

Section 94 Local Roads Contributions Plan - Areas 13, 14 & 15

Port Macquarie - Hastings Council
June 2014

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Revision History

Version	Adopted	Commenced	Notes
<i>Draft</i> Version 1.0			Council Report - September 2013 Item 12.10
<i>Draft</i> Version 1.1			Exhibition Version
Final Version 1.2	21 May 2014	13 June 2014	Post Exhibition Council Report - May 2014

Executive Summary

The urban growth areas of Area 13 - Thrumster, Area 14 - Lake Cathie/Bonny Hills and Area 15 - Camden Haven will cater for a majority of residential growth for the Port Macquarie Hastings Local Government Area (LGA) over the next 25 years.

Growth within these areas will create demand for local traffic facilities that have been forecast as part of the strategic planning for the growth areas. The nexus between population growth in the urban growth areas and demand for local traffic facilities is documented in the traffic assessments. A works program for local roads has been prepared in response to those demands.

The purposes of this plan is to clearly indicate to prospective developers within Area 13, 14 & 15 the rationale and processes for Council applying the provisions of Section 94 of the Environmental Planning and Assessment Act 1979 as amended towards the provision of local traffic facilities.

The plan describes:

- The forecast demand of new development for local road works.
- The apportionment of the cost of proposed roadworks.
- The types of development excluded from the application of the Plan.
- The manner of calculations of the monetary value of the contributions and formulas to be used for determining the Section 94 contributions.
- The specific local roads facilities to be provided by the Council in each identified contributions catchment, supported by a works schedule that contains an estimate of their cost and approximate timing.
- The manner in which Section 94 contributions may be paid and accepted by the Council and when they must be paid.
- The dedication of land free of cost to Council
- The way in which Council will review contribution rates.
- The method of accounting for contributions.

This Plan applies to the Area 13, Area 14 and Area 15 urban growth areas. Major Roads contributions for these areas will be levied in two components. A “Regional Contribution” will apply under the Hastings S.94 Major Roads Contribution Plan Version 2.2 plus a “Local contribution” under this plan. The Regional contribution applies across the entire LGA and applies to roadwork projects that have a district wide level of significance within the LGAs transport network. The Local contribution applies to specific catchments within the LGA, where the identified projects are of local significance, that is, beneficial to a localised population.

This Section 94 contribution plan applies to three local areas shown by Figure 1, 2 and 3.

Summary of Works – Cost & Timing

The contribution rates for the local facilities are summarised in Table 1.1 by locality. The contribution rates relate to one Equivalent Tenement (ET) or one standard “house” block of residential land. The rates for multi-unit and other forms of residential development are calculated as a percentage of one ET. Equivalent tenements and multi-unit development rates are described in Council’s Development Contribution Assessment Policy.

**Table 1: s.94 Local Roads Contributions -
Area 13, Area 14 & Area 15 Summary by Locality per ET**

Growth Area	Local Roads Contribution	Unit
Area 13 - Thrumster	\$7,295	Per ET
Area 14 - Lake Cathie/Bonny Hills	\$6,818	Per ET
Area 15 - Camden Haven	\$9,294	Per ET

Note: Contributions are calculated on a percentage of an Equivalent Tenement (ET). Refer to Council’s Development Contribution Assessment Policy.

Note: Regional Roads contributions are levied under Hastings Section 94 Major Roads Contribution Plan Version 2.2 adopted April 2006.

Appendix 1 in the plan contains a schedule of local road works for the Area 13, Area 14 and Area 15 urban growth areas

PART 1. INTRODUCTION

1.1 Background

This plan has been prepared in accordance with the relevant provisions of the Environmental Planning and Assessment Act 1979 as amended, Environmental Planning and Assessment Regulation 2000 and Practice Notes issued by the Department of Planning.

1.2 Citation – Name of this plan

This Plan is called the *Port Macquarie-Hastings Council s94 Local Roads Contributions Plan - Areas 13, 14 and 15*.

1.3 Plan commencement date

This plan commences on 13 June 2014.

1.4 Aims and Objectives - Purposes of this plan

The purposes of this plan are to:

- forecast the demand created by new development for local road and traffic facilities.
- apportion the cost of proposed road and traffic facilities.
- identify the specific road and traffic facilities proposed to be provided by the Council in Area 13, Area 14 and Area 15 urban growth areas, supported by a works schedule that contains an estimate of their cost and approximate timing.
- to authorise the Council, or the consent authority, to impose, as a condition of development consent, a requirement that the applicant make a contribution to the Council determined in accordance with this plan including the dedication of land free of cost.
- to require a certifying authority (the Council or an accredited certifier) to impose, as a condition of issuing a complying development certificate, a requirement that the applicant make a contribution to the Council determined in accordance with this plan; and
- to govern the application of money paid to the Council under conditions authorised by this plan.

1.5 Provisions of s94 of the Act

Section 94 of the Act provides the basis for levying Section 94 Contributions. Section 94(1) of the Act permits Council to require the dedication of land free of cost, the payment of a monetary contribution,

or both, if a development for which consent is sought will or is likely to require the provision of or increase the demand for public amenities and public services within the LGA.

Section 94(3) of the EP&A Act additionally authorises Council to require a monetary contribution towards the recoupment of the cost of providing the public amenities or public services (being the cost as indexed in accordance with the regulations) if the Council has provided public amenities or public services within the area in preparation for or to facilitate the carrying out of development.

Guidelines for use of Section 94 impose requirements upon Council to adopt consistent and accountable methods of administering Section 94 Contributions.

1.6 Land to which this plan applies

This plan applies to land within the Port Macquarie-Hastings Local Government Area shown by Figures 1, 2 and 3.

1.7 Relationship to other plans and reports

This plan amends the Hastings Section 94 Major Roads Contributions Plan Version 2.2.

This plan relates to the following relevant Council Plans and Policies:

- *Port Macquarie-Hastings LEP (2011) as amended*
- *Port Macquarie Hastings Development Control Plan 2011 and Development Control Plan 2013*
- *PMHC Local Growth Management Strategy 2011*
- *Port Macquarie-Hastings Council Development Contribution Assessment Policy*
- *Port Macquarie-Hastings Council Works in Kind Policy*
- *Port Macquarie-Hastings Planning Agreements Policy*

This plan only provides for Section 94 contributions that may be levied in relation to provision of road and traffic facilities including cycleway and footpath facilities. In addition to contributions applicable under this plan, other Section 94 contributions may be applicable. Water and sewer headworks contributions may also apply in accordance with Council's Development Servicing Plans.

The following s94 plan is amended by this Plan:

Name of Plan	Details of Plan
Hastings Section 94 Major Roads Contributions Plan Version 2.2	Amended by excluding the payment of a Local Roads Contribution for development to which this plan applies within the Area 13, Area 14 and Area 15 urban growth areas as shown by Figures 1 to 3.

In particular, Clause 3.7 of the Hastings Section 94 Major Roads Contributions Plan Version 2.2 is amended as follows: "Local contributions for the Area 13 - Thrumster, Area 14 - Lake Cathie/Bonny Hills and Area 15 - Camden Haven are calculated under the Port Macquarie Hastings Section 94 Local Roads Contribution Plan - Areas 13, 14 and 15."

1.8 Savings and Transitional Arrangements

This Plan applies to all undetermined development applications and complying development certificates applications including those that have been submitted prior to adoption of this plan but not yet determined at the date of adoption of this plan.

1.9 Assumptions on which the plan is based

The plan has been informed by the findings of structure planning, local environmental studies/planning proposals and traffic assessments prepared for the Area 13, Area 14 and Area 15 urban growth areas including the Traffic Impact Study for the Area 14 Urban Investigation Area, Roadnet 2010 and the Area 15 Traffic Assessment for PMHC, Roadnet 2009

PART 2. ADMINISTRATION AND OPERATION OF THE PLAN

2.1 Areas to which this Plan applies

This plan applies to local roads contribution catchments of Area 13 - Thrumster, Area 14 - Lake Cathie Bonny Hills and Area 15 - Camden Haven as shown by Figures 1, 2 and 3.

In each case, where contributions apply, the total roads contribution will be the sum of the Regional contribution payable under the Hastings section 94 Major Roads Contributions Plan plus a Local contribution amount payable under this plan.

Figure 1-3 show local contribution catchments to which this plan applies.

2.2 Development forms to which the plan applies

This plan applies to all applications for development consent and complying development certificates required to be made by or under the Act in respect of development on land to which this plan applies.

The plan applies to all forms of residential developments that will or are likely to require the provision of or increase the demand for additional local roads facilities. Residential development may include subdivision of land, dual occupancy, multiple dwellings including alterations and additions to multiple dwellings, aged care, seniors housing and tourist accommodation. Contribution ratios for various forms of residential development are provided in Council's Development Contribution Assessment Policy.

Contributions will be levied according to the estimated increase in demand generated by the development. An amount equivalent to the contribution attributable to any existing lawful development on the site of the proposed new development will be allowed for in the calculation of contributions.

2.3 Calculation of contributions

The contributions are based on the analysis and findings contained in the traffic studies referred to in 1.9 above. They are supported by the works program summarised and detailed in Appendix 1. Cost estimates were prepared by Port Macquarie-Hastings Council.

The Regional Contribution amount is calculated under the Hastings Section 94 Major Roads Contributions Plan. The local roads contributions are calculated using the following formula:

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

Where:

- TC = Total Cost of Facilities, sum of capital costs of the infrastructure, which is to be provided
- S = Direct Subsidies and Grants
- P = Proportion attributable to new development
- I = Interest on any monetary borrowing
- ET = Equivalent Tenement

2.4 Contribution Rates

Local Rates

Area 13

$$\text{Local Roads Contribution Per ET} = \frac{(\$29,179,720 \times 100\%)}{4000ET}$$

Local Roads Contribution Per ET = \$7,295 Per ET

Area 14

$$\text{Local Roads Contribution Per ET} = \frac{(\$12,511,250 \times 100\%)}{1835ET}$$

Local Roads Contribution Per ET = \$6,818 Per ET

Area 15

$$\text{Local Roads Contribution Per ET} = \frac{(\$9,759,250 \times 100\%)}{1050ET}$$

Local Roads Contribution Per ET = \$9,294 Per ET

2.5 How will contributions be imposed?

Monetary Contributions

This plan authorises the Council, or the consent authority, to grant consent to development or complying development to which this plan applies subject to a condition requiring the applicant to pay to the Council a contribution based on the formula for calculation of cash contributions provided in this plan provided that the consent authority does not also impose on the consent a condition pursuant to section 94A of the Act.

Pursuant to clause 146 of the EP&A Regulation, a certifying authority must not issue a Construction Certificate for building work or subdivision work under a development consent unless it is satisfied of compliance with any condition requiring the payment of a contribution before work is carried out in accordance with the consent.

This plan requires a certifying authority (the Council or an accredited certifier) to issue a Complying Development Certificate in respect of development to which this plan applies subject to a condition requiring the applicant to pay to the Council a contribution calculated in accordance with this plan.

The certifying authority must cause the applicant's receipt for payment of the contribution to be provided to the Council at the same time as the other documents required to be provided under clause 142(2) of the EP&A Regulation.

Dedication of Land Free of Cost

This plan authorises the Council to consent to the carrying out of development subject to a condition imposed under Section 94 requiring the dedication of land free of cost to Council. Such a condition may be imposed where particular land is reasonably required towards the provision, extension or augmentation of public amenities or public services to be provided by the Council to meet development in Council's area. The relevant public amenities and services proposed to be provided by the Council are listed in the works schedule and include details as to location as accurate as possible at the time of preparation of the plan.

The plan does not oblige Council to require land dedication rather than a monetary contribution otherwise authorised by this plan. The factors that Council will take into account in considering whether to require land dedication in lieu of monetary contributions include:

- Area, location, configuration and topography of land;
- Environmental considerations including flood liability, bush fire risk etc
- Accessibility, current use and improvements and access to utilities;
- The ability of the land once dedicated to be used for the purpose for which the contribution was originally sought under this plan;

- Ongoing costs, including maintenance, remedial or other site costs;
- The zoning of the land, and specifically whether it has been identified in any plan as being suitable for the road works or cycleway; and
- Whether the land adjoins an existing road reserve or cycleway and can be readily consolidated with the existing facility.

2.6 Adjustment of Rates - Indexation

To ensure that the value of contributions is not eroded by inflation, Council will adjust the contributions rates in this plan on the following basis:

The contributions rate will be indexed in accordance with movements in the Consumer Price Index (All Groups) for Sydney as published by the Australian Bureau of Statistics.

The formula for indexing Contribution rates is as follows:

$$\$C_c + \frac{\$C_c \times (I_c - I_B)}{I_B}$$

Where:

$\$C_c$	is the capital value within the plan at the time of adoption of the plan expressed in dollars
I_c	is the Consumer Price Index as published by the Australian Bureau of Statistics at the time of the review of the contribution rate
I_B	is the Consumer Price Index as published by the Australian Bureau of Statistics at the time of adoption of this Plan

Note: The contribution rate will not be less than the contribution rate specified at the date of the adoption of this plan.

The cost of proposed works in the contribution plan will be reviewed annually if warranted, to ensure the CPI adjustments reflect the real cost of acquisitions and construction.

Council will also review this plan if it becomes necessary to borrow additional funds to meet Section 94 funding component of the works program due to a shortfall in the receipt of development contributions.

2.7 Method of Payment

Section 94 of the EP&A Act, 1979 (as amended) enables Council to receive contributions in the following manner:

- As a direct cash contribution according to the formula relating to that form of public infrastructure.
- Dedication of land free of cost.
- Provision of material benefit to the estimated value (or part thereof) of a cash contribution.

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The provision of public benefit will need to comply with Council’s Works in Kind Policy.

Material Public Benefits/ Works-in-Kind

The council may accept an offer by the applicant to provide an “in-kind” contribution (i.e. the applicant completes part or all of 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 matters to be addressed and the procedures to be followed in making a application to Council for “works-in-kind” or “material public benefit” are set out in Council’s “Works-In-Kind Policy”. Council will require the applicant to enter into a written agreement for the provision of the works.

Acceptance of any such alternative is at the sole discretion of the 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.

2.8 When is the contribution to be made?

Council will require the payment of development contributions at the following times - unless otherwise specified by a condition of consent:

Development, including but not limited to integrated developments, cluster housing and multi unit residential developments.	Prior to the release of the Construction Certificate or as specified in the Development Consent. Where no certificate is required, within 3 months of the issue of the consent or as specified in the Development Consent.
Subdivision	Prior to the Subdivision Certificate being issued or as specified in the Development Consent.
Strata Development	Prior to the release of the Construction Certificate where required, prior to the Subdivision Certificate being issued or as otherwise specified in the Development Consent.

Contributions shall be determined at the time of payment of the contribution. Payment is to be made prior to the Construction Certificate or the Subdivision Certificate in the case of subdivision, or as otherwise specified in the Development Consent. Where no building approval is required, payment is to be made within three (3) months of the granting of Development Consent or prior to Occupation, whichever is the sooner.

Land to be dedicated free of cost to Council by a condition authorised by this plan must be dedicated to Council at the time specified in the condition of consent.

If no time is specified, the contribution must be paid prior to the first certificate issued in respect of the development under Part 4A of the Act.

2.9 Deferment

Council will allow the deferral of the payment of Development Contributions involving the construction of a building subject to:

- I. Lodgement of an irrevocable guarantee for the amount of the contributions plus an additional 12 month interest amount calculated at the average rate of Council's investments performance over the past 12 months plus 1%.
- II. The maximum period for which the guarantee will be accepted is the sooner of 12 months or issue of an occupation certificate for the development.
- III. Guarantees will only be accepted from an institution approved by the Council's Group Manager Financial Services.
- IV. If at the end of the period for the lodgement of the guarantee, the outstanding contributions plus the additional amount referred to in 'I.' have not been paid, Council will call in the guarantee without further reference to the applicant.
- V. A pro-rata reduction in the amount referred to in 'I.' will be allowed for payment of the outstanding contributions within 12 months or the calling in of the guarantee within 12 months.
- VI. The guarantee is to provide for Council to unconditionally call in the guarantee for the full amount any time.

2.10 Exemptions

The types of development exempted from the application of this plan include:

- Non residential land uses
- Erection of a single dwelling on an existing vacant residential lot currently rated for water and sewer (except where subdivision or an increased in population density is involved)
- A change in land use not involving the creation of additional lots, dwellings or increased population.
- Development exempted by Council's Development Contribution Assessment Policy
- Development exempted by direction of the Minister pursuant to Section 94E of the EP&A Act 1979 (as amended).

2.11 The review process

Where Section 94 monetary contributions are to be levied by a condition imposed in accordance with this plan, this plan authorises a condition requiring the contribution as identified in this plan to be indexed in accordance with the formula as shown above until such time as they are paid.

The cost of proposed works in the contribution plan will be reviewed annually if warranted, but at least every three years to ensure the adjustments reflect 'real' cost of acquisitions and construction.

Council will also review this plan if it becomes necessary to borrow additional funds to meet the Section 94 funding component of the works program due to a shortfall in the receipt of development contributions.

2.12 Accounting and management of funds

Money paid to the Council under a condition authorised by this plan is to be applied by the Council towards meeting the cost of the public facilities that will be or have been provided within the area as listed in Appendix 1 - Detailed Work Schedule.

Council is required under the EP & A Act 1979 to maintain a Contributions Ledger, and to produce annual statements of performance of each plan. These documents may be publicly inspected at Council's administration offices in Burrawan Street, Port Macquarie.

2.13 Pooling of levies

For the purposes of s93E(2) of the Act, this plan authorises money obtained from levies paid in respect of different developments to be pooled and applied by the Council progressively towards the public facilities listed in the Works Schedule (Appendix 1).

With the adoption of this plan, Council has determined that it is satisfied that pursuant to the EP & A Regulation that the pooling and progressive application of the money paid for the priorities will not unreasonably prejudice the carrying into effect, within a reasonable time, of the purposes for which the money was originally paid.

2.14 Are there any priorities for the expenditure of money obtained from levies authorised by this plan?

The priorities for the expenditure of the levies are shown in the works schedule. Local projects are identified within Short Term, Medium Term or Long Term periods.

While Local catchment projects have also been identified within the short, medium and long term – provision of Local facilities will be dependent on the achievement of development thresholds within the catchment.

PART 3. Expected Development & Demand for Public facilities

3.1 Development Background

Area 13 - Thrumster is located west of Port Macquarie and to the east of the Pacific Highway and is traversed by the Oxley Highway and John Oxley Drive. Area 13 comprises North Oxley, Town Centre Precinct, South Oxley, Partridge Creek, West Lindfield and Partridge Creek Industrial neighbourhoods. The Area 13 Thrumster DCP referenced in DCP 2011 includes proposed transport network, road hierarchy and intersections for Thrumster.

Area 14 - Lake Cathie/ Bonny Hills, also known as Rainbow Beach, is located on Ocean Drive between the villages of Lake Cathie and Bonny Hills. The urban growth area comprises three precincts shown in the DCP 2011 - Area based provisions for Rainbow Beach. Precincts B & C are subject to Concept and Project Approvals under repealed Part 3A of the EP&A Act 1979. The proposed transport and movement network for Area 14 is also shown in DCP 2011 - Area based provisions for Rainbow Beach.

Area 15 - Camden Haven is located east of Kew on Ocean Drive and includes approximately 78 hectares of residential land and adjoining 'Chevron Veld' land. Proposed intersections at Lake Ridge Drive and Mountain View Road and proposed collector road network are shown in DCP 2011 - Area based provisions for Area 15 Camden Haven.

3.2 Development Projections

Development projections provide an indication of the future demand for public facilities. Council has reviewed its projections for the future population of the LGA and in this plan those projections are used as a basis for determining the appropriate contributions. Levies are placed on new development that generates increased population or an increased demand for public amenities or public services.

There is a strong correlation between population growth and the use of traffic facilities. The anticipated level of urban development will put significant additional demands on local traffic facilities within the urban growth areas. Development projections for each of the local catchments are shown in Table 2 below and are based on estimated additional Equivalent Tenements (ET).

Table 2 - Development Projections

Growth Area	Number of Equivalent Tenements (ET)
Area 13 - Thrumster	4,000 ET
Area 14 - Lake Cathie/Bonny Hills	1,835 ET
Area 15 - Camden Haven	1,050 ET

3.3 Local Roads Development Program

To meet the need of the anticipated growth, Council has identified roads and traffic facilities for each of the Area 13, 14 & 15 urban growth areas . The projects will be phased according to short-term, being the next 5 year period, medium term, being 5 to 10 years, and long term, beyond 10 years time frames. However, the implementation of facilities will be determined based on development thresholds within the local catchments. The estimated time frame shown in the Works Schedule is an indication of commencement of preconstruction activities.

Scope of Works

The scope of the road works includes:

- Road facilities (bridge construction, road duplication, major intersection work, new roads, road reconstruction, road widening and traffic management).
- Cycleways, footpaths, pedestrian access, bus shelters and car parking where these works are proposed to be located within road reserves.

Project costs include: land acquisition, facility construction, planning, design, project management, relevant fees, charges and contingencies.

The cost estimates provided in Appendix 1 are based on the following amounts that have been established in relation to Council's unit rate estimates drawn from similar works undertaken within Council's area.

- | | |
|---|-------------|
| • Intersection with Arterial Road - Traffic Signals | \$2,900,000 |
| • Intersection with Arterial Road - Large 2 lane rural roundabout | \$2,500,000 |
| • New Collector Link Roads (incl. environmental provisions/fauna crossings) | \$3,835/m |
| • Collector Road Upgrade (eg. Thrumster Street, Lake Ridge Drive) | \$3,000/m |
| • Arterial Road Upgrade through urban growth area (eg John Oxley Drive & Ocean Drive) including on road cycleway, footpath, edge treatment and buffers. | |
| <u>Local Works Component only</u> | \$1,800/m |

The upgrade of Ocean Drive through the Area 14 growth area as per Figure 91 of the Area Based Provisions for Rainbow Beach DCP 2011 will include four lanes, cycleway, shared foot path and streetscaping with an approximate cost of \$10,400/m. The upgrade of John Oxley Drive through Area 13 is planned to include a single travel lane in each direction, grassed drainage swales/verges, on road cycleways with one roadside walkway and landscape buffers with an approximate cost of \$5,850/m.

Detailed design has not commenced in relation to projects listed in this contribution plan, with the exception of completed work at Thrumster. Typical road section designs for John Oxley Drive and Ocean Drive will be subject to future traffic investigations for Area 13 and 14. Final project costs would be subject to detailed design and the requirements of relevant approvals.

3.4 Causal Nexus

A nexus between population growth and demand for roadworks and traffic facilities was established by the relevant traffic assessments undertaken as part of the strategic planning for the growth areas. The traffic assessments have informed the preparation of a works program for each local catchment in response to those demands.

3.5 Physical Nexus

Road works and traffic facilities are judged to meet regional and local demands. The works programs contained in this plan are based on local facilities.

Regional facilities are deemed to meet the needs of the broader population of the LGA. Local facilities are considered to meet the needs of local residents.

3.6 Temporal Nexus

The temporal nexus indicates the staging and provision strategy chosen for the establishment of the regional and local works programs.

The timing nexus in this Plan has four stages:

- Recoupment – where project is completed, funds spent and cost is being recovered
- Short Term – where projects are to be commenced in the next 5 year period.
- Medium Term – where projects are scheduled to be carried between 5 and 10 year time frame
- Long Term – where projects are scheduled to commence beyond the next 10 years.

The rolling 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 pushed back or brought forward accordingly. The timing of projects in the works schedule is therefore indicative. Programs will be revised in light of policy reviews, development trends and availability of funds.

3.7 Apportionment

Contributions towards the cost of road works and traffic facilities are sought from new development that creates a demand for those facilities. Contributions towards recoupment for existing facilities provided by Council in anticipation of new development are sought from new development that will benefit from these facilities.

The cost of providing each facility has been considered in terms of apportionment between current and future users. In the case of the three local catchments considered in this plan, the local facilities proposed will generally be apportioned 100% to development growth.

The upgrade of John Oxley Drive through Area 13 and Ocean Drive through Area 14 have a Local Works Component and a Regional Works Component. The Local Works components are included in this plan. Items 10, 11 and 12 relating to John Oxley Drive and Items 17, 18, 20 and 21 relating to Ocean Drive (Appendix 1) comprise of a Local Component and a Regional Component. The contribution amount included in Appendix 1 is for the Local Works component only which is considered attributable to urban growth within the local catchment.

The Regional Component of the upgrades is proposed to be included in a future revision of the Hastings Section 94 Major Roads Contributions Plan.

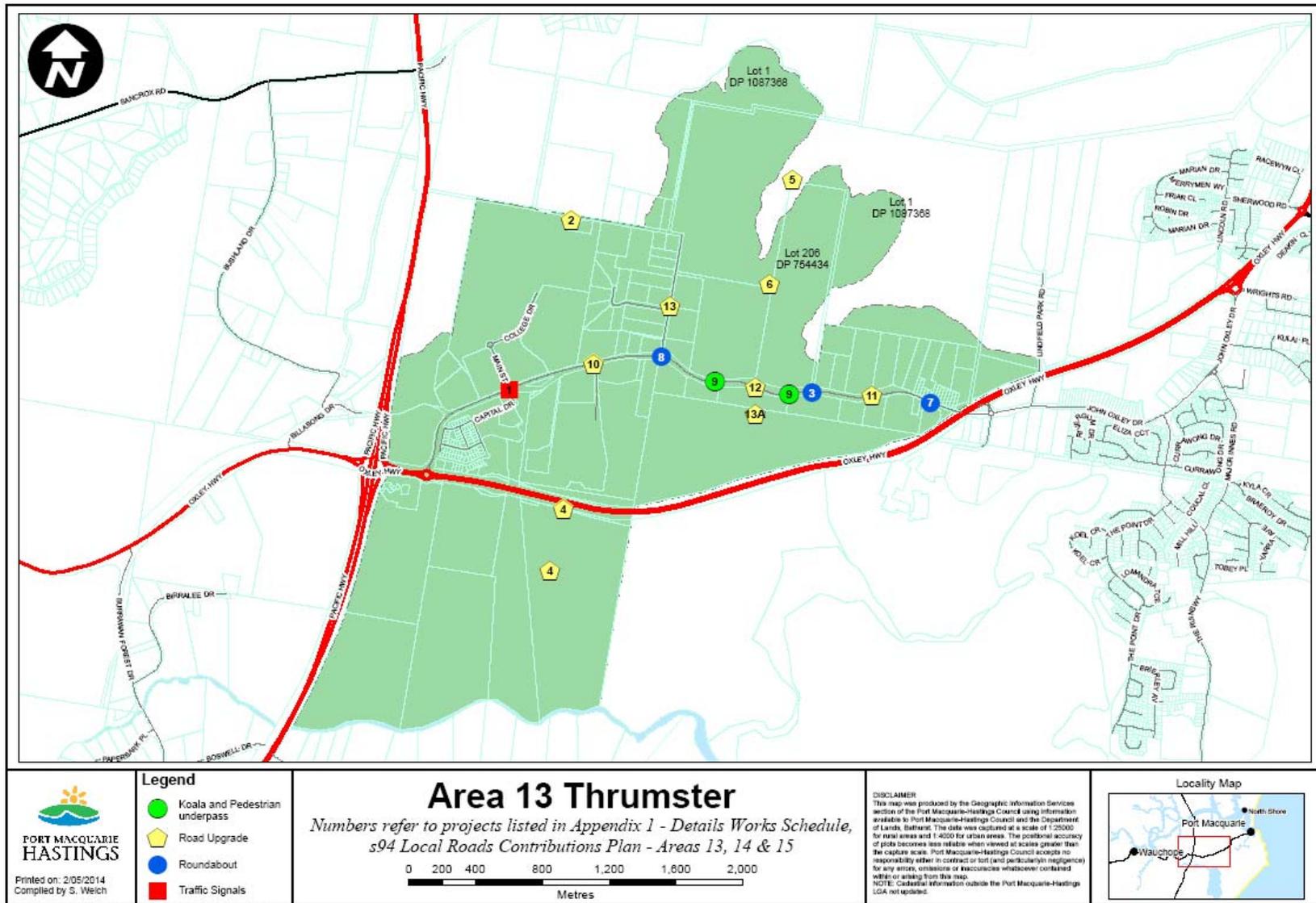


Figure 1 - Area 13 Thrumster

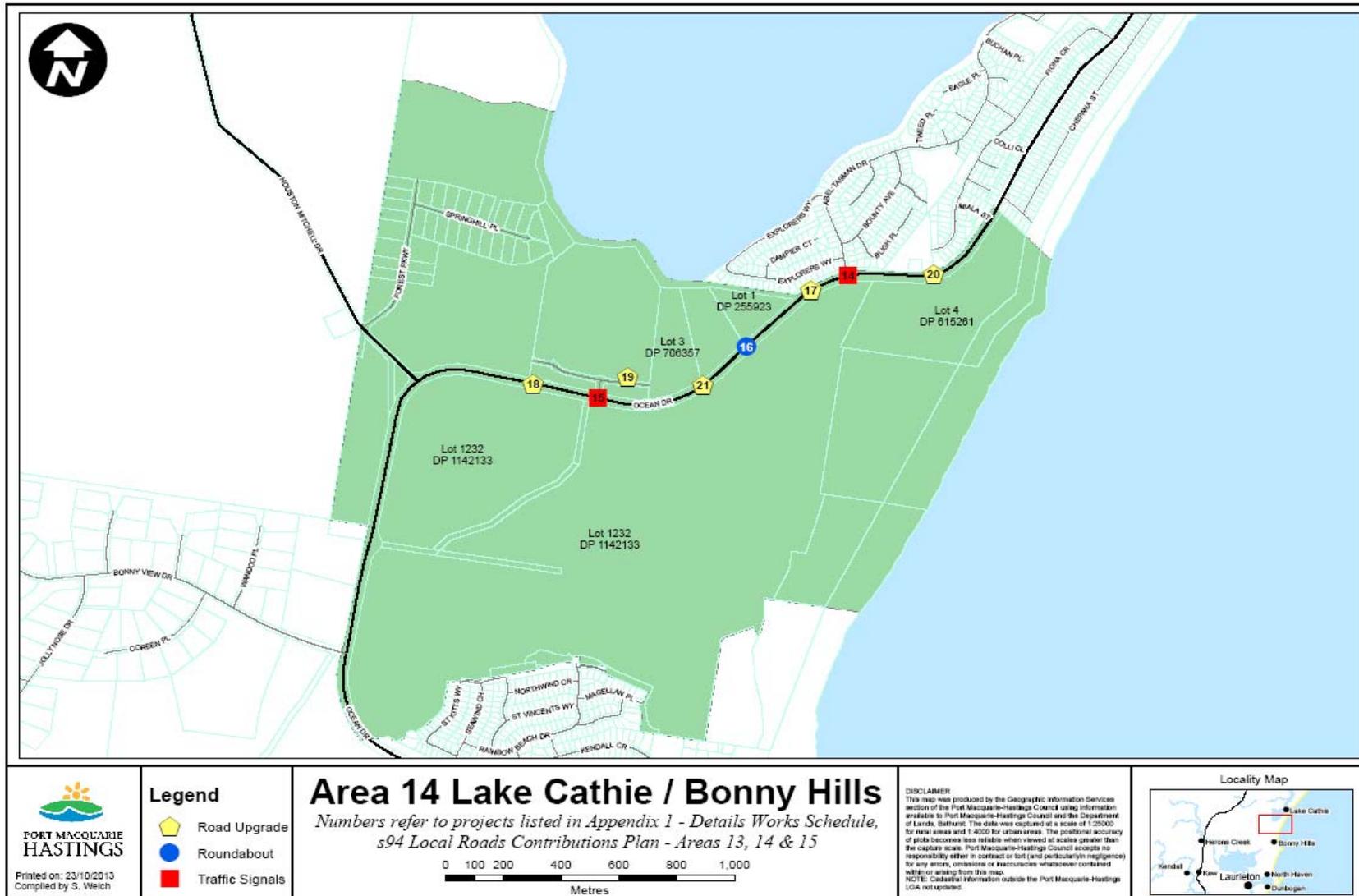


Figure 2 - Area 14 Lake Cathie/Bonny Hills

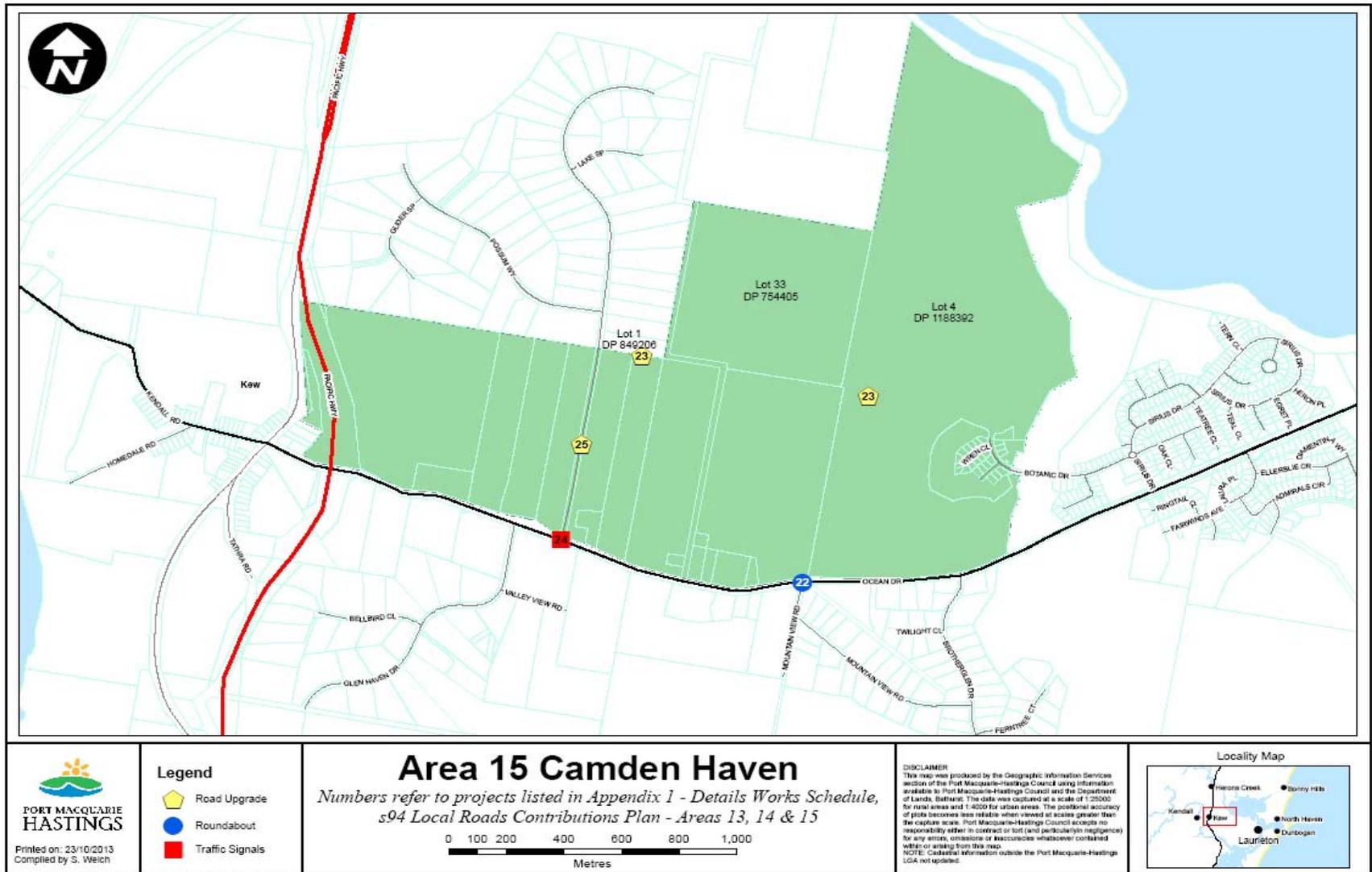


Figure 3 - Area 15 Camden Haven

Appendix 1 - Detailed Work Schedule - Local road works & traffic facilities

Works Schedule - Public facilities for which contributions will be sought

Note 1: Where any of the following facilities are also listed in another Development Contributions Plan - the cost listed in this plan is in addition to the costs listed in any other plan.

Note 2: The plan authorises a condition of development consent requiring the dedication of land to Council free of cost required in association with the public facilities and road infrastructure identified in this works schedule.

	LOCAL CATCHMENT	PROJECT DESCRIPTION	PROJECT LOCATION - STREET	APPORTIONMENT TO NEW DEVELOPMENT GROWTH (%)	s.94 Contribution (\$)	Council's Schedule (Commencement of Preconstruction Activities)
1	Area 13 Thrumster	Traffic Signals and Road works	Town Centre Main Street and John Oxley Drive	100%	\$3,749,870	Completed
2	Area 13 - Thrumster	Extension of Thrumster Street from substation and collector link across Partridge Creek (MR850A&B) 400m plus bridge over Partridge Creek	Collector Link	100%	\$4,946,500	Short Term
3	Area 13 - Thrumster	Intersection (No.4) with Partridge Creek Access - Large rural roundabout (MR765A&B)	John Oxley Drive	100%	\$2,500,000	Medium Term
4	Area 13 - Thrumster	South Oxley including Type 3 & 4 Fauna/Koala Crossings per A13 DCP 450m and Oxley Highway underpass link 150m (MR866 & MR 854) Total 600m	Collector Links	100%	\$2,301,000	Medium Term
5	Area 13 - Thrumster	Northern Link - Lot 206 DP 754434 to Lot 1 DP 1087368 including Type 1 Koala underpass. (MR867A&B) 260m	Collector link	100%	\$997,100	Medium Term
6	Area 13 - Thrumster	Southern Link - Lot 1 DP 1087368 adjacent to Lot 3 DP 565437 including Type 1 Koala underpass (MR868A&B) 300m	Collector link	100%	\$1,150,000	Medium Term
7	Area 13 - Thrumster	Intersection (No.5) with West Lindfield Access - Two lane rural roundabout (MR764A&B)	John Oxley Drive	100%	\$2,500,000	Long Term

	Area 13 - Thrumster	Continued				
8	Area 13 - Thrumster	Intersection (No.3) with Thrumster Street - 2 lane rural roundabout (MR766A&B)	John Oxley Drive	100%	\$2,500,000	Long Term
9	Area 13 - Thrumster	Koala & Pedestrian Underpasses x 2 (Map 4.13 Area 13 DCP) (MR859A&B)	John Oxley Drive	100%	\$1,690,000	Long Term
10	Area 13 - Thrumster	Thrumster Street to North Oxley Town Centre - with on road cycleways, edge treatments, footpath & buffers (Local works only)(MR619BL) 925m	John Oxley Drive	100%	\$1,665,000	Long Term
11	Area 13 - Thrumster	West Lindfield Access to Partridge Creek Access with on road cycleways, edge treatments, footpath & buffers (Local works only) (MR620BL) 825m	John Oxley Drive	100%	\$1,485,000	Long Term
12	Area 13 - Thrumster	Partridge Creek access to Thrumster Street with on road cycleways, edge treatments, footpath and buffers (Local works only) (MR864) 900m	John Oxley Drive	100%	\$1,620,000	Long Term
13	Area 13 - Thrumster	Thrumster Street Upgrade - John Oxley Drive to Lot 1 DP 1087368. (MRThrum) 500m	Thrumster Street	100%	\$1,500,000	Long Term
13A	Area 13 - Thrumster	Collector Road Link (one) to Lot 147 DP 754434 south of John Oxley Drive. 150m	Collector Link	100%	\$575,250	Long Term
	Area 13 Total				\$29, 179,720	

Works Schedule - Public facilities for which contributions will be sought

	LOCAL CATCHMENT	PROJECT DESCRIPTION	PROJECT LOCATION - STREET	APPORTIONMENT TO NEW DEVELOPMENT GROWTH (%)	s.94 Contribution (\$)	Council's Schedule - (Commencement of Preconstruction Activities)
14	Area 14 - Lake Cathie Bonny Hills	Intersection with Abel Tasman Drive - Traffic Signals (MR847A&B)	Ocean Drive	100%	\$2,900,000	Short Term
15	Area 14 - Lake Cathie Bonny Hills	Town Centre Traffic Signals (MR846)	Ocean Drive	100%	\$2,900,000	Medium Term
16	Area 14 - Lake Cathie Bonny Hills	Intersection with new road through lot 1 DP 255923 - Large rural roundabout with urban edge treatments (MR851A&B)	Ocean Drive	100%	\$2,500,000	Medium Term
17	Area 14 - Lake Cathie Bonny Hills	Ocean Drive upgrade - Abel Tasman Drive to Lot 1 DP 255923, cycle lanes, edge treatment, footpath, lighting and landscaped buffers per Area 14 DCP. (Local works only) (MR863CL) 450m	Ocean Drive	100%	\$810,000	Medium Term
18	Area 14 - Lake Cathie Bonny Hills	Ocean Drive upgrade Lot 3 DP 706357 to 640m west excluding intersection for town centre (Local works only) (MR860A&B) 600m	Ocean Drive	100%	\$1,080,000	Medium Term
19	Area 14 - Lake Cathie Bonny Hills	Collector Road Link per Area 14 DCP (MR120 A&B) 150m	Collector Road Link	100%	\$575,250	Medium Term
20	Area 14 - Lake Cathie Bonny Hills	Ocean Drive upgrade - Abel Tasman to Miala Street with on road cycleways, edge treatments, footpath and buffers per Area 14 DCP (Local works only)(MR585LA&LB) 570m	Ocean Drive	100%	\$1,026,000	Medium Term
21	Area 14 - Lake Cathie Bonny Hills	Ocean Drive upgrade - Lot 1 DP 255923 intersection to western boundary of Lot 3 DP 706357 with on road cycleways, edge treatments, footpath and buffers per Area 14 DCP (Local works only)(MR864A&B) 400m	Ocean Drive	100%	\$720,000	Long Term
	Area 14 Total				\$12,511,250	

Works Schedule - Public facilities for which contributions will be sought

	LOCAL CATCHMENT	PROJECT DESCRIPTION	PROJECT LOCATION - STREET	APPORTIONMENT TO NEW DEVELOPMENT GROWTH (%)	s.94 Contribution (\$)	Council's Schedule (Commencement of preconstruction activities)
22	Area 15 - Camden Haven	Mountain View Road intersection - Large rural roundabout with urban edge treatments (MR849A&B)	Ocean Drive	100%	\$2,500,000	Short Term
23	Area 15 - Camden Haven	Collector Road links - Lake Ridge Road to Lot 33 DP 754405 & Lot 33 to 'Chevron Veld' to the east. 550m (MR855A&B)	Collector Road Link	100%	\$2,109,250	Medium Term
24	Area 15 - Camden Haven	Intersection with Lake Ridge Road - Traffic Signals (MR857A&B)	Ocean Drive	100%	\$2,900,000	Medium Term
25	Area 15 - Camden Haven	Lake Ridge Drive upgrade. Ocean Drive to Lot 849206. 750m (MR856A&B)	Ocean Drive	100%	\$2,250,000	Long Term
	Area 15 Total				\$9,759,250	



PORT MACQUARIE
HASTINGS

