateway Local Contribution Catchment

Table 7 - Timing of Payment of Contributions by Type of Development in the Northern Gateway Local Contributions Catchment.

Description of Development	Timing of Payment
Development to which this Plan applies as described Section 3.3.2 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 7 above or as nominated in the conditions of consent.

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, and 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 3.19 and 3.20 of this Plan (as amended).*
3. *Apply the adjusted rates in accordance with clause 3.15 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 Section 94 Plan for Roads and Traffic Facilities 2012 to 2031.

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 Section 94 Plan for Roads and Traffic Facilities 2012 to 2031.

For subdivision – the contribution must be paid prior to the release of the Subdivision Certificate (linen plan), strata plan or a strata plan of subdivision within the meaning of the Strata Schemes (Freehold Development) Act 1973 or the Strata Schemes (Leasehold Development) Act 1986.

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 Section 94 Plan for Roads and Traffic Facilities 2012 to 2031.

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 some development, or components of developments from the requirement for a contribution. Section 94E of the EPA Act requires Council the exempt particular types of development. The following types of development may be exempt at Council's discretion or are exempt by Section 94E:

3.13.1 Short Term or Emergency Accommodation by a Community Organisation – Group Homes

Development involving short term or emergency accommodation primarily for stays of less than two (2) weeks, are exempt from the payment of contributions, provided that the community organisation carrying out the development has received endorsement for the project as a deductible gift recipient by the Australian Taxation Office under the category of a "public benevolent institute".

3.13.2 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.

3.13.3 State Environmental Planning Policy (Housing for Senior's or People with a Disability) 2004 – Section 94E

Development in accordance with the Minister's direction under s94E of the EPA Act dated 14 September 2007, for so long as that direction remains in force, where the development is for the purposes of any form of *seniors housing* as defined in *State Environmental Policy (Housing for Seniors or People with a disability) 2004* and the development consent is granted to a social housing provider.

3.13.4 Other development

Any other development that may be exempt from the payment of contributions as Directed by the Minister of Planning under the provisions of Section 94E of the Environmental Planning and Assessment Act 2008, and the following:

- a. non-residential land uses (except for the Northern Gateway Local Contribution Catchment); or
- b. existing vacant residential lots currently rated for water and sewer (except where development involves subdivision or an increase in population density).
- c. a change of land use not involving the creation of additional lots, dwellings or increased population; or
- d. rural farming enterprises, which do not result in an increase in the demand for roads and traffic facilities; or
- e. for *granny flats*, where the floor space is equal to or less than 60m²; or
- f. for the purpose of *home based child care*; or
- g. for the purpose of *home business*; or
- h. for the purpose of *home industry*; or
- i. for the purpose of *home occupation*; or
- j. for the purpose of *home occupation (sex services)*
- k. 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.

3.13.5 Determination of Applications for Exemption

For claims for exemption to be considered for development referred to in Sections 3.13.1 to 3.13.3 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.
- For Seniors Living (SEPP 2004) – evidence that the Applicant is a ‘social housing provider’ as defined, for the purposes of satisfying the Section 94E Direction.
- 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 two components:

1. Future Capital Expenditure Costs (including land acquisition)
2. Previous Capital Expenditure Costs (recoupment)

These two 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.

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)

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.

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

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> 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 Subdivision and Commercial/Industrial Development

Contributions will be levied according to the estimated increase in demand as provided in Table 8. 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 proposed and existing development the following ratios will be used:

Table 8 – Residential Housing and Accommodation Ratios Per Equivalent Tenement

Description of Development	Unit Rate Per ET
	S94 (Direct) Contributions Plans
Single Residential Lots (dwelling house)	
A Standard Residential Lot – a single density (one lot with one dwelling). Dwelling House in residential zones where lots are greater than 450m ² and less than 2000 m ²	1.00
A Large Residential Lot – a single density (one lot with one dwelling). Dwelling House in residential and rural zones where lots are greater than 2000 m ²	1.00
Dual Occupancy, Secondary Dwelling, Attached Dwellings, Semi Detached Dwelling, Multi Dwelling Housing – generally for where each dwelling is to be situated on lots less than 450m ² (but not limited to) and permanent self contained caravan park accommodation.	
One (1) bedroom dwelling	0.50
Two (2) bedroom dwelling	0.67
Three (3) bedroom dwelling or greater	1.00
Residential Flat Buildings, Serviced Apartments, Shop Top Housing Tourist and Visitor Accommodation Units and Boarding Houses (self contained).	
One (1) bedroom apartment	0.50
Two (2) bedroom apartment	0.67
Three (3) bedroom or more apartment	0.90
Tourist and Visitor Accommodation Units and Boarding Houses (not self contained)	
Shared facilities for cooking, laundry and bathrooms per bedroom that are not dormitory or bunk rooms	0.25
Shared facilities for cooking & laundry but own ensuite per bedroom that are not dormitory or bunk rooms	0.35
Shared facilities for cooking, laundry and bathrooms per bed that are dormitory or bunk rooms	0.125
Shared facilities for cooking and laundry but own ensuite per bed that are dormitory or bunk rooms	0.175
Housing for Seniors or People with a Disability (Seniors Living SEPP 2004) or Seniors Housing	
One (1) bedroom self contained (ensuite & kitchen)	0.33
Two (2) bedroom self contained	0.55
Three (3) or more bedrooms self contained	0.75
Residential Care Facilities, Residential Accommodation, Hostels and Group Homes	
High Dependency/Residential Care Facility (per bed)	Nil
Low Dependency/Hostel (per bed)	0.35
Caravan Parks and/or Camping Sites	
Transient, not permanent (not self contained)	0.25

Transient, not permanent (partially self contained)	0.35
Permanent (not self contained)	0.25
Permanent (partially self contained, ensuite)	0.35
Permanent (fully self contained)	See Multi-Unit housing
Northern Gateway Local Contributions Catchment	
Development – as defined in Section 3.3.2 of this Plan	Per NDHA

Note 1: Development types not listed in the above table, particularly in the case of the Local Northern Gateway Contributions Catchment, shall be assessed on their merits for credit purposes only.

Note 2: Refer to the Definition of a 'bedroom' and 'NDHA' in Section 6.2 of this Policy for the purposes of this table.

Note 3: Social Housing Providers under SEPP (Seniors Living) 2004 are exempt from S94 Contributions – refer to Section 3.13.3.

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 Development Contributions contained in this Plan contain two components 'District', being Shire wide significant facilities and 'Local' being facilities specifically related to local contributions catchments including infill and Greenfield development.

Therefore developments contributions under this Plan are made up of two components as follows:

$$\text{District Contributions } \$Rate + \text{Local Contributions } \$Rate = \$Rate \text{ Per ET}$$

The contributions are calculated using the following formulas:

Proposed Works and Land Acquisition per Item for District Facilities – not applicable in Northern Gateway

$$\text{Contribution Rate (Per ET)} = \frac{(TC - S + I) \times P}{N} \times R$$

Where:

- TC* = Cost of Item (including land acquisition)
- S* = Grants/Subsidies
- P* = Apportionment to new development
- N* = Population Increase
- R* = Average Occupancy rate across the LGA.
- I* = Interest on monetary borrowing (if required)
- ET* = Equivalent Tenement (refer to dictionary)

Proposed Works and Land Acquisition per Item for Local Facilities – All catchments except Northern Gateway

$$\text{Contribution Rate (Per ET)} = \frac{(TC - S + I) \times P}{N} \times R$$

Where:

- TC* = Cost of Item (including land acquisition)
- S* = Grants/Subsidies
- P* = Apportionment to new development
- N* = Population Increase
- R* = Average Occupancy rate for relevant local contributions catchment.
- I* = Interest on monetary borrowing (if required)
- ET* = Equivalent Tenement (refer to dictionary)

Proposed Works and Land Acquisition per Item for Northern Gateway

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

Where:

- TC* = Cost of Item (including land acquisition)
- S* = Grants/Subsidies
- P* = Apportionment to new development
- HA* = Hectare
- NDHA* = Net Developable Hectare

3.21 Contributions Calculation

Contribution Calculation Shirewide (District Facilities)

$$\text{\$2,377.43 per ET} = \left[\frac{(\$51,644,000 - \$260,500) \times 28\%}{16,400} \right] \times 2.71$$

Contribution Calculation Moss Vale: (Local Facilities)

$$\text{\$1,748.62 per ET} = \left[\frac{(\$7,989,000 - \$96,000) \times 45\%}{5,464} \right] \times 2.69$$

Contribution Calculation Mittagong: (Local Facilities)

$$\text{\$561.99 per ET} = \left[\frac{(\$2,179,500 - \$18,000) \times 26\%}{2,680} \right] \times 2.68$$

Contribution Calculation Northern Villages: (Local Facilities)

$$\text{\$367.96 per ET} = \left[\frac{(\$697,000 - \$62,000) \times 20\%}{1,032} \right] \times 2.99$$

Contribution Calculation Bundanoon/Exeter: (Local Facilities)

$$\text{\$1,014.10 per ET} = \left[\frac{(\$1,494,000 - \$27,000) \times 33\%}{1,203} \right] \times 2.52$$

Contribution Calculation Northern Gateway (Local Facilities)

$$\text{\$17,296.90 per HA} = \left[\frac{\$2,250,000 \times 44\%}{57.2357\text{HA}} \right]$$

4 PART C – Strategy Plans

4.1 Population Statistics

4.1.1 Current Population Statistics

The Wingecarribee Shire is located 75-kilometres from the south-western fringe of Sydney and covers an expanse of 2,700 square kilometres. The *Wingecarribee Shire Community Profile 2006* examines the 2006 Census Data produced by the Australian Bureau of Statistics. In summary, at the 2006 Census:

- The population of the Shire was 42,272;
- The Shire's urban growth was centred in the towns of Mittagong, Bowral and Moss Vale, (which comprised 61% of the population of the Shire);
- There were 16,218 households;
- The Shire had 11,561 families;
- Separate housing accounted for 90% of occupied private dwellings; and
- Common industries were retailing, health and community services, manufacturing, construction, hospitality, education and training.

The *Wingecarribee Shire Community Profile 2006* also compares the Shire's demography with national, State and regional contexts. Comparative data includes Australia, NSW and the Illawarra region. For further information the document is available from Council – Civic Centre, Elizabeth Street, Moss Vale; or as a down load from: <http://www.wsc.nsw.gov.au>.

4.1.2 Past Population Statistics

The Community Profile, 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 2001 and 2006 census, from 40,840 residents to 42,272 residents.
- The population growth rate declined to 0.7% per annum between 2001 and 2006, compared to the growth rate 2001 (2.2% per annum) and 1991 to 1996 (2.1% per annum).
- The LGA has an aging population, with the LGA median age of 42-years. There is also a trend of outward movement of young people and immigration of persons aged 55 years or over.

4.1.3 Families

- In 2006, the Shire had 11,561 families, comprising 41% couple families with children, 43% couple only families and 14% one parent families.
- Over 5,000 families are caring for dependant off spring. The majority (70%) are young families rearing children younger than 15-years. Over one fifth of these are headed by a loan parent.

4.1.4 Households and Housing

- In 2006, the LGA had 15,567 occupied private dwellings, an increase of 2.9% from 2001.
- Separate housing accounts for 90% of occupied dwellings.
- The housing stock in the Wingecarribee LGA has shifted with the proportion of medium and high density housing stock increasing from 7.4% in 2001 to 9.4% in 2006.
- Average household occupancy rate of 2.5 persons compared to 2.6 for NSW.
- Changes in population age distribution between 2001 and 2006 has led to a decrease in family households and an increasing proportion of lone person households which now represent 23% of all households. This is similar to NSW.
- The current stock of housing available for private rental of occupied private dwellings is also low at 21%, compared to 28% for NSW in 2006. Lack of housing choice is contributing to affordability problems for lone person, couple and low income households seeking rental accommodation.

4.1.5 Employment

Since the mid 1980s the Shire has experienced consistent decline in unemployment rates. At Census 2006 the overall unemployment rate was 4% and the number of unemployed persons was 813.

Most common industries are retailing, health and community services, manufacturing, construction, hospitality, education and training.

4.1.6 Future Growth Statistics

According to the Sydney-Canberra Corridor Regional Strategy 2006-2031, published by the NSW Department of Planning, 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.”*

Based on the Sydney-Canberra Corridor Regional Strategy figures, Council has reviewed its projections for the LGA, as population projections provide an indication of the future demand for public facilities. Parsons Brinkerhoff, on behalf of Council recently reviewed the *Wingecarribee open Space, Recreation, Cultural and Community Facilities Needs Study and Strategy*. Table 3.1 (p18) of the review document contains a detailed breakdown of estimated population growth within the townships of the Wingecarribee LGA. Those population projections from 2006 to 2031 are adopted for the purposes of this Plan and are reproduce in Table 9.

Table 9 - Breakdown of projected population and household increases between 2006 and 2031 for Contributions Catchments and the Wingecarribee LGA.

Section 94 Contribution Catchments – Projected & Design Populations	Population		Population Increase from 2006 to 2031		Persons per Dwelling		Households		Housing Increase from 2006 to 2031		Apportionment of New Persons from 2006 to 2031	Apportionment of New Houses from 2006 to 2031
	2006	2031	Number	%	2006	2031	2006	2031	Number	%		
<i>Mittagong</i>	7,705	10,385	2,680	34.8%	2.68	2.43	2,877	4,277	1,400	48.7%	26%	33%
<i>Bowral</i>	11,500	11,836	336	2.9%	2.63	2.38	4,370	4,970	600	13.7%	3%	12%
<i>Moss Vale</i>	6,723	12,187	5,464	81.3%	2.69	2.44	2,503	5,003	2,500	99.9%	45%	50%
<i>Bundanoon/Exeter</i>	2,433	3,636	1,203	49.4%	2.52	2.27	964	1,599	635	65.9%	33%	40%
<i>Berrima</i>	869	885	16	1.9%	2.65	2.4	328	369	41	12.5%	2%	11%
<i>Robertson</i>	1,205	1,310	105	8.7%	2.87	2.62	420	500	80	19%	8%	16%
<i>Northern Villages</i>	4,049	5,081	1,032	25.5%	2.99	2.74	1,354	1,854	500	36.9%	20%	27%
<i>Rural</i>	7,704	11,095	3,391	44%	2.8	2.55	2,752	4,352	1,600	58.1%	31%	37%
Total	42,188	56,415	14,227	33.7%	2.71	2.46	15,568	22,924	7,356	47.3%	25%	32%
District (Department of Planning Figures)												
District Totals	42,188	58,588	16,400	39%	2.71	2.41	15,568	24,268	8,700	56%	28%	36%

Source: Parsons Brinkerhoff (PB), 2010, *Wingecarribee Open Space, Recreation, Cultural and Community Facilities Needs Study and Strategy – Review*.

4.2 Identifying Demand

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 nexus is one of the core components a contributions plan must address pursuant to Clause 27(1)(C) of the EPA Regulation. There are 3-main components to the Nexus, which are *causal*, *spatial* and *temporal*. These main components are addressed in the following Sections.

4.2.2 Causal Nexus

The nexus between population growth and demand for upgrading of and additional roads and traffic facilities has been established via the preparation of network modelling. Since 2007 Council has been working in cooperation with the RMS (formerly RTA) to develop a strategic traffic network model for the Wingecarribee Shire LGA, known as the TRACKS Model. To develop the TRACKS Model Council engaged *Gabitie Porter Consultants for Traffic and Transportation, Engineering and Planning*. From 2007 to 2009 *Gabitie 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 Moss Vale Enterprise Corridor, however contains predicted traffic generation from local residential and regional growth in future years 2016 and 2031.

The TRACKS Model contains current Census and projected population data, including the wider Illawarra Region Model provided by the RMS. This data indicates significant traffic volume increase, particularly evident on the Shire's main arterial road network. The TRACKS Model indicates that the future demands on the road network within the Wingecarribee LGA will be generated from new residential development, both infill and Greenfield; and growth in Commercial and Industrial Development within the Town Centres, Northern Gateway and Moss Vale Enterprise Corridor.

To arrive at the works program contained in Table 10 the base network within the TRACKS Model was 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 (morning peak) and SP (afternoon/shopping peak) periods for each of the model years.

Further to the TRACKS Modelling, Council engaged *High Range Analytics Pty Ltd* to carry out micro simulation modelling to produce:

- *Bowral Town Centre – Micro Simulation Model: Final Report (April 2011)*

Further, testing in the Micro Simulation Modelling helped Council to finalise proposed infrastructure works within the Bowral Town Centre that would be of benefit to both traffic bound for the Bowral Town Centre and through traffic.

Further, Council will be carrying out a Moss Vale Town Centre Traffic Micro Simulation Modelling Study, which will further enhance Councils' knowledge of roads and traffic issues within the Shire. The forthcoming Moss Vale Town Centre Traffic Modelling Study may also require some adjustments to this Plan.

4.2.2.1 Cross Subsidies

The Moss Vale Enterprise Corridor and Town Centres of Mittagong, Bowral, Moss Vale, Robertson, Berrima and Bundanoon are not levied contributions under this Plan as they are covered by separate Contributions Plans. The Town Centres are subject to a Section 94A Development Contributions Plan which raises levies towards pedestrian facilities and land acquisitions for road widening in those centres. Works listed in the Section 94A Contributions Plan are not included in this Contributions Plan. Therefore residential development within the town centres will not contribute towards works in this Plan. However, the expected amount of residential development in town centres (confined only to the commercial zones of the WLEP 2010) under the Section 94A Plan is negligible and therefore has not been discounted from the overall population growth figures provided in Table 9.

For the Draft Moss Vale Enterprise Corridor Section 94 Contributions Plan Council further developed the TRACKS Model⁴ for which *Gabites Porter* produced the following reports:

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

Essentially the additional 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

⁴ Refer to Section 4.2.2.1.1 of the Draft Section 94 Contributions for the Moss Vale Enterprise Corridor

significant infrastructure is generated to ensure the road network system operates safely and efficiently.

Thus the TRACKS Model demonstrates that the demand for network infrastructure improvements generated by the Moss Vale Enterprise Corridor are significantly related to the development of that corridor and would not be required as a result of residential and regional growth within the Wingecarribee LGA. Hence infrastructure works proposed in the Draft Section 94 Plan for Moss Vale Enterprise Corridor are not included in this Plan as demand for those works are not derived from the current or future residential population.

Therefore the TRACKS Model, demonstrates that traffic originating from the Moss Vale Enterprise Corridor has impacts on the network that contribute to the requirement to upgrade traffic facilities beyond those contained in the works schedule of the Draft Section 94 Contributions Plan for the Moss Vale Enterprise Corridor. However, this Plan only levies contributions from Residential Development for those facilities.

Conversely, traffic originating from residential development will utilise facilities to be funded under the Section 94 Contributions Plan for the Moss Vale Enterprise Corridor. However residential development will not be levied for any works in the Moss Vale Enterprise Corridor.

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.

4.2.3 Spatial Nexus

Projects listed in Table 10 of this Plan are designed to meet future demands on roads and traffic infrastructure throughout the Wingecarribee LGA, at both district and local levels. District facilities are designed to meet the needs and be utilised by the majority of the population within the LGA. District facilities are generally located on arterial, sub arterial and collector roads that serve traffic from across the entirety of the LGA, i.e. Moss Vale Road, Argyle Road, Mittagong Road, Bowral Road and the Old Hume Highway.

Local facilities include collector and local roads that generally only serve a majority of traffic derived from within a local catchment.

This Plan also includes contributions towards shared pathways (cycle-ways), as proposed by the adopted *Bicycle Strategy for Mittagong, Bowral and Moss Vale*; and footpaths and bus stops where these facilities are located or are proposed to be located within road reserves.

Figure 1 shows the District Roads Catchment (LGA), whilst Figure 2, Figure 3 and Figure 4 show the Local contributions catchment areas. Section 8 includes individual Maps for each of the local contributions catchment areas showing locations of proposed works.

4.2.4 Temporal Nexus

The temporal nexus indicates the timing, pooling and provision strategy chosen for the establishment of the district and local works programs.

The works program is reviewed annually to ensure the contributions income from development matches the cost of the proposed scheduled works. Should population growth slow down or increase beyond projections, then projects within the works program can be brought forward or pushed back accordingly. The timing of projects in the Works Schedule are therefore indicative. Programs will be revised in light of policy reviews, development trends and availability of funds. The Pooling Priority column in Table 10 represents the order in which Council will prioritise items in the works program. Council may amend the priority list from time to time to meet the demands of development, as growth areas may change from time to time based on market forces.

The pooling of funds between local and district catchments ensures works are carried out and monies spent in a priority order. This reduces Council's need to borrow funds from external sources as Council is able to use all funds collected under this Plan for all works in the Plan. This will also enable Council to provide facilities within a reasonable time.

4.3 Identifying the relationship (Apportionment)

The cost of providing each works program item has been apportioned individually between current and future demand derived from the breakdown of projected population and household increases between 2006 and 2031, contained in Table 9.

The following formula illustrates how the apportionment is calculated for each infrastructure item using the population data contained in Table 9:

$$P\% = \left[\frac{I_p}{P_p} \right] \times \frac{100}{1}$$

Where,

$P\%$ = Proportion of New Persons from 2006 to 2031

P_p = Predicted Population by 2031

I_p = Increase in Population from 2006 to 2031 (number of new persons)

For example:

Case Study 1 – District Catchment

- Number of new persons from 2006 to 2031 is 16,400 persons.
- Predicted Population (2031) is 58,588 persons.

Thus using the apportionment formula:

$$\left(\frac{16,400}{58,588}\right) \times \frac{100}{1} = 27.99\%$$

Hence the apportionment of costs attributable to the developers within the District (Shirewide) Catchment is 28%; whilst Council is responsible for 72% of the costs.

Thus applying the formula from Section 3.20, the contribution per ET for the District Catchment can be calculated as follows:

$$\text{\$2,377.43 per ET} = \left[\frac{(\$51,644,000 - \$260,500) \times 28\%}{16,400} \right] \times 2.71$$

Thus Council must raise \\$14,387,380.00 from development contributions and raise \\$36,996,120.00 from other funding sources over the life of the Plan.

Case Study 2 – Moss Vale Local Catchment

- Number of new persons from 2006 to 2031 is 5,464 persons.
- Predicted Population (2031) is 12,187 persons.

Thus using the apportionment formula:

$$\left(\frac{5,464}{12,187}\right) \times \frac{100}{1} = 44.83\%$$

Hence the apportionment of costs attributable to the developers within the Moss Vale Local Catchment is 45%; whilst Council is responsible for 55% of the costs.

Thus applying the formula from Section 3.20, the contribution per ET for the Moss Vale Local Catchment can be calculated as follows:

$$\text{\$1,748.62 per ET} = \left[\frac{(\$7,989,000 - \$96,000) \times 45\%}{5,464} \right] \times 2.69$$

Thus Council must raise \\$3,551,850.00 from development contributions and raise \\$4,341,150.00 from other funding sources over the life of the Plan.

Case Study 3 – Northern Gateway Local Catchment

Local works for Northern Gateway are required to cater for the proposed rezoning of land from Rural Landscape RU1 to General Industrial IN1. The proposed area of industrial land following the rezoning will be 57.2357-hectares. Of the 57.2357-hectares approximately 32-hectares has been developed, thus the remaining 25-

hectares to be developed can be levied a contribution. The apportionment is therefore calculated as follows:

$$\left(\frac{25}{57}\right) \times \frac{100}{1} = 44\%$$

Thus applying the formula from Section 3.20, the contribution per NDHA for the Northern Gateway Local Catchment can be calculated as follows:

$$\text{\$17,296.90 per NDHA} = \left[\frac{\text{\$2,250,000} \times 44\%}{57.2357 \text{ HA}} \right]$$

Thus Council must raise \$990,000.00 from development contributions and raise \$1,260,000.00 from other funding sources over the life of the Plan.

5 Part D – Supporting Documents and References

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Wingecarribee Shire Council Industrial Land Development Control Plan (DCP), as adopted 14 October 2009 and effective 16 June 2010.

6 Part E – Definitions and Abbreviations

6.1 Abbreviations

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

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

LAMP means Local Area Access Plan

LGA means Local Government Area

NDHA means Net Developable Hectare (refer to definition)

Plan means this Section 94 Development Contributions Plan

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

TRACKS is a strategic traffic modelling software used by Council and endorsed by the RTA.

WLEP means Wingecarribee Local Environmental Plan 2010

WSC means Wingecarribee Shire Council

6.2 Definitions

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

affordable housing has the same meaning as in the EPA Act.

attached dwelling has the same meaning as in the WLEP.

attic has the same meaning as in the WLEP.

backpackers' accommodation has the same meaning as in the WLEP.

bed and breakfast accommodation has the same meaning as in the WLEP.

bedroom means any enclosed habitable room within a dwelling that is capable of being used for sleeping purposes, including any study or similar utility room. *Note:* Council may use discretion to determine whether a particular room is to be regarded as bedroom for the purposes of this definition by having regard to the nature of the design and/or layout of the room and its situation in the building.

boarding house has the same meaning as in the WLEP.

brothel has the same meaning as 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.

caravan park has the same meaning as in the WLEP.

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 facility has the same meaning as in the WLEP.

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.

dwelling has the same meaning as in the WLEP.

dwelling house has the same meaning as in the WLEP.

dual occupancy has the same meaning as in the WLEP.

ET means ‘Equivalent Tenement’, which is the term used to describe the average size of a household’s population. Mathematically this equates to 2.71 persons per dwelling (2006 Census) for the Wingecarribee Shire Council LGA.

exhibition home has the same meaning as in the WLEP.

exhibition village has the same meaning as in the WLEP.

facilities has the same meaning as in Section 31A of the EPA Reg.

farm stay accommodation has the same meaning as in the WLEP.

granny flat means a second dwelling on one allotment of land that contains only 1-bedroom, with no separate studies or similar rooms, and has a floor area of 60m² or less.

group home means a dwelling that is a permanent group home or a transitional group home.

group home (permanent) or permanent group home means a dwelling:

- (a) that is occupied by persons as a single household with or without paid supervision or care and whether or not those persons are related or payment for board and lodging is required, and
- (b) that is used to provide permanent household accommodation for people with a disability or people who are socially disadvantaged, but does not include development to which State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 applies.

group home (transitional) or transitional group home means a dwelling:

- (a) that is occupied by persons as a single household with or without paid supervision or care and whether or not those persons are related or payment for board and lodging is required, and
- (b) that is used to provide temporary accommodation for the relief or rehabilitation of people with a disability or for drug or alcohol rehabilitation purposes, or that is used to provide half-way accommodation for persons formerly living in institutions or temporary accommodation comprising refuges for men, women or young people, but does not include development to which State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 applies.

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

home-based child care has the same meaning as in the WLEP.

home business has the same meaning as in the WLEP.

home industry has the same meaning as in the WLEP.

home occupation has the same meaning as in the WLEP.

home occupation (sex services) has the same meaning as in the WLEP.

hostel means has the same meaning as in the WLEP.

hotel or motel has the same meaning as in the WLEP.

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

moveable dwelling has the same meaning as in the Local Government Act 1993.

multi dwelling housing has the same meaning as in the WLEP.

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 Industrial Lands Development Control Plan (DCP); 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.

place of shared accommodation has the same meaning as the EPA Act.

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.

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 means a facility which satisfies the demands of a catchment greater than one local government area.

residential accommodation has the same meaning as in the WLEP.

residential care facility means accommodation for seniors (people aged 55 years or more) or people with a disability that includes:

- (a) meals and cleaning services, and
- (b) personal care or nursing care, or both, and
- (c) appropriate staffing, furniture, furnishings and equipment for the provision of that accommodation and care,
not being a dwelling, hospital or psychiatric facility.

residential flat building has the same meaning as in the WLEP.

rural worker's dwelling has the same meaning as in the WLEP.
secondary dwelling has the same meaning as in the WLEP.

semi detached dwelling has the same meaning as in the WLEP.

seniors housing means 'seniors housing' as referred to in the Minister's 94E direction as follows:

'residential accommodation that is, or is intended to be, used permanently for seniors or people with a disability consisting of:

- (a) a residential care facility, or*
 - (b) a hostel, or*
 - (c) a group of self-contained dwellings, or*
 - (d) a combination of these,*
- but does not include a hospital.*

Note *The concept of seniors housing is intended to be a shorthand phrase encompassing both housing for seniors and for people with a disability. This Policy deals with both kinds of housing.*

Accommodation provided by seniors housing does not have to be limited to seniors or people with a disability. Clause 20 provides that seniors housing may be used for the accommodation of the following:

- (a) seniors or people who have a disability,*
- (b) people who live within the same household with seniors or people who have a disability,*
- (c) staff employed to assist in the administration of and provision of services to housing provided under this Policy.'*

serviced apartment has the same meaning as in the WLEP.

sex services has the same meaning as in the WLEP..

sex services has the same meaning as in the WLEP.

shop top housing has the same meaning as in the WLEP.

social housing provider means a 'social housing provider' as referred to in the Minister's 94E direction as follows:

- (a) the New South Wales Land and Housing Corporation,*
- (b) the Department of Housing,*
- (c) a community housing organisation registered with the Office of Community Housing of the Department of Housing,*
- (d) the Aboriginal Housing Office,*
- (e) a registered Aboriginal housing organisation within the meaning of the Aboriginal Housing Act 1998,*
- (f) the Department of Ageing, Disability and Home Care,*
- (g) a local government authority that provides affordable housing,*

(h) *a not-for-profit organisation that is a direct provider of rental housing to tenants.*

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.

tourist and visitor accommodation has the same meaning as in the WLEP.

urban release area means an area of land shown hatched and lettered “Urban Release Area” on the Urban Release Area Map pertaining to the WSC LEP 2009.

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 Local and District Roads and Traffic Facilities for the Wingecarribee Shire 2006 to 2031

Note: 'Timing Year' – is approximate only used for traffic modelling purposes only. Facilities to be provided in order of Pooling Priority.

Timing Year	Pooling Priority (Order of Schedule of Works)	Future Work or Recoupment or Acquisition	Contribution Catchment	District or Local	ITEM DESCRIPTION	ROAD / INTERSECTION / STUDY	Type Of Work	START	END	Plan No.	LENGTH (KM)	APPORTIONMENT TO DEVELOPER %	COST OF ITEM	COUNCIL CONTRIBUTION	DEVELOPER CONTRIBUTION AMOUNT	GRANTS - VPA Contributions - Old S94 Monies	Population	Persons Per Dwelling	Developer Contribution Per ET for Residential and Per HA for Northern Gateway
2010	1	Recoupment	Shirewide	District	Shirewide Traffic Management Facilities Study	STUDY	Modelling	N/A	N/A	N/A	N/A	28%	\$50,000	\$36,000	\$14,000		16,400	2.71	\$2.31
2010	2	Recoupment	Shirewide	District	Bowral Town Centre Traffic Modelling	STUDY	Modelling	N/A	N/A	N/A	N/A	28%	\$40,000	\$14,400	\$5,600	\$20,000	16,400	2.71	\$0.93
2010	3	Recoupment	Shirewide	District	Additional Works – Funston Street - Road Widening and Footpath Improvements	Station Street / Funston Street	Widening and Sealing	Mittagong Road (north)	Kangaloon Road (south)	Figure 7	0.37	28%	\$128,000	\$92,160	\$35,840		16,400	2.71	\$5.92
2010	4	Recoupment	Shirewide	District	Design, project management and a construction of the proposed Bowral/Station Street Roundabout	Bowral Street / Station Street	Roundabout	N/A	N/A	Figure 7	N/A	28%	\$180,000	\$70,200	\$27,300	\$82,500	16,400	2.71	\$4.51
2011	5	Recoupment	Moss Vale	Local	Moss Vale Town Centre Traffic Modelling	STUDY	Modelling	N/A	N/A	N/A	N/A	45%	\$80,000	\$22,000	\$18,000	\$40,000	5,464	2.69	\$8.86
2012	6	Future	Mittagong	Local	Bus Shelter 2 - Beatrice Street - Mittagong Caravan Park beside the caravan park shop – Route and school services. CPTIGS Grant Site ID 11	Beatrice Street	Bus Shelter	N/A	N/A	Figure 11	N/A	26%	\$21,500	\$2,590	\$910	\$18,000	2,680	2.68	\$0.91
2012	7	Future	Bundanoon/Exeter	Local	Bus Shelter - Exeter, Exeter Road (Eastern Side). 85m North West of INTN with Middle Road. CIPTIGS Grants Site ID 5.	Exeter Road	Bus Shelter	N/A	N/A	Figure 10	N/A	33%	\$14,500	\$4,355	\$2,145	\$8,000	1,203	2.52	\$4.49
2012	8	Future	Bundanoon/Exeter	Local	Bus Shelter - Exeter, Exeter Road (Western Side). 85m North West of INTN with Middle Road. CIPTIGS Grant Site ID 4.	Exeter Road	Bus Shelter	N/A	N/A	Figure 10	N/A	33%	\$29,500	\$7,035	\$3,465	\$19,000	1,203	2.52	\$7.26
2012	9	Future	Robertson	Local	Bus Shelter - Robertson, Hoddle Street (Illawarra Highway, South Side). 40m West of Main Street. CIPTIGS Grant Site ID 2.	Hoddle Street	Bus Shelter	N/A	N/A	Figure 15	N/A	8%	\$6,500	\$2,300	\$200	\$4,000	105	2.87	\$5.47
2013	10	Future	Robertson	Local	Bus Shelter - Robertson, Hoddle Street (Illawarra Highway, North Side). 55m West of Main Street. CPTIGS Grant Site ID 1	Hoddle Street	Bus Shelter	N/A	N/A	Figure 15	N/A	8%	\$32,500	\$12,420	\$1,080	\$19,000	105	2.87	\$29.52
2013	11	Future	Shirewide	District	Bus Shelter - New Berrima, Ennis Ave (North Side). 25m Est of Sydney Street. CIPTIGS Grant Site ID 3.	Ennis Avenue	Bus Shelter	N/A	N/A	Figure 18	N/A	28%	\$38,000	\$10,800	\$4,200	\$23,000	16,400	2.71	\$0.69
2013	12	Future	Northern Villages	Local	Bus Shelter - Hilltop (Western Side), West Parade. 40m North Linda Street. CIPTIGS Grant Site ID 7.	West Parrade	Bus Shelter	N/A	N/A	Figure 17	N/A	20%	\$30,500	\$9,200	\$2,300	\$19,000	1,032	2.99	\$6.66
2013	13	Future	Shirewide	District	Bong Bong Street / Station Street Signal Modification to include Bundaroo Street	Bong Bong Street / Station Street	Signalisation	N/A	N/A	Figures 6 & 7	N/A	28%	\$350,000	\$252,000	\$98,000		16,400	2.71	\$16.19
2013	14	Future	Moss Vale	Local	Intersection Improvements - Argyle Street - Chanelisation (including Lackey Road, Railway Street and Arthur Street).	Argyle Street	Chanelisation	N/A	N/A	Figure 12	N/A	45%	\$250,000	\$106,700	\$87,300	\$56,000	5,464	2.69	\$42.98
2013	15	Future	Moss Vale	Local	Widening and Sealing - Lytton Road East of Beaconsfield Road	Lytton Road	Widening and Sealing	Beaconsfield Road (east)	Bulwer Road (west)	Figure 12	0.62	45%	\$385,000	\$211,750	\$173,250		5,464	2.69	\$85.29
2013	16	Future	Mittagong	Local	Old Hume Hwy Brewster Street Works - Pedestrian Pathway and Planting	Old Hume Hwy	Pedestrian Pathway	Brewster Street	Footpath near Mittagong RSL	Figure 11	0.14	26%	\$28,000	\$20,720	\$7,280		2,680	2.68	\$7.28
2013	17	Future	Shirewide	District	Bundaroo Street Reconstruction - Bong Bong Street to Bendooley includes roundabout at Bundaroo St and Bendooley St	Bundaroo Street	Road Reconstruction	Bong Bong St	Bendooley St	Figure 6 & 7	0.21	28%	\$450,000	\$324,000	\$126,000		16,400	2.71	\$20.82

Timing Year	Pooling Priority (Order of Schedule of Works)	Future Work or Recoupment or Acquisition	Contribution Catchment	District or Local	ITEM DESCRIPTION	ROAD / INTERSECTION / STUDY	Type Of Work	START	END	Plan No.	LENGTH (KM)	APPORTIONMENT TO DEVELOPER %	COST OF ITEM	COUNCIL CONTRIBUTION	DEVELOPER CONTRIBUTION AMOUNT	GRANTS - VPA Contributions - Old S94 Monies	Population	Persons Per Dwelling	Developer Contribution Per ET for Residential and Per HA for Northern Gateway
2013	18	Future	Mittagong	Local	Badgery Street and Old Hume Hwy Intersection Improvement - Seagull	Old Hume Hwy	Intersection Improvement	N/A	N/A	Figure 14	N/A	26%	\$230,000	\$170,200	\$59,800		2,680	2.68	\$59.80
2014	19	Future	Northern Villages	Local	Bus Shelter - Hilltop (Eastern Side), West Parade. 30m North of Linda Street. CIPTIGS Grant Site ID 8.	West Parrade	Bus Shelter	N/A	N/A	Figure 17	N/A	20%	\$26,500	\$2,800	\$700	\$23,000	1,032	2.99	\$2.03
2014	20	Future	Northern Villages	Local	Bus Shelter - Colo Vale, Railway Avenue (East Side). 65m South of Watke Street. CIPTIGS Grant Site ID 6.	Railway Avenue	Bus Shelter	N/A	N/A	Figure 9	N/A	20%	\$40,000	\$16,000	\$4,000	\$20,000	1,032	2.99	\$11.59
2014	21	Future	Shirewide	District	Bus Shelter - Berrima Village, Old Hume Hwy (East Side) 95M South Wingecarribee Street. CIPTIGS Grant Site ID 9.	Old Hume Hwy	Bus Shelter	N/A	N/A	Figure 18	N/A	28%	\$68,000	\$30,960	\$12,040	\$25,000	16,400	2.71	\$1.99
2014	22	Future	Shirewide	District	Kirkham Road - Eastern Side Kerb and Gutter; and Shred path construction incorporating 90 on street car parking spaces	Kirkham Road	Road Widening	Wingecarribee Street	Oxleys Hill Road	Figure 7	0.57	28%	\$600,000	\$432,000	\$168,000		16,400	2.71	\$27.76
2014	23	Future	Bundanoon/Exeter	District	Traffic Management and Pedestrian Facilities - Bundanoon Road, Middle Road and Badgerys Way	Bundanoon Road	Intersection Improvement	N/A	N/A	Figure 10	N/A	28%	\$300,000	\$216,000	\$84,000		16,400	2.71	\$13.88
2014	24	Future	Bundanoon/Exeter	District	Traffic Management and Pedestrian Facilities - Ringwood Road	Ringwood Road	Pedestrian Facilities & Traffic Management	50kmph zone (north)	50kph zone (south)	Figure 10	N/A	28%	\$150,000	\$108,000	\$42,000		16,400	2.71	\$6.94
2014	25	Future	Bundanoon/Exeter	Local	Erith Street Widening	Erith Street	Widening and Sealing	Northern Railway Bridge	Elsmore Road	Figure 13 & 16	2.00	33%	\$300,000	\$201,000	\$99,000		1,203	2.52	\$207.38
2014	26	Future	Mittagong	Local	Shared Pathway - Old Bowral Road - Cavendish Street to Bowral Road (Signals)	Old Bowral Road	Shared Pathway	Cavendish Street	Bowral Road	Figure 6 & 11	1.35	26%	\$300,000	\$222,000	\$78,000		2,680	2.68	\$78.00
2014	27	Future	Shirewide	District	Victoria Street - Bridge Replacement to allow for vehicular Traffic.	Victoria Street	Bridge	N/A	N/A	Figure 6 & 7	N/A	28%	\$1,200,000	\$864,000	\$336,000		16,400	2.71	\$55.52
2014	28	Future	Shirewide	District	Signalisation - Bong Bong and Merrigang Street Intersection. Removal of Roundabout and installation of traffic signals.	Bong Bong Street / Merrigang Street	Signalisation	N/A	N/A	Figure 7	N/A	28%	\$450,000	\$324,000	\$126,000		16,400	2.71	\$20.82
2015	29	Future	Shirewide	District	Bendooley Street Reconstruction between Bundaroo St and Merrigang St	Bendooley Street	Road Reconstruction	Bundaroo St	Merrigang St	Figure 7	0.11	28%	\$150,000	\$108,000	\$42,000		16,400	2.71	\$6.94
2015	30	Future	Mittagong	District	Roundabout - Old Hume Hwy and Cavendish Street	Old Hume Hwy / Cavendish Street	Roundabout	N/A	N/A	Figure 11	N/A	28%	\$500,000	\$360,000	\$140,000		16,400	2.71	\$23.13
2015	31	Future	Mittagong	District	Intersection Improvements - Cavendish Street and Old Bowral Road	Cavendish Street / Old Bowral Road	Intersection Improvement	N/A	N/A	Figure 11	N/A	28%	\$250,000	\$180,000	\$70,000		16,400	2.71	\$11.57
2015	32	Future	Mittagong	District	Signalisation - Bowral Road and Princess Street	Bowral Road / Princess Street	Signalisation	N/A	N/A	Figure 11	N/A	28%	\$200,000	\$64,800	\$25,200	\$110,000	16,400	2.71	\$4.16
2015	33	Future	Moss Vale	Local	Chanelisation - Argyle Street and Valetta Street	Argyle Street	Chanelisation	N/A	N/A	Figure 12	N/A	45%	\$100,000	\$55,000	\$45,000		5,464	2.69	\$22.15
2015	34	Future	Mittagong	Local	Beresford Street Upgrade - pavement upgrade; kerb and gutter; bike path extension from Nattai Ponds Development to Balaclava Street	Beresford Street	Road Reconstruction	Nattai Ponds Subdivision	Balaclava Street	Figure 14	0.23	26%	\$400,000	\$296,000	\$104,000		2,680	2.68	\$104.00

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2016	35	Future	Moss Vale	Local	Intersection Improvements - Argyle Street - Signalisation (including Lackey Road, Railway Street and Arthur Street).	Argyle Street	Signalisation	N/A	N/A	Figure 12	N/A	45%	\$450,000	\$247,500	\$202,500		5,464	2.69	\$99.69
2016	36	Future	Mittagong	District	Intersection Improvement - Main Street/Fitzroy Street/Louisa Street - Realignment and Signalisation	Main Street / Fitzroy Street / Louisa Street	Signalisation	N/A	N/A	Figure 11	N/A	28%	\$800,000	\$576,000	\$224,000		16,400	2.71	\$37.01
2016	37	Future	Shirewide	District	Bus Shelter 3 - Old South Road - Mittagong Caravan Park beside the caravan park shop – Route and school services	Old South Road	Bus Shelter	N/A	N/A	Figure 7	N/A	28%	\$20,000	\$14,400	\$5,600		16,400	2.71	\$0.93
2016	38	Future	Shirewide	District	LAMP - Moss Vale Road - Alcorn Street to Burradoo Road	Moss Vale Road	LAMP	Alcorn Street (north)	Burradoo Street (south)	Figure 7 & 8	0.52	28%	\$1,000,000	\$720,000	\$280,000		16,400	2.71	\$46.27
2016	39	Future	Bundanoon/Exeter	Local	Intersection Improvement - Erith Street and Ellsmore Road.	Erith Street / Ellsmore Road	Intersection Improvement	N/A	N/A	Figure 13	N/A	33%	\$200,000	\$134,000	\$66,000		1,203	2.52	\$138.25
2016	40	Future	Bundanoon/Exeter	District	Rehabilitation - Ferndale Road	Ferndale Road	Road Reconstruction	Quarry Road	Old Wingello Road	Figure 13 & 16	0.7	28%	\$350,000	\$252,000	\$98,000		16,400	2.71	\$16.19
2016	41	Future	Moss Vale	Local	Throsby Street Upgrade + Rehab	Throsby Street	Road Reconstruction	Yarrawa Street	Arthur Street	Figure 12	0.88	45%	\$500,000	\$275,000	\$225,000		5,464	2.69	\$110.77
2016	42	Future	Moss Vale	Local	Beaconsfield Road / Lytton Road Rehabilitation	Beaconsfield Road	Road Reconstruction	Parkes Road	Moss Vale Bypass	Figure 12	0.73	45%	\$450,000	\$247,500	\$202,500		5,464	2.69	\$99.69
2017	43	Future	Shirewide	District	LAMP - Moss Vale Road - Holly Road to Osborne Road	Moss Vale Road	LAMP	Holly Road (north)	Osborne Road (south)	Figure 8	0.32	28%	\$1,200,000	\$864,000	\$336,000		16,400	2.71	\$55.52
2017	44	Future	Shirewide	District	Widen Moss Vale Rd at Holly Rd intersection to provide a median to restrict access to left in / left out of Holly Road. Note: cannot be implemented until a roundabout or other suitable intersection treatment is provided at the intersection of Moss Vale Road/Osborne Road.	Moss Vale Road / Holly Road	Intersection Improvement	N/A	N/A	Figure 8	N/A	28%	\$50,000	\$36,000	\$14,000		16,400	2.71	\$2.31
2017	45	Future	Mittagong	District	Bus Shelter 4 - Bendooley Street - Outside Welby Garden Centre – Route and school services	Bendooley Street	Bus Shelter	N/A	N/A	Figure 11	N/A	28%	\$20,000	\$14,400	\$5,600		16,400	2.71	\$0.93
2017	46	Future	Mittagong	District	LAMP Scheme - Bowral Road - Bessemer Street to Princess Street	Bowral Road	LAMP	Princess Street (east)	Bessemer Street (west)	Figure 11	0.27	28%	\$600,000	\$432,000	\$168,000		16,400	2.71	\$27.76
2017	47	Future	Moss Vale	Local	Signalisation - Argyle Street and Waite Street (includes removal of existing pedestrian signals)	Argyle Street / Waite Street	Signalisation	N/A	N/A	Figure 12	N/A	45%	\$500,000	\$275,000	\$225,000		5,464	2.69	\$110.77
2017	48	Future	Northern Gateway	Local	Reconstruction - Braemar Ave	Braemar Ave	Road Reconstruction	Old Hume Hwy	Drapers Road	Figure 14	0.40	44%	\$1,250,000	\$700,000	\$550,000		57		\$9,609.39
2017	49	Future	Robertson	Local	Construction of shared path along Caalong Street from Hampden Park to High Street. Approx 700m.	Caalong Street	Shared Pathway	High Street (north)	Hampden Park (south)	Figure 15	0.7	8%	\$129,000	\$118,680	\$10,320		105	2.87	\$282.08
2017	50	Future	Shirewide	District	LAMP - Moss Vale Road - Elizabeth Street to Charlotte Street (Including Charlotte Street re-alignment)	Moss Vale Road	LAMP	Charlotte Street (north)	Elizabeth Street (south)	Figure 8	0.83	28%	\$2,200,000	\$1,584,000	\$616,000		16,400	2.71	\$101.79
2017	51	Future	Shirewide	District	Bus Shelter 5 - Moss Vale Road - Outside Gardens R Us	Moss Vale Road	Bus Shelter	N/A	N/A	Figure 7	N/A	28%	\$20,000	\$14,400	\$5,600		16,400	2.71	\$0.93

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2017	52	Future	Shirewide	District	Intersection Improvement - Old Hume Hwy and Aylmerton Road - Seagul (No Signals)	Old Hume Hwy / Aylmerton Road	Intersection Improvement	N/A	N/A	Figure 14	N/A	28%	\$600,000	\$432,000	\$168,000		16,400	2.71	\$27.76
2017	53	Future	Mittagong	District	LAMP Scheme - Main Street - Alice Street to Helena Street	Main Street	LAMP	Alice Street (east)	Helena Street (west)	Figure 11	0.17	28%	\$300,000	\$216,000	\$84,000		16,400	2.71	\$13.88
2018	54	Future	Shirewide	District	Bowral Town Centre Distributor - Stage 1 (Wingecarribee Street to Victoria Street)	Station Street	Road Construction	Wingecarribee Street	Victoria Street	Figure 6 & 7	0.47	28%	\$4,000,000	\$2,880,000	\$1,120,000		16,400	2.71	\$185.07
2018	55	Future	Moss Vale	Local	Signalisation - Moss Vale Road, Robertson Road, Argyle Street and Suttor Road.	Moss Vale Road / Robertson Road / Argyle Street / Suttor Road	Signalisation	N/A	N/A	Figure 12	N/A	45%	\$1,200,000	\$660,000	\$540,000		5,464	2.69	\$265.85
2018	56	Future	Shirewide	District	Bus Shelter 6 - Moss Vale Road - Outside Eridge Park Rugby Club or just north of Elizabeth St eastern side – Route services	Moss Vale Road	Bus Shelter	N/A	N/A	Figure 8	N/A	28%	\$20,000	\$14,400	\$5,600		16,400	2.71	\$0.93
2018	57	Future	Mittagong	District	Cycleway - Bowral to Mittagong - Bowral /Mittagong Road - Stage 1	Bowral/Mittagong Road	Shared Pathway	Bessemer Street	Cavendish Street	Figure 11	0.9	28%	\$2,000,000	\$1,440,000	\$560,000		16,400	2.71	\$92.54
2019	58	Future	Mittagong	District	Bus Shelter 7 - Station Street - Main route service stop although there is shelter under old butcher shop awning	Station Street	Bus Shelter	N/A	N/A	Figure 11	N/A	28%	\$20,000	\$14,400	\$5,600		16,400	2.71	\$0.93
2019	59	Future	Shirewide	District	Signalisation - Wingecarribee and Kirkham Street	Wingecarribee Street / Kirkham Street	Signalisation	N/A	N/A	Figure 7	N/A	28%	\$450,000	\$324,000	\$126,000		16,400	2.71	\$20.82
2019	60	Future	Shirewide	District	Intersection Improvements - Old South Road and Merrigang Street	Old South Road / Merrigang Street	Intersection Improvement	N/A	N/A	Figure 7	N/A	28%	\$600,000	\$432,000	\$168,000		16,400	2.71	\$27.76
2019	61	Future	Mittagong	District	Intersection Improvements - Old South Road and Bong Bong Road	Old South Road / Bong Bong Road	Intersection Improvement	N/A	N/A	Figure 5	N/A	28%	\$400,000	\$288,000	\$112,000		16,400	2.71	\$18.51
2019	62	Future	Shirewide	District	Intersection Improvements - Mittagong Road - Tulloona Ave and Evans Road Intersections	Mittagong Road	Intersection Improvement	N/A	N/A	Figure 6	N/A	28%	\$600,000	\$432,000	\$168,000		16,400	2.71	\$27.76
2019	63	Future	Mittagong	District	LAMP - Old Hume Hwy - Ellsworth Avenue to Balaclava Street including signals into Willow Vale	Old Hume Hwy	LAMP	Balaclava Street (north)	Ellsworth Avenue (south)	Figure 14	0.37	28%	\$1,500,000	\$1,080,000	\$420,000		16,400	2.71	\$69.40
2019	64	Future	Moss Vale	Local	Broughton Street - Half Sealing Northern side from North Street Roundabout to Yawarra Street	Broughton Street	Half Seal	North St Roundabout	Yawarra St Intersection	Figure 12	0.19	45%	\$50,000	\$27,500	\$22,500		5,464	2.69	\$11.08
2019	65	Future	Northern Villages	Local	Roundabout - Church Avenue and Wilson Drive	Church Avenue / Wilson Drive	Roundabout	N/A	N/A	Figure 9	N/A	20%	\$600,000	\$480,000	\$120,000		1,032	2.99	\$347.67
2019	66	Future	Mittagong	Local	Roundabout - Princess Street and Regent Street	Princess Street / Regent Street	Roundabout	N/A	N/A	Figure 11	N/A	26%	\$200,000	\$148,000	\$52,000		2,680	2.68	\$52.00

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2019	67	Future	Shirewide	District	Bus Shelter 8 - Station Street (Bowral) - Eastern side north of Bowral St – Outside new development – route services over 30 a day	Station Street	Bus Shelter	N/A	N/A	Figure 7	N/A	28%	\$20,000	\$14,400	\$5,600		16,400	2.71	\$0.93
2020	68	Future	Shirewide	District	Bus Shelter 9 - Westwood Drive - Outside Annesley – Route and school services	Westwood Drive	Bus Shelter	N/A	N/A	Figure 7 & 8	N/A	28%	\$20,000	\$14,400	\$5,600		16,400	2.71	\$0.93
2020	69	Future	Bundanoon/Exeter	District	Rehabilitation - Sallys Corner Road	Sallys Corner Road	Road Reconstruction	Hume Hwy	Bundanoon Road	Figure 16	7.1	28%	\$2,500,000	\$1,800,000	\$700,000		16,400	2.71	\$115.67
2020	70	Future	Bundanoon/Exeter	District	Road Construction - Ferndale Road and Old Argyle Road	Ferndale Road / Old Argyle Road	Road Construction	Sallys Corner Road	Quarry Road	Figures 13 & 16	7.4	28%	\$1,800,000	\$1,296,000	\$504,000		16,400	2.71	\$83.28
2020	71	Future	Mittagong	District	LAMP Scheme - Old Hume Hwy - Railway Crescent to Mittagong Oval Access (Including Nattai River Bridge Widening)	Old Hume Hwy	LAMP	Mittagong Oval (east)	Railway Crescent (west)	Figure 11	0.45	28%	\$1,000,000	\$720,000	\$280,000		16,400	2.71	\$46.27
2020	72	Future	Moss Vale	Local	Railway Street - Reconstruction and Re-seal from Yarrawa Street to Spring Street.	Railway Street	Road Reconstruction	Yarrawa Street	Spring Street	Figure 12	0.40	45%	\$600,000	\$330,000	\$270,000		5,464	2.69	\$132.92
2020	73	Future	Moss Vale	Local	Railway Street - Construction of a pedestrian pathway. From Yarrawa Street to start of existing path at House No 51 Railway Street.	Railway Street	Pedestrian Pathway	Yarrawa Street	House No. 51 Railway Street	Figure 12	0.20	45%	\$24,000	\$13,200	\$10,800		5,464	2.69	\$5.32
2020	74	Future	Mittagong	District	Cycleway - Bowral to Mittagong - Bowral /Mittagong Road - Stage 2	Bowral/Mittagong Road	Shared Pathway	Cavendish Street	Old Bowral Road	Figure 6 & 11	1.27	28%	\$1,500,000	\$1,080,000	\$420,000		16,400	2.71	\$69.40
2021	75	Future	Mittagong	District	Bus Shelter 10 - Bowral Road - Additional shelter outside Beaumont Gardens – route service and major student interchange	Bowral Road	Bus Shelter	N/A	N/A	Figure 11	N/A	28%	\$20,000	\$14,400	\$5,600		16,400	2.71	\$0.93
2022	76	Future	Shirewide	District	Merrigang Street Car Parking Station	Merrigang Street	Car Parking Station	N/A	N/A	Figure 7	N/A	28%	\$9,000,000	\$6,480,000	\$2,520,000		16,400	2.71	\$416.41
2022	77	Future	Mittagong	District	Pioneer St Old Hume Highway - Intersection Improvements	Pioneer Street / Old Hume Hwy	Intersection Improvement	N/A	N/A	Figure 11	N/A	28%	\$180,000	\$129,600	\$50,400		16,400	2.71	\$8.33
2022	78	Future	Mittagong	District	Cycleway - Bowral to Mittagong - Bowral /Mittagong Road - Stage 3	Bowral/Mittagong Road	Shared Pathway	Old Bowral Road	Station Street	Figure 6 & 7	2	28%	\$1,500,000	\$1,080,000	\$420,000		16,400	2.71	\$69.40
2023	79	Future	Bundanoon/Exeter	Local	Roundabout - Erith Street / Railway Avenue intersection. Entrance to Bundanoon.	Railway Street / Erith Street	Roundabout	N/A	N/A	Figure 13	N/A	33%	\$600,000	\$402,000	\$198,000		1,203	2.52	\$414.76
2023	80	Future	Northern Gateway	Local	Intersection Improvement - Old Hume Hwy and Braemar Avenue - Signalised Seagull	Old Hume Hwy / Braemar Avenue	Intersection Improvement	N/A	N/A	Figure 14	N/A	44%	\$1,000,000	\$560,000	\$440,000		57		\$7,687.51
2024	81	Future	Bundanoon/Exeter	Local	Pedestrian Bridge - Erith Street (North) to Railway Street.	Railway Street / Erith Street	Pedestrian Bridge	Erith Street	Railway Street	Figure 13	0.04	33%	\$150,000	\$100,500	\$49,500		1,203	2.52	\$103.69
2025	82	Future	Mittagong	District	Roundabout - Cavendish Street and Priestley Street	Cavendish Street / Priestley Street	Roundabout	N/A	N/A	Figure 11	N/A	28%	\$250,000	\$180,000	\$70,000		16,400	2.71	\$11.57
2025	83	Future	Shirewide	District	Bowral Town Centre Distributor - Stage 2 (Bowral Street to Wingecarribee Street)	Station Street	New Road	Wingecarribee Street	Bowral Street	Figure 7	0.56	28%	\$3,000,000	\$2,160,000	\$840,000		16,400	2.71	\$138.80
2025	84	Future	Moss Vale	Local	Yarrawa Road - Upgrade and Rehabilitation	Yarrawa Road	Road Reconstruction	Throsby Street	Mt Broughton Rd	Figure 12	1.7	45%	\$200,000	\$110,000	\$90,000		5,464	2.69	\$44.31

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2025	85	Future	Moss Vale	Local	Illawarra Hwy / Fitzroy Street / Throsby Park Road Rehabilitation	Illawarra Hwy	Roundabout	Intersection only	N/A	Figure 12	N/A	45%	\$2,000,000	\$1,100,000	\$900,000		5,464	2.69	\$443.08
2025	86	Future	Moss Vale	Local	Yarrawa Road / Spencer Street - Rehabilitation	Yarrawa Road	Roundabout	Intersection only	N/A	Figure 12	N/A	45%	\$600,000	\$330,000	\$270,000		5,464	2.69	\$132.92
2025	87	Future	Moss Vale	Local	Spencer Street / Lovelle Street - Rehabilitation	Spencer Street	Roundabout	Intersection only	N/A	Figure 12	N/A	45%	\$250,000	\$137,500	\$112,500		5,464	2.69	\$55.39
2025	88	Future	Shirewide	District	Bowral Town Centre Distributor - Stage 3 Duplication of Bridge at Wingecarribee Street	Wingecarribee Street	Bridge	Station Street (east)	Kirkham Road (west)	Figure 7	0.06	28%	\$4,000,000	\$2,880,000	\$1,120,000		16,400	2.71	\$185.07
2026	89	Future	Bundanoon/Exeter	Local	Willis Street Half Seal.	Willis Street	Widening and Sealing	Ross Street (east)	Penrose Road (west)	Figure 13	0.28	33%	\$100,000	\$67,000	\$33,000		1,203	2.52	\$69.13
2026	90	Future	Bundanoon/Exeter	Local	Pedestrian Bridge - Erith Street (South) to Anzac Parade.	Erith Street / Anzac Parade	Pedestrian Bridge	Erith Street	Anzac Parade	Figure 13	0.04	33%	\$100,000	\$67,000	\$33,000		1,203	2.52	\$69.13
2027	91	Future	Mittagong	Local	Shared Pathway - Old Hume Hwy - from Aylmerton Road to Inkerman Road (east side of road). Includes kerb ramps.	Old Hume Hwy	Shared Pathway	Aylmerton Road (north)	Inkerman Road (south)	Figure 14	3.00	26%	\$1,000,000	\$740,000	\$260,000		2,680	2.68	\$260.00
2031	92	Future	Moss Vale	Local	Kirkham Street / Mack Street Rehabilitation	Kirkham Street	Road Reconstruction	Intersection only	N/A	Figure 12	N/A	45%	\$350,000	\$192,500	\$157,500		5,464	2.69	\$77.54
2031	93	Future	Shirewide	District	Bowral Town Centre Distributor - Stage 4 (Links Road to Bowral Street)	Railway Street	Road Construction	Links Road	Bowral Street	Figure 7 & 8	1.10	28%	\$5,000,000	\$3,600,000	\$1,400,000		16,400	2.71	\$231.34

8 Maps identifying Works Program Items

Figure 5 – District (Shirewide) Facilities – Bong Bong Road

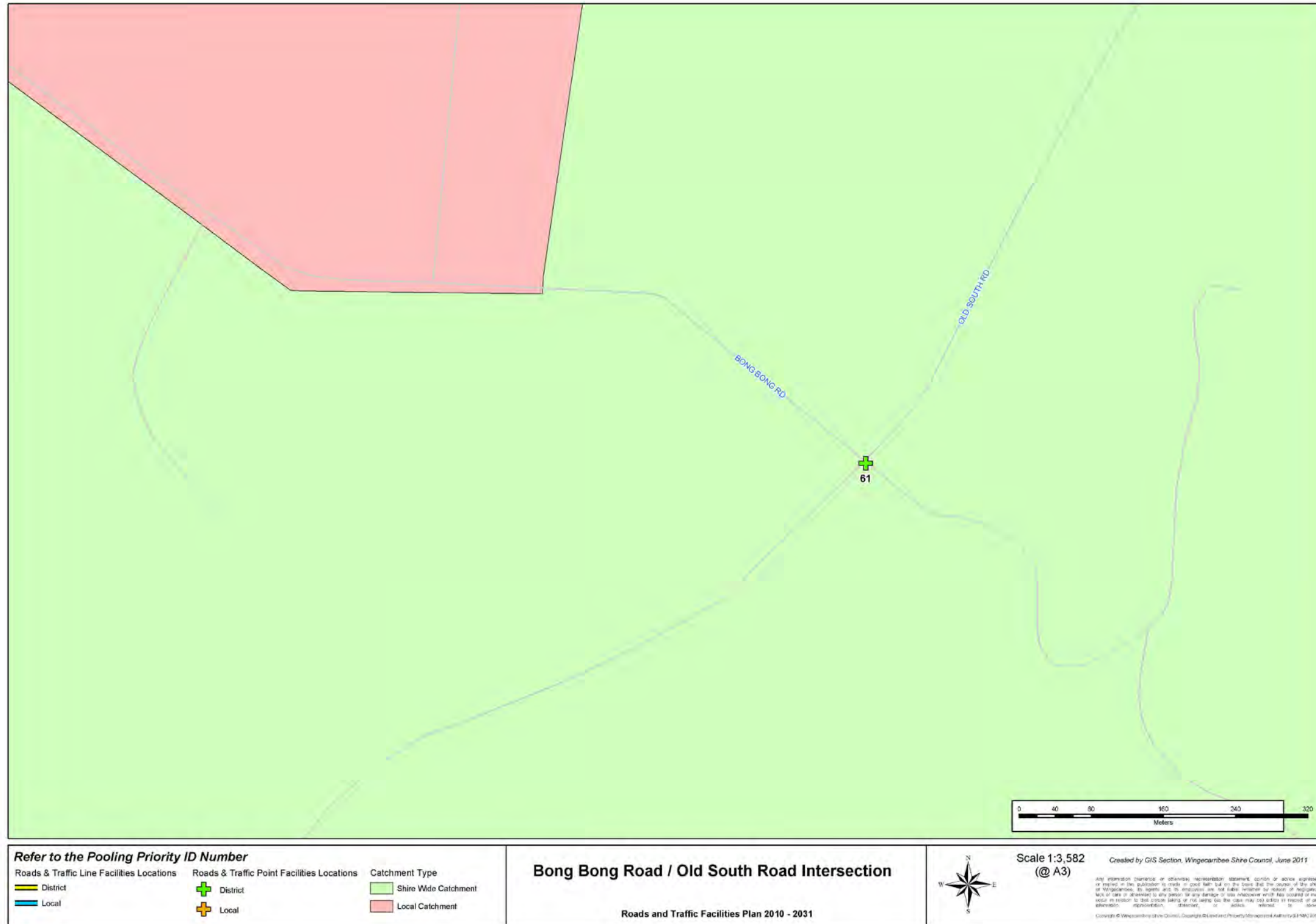


Figure 6 – Bowral (North) to Mittagong - Local & District Facilities

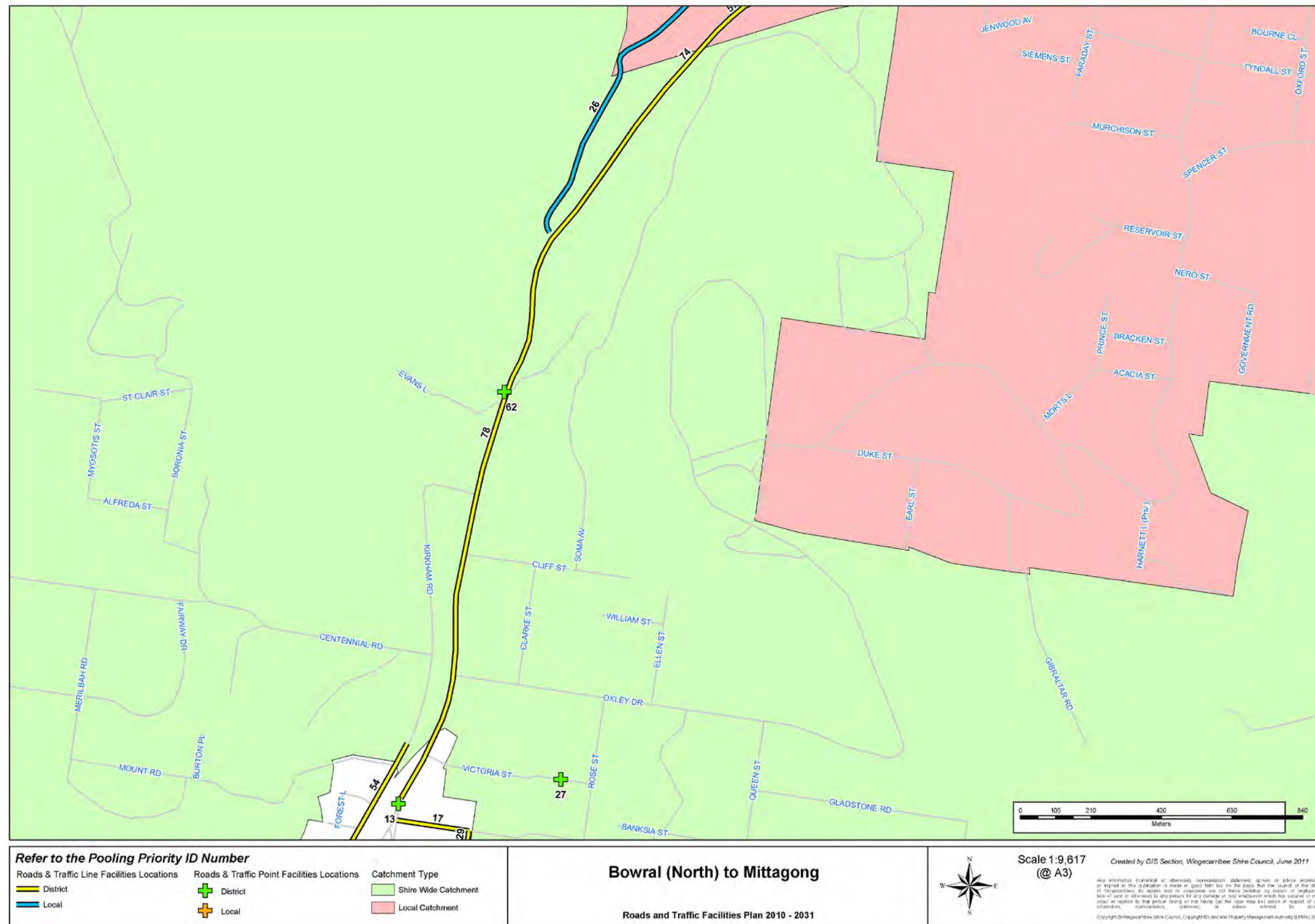


Figure 7 – Bowral Town District Facilities

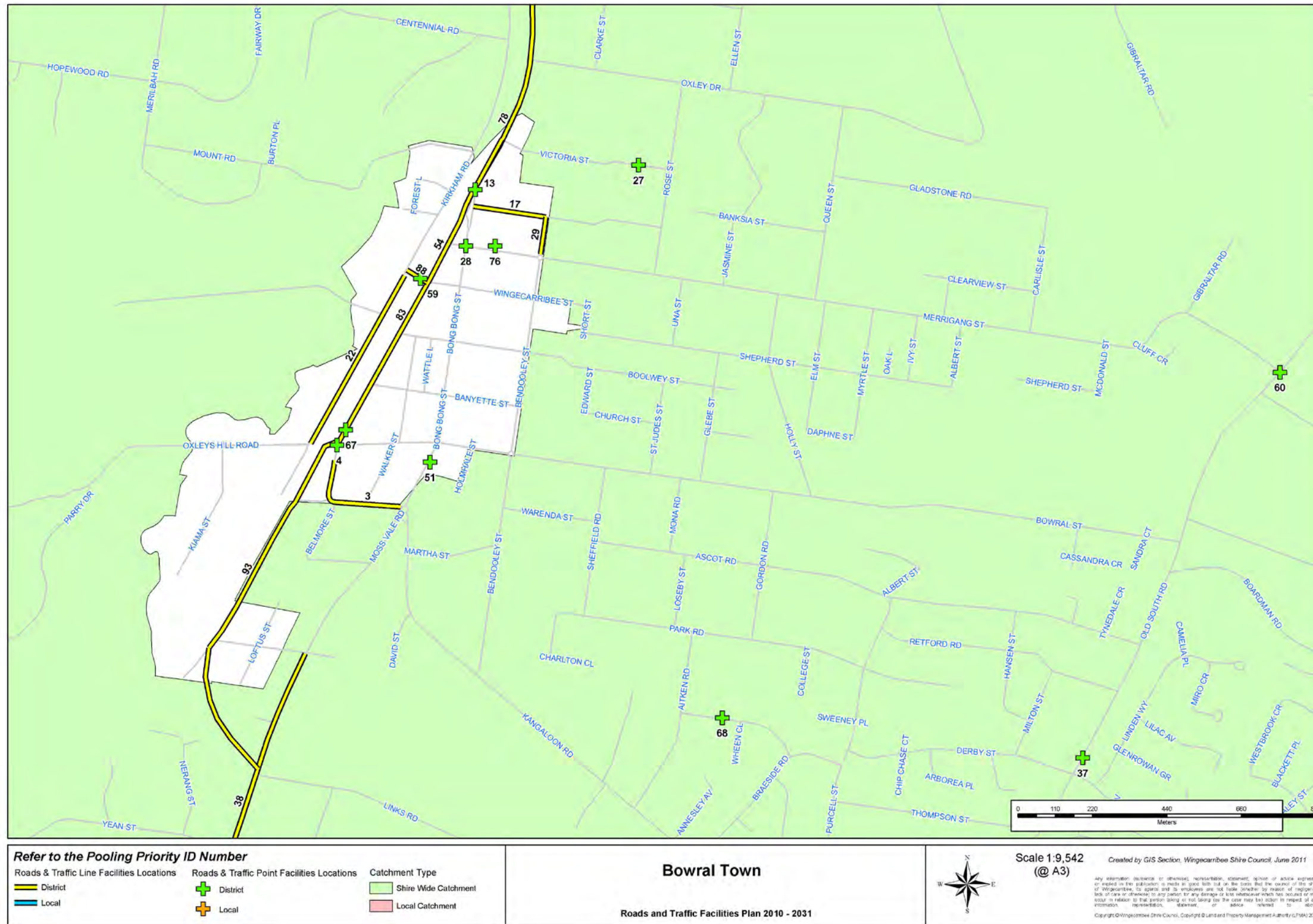


Figure 8 – Burradoo District Facilities



Figure 9 – Colo Vale Local Facilities

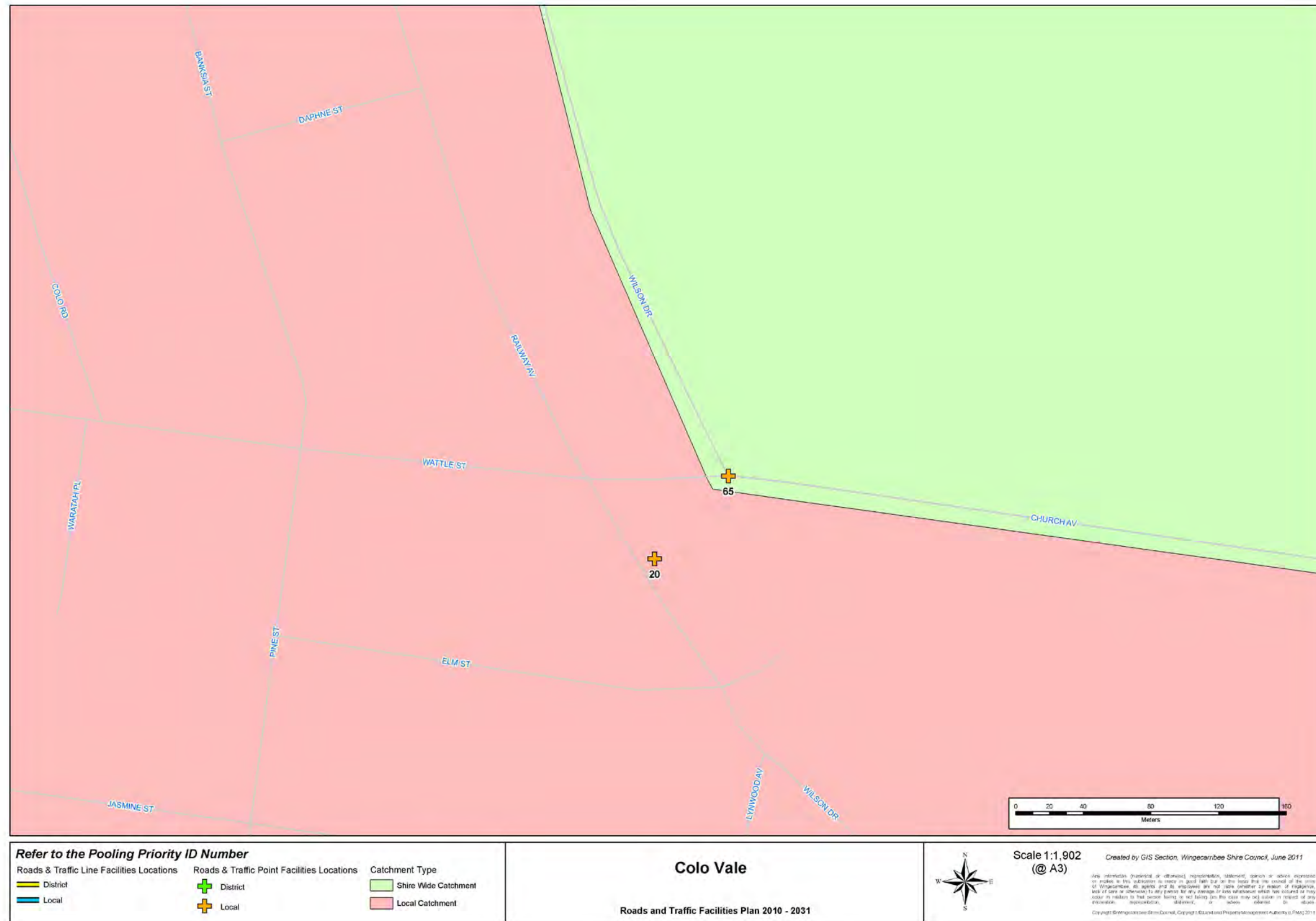


Figure 10 - Exeter Town Local & District Facilities

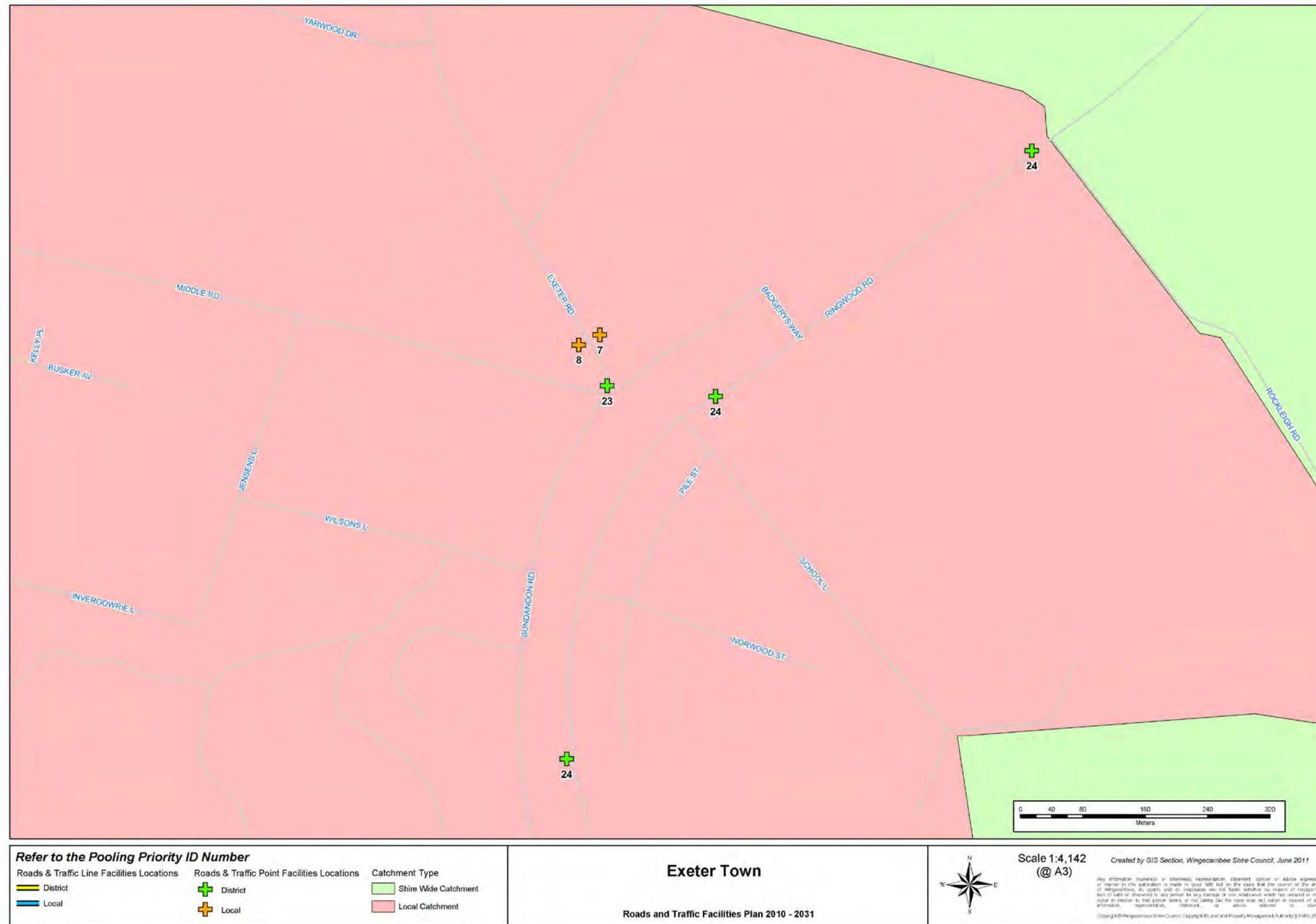


Figure 11 – Mittagong Town & Welby - Local & District Facilities

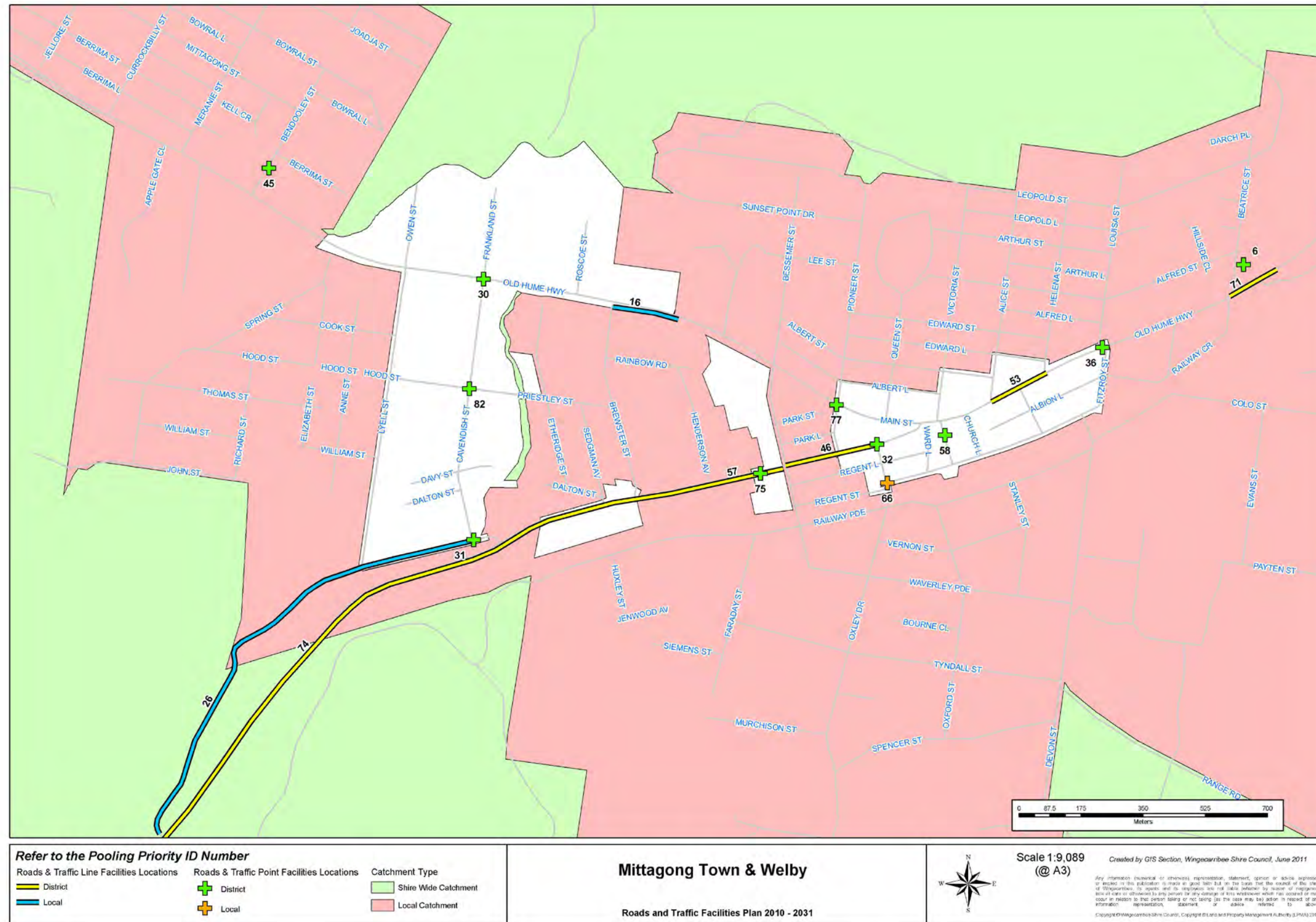


Figure 12 - Moss Vale Town - Local & District Facilities

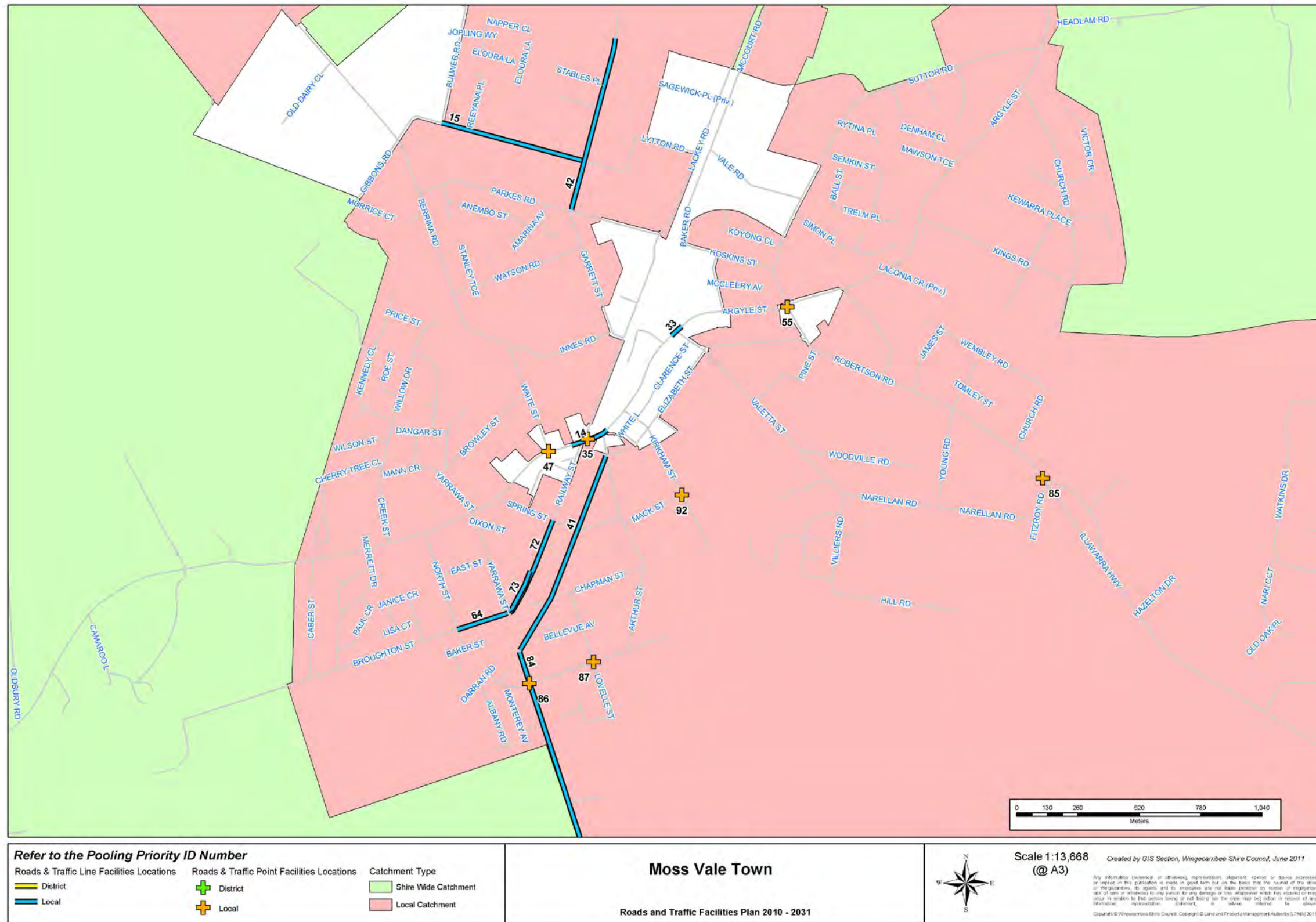


Figure 13 – Bundanoon Town - Local and District Facilities

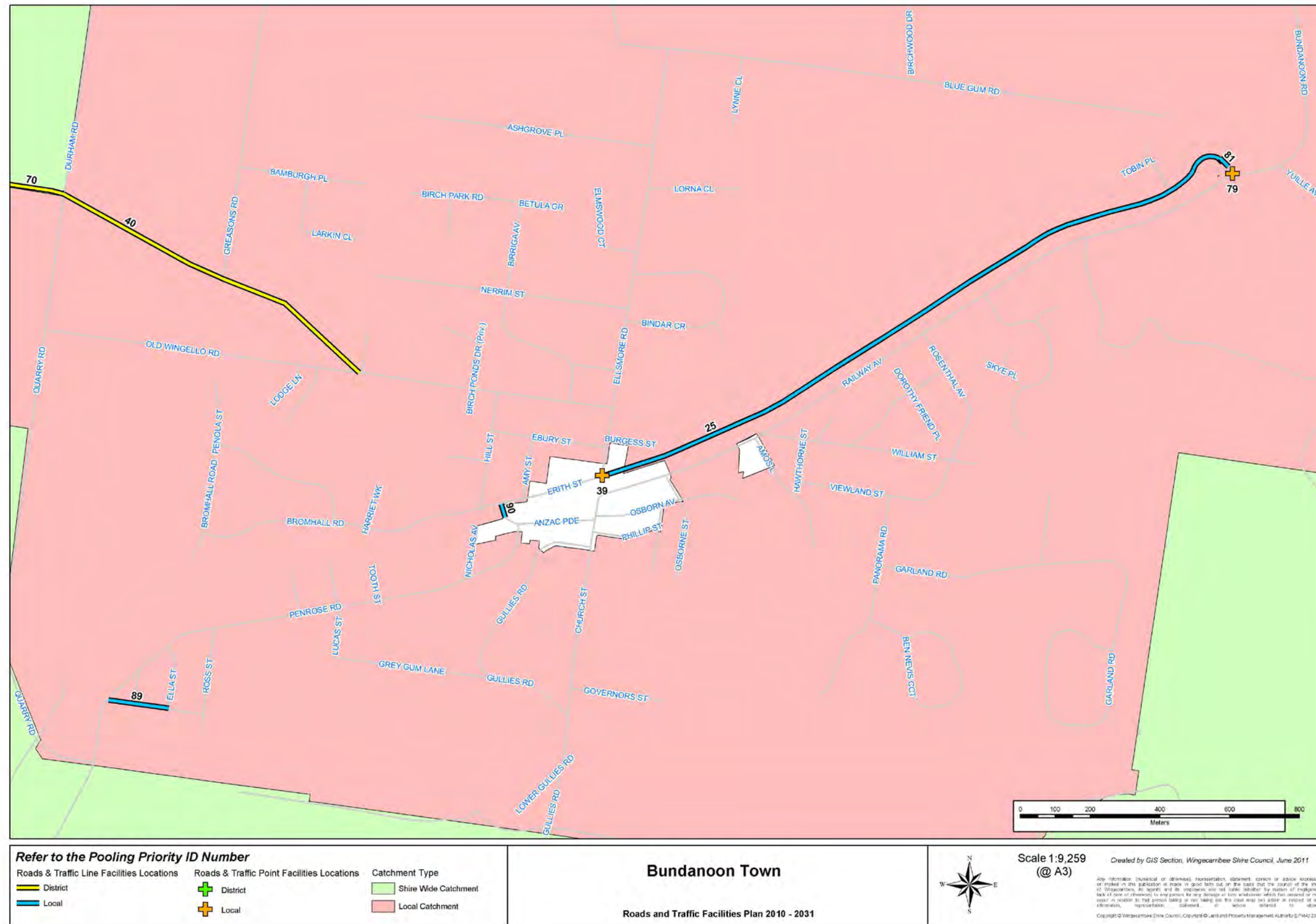


Figure 15 - Robertson Local and District Facilities

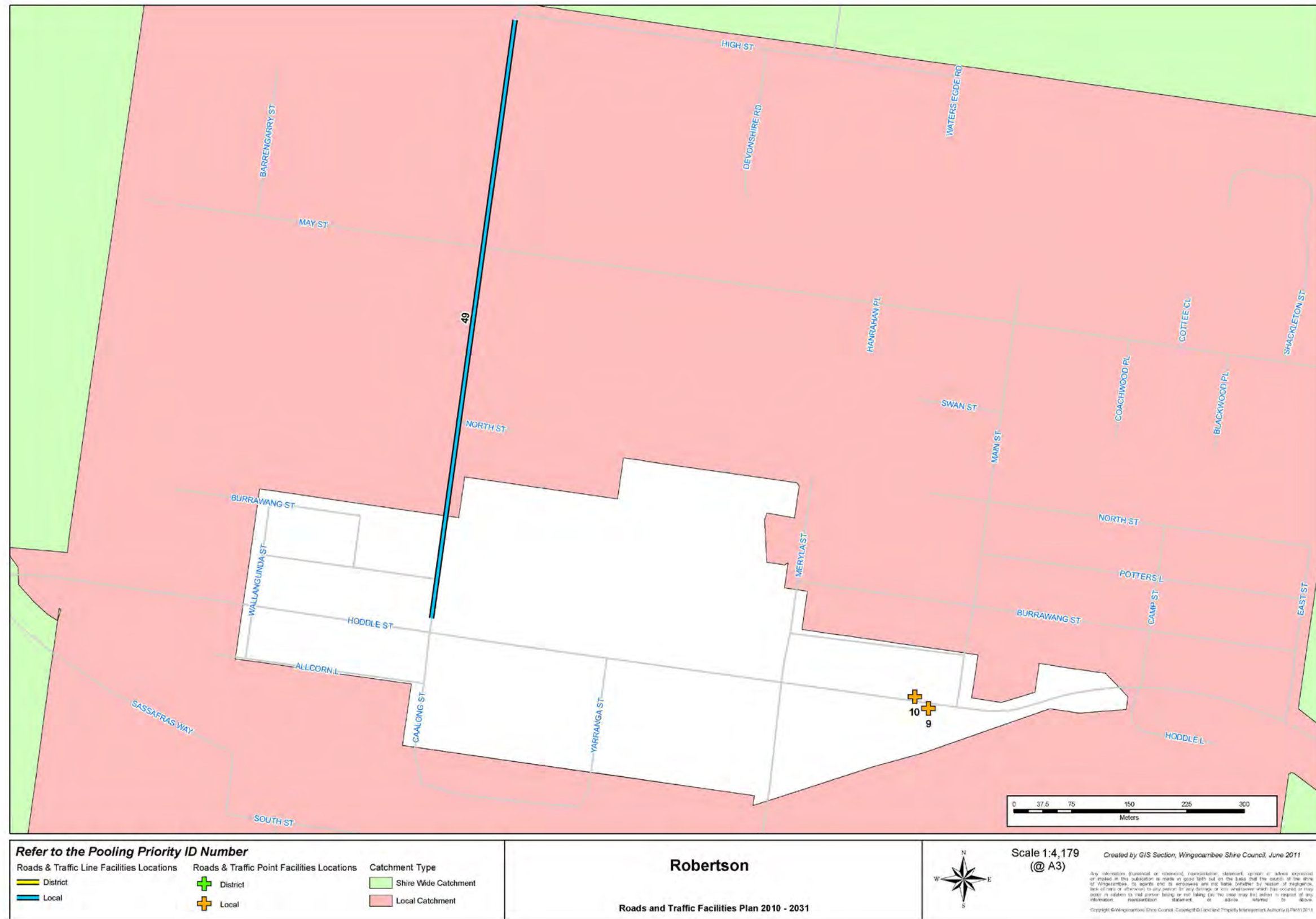


Figure 16 – Exeter & Bundanoon (West) Local & District Facilities

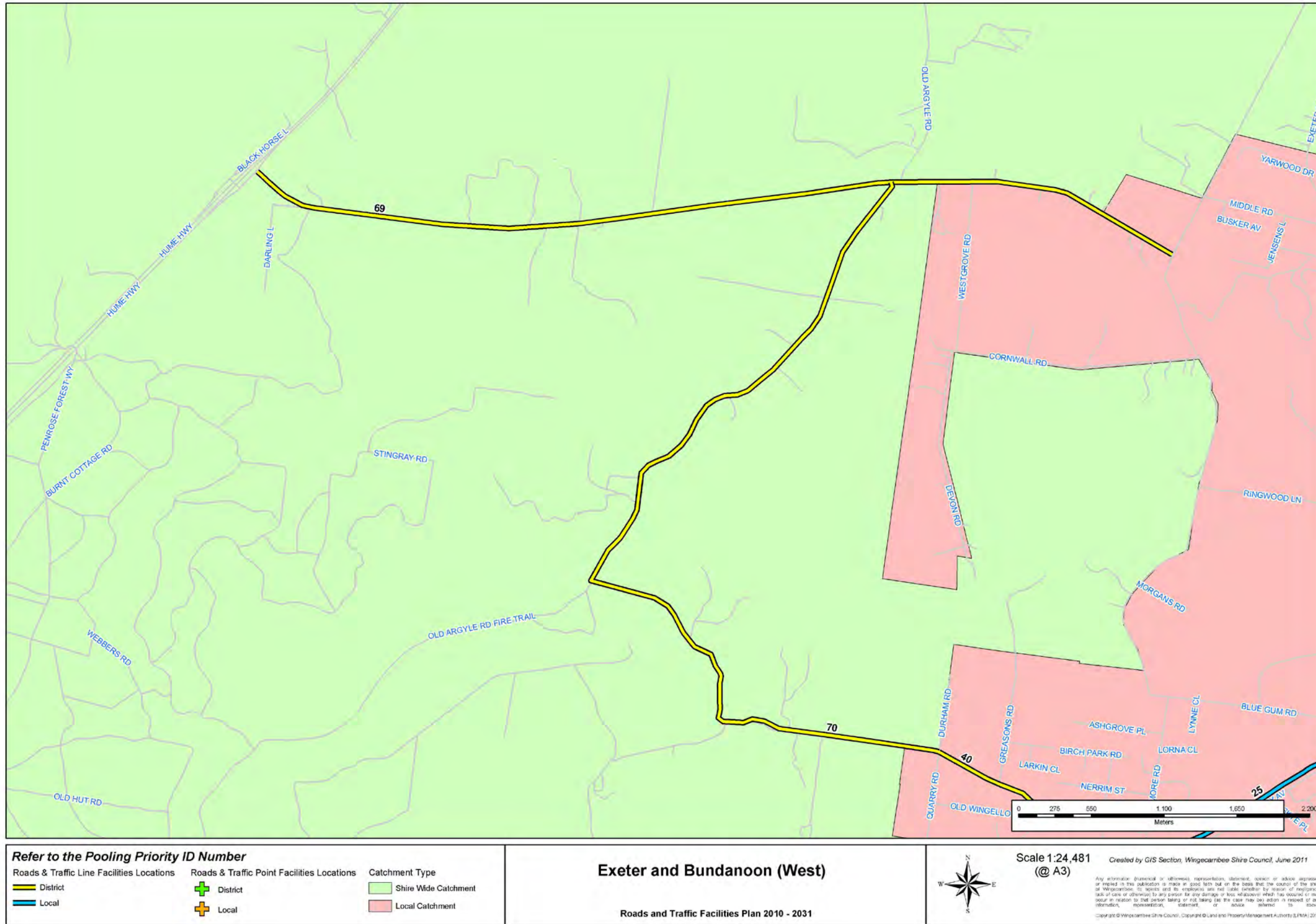


Figure 17 – Hilltop Local Facilities

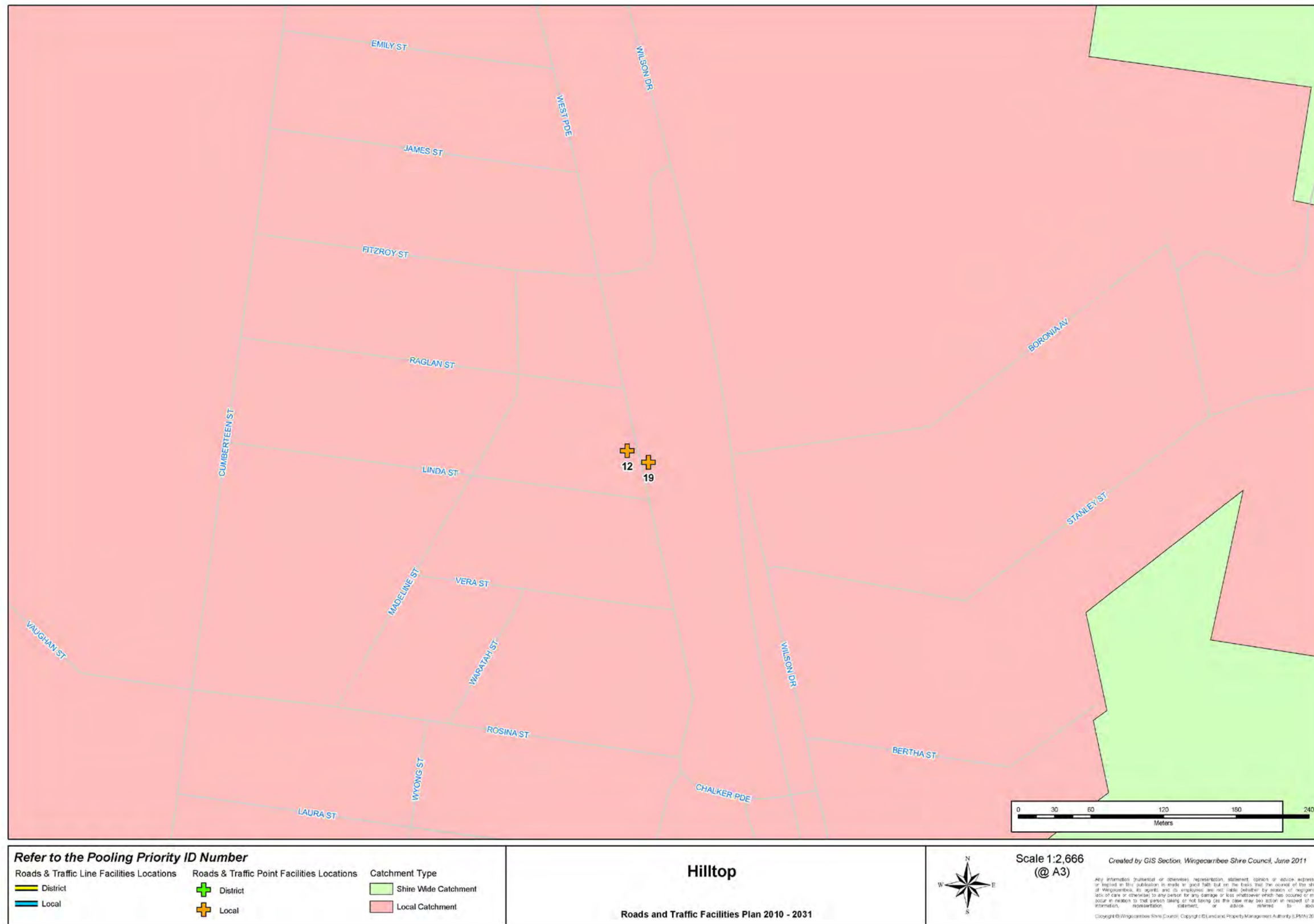


Figure 18 – Berrima & New Berrima Local Facilities

