Section 94 Contributions Plan 2013

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PART 1 - BACKGROUND INFORMATION AND ADMINISTRATION

1 INTRODUCTION

1.1 What is this Plan?

This Plan is known as *Shellharbour City Council Section 94 Contributions Plan 2013 - 7th Review* (the Plan) and is effective from 18 December 2013.

This Plan has been prepared within the legislative framework of Part 4, Subdivision 3 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Part 4 of the EP&A Regulation 2000 and DIPNR's Section 94 Contributions Manual, 2nd Edition.

1.2 Background and Purpose

Section 94 of the *Environmental Planning and Assessment Act 1979* enables Council to levy a contribution from any development that will, or is likely to, require the provision of or increase the demand for public infrastructure and services. The contribution may be either in cash or in-kind and may be allocated to the cost of new infrastructure or those already constructed in anticipation of demand.

Council has required contributions from developers of subdivisions and multiple dwelling developments towards the provision of a wide range of community, recreation and sporting infrastructure since 1984. In May 1991 Council adopted Development Control Plan No. 6/90, which outlined how contributions were to be levied, how much was to be levied and the way in which contributions levied would be spent. This Plan was superseded by Council's *Section 94 Contributions Plan,* which was adopted in June 1993 and has been reviewed 6 times. This Plan constitutes the 7th Review of Council's Section 94 Plan.

The Plan levies for a range of community infrastructure items to meet future population needs. The infrastructure levied for under the Plan includes open space and recreation, community infrastructure, roads, traffic, drainage works, car parking and Section 94 management. When determining whether a particular infrastructure item should be included in this Plan, Council has considered whether there is a nexus (or linkage) between new development and the need for the infrastructure and whether the provision of and associated costs are considered reasonable.

1.3 Objectives

The objectives of this Section 94 Plan are to ensure that:

1. Shellharbour City's future needs for community infrastructure are adequately met as population increases. This should be achieved through:
    - The effective planning for provision of infrastructure likely to be required as a result of, or to facilitate, new development;
    - A nexus between the new development and the need for community services and infrastructure is established;

- The community is provided information as to the nature and timing of infrastructure provision.

2. Developers are required to contribute towards the cost of providing community infrastructure and services in a manner that is:
   - Fair and reasonable;
   - Consistent and certain;
   - Adequately and publicly accounted for.

1.4 Principles

The Plan is founded on the following set of principles:

i. The Plan encourages a holistic approach to the provision of infrastructure. Fragmented, site specific infrastructure items are discouraged, in favour of infrastructure that is multi-purpose in nature and achieves broader, long term planning objectives.

ii. The Plan is founded on a 'cradle to the grave' approach to the provision of community infrastructure, on the assumption that at some stage in his or her life, a person is likely to require access to the full range of infrastructure and services that Council is able to provide.

iii. Specific projects have been identified, designed and indicative costing estimated to be used as a basis for contribution determination.

iv. The Plan acknowledges that the provision of certain new community infrastructure and services is likely to benefit existing as well as new residents of Shellharbour and seeks to equitably distribute costs.

1.5 Maximum amount of monetary contributions under Section 94

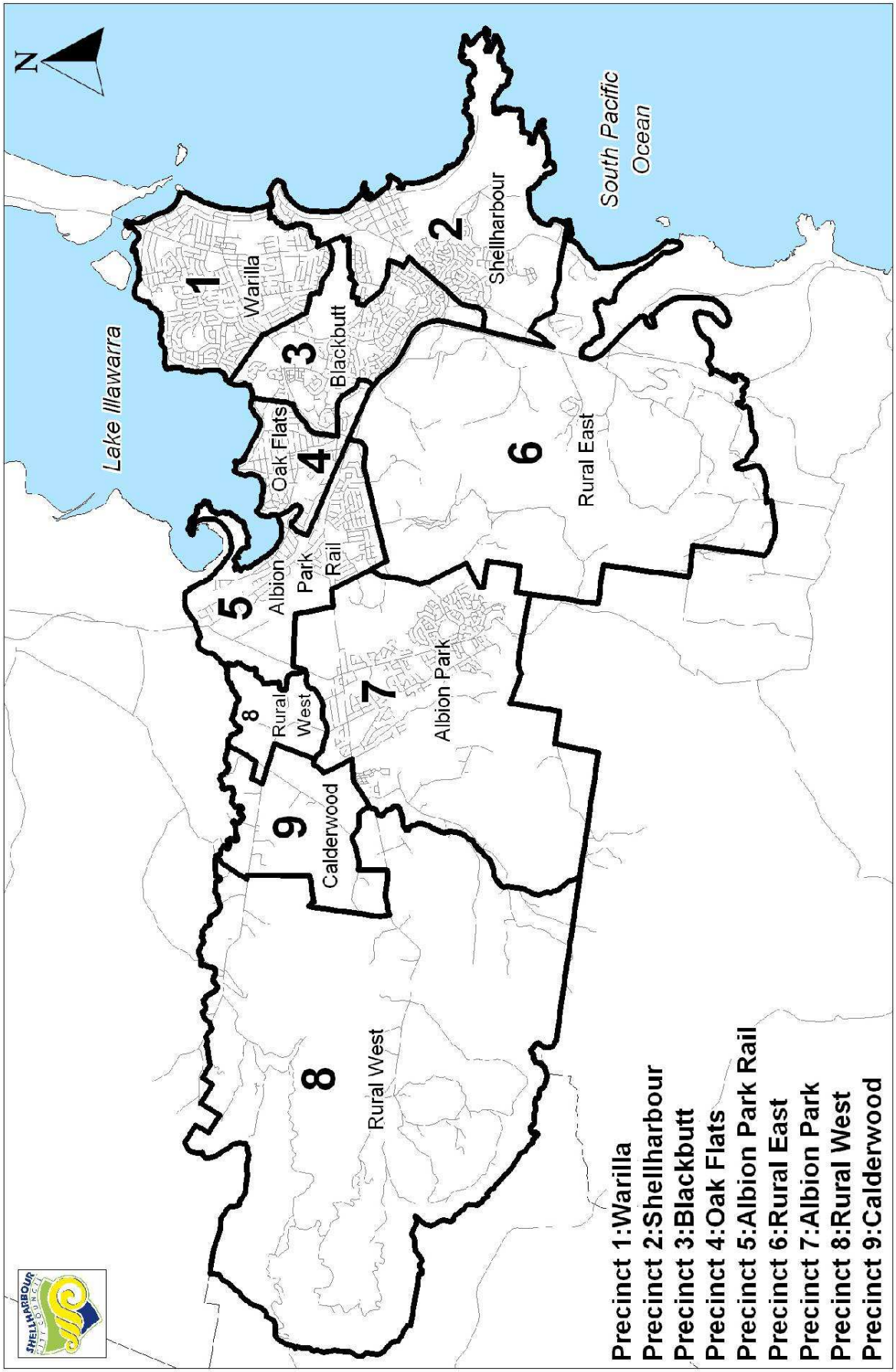
In 2009 the NSW Minister for Planning and Infrastructure issued a Section 94E Direction which introduced 'caps' for development contributions. These caps set the maximum monetary contribution that can be imposed on a residential development or subdivision. The capped rates are set at $20,000 for established areas and $30,000 for Greenfield areas (land identified in Schedule 2 of the Direction, as amended).

If a monetary contribution calculated by this Plan was to exceed the relevant cap, then the contribution will be capped (at either $20,000 or $30,000 per lot/dwelling). The shortfall will be pro-rata'd across the infrastructure items.

1.6 Land to which the Plan applies

This Plan applies to the Shellharbour City Local Government Area (LGA) as shown in Figure 1.1.

Figure 1.1: Shellharbour LGA - Precinct Boundaries



1.7 Timeframe

The original Section 94 Plan was adopted by Council on 21 June 1993 and had a timeframe of 20 years (ie 1993-2013). As part of the Fifth Review of the Section 94 Plan (adopted in December 2000) the timeframe of the Plan was extended to 2018.

As part of this review, the timeframe of the Plan has been extended to 2023. Because of the nature and scale of the infrastructure and services proposed, the majority of infrastructure items are programmed for implementation by this time. Some infrastructure items within the Plan have been identified to serve a longer growth period, beyond the 10 year timeframe of the Plan. Therefore the implementation and the cost distribution for these has been extended to 2028. This means that this Plan operates on 2 timeframes - 1993 to 2023 and 1993 to 2028.

1.8 Anticipated growth

The population of the City of Shellharbour is anticipated to grow to approximately 74,000 people by the year 2023 and approximately 77,000 by the year 2028. This population growth will result in the need for additional infrastructure and services to those that exist at present.

1.9 Integrated Planning & Reporting

The Integrated Planning and Reporting (IP&R) Framework provides Councils in NSW the opportunity to work with their communities to develop a long term plan for their areas. The Framework is a legislative requirement which forms part of the Local Government Act 1993.

Integrated Planning considers the longer term future of an area and encourages councils to draw their various plans together, to understand how they interact and to ensure the greatest benefits are achieved by comprehensively planning for the future.

Ultimately, the Framework provides greater accountability and transparency. Councils are required to outline a clear strategic direction for their community through their Community Strategic Plan which is supported by The Resourcing Strategy. This includes a 10 year Long Term Financial Plan, Asset Management Strategy and Workforce Management Plan.

This Section 94 Plan provides a funding source to assist in achieving the outcomes identified in the Community Strategic Plan. The works to be carried out in the Section 94 Implementation Schedule are incorporated in the Long Term Financial Plan.

1.10 Relationship to other Plans and reports

Other planning instruments, reports, strategies and agreements apply to land in the area and have informed this contributions plan. Of particular importance and relevance are:

- Shellharbour City Growth Projections (id. Forecast, 2013)
- Shellharbour Comprehensive Local Environmental Plan (2013)
- Shellharbour Development Control Plan (Effective from 26 June 2013)
- Justification for inclusion of the Council Administration Offices (City Hub project) in the Section 94 Contributions Plan 2013 (seventh review) (SCC, 2013)
- City Hub Stage 1 Business Case (Incoll. & Savills, 2012)

- Calderwood Consolidated Concept Plan (JBA Planning, March 2011)
- Open Space, Recreation & Community Facilities Needs Study Report (SCC, 2010)
- Parks and Recreational Space Guidelines (Appendix B, Open Space, Recreation & Community Facilities Needs Study Report SCC, 2010)
- Albion Park Traffic Study (Maunsell AECOM, 2006)
- Works In Kind Policy (SCC, 2005)
- Shellharbour City Car Parking Review (2002)
- Shellharbour City Wide Open Space & Recreation Plan (SCC, 2000)
- Review of the Need for Traffic Calming Infrastructure (SMEC, 2000)
- Shellharbour City Centre Traffic Needs Study (SMEC, 2000)
- Albion Park Open Space and Recreation (1999) Plan
- Shellharbour Cultural Resources Study (Guppy and Associates, 1999)
- Albion Park Centre Study

1.11 Transitional arrangements

A development application which has been submitted after the commencement of public exhibition of this Plan shall be determined in accordance with the provisions of the Plan which apply at the date of determination of the application.

1.12 Summary of Infrastructure and Contribution Rates

Table 1.1 below summarises the infrastructure items levied under this Plan and the developers' and Council's financial commitment for each of these. Tables 1.2 to 1.4 summarise the contribution rates payable by the developer.

Table 1.1: Summary of costs and apportionment

Infrastructure Item	Levy Basis	Total Cost	Apportionment %		Apportionment $		Developer Contributions to 30/6/13
			Council	Developer	Council	Developer	
Open Space and Recreation Infrastructure							
C1.02 Beach Foreshore (recoupment)	City Wide	$ 3,432,443	59.02%	40.98 %	$ 2,025,828	$ 1,406,615	$ 653,125
C1.04 Myimbar Sports Centre (recoupment)	City East	$ 5,200,954	0 %	100 %	$ -	$ 5,200,954	$ 3,330,657
C1.08 Shell Cove Sports Fields	City East	$ 3,591,439	0 %	100 %	$ -	$ 3,591,439	$ 1,776,912
C1.10 Benson Basin Sports Fields	City East	$ 2,453,230	0 %	100 %	$ -	$ 2,453,230	$ 874,512
C1.11 City Centre Youth Recreation Facility	City East	$ 1,001,000	71.13%	28.87 %	$ 712,011	$ 288,989	$ 142,812
C1.16 Croom Sporting Complex - Netball Courts [3]	City Wide	$ 461,790	0 %	100 %	$ -	$ 461,790	$ 230,455
C1.16 Croom - City West Sporting fields [3]	City West	$ 647,575	0 %	100 %	$ -	$ 647,575	$ 645,879
C1.17 Shellharbour City Stadium (recoupment)	City Wide	$ 4,560,192	59.02%	40.98 %	$ 2,691,425	$ 1,868,767	$ 1,017,751
C1.18 Albion Oval Touch Football Fields	City West	$ 348,400	0 %	100 %	$ -	$ 348,400	$ 204,969
C1.20 Terry Reserve Soccer Fields [3]	City West	$ 634,800	0 %	100 %	$ -	$ 634,800	$ 457,713
C1.21 Con O'Keefe Reserve	City West	$ 152,221	0 %	100 %	$ -	$ 152,221	$ 64,540
C1.22 Western Valley Sports Fields [2]	City West	$ 1,665,068	0 %	100 %	$ -	$ 1,665,068	$ 661,743
C1.24 Albion Park Commercial (recoupment)	Benefit Area 4	$ 647,004	0 %	100 %	$ -	$ 647,004	$ 483,229
C1.25 Upgrade Existing Active Open Space [3]	City East	$ 840,325	0 %	100 %	$ -	$ 840,325	$ 784,378
C1.25 Upgrade Existing Active Open Space [3]	City West	$ 212,545	0 %	100 %	$ -	$ 212,545	$ 198,394
C1.26 Passive Open Space Embellishment	City East	$ 5,389,177	0 %	100 %	$ -	$ 5,389,177	$ 3,569,848
C1.26 Passive Open Space Embellishment	City West	$ 2,756,464	0 %	100 %	$ -	$ 2,756,464	$ 1,341,013
C1.28 Calderwood Sports Fields [2]	City West	$ 2,167,227	0 %	100 %	$ -	$ 2,167,227	$ -
Sub total		***$ 36,161,854***			***$ 5,429,264***	***$ 30,732,590***	***$ 16,537,930***
Community Infrastructure							
C2.01 Warilla Community Centre (recoupment)	Precinct 1	$ 899,486	88.12 %	11.88 %	$ 792,627	$ 106,859	$ 18,650
C2.02 Shellharbour Library	Precinct 2	$ 2,097,023	26.59 %	73.41 %	$ 557,598	$ 1,539,425	$ 808,929
C2.03 Shell Cove Community Centre	Precinct 2	$ 2,055,240	26.59 %	73.41 %	$ 546,488	$ 1,508,752	$ 594,781
C2.04 Shellharbour City Performance Theatre	City Wide	$ 9,384,077	59.02 %	40.98 %	$ 5,538,482	$ 3,845,595	$ 1,847,700
C2.06 City Library [2]	City Wide	$ 14,699,979	56.38 %	43.62 %	$ 8,287,848	$ 6,412,131	$ 2,996,220
C2.08 Council Administration Offices [2]	City Wide	$ 19,928,027	75.72 %	24.28 %	$ 15,089,502	$ 4,838,525	$ 1,408,201
C2.09 Civic Auditorium [2]	City Wide	$ 10,585,793	56.38 %	43.62 %	$ 5,968,270	$ 4,617,523	$ 768,446
C2.14 Oak Flats Community Centre (recoupment)	Precinct 4	$ 638,080	80.28 %	19.72 %	$ 512,251	$ 125,829	$ 37,257
C2.16 Albion Park Library Extensions	Precinct 7, 8, 9	$ 1,492,399	0 %	100 %	$ -	$ 1,492,399	$ 517,788
C2.18 Western Valley Community Centre [1]	Benefit Area 9	$ 594,010	0 %	100 %	$ -	$ 594,010	$ 26,738
Sub total		***$ 62,374,114***			***$ 37,293,066***	***$ 25,081,048***	***$ 9,024,710***

Infrastructure Item	Levy Basis	Total Cost	Apportionment %		Apportionment $		Developer Contributions to 30/6/13
			Council	Developer	Council	Developer	
Roads & Traffic Infrastructure							
C3.01 Shellharbour Road Deviation (recoupment)	City Wide	$ 844,974	#	#	$ 485,071	$ 359,903	$ 227,148
C3.02 City Centre Traffic Management [3]	Benefit Area 1	$ 2,293,570	0 %	100 %	$ -	$ 2,293,570	$ 2,421,250
C3.03 Lake Entrance Road (recoupment)	City Wide	$ 4,210,086	#	#	$ 2,642,551	$ 1,567,535	$ 1,006,388
C3.04 Oak Flats Transport Centre (recoupment)	City Wide	$ 474,607	60.04 %	39.96 %	$ 284,954	$ 189,653	$ 100,422
C3.05 Tongarra Road East (recoupment)	City Wide	$ 678,019	#	#	$ 352,877	$ 325,142	$ 197,794
C3.06 Hargraves Avenue (recoupment)	Benefit Area 2	$ 915,956	0 %	100 %	$ -	$ 915,956	$ 77,608
C3.07 East West Link (Ashburton Drive)	Benefit Area 5	$ 1,575,149	0 %	100 %	$ -	$ 1,575,149	$ 760,085
C3.07 East West Link	City Wide	$ 7,027,280	#	#	$ 3,747,749	$ 3,279,531	$ 2,003,394
C3.09 Albion Park By-Pass [2]	Precinct 7, 8, 9	$ 13,900,723	36.59 %	63.41 %	$ 5,086,275	$ 8,814,448	$ 1,338,777
C3.12 Tongarra Road / Church St intersection [1 3]	Precinct 7	$ 52,151	42.43%	57.57 %	$ 22,128	$ 30,023	$ 23,745
C3.18 Illawarra Hwy / Western Valley intersection	Benefit Area 9	$ 1,406,109	0 %	100 %	$ -	$ 1,406,109	$ 31,137
C3.19 Church Street / Sophia Street intersection [1]	Benefit Area 9	$ 212,633	0 %	100 %	$ -	$ 212,633	$ 12,122
C3.20 Rivulet Crescent Extension	Benefit Area 3	$ 5,333,000	0 %	100 %	$ -	$ 5,333,000	$ 219,421
Sub total		***$ 38,924,257***			***$ 12,621,605***	***$ 26,302,652***	***$ 8,419,291***
Drainage Infrastructure							
C5.01 Mount Terry Drainage Catchment [1]	Benefit Area 7	$ 5,850,241	0 %	100 %	$ -	$ 5,850,241	$ 1,755,779
C5.02 Tarra Drainage Catchment [1]	Benefit Area 8	$ 1,996,253	0 %	100 %	$ -	$ 1,996,253	$ 746,115
C5.03 Cooback Creek Drainage Catchment [1]	Benefit Area 8	$ 4,057,704	0 %	100 %	$ -	$ 4,057,704	$ 11,119
C5.04 Cooby Road Drainage Catchment [1]	Benefit Area 8	$ 4,312,148	0 %	100 %	$ -	$ 4,312,148	$ -
Sub total		***$ 16,216,346***			**$ -**	***$ 16,216,346***	***$ 2,513,013***
Other Infrastructure & Services							
C6.04 Section 94 Management	City Wide	$ 4,907,837	0%	100%	$ -	$ 4,907,837	$ 2,050,808
Sub total		***$ 4,907,837***			**$ -**	***$ 4,907,837***	***$ 2,050,808***
TOTAL		**$ 158,584,408**			**$ 55,343,935**	**$ 103,240,473**	**$ 38,545,752**
Less: Works Provided to date		$ 38,915,411			$ 13,535,333	$ 25,380,078	
Less: Section 94 management		$ 2,447,068			$ -	$ 2,447,068	
TOTAL CAPITAL WORKS TO BE PROVIDED		**$ 117,221,929**			**$ 41,808,602**	**$ 75,413,327**	

1 Infrastructure will be constructed by developers as Works In Kind.
2 The cost of this infrastructure is distributed to development growth to 2028.
3 No contributions will be levied for this infrastructure under this review of Council's Section 94 Plan.

Refer to Section 13.4 City Wide Roads & Traffic Infrastructure - Developer Apportionment Factor by Precinct

Table 1.2: Summary of Residential contribution rates

Precinct	Contribution rate per lot / dwelling
1. Warilla	$ 8,853.47
2. Shellharbour	$ 10,912.37
3. Blackbutt	$ 8,822.33
4. Oak Flats	$ 10,569.64
5. Albion Park Rail	$ 9,354.29
6. Rural East	$ 7,023.79
7. Albion Park	$ 16,416.00
8. Rural West	$ 14,201.72
9. Calderwood	$ 14,298.15

Table 1.3: Summary of Benefit Area contribution rates

Benefit Area	Contribution rate per unit	Unit
2. Hargraves Avenue	$ 12.29	m^2 land area (lot size)
3. Rivulet Crescent Extension	$ 15.67	m^2 land area (lot size)
4. Albion Park Commercial	$ 80.88	m^2 gross floor area**
5. East-West Link Road (Ashburton Drive)	$ 1.56	m^2 land area (lot size)
7. Mount Terry Drainage Catchment	$ 5.71	m^2 developable land area*
8. Albion Park Drainage Catchments:		
- Tarra Catchment (A)	$ 5.46	m^2 developable land area*
- Tarra Catchment (B)	$ 1,084.26	per lot / dwelling
- Cooback Creek Catchment	$ 3.49	m^2 developable land area*
- Cooby Road Catchment - Residential	$ 17.23	m^2 land area (lot size)
- Cooby Road Catchment - Rural Residential	$ 3.45	m^2 land area (lot size)
9. Western Valley Infrastructure	$ 1,475.18	per lot / dwelling

* lot size excluding watercourses or floodprone land

Table 1.4: Summary of Commercial contribution rates

Tier	Size (gross floor area) of Commercial premise	Contribution rate per Commercial premise
1	0 - 500 m^2	$ 576.72
2	501 - 1,000 m^2	$ 1,153.44
3	1,001+ m^2	$ 1,730.16

Note: The contribution rates shown in Tables 1.2, 1.3 and 1.4 are 'base rates' (as at June 2013) and will be indexed annually using the June quarter Consumer Price Index Australia, Sydney All Groups rate.

2 EXTENT AND NATURE OF THE PLAN

2.1 Context and Scope

Section 94 of the *EP&A Act* enables Council to impose contributions toward infrastructure items which are required as a result of new development. Council is not, however, able to levy for services, such as water and sewerage works that are the responsibility of another authority.

Contributions can be sought whether Council or a private contractor constructs the infrastructure and the provisions of this Plan relate to both private and public sector developments equally.

The principle factor in determining the appropriateness of a Section 94 contribution levy is the establishment of a nexus, or linkage, between new development and the need for Council to provide infrastructure as a consequence.

Section 94 contributions are limited to the funding of capital expenditure. This includes works undertaken by Council, works contracted out by Council to another agency and works undertaken by developers as Works In Kind.

It does not include items of routine maintenance or day-to-day operation of individual infrastructure. It does however include provisions for the administration of the Plan over its life.

2.1.1 User-pays principles

This Plan aims to ensure that new development is only charged for the actual portion of demand (and therefore cost) that it generates. It seeks to do this in three ways:

i. Funds raised under the provisions of Section 94 are held as restricted assets and not returned to Council's general funds;

ii. Through the application of an apportionment formula new development is only levied for that portion of overall demand that it is likely to generate given its size and nature;

iii. When an existing site is redeveloped, the developer will only be levied for that *additional* demand arising from the new development.

2.1.2 Grant funding

Where appropriate, Council will seek Federal and State grant funding to assist the financing of the infrastructure identified in this Plan. If a grant is received it will be subtracted from the total cost of the infrastructure and the outstanding amount will then be apportioned between Council and the developer based on the set apportionment formula for the item. Such grant funding will, therefore, be accounted for separately from money received through Section 94 contributions.

2.1.3 Cost Recoupment

Council will seek recoupment of costs for infrastructure that it has funded and provided in anticipation of future population growth. Such recoupment of funds will take into account the actual cost of the infrastructure plus indexation (less any grant funding received).

2.2 The Structure of the Plan

This Plan is based on a 4-tier structure. This structure aims to ensure that the cost of providing infrastructure is properly apportioned to those that will benefit from the provision of the infrastructure. The 4-tiers are as follows:

1. **City Wide** infrastructure
2. **City East** & **City West** infrastructure
3. **Precinct** infrastructure
4. **Benefit Area** special purpose infrastructure

The way in which these tiers apply is summarised in Figure 1.2.

2.2.1 City Wide infrastructure

This Plan recognises that there are a number of infrastructure items that are intended to serve the City as a whole and as such all development in the local government area will pay a contribution toward these items.

2.2.2 City East & City West infrastructure

This Plan recognises that there are a number of passive and active open space items that service the community at a broader district level. Therefore sporting fields and Passive Open Space Embellishment within the Open Space category are levied on a City East or City West basis. The Princes Highway is used to determine the eastern and western suburbs and this is shown in Figure 1.3. The table below identifies the City East and City West Precincts.

City East	City West
Precinct 1 - Warilla	Precinct 5 - Albion Park Rail
Precinct 2 - Shellharbour	Precinct 6 - Rural East
Precinct 3 - Blackbutt	Precinct 7 - Albion Park
Precinct 4 - Oak Flats	Precinct 8 - Rural West
	Precinct 9 - Calderwood

2.2.3 Precinct level infrastructure

For the purposes of this Plan, the Shellharbour Council area has been divided into 'Precincts' based on the infrastructure provided within the catchment as a result of growth. The boundary for each of these Precincts is shown in Figure 1.1. The nine Precincts are identified as:

Precinct Number	Precinct Name	Main Suburbs included
1	Warilla	Warilla, Lake Illawarra, Mt Warrigal, Barrack Heights
2	Shellharbour	Shellharbour Village, Shell Cove, Barrack Point
3	Blackbutt	Blackbutt, Flinders, Shellharbour City Centre
4	Oak Flats	Oak Flats
5	Albion Park Rail	Albion Park Rail
6	Rural East	Croome, Dunmore
7	Albion Park	Albion Park, Tullimbar, Yellow Rock
8	Rural West	Macquarie Pass, Tongarra, Calderwood
9	Calderwood	Calderwood Urban Development Site

2.2.4 Benefit Areas

There are a number of self-contained areas throughout the City that have specific needs with regards to infrastructure. Within this Plan these areas are called 'Benefit Areas'. These areas have been created to ensure the appropriate apportionment of costs for the infrastructure that is specifically required to meet their needs rather than the needs of the broader community.

The Benefit Areas and the infrastructure they apply to are as follows:

Benefit Area Number	Benefit Area Name
Benefit Area 1	Shellharbour City Centre Traffic Management
Benefit Area 2	Hargraves Avenue
Benefit Area 3	Rivulet Crescent Extension
Benefit Area 4	Albion Park Commercial
Benefit Area 5	East-West Link Road (Ashburton Drive)
Benefit Area 7	Mount Terry Drainage Catchment
Benefit Area 8	Albion Park Drainage Catchments
Benefit Area 9	Western Valley Infrastructure

Note: Benefit Area 6 - Terry Street Rehabilitation/Reconstruction, as identified in Council's Section 94 Contributions Plan 2005, has been constructed, funded and removed from this Plan.

2.2.5 How are residential contribution rates calculated under this structure?

Figure 1.2 shows the structure of this Plan. As can be seen from this structure contribution rates will vary depending on where the development is located. All developments throughout the City will be levied the relevant contribution for City Wide infrastructure. In addition to this, development will also be levied the relevant City East / City West contribution, and the Precinct level contribution. Depending on the location there may also be a Benefit Area contribution.

For example, a residential development in Oak Flats will be levied the City Wide contribution rate, the City East contribution rate, and the Precinct contribution rate for Precinct 4, Oak Flats. A residential development in the Western Valley of Albion Park will be levied a City Wide contribution rate, a City West contribution rate, the contribution rate for Precinct 7, Albion Park and the contribution rates for Benefit Area 8, Albion Park Drainage Catchments and Benefit Area 9, Western Valley Infrastructure.

Note: The way in which Commercial development is levied is detailed in Section 7.

2.2.6 Apportionment of Costs

Where the need for specific infrastructure arises solely as a result of demand from new development, developers will be responsible for fully funding that infrastructure.

However, many of the proposed infrastructure items identified in the Plan will benefit existing as well as future development. It would therefore be unreasonable to seek contributions from developers to fund the total cost of new infrastructure provision. In the majority of cases there will be a need for Council to fund the existing residents' share of these costs.

Figure 1.2: The Structure of the Plan

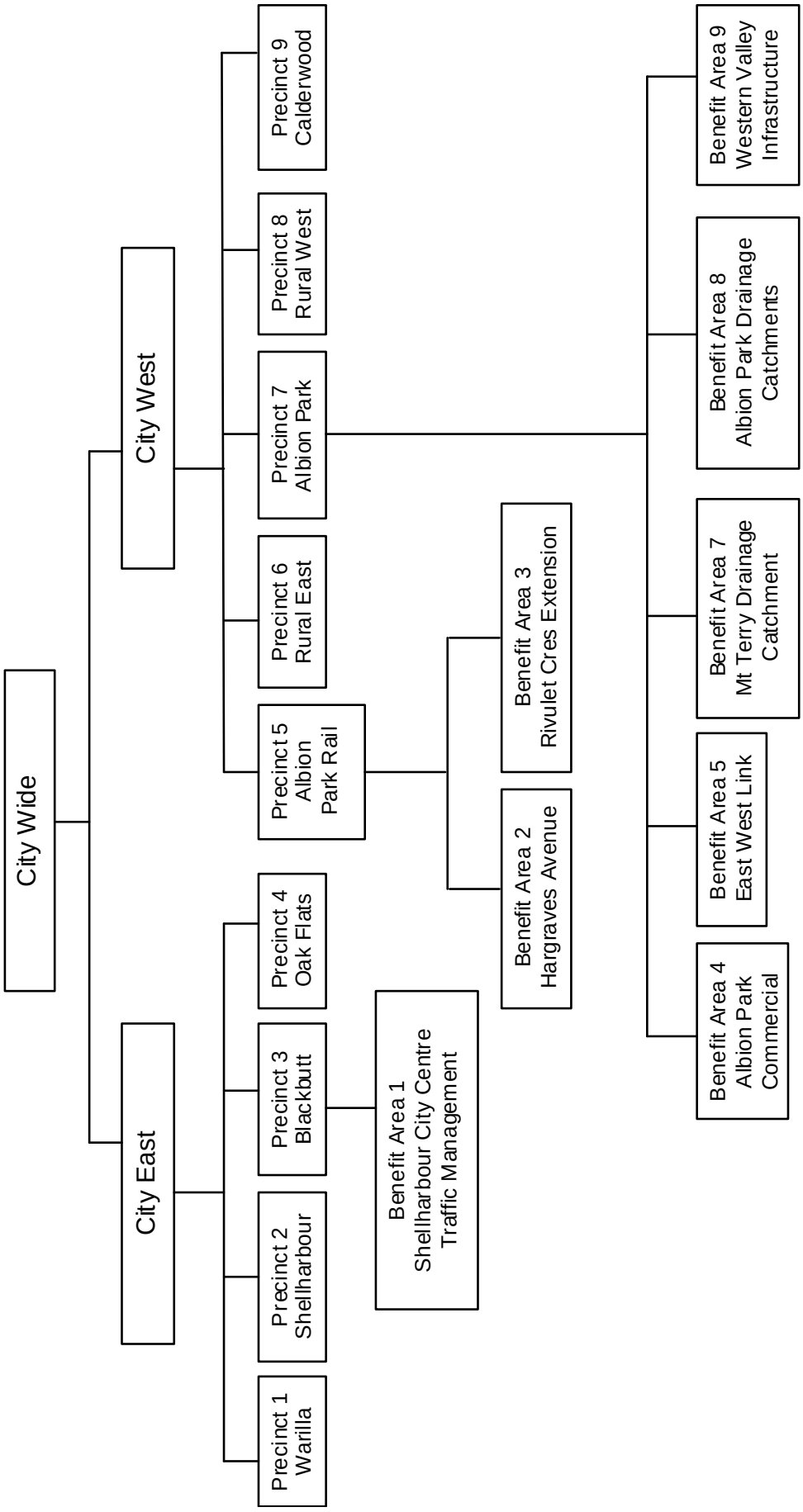
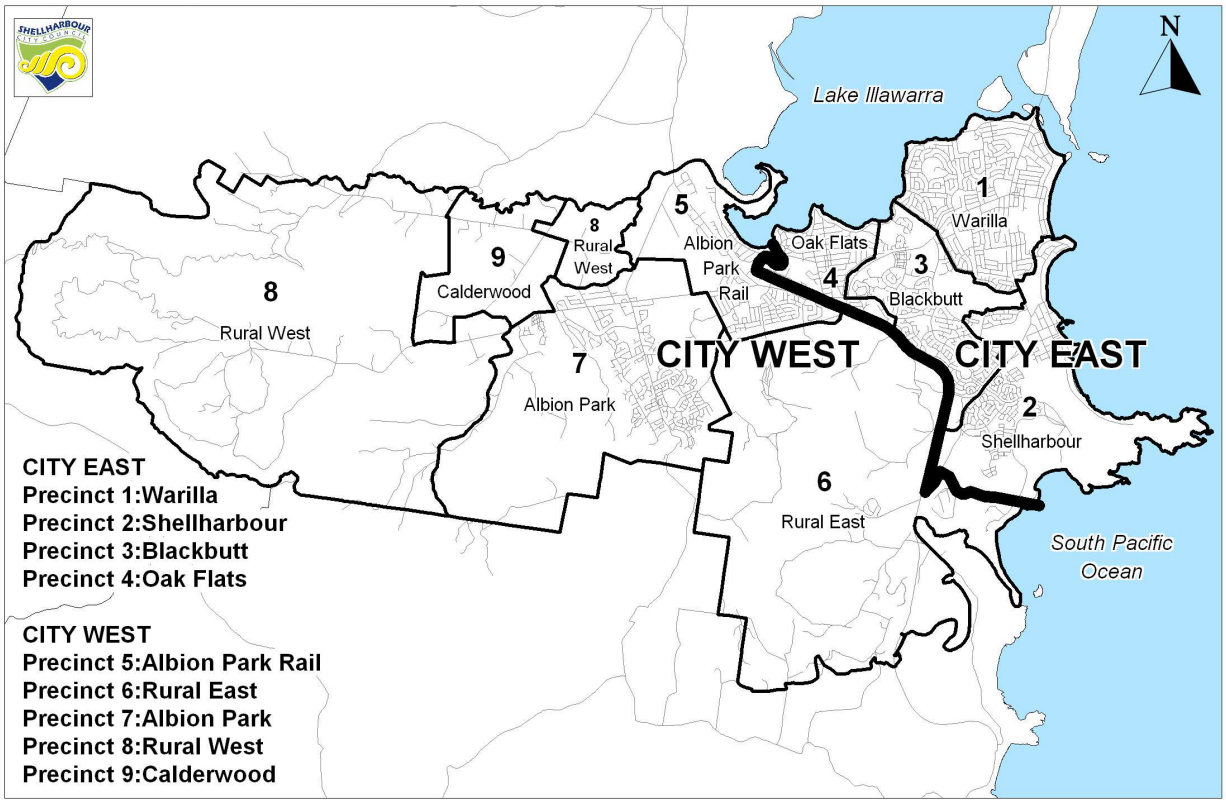


Figure 1.3: Shellharbour LGA - City East & City West Boundaries



2.3 Categories of infrastructure under the Plan

Section 94 contributions will be levied under the following categories of infrastructure:

- Open Space and Recreation infrastructure
- Community infrastructure
- Roads and Traffic infrastructure
- Car parking
- Drainage infrastructure
- Section 94 management

2.3.1 Open space and recreation infrastructure

This category of infrastructure includes both Passive and Active Open Space. The Plan identifies 3 levels of open space provision:

i. **City Wide**

City Wide parks typically have a number of characteristics that make them significant recreational destinations to serve the needs of the entire LGA. These characteristics include high visitation levels and may be unique in terms of function or standard.

City Wide Sporting Grounds tend to be clustered together and located away from residential areas to maximise flexibility of use and to reduce the potential impacts of noise, vehicular movements, parking and ground lighting on local residents. They may require a higher level of embellishment including change rooms and high level lighting.

ii. **District**

District parks are generally parks of substantial size (minimum 10,000 sqm) which are well developed to cater for a broad range of recreational opportunities and have a district rather than local user catchment. Embellishments are provided to cater for more complex and varied recreational activities and for multiple user groups.

District level sporting grounds primarily serve a district catchment (group of suburbs) with an appropriate level of embellishment suited to regular use by a number of sporting groups. They are typically accessible to a greater community than a single suburb and are predominantly used for local or district level competitions and also provide local use benefits.

iii. **Local**

The objective of a local park is to provide public open space which primarily serves a local neighbourhood, being highly accessible for pedestrians within a local catchment with an appropriate level of embellishment suited to the local population. They provide for informal, non-competitive recreation and relaxation for residents in the local neighbourhood.

2.3.2 Community infrastructure

Community infrastructure encompasses the community services and infrastructure which support individuals, families and groups to meet their social needs, such as Community Centres and Libraries. The provision of community infrastructure is necessary for creating viable and sustainable communities and is essential for health, wellbeing and the economic prosperity of communities.

2.3.3 Road & Traffic infrastructure

Although the public road and traffic system within a subdivision will normally be funded and constructed by the developer, contributions will be sought by Council for the upgrade of the external road network where a need is established and a nexus demonstrated. The East West Link and Shellharbour Road deviation are two road items which are required as a result of new development.

2.3.4 Car parking

Contributions for car parking are sought by Council in most commercial areas in cases where the provision of on-site parking is insufficient to meet the requirement under Council's current car parking policy.

Contribution rates have been determined, taking into account the cost to provide the existing infrastructure and potential future costs of providing upgraded car parks. A contributions rate is levied on per space basis. This levy applies to Commercial development only.

2.3.5 Drainage infrastructure

Internal drainage in subdivisions is normally accepted as part of the works associated with the development and are funded and constructed by the developer.

Council also recognises that in most circumstances it is appropriate to construct drainage systems on a catchment-wide basis and that such a system may cross the boundaries between a number of development sites and subsequently require input from a variety of property owners. In such situations, Council will seek contributions from benefiting developments to cover the costs of designing and providing stormwater and drainage infrastructure.

2.3.6 Section 94 Management

Council levies Section 94 contributions to fund the administration of the Section 94 Plan.

2.4 Development types to which this Plan applies

The Plan makes provision for the funding of infrastructure that has a nexus with new development. Residential and Commercial development is identified for the purposes of this Plan as follows:

2.4.1 Residential development

A contribution will be levied to all new and/or additional lots and/or dwellings, based on the Precinct the development is located in. A Benefit Area may also apply to new residential development. Residential development includes the following development types:

- **Urban Subdivision**
  All forms of urban subdivision are required to make a Section 94 contribution on a per lot basis. The contribution shall be assessed on each additional lot created, irrespective of the size of the lot.
- **Rural Residential Subdivision and Rural Subdivision**
  All forms of rural residential subdivisions, rural subdivisions where there is dwelling entitlement and any additional residential dwellings are required to make a Section 94 contribution. The contribution shall be assessed on each additional lot created, irrespective of the size of the lot. Agricultural developments such as sheds, dams and the like are excluded from the scope of this Plan.
- **Multi-Dwelling housing**
  All forms of multi-dwelling housing (irrespective of how they are defined or whether they are being strata titled or not) are required to make a contribution for each additional dwelling created. The strata titling of existing development is however exempt from the provisions of this Plan as it will not generate any additional demand for infrastructure.
- **Dual Occupancy**
  Dual occupancy means having two dwellings on one lot, and includes conversions and extensions of existing houses as well as building separate detached dwellings. A contribution is required for each additional dwelling created.
- **Housing for Seniors or People with a Disability**
  A contribution will be levied to developments as defined and carried out under the *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004* where such developments are not carried out by the Department of Housing, a local government housing provider or a social housing provider.

2.4.2 Commercial Development

Section 7 of this Plan details how Commercial development is levied. All forms of Commercial development (as identified below, but not limited to) will be levied this rate:

- **Commercial premises**
  Commercial premises include Business, Office and Retail premises. Including but not limited to banks, hairdressers, bulky goods, food and drink premises, hardware and building supplies, kiosks, shops, vehicle sales or hire premises.
- **Industrial**
  Industrial premises include that of general industry, heavy industry and light industry.
- **Tourist & Visitor Accommodation**
  Tourist and Visitor Accommodation include backpacker's accommodation, bed and breakfast accommodation, hotel or motel accommodation and serviced apartments.
- **Educational establishments**
  Educational establishments include private schools.

- **Health Service Facilities**
  Health Service Facilities include private hospitals, medical centres and health consulting rooms.

2.4.3 Exemptions

Exemptions will only be considered at the request of the applicant. This request must be made in writing and include justification for the exemption. The applicant must provide supporting document to satisfy the requirements. The following development types may be exempt from being levied a Section 94 Contribution:

- **Attached Secondary dwelling**
  Where a secondary dwelling is an extension to the main dwelling, comprises no more than one bedroom, an ensuite bathroom and a lounge room/dining room with a kitchenette, and has a gross floor area of less than 60m^2, no contribution will be levied.
- **Housing for Seniors or People with a Disability**
  A contribution will not be levied for the development of residential care facilities or hostels developments as defined and carried out under *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004* where such developments are carried out by the Department of Housing, a local government housing provider or a social housing provider.
- **Public Sector Developments**
  Developments that are provided by the public sector with an underlying philosophy of community service, and not run on a profit basis, such as a courthouse, public hospital, public educational establishment or a community centre, will not be levied a contribution under this Plan.
- **Not for profit organisations**
  Non residential developments that are provided by registered not for profit organisations with an underlying philosophy of community service will not be levied a contribution under this Plan.

2.5 The role of a Principal Certifying Authority

2.5.1 Construction Certificates and the obligation of accredited certifiers

In accordance with clause 146(b) 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 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 the Council.

2.5.2 Complying Development and the obligation of accredited certifiers

In accordance with section 94EC(1) of the *EP&A Act*, accredited certifiers must impose a condition requiring monetary contributions in accordance with this Section 94 Contributions Plan.

The conditions imposed must be consistent with Council's current Section 94 consent conditions and be strictly in accordance with this Section 94 Contributions Plan. It is the responsibility of accredited certifiers to accurately calculate the contribution and to apply the Section 94 condition correctly.

3 PROJECTED GROWTH

3.1 Context

The Shellharbour City LGA is expected to experience continued steady growth over the next 10 - 15 years. As the issues of nexus and apportionment within this Plan are closely linked to population growth, population projections are essential to this Plan.

The provision of infrastructure will be staged over the life of the Plan. Section 94 contributions may either be obtained in advance of the provision of infrastructure, or as a recoupment of funds spent.

3.2 Residential population and dwelling growth

Shellharbour is in a period of transition from being a collection of discrete urban areas, separated by large tracts of rural and other broadacre land uses, to becoming a key regional centre and an integral part of the southern greater Sydney urban area. During the 20 year period between 1993 and 2013, Shellharbour's population has increased by 40%, or on average 2% per annum.

It is anticipated that Shellharbour will continue to be an attractive residential and business location in the Illawarra region, attracting both population and employment opportunities from Wollongong and the southern districts of Sydney. On the basis of Shellharbour's potential as an attractive, accessible and relatively affordable place to live, it is assumed that Shellharbour's population will continue to grow.

Informed Decisions (.id) have prepared updated population and dwelling growth projections. These are based on a base population as at 2011 derived on Estimated Resident Population from the Australian Bureau of Statistics, and consider factors such as future new dwellings as anticipated by developers, birth and death rates, household structures and migration. These factors have resulted in a set of population and dwelling forecasts which have been used for the purpose of this Plan.

The key areas of growth in Shellharbour City are anticipated to be Shell Cove, Tullimbar, Calderwood and the City Centre. Tables 3.1 and 3.2 document the projected population and dwellings increase in each of the planning Precincts.

Table 3.1: Population Projections by Precinct 1993-2028

Precinct	Actual Population			Projected Population			
	1993	2000	2006	2013	2018	2023	2028
1. Warilla	22,773	21,195	21,222	21,044	21,524	21,993	22,479
2. Shellharbour	2,879	4,087	7,181	8,991	10,036	10,664	11,284
3. Blackbutt	2,980	5,835	7,632	9,026	10,186	11,009	11,497
4. Oak Flats	5,883	5,795	6,747	6,546	6,560	6,660	6,788
5. Albion Park Rail	6,840	7,348	7,240	7,300	7,293	7,344	7,443
6. Rural East	238	309	370	409	395	402	433
7. Albion Park	6,584	9,731	12,541	13,667	14,027	14,161	14,448
8. Rural West	405	451	503	558	548	566	619
9. Calderwood	*	*	*	*	334	1,312	2,438
Total City Wide	**48,582**	**54,754**	**63,436**	**67,541**	**70,903**	**74,110**	**77,429**

Source: .id Forecast, 2013.

***** Up until 2013 Precinct 9, Calderwood was incorporated in Precinct 8, Rural West and as such historical data is not available.

Table 3.2: Dwelling Projections by Precinct 1993- 2028

Precinct	Actual Dwellings			Projected Dwellings			
	1993	2000	2006	2013	2018	2023	2028
1. Warilla	7,959	8,117	8,420	8,643	8,866	9,032	9,226
2. Shellharbour	1,065	1,516	2,620	3,324	3,714	4,005	4,285
3. Blackbutt	981	2,172	2,664	3,219	3,700	4,061	4,304
4. Oak Flats	2,149	2,260	2,515	2,591	2,631	2,677	2,733
City East	**12,154**	**14,065**	**16,219**	**17,777**	**18,911**	**19,775**	**20,548**
5. Albion Park Rail	2,235	2,604	2,642	2,714	2,756	2,796	2,844
6. Rural East	102	117	122	137	142	147	152
7. Albion Park	2,106	3,125	4,110	4,601	4,831	4,963	5,082
8. Rural West	146	159	165	187	197	207	217
9. Calderwood	*	*	*	*	120	480	855
Total City West	**4,589**	**6,005**	**7,039**	**7,639**	**8,046**	**8,593**	**9,150**
Total City Wide	**16,743**	**20,070**	**23,258**	**25,416**	**26,957**	**28,368**	**29,698**

Source: .id Forecast, 2013.

***** Up until 2013 Precinct 9, Calderwood was incorporated in Precinct 8, Rural West and as such historical data is not available.

3.3 Commercial development growth

The study "Commercial development Projections" (SCC, 2012) documents the future projections for commercial land uses.

Table 3.3 shows the projected increase in the number of commercial premises based on the size of the gross floor area (GFA).

Table 3.3: Forecast Growth in Commercial Developments

Tier	Size (gross floor area) of Commercial premise	Increase in Number of Commercial Premises	
		2013 to 2023	2013 to 2028
1	0 - 500 m^2	49	74
2	501 - 1,000 m^2	33	50
3	1,000+ m^2	27	40
	Total	**109**	**164**

Source: Shellharbour City Council, 2012.

4 OPEN SPACE PROVISION

4.1 Context

Council will levy for open space by one of the following methods:

- Land dedication and embellishment of new passive and active open space areas in accordance with Council's *Parks and Recreational Space Guidelines* (Appendix D), or
- Monetary contribution toward the upgrade of existing passive open space areas.

The following is an outline of the way in which open space areas are dealt with under this Plan:

4.1.1 Land dedication and embellishment requirements for Greenfield development (New Urban Areas)

The provision of open space for new residential areas is based on the 2.83 hectare per 1,000 people standard. Council's *Parks and Recreational Space Guidelines (Appendix B, Open Space, Recreation & Community Facilities Needs Study Report SCC, 2010)* has been used to determine the location, type, design and amount of open space to be provided. These standards are based on NSW Department of Sporting and Recreation figures which assume a 60/40 split between active and passive open space areas.

The basic premise that will be applied is that 90% of all residential lots are within 400m walking distance to recreational open space. The 2.83ha per 1,000 people standard should be referred to, when determining the appropriate mix of open space.

In the context of the Shellharbour local government area the following will apply:

- 0.33 ha per 1,000 people for local parks;
- 0.5 ha per 1,000 people for district parks;
- 0.3 ha per 1,000 people for citywide parks; and
- 1.7 ha per 1,000 people for sporting grounds.

The amount of passive open space has been determined on the basis of a population servicing ratio of 1.13ha per 1,000 people. On the basis of 2.6 residents per dwelling this translates to 29m^2 of passive open space per dwelling/lot.

The Plan includes provision for both land dedication and open space embellishment for large scale subdivisions. A large scale subdivision is considered to be a development site covering two or more hectares, or proposes to develop 40 lots or more.

Dedication of land will only be accepted where that land is considered appropriate for the intended purpose and is in accordance with Council's *Parks and Recreational Space Guidelines*. The assessment of the suitability of land for dedication will be undertaken as part of the assessment of the development application.

Council's *Parks and Recreational Space Guidelines* provides a hierarchy of parks. Each level of parks in the hierarchy (Local, District and Citywide) is provided with broad principles for those parks and the typical types of embellishments that can be expected.

Open Space embellishment may include but are not limited to:

- Walk / cycle pathways
- Landscape improvements
- Play opportunities
- Signage
- Seating, bins, tables and shade structures

Where land dedication and embellishment is provided onsite for large scale subdivisions by the developer, and is in accordance with Council's *Parks and Recreational Space Guidelines*, Council will recognise this non cash contribution as a condition of consent and/or as a Works in Kind agreement. Where this occurs, Developers will not be levied a monetary contribution toward C1.26 Passive Open Space embellishment.

4.1.2 The location of open space

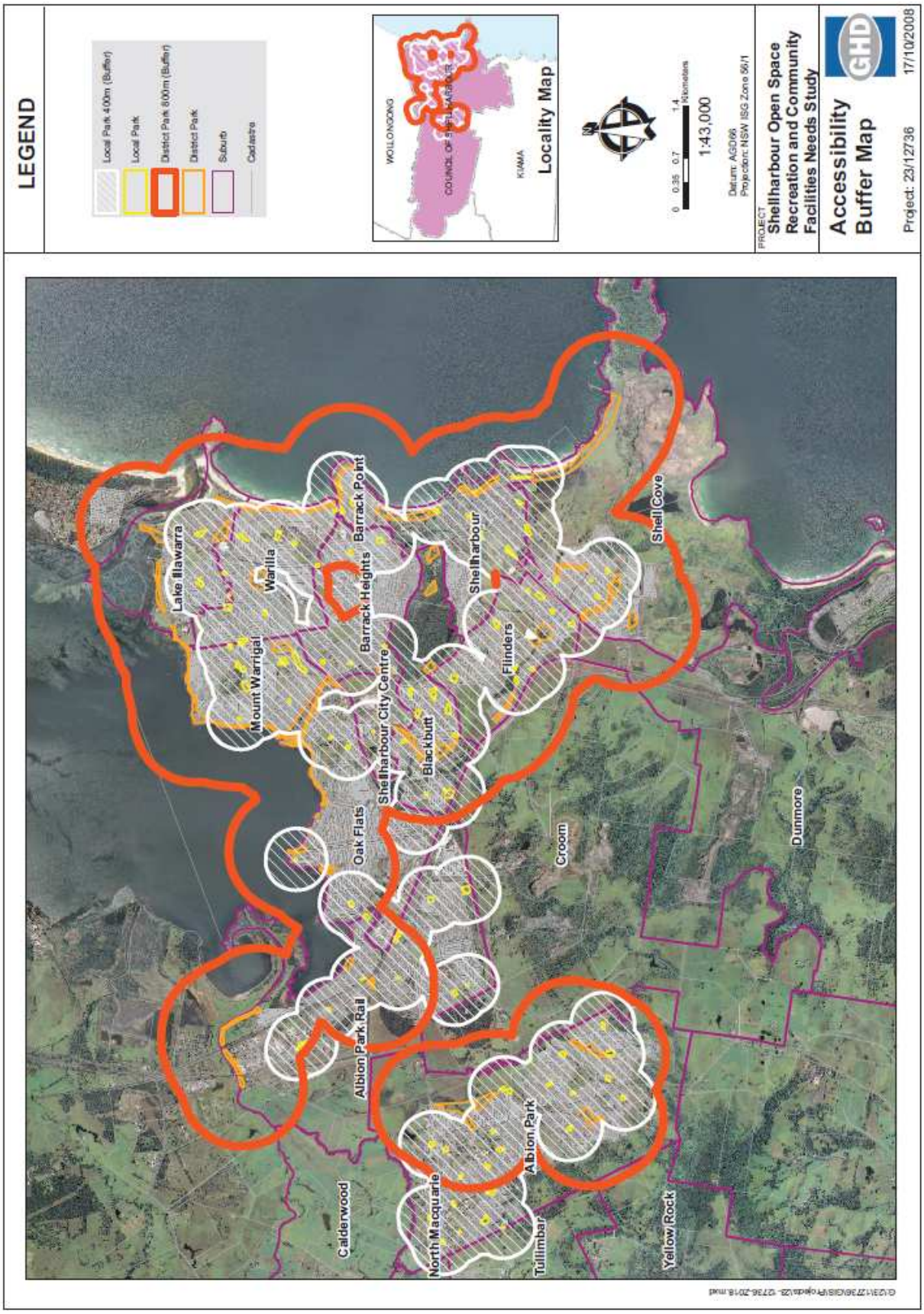
Council aims to ensure that open space is provided in an efficient and effective manner for all new residential subdivisions. In this regard the Plan recognises that open space usage will not be restricted to the artificial boundaries imposed by staging within a release area. Unlike the majority of other facilities in this Plan, the specific location of open space has not been identified in the Plan as it is not possible to specify such a location until the Master Planning process has been completed for each release area. Therefore it will be necessary to refer to the Master Plan for each release area to determine the location of the open space covered by this Plan.

4.1.3 Land and Embellishment contributions for Urban Areas

The trend towards medium density in urban areas is reducing the proportion of private open space and creating additional demand for public open space. It is also recognised that the provision for open space is generally well provided for in urban areas. As such it is not considered reasonable to require developers within these areas to make a contribution towards the acquisition of such land. It is however considered reasonable that infill development in established urban areas contribute towards the embellishment of existing open space within the Precinct in order to increase its usability so it can meet the additional demand.

An Accessibility Map with a 400m buffer included in Council's Open Space, Recreation and Community Facilities Needs Study Report SCC 2010 (Appendix D) is shown below in Figure 4.1

Figure 4.1: Accessibility Buffer Map



Source: Open Space, Recreation and Community Facilities Needs Study (SCC, 2010)

5 ADMINISTRATION

5.1 Indexation

It is necessary to index contribution rates to maintain their relativity to current day values. Section 94 contribution rates levied under this Plan will be indexed using the Consumer Price Index, Australia (ABS Series Code 6401.0), All Groups CPI, Sydney. Contribution rates will be indexed annually, and will come into effect the day after the June quarter rate has been released by the ABS.

Contribution rates will be indexed annually using the following formula:

$$C_I = C_B \times \frac{CP_P}{CP_C}$$

Where:

C_I contribution rate at date of payment

C_B base contribution rate as specified in Council's *Section 94 Contributions Plan 2013*

CP_P Latest published 'June' *Consumer Price Index for Sydney All Groups* at the date of payment

CP_C Latest published *Consumer Price Index, All Groups Sydney*, at date of base contribution rate calculation (June 2013).

Note: The Section 94 contribution payable will be rounded to the nearest dollar.

5.2 Methods of payment

When development consent is issued for a development that falls within the Plan, it will contain conditions setting out the contribution. These conditions may include:

- Monetary contribution
- Dedication of land and embellishment
- Works-in-kind

5.2.1 Monetary contribution

The most common way for developers to meet their obligations under this Plan is by paying a monetary contribution. The amount payable will be specified in the conditions of consent for the development, subject to indexation. The timing of such payment is set out in Section 5.3 of this Plan and the method of indexation in Section 5.1.

5.2.2 Dedication of land and embellishment

Where land and/or embellishment is required to be dedicated in accordance with Section 4 of this Plan, the quantity and type of provision will be determined in consultation with Council and will be based on Council's *Parks and Recreational Space Guidelines (Appendix B, Open Space, Recreation & Community Facilities Needs Study Report SCC, 2010).*

If Council consents to the dedication of land, then the applicant will need to contact Council to get a valuation of the land to be dedicated.

5.2.3 Works in kind

Council may, in certain circumstances, accept the construction of infrastructure to offset the monetary contribution payable. If Council is to agree, the works provided must be in

accordance with the schedule of works contained in this Plan and Council's *Section 94 Works-in-Kind Policy 2005*. If a developer wishes to undertake works-in-kind, details of the proposed works will need to be submitted to Council for consideration. The approval of works in kind is at the sole discretion of Council.

5.3 Timing of payment

The following timeframes for the payment of Section 94 contributions have been established to ensure the timely provision of infrastructure and to provide Council with a degree of security regarding payment:

- *Development applications involving building work only:* Prior to the release of the Construction Certificate.
- *Development applications involving subdivision only:* Prior to the release of the Subdivision Certificate.
- *Development applications involving building work and subdivision:* Prior to the release of the Construction Certificate.
- *Development applications where no Construction Certificate is required:* Prior to occupation.

5.4 Deferred or periodic payment of contributions

Council may accept the deferred or periodic payment of a contribution if the applicant satisfies Council that compliance with the provisions relating to the timing of payment of contributions is unreasonable or unnecessary in the circumstances of the case. All requests for deferred or periodic payments must be made in writing and the decision to accept a deferred or periodic payment is at the sole discretion of Council.

In the event that Council agrees to a deferral, it will generally be offered on the following conditions:

1. The period of time for deferred payment, although flexible, will generally not exceed 12 months.
2. Should Council agree to defer the payment of a Section 94 contribution they will require the applicant to provide a Bank Guarantee from a financial institution acceptable to Council and enter into a Deed of Agreement with Council.
3. Interest must be paid on the deferred payment of contributions at the rate set annually by the Minister for Local Government in relation to outstanding rates.
4. The Bank Guarantee must be for the total amount of the contributions outstanding at the time of the deferment together with the amount of the interest as calculated at the rate referred to above.
5. The Deed of Agreement is to be prepared by Council's legal representative at the full cost of the applicant. The professional fees so incurred must be paid by the applicant direct to Council's legal representative and not through Council.
6. Council charges an administrative fee of $500.
7. In the event that the contributions are not paid by the due date, Council will call up the Bank Guarantee.

5.5 Refunding of Section 94 Contributions

Council may, at its complete discretion, consider a refund of a contribution where the development consent lapses, is superseded, is surrendered or the development does not proceed and the contribution has not been spent.

5.6 Planning Agreements

A planning agreement is a voluntary arrangement between a developer and one or more Councils and/or other planning authorities under which the developer is required to dedicate land free of cost, pay a monetary contribution or provide any other material public benefit, or a combination of these, to be used for or applied towards the provision of public infrastructure or another public purpose.

A planning agreement may be used, instead of (or in addition to) imposing the conditions included in Council's current Contributions Plan, to negotiate development contributions that relate to a development, that may address other purposes and have a wider public benefit.

Planning agreements may be negotiated at a pre-lodgement to the development application or as part of a request for rezoning via a planning proposal. The context of, and the process for, negotiating, exhibiting and executing planning agreements are set out in the *Environmental Planning and Assessment Regulation 2000*.

The key advantage of planning agreements is that they are a more flexible type of development contribution mechanism. Planning Agreements allow a developer to propose alternatives and variations to the timing and method of delivering public infrastructure. They also allow Council to secure mutually beneficial outcomes that may exceed a developer's usual contribution obligation.

5.7 The review process

Although it is important to provide a degree of certainty with regard to the level of contributions and the types of infrastructure to be provided, it is also necessary to ensure that the Plan remains relevant to the changing development environment and the needs of the community. It is therefore necessary to regularly review the Plan.

In this regard a major review of the Plan should be undertaken at least once every 5 years. Council may also undertake minor reviews to address issues such as legislative changes, case law or issues arising out the practical application of the Plan.

All reviews will follow the procedures set out in the *Environmental Planning and Assessment Regulation 2000*.

5.8 Appeal rights

As set out in Section 94EB(3) of the *Environmental Planning and Assessment Act* any matter relating to the actual procedure associated with the preparation of the Section 94 Plan cannot be challenged except within the first three months after the Section 94 Plan has been adopted by Council and public notice given in the local press.

An applicant may, however, lodge an appeal with the Land and Environment Court in response to a condition of consent that is imposed in accordance with the Section 94 Plan subject to the usual requirements relating to such appeals.

6 ACCOUNTING AND MANAGEMENT OF FUNDS

The following is an outline of Council's accounting, management and reporting processes relating to Section 94 funds. More detailed information can be made available upon request.

6.1 Accounting standards

Council maintains records in accordance with the requirements of:

- The *Environmental Planning and Assessment Act, 1979,* as amended and the *Regulations* made thereunder;
- The requirements of the *Local Government Act, 1993;*
- The requirements of the *Australian Accounting Standards and Interpretations* as issued by the *Australian Accounting Standards Board;*
- The requirements of the Local Government Code of Accounting Practice and Financial Reporting.

6.2 Contributions register

As required by the *Environmental Planning & Assessment Regulation 2000*, Council maintains a register of all Section 94 contributions. This register details:

- Any development consent for which a contribution has been levied
- The nature and extent of the Section 94 contribution required and the purpose for which it has been made
- The contributions Plan under which any such condition has been imposed
- The date or dates on which a Section 94 contribution was received.

6.3 Accounting treatment

When accounting for Section 94 contributions Council maintains records that indicate the following:

- The various kinds of public infrastructure for which expenditure is authorised by the Plan
- The monetary contributions received under the Plan and the public infrastructure for which they have been received
- The amounts spent in accordance with the Plan and the items on which they have been spent.

To enable this accounting, Council has established a Section 94 sub-ledger linked to its General Ledger. Accounting records are maintained in such a manner as to enable Section 94 funds to be differentiated from other funds held by Council.

Section 94 contributions are brought to account as revenue upon receipt of monetary contributions or upon finalisation of the dedication process in the case of land and other assets. Land and other dedicated assets will be recorded as assets in Council's accounts.

All monetary contributions and any additional amounts earned through their investment will be held as a restricted asset until expended in accordance with this Plan or any subsequent Section 94 Contribution Plan adopted by Council.

6.4 Investment of Section 94 funds

To maintain the real value of the Section 94 monetary contributions, Council will integrate these funds with its other monetary assets and invest them in accordance with *Council's Investment Policy* under the provisions of the *Local Government Act, 1993.* On this basis, Section 94 monetary contributions will attract an investment rate based on the average monthly rate that Council achieves from its total investment portfolio.

6.5 Pooling of contributions

This Plan expressly authorises monetary Section 94 contributions paid for different purposes to be pooled (progressively or otherwise) for those purposes. The priorities for the expenditure of the levies are shown in the Infrastructure Works Plan (Appendix C).

6.6 Reporting

In its annual financial reports, Council discloses the following information regarding Section 94:

- The opening and closing balances of money held by Council for the accounting period covered by the report;
- The total amounts received by way of monetary Section 94 contributions and interest earned during that period, by reference to the various kinds of public infrastructure for which they have been received;
- The total amounts spent in accordance with the contributions Plan during that period, by reference to the various kinds of public infrastructure for which they have been spent;
- The outstanding obligations of Council to provide public infrastructure, by reference to the various categories of infrastructure which monetary Section 94 contributions have been received during that or any previous accounting period.

PART 2 - COMMERCIAL DEVELOPMENT CONTRIBUTIONS

7 COMMERCIAL DEVELOPMENT

7.1 Context

As the population of the City continues to increase the demand for retail, commercial and entertainment services will also grow. The study "Commercial development Projections" (SCC, 2012) documents the future projections for commercial land uses.

Table 7.1 shows the projected increase in the number of commercial premises based on the size of the gross floor area (GFA).

Table 7.1: Forecast Growth in Commercial Developments

Tier	Size (gross floor area) of Commercial premise	Increase in Number of Commercial Premises	
		2013 to 2023	2013 to 2028
1	0 - 500 m^2	49	74
2	501 - 1,000 m^2	33	50
3	1,000+ m^2	27	40
	Total	**109**	**164**

Source: Shellharbour City Council, 2012.

A Commercial contribution will apply to the construction of all new Commercial developments. As outlined in Section 2.4.2 of this Plan, Commercial development includes the following (but is not limited to): Commercial premises, Industrial, Tourist & Visitor Accommodation, Educational establishments and Health Service facilities. These forms are defined further in the current Local Environmental Plan (LEP).

Commercial developments which involve the construction of a new structure and/or an extension of the existing premise will be required to make a Section 94 contribution based on the increase in gross floor area.

Commercial development will be levied a contribution towards Council Administration Offices and Section 94 Management as it has been shown that this type of development increases the demand for infrastructure required to provide a range of public services.

The Commercial contribution applied to the development will be based on a tiered structure, as outlined in the table below:

Table 7.2: Forecast Growth in Commercial Developments

Tier	Gross floor area of a Commercial premise	Proportional Factor
1	0 - 500 m^2	0.33 x residential rate
2	501 - 1,000 m^2	0.67 x residential rate
3	1,001+ m^2	1.00 x residential rate

Commercial development over 1,001 square metres will pay the rate equivalent of one residential contribution for the above mentioned infrastructure and services. Commercial development under 1,000 square meters will pay a proportion of the residential rate based on the size of the increase in gross floor area.

To encourage commercial development and expansion within in the Shellharbour local government area, the Commercial contribution has been capped at a maximum of 1,001 square metres to provide equity between commercial and residential development for the infrastructure required as a result of development.

Where a development is located within one of the areas to which car parking contributions apply and cannot accommodate the required number of car parking spaces within the bounds of a development site, a monetary contribution in lieu of on-site provision will be required. Refer to Section 8, Car Parking.

In addition, a Commercial development may also incur a contribution for a Benefit Area which is required as a direct result of future development.

7.2 Proposed Infrastructure and services

To fund the costs of administering this Plan, the following item will be levied for:

- Ongoing Section 94 Management

The following infrastructure is proposed to be provided for under Section 94:

- Council Administration Offices

The *Shellharbour Cultural Resources Study* (Guppy & Associates, 1999), The *Open Space, Recreation and Community Facilities Needs Study Report* (SCC, 2010), and the *City Hub Stage 1 Business Case* (Incol, 2012) are the principle studies which identify the future need for community and cultural infrastructure in Shellharbour City.

Council Administration Offices have been identified as city wide infrastructure and more recently included at the City Hub site to be co-located with a number of essential community and cultural services in the city centre.

7.3 Nexus

The need for this infrastructure is linked to new development in the following ways:

i. Council Administration Offices

- Council administration offices are required to provide a range of public services and amenities to both the existing and future community. The services provided may include provision of community infrastructure, environmental auditing and protection, food surveillance/accreditation, public health and dog registration. Each of these services is required to serve the needs of the community by way of protecting and enhancing the level of well being, health and safety of the general community development.
- As the population increases demand for these services will also increase. If Council is to maintain the level of service it currently offers it will need to increase not only its staffing levels but also the space it has to accommodate them.

- The need for this infrastructure is supported by the document titled *Justification for the inclusion of the Council Administration Offices (City Hub project) in the Section 94 Contributions Plan 2013 (7th Review)* (SCC, 2013), the *City Hub Stage 1 Business Case* (Incol, 2012) and the *Open Space, Recreation and Community Facilities Needs Study* (SCC, 2010).
- The central location of the infrastructure will ensure equity of access and it is therefore reasonable that the cost of providing this infrastructure be apportioned to both residential and commercial development as both types of development generate the demand.
- It is reasonable that the cost of providing this infrastructure be apportioned between existing and future development as both generate the need for its provision.

ii. Section 94 Management

The following factors are considered relevant in establishing a nexus between these services and the population of the Shellharbour LGA as a whole:

- Section 94 resources are required as a direct result of future development.
- Council will seek contribution from all new residential and commercial development to fund the ongoing management and administration of the Section 94 Plan.

7.4 Contribution Rates

i. Council Administration Offices

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate} = \frac{(TC \times AF) - CTD}{R + C}$$

Where:

TC	Total cost of infrastructure (estimated)
AF	Apportionment factor between existing and future dwellings: Based on capacity to accommodate projected increase in staffing levels (243 staff - 184 staff) / 243 staff. { 59 / 243 = 0.2428 }.
CTD	Developer contributions received to 30/06/13
R	Projected increase in residential dwellings between 2013 and 2028 (4,282)
C	Projected increase in Commercial premises (equivalent number) between 2013-2028 (98)

Note: The contribution rate for one Commercial premise with a gross floor area of more than 1,001m^2 is the equivalent of one residential contribution rate.

ii. Section 94 Management

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate} = \frac{TC - CTD}{R + C}$$

Where:
TC Total cost of Section 94 management (estimated and actual)
CTD Developer contributions received to 30/06/13
R Projected increase in Residential dwellings between 2013 - 2023 (2,952)
C Projected increase in Commercial premises (equivalent number) between 2013-2023 (65)

Note: The contribution rate for one Commercial premise with a gross floor area of more than 1,001m^2 is the equivalent of one residential contribution rate.

The contribution rates for this infrastructure are documented in Table 7.3.

Table 7.3: Commercial development contribution rates

Tier	Gross floor area of a Commercial premise	Proportional Factor (of residential rate)	C2.08 Council Administration Office	C6.04 Section 94 Management	Total Commercial Contribution (per premise)
1	0 - 500 m^2	0.33	$ 261.06	$ 315.66	**$ 576.72**
2	501 - 1,000 m^2	0.67	$ 522.12	$ 631.32	**$ 1,153.44**
3	1,001+ m^2	1.00	$ 783.18	$ 946.98	**$ 1,730.16**

8 CAR PARKING CONTRIBUTIONS

8.1 Context

Council has in the past, and will in the future develop, in response to demonstrated demand, public car parks on the fringes of the commercial areas in the following Precincts:

- Precinct 1 - Warilla
- Precinct 2 - Shellharbour
- Precinct 3 - Blackbutt
- Precinct 4 - Oak Flats
- Precinct 5 - Albion Park Rail
- Precinct 7 - Albion Park

The existing Council owned car parks have been developed in anticipation of future development. New car parks will be developed as existing capacity is used.

Note: This category applies only to Commercial development as all car parking requirements of residential developments must be provided on site.

8.2 Existing and future car parks

The collection of levies will go toward Council's existing and future car parking provision. The location of each of these car parks and the areas to which contributions will apply are shown in Figures 8.1 to 8.6.

8.3 Nexus

Council has undertaken a review of car parking requirements in its commercial areas (*Shellharbour City Car Parking Review*, *2002*). This review indicated that Council has already provided sufficient car parking for each of the major commercial areas in the City or has sufficient land available to do so. Some additional works are, however, required to ensure the continued usability of these car parks. These have been taken into account in the calculation of the contribution rates set out in Table 8.1.

A commercial development located in one of the areas to which car parking contributions apply (see Figures 8.1 to 8.6) which cannot accommodate the required number of car parking spaces within the bounds of it's development site (in accordance with Council's current parking policy), will be levied a monetary contribution in lieu of an on-site provision. This levy will be used by Council to recoup the cost of providing off-street public car parks and fund identified future works.

8.4 Contribution rates

i. *With the exception of Precinct 3, contributions for car parking (per space) will be sought by Council on the basis of the following formula:*

$$\text{Contribution rate per car space} = \frac{TC}{S}$$

Where:
TC Total cost of providing car parking for the Commercial area (estimated or actual)
S Total number of spaces that have been, or will be, provided in the Commercial area.

ii. Precinct 3 contributions

Contributions for Precinct 3 will be sought by Council on a per space basis at a rate based on *Cordell Commercial/Industrial Building Cost Guide* (March 2004) for a proposed multi-deck car park assuming a total requirement of 30m^2 per space (which includes the space itself as well as the required access driveways etc).

Table 8.1: Car Parking - Summary of contribution rates

Precinct	Total Cost	Number of Spaces	Contribution rate per space
1. Warilla	$ 465,936	157	$ 3,376
2. Shellharbour	$ 349,718	258	$ 1,355
3. Blackbutt	N/A	N/A	$ 21,710
4. Oak Flats	$ 113,425	91	$ 1,668
5. Albion Park Rail	$ 126,941	95	$ 1,336
7. Albion Park	$ 178,864	91	$ 1,966

Figure 8.1: Precinct 1 - Warilla Car Parking

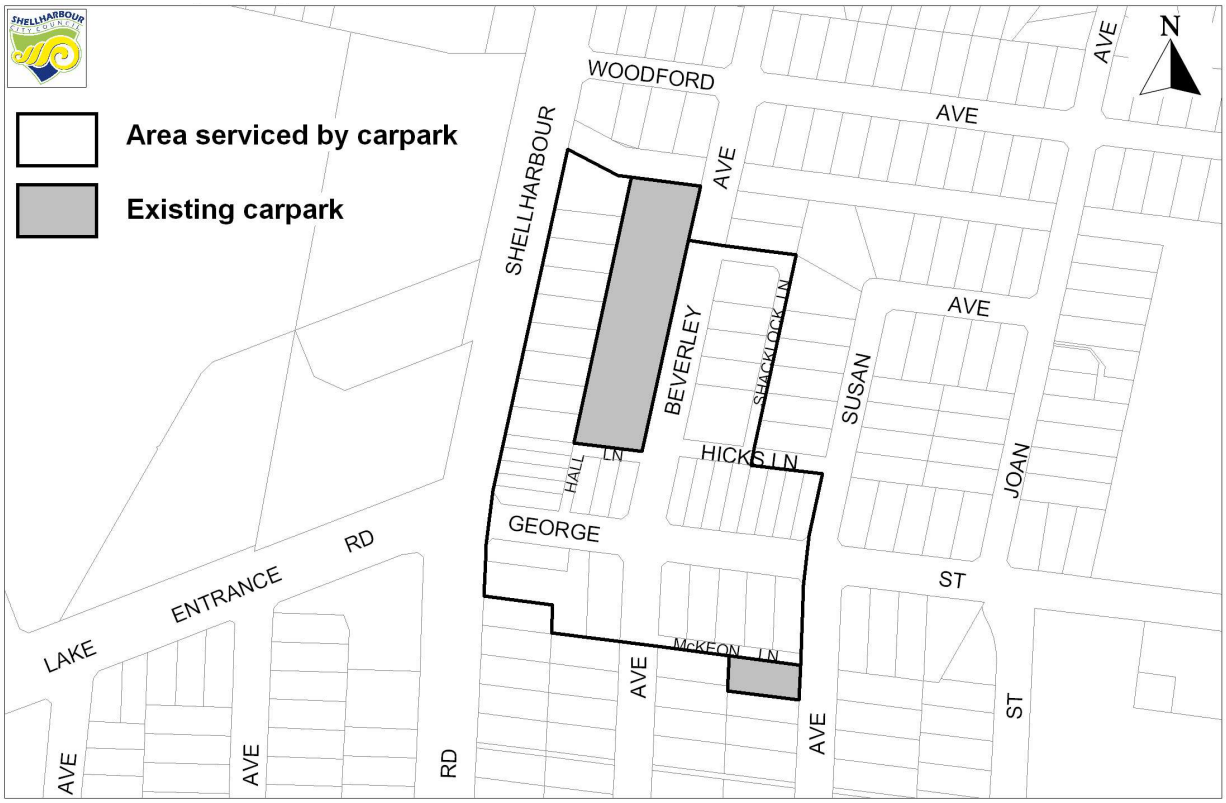


Figure 8.2: Precinct 2 - Shellharbour Car Parking

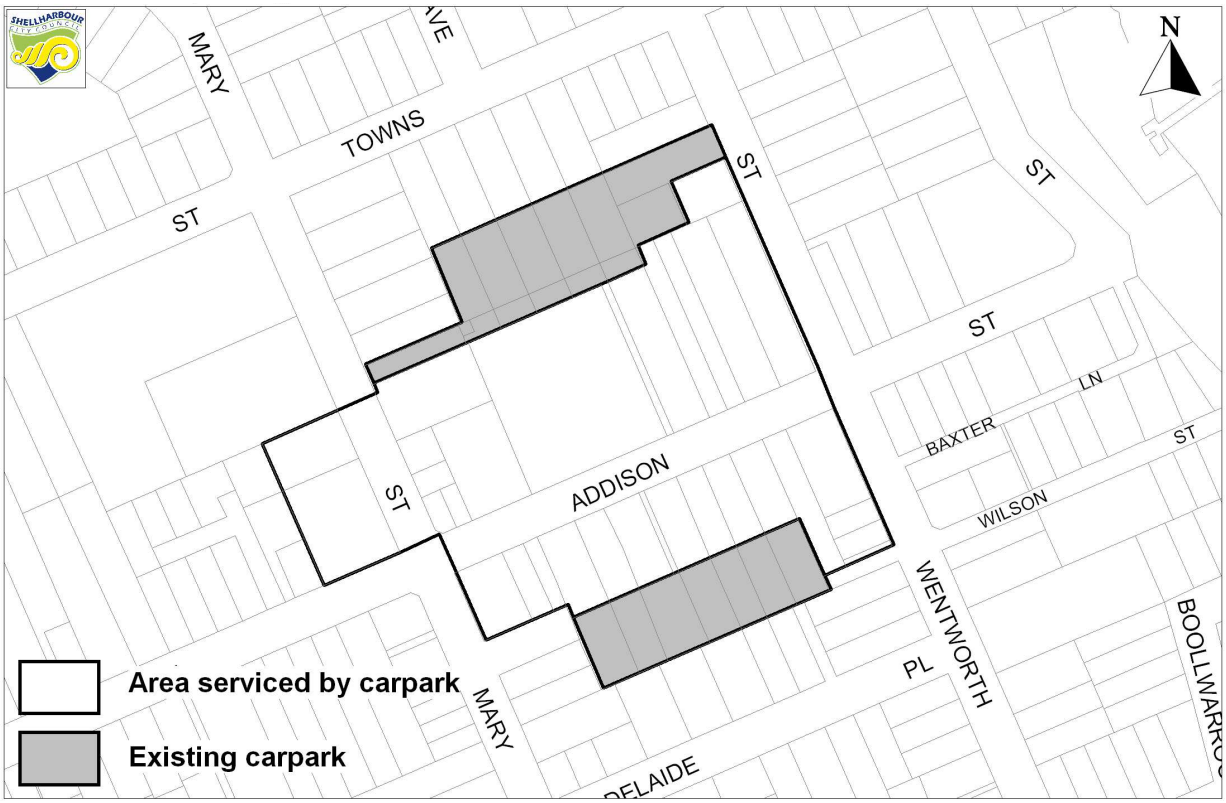


Figure 8.3: Precinct 3 - Shellharbour City Centre Car Parking

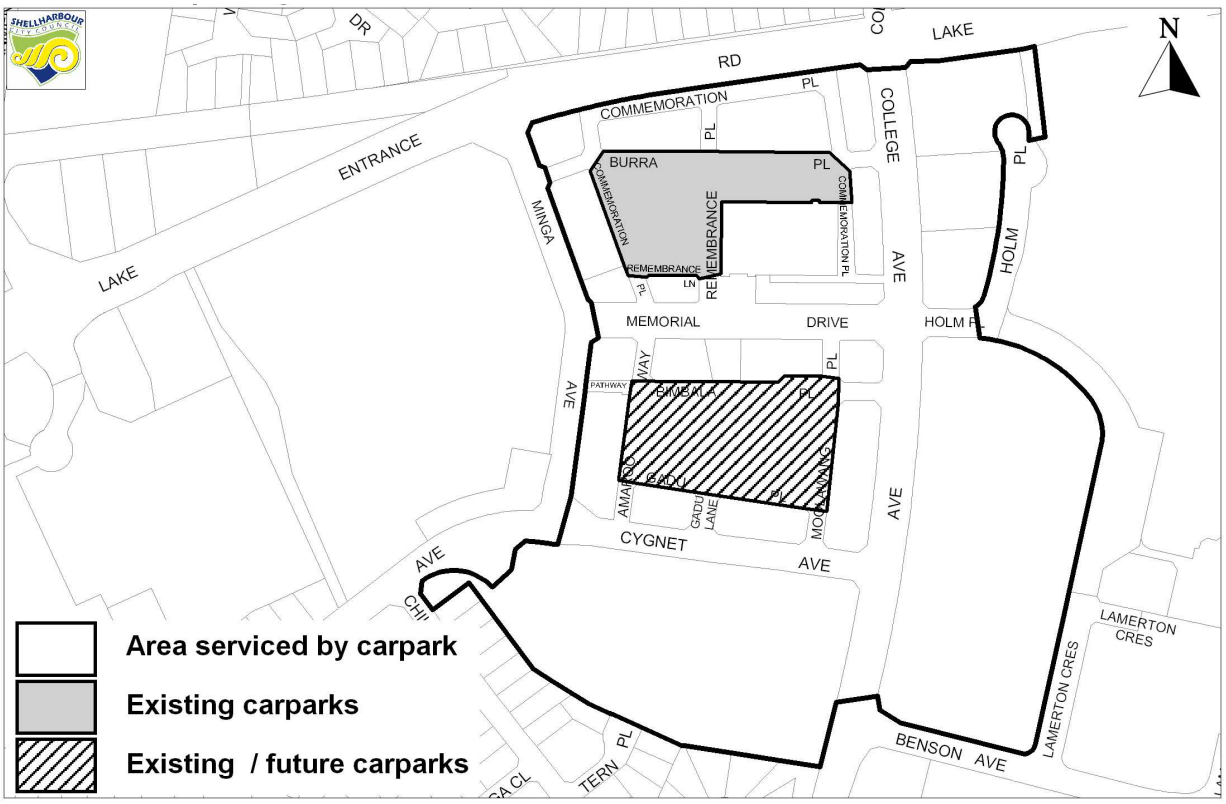


Figure 8.4: Precinct 4 - Oak Flats Car Parking

Figure 8.5: Precinct 5 - Albion Park Rail Car Parking

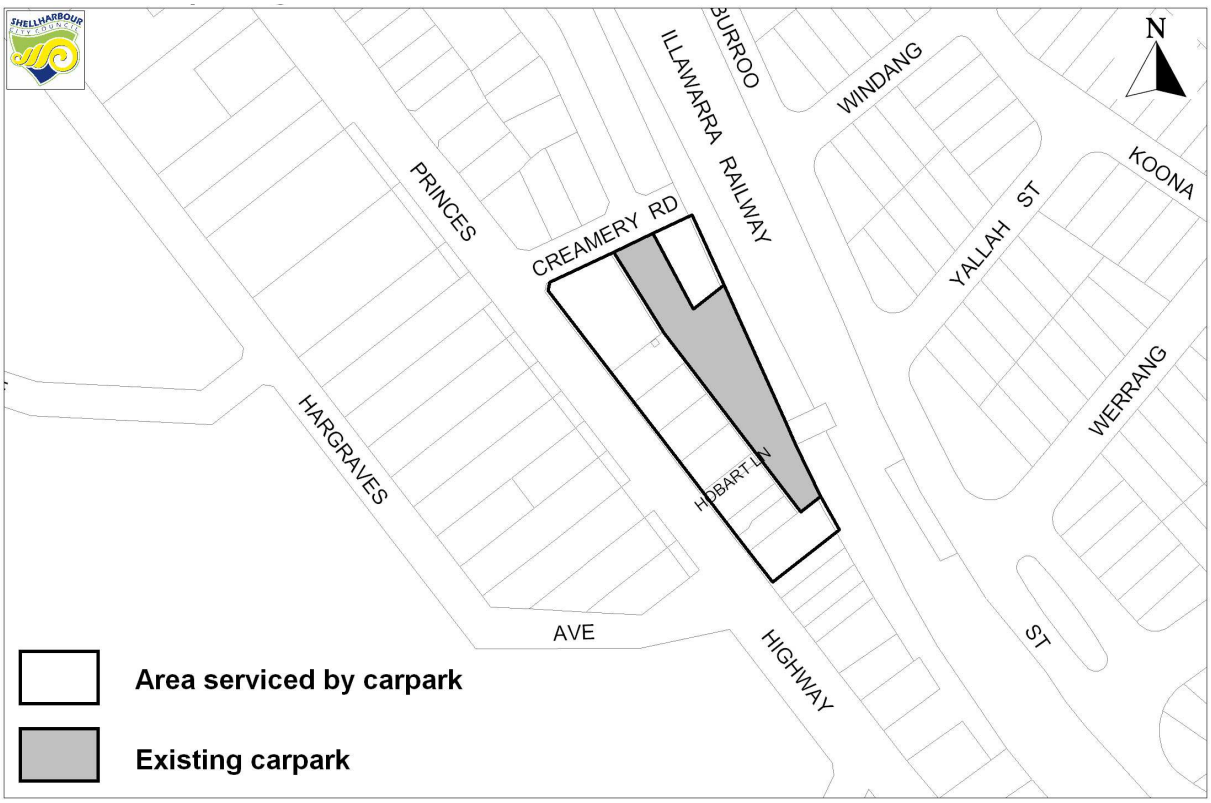


Figure 8.6: Precinct 7 - Albion Park Car Parking

9 BENEFIT AREA 1 - SHELLHARBOUR CITY CENTRE TRAFFIC MANAGEMENT

9.1 Context

In 1999, Council adopted the *Shellharbour City Centre Master Plan* (Annand 1998). This Plan outlines the objectives and key principles for the future development of the City Centre, identifies the future structure, land uses and road layout for this area.

This City Centre is the major retail and commercial heart of Shellharbour and commercial development within this site is projected to increase substantially between 1993 and 2023. This growth will result in an increase in vehicles within the City Centre and result in the need for a range of intersection improvements and traffic calming measures within the area.

The *Shellharbour City Centre Traffic Needs Report* (SMEC, 2000) identifies the traffic management required within the City Centre as a consequence of development of the area. This study aims to:

- distribute traffic through the area
- provide alternative routes to major attractions/parking areas
- slow traffic passing through the City Centre
- improve connectivity between existing and proposed traffic generating development
- encourage and facilitate the use of public transport and 'park and walk'.

In order to meet these aims, it will be necessary to implement traffic management measures within the City Centre.

The City Centre Benefit Area catchment area is shown in Figure 9.1.

9.2 Constructed Infrastructure (fully funded)

The following infrastructure has been provided for under Section 94 Plans:

- Traffic signals at Holm Place / College Avenue
- Traffic signals at Benson Avenue / Wattle Road
- Roundabout Benson Avenue / Lamerton Crescent
- Roundabout at Benson Avenue / College Avenue

9.3 Proposed Infrastructure (fully funded)

The following infrastructure is proposed to be provided for under Section 94:

- Roundabout at College Avenue / Cygnet Avenue
- Second right turn lane on Lake Entrance Road
- Intersection upgrade at College Ave to Holm Place.

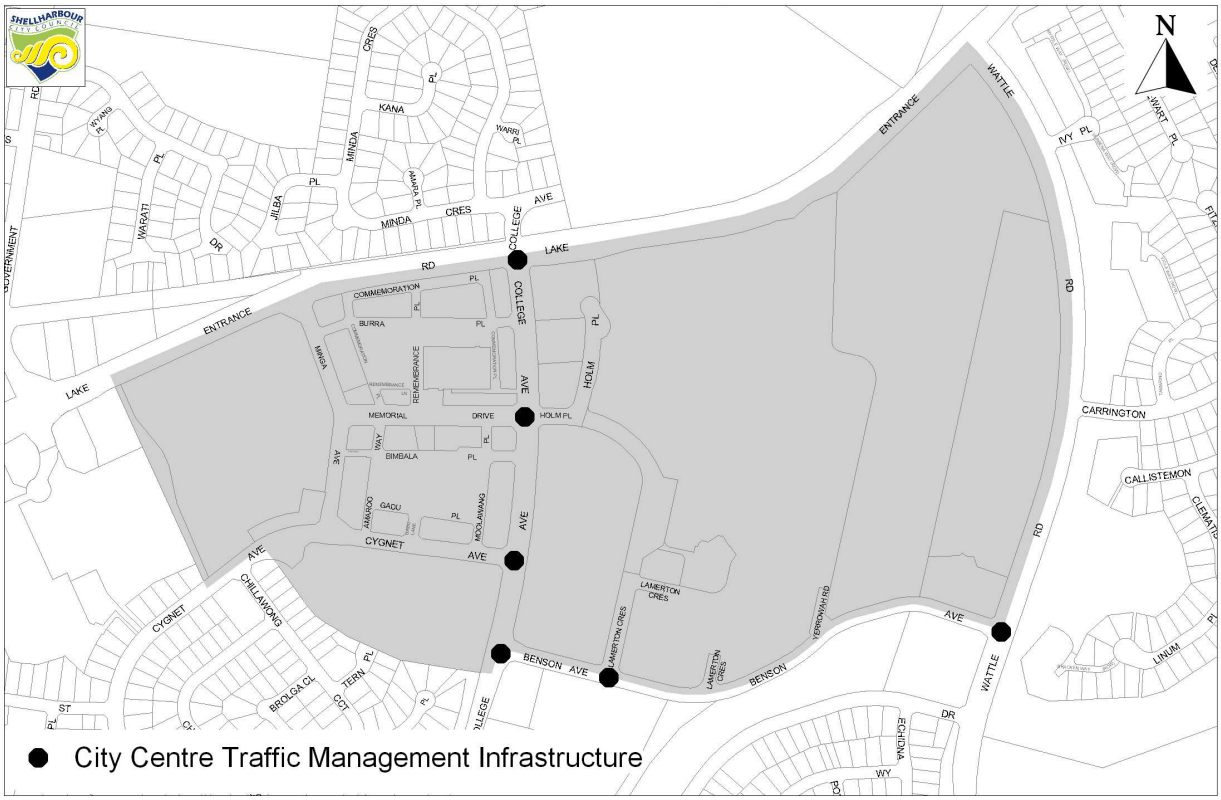
9.4 Nexus

Due to the expansion of the Commercial area of the City Centre, the current traffic infrastructure will not be adequate to service the community. These intersection improvements are considered necessary as a direct consequence of the Commercial expansion of City Centre.

9.5 Contribution rate

As sufficient contributions have already been levied to fund the remaining traffic management items identified in this Plan, no further Section 94 contributions will be sought.

Figure 9.1: Benefit Area 1 - Shellharbour City Centre Traffic Management



10 BENEFIT AREA 2 - HARGRAVES AVENUE

10.1 Context

To allow the future development of the area of industrial zoned land adjacent to the aerodrome, as shown in Figure 10.1, a rear access road was required to service the future development, as access from the properties fronting the Princes Highway is to be denied. Associated drainage works have also been constructed to enable those properties within the area to be developed for industrial purposes

Council constructed the northern end of Hargraves Avenue in 1998 to service this development. The southern end of the road was constructed in 2002. Council is now seeking to recoup the cost of providing this infrastructure.

10.2 Constructed Infrastructure

The following infrastructure has been provided for under Section 94 Plans:

- Hargraves Avenue (recoupment)

10.3 Nexus

The following factors are considered relevant in establishing a nexus between this infrastructure and the stakeholders of the airport's industrial area:

- The new road is required to provide direct access to industrial allotments fronting the Princes Highway in the General Industrial zone
- The development of these lots for industrial purposes could not eventuate without the construction of the road
- It is reasonable to allocate the full costs of this road to the stakeholders of this benefit area on a per lot basis.

10.4 Contribution rate

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution} = \frac{TC}{A} \times a$$

Where:

TC Total cost of infrastructure (actual)
A Total developable industrial land area within the Benefit Area (74,547m^2)
a Land area (m^2) of the lot subject to development.

The contribution rate for this infrastructure is shown in Table 10.1 and the location shown in Figure 10.1.

Table 10.1: Benefit Area 2 - Contribution Rate

Infrastructure Item	Total Cost	Rate per m^2 land area (lot size)
C3.06 Hargraves Avenue	$ 915,956	$ 12.29

Figure 10.1: Benefit Area 2 - Hargraves Avenue

11 BENEFIT AREA 3 - RIVULET CRESCENT EXTENSION

11.1 Context

As the industrial area within the Rivulet Crescent Benefit continues to grow, safe access will be required to and from the Princes Highway. To permit the safe movement of traffic in the future, it will be necessary to provide an extension to Rivulet Crescent that will connect to the Princes Highway at the Airport Road intersection.

The construction of the Rivulet Crescent Extension is required to service existing and future industrial development on the eastern side of the Princes Highway.

11.2 Proposed Infrastructure

The following infrastructure is proposed to be provided for under Section 94:

- Rivulet Crescent Extension

11.3 Nexus

The following factors are considered relevant in establishing a nexus between this infrastructure and development in the area shown in Figure 11.1:

- The new road is required to provide safe access to and from industrial allotments in this Benefit Area
- It is reasonable to allocate the full costs of this infrastructure to the stakeholders of this benefit area on a per lot basis.

11.4 Contribution rate

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution} = \frac{TC}{A} \times a$$

Where:

TC Total cost of infrastructure (estimated)
A Total developable industrial land area within the Benefit Area (340,381m^2)
a Land area (m^2) of the lot subject to development

The contribution rate for this infrastructure is shown in Table 11.1 and the location shown in Figure 11.1.

Table 11.1: Benefit Area 3 - Contribution Rate

Infrastructure Item	Total Cost	Rate per m^2 land area (lot size)
C3.20 Rivulet Crescent Extension	$ 5,333,000	$ 15.67

Figure 11.1: Benefit Area 3 - Rivulet Crescent Extension

12 BENEFIT AREA 4 - ALBION PARK COMMERCIAL

12.1 Context

The Albion Park commercial centre is concentrated around Tongarra Road and Terry Street. This centre has grown significantly as a result of residential development in Albion Park. The centre is a vital element in the structure of the community, providing a range of retail and commercial services.

12.2 Constructed Infrastructure

The *Albion Park Centre Study* identified a need for the creation of an area of open space within the commercial centre including the following open space items:

- Pedestrian link / walkway extending from Tongarra Road through to the rear of the commercial properties fronting Tongarra Road
- An area of public open space with a land area of 3,029m^2.

The identified works have improved the quality of the built environment, pedestrian circulation, public safety and convenience. These works have been completed, and the cost is being recouped.

12.3 Nexus

The following factors are considered relevant in establishing a nexus between the proposed commercial open space/pedestrian environment and future commercial development:

- New commercial development will attract more shoppers to the Albion Park commercial centre who will need public open space for the purpose of eating lunch, recreation and/or relaxation
- Open space pedestrian links are important and beneficial to the activity of a retail commercial area and makes the centre more user friendly to workers and visitors
- To encourage the attractive redevelopment of this area, a central area of public open space, linked to both the retail commercial and car parking areas is considered appropriate
- New development will generate pressure on the existing open space within the Albion Park commercial centre.

12.4 Contribution rate

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per m}^2\text{ gross floor area} = \frac{TC}{C}$$

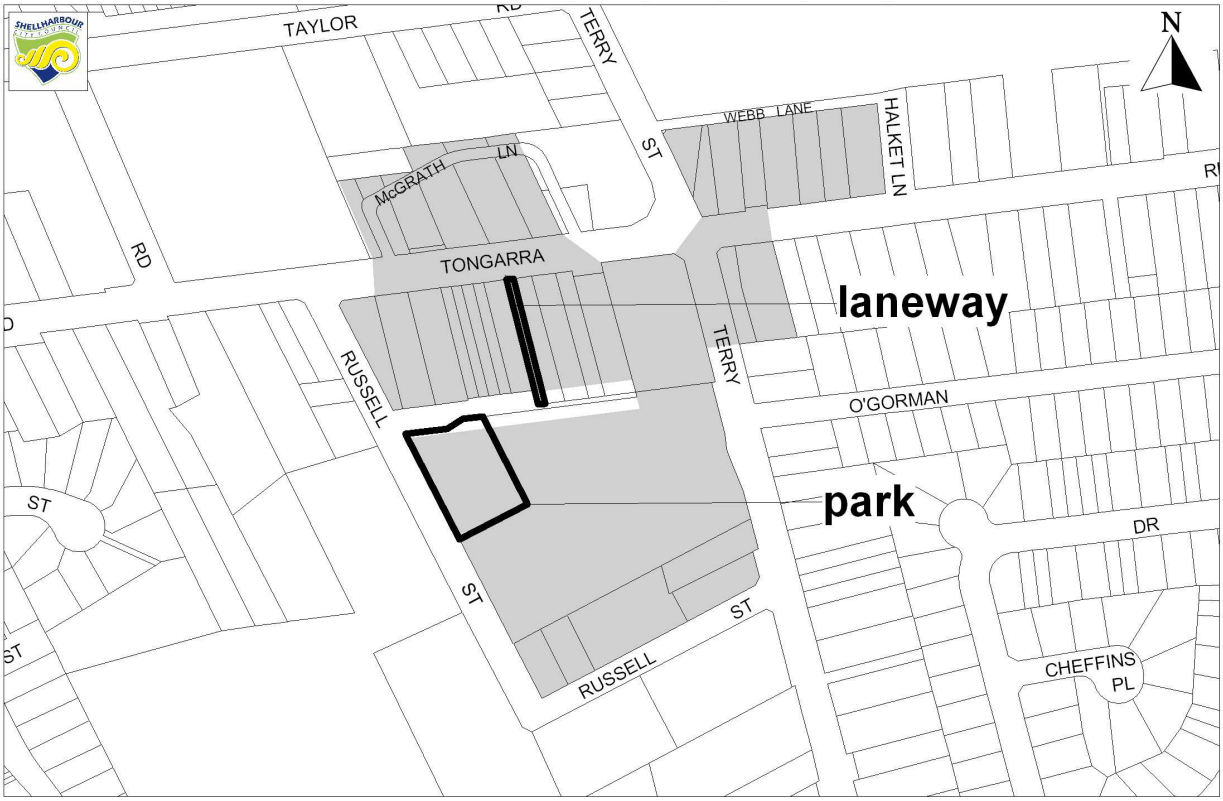
Where:
TC Total cost of infrastructure (actual)
C Estimated Commercial premises gross floor area (8,000sqm).

The contribution rate for this infrastructure is shown in Table 12.1 and the location shown in Figure 12.1.

Table 12.1: Benefit Area 4 - Contribution Rate

Infrastructure Item	Total Cost	Rate per m^2 gross floor area
C1.24 Albion Park Commercial (recoupment)	$ 647,004	$80.88

Figure 12.1: Benefit Area 4 - Albion Park Commercial



PART 3 - RESIDENTIAL DEVELOPMENT CONTRIBUTIONS

13 CITY WIDE INFRASTRUCTURE

13.1 Context

A number of infrastructure items will benefit the residents of the City as a whole, not just the residents of newly developed areas. On this basis these items have been designated as 'City Wide' with the costs distributed equitably across all areas of the City. These items are shown in Table 13.1 and their proposed locations are shown in Figures 13.1 to 13.3.

Table 13.1: City Wide Infrastructure - Contribution Rates

Infrastructure Item	Levy Basis	Total Cost	Rate per lot/dwelling
Open Space and Recreation Infrastructure			
C1.02 Beach Foreshore (recoupment)	C	$ 3,432,443	$ 255.25
C1.16 Croom Sporting Complex - Netball Courts	C	$ 461,790	$ -
C1.17 Shellharbour City Stadium (recoupment)	C	$ 4,560,192	$ 288.28
Subtotal		$ *8,454,425*	$ *543.53*
Community Infrastructure			
C2.04 Shellharbour City Performance Theatre	C	$ 9,384,077	$ 676.79
C2.06 City Library	C	$ 14,699,979	$ 797.74
C2.08 Council Administration Offices	C	$ 19,928,027	$ 783.18
C2.09 Civic Auditorium	C	$ 10,585,793	$ 898.90
Sub total		$ *54,597,876*	$ *3,156.61*
Roads & Traffic Infrastructure			
C3.01 Shellharbour Road Deviation (recoupment)	C	$ 844,974	[1]
C3.03 Lake Entrance Rd Deviation (recoupment)	C	$ 4,210,086	[1]
C3.04 Oak Flats Transport Centre (recoupment)	C	$ 474,607	[1]
C3.05 Tongarra Road East (recoupment)	C	$ 678,019	[1]
C3.07 East West Link (recoupment)	C	$ 7,027,280	[1]
Sub total		$ *13,234,966*	
Section 94 Management			
C6.04 Section 94 Management	C	$ 4,907,837	$ 946.98
Subtotal		$ *4,907,837*	$ *946.98*
Total (excluding Roads & Traffic Infrastructure) [2]			**$ 4,647.12**

1 Tables 13.2 to 13.7 details the contribution rates for the roads and traffic infrastructure
2 Table 13.8 details each Precinct's City Wide contribution rate

13.2 City Wide Open Space and Recreation Infrastructure

13.2.1 Constructed Infrastructure (fully funded)

These projects have been delivered and fully funded under Section 94:

- Lake Illawarra Foreshore
- Shellharbour Cycleways
- City Park (Stage 1)
- Blackbutt Reserve
- Oak Flats Cycleway
- Macquarie Shores Cycleway
- Tongarra Road Cycleway
- Croom Regional Sporting Complex

13.2.2 Constructed Infrastructure (to be recouped)

These projects have been delivered and the funding is being recouped:

- Beach Foreshore (recoupment)
- Shellharbour City Indoor Stadium (recoupment)

13.2.3 Proposed Infrastructure

The following infrastructure is proposed to be provided for under Section 94:

- Croom Netball Courts (fully funded)

13.2.4 Nexus

The need for this infrastructure is linked to new development in the following ways:

- The *Shellharbour City Wide Open Space and Recreation Plan (2000)* identifies the future need for active and passive open space in the City that will be required to serve the population of Shellharbour City up to the year 2023.
- The Beach Foreshore enhancement works is a key passive open space recreation area which is required to cater for the future population's informal recreational needs such as picnics, walking, cycling and swimming. As the City continues to grow there will be increased pressure on the beach foreshore areas.
- The Shellharbour City Stadium is required to cater for the increase in demand for indoor sporting activities in the City including basketball, netball, and volleyball.

13.2.5 Contribution Rates

Beach Foreshore (recoupment) and Shellharbour City Indoor Stadium (recoupment)

The contribution rate has been calculated on the basis of the following formula:

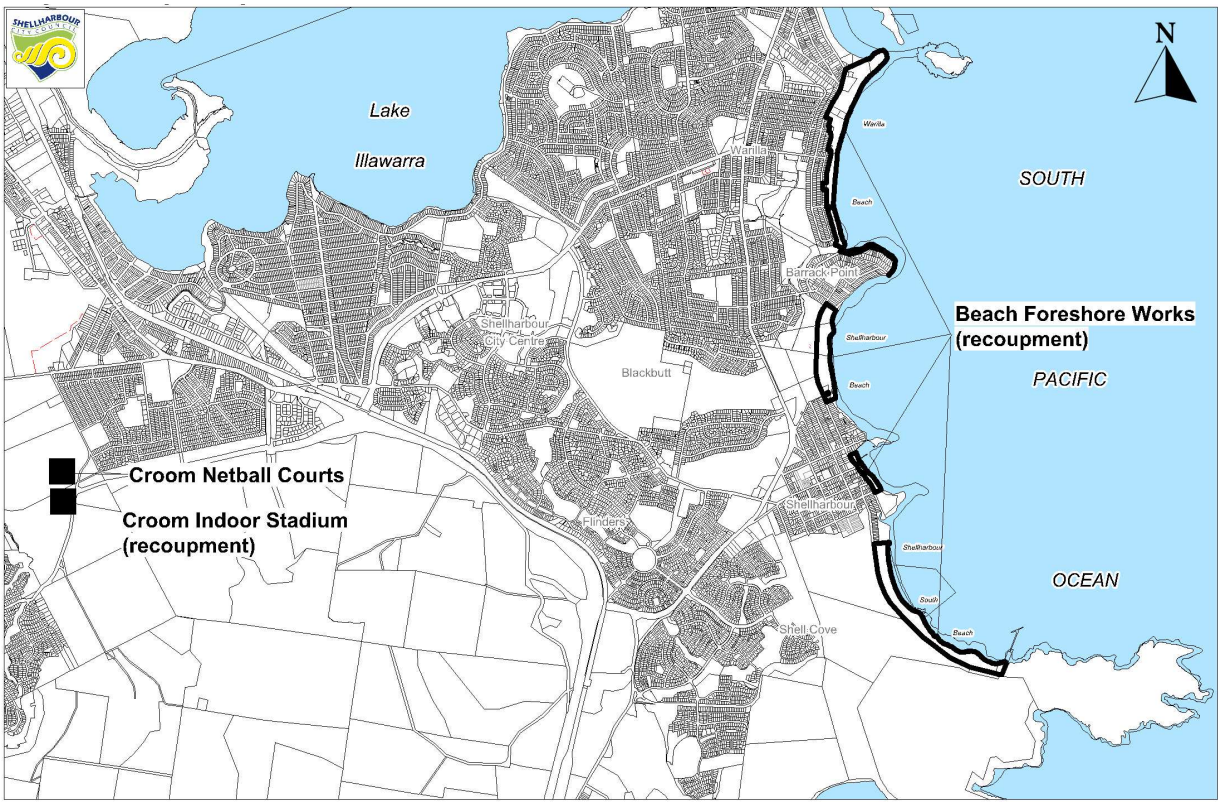
$$\text{Contribution rate per residential lot / dwelling} = \frac{(TC \times AF) - CTD}{R}$$

Where:

TC	Total cost of infrastructure (actual)
AF	Apportionment factor between existing & future dwellings: Projected increase in residential dwellings between 1993 and 2023 (11,625) / projected total number of dwellings to 2023 (28,368). {11,625 / 28,368 = 0.4098}
CTD	Developer contributions received to 30/06/13
R	Projected increase in residential dwellings in 2013 - 2023 (2,952)

The contribution rates for this infrastructure are documented in Table 13.1 and the locations are shown in Figures 13.1.

Figure 13.1: City Wide Open Space and Recreation Infrastructure



13.3 City Wide Community Infrastructure

13.3.1 Context

A large portion of the City Wide Community Infrastructure is to be located within the City Hub. The City Hub site will emerge as a focus area of community, cultural and civic activity through the co-location of a number of essential services in the City Centre.

13.3.2 Proposed Infrastructure

The *Shellharbour Cultural Resources Study (Guppy & Associates, 1999)*, The *Open Space, Recreation and Community Facilities Needs Study Report* (SCC, 2010), and the *City Hub Stage 1 Business Case (Incoll & Savills, 2012)* are the principle studies which identify the future need for community and cultural infrastructure in Shellharbour City.

The key Community Infrastructure items that are considered to be 'City wide' are:

- Shellharbour City Performance Theatre
- City Library
- Council Administration Offices
- Civic Auditorium

The locations of this proposed infrastructure is shown in Figure 13.2.

13.3.3 Nexus

The need for this infrastructure is linked to new development in the following ways:

- The major portion of the proposed City Wide Community Infrastructure is to be located at the City Hub site, within the City Centre. The central location of the infrastructure will ensure equity of access and it is therefore appropriate that commercial and residential development contribute to their provision.
- It is reasonable that all contributions be charged over a 30 year period (i.e. 1993 to 2023) as this is the period in which these new infrastructure items will be required and provided. The City Hub has been identified to serve a longer growth period, and therefore it is reasonable these items be charged over 35 years (1993 - 2028).
- The cost of providing this infrastructure will be apportioned between existing and future development as both generate the need for its provision.

i. Shellharbour City Performance Theatre

- The *Shellharbour Cultural Resources Study (Guppy & Assoc, 1999)* and the *Open Space, Recreation and Community Facilities Needs Study (2010)* have identified the need for a purpose built performance theatre to cater for the population of the City.
- A purpose built performance space that caters for local community theatre/ performances is required to cater for the projected increase in demand for cultural activity space. The theatre will comprise a drama theatre, rehearsal space, and storage and workshop space.

City Hub Project

The following infrastructure items will be co-located at the City Hub site:

ii. City Library

- Council's existing central library at Warilla does not meet existing and future population standards set by the State Library. The City Library will contain the library administration, technical services, specialist staff and specialist collections. It is the information technology hub of library resources and contains a larger and more specialised collection of materials. The City Library will serve the advanced information needs of the City.
- The City Library will incorporate the Blackbutt Branch Library, Sessional Services and a Museum.
- Existing infrastructure in the City is not meeting the demand for community meeting space. The Sessional Services will provide meeting and conference rooms primarily for community service providers and not for profit groups.
- The Museum will provide increased access and expansion to the City's local history collection including artefacts, documents, photos and research services.

iii. Council Administration Offices

- Council administration offices are required to provide a range of public services and amenities to both the existing and future community. The services provided may include provision of community infrastructure, environmental auditing and protection, food surveillance/accreditation, public health and dog registration. Each of these services is required to serve the needs of the community by way of protecting and enhancing the level of well being, health and safety of the general community.

- As the population increases demand for these services will also increase. If Council is to maintain the level of service it currently offers it will need to increase not only its staffing levels but also the space it has to accommodate them.
- The need for this infrastructure is supported by the document titled *Justification for the inclusion of the Council Administration Offices (City Hub project) in the Section 94 Contributions Plan 2013 (7th Review)* (SCC, 2013), the *City Hub Stage 1 Business Case* (Incol, 2012) and the *Open Space, Recreation and Community Facilities Needs Study* (SCC, 2010).
- It is reasonable that the cost of providing this infrastructure be apportioned to both residential and commercial development as both types of development generate the demand.

iv. Civic Auditorium

- The civic auditorium is proposed to accommodate a range of community and civic events including local dance performances, eisteddfods, amateur musicals, citizenship ceremonies, concerts and musical events as well as Council receptions and conferences. It is proposed that the auditorium be an extension of a new Council Chamber space, located in the City Centre.
- With the projected increase of Shellharbour's population there will be increased demand for a space which caters for the above mentioned infrastructure.

13.3.4 Contribution Rates

i. Shellharbour City Performance Theatre

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{(TC \times AF) - CTD}{R}$$

Where:

TC Total cost of infrastructure (estimated)

AF Apportionment factor between existing & future dwellings:
Projected increase in dwellings 1993-2023 (11,625)/ projected total number of dwellings to 2023 (28,368). {11,625/28,368 = 0.4098}

CTD Developer contributions received to 30/06/13

R Projected increase in Shellharbour residential dwellings in 2013-2023 (2,952)

ii. City Library and Civic Auditorium

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{(TC \times AF) - CTD}{R}$$

Where:

TC Total cost of infrastructure (estimated)

AF Apportionment factor between existing & future dwellings:
Projected increase in dwellings 1993-2028 (12,955)/ projected total number of dwellings to 2028 (29,698). {12,955 / 29,698 = 0.4362}

CTD Developer contributions received to 30/06/13

R Projected increase in Shellharbour residential dwellings in 2013-2028 (4,282)

iii. Council Administration Offices

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate} = \frac{(TC \times AF) - CTD}{R + C}$$

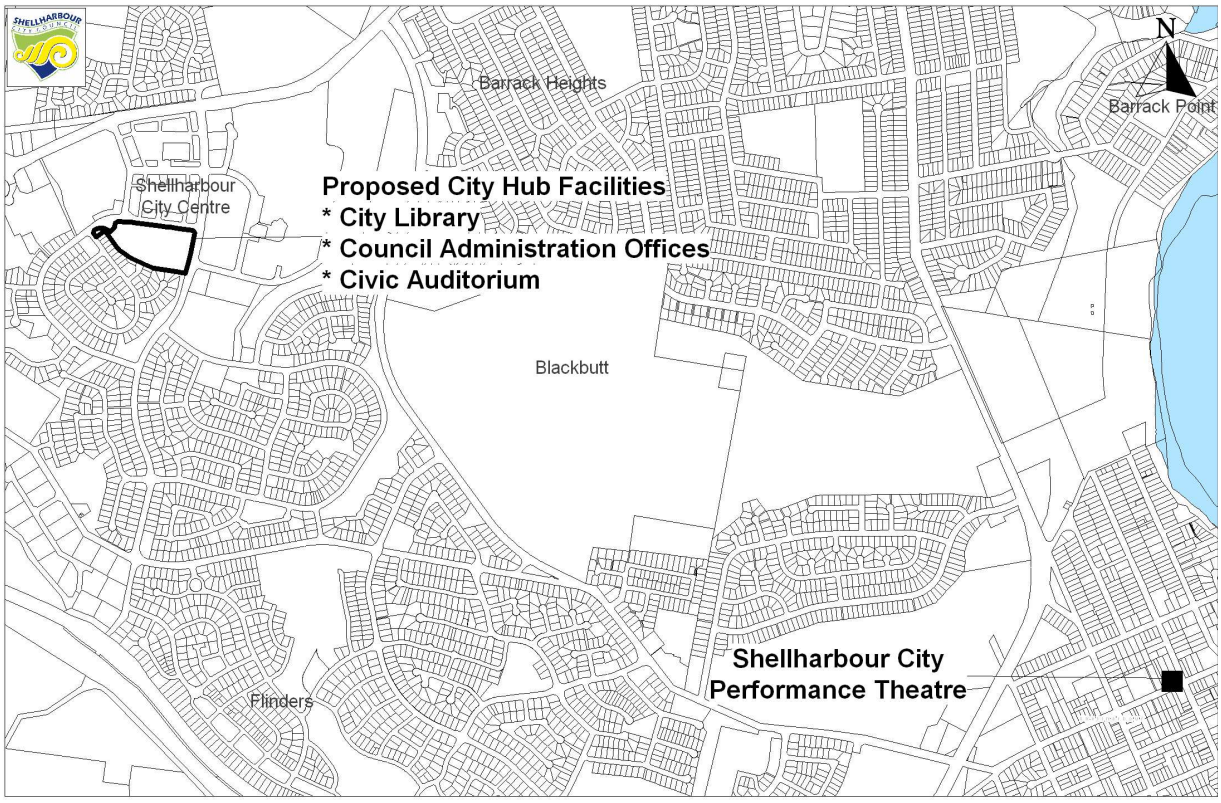
Where:

TC	Total cost of infrastructure (estimated)
AF	Apportionment factor between existing and future dwellings: Based on capacity to accommodate projected increase in staffing levels (243 staff - 184 staff) / 243 staff. { 59 / 243 = 0.2428 }.
CTD	Developer contributions received to 30/06/13
R	Projected increase in residential dwellings between 2013 and 2028 (4,282)
C	Projected increase in Commercial premises (equivalent number) between 2013-2028 (98)

Note: The contribution rate for one Commercial premise with a gross floor area of more than 1,001m^2 is the equivalent of one residential contribution rate.

The contribution rates for this infrastructure are documented in Table 13.1 and the location is shown in Figure 13.2.

Figure 13.2 City Wide Community Infrastructure



13.4 City Wide Roads and Traffic Infrastructure

13.4.1 Context

Internal roads within the new urban release areas will generally be funded and constructed by the developer. Council has however identified construction and upgrading works on higher order roads that are required to cater for the additional traffic generated by the development of the new urban release areas. These works do not form part of the standard internal road construction works usually associated with new subdivisions and will benefit the city as a whole. As such these works have been included in the Section 94 Plan.

13.4.2 Constructed Infrastructure (to be recouped)

The following road and traffic infrastructure have been constructed, and the cost is now being recouped:

- Shellharbour Road Deviation was constructed to provide suitable sub-arterial access to the southern suburbs of Shellharbour. It is a six lane divided carriageway.
- Lake Entrance Road is a six lane divided carriageway, aligned to connect with the East West Link Road. The section of road to be recouped was constructed in anticipation of future development within the LGA to provide a link road between the eastern and western suburbs of Shellharbour.
- The East West Link Road (Ashburton Drive) extends from a grade separated interchange over the Princes Highway and the South Coast Railway Line to Albion Park (the RTA funded the interchange). This route provides a direct link between the eastern and western sections of the Shellharbour LGA and provides access at an appropriate standard to and from the Princes Highway, the Illawarra's principal transport route.
- The Oak Flats Transport Centre has been developed as the Shellharbour rail/bus/taxi interchange. A new railway station has been constructed by the State Rail Authority and to ensure the useability of the infrastructure as a transport interchange covered taxi/bus terminals and a 200 space car parking area have also been provided. It is these additional works that have been included in this plan.
- Tongarra Road East is a two lane carriageway that runs parallel to the East-West Link Road. The road provides a direct route between the Illawarra Highway and the Princes Highway. The Illawarra Highway represents the principal transport route to the area southwest of the Illawarra Escarpment.

13.4.3 Nexus

The nexus between the Shellharbour Road deviation, the East/West Link Road, Lake Entrance Road and Tongarra Road East with areas of benefit has been demonstrated, utilising Council's TRACKS model (2000). This model recognises that, although all areas throughout the City will benefit from the provision of these roads, some will benefit more that others. As such the cost of providing the road has been distributed on a Precinct basis according to the expected distribution of benefit. These roads will also benefit both existing and future residents and the cost distribution for each Precinct has been apportioned between Council and Developers accordingly.

13.4.4 Contribution Rates

i. City Wide Roads (excluding Oak Flats Transport Centre)

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{(TC \times DOB \times AF) - CTD}{R}$$

Where:
TC Total cost of infrastructure (actual)
DOB Distribution of Benefit - Proportional use determined by Council's TRACKS Model
AF Apportionment factor between existing & future dwellings within each Precinct: Projected increase in development between 1993 and 2023 / projected total number of dwellings to 2023 (by Precinct)
CTD Contributions received to 30/06/13
R Projected increase in residential development by Precinct between 2013 and 2023

ii. Oak Flats Transport Centre

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{(TC \times AF) - CTD}{R}$$

Where:
TC Total cost of infrastructure (actual)
AF Apportionment factor between existing & future dwellings: Projected increase in dwellings between 1993 and 2023 (11,625) / projected total number of dwellings at 2023 (28,368). {11,625 / 28,368 = 0.4098}
CTD Developer contributions received to 30/06/13
R Projected increase in residential dwellings between 2013 and 2023 (2,952)

The resultant allocation of benefits and contribution rates are documented in Tables 13.2, 13.3, 13.4, 13.5 and 13.6. A compilation of all road and traffic contribution rates are provided in Table 13.7, and their locations shown in Figure 13.3.

Table 13.2: C3.01 Shellharbour Road Deviation – Contribution Rates

Precinct	Developer Apportionment Factor	Distribution of Benefit	Developer Contributions received to 30/6/13	Rate per lot/dwelling
1. Warilla	11.88 %	46.30 %	$ 15,586	$ 76.35
2. Shellharbour	73.41 %	36.50 %	$ 129,637	$ 133.56
3. Blackbutt	75.84 %	9.60 %	$ 43,008	$ 20.11
4. Oak Flats	19.72 %	0.20 %	$ 1,086	$ 0
5. Albion Park Rail	20.06 %	0.20 %	$ 3,988	$ 0
6. Rural East	30.61 %	0.10 %	$ 3,759	$ 0
7. Albion Park	57.57 %	7.00 %	$ 30,030	$ 8.69
8. Rural West	29.47 %	0.00 %	$ 0	$ 0
9. Calderwood	100.00 %	0.00 %	$ 0	$ 0

Table 13.3: C3.03 Lake Entrance Road – Contribution Rates

Precinct	Developer Apportionment Factor	Distribution of Benefit	Developer Contributions received to 30/6/13	Rate per lot/dwelling
1. Warilla	11.88 %	34.40 %	$ 58,971	$ 279.35
2. Shellharbour	73.41 %	12.60 %	$ 234,831	$ 212.31
3. Blackbutt	75.84 %	14.50 %	$ 309,362	$ 168.35
4. Oak Flats	19.72 %	9.20 %	$ 23,403	$ 593.39
5. Albion Park Rail	20.06 %	12.20 %	$ 62,206	$ 465.93
6. Rural East	30.61 %	0.00 %	$ 0	$ 0
7. Albion Park	57.57 %	16.40 %	$ 311,543	$ 209.18
8. Rural West	29.47 %	0.60 %	$ 686	$ 328.35
9. Calderwood	100.00 %	0.00 %	$ 0	$ 0

Table 13.4: C3.04 Oak Flats Transport Centre – Contribution Rates

Precinct	Developer Apportionment Factor	Distribution of Benefit	Developer Contributions received to 30/6/13	Rate per lot/dwelling
Precinct's 1 - 8	39.96 %	City Wide	$ 100,422	$ 36.10

Table 13.5: C3.05 Tongarra Road East – Contribution Rates

Precinct	Developer Apportionment Factor	Distribution of Benefit	Developer Contributions received to 30/6/13	Rate per lot/dwelling
1. Warilla	11.88 %	11.20 %	$ 4,638	$ 10.67
2. Shellharbour	73.41 %	4.00 %	$ 18,447	$ 0
3. Blackbutt	75.84 %	19.70 %	$ 62,955	$ 42.46
4. Oak Flats	19.72 %	6.20 %	$ 2,725	$ 62.25
5. Albion Park Rail	20.06 %	11.40 %	$ 9,741	$ 65.49
6. Rural East	30.61 %	0.00 %	$ 0	$ 0
7. Albion Park	57.57 %	44.60 %	$ 98,763	$ 195.71
8. Rural West	29.47 %	2.80 %	$ 525	$ 246.27
9. Calderwood	100.00 %	0.00 %	$ 0	$ 0

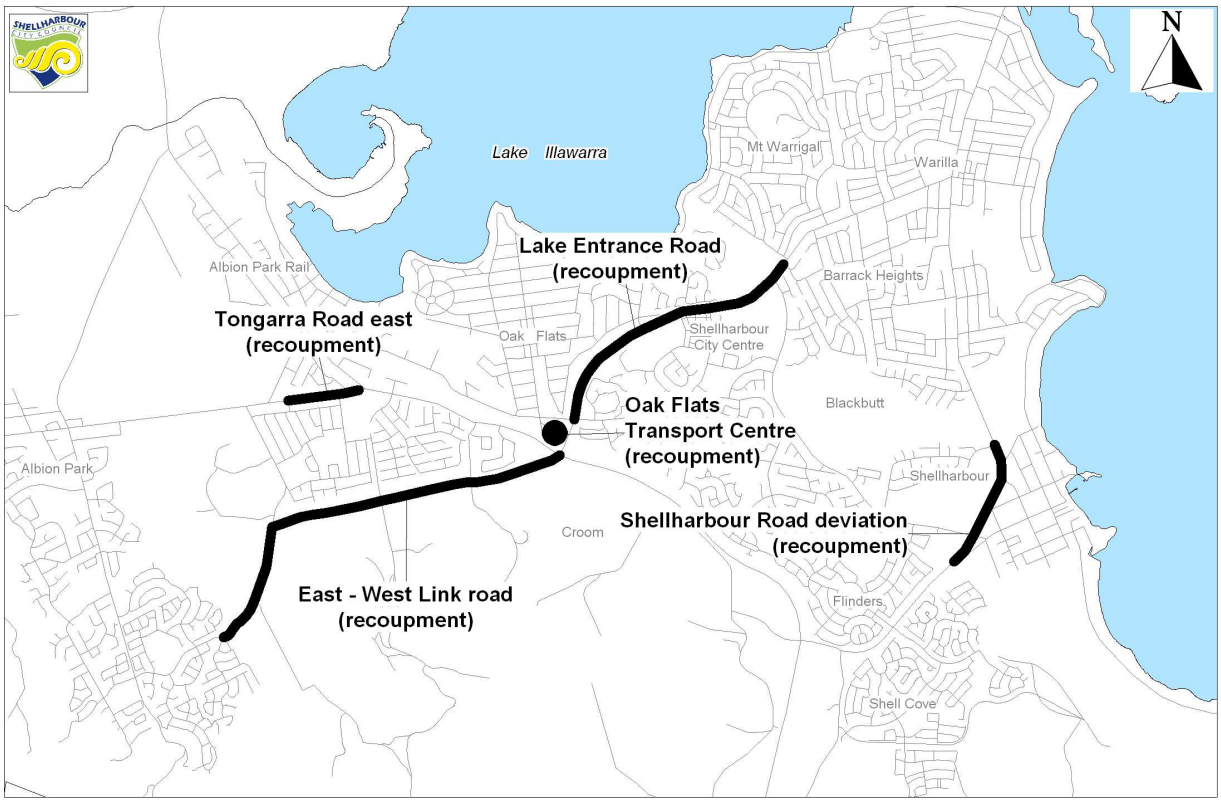
Table 13.6: C3.07 East West Link (Ashburton Drive) – Contribution Rates

Precinct	Developer Apportionment Factor	Distribution of Benefit	Developer Contributions received to 30/6/13	Rate per lot/dwelling
1. Warilla	11.88 %	12.30 %	$ 36,872	$ 162.41
2. Shellharbour	73.41 %	3.90 %	$ 159,389	$ 53.79
3. Blackbutt	75.84 %	22.00 %	$ 726,937	$ 493.48
4. Oak Flats	19.72 %	7.30 %	$ 30,974	$ 786.16
5. Albion Park Rail	20.06 %	15.80 %	$ 127,522	$ 1,091.93
6. Rural East	30.61 %	0.00 %	$ 0	$ 0
7. Albion Park	57.57 %	38.70 %	$ 921,487	$ 1,668.17
8. Rural West	29.47 %	0.00 %	$ 0	$ 0
9. Calderwood	100.00 %	0.00 %	$ 0	$ 0

Table 13.7: Summary of City Wide Roads & Traffic Contribution Rates

Precinct	Road and Traffic Infrastructure					
	C3.01	C3.03	C3.04	C3.05	C3.07	Total
1. Warilla	$ 76.35	$ 279.35	$ 36.10	$ 10.67	$ 162.41	**$ 564.88**
2. Shellharbour	$ 133.56	$ 212.31	$ 36.10	$ 0	$ 53.79	**$ 435.76**
3. Blackbutt	$ 20.11	$ 168.35	$ 36.10	$ 42.46	$ 493.48	**$ 760.50**
4. Oak Flats	$ 0	$ 593.39	$ 36.10	$ 62.25	$ 786.16	**$ 1,477.90**
5. Albion Park Rail	$ 0	$ 465.93	$ 36.10	$ 65.49	$ 1,091.93	**$ 1,659.45**
6. Rural East	$ 0	$ 0	$ 36.10	$ 0	$ 0	**$ 36.10**
7. Albion Park	$ 8.69	$ 209.18	$ 36.10	$ 195.71	$ 1,668.17	**$ 2,117.85**
8. Rural West	$ 0	$ 328.35	$ 36.10	$ 246.27	$ 0	**$ 610.72**
9. Calderwood	$ 0	$ 0	$ 0	$ 0	$ 0	**$ 0**

Figure 13.3 City Wide Roads and Traffic Infrastructure



13.5 Other infrastructure

13.5.1 Constructed Infrastructure (fully funded)

The following infrastructure has been provided for under Section 94 Plans:

- Environmental Quality Monitoring
- Waste Disposal Depot
- Works and Services Depot

13.5.2 Proposed infrastructure and services

To fund the costs of administering the Plan, the following item will be levied for:

- Ongoing Section 94 Management

13.5.3 Nexus

The following factors are considered relevant in establishing a nexus between these services and the population of the Shellharbour LGA as a whole:

- Section 94 resources are required as a direct result of future development.
- Council will seek contribution from all new residential and commercial development to fund the ongoing management and administration of the Section 94 Plan.

13.5.4 Contribution Rates

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate} = \frac{TC - CTD}{R + C}$$

Where:

TC	Total cost of Section 94 management (estimated)
CTD	Developer contributions received to 30/06/13
R	Projected increase in Residential dwellings between 2013 - 2023 (2,952)
C	Projected increase in Commercial premises (equivalent number) between 2013-2023 (65)

Note: The contribution rate for one Commercial premise with a gross floor area of more than 1,001m^2 is the equivalent of one residential contribution rate.

The contribution rate for this infrastructure is documented in Table 13.1.

Table 13.8: Summary of City Wide contribution rates by Precinct

Precinct	Open Space and Recreation	Community Infrastructure	Roads & Traffic	Section 94 Management	Total
1. Warilla	$ 543.53	$ 3,156.61	$ 564.88	$ 946.98	**$ 5,212.00**
2. Shellharbour	$ 543.53	$ 3,156.61	$ 435.76	$ 946.98	**$ 5,082.88**
3. Blackbutt	$ 543.53	$ 3,156.61	$ 760.50	$ 946.98	**$ 5,407.62**
4. Oak Flats	$ 543.53	$ 3,156.61	$ 1,477.90	$ 946.98	**$ 6,125.02**
5. Albion Park Rail	$ 543.53	$ 3,156.61	$ 1,659.45	$ 946.98	**$ 6,306.57**
6. Rural East	$ 543.53	$ 3,156.61	$ 36.10	$ 946.98	**$ 4,683.22**
7. Albion Park	$ 543.53	$ 3,156.61	$ 2,117.85	$ 946.98	**$ 6,764.97**
8. Rural West	$ 543.53	$ 3,156.61	$ 610.72	$ 946.98	**$ 5,257.84**
9. Calderwood	$ 543.53	$ 3,156.61	$ 0	$ 946.98	**$ 4,647.12**

14 CITY EAST INFRASTRUCTURE

14.1 Context

Passive Open Space Embellishment and certain sporting fields are levied on a City East / City West basis, as they are typically accessible to a greater community than a single suburb and provide an appropriate level of embellishment suited to regular use by a number of sporting groups. The sporting infrastructure identified serves the communities on the eastern half of the LGA. The Princes Highway is used to determine the eastern and western suburbs.

The Warilla, Shellharbour, Blackbutt and Oak Flats Precincts form the City East Sporting District. Within this area, a range of new sporting fields have been identified under the *Shellharbour City Wide Open Space and Recreation Plan (SCC, 2000),* and the *Open Space, Recreation and Community Facilities Needs Study (SCC, 2010)* as being required as a consequence of future residential growth.

14.2 Constructed Infrastructure (fully funded)

The following infrastructure has been provided and fully funded for under previous versions of Council's Section 94 Plan:

- Pioneer Park
- Flinders Basketball Court
- Shell Cove Basketball Court

14.2 Constructed Infrastructure (to be recouped)

The following infrastructure has been provided for under Section 94 Plans:

- Myimbar Sports Centre (recoupment)

14.3 Proposed infrastructure

The following infrastructure is proposed to be provided for under Section 94:

- Shell Cove Sporting Fields
- Benson Basin Sporting Fields
- City Centre Youth Recreation Facility
- Upgrade Existing Active Open Space (fully funded)
- Passive Open Space Embellishment

14.4 Nexus

The following factors are considered relevant in establishing a nexus between this infrastructure and the future population of the Precinct:

- Precinct's 1 - 4 form the City East Sporting District. Future development within these Precincts will generate demand for a range of sporting fields in the eastern half of the

City. The cost of providing this infrastructure is to be apportioned to future development in the City East.

- The *Open Space, Recreation and Community Facilities Needs Study (SCC, 2010)* identifies there is a shortfall of sporting fields in the City's East and that this could be met through provision of fields at Benson Basin and Shell Cove.
- The proposed City Centre Youth Recreation Facility is the remaining item for construction in Harrison Park (City Park). The *Open Space, Recreation and Community Facilities Needs Study (SCC, 2010)* identifies that provision of a new skate facility be considered in development of the City Centre. The infrastructure will provide a youth recreational space, and will involve young people to determine the appropriate design and function.
- The trend towards medium density in urban areas is reducing the proportion of private open space and creating additional demand for public open space. It is also recognised that the provision for open space is generally well provided for in urban areas. As such it is not considered reasonable to require developers within these areas to make a contribution towards the acquisition of such land.
- It is however considered reasonable that both greenfield development in new urban areas and infill development in established urban areas contribute towards the embellishment of existing and new open space within the Precinct in order to increase its usability so it can meet the additional demand.

14.5 Contribution rates

i. Myimbar Sports Centre, Shell Cove Sporting Fields, Benson Basin Sporting Fields

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{TC - CTD}{R_{CE}}$$

Where:
TC Total cost of infrastructure (estimated or actual)
CTD Contributions received to 30/06/13
R_{CE} Projected increase in City East residential dwellings between 2013 and 2023 (1,998)

ii. City Centre Youth Recreation Facility

As this item was introduced into the Section 94 Plan in 2000, the contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{(TC \times AF) - CTD}{R_{CE}}$$

Where:
TC Total cost of infrastructure (estimated)
AF Apportionment factor between existing (Council) & future (Developer) dwellings: Projected increase City East in dwellings 2000 - 2023 (5,710) / projected total number of dwellings to 2023 (19,775). {5,710 / 19,775 = 0.2887}
CTD Developer contributions received to 30/06/13
R Projected increase in City East residential dwellings between 2013 - 2023 (1,998)

iii. Passive Open Space Embellishment

The contribution rate has been calculated on the basis of the following formula:

Contribution rate per residential lot / dwelling = (TC / A) x D

Where:

TC Total cost to Council of embellishing a 1.13ha area of passive open space (estimated)

A Total area of passive open space (11,300 sqm)

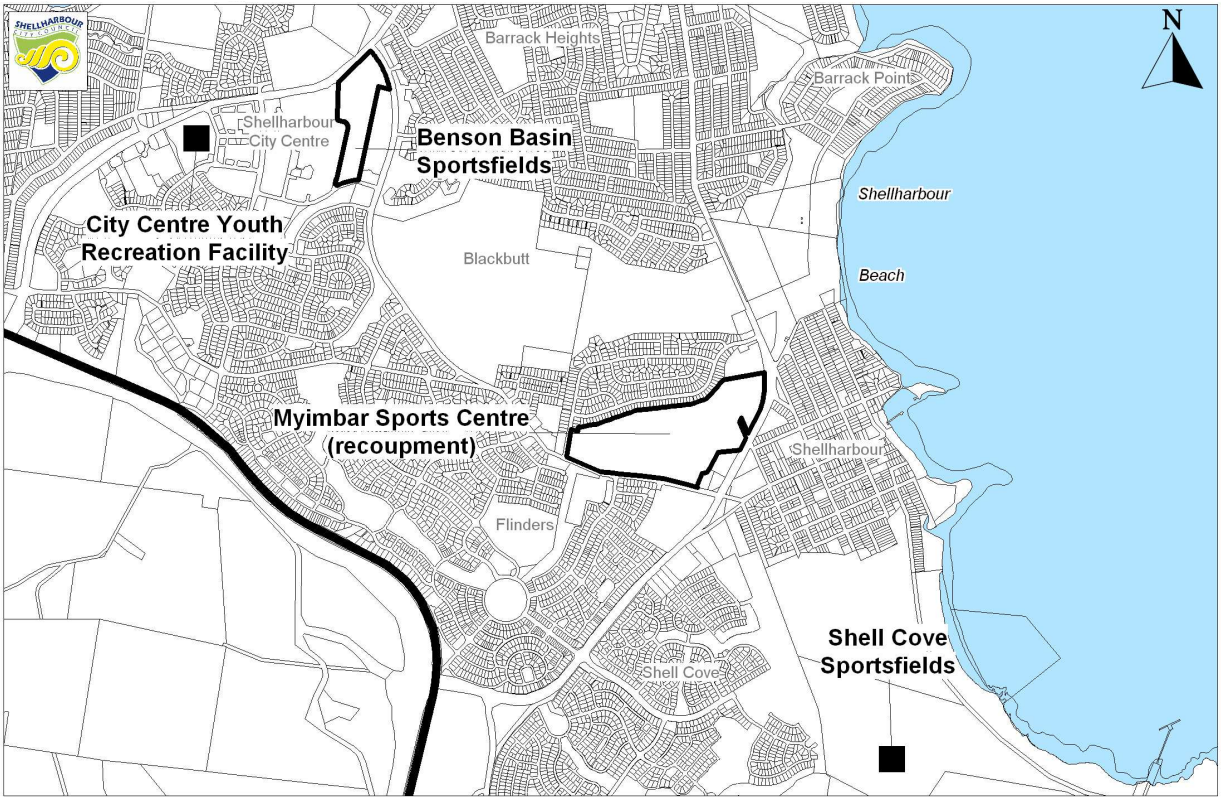
D Passive Open Space provision standard per residential dwelling:
Total area of passive open space (11,300 sqm) / estimated population to be served by this open space (1,000 persons) x estimated occupancy rate per dwelling (2.6 persons / dwelling). { 11,300 / 1,000 x 2.6 = 29 sqm }

The contribution rates for this infrastructure are shown in Table 14.1 and the location shown in Figure 14.1.

Table 14.1: City East Infrastructure – Summary of contribution rates

Infrastructure Item	Levy Basis	Total Cost	Rate per lot/dwelling
Open Space and Recreation Infrastructure			
C1.04 Myimbar Sports Centre (recoupment)	CE	$ 5,200,954	$ 936.08
C1.08 Shell Cove Sports Fields	CE	$ 3,591,439	$ 908.17
C1.10 Benson Basin Sports Fields	CE	$ 2,453,230	$ 790.15
C1.11 City Centre Youth Recreation Facility	C	$ 1,001,000	$ 73.16
C1.25 Upgrade Existing Active Open Space	CE	$ 840,325	$ -
C1.26 Passive Open Space Embellishment	CE	$ 5,389,177	$ 707.15
Total			**$ 3,414.71**

Figure 14.1: City East Infrastructure



15 CITY WEST INFRASTRUCTURE

15.1 Context

Passive Open Space Embellishment and certain sporting fields are levied on a City East / City West basis, as they are typically accessible to a greater community than a single suburb and provide an appropriate level of embellishment suited to regular use by a number of sporting groups. The sporting infrastructure identified serves the communities on the western half of the LGA. The Princes Highway is used to determine the eastern and western suburbs.

The Albion Park Rail, Rural East, Albion Park, Rural West and Calderwood Precincts form the City West Sporting District. Within this a range of new sporting fields have been identified under the *City Wide Open Space and Recreation Plan (SCC, 2000)* and the *Open Space, Recreation and Community Facilities Needs Study (SCC, 2010)*, as being required as a consequence of future residential growth.

15.2 Proposed infrastructure

The following infrastructure is proposed to be provided for under Section 94:

- Croom Sporting Complex - City West Sporting Fields (fully funded)
- Albion Oval Touch Football Fields
- Terry Reserve Sporting Fields (fully funded)
- Con O'Keefe Reserve
- Western Valley Sporting Fields
- Calderwood Sports Fields
- Upgrade Existing Active Open Space (fully funded)
- Passive Open Space Embellishment

15.3 Nexus

- Precincts 5 - 9 form the City West Sporting District. Future development within these Precincts will generate the demand for a range of sporting fields in the western half of the City. The cost of providing this infrastructure is to be apportioned to future development in City West
- The *Open Space, Recreation & Community Facilities Needs Study Report (SCC, 2010),* identifies that the provision of these sportsfields will add significant capacity to the existing sporting facilities.
- The future growth within the Calderwood Precinct will require the provision of active open space. The *Open Space, Recreation and Community Facilities Needs Study (SCC, 2010)* has identified the Design Principles, Hierarchies and Provision Standards. The provision standard is 1.7 ha per 1,000 people. Based on the population growth assumption of 2,438 approximately 4.14 ha will be required to cater for the anticipated population to 2028. As these sporting fields are required as a direct result of future growth it is considered reasonable to levy developers the full cost.
- The trend towards medium density in urban areas is reducing the proportion of private open space and creating additional demand for public open space. It is also recognised that the provision for open space is generally well provided for in urban

areas. As such it is not considered reasonable to require developers within these areas to make a contribution towards the acquisition of such land.

- It is however considered reasonable that both Greenfield development in new urban areas and infill development in established urban areas contribute towards the embellishment of existing and new open space within the Precinct in order to increase its usability so it can meet the additional demand. As there are no established urban areas in Precinct 6, Rural East or Precinct 8, Rural West a contribution toward Passive Open Space embellishment is not required.

15.4 Contribution rates

i. Albion Oval Touch Football Fields and Con O'Keefe Reserve

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{TC - CTD}{R_{CW}}$$

Where:
TC: Total cost of infrastructure (estimated)
CTD: Contributions received to 30/06/13
$R_{CW:}$ Projected increase in City West residential dwellings between 2013 and 2023 (954).

ii. Western Valley Sports Fields and Calderwood Sports Fields

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{TC - CTD}{R_{CW}}$$

Where:
TC: Total cost of infrastructure (estimated)
CTD: Contributions received to 30/06/13
$R_{CW:}$ Projected increase in City West residential dwellings between 2013 and 2028 (1,511).

iii. Passive Open Space Embellishment

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = (TC / A) \times D$$

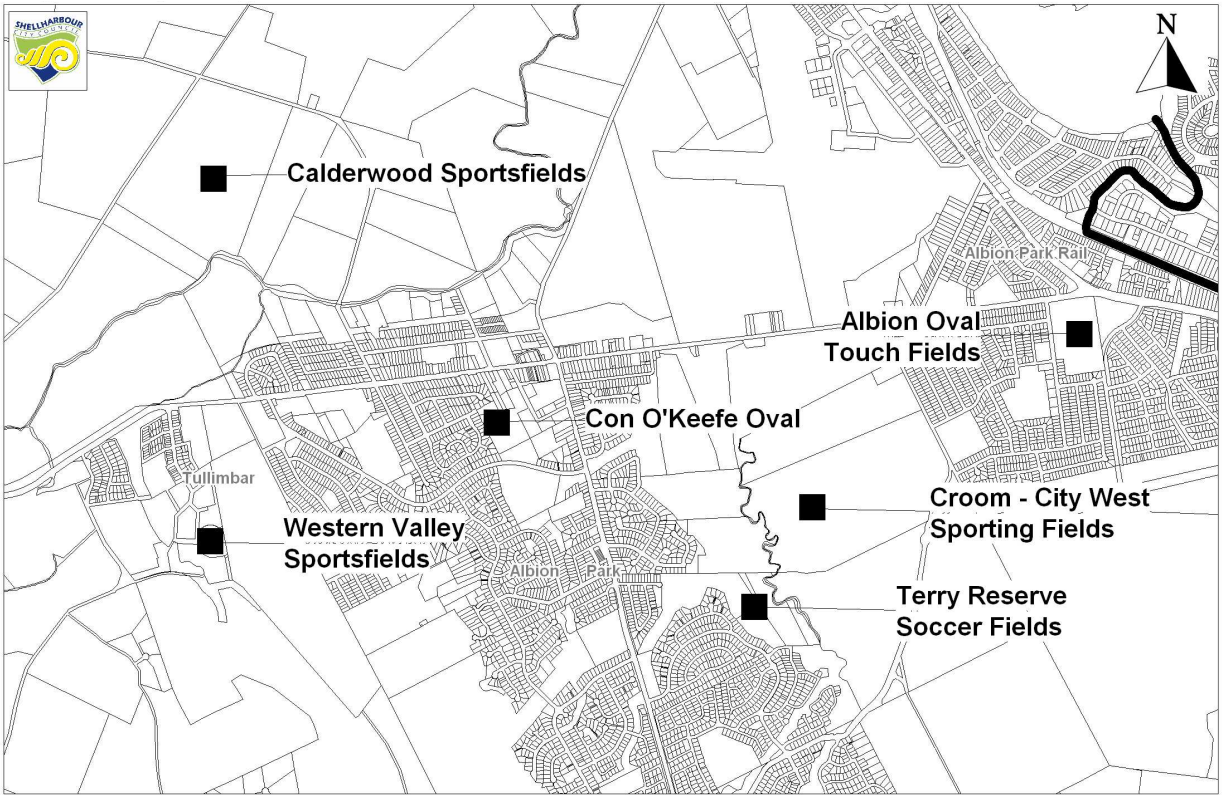
Where:
TC Total cost to Council of embellishing a 1.13ha area of passive open space (estimated)
A Total area of passive open space (11,300 sqm)
D Passive Open Space provision standard per residential dwelling:
Total area of passive open space (11,300 sqm) / estimated population to be served by this open space (1,000 persons) x estimated occupancy rate per dwelling (2.6 persons / dwelling). { 11,300 / 1,000 x 2.6 = 29 sqm }

The contribution rates for this infrastructure are shown in Table 15.1 and the location shown in Figure 15.1.

Table 15.1: City West Infrastructure – Summary of contribution rates

Infrastructure Item	Levy Basis	Total Cost	Rate per lot/dwelling
Open Space and Recreation Infrastructure			
C1.16 Croom - City West Sporting Fields	CW	$ 647,575	$ -
C1.18 Albion Oval Touch Football Fields	CW	$ 348,400	$ 150.35
C1.20 Terry Reserve Soccer Fields	CW	$ 634,800	$ -
C1.21 Con O'Keefe Reserve	CW	$ 152,221	$ 91.91
C1.22 Western Valley Sports Fields	CW	$ 1,665,068	$ 664.01
C1.25 Upgrade Existing Active Open Space	CW	$ 212,545	$ -
C1.26 Passive Open Space Embellishment	CW	$ 2,756,464	$ 707.15
C1.28 Calderwood Sports Fields	CW	$ 2,167,227	$ 1,434.30
Total			**$ 3,047.72**

Figure 15.1: City West Infrastructure



16 PRECINCT 1 - WARILLA

16.1 Context

The Warilla Precinct is an established urban area, consisting of the suburbs of Warilla, Lake Illawarra, Mount Warrigal and Barrack Heights. The population of the Precinct is anticipated to decline marginally from 22,773 in 1993 to 21,993 in 2023. Dwelling numbers however are projected to increase from 7,959 in 1993 to 9,032 in 2023.

The provision of Open Space for the Warilla Precinct is considered adequate as on average over 90% of all residential dwellings are within 400m walking distance to any open space area. The open space within the Precinct includes beaches, parks and reserves, and the Lake Illawarra foreshore.

16.2 Constructed Infrastructure (to be recouped)

The following infrastructure has been provided for under Section 94 Plans:

- Warilla Community Centre (recoupment)

16.3 Nexus

The following factors are considered relevant in establishing a nexus between this infrastructure and the future population of the Precinct:

- The need for a community centre was identified in the Cultural Facilities Study and was reinforced through the allocation of grant funding through the 'Community Solutions Program' run by the NSW Premier's Department. This infrastructure has now been constructed and Council is seeking to recoup some of the costs incurred. This infrastructure is required to service both the existing and future population of the Precinct.

16.4 Calculation of Contribution rates

i *Warilla Community Centre (recoupment)*

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{(TC \times AF) - CTD}{R}$$

Where:

TC Total cost of infrastructure (actual)

AF Apportionment factor between existing & future dwellings:
Projected increase in residential dwellings between 1993 and 2023 (1,073) / projected total number of residential dwellings at 2023 (9,032).
{1,073 / 9,032 = 0.1188}

CTD Developer contributions received to 30/06/13

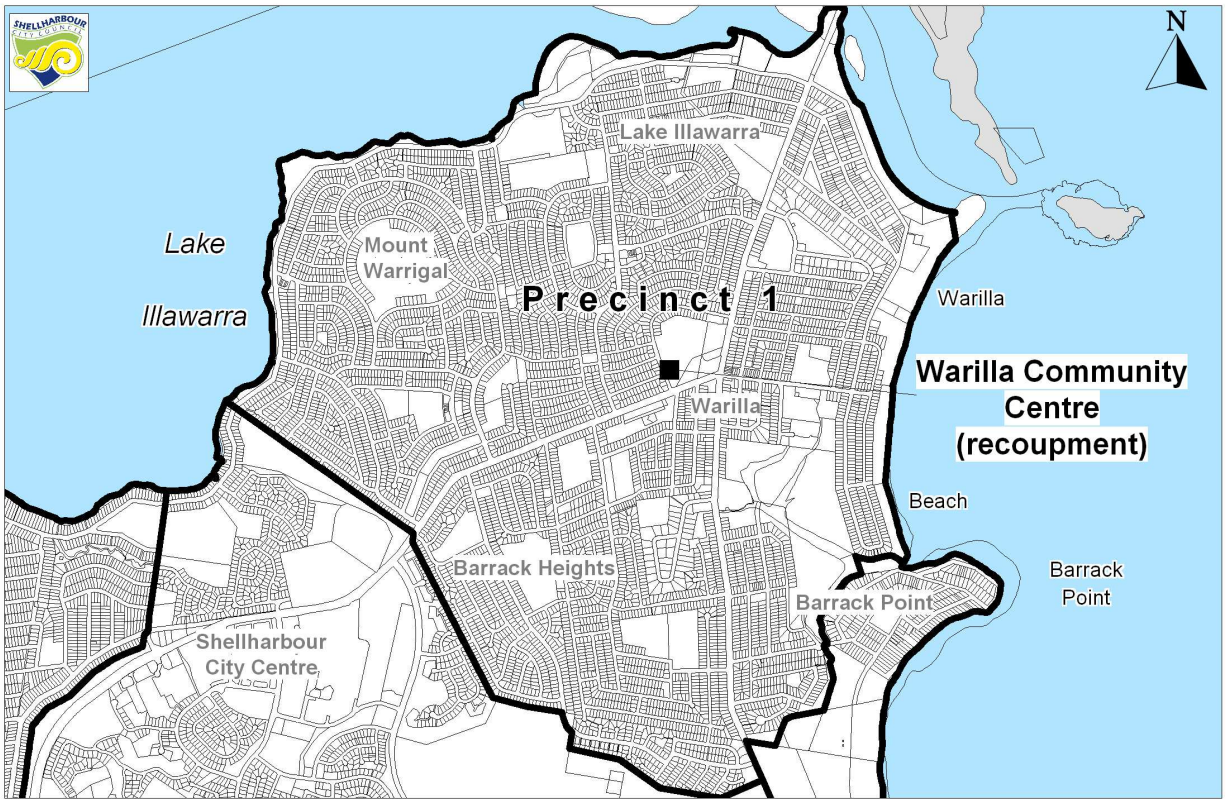
R Projected increase in residential dwellings between 2013 and 2023 (389)

The contribution rate for this infrastructure shown in Table 16.1, Summary of contribution rates, and the location is shown in Figure 16.1.

Table 16.1: Precinct 1 – Summary of contribution rates

Infrastructure Item	Levy Basis	Total Cost	Rate per lot/dwelling
Open Space and Recreation Infrastructure			
C1.02 Beach Foreshore (recoupment)	C	$ 3,432,443	$ 255.25
C1.04 Myimbar Sports Centre (recoupment)	CE	$ 5,200,954	$ 936.08
C1.08 Shell Cove Sports Fields	CE	$ 3,591,439	$ 908.17
C1.10 Benson Basin Sports Fields	CE	$ 2,453,230	$ 790.15
C1.11 City Centre Youth Recreation Facility	CE	$ 1,001,000	$ 73.16
C1.17 Shellharbour City Stadium (recoupment)	C	$ 4,560,192	$ 288.28
C1.26 Passive Open Space Embellishment	CE	$ 5,389,177	$ 707.15
Subtotal			$ *3,958.24*
Community Infrastructure			
C2.01 Warilla Community Centre (recoupment)	P	$ 899,486	$ 226.76
C2.04 Shellharbour City Performance Theatre	C	$ 9,384,077	$ 676.79
C2.06 City Library	C	$ 14,699,979	$ 797.74
C2.08 Council Administration Offices	C	$ 19,928,027	$ 783.18
C2.09 Civic Auditorium	C	$ 10,585,793	$ 898.90
Sub total			$ *3,383.37*
Roads & Traffic Infrastructure			
C3.01 Shellharbour Rd deviation (recoupment)	C	$ 844,974	$ 76.35
C3.03 Lake Entrance Rd deviation (recoupment)	C	$ 4,210,086	$ 279.35
C3.04 Oak Flats Transport Centre (recoupment)	C	$ 474,607	$ 36.10
C3.05 Tongarra Rd East (recoupment)	C	$ 678,019	$ 10.67
C3.07 East West Link (recoupment)	C	$ 7,027,280	$ 162.41
Sub total			$ *564.88*
Section 94 Management			
C6.04 Section 94 Management	C	$ 4,907,837	$ 946.98
Subtotal			$ *946.98*
Total			**$ 8,853.47**

Figure 16.1: Precinct 1 - Warilla



17 PRECINCT 2 - SHELLHARBOUR

17.1 Context

The Shellharbour Precinct encompasses an established urban core, together with large tracts of land identified for residential development. Land within the vicinity of Shellharbour Village and Barrack Point is being developed for medium density housing. Shell Cove is a large greenfield site which is currently being developed and has Concept Plan approval for a boat harbour and marina. It will ultimately contain a range of housing types and densities.

With the development of Shell Cove, the population of this Precinct is anticipated to grow from 2,879 in 1993 to 10,664 in 2023. Dwelling numbers are projected to increase from 1,065 in 1993 to 4,005 in 2023.

This Precinct has the second largest amount of open space in the Shellharbour LGA primarily attributable to Bass Point Reserve, Killalea State Park and the beaches of Shellharbour and North Shellharbour. The majority of this space is passive open space which serves both City and Regional recreational needs. The provision of Open Space is considered adequate as well over 90% of all residential dwellings are within 400m walking distance to any open space area.

The provision of community infrastructure within the Precinct is generally considered to be adequate for the existing population. However as the population of the Precinct is expected to increase significantly there will be increased demand for a new library and community centre.

17.2 Proposed Infrastructure

The following infrastructure is proposed to be provided for under Section 94:

- Shellharbour Library
- Shell Cove Community Centre

17.3 Nexus

The following factors are considered relevant in establishing a nexus between this infrastructure and the future population of the Precinct:

- The need for a new branch library in this Precinct is identified in the *Shellharbour Library Facilities and Services Study* (State Library of NSW, 1999). The study reveals that by the year 2023 the Precinct of Shellharbour will require a local library with a net area of approximately 483m^2.
- The need for a community centre within the Shell Cove development has been identified by Council and the *Cultural Resources Study* (Guppy & Assoc, 1999) and is further supported by The Open Space, Recreation and Community Facilities Needs Study (SCC, 2010). The community centre would be a multi-functional centre that serves the needs of the population within the Precinct.

Note: A temporary community centre has been constructed within the Shell Cove estate in order to meet existing demand. It is, however, still recognised that the most appropriate location for a permanent facility is located within the Shell Cove Marina Precinct. When the permanent centre is constructed the temporary centre will be sold in order to offset some of the costs associated with the provision of the permanent centre.

17.4 Calculation of Contribution rates

i. Shellharbour Library and Shell Cove Community Centre

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{(TC \times AF) - CTD}{R}$$

Where:

TC Total cost of infrastructure (estimated)

AF Apportionment factor between existing & future dwellings:
Projected increase in dwellings between 1993 and 2023 (2,940) / projected total number of dwellings at 2023 (4,005). {2,940 / 4,005 = 0.7341}

CTD Developer contributions received to 30/06/13

R Projected increase in residential dwellings between 2013 and 2023 (681).

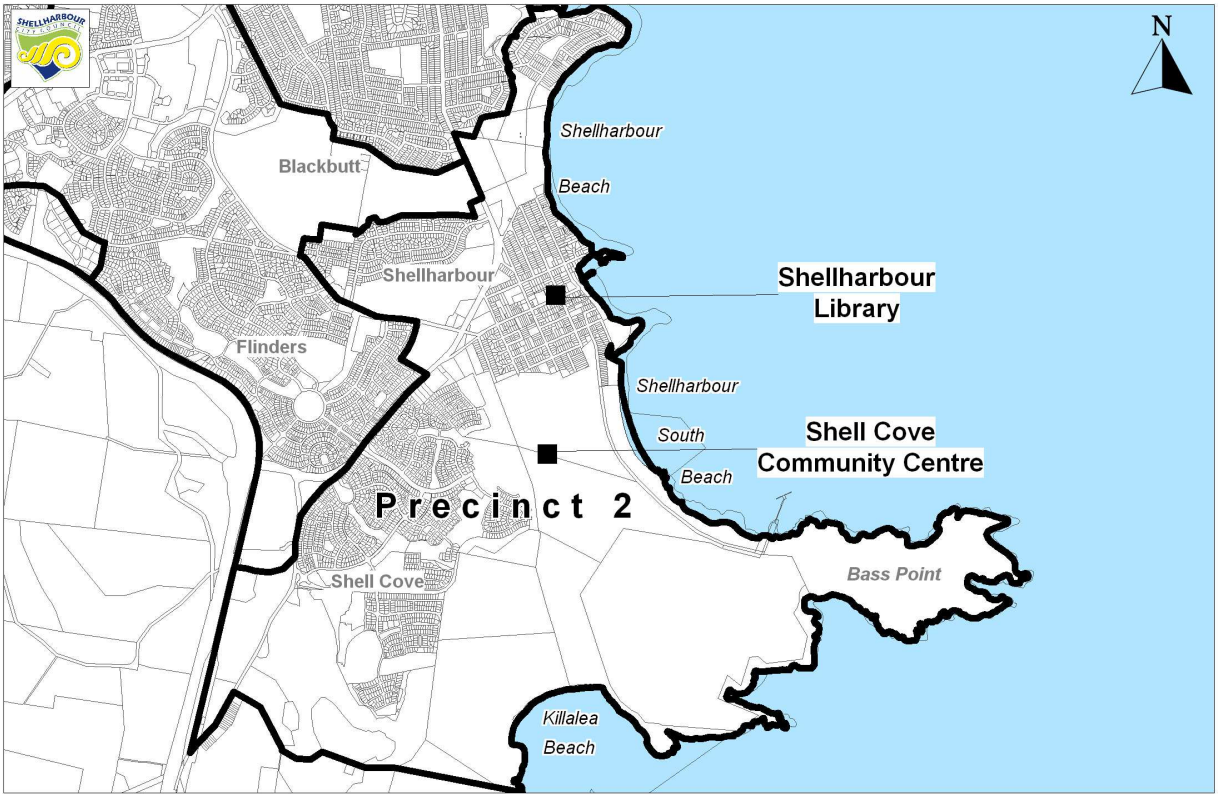
The contribution rates for this infrastructure are shown in Table 17.1, Summary of contribution rates, and the location shown in Figure 17.1.

Table 17.1: Precinct 2 - Summary of contribution rates

Infrastructure Item	Levy Basis	Total Cost	Rate per lot/dwelling
Open Space and Recreation Infrastructure			
C1.02 Beach Foreshore (recoupment)	C	$ 3,432,443	$ 255.25
C1.04 Myimbar Sports Centre (recoupment)	CE	$ 5,200,954	$ 936.08
C1.08 Shell Cove Sports Fields	CE	$ 3,591,439	$ 908.17
C1.10 Benson Basin Sports Fields	CE	$ 2,453,230	$ 790.15
C1.11 City Centre Youth Recreation Facility	CE	$ 1,001,000	$ 73.16
C1.17 Shellharbour City Stadium (recoupment)	C	$ 4,560,192	$ 288.28
C1.26 Passive Open Space Embellishment	CE	$ 3,483,033	$ 707.15
Subtotal			$ *3,958.24*
Community Infrastructure			
C2.02 Shellharbour Library	P	$ 2,097,023	$ 1,072.68
C2.03 Shell Cove Community Centre	P	$ 2,055,240	$ 1,342.10
C2.04 Shellharbour City Performance Theatre	C	$ 9,384,077	$ 676.79
C2.06 City Library	C	$ 14,699,979	$ 797.74
C2.08 Council Administration Offices	C	$ 19,928,027	$ 783.18
C2.09 Civic Auditorium	C	$ 10,585,793	$ 898.90
Sub total			$ *5,571.39*
Roads & Traffic Infrastructure			
C3.01 Shellharbour Rd deviation (recoupment)	C	$ 844,974	$ 133.56
C3.03 Lake Entrance Rd deviation (recoupment)	C	$ 4,210,086	$ 212.31
C3.04 Oak Flats Transport Centre (recoupment)	C	$ 474,607	$ 36.10
C3.07 East West Link (recoupment)	C	$ 7,027,280	$ 53.79
Sub total			$ *435.76*

Section 94 Management			
C6.04 Section 94 Management	C	$ 4,907,837	$ 946.98
Subtotal			$ *946.98*
Total			**$ 10,912.37**

Figure 17.1: Precinct 2 - Shellharbour



18 PRECINCT 3 - BLACKBUTT

18.1 Context

The Blackbutt Precinct encompasses the suburbs of Blackbutt, Flinders and Shellharbour City Centre as well as the locality of Balarang. The City Centre also represents the major focus for retail and commercial development in the City

The development of this area will result in the Precinct's population increasing from 2,980 in 1993 to 11,009 in 2023. This corresponds to an increase from 981 dwellings in 1993 to 4,061 in 2023. Future development is likely to be in the form of medium to high density dwellings in the City Centre, with some remaining development at Flinders.

The provision of open space is considered adequate as well over 90% of all residential dwellings are within 400m walking distance to any open space area. The key open space areas in the Precinct include Blackbutt Reserve, an urban bushland reserve and parkland along the Lake foreshore.

18.2 Constructed Infrastructure (fully funded)

The following infrastructure has been provided for under Section 94 Plans:

- Flinders Child and Family Centre
- Blackbutt Youth Centre

18.3 Proposed Infrastructure (fully funded)

The following infrastructure is proposed to be provided for under Section 94:

- Blackbutt Branch Library (part of City Library)

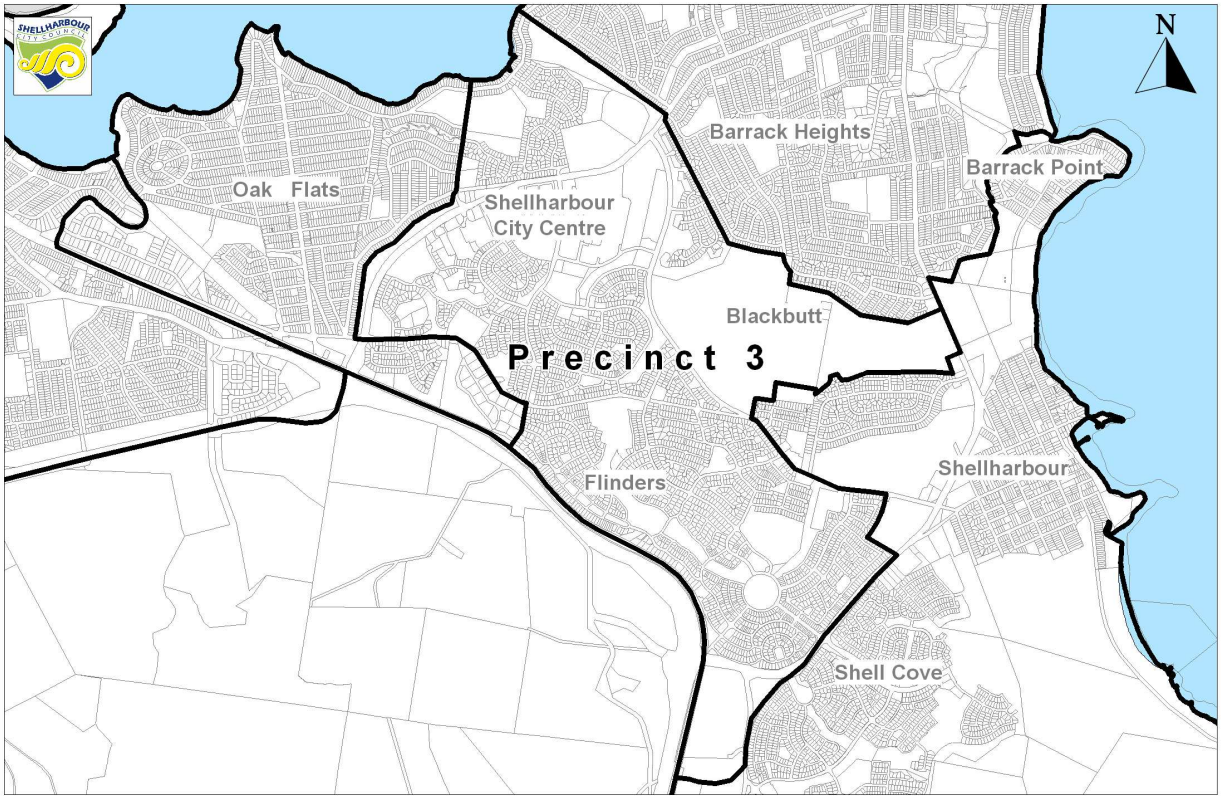
Note: Up until the 6th review in 2005, Precinct 3 was levied a contribution toward C2.13 Blackbutt Branch Library. As the City Centre is proposed to be the location for the Blackbutt Branch Library, it will form part of the City Library. Sufficient funds have been levied to Precinct 3 to fund the Blackbutt Branch component of the new City Library. The contributions collected for Blackbutt Branch Library will be transferred to item C2.06 City Library. This facility will be delivered as part of the City Library.

Table 18.1: Precinct 3 - Summary of contribution rates

Infrastructure Item	Levy Basis	Total Cost	Rate per lot/dwelling
Open Space and Recreation Infrastructure			
C1.02 Beach Foreshore (recoupment)	C	$ 3,432,443	$ 255.25
C1.04 Myimbar Sports Centre (recoupment)	CE	$ 5,200,954	$ 936.08
C1.08 Shell Cove Sports Fields	CE	$ 3,591,439	$ 908.17
C1.10 Benson Basin Sports Fields	CE	$ 2,453,230	$ 790.15
C1.11 City Centre Youth Recreation Facility	CE	$ 1,001,000	$ 73.16
C1.17 Shellharbour City Stadium (recoupment)	C	$ 4,560,192	$ 288.28

C1.26 Passive Open Space Embellishment	CE	$ 3,483,033	$ 707.15
Subtotal			$ *3,958.24*
Community Infrastructure			
C2.04 Shellharbour City Performance Theatre	C	$ 9,384,077	$ 676.79
C2.06 City Library	C	$ 14,699,979	$ 797.74
C2.08 Council Administration Offices	C	$ 19,928,027	$ 783.18
C2.09 Civic Auditorium	C	$ 10,585,793	$ 898.90
Sub total			$ *3,156.61*
Roads & Traffic Infrastructure			
C3.01 Shellharbour Rd deviation (recoupment)	C	$ 844,974	$ 20.11
C3.03 Lake Entrance Rd deviation (recoupment)	C	$ 4,210,086	$ 168.35
C3.04 Oak Flats Transport Centre (recoupment)	C	$ 474,607	$ 36.10
C3.05 Tongarra Rd East (recoupment)	C	$ 678,019	$ 42.46
C3.07 East West Link (recoupment)	C	$ 7,027,280	$ 493.48
Sub total			$ *760.50*
Section 94 Management			
C6.04 Section 94 Management	C	$ 4,907,837	$ 946.98
Subtotal			$ *946.98*
Total			**$ 8,822.33**

Figure 18.1: Precinct 3 - Blackbutt



19 PRECINCT 4 - OAK FLATS

19.1 Context

The Oak Flats Precinct, which is one of the smaller Precincts in land area, comprises a well established urban area. The population of this Precinct is anticipated to remain relatively static, increasing marginally from 5,883 in 1993 to 6,660 in 2023. Dwellings numbers are projected to increase from 2,149 in 1993 to 2,677 in 2023.

The provision of Open Space is generally considered adequate. There is a high level of district parks along the Lake Foreshore and Moore Street and a slight undersupply of open space in the Oak Flats town centre area.

The provision of infrastructure within the Precinct is generally considered to be adequate for the existing and projected population, with the exception of the Community Centre. Council has constructed a new community centre for which it is now recouping the cost.

19.2 Constructed Infrastructure (to be recouped)

The following infrastructure has been provided for under Section 94 Plans:

- Oak Flats Community Centre (recoupment)

19.3 Nexus

Oak Flats did not have a purpose built multi-functional community centre, with the Oak Flats Progress Association Hall and Oak Flats Library serving the community needs. With the deterioration of the Progress Hall it was necessary to provide for a new centre to meet current and future need. This infrastructure has now been constructed and Council is seeking to recoup some of the costs incurred.

19.4 Contribution rates

i. Oak Flats Community Centre (recoupment)

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{(TC \times AF) - CTD}{R}$$

Where:

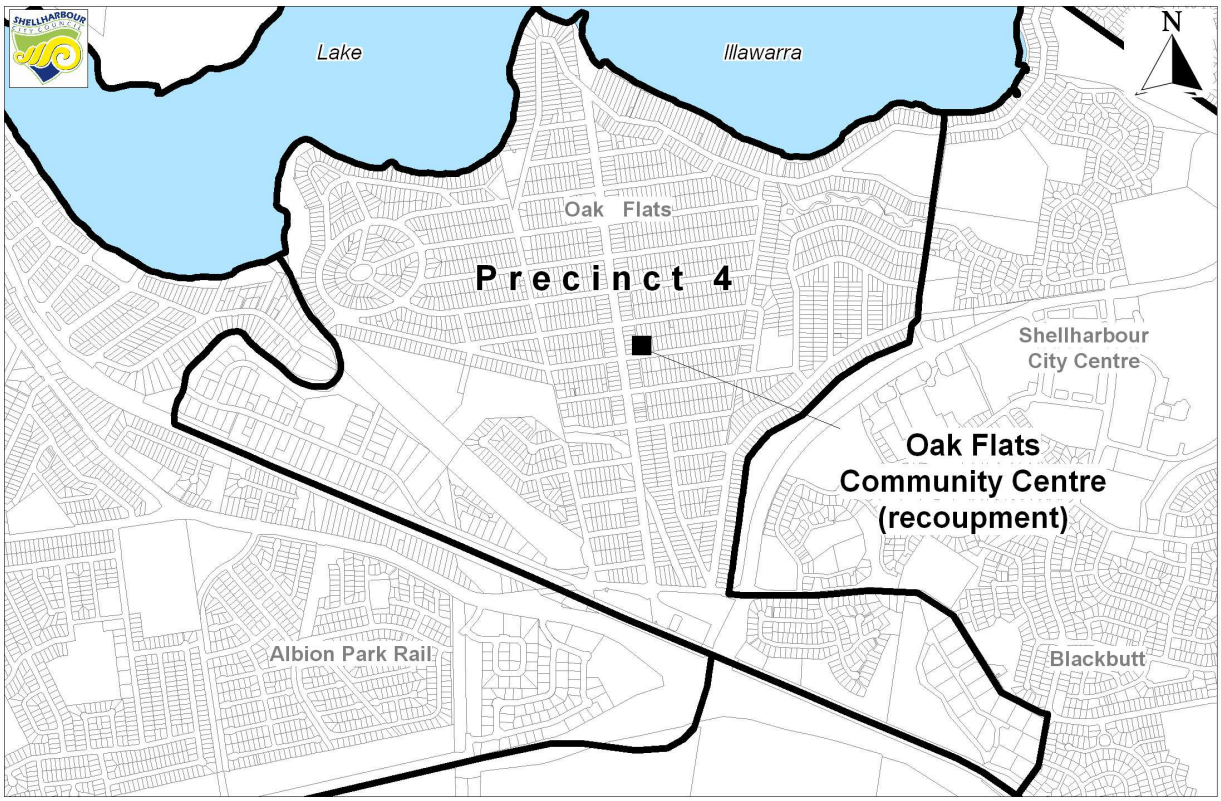
TC	Total cost of infrastructure (actual)
AF	Apportionment factor between existing & future dwellings: Projected increase in dwellings between 1993 and 2023 (528) / projected total number of dwellings at 2023 (2,677). {528 / 2,677 = 0.1972}
CTD	Developer contributions received to 30/06/13
R	Projected increase in residential dwellings between 2013 and 2018 (86)

The contribution rate for this infrastructure is shown in Table 19.1, Summary of contribution rates, and the location shown in Figure 19.1.

Table 19.1: Precinct 4 - Summary of contribution rates

Infrastructure Item	Levy Basis	Total Cost	Rate per lot/dwelling
Open Space and Recreation Infrastructure			
C1.02 Beach Foreshore (recoupment)	C	$ 3,432,443	$ 255.25
C1.04 Myimbar Sports Centre (recoupment)	CE	$ 5,200,954	$ 936.08
C1.08 Shell Cove Sports Fields	CE	$ 3,591,439	$ 908.17
C1.10 Benson Basin Sports Fields	CE	$ 2,453,230	$ 790.15
C1.11 City Centre Youth Recreation Facility	CE	$ 1,001,000	$ 73.16
C1.17 Shellharbour City Stadium (recoupment)	C	$ 4,560,192	$ 288.28
C1.26 Passive Open Space Embellishment	CE	$ 3,483,033	$ 707.15
Subtotal			$ *3,958.24*
Community Infrastructure			
C2.04 Shellharbour City Performance Theatre	C	$ 9,384,077	$ 676.79
C2.06 City Library	C	$ 14,699,979	$ 797.74
C2.08 Council Administration Offices	C	$ 19,928,027	$ 783.18
C2.09 Civic Auditorium	C	$ 10,585,793	$ 898.90
C2.14 Oak Flats Community Centre (recoupment)	P	$ 638,080	$ 1,029.91
Sub total			$ *4,186.52*
Roads & Traffic Infrastructure			
C3.03 Lake Entrance Rd deviation (recoupment)	C	$ 4,210,086	$ 593.39
C3.04 Oak Flats Transport Centre (recoupment)	C	$ 474,607	$ 36.10
C3.05 Tongarra Rd East (recoupment)	C	$ 678,019	$ 62.25
C3.07 East West Link (recoupment)	C	$ 7,027,280	$ 786.16
Sub total			$ *1,477.90*
Section 94 Management			
C6.04 Section 94 Management	C	$ 4,907,837	$ 946.98
Subtotal			$ *946.98*
Total			**$ 10,569.64**

Figure 19.1: Precinct 4 - Oak Flats



20 PRECINCT 5 - ALBION PARK RAIL

20.1 Context

The Albion Park Rail Precinct incorporates established areas of residential, industrial and commercial development together with the Illawarra Regional Airport. The population of this Precinct is anticipated to increase marginally from 6,840 in 1993 to 7,344 in 2023. Dwelling numbers are projected to increase from 2,235 in 1993 to 2,796 in 2023.

Unlike other Precincts Albion Park Rail does not have any large regional open space infrastructure. The total amount of open space and community infrastructure in the Precinct is however considered to be generally adequate to cater for its existing and projected residents, and as such no further Precinct level infrastructure will be provided.

20.2 Constructed Infrastructure (fully funded)

The following infrastructure has been provided for under Section 94 Plans:

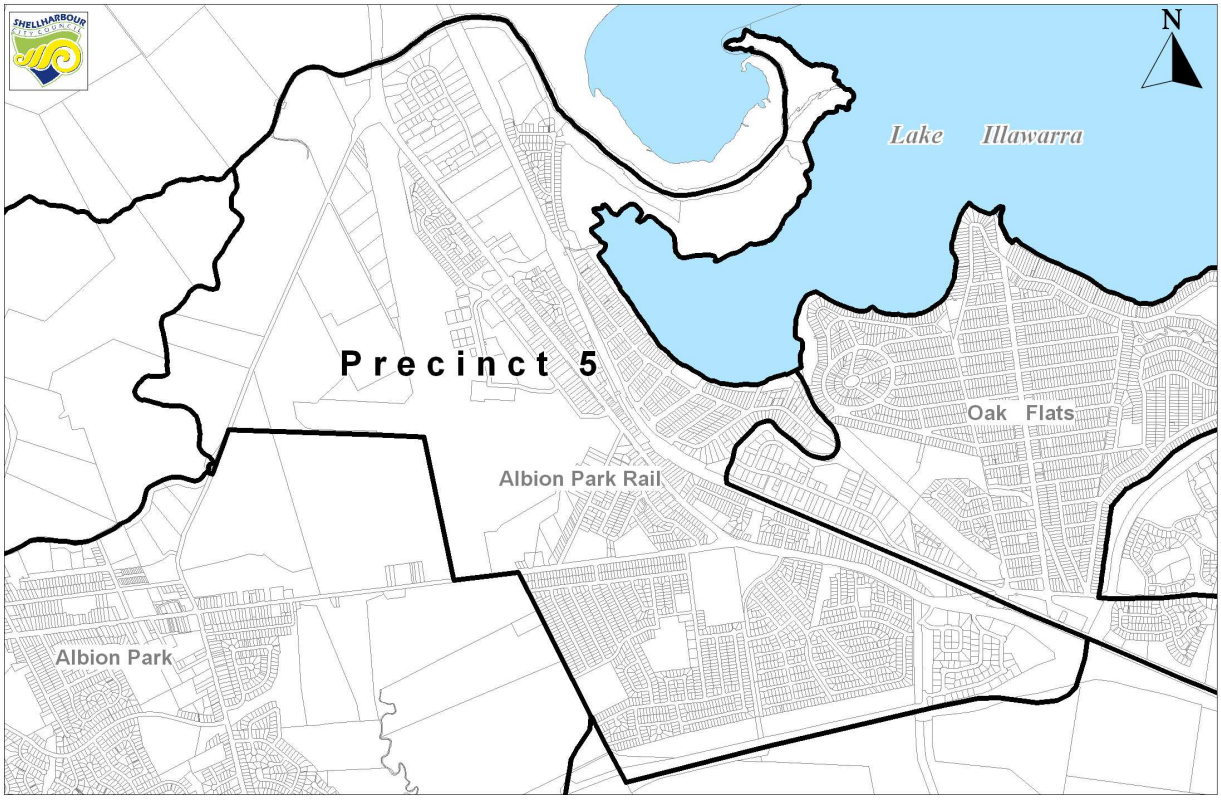
- Albion Park Rail Community Centre

Table 20.1: Precinct 5 - Summary of contribution rates

Infrastructure Item	Levy Basis	Total Cost	Rate per lot/dwelling
Open Space and Recreation Infrastructure			
C1.02 Beach Foreshore (recoupment)	C	$ 3,432,443	$ 255.25
C1.17 Shellharbour City Stadium (recoupment)	C	$ 4,560,192	$ 288.28
C1.18 Albion Oval Touch Football Fields	CW	$ 348,400	$ 150.35
C1.21 Con O'Keefe Reserve	CW	$ 152,221	$ 91.91
C1.22 Western Valley Sports Fields	CW	$ 1,665,068	$ 664.01
C1.26 Passive Open Space Embellishment	CW	$ 2,756,464	$ 707.15
C1.28 Calderwood Sportsfields	CW	$ 2,167,227	$ 1,434.30
Subtotal			$ *3,591.25*
Community Infrastructure			
C2.04 Shellharbour City Performance Theatre	C	$ 9,384,077	$ 676.79
C2.06 City Library	C	$ 14,699,979	$ 797.74
C2.08 Council Administration Offices	C	$ 19,928,027	$ 783.18
C2.09 Civic Auditorium	C	$ 10,585,793	$ 898.90
Sub total			$ *3,156.61*
Roads & Traffic Infrastructure			
C3.03 Lake Entrance Rd deviation (recoupment)	C	$ 4,210,086	$ 465.93
C3.04 Oak Flats Transport Centre (recoupment)	C	$ 474,607	$ 36.10
C3.05 Tongarra Rd East (recoupment)	C	$ 678,019	$ 65.49
C3.07 East West Link (recoupment)	C	$ 7,027,280	$ 1,091.93
Sub total			$ *1,659.45*
Section 94 Management			

C6.04 Section 94 Management	C	$ 4,907,837	$ 946.98
Subtotal			$ *946.98*
Total			**$ 9,354.29**

Figure 20.1: Precinct 5 - Albion Park Rail



21 PRECINCT 6 - RURAL EAST

21.1 Context

The Rural East Precinct includes relatively large tracts of undeveloped land to the south west of the Shellharbour township. Much of the Precinct is dominated by quarrying activities and a large portion is taken up by the Killalea State Recreation Area. The population of this Precinct is anticipated to grow from 238 in 1993 to 402 in 2023. Dwelling numbers are projected to increase from 102 in 1993 to 147 in 2023.

The total public open space provision for this Precinct is 94.34 hectares. The Precinct contains no community infrastructure with local residents accessing infrastructure outside the Precinct.

21.2 Proposed Infrastructure

There is currently no specific community infrastructure scheduled to be established within this Precinct as part of this Section 94 Contributions Plan. However, a range of City Wide, City West and other Precinct infrastructure including community centres, libraries and sportsfields are considered accessible to the residents of this Precinct and as such development within the Precinct will contribute toward the cost of providing City Wide and City West infrastructure.

21.3 Nexus

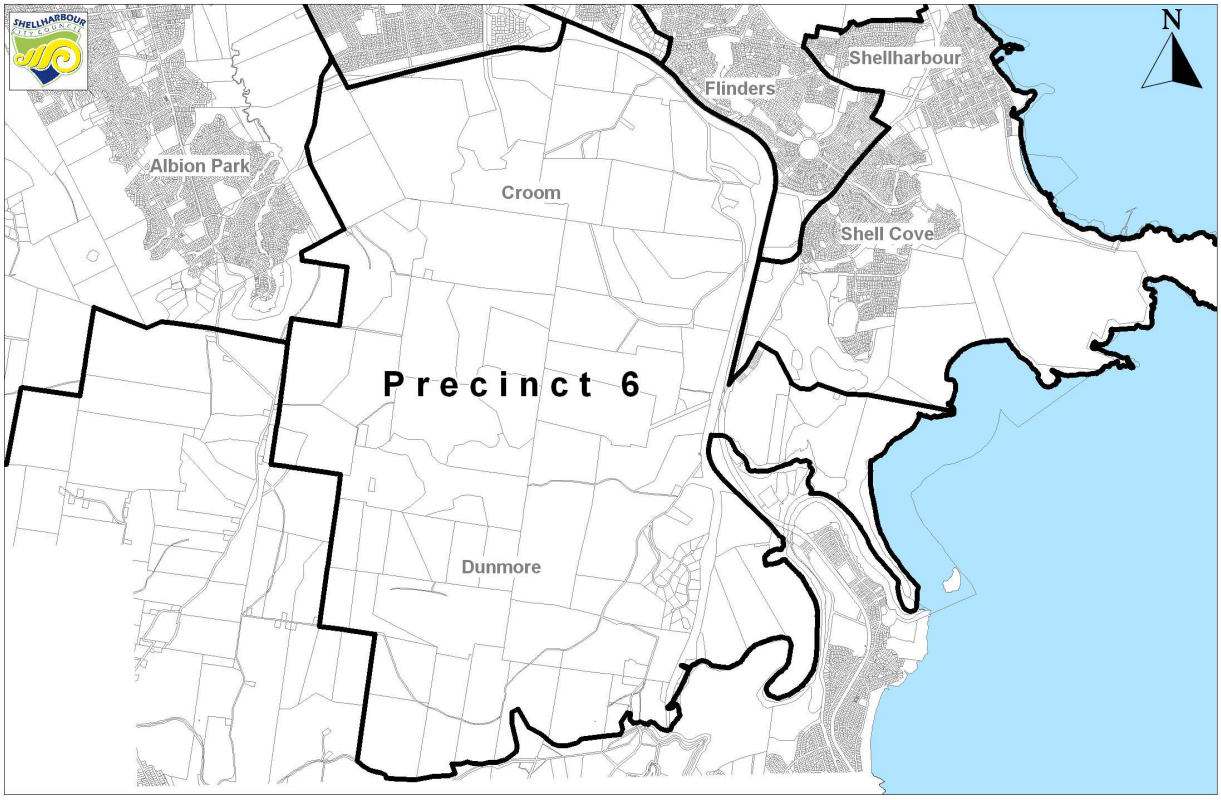
- The *Open Space, Recreation and Community Facilities Needs Study (SCC, 2010)* states that access to City Wide infrastructure is critical for these areas.
- As there are no existing or planned urban centres in Rural East, it is considered appropriate to only levy new rural residential development in this Precinct a contribution towards the provision of infrastructure on a City Wide and City West basis.

Table 12.1: Precinct 6 - Summary of contribution rates

Infrastructure Item	Levy Basis	Total Cost	Rate per lot/dwelling
Open Space and Recreation Infrastructure			
C1.02 Beach Foreshore (recoupment)	C	$ 3,432,443	$ 255.25
C1.17 Shellharbour City Stadium (recoupment)	C	$ 4,560,192	$ 288.28
C1.18 Albion Oval Touch Football Fields	CW	$ 348,400	$ 150.35
C1.21 Con O'Keefe Reserve	CW	$ 152,221	$ 91.91
C1.22 Western Valley Sports Fields	CW	$ 1,665,068	$ 664.01
C1.28 Calderwood Sportsfields	CW	$ 2,167,227	$ 1,434.30
Subtotal			$ *2,884.10*
Community Infrastructure			
C2.04 Shellharbour City Performance Theatre	C	$ 9,384,077	$ 676.79
C2.06 City Library	C	$ 14,699,979	$ 797.74

C2.08 Council Administration Offices	C	$ 19,928,027	$ 783.18
C2.09 Civic Auditorium	C	$ 10,585,793	$ 898.90
Sub total			*$ 3,156.61*
Roads & Traffic Infrastructure			
C3.04 Oak Flats Transport Centre (recoupment)	C	$ 474,607	$ 36.10
Sub total			*$ 36.10*
Section 94 Management			
C6.04 Section 94 Management	C	$ 4,907,837	$ 946.98
Subtotal			*$ 946.98*
Total			**$ 7,023.79**

Figure 21.1: Precinct 6 - Rural East



22 PRECINCT 7 - ALBION PARK

22.1 Context

The Albion Park Precinct includes the Albion Park township, as well as new residential development to the south and west of the existing township and development at Tullimbar.

This Precinct has been one of the most rapidly growing Precincts in the Shellharbour LGA. However, opportunities to develop further is now limited with Tullimbar being the primary remaining Greenfield development site. The population is anticipated to increase from 6,584 in 1993 to 14,161 in 2023 and dwellings from 2,106 in 1993 to 4,963 in 2023.

The provision of Open Space for Albion Park is considered adequate as 90% of all residential dwellings are within 400m walking distance to any open space area. The current provision of community infrastructure within the Precinct is considered to be generally adequate to cater for existing levels of population, with a community centre in the Town Centre, satellite community centre in the Mount Terry Primary School, Albion Park Library and Home and Community Care (HACC) Centre. In addition to the required extension of the library, some new or upgraded infrastructure will be required as the population continues to grow.

22.2 Constructed Infrastructure (fully funded)

The following infrastructure has been provided and fully funded for under previous Section 94 Plans:

- Albion Park cycleways
- Tongarra Road / Calderwood Road intersection
- Terry Street / Church Street intersection
- Taylor Road Traffic Calming
- O'Gorman Street Traffic Calming
- Terry Street / Ashburton Road intersection.

22.3 Proposed Infrastructure

The following infrastructure is proposed to be provided for under Section 94:

- Albion Park Library extensions
- Albion Park By-Pass
- Tongarra Road / Church Street Intersection (fully funded).

22.4 Nexus

The following factors are considered relevant in establishing a nexus between the proposed infrastructure and the future population of the Precinct:

- The need for the extension of the Albion Park branch library is identified in the *Shellharbour Library Facilities and Services Study* (State Library of NSW, 1999). The study reveals that by the year 2023 the Albion Park area will require a local library

with an area of approximately 750sqm (net area). The extension of the library is also identified to service the needs of residents within Rural West and Calderwood Precincts. On this basis it is proposed that the cost of providing the library extension be apportioned to development in Precincts 7, 8 and 9.

- The Albion Park By-Pass (Tripoli Way extension) is a proposed road which runs parallel to Tongarra Road. It commences at Illawarra Highway (east) through to the Illawarra Highway/Broughton Avenue intersection. Its primary function will be to help alleviate traffic impacts of traffic growth along the Tongarra Road commercial area and provide an alternative route to the proposed F6 motorway interchange. The *Albion Park Traffic Study (Maunsell AECOM, 2006)* identified that it is likely the F6 motorway will be constructed by 2030 and the full development of the Albion Park By-Pass will be required by this time, assuming significant urban development occurs in Calderwood by this time. As the demand for this infrastructure is generated by the development in Precincts 7, 8 and 9, the cost of providing this infrastructure will be apportioned to development in these Precincts.
- The study, *Review of the Need for Traffic Calming Facilities* (SMEC, 2000), identifies that Albion Park will require a number of intersection improvements and traffic management measures in order to control intersection traffic and improve road safety as a result of increased traffic volumes from development. The remaining upgrade to be constructed is the Tongarra Road / Church Street intersection.

22.5 Contribution rates

i. Albion Park Library

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{TC - CTD}{R}$$

Where:

TC	Total cost of infrastructure (estimated)
CTD	Contributions received to 30/06/13
R	Projected increase in Albion Park (362), Rural West (20) and Calderwood (480) residential dwellings between 2013 and 2023 (862)

ii. Albion Park By-Pass

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{(TC \times AF) - CTD}{R}$$

Where:

TC	Total cost of infrastructure (estimated)
AF	Apportionment factor between existing & future Precinct dwellings: Projected increase in Albion Park (2,976), Rural West (71) and Calderwood (855) dwellings between 1993 and 2028 (3,902) / projected total number of dwellings in Albion Park (5,082), Rural West (217) and Calderwood (855) at 2028 (6,154). {3,902/6,154 = 0.6341}
CTD	Contributions received to 30/06/13

R Projected increase in Albion Park (481), Rural West (30) and Calderwood (855) residential dwellings between 2013 and 2028 (1,366).

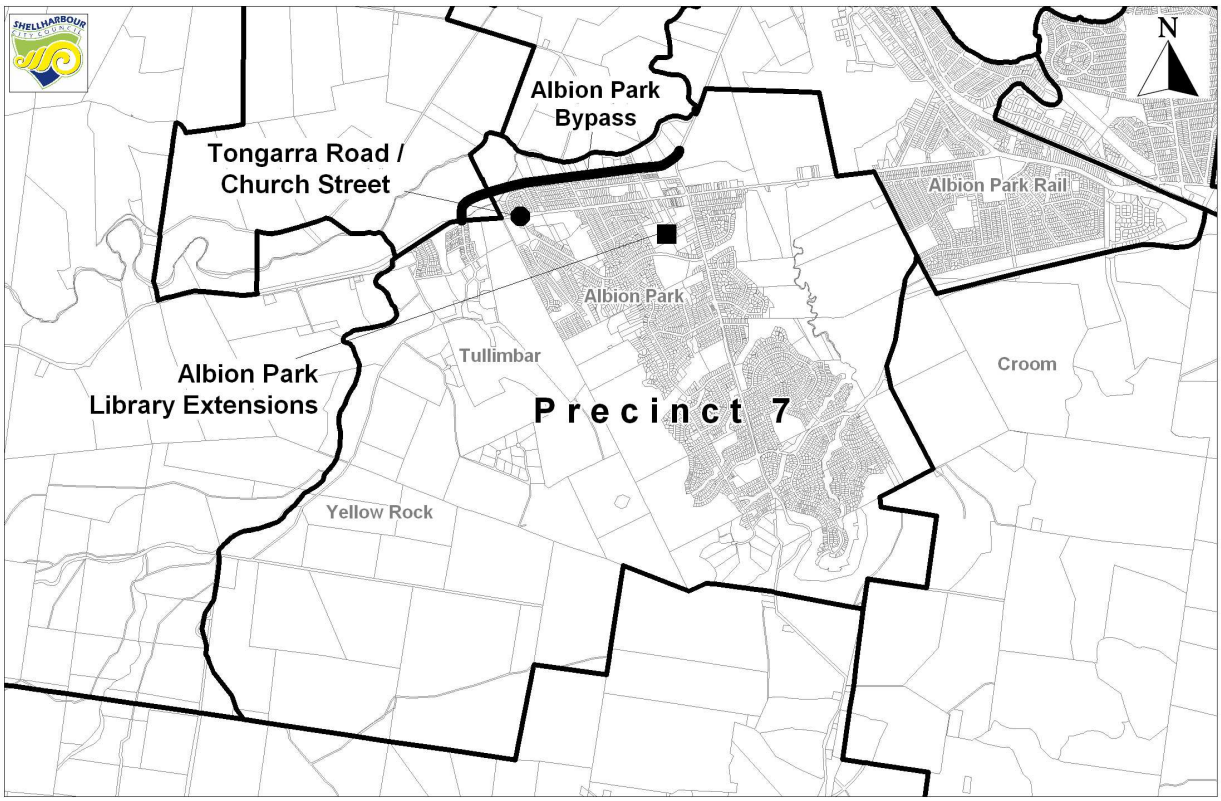
The contribution rate for this infrastructure is shown in Table 22.1, Summary of contribution rates, and the location shown in Figure 22.1.

Table 22.1: Precinct 7 - Summary of contribution rates

Infrastructure Item	Levy Basis	Total Cost	Rate per lot/dwelling
Open Space and Recreation Infrastructure			
C1.02 Beach Foreshore (recoupment)	C	$ 3,432,443	$ 255.25
C1.17 Shellharbour City Stadium (recoupment)	C	$ 4,560,192	$ 288.28
C1.18 Albion Oval Touch Football Fields	CW	$ 348,400	$ 150.35
C1.21 Con O'Keefe Reserve	CW	$ 152,221	$ 91.91
C1.22 Western Valley Sports Fields	CW	$ 1,665,068	$ 664.01
C1.26 Passive Open Space Embellishment	CW	$ 2,756,464	$ 707.15
C1.28 Calderwood Sportsfields	CW	$ 2,167,227	$ 1,434.30
Subtotal			$ *3,591.25*
Community Infrastructure			
C2.04 Shellharbour City Performance Theatre	C	$ 9,384,077	$ 676.79
C2.06 City Library	C	$ 14,699,979	$ 797.74
C2.08 Council Administration Offices	C	$ 19,928,027	$ 783.18
C2.09 Civic Auditorium	C	$ 10,585,793	$ 898.90
C2.16 Albion Park Library Extensions	P	$ 1,492,399	$ 1,130.64
Sub total			$ *4,287.25*
Roads & Traffic Infrastructure			
C3.01 Shellharbour Rd deviation (recoupment)	C	$ 844,974	$ 8.69
C3.03 Lake Entrance Rd deviation (recoupment)	C	$ 4,210,086	$ 209.18
C3.04 Oak Flats Transport Centre (recoupment)	C	$ 474,607	$ 36.10
C3.05 Tongarra Rd East (recoupment)	C	$ 678,019	$ 195.71
C3.07 East West Link (recoupment)	C	$ 7,027,280	$ 1,668.17
C3.09 Albion Park By-Pass	P	$ 13,900,723	$ 5,472.67
C3.12 Tongarra Rd / Church St Intersection	P	$ 52,151	$ -
Sub total			$ *7,590.52*
Section 94 Management			
C6.04 Section 94 Management	C	$ 4,907,837	$ 946.98
Subtotal			$ *946.98*
Total			**$ 16,416.00**

Note: Residential development within this Precinct may also be subject to a Benefit Area contribution.

Figure 22.1: Precinct 7 - Albion Park



23 PRECINCT 8 - RURAL WEST

23.1 Context

The Rural West Precinct incorporates the rural lands to the west of Albion Park and includes the Macquarie Pass National Park. This National Park is the main area of public open space within the Precinct and has a total area of 1,095 hectares.

The population is anticipated to grow marginally from 405 in 1993 to 566 in 2023. Dwelling numbers are projected to increase from 146 in 1993 to 207 in 2023.

23.2 Proposed Infrastructure

There is currently no Precinct level infrastructure scheduled to be established in Precinct 8, however development within the Precinct will generate demand for the following infrastructure which are located in adjoining Precincts:

- Albion Park Library extensions
- Albion Park By-Pass.

23.3 Nexus

- Whilst there is no existing or planned urban centre in Rural West, there is a range of City Wide and City West infrastructure including community centres, libraries and sportsfields which are considered accessible to the residents of this Precinct. It is therefore considered appropriate to levy new residential and rural residential development in this Precinct a contribution towards the provision of this infrastructure on a City Wide and City West basis.
- The need for the extension of the Albion Park branch library is identified in the *Shellharbour Library Facilities and Services Study* (State Library of NSW, 1999). The study reveals that by the year 2023 the Albion Park area will require a local library with an area of approximately 750sqm (net area). The extension of the library is also identified to service the needs of residents within Rural West and Calderwood Precincts. On this basis it is proposed that the cost of providing the library extension be apportioned to development in Precincts 7, 8 and 9.
- The Albion Park By-Pass (Tripoli Way extension) is a proposed road which runs parallel to Tongarra Road. It commences at Illawarra Highway (east) through to the Illawarra Highway/Broughton Avenue intersection. Its primary function will be to help alleviate traffic impacts of traffic growth along the Tongarra Road commercial area and provide an alternative route to the proposed F6 motorway interchange. The *Albion Park Traffic Study (Maunsell AECOM, 2006)* identified that it is likely the F6 motorway will be constructed by 2030 and the full development of the Albion Park By-Pass will be required by this time, assuming significant urban development occurs in Calderwood by this time. As the demand for this infrastructure is generated by the development in Precincts 7, 8 and 9, the cost of providing this infrastructure will be apportioned to development in these Precincts.

23.4 Contribution rates

i. Albion Park Library

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{(\text{TC}) - \text{CTD}}{\text{R}}$$

Where:
TC Total cost of infrastructure (estimated)
CTD Contributions received to 30/06/13
R Projected increase in Albion Park (362), Rural West (20) and Calderwood (480) residential dwellings between 2013 and 2023 (862)

ii. Albion Park By-Pass

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{(\text{TC} \times \text{AF}) - \text{CTD}}{\text{R}}$$

Where:
TC Total cost of infrastructure (estimated)
AF Apportionment factor between existing & future Precinct dwellings:
Projected increase in Albion Park (2,976), Rural West (71) and Calderwood (855) dwellings between1993 and 2028 (3,902) / projected total number of dwellings in Albion Park (5,082), Rural West (217) and Calderwood (855) at 2028 (6,154).
{3,902 / 6,154 = 0.6341}
CTD Contributions received to 30/06/13
R Projected increase in Albion Park (481), Rural West (30) and Calderwood (855) residential dwellings between 2013 and 2028 (1,366).

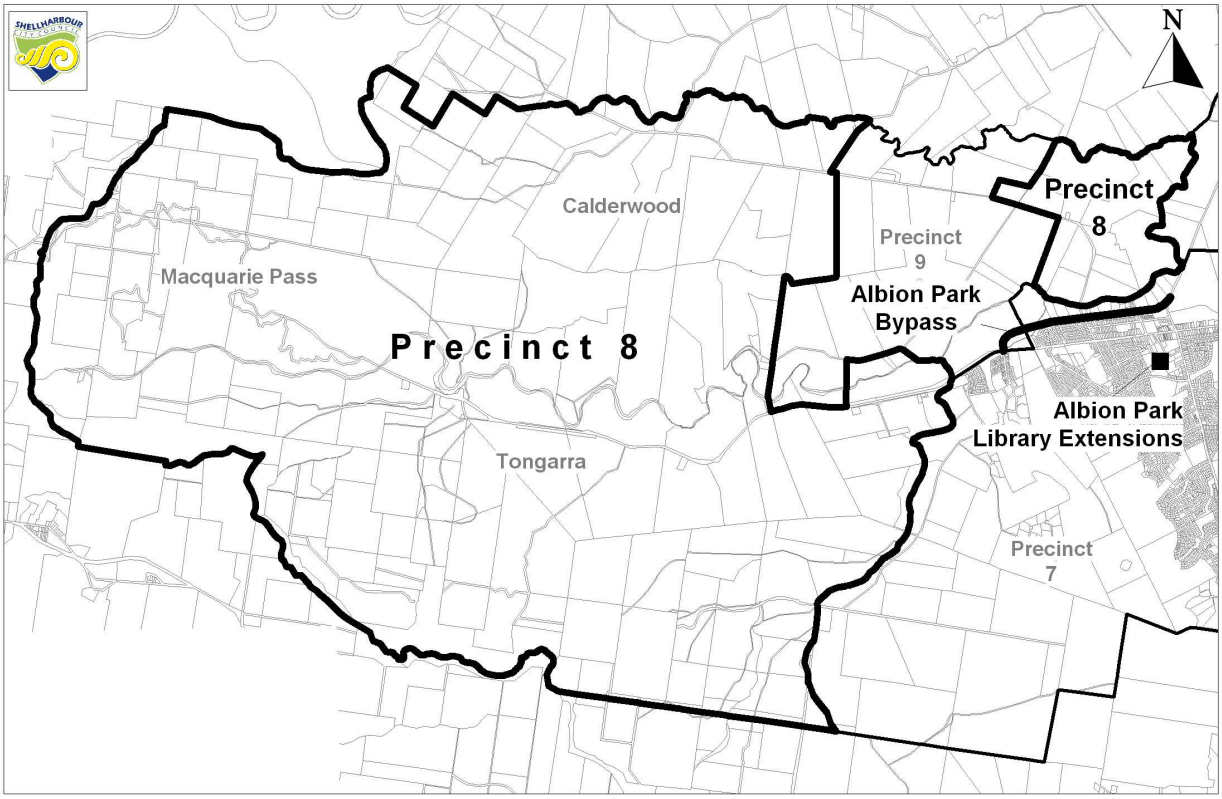
The contribution rate for this infrastructure and are shown in Table 23.1, Summary of contribution rates, and the location shown in Figure 23.1.

Table 23.1: Precinct 8 - Summary of contribution rates

Infrastructure Item	Levy Basis	Total Cost	Rate per lot/dwelling
Open Space and Recreation Infrastructure			
C1.02 Beach Foreshore (recoupment)	C	$ 3,432,443	$ 255.25
C1.17 Shellharbour City Stadium (recoupment)	C	$ 4,560,192	$ 288.28
C1.18 Albion Oval Touch Football Fields	CW	$ 348,400	$ 150.35
C1.21 Con O'Keefe Reserve	CW	$ 152,221	$ 91.91
C1.22 Western Valley Sports Fields	CW	$ 1,665,068	$ 664.01
C1.28 Calderwood Sportsfields	CW	$ 2,167,227	$ 1,434.30
Subtotal			$ *2,884.10*

Community Infrastructure			
C2.04 Shellharbour City Performance Theatre	C	$ 9,384,077	$ 676.79
C2.06 City Library	C	$ 14,699,979	$ 797.74
C2.08 Council Administration Offices	C	$ 19,928,027	$ 783.18
C2.09 Civic Auditorium	C	$ 10,585,793	$ 898.90
C2.16 Albion Park Library Extensions	P	$ 1,492,399	$ 1,130.64
Sub total			$ *4,287.25*
Roads & Traffic Infrastructure			
C3.03 Lake Entrance Rd deviation (recoupment)	C	$ 4,210,086	$ 328.35
C3.04 Oak Flats Transport Centre (recoupment)	C	$ 474,607	$ 36.10
C3.05 Tongarra Rd East (recoupment)	C	$ 678,019	$ 246.27
C3.09 Albion Park By-Pass	P	$ 13,900,723	$ 5,472.67
Sub total			$ *6,083.39*
Section 94 Management			
C6.04 Section 94 Management	C	$ 4,907,837	$ 946.98
Subtotal			$ *946.98*
Total			**$ 14,201.72**

Figure 23.1: Precinct 8 - Rural West



24 PRECINCT 9 - CALDERWOOD

24.1 Context

This Precinct was re-zoned from non-urban to urban under the Major Development State Environmental Plan Policy. Following this, a Part 3A Concept Plan approval was granted in 2010 to enable the development of 4,800 dwellings, with approximately 50 hectares of mixed use/employment lands, in Calderwood Valley, known as the Calderwood Urban Development Project (the CUDP). The CUDP is a site located to the north west of Albion Park and previously formed part of Precinct 8, Rural West.

The Calderwood Urban Development Project thus forms "Precinct 9" in recognition that this new population will create the demand for additional infrastructure. Whilst the CUDP area crosses into the Wollongong LGA, population projections for the Shellharbour LGA have only been considered under this Plan review.

It is anticipated in this Plan that the number of dwellings in the proposed development at Calderwood will reach 480 dwellings by 2023, and 855 dwellings by 2028.

24.2 Proposed Infrastructure

In additional to a contribution toward City Wide and City West infrastructure, development within the Precinct will generate the demand, and be required to make a contribution toward, the following Precinct level infrastructure:

- Albion Park Library extensions
- Albion Park By-Pass
- Passive open space in accordance with Section 4 of this Plan.

Note: The *Open Space, Recreation and Community Facilities Needs Study (SCC, 2010)* provision standards are 1 community centre per 10,000 to 20,000 people. Based on the Plan's growth assumptions to 2028 the urban development area of Calderwood (Precinct 9) will initially require a small temporary community centre to serve the initial population. The provision of a temporary neighbourhood centre is a condition of the Court approval for the Calderwood Stage 1 Project Application and as such no contribution will be required under this Plan. When sufficient growth is forecast to trigger the need for a permanent Community Centre, provision will be made in a future Plan review.

24.3 Nexus

- There is a range of City Wide infrastructure which is provided to meet the needs of the Shellharbour LGA and is considered accessible to the residents of this Precinct. It is therefore considered appropriate to levy new development in this Precinct a contribution towards the provision of this infrastructure on a City Wide basis.
- The provision of open space for new residential areas is based on the 2.83 hectare per 1,000 people standard. Council's *Parks and Recreational Space Guidelines (Appendix B, Open Space, Recreation & Community Facilities Needs Study Report SCC, 2010)* has been used to determine the location, type, design and amount of open space to be provided.

- The future growth within this Precinct will require the provision of active open space. The *Open Space, Recreation and Community Facilities Needs Study (SCC, 2010)* has identified the Design Principles, Hierarchies and Provision Standards. The provision standard is 1.7 ha per 1,000 people. Based on the population growth assumption of 2,438 approximately 4.14 ha will be required to cater for the anticipated population to 2028. As these sporting fields are required as a direct result of future growth it is considered reasonable to levy developers the full cost on a City West basis.
- The amount of passive open space has been determined on the basis of a population servicing ratio of 1.13ha per 1,000 people. On the basis of 2.6 residents per dwelling this translates to 29m^2 of passive open space per dwelling/lot.
- It is considered reasonable that both Greenfield development in new urban areas and infill development in established urban areas contribute towards the embellishment of existing and new open space within the Precinct in order to increase its usability so it can meet the additional demand.
- The need for the extension of the Albion Park branch library is identified in the *Shellharbour Library Facilities and Services Study* (State Library of NSW, 1999). The study reveals that by the year 2023 the Albion Park area will require a local library with an area of approximately 750sqm (net area). The extension of the library is also identified to service the needs of residents within Rural West and Calderwood Precincts. On this basis it is proposed that the cost of providing the library extension be apportioned to development in Precincts 7, 8 and 9.
- The Albion Park By-Pass (Tripoli Way extension) is a proposed road which runs parallel to Tongarra Road. It commences at Illawarra Highway (east) through to the Illawarra Highway/Broughton Avenue intersection. Its primary function will be to help alleviate traffic impacts of traffic growth along the Tongarra Road commercial area and provide an alternative route to the proposed F6 motorway interchange. The *Albion Park Traffic Study (Maunsell AECOM, 2006)* identified that it is likely the F6 motorway will be constructed by 2030 and the full development of the Albion Park By-Pass will be required by this time, assuming significant urban development occurs in Calderwood by this time. As the demand for this infrastructure is generated by the development in Precincts 7, 8 and 9, the cost of providing this infrastructure will be apportioned to development in these Precincts.

24.4 Contribution rates

i *Albion Park Library*

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{TC - CTD}{R}$$

Where:

TC	Total cost of infrastructure (estimated)
CTD	Contributions received to 30/06/13
R	Projected increase in Albion Park (362), Rural West (20) and Calderwood (480) residential dwellings between 2013 and 2023 (862)

ii. Albion Park By-Pass

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{(TC \times AF) - CTD}{R}$$

Where:

TC Total cost of infrastructure (estimated)

AF Apportionment factor between existing & future Precinct dwellings: Projected increase in Albion Park (2,976), Rural West (71) and Calderwood (855) dwellings between1993 and 2028 (3,902) / projected total number of dwellings in Albion Park (5,082), Rural West (217) and Calderwood (855) at 2028 (6,154). {3,902/6,154 = 0.6341}

CTD Contributions received to 30/06/13

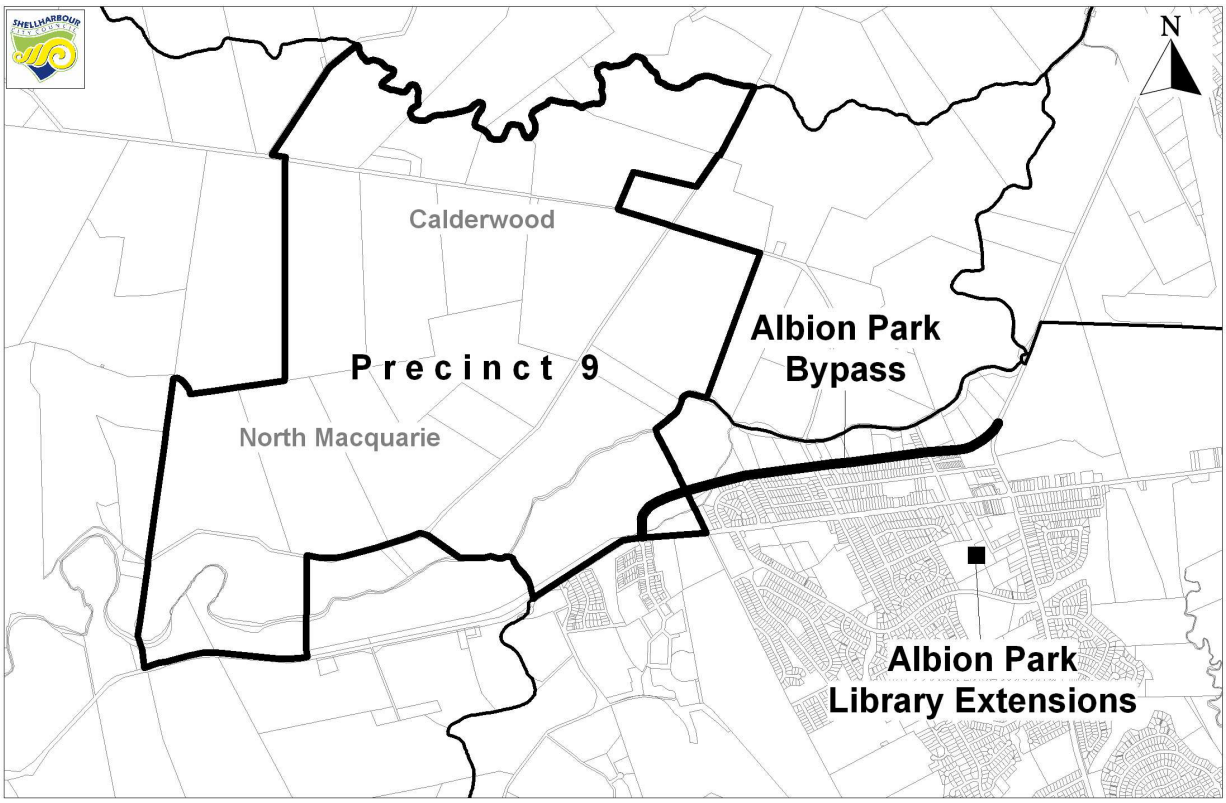
R Projected increase in Albion Park (481), Rural West (30) and Calderwood (855) residential dwellings between 2013 and 2028 (1,366).

The contribution rates for this infrastructure are shown in Table 24.1, Summary of contribution rates, and the location shown in Figure 24.1.

Table 24.1: Precinct 9 - Summary of contribution rates

Infrastructure Item	Levy Basis	Total Cost	Rate per lot/dwelling
Open Space and Recreation Infrastructure			
C1.02 Beach Foreshore (recoupment)	C	$ 3,432,443	$ 255.25
C1.17 Shellharbour City Stadium (recoupment)	C	$ 348,400	$ 288.28
C1.18 Albion Oval Touch Football Fields	CW	$ 348,400	$ 150.35
C1.21 Con O'Keefe Reserve	CW	$ 152,221	$ 91.91
C1.22 Western Valley Sportsfields	CW	$ 1,665,068	$ 664.01
C1.26 Passive Open Space Embellishment	CW	$ 2,357,392	$ 707.15
C1.28 Calderwood Sports Fields	CW	$ 2,167,227	$ 1,434.30
Subtotal			$ *3,591.25*
Community Infrastructure			
C2.04 Shellharbour City Performance Theatre	C	$ 9,147,427	$ 676.79
C2.06 City Library	C	$ 14,699,979	$ 797.74
C2.08 Council Administration Offices	C	$ 19,928,027	$ 783.18
C2.09 Civic Auditorium	C	$ 10,585,793	$ 898.90
C2.16 Albion Park Library Extensions	P	$ 1,454,764	$ 1,130.64
Sub total			*$ 4,287.25*
Roads & Traffic Infrastructure			
C3.09 Albion Park By-Pass	P	$ 13,900,723	$ 5,472.67
Sub total			$ *5,472.67*
Section 94 Management			
C6.04 Section 94 Management	C	$ 4,907,837	$ 946.98
Subtotal			$ *946.98*
Total			**$ 14,298.15**

Figure 24.1: Precinct 9 - Calderwood



25 BENEFIT AREA 5 - EAST WEST LINK (ASHBURTON DRIVE)

25.1 Context

The section of the East West Link Road (Ashburton Drive) between Terry Street and Mortlock Drive roundabout acts as a collector road for that development within the whole of the identified Benefit Area shown in Figure 25.1 and as such it is only this section of road which is levied to the Benefit Area. The remaining section of road (Mortlock Drive roundabout to the interchange) is levied on a City Wide basis (see section 13.4).

25.2 Constructed Infrastructure (to be recouped)

The following infrastructure has been provided for under Section 94 Plans:

- East West Link (Ashburton Drive) (recoupment)

25.3 Nexus

- The collector road is required to provide access to the residential developments within the identified benefit area.
- Only the portion of the total cost to construct this section of the East-West Link road to a collector road standard is applied and this is apportioned to the adjacent developable land directly benefiting from it.

25.4 Contribution rates

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per } m^2 \text{ of land area} = \frac{TC}{L}$$

Where:
TC Total cost of infrastructure (actual)
L Total developable area (land area) of catchment (1,009,353 m^2)

The contribution rate for this infrastructure is shown in Table 25.1 and the location of the road is shown in Figure 25.1.

Table 25.1: Benefit Area 5 - Contribution Rate

Infrastructure Item	Total Cost	Rate per m^2 land area (lot size)
C3.07 East West Link (Ashburton Drive)	$ 1,575,149	$ 1.56

Figure 25.1: Benefit Area 5 – East West Link (Ashburton Drive)

26 BENEFIT AREA 7 - MT TERRY DRAINAGE CATCHMENT

26.1 Context

Stormwater drainage works within the Mount Terry Drainage Catchment Area will need to be constructed to allow development of certain land in the south of Albion Park. These will benefit an easily identifiable catchment and it is this catchment that forms Benefit Area 7.

The majority of the required works are now complete and the costs allocated to this Benefit Area reflect where possible the actual cost of construction with tender prices used for those sections still to be constructed.

26.2 Constructed and Proposed Infrastructure

The works for this Benefit Area are completed as each stage is developed. These works include:

- Construction works within the water courses to define the water courses, to limit flooding and erosion;
- Embellishment works to create “naturally functioning” creeks;
- Additional landscaping to improve the amenity of the water courses;
- Water quality control ponds

In addition, a number of playground areas (embellished with landscaping as well as playground equipment) are provided. These are required to service the future population within the catchment.

26.3 Nexus

Design of the creek works was carried out in accordance with the recommendations of the Mount Terry Catchment Study (K F Williams, 1999). This study recommended that although no detention basins were required, water quality control works were needed, because residential development in the Mount Terry Catchment area would contribute to the increased pollution in the water courses. The study also recommended the most effective arrangement for these water quality control works, which has been adopted and taken into account in this Plan. (Note: Some modifications have been made to these works as changes have occurred in the approach to drainage works and more detailed designs have been carried out as part of the subdivision works and these are reflected in the cost estimates for the works).

Accordingly, although each development site within the Mount Terry Catchment Area will contribute to pollution within the water courses, the water quality control ponds will not be located on each site and the cost of the works needs to be shared. The cost of construction of both the water courses (including embellishment) and the water quality control ponds is shared according to the developable area within each development site, since the pollution load is proportional to the developed area.

The *Albion Park Open Space and Recreation Plan (1999)* identifies the future playground and parkland requirements for Albion Park. The playgrounds and parklands proposed within the Mount Terry Catchment area are to be provided in accordance with those requirements.

In this regard additional playgrounds are to be provided to serve the demand arising from development within the catchment. As these playgrounds will be constructed as part of the embellishment of the drainage areas their costs have been included in the contribution rates for this benefit area.

26.4 Contribution rates

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution} = \frac{TC}{D_T} \times D_S$$

Where:

TC Total cost of infrastructure (actual and estimated)

D_T The total developable land area within the Mount Terry Drainage Catchment Benefit Area (ie equal to the sum of the areas on each development site) (1,025,063 m^2)

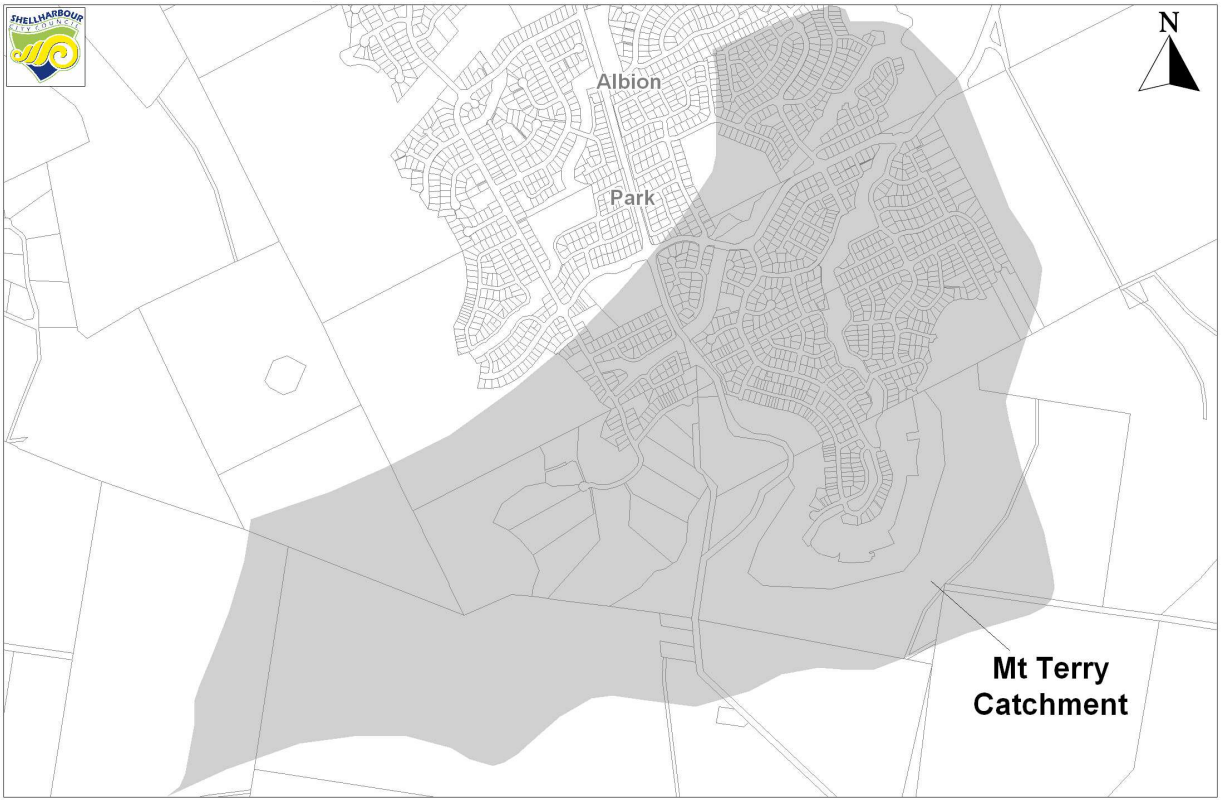
D_S Developable land area of the subject site (ie not including areas within watercourses or floodprone);

The contribution rate for this infrastructure is shown in Table 26.1 and the location shown in Figure 26.1.

Table 26.1: Benefit Area 7 - Contribution Rate

Infrastructure Item	Total Cost	Rate per m^2 developable land area
C5.01 Mount Terry Drainage Catchment	$ 5,850,241	$ 5.71

Figure 26.1: Benefit Area 7 - Mt Terry Drainage Catchment



27 BENEFIT AREA 8 - ALBION PARK DRAINAGE CATCHMENTS

27.1 Context

Stormwater drainage is an important feature of urban development in the Albion Park Precinct. Council is adopting a catchment based approach to stormwater drainage systems that is self-financing in terms of capital and operating costs. As each of these catchments contains more than one landowner Council has chosen to include these works as a Benefit Area within this Plan to enable the application of a catchment based approach. In this regard developer contributions under this Plan will be used to fund the capital cost of infrastructure within the following catchments:

- Tarra Catchment
- Cooback Creek Catchment
- Cooby Road South Drainage Catchment
- Cooby Road North Drainage Catchment

Stormwater is now much more than simply the construction of pipes and channels. Community awareness and expectations of pollution and flooding control have changed significantly over the last few decades. For this reason in 2000 and 2005 Council undertook a review of the drainage infrastructure required for the each of these catchments, with the exception of the Tarra Catchment which is nearly fully developed. Council is thus unable to operate a total catchment regime without the introduction of the user-pays philosophy, based on Section 94 contributions.

27.2 Proposed Infrastructure

To service anticipated population growth generated by new development in the areas to the south and west of Albion Park (Figure 27.1) it will be necessary to provide stormwater drainage systems for the following four catchments:

- Tarra Drainage Catchment
- Cooback Catchment
- Cooby Road South Drainage Catchment
- Cooby Road North Drainage Catchment

Note: Contributions will not be levied for drainage infrastructure in the Cooback and Cooby Road Catchments on land part zoned residential as at the date of this Plan or which is zoned residential or rural residential during the currency of the Plan, if Council is satisfied that the proposed development does not generate a need for this infrastructure (by providing its own water quality/detention on site).

27.3 Nexus

27.3.1 Tarra Catchment

The *Albion Park Local Environmental Study* (Shellharbour City Council, 1993) identified the initial need to address the issue of drainage within these four catchments and this report is still used as the basis for the levying of contributions within the Tarra Catchment.

27.3.2 Cooback Creek Catchment

These drainage works are required to serve new residential development within the catchment. The need for these works and their scope has been justified in both the *Cooback Creek Stormwater Strategy – Concept Plan* (Forbes Rigby Pty Ltd, 2000) and the *Working Paper on Stormwater Management Requirements for the Cooback Creek Catchment & Section 94 Implications* (Forbes Rigby, 2000).

As the need for these drainage works are directly related to new development within the catchment it is considered appropriate to levy developers within the catchment to fund the full cost of capital infrastructure.

Note: The provisions of this Plan relating to drainage in the Cooback Creek Catchment apply to that development within that area of the catchment which is zoned for residential purposes only.

27.3.3 Cooby Road Catchment

The *Albion Park West Drainage Strategy & Section 94 Contributions Plan – Cooby Road Catchment Report (Storm Consulting, 2005)* has identified the drainage works that are required to enable residential and rural residential development within the Cooby Road Catchment (which incorporates both the Cooby Road North and Cooby Road South sub catchments).

As the need for these drainage works are directly related to new development within the catchment it is considered appropriate to levy developers within the catchment to fund the full cost of capital infrastructure.

27.4 Contribution rates

27.4.1 Tarra Catchment (A) and Cooback Catchment

The contribution rate for these catchments has been calculated on the basis of the following formula:

$$\text{Contribution} = \frac{TC}{D_T} \times D_S$$

Where:

TC	Total cost of infrastructure (actual and estimated)
D_T	The total developable land area within the Catchment Benefit Area
D_S	Developable land area of the subject site (ie not including areas within watercourses or floodprone);

27.4.2 Tarra Catchment (B) – Wet Pond & Gross Pollutant Trap

Where the developer, in agreement with Council, undertakes all trunk drainage and minor drainage works within their development site the following contribution rate will apply for those developments within the Tarra Catchment for the construction of a wet pond and gross pollutant trap external to the development site.

$$\text{Contribution} = \frac{TC}{L}$$

Where:

TC	Total Cost of wet pond and gross pollutant trap
L	Number of lots within the Tarra Catchment

27.4.3 Cooby Road Catchment

The method of calculation of contribution rates for this catchment is based on the recommendations of the *Albion Park West Drainage Strategy & Section 94 Contributions Plan – Cooby Road Catchment Report (Storm Consulting, 2005)* and recognises the variations in runoff requirements dependant on development type. Data on which these calculations were based are summarised in Table 27.2 below.

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution} = R_E \times \frac{A_E}{A_A} \times A_S$$

Where:

R_E Rate per Equivalent Area (total cost / total equivalent area)
A_E Total Equivalent Area (residential or rural residential)
A_A Total Actual Area (residential or rural residential)
A_s Area of subject site

Note: Equivalent area is the total area adjusted for projected % impervious area (65% for residential and 13% for rural residential).

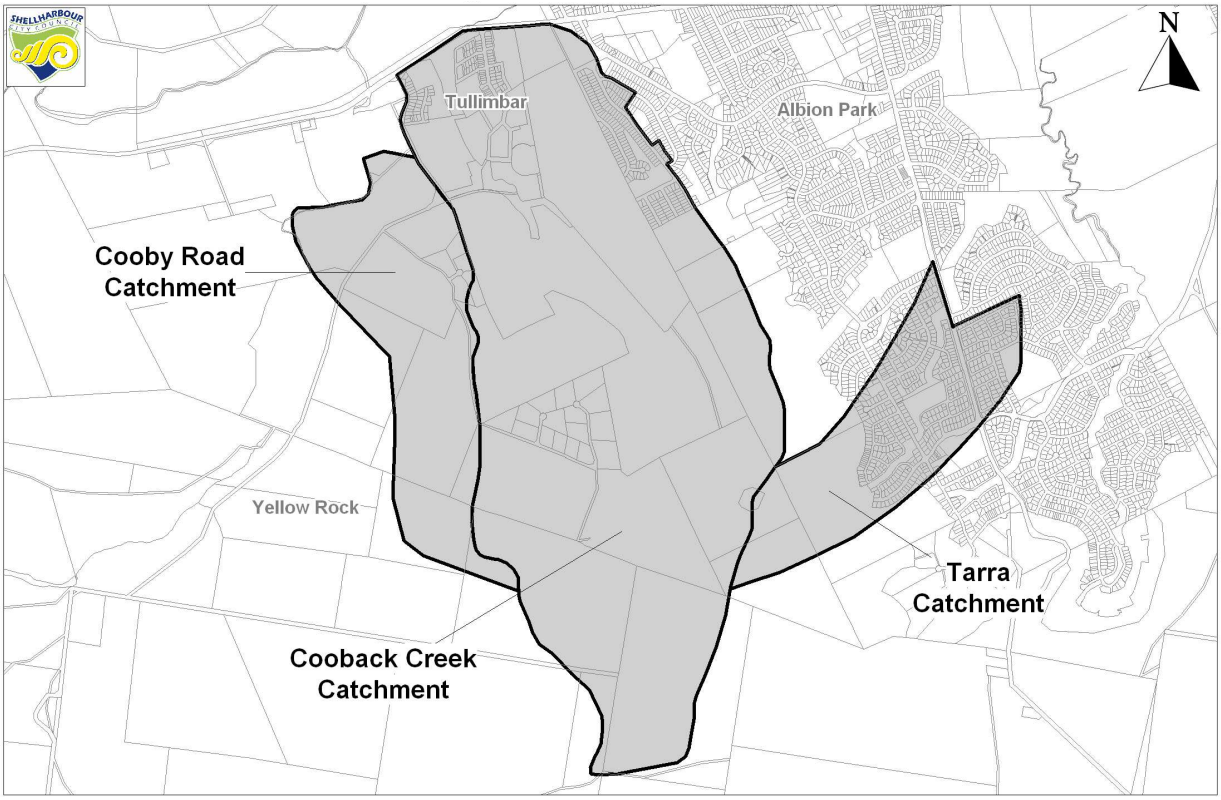
Table 27.1: Benefit Area 8 – Contribution Rates

Catchment	Area (ha)	Total Cost	Rate per unit	Unit
Tarra catchment (A)	29	$1,582,065	$5.46	m^2 developable land area
Tarra catchment (B) – 382 lots	-	$414,188	$1,084.26	lot / dwelling
Cooback catchment	116.3	$4,057,704	$3.49	m^2 developable land area
Cooby Road Catchment - residential development	12.6	$3,342,290	$17.23	m^2 land area (of subject site)
Cooby Road Catchment - rural residential development	3.7	$969,858	$3.45	m^2 land area (of subject site)
Total		**$10,366,105**		

Table 27.2: Cooby Road Catchment - Allocation of Benefit and Costs

	Equivalent Area (m^2)	Total Cost	Actual Area (m^2)	Rate / Developable Area ($ / m^2)
Residential	126,101.3	$ 3,342,290	194,002	$ 17.23
Rural Residential	36,591.8	$ 969,858	281,475	$ 3.45
TOTAL	*162,693.1*	$ *4,312,48*	*475,477*	
Rate per Equivalent Area ($ / m^2)	$ 25.84			

Figure 27.1: Benefit Area 8 - Albion Park Drainage Catchments



28 BENEFIT AREA 9 - WESTERN VALLEY INFRASTRUCTURE

28.1 Context

The Western Valley (Tullimbar) is located at the western edge of Albion Park and is one of the major residential development areas in the Albion Park Precinct. The development within this site will create the demand for additional infrastructure to be provided within this Benefit Area.

28.2 Constructed Infrastructure

The following infrastructure has been provided and is being recouped:

- Illawarra Highway / Western Valley intersection

28.2 Proposed Infrastructure

The following infrastructure is required to service the needs of new residential development within the Benefit Area:

- Western Valley Community Centre
- Church Street / Sophia Street intersection

28.3 Nexus

- With a future population of approximately 4,000 people the Western Valley Benefit Area is of sufficient size to generate the demand for community services. In order to meet this demand it is proposed to provide a small multi-purpose community centre within the Benefit Area. It is proposed that the centre be located in the commercial centre of the Western Valley.
- The study, *Review of the Need for Traffic Calming Facilities* (SMEC, 2000), identifies a number of intersection improvements and traffic management measures that will be required in order to control the flow of traffic at the identified intersections and improve road safety as a result of increased traffic volumes from development both within and immediately adjacent to the Benefit Area.

28.4 Contribution rates

The contribution rate has been calculated on the basis of the following formula:

$$\text{Contribution rate per residential lot / dwelling} = \frac{TC}{R}$$

Where:
TC Total cost of infrastructure (estimated)
R Projected increase in Benefit Area residential dwellings (1,500)

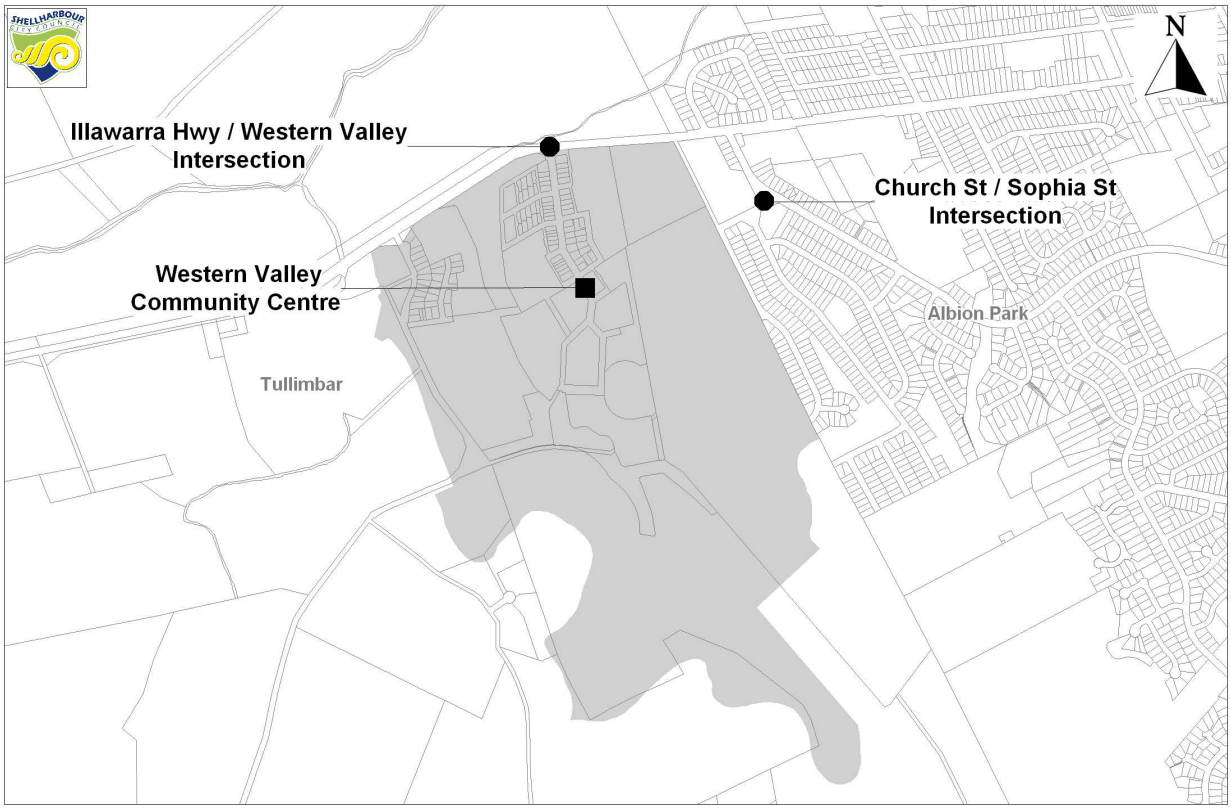
The contribution rates for this infrastructure are shown in Table 28.1 and the location shown in Figure 28.1.

Table 28.1: Benefit Area 9 - Contribution Rates

Infrastructure Item	Total Cost	Rate per lot/dwelling
C2.18 Western Valley Community Centre	$ 594,010	$ 396.01
C3.18 Illawarra Highway / Western Valley Intersection	$ 1,406,109	$ 937.41
C3.19 Church Street / Sophia Street Intersection	$ 212,633	$ 141.76
Total	**$ 2,212,752**	**$ 1,475.18**

Note: The construction of these Benefit Area works will be completed by the major developer as Works In Kind. Contributions will be sought from other developers to reimburse the major developer.

Figure 28.1: Benefit Area 9 - Western Valley Infrastructure



APPENDIX A DEFINITIONS

Active Sporting and Recreational Facilities: includes all types of sporting facilities such as sports fields, tennis courts, swimming pools, playground equipment and the like. It does not include indoor facilities.

Apportionment: relates to the process which seeks to isolate demands to ensure that the contributing population only pays for its share of the total demand. It is therefore the distribution of cost between Council and Developer. Council pays for the existing population and Developers are levied for future growth.

Catchment: a geographical or other defined area to which a contributions Plan applies.

City Wide Contribution: a single contribution rate, applied across the City, to all forms of residential development for the provision of infrastructure that meet the longer term needs of the Shellharbour community.

Commercial Premise: includes Commercial, Retail, Business, Industrial, Tourist and Visitor Accommodation, Educational establishments and Health service facilities**.**

Community Infrastructure: 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, and youth centre. Community Infrastructure is also defined as 'public services and amenities' in the *EP&A Act* and 'community facility' in the *LEP 2013* as they relate to the provision of those facilities, services and amenities by Shellharbour City Council.

Contingencies: provision for unseen expenditure associated with items on cost schedules.

Contributions Plan: a public document prepared by Council pursuant to S94EA of the *Environmental Planning & Assessment Act.*

Developer contribution: a monetary contribution, the dedication of land free of cost, or the provision of a material public benefit

Development means:

- The erection of a building on that land
- The carrying out of work in, on, over or under the land
- The use of that land or of a building or work on that land
- The subdivision of that land

Gross floor area: means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

(a) the area of a mezzanine, and

(b) habitable rooms in a basement or an attic, and

(c) any shop, auditorium, cinema, and the like, in a basement or attic,

but excludes:

(d) any area for common vertical circulation, such as lifts and stairs, and

(e) any basement:

(i) storage, and

(ii) vehicular access, loading areas, garbage and services, and

(f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and

(g) car parking to meet any requirements of the consent authority (including access to that car parking), and

(h) any space used for the loading or unloading of goods (including access to it), and

(i) terraces and balconies with outer walls less than 1.4 metres high, and

(j) voids above a floor at the level of a storey or storey above.

In-Kind Contribution: the provision of an actual facility eg. Building or sports field, instead of paying cash contribution to Council.

Infill Development: includes:

- the minor re-subdivision of existing residential properties where new roads, open space, major drainage structures etc are not required;
- dual occupancy development (which may or may not include the strata or torrens title subdivision thereof); and
- integrated housing development (including the Torrens Title subdivision thereof).

Investigation and design: provision for costs associated with project management, planning, supervision and design.

Informal recreational: a flat, grassed area suitable for informal ball games in contrast to organised team sports.

Material public benefit: does not include the payment of a monetary contribution or the dedication of land free of cost.

Multiple Unit Developments: residential developments where more than one dwelling is being provided on a parcel of land.

Multi-use Facility: a facility that is designed to accommodate a variety of uses, either together or at different times. Such facilities do not become the "property" of a single group or organisation.

Needs based standards: standards based on the actual needs of the community rather than on some generalised average.

Nexus: a link is established between a development and a facility where the need for the facility (in whole or part) is generated as a result of that development. It is also the relationship between the expected types of development in the area and the demand for additional public facilities to meet that demand

Open Space Embellishment: includes all improvements to open space areas not covered by the basic requirements of subdivision. May include seating, additional planting, additional paved areas, irrigation systems and the like.

Planning Agreement: a voluntary agreement referred to in **S93F** of the *Environmental Planning & Assessment Act.*

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

Public purpose: is defined in S93F(2) of the *Environmental Planning & Assessment Act* to include the provision of, or the recoupment of the costs of providing public amenities and public services (as defined in S93C), affordable housing, transport or other infrastructure. It also includes the funding of recurrent expenditure relating to such things, the monitoring of the planning impacts of development and the conservation or enhancement of the natural environment.

Residential: includes the creation of a residential lot and/or the construction of a residential dwelling, as Section 94 applies to both. It is also referred to as 'residential accommodation' under the current Local Environmental Plan 2013 (LEP).

Social Housing Provider Social Housing Provider as defined in State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 means any of the following:

(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.

Works In Kind: the construction or provision of the whole or part of a public facility that is identified in the works schedule of a Contributions Plan.

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APPENDIX B COST SCHEDULES

The following Cost Schedules detail the break up of the cost components. This amount is an actual recoupment cost, an indexed cost, or an updated cost estimate.

C1.0 OPEN SPACE AND RECREATION INFRASTRUCTURE: SUMMARY TABLE

Infrastructure Item	Location (Precinct)	Levy Basis	Cost of Facility	S94 Developer Contributions received to 30/06/2013
C1.02 Beach Foreshore (recoupment)	1	C	$ 3,432,443	$ 653,125
C1.04 Myimbar Sports Centre (recoupment)	2	CE	$ 5,200,954	$ 3,330,657
C1.08 Shell Cove Sports Fields	2	CE	$ 3,591,439	$ 1,776,912
C1.10 Benson Basin Sports Fields	3	CE	$ 2,453,230	$ 874,512
C1.11 City Centre Youth Recreation Facility	3	CE	$ 1,001,000	$ 142,812
C1.16 Croom Sporting Complex - Netball Courts	7	C	$ 461,790	$ 330,455
C1.16 Croom - City West Sporting fields	7	CW	$ 647,575	$ 645,879
C1.17 Shellharbour City Stadium (recoupment)	7	C	$ 4,560,192	$ 1,017,751
C1.18 Albion Oval Touch Football Fields	7	CW	$ 348,400	$ 204,969
C1.20 Terry Reserve Soccer Fields	7	CW	$ 634,800	$ 457,713
C1.21 Con O'Keefe Reserve	7	CW	$ 152,221	$ 64,540
C1.22 Western Valley Sports Fields	7	CW	$ 1,665,068	$ 661,743
C1.24 Albion Park Commercial (recoupment)	7	BA	$ 647,004	$ 483,229
C1.25 Upgrade Existing Active Open Space	CE	CE	$ 840,325	$ 784,378
C1.25 Upgrade Existing Active Open Space	CW	CW	$ 212,545	$ 198,394
C1.26 Passive Open Space Embellishment	CE	CE	$ 5,389,177	$ 3,569,848
C1.26 Passive Open Space Embellishment	CW	CW	$ 2,756,464	$ 1,341,013
C1.28 Calderwood Sportsfields	9	CW	$ 2,167,227	$ -
TOTAL			**$ 36,161,854**	**$ 16,537,930**

C: S94 Contributions levied throughout the City
CE: S94 Contributions levied throughout City East
CW: S94 Contributions levied throughout City West
BA: Benefit Area

C1.02 BEACH FORESHORE (recoupment)

Component		Cost
Recoupment of past expenditure	$	2,796,992
Minus grant funding	*$*	*538,230*
Total	$	2,258,762
Indexed cost as at 30/06/2005	$	2,769,925
Indexed cost as at 30/06/2013	**$**	**3,432,443**
S94 developer contributions received to 30/06/2013	*$*	*653,125*

Source: Oculus 27/7/99

C1.04 MYIMBAR SPORTS CENTRE (recoupment)

Component		Total Cost
Recoupment of past expenditure	$	4,822,611
Indexed cost as at 30/06/2013	**$**	**5,200,954**
S94 developer contributions received to 30/06/2013	*$*	*3,109,486*
S94 developer contributions transferred from Myimbar Baseball	*$*	*221,171*

Source: Shellharbour City Council, 2012

C1.08 SHELL COVE SPORTS FIELDS

Component		Cost
Investigation & design	$	60,104
Construction works (cricket oval/2 rugby league)	$	1,172,242
Amenities building	$	417,000
Car parking	$	145,944
Lighting	$	67,200
Public utilities	$	50,120
Sub total	*$*	*1,912,610*
Fees & charges	$	90,120
Contingencies	$	340,466
Total	$	2,343,196
Indexed cost as at 30/06/2005	$	2,898,232
Indexed cost as at 30/06/2013	**$**	**3,591,439**
S94 developer contributions received to 30/06/2013	*$*	*1,776,912*

Source: Robert MacDonald & Assoc. 9/03/00

C1.10 BENSON BASIN SPORTS FIELDS

Component	Qty	Rate		Cost
Preliminaries			$	62,500
Landscaping			$	338,800
Amenities building			$	1,000,000
Car parking	160		$	310,800
Lighting			$	175,000
Investigation & design		10%	$	188,710
Contingencies		20%	$	377,420
Total			**$**	**2,453,230**
S94 developer contributions received to 30/06/2013			*$*	*874,512*

Source: Shellharbour City Council 2012

C1.11 CITY CENTRE YOUTH RECREATION FACILITY

Component	Rate		Cost
Skate Park construction		$	770,000
Investigation & design	10%	$	77,000
Contingencies	20%	$	154,000
Total		**$**	**1,001,000**
S94 developer contributions received to 30/06/2013			*85,736*
S94 developer contributions transferred from Youth Accomodation Facility			*57,076*

Source: Convic, 2012

C1.16 CROOM SPORTING COMPLEX

Component	Rate		Cost
Netball Courts			
Preliminaries		$	14,018
Earthworks		$	119,970
Court construction		$	110,500
Drainage & landscaping		$	42,420
Lighting		$	124,286
Contingencies & project management		$	50,597
Sub total		***$***	***461,790***
City West Sporting Fields			
Junior cricket pitch		$	17,646
Ammenities building		$	200,000
Car parking		$	108,000
Lighting		$	214,000
Contingencies		$	107,929
Sub total		***$***	***647,575***
Total		**$**	**1,109,365**
S94 developer contributions received to 30/06/2012 (Netball courts)		*$*	*330,455*
S94 developer contributions received to 30/06/2012 (Sporting Fields)		*$*	*645,879*

Source: Netball Courts - Shellharbour City Council, 2012
Junior Cricket Pitch - M Collins (& Sons) Pty Ltd, 2013
City West Sporting Fields - Raw linsons Australia Construction handbook, 2013

C1.17 SHELLHARBOUR CITY STADIUM (recoupment)

Component		Cost
Recoupment of past expenditure	$	4,050,000
Less grant funding from State Government (Dept Sport & Rec)	*$*	*370,000*
Total	$	3,680,000
Indexed cost as at 30/06/2013	**$**	**4,560,192**
S94 developer contributions received to 30/06/2013	*$*	*1,017,751*

Source: Shellharbour City Council, 2004

C1.18 ALBION OVAL TOUCH FOOTBALL FIELDS

Component	Rate		Cost
Lighting		$	268,000
Investigation & design	10%	$	26,800
Contingencies	20%	$	53,600
Total		**$**	**348,400**
S94 developer contributions received to 30/06/2013		*$*	*204,969*

Source: Musco Lighting, October 2012

C1.20 TERRY RESERVE SOCCER FIELDS

Component		Cost
Amenities building	$	100,000
Car parking	$	108,000
Lighting	$	321,000
Contingencies	$	105,800
Total	**$**	**634,800**
S94 developer contributions received to 30/06/2013	*$*	*457,713*

Source: Rawlinsons Australia Construction handbook 2013

C1.21 CON O'KEEFE RESERVE

Component		Cost
Investigation & design	$	13,805
Construction	$	4,189
Skateboard facility	$	60,000
Basketball court (1/2 size)	$	13,150
Lighting	$	2,200
Public utilities	$	1,400
Sub Total	*$*	*94,744*
Fees, Charges & Contingencies	$	28,096
Total	$	122,840
Indexed cost as at 30/06/2013	**$**	**152,221**
S94 developer contributions received to 30/06/2013	*$*	*64,540*

Source: Robert MacDonald & Assoc. 9/03/00

C1.22 WESTERN VALLEY SPORTS FIELDS

Component	Qty	Rate		Cost
Investigation & design			$	29,398
Construction			$	546,702
Amenities building	1		$	208,500
Car parking	62		$	62,837
Lighting			$	17,800
Public utilities			$	21,480
Sub total			*$*	*886,717*
Fees & charges		5%	$	41,792
Contingencies/profit		10%, 7%	$	157,847
Total			$	1,086,356
Indexed cost as at 30/06/2005			$	1,343,683
Indexed cost as at 30/06/2013			**$**	**1,665,068**
S94 developer contributions received to 30/06/2013			*$*	*661,743*

Source: Robert MacDonald & Assoc. 9/03/00

C1.24 ALBION PARK COMMERCIAL (Benefit Area)

Component		Cost
Recoupment of past expenditure	$	622,530
Indexed cost as at 30/06/2013	**$**	**647,004**
S94 developer contributions received to 30/06/2013	*$*	*483,229*

Source: Shellharbour City Council, 2011

C1.25 UPGRADE OF EXISTING ACTIVE OPEN SPACE

Component	Unit	Qty	Rate		Cost
Topsoil and seeding	m^2	5,000	$10	$	50,000
Goalposts and linemarking				$	7,500
Seating	item	2		$	33,000
Fencing	m	650	$100	$	65,000
Ammenities block				$	300,000
Field lighting				$	214,000
Car parking	bay	36		$	140,400
Investigation and design			10%	$	80,990
Contingencies			20%	$	161,980
Total				**$**	**1,052,870**
s94 contributions received to 30/06/2013 for City East				*$*	*784,378*
s94 contributions received to 30/06/2013 for City West				*$*	*198,394*

Source: Rawlinsons Australia Construction handbook 2013, Cordell Commercial and Industrial Rates

C1.26 PASSIVE OPEN SPACE EMBELLISHMENT

Area of Parkland (includes mix of Local, District and Citywide parks): 1.13 ha

Component	Unit	Qty	Rate		Cost
Topsoil, trees & shrubs	m^2	2,000	$25	$	90,400
Garden edging & mulch				$	54,720
Park furniture, bins, water service				$	10,500
Play equipment	set	1	$40,000	$	40,000
Wetpour - softfall		1	$30,000	$	30,000
Shade sail		1	$4,000	$	4,000
Contingencies			20%	$	45,924
Total cost of 1.13ha park				*$*	*275,544*
Total City East				***$***	***5,389,177***
Total City West				***$***	***2,756,464***
s94 contributions received to 30/06/2013 for City East				*$*	*3,104,583*
s94 contributions transferred from Cash in lieu of Land Dedications (City East)				*$*	*465,265*
s94 contributions received to 30/06/2013 for City West				*$*	*1,144,203*
s94 contributions transferred from Cash in lieu of Land Dedications (City West)				*$*	*196,810*

Source: Rawlinsons Australia Construction handbook 2013, Cordell Commercial and Industrial Rates

C1.28 CALDERWOOD SPORTS FIELDS

Component	Unit	Qty	Rate		Cost
Construction of Sportsfields:					
Vehicular access and parking					
Sporting grounds					
Amenities building					
Training facilities (sportsfield embellishment)					
Lighting					
Sub total				*$*	*1,960,227*
Land	ha	4.14	$ 50,000	$	207,000
Total				**$**	**2,167,227**
s94 contributions received to 30/06/2013				*$*	-

Source: Calderwood Concept Plan, Appendix I, Local Development Schedules, 2010

C2.0 COMMUNITY INFRASTRUCTURE: SUMMARY TABLE

Infrastructure Item	Location (Precinct)	Levy Basis	Cost of Facility	S94 Developer Contributions received to 30/06/2013
C2.01 Warilla Community Centre (recoupment)	1	P	$ 899,486	$ 18,650
C2.02 Shellharbour Library	2	P	$ 2,097,023	$ 808,929
C2.03 Shell Cove Community Centre	2	P	$ 2,055,240	$ 594,781
C2.04 Shellharbour City Performance Theatre	2	C	$ 9,384,077	$ 1,847,700
C2.06 City Library	3	C	$ 14,699,979	$ 2,996,220
C2.08 Council Administration Offices	3	C	$ 19,928,027	$ 1,408,201
C2.09 Civic Auditorium	3	C	$ 10,585,793	$ 768,446
C2.14 Oak Flats Community Centre (recoupment)	4	P	$ 638,080	$ 37,257
C2.16 Albion Park Library Extensions	7	P	$ 1,492,399	$ 517,788
C2.18 Western Valley Community Centre	7	BA	$ 594,010	$ 26,738
TOTAL			**$ 62,374,114**	**$ 9,024,710**

C: S94 Contributions levied throughout the City
P: S94 Contributions levied in a Precinct
BA: Benefit Area

C2.01 WARILLA COMMUNITY CENTRE (recoupment)

Component		Cost
Recoupment of past expenditure	$	1,060,870
Minus Grant from NSW Premier Department	*$*	*335,000*
Total	$	725,870
Indexed cost as at 30/06/2013	**$**	**899,486**
S94 developer contributions received to 30/06/2013	*$*	*18,650*

Source: Bishop, Hitchcock & Irwin, and Shellharbour City Council, 2005

C2.02 SHELLHARBOUR LIBRARY

Component	Rate		Cost
Library building		$	708,000
Library fitout		$	97,000
Access and parking		$	22,000
Bulk earthworks		$	31,000
Landscaping		$	1,000
Books		$	292,000
Public utilities		$	8,000
Sub total		*$*	*1,159,000*
Fees and charges		$	87,000
Contingencies		$	99,000
Public art and design	2%	$	23,180
Total		$	1,368,180
Indexed cost as at 30/06/2005		$	1,692,263
Indexed cost as at 30/06/2013		**$**	**2,097,023**
S94 developer contributions received to 30/06/2013		*$*	*808,929*

Source: Richard Hanna 15/09/99

C2.03 SHELL COVE COMMUNITY CENTRE

Component	Rate		Cost
Building:			
Community centre: building		$	551,000
Community centre: fitout		$	60,000
Access and parking		$	53,000
Bulk earthworks		$	27,000
Landscaping		$	13,000
Public utilities		$	37,000
Fees and charges	10%	$	74,000
Contingencies	10%	$	81,500
Public art and design	2%	$	14,800
Sub total		$	911,300
Indexed cost as at 30/06/2005		$	1,041,699
Indexed cost as at 30/06/2013		**$**	**1,290,856**
Land		$	764,384
Total		**$**	**2,055,240**
S94 developer contributions received to 30/06/2013		*$*	*594,781*

Source: Land - Shellharbour City Council 2013, Building - Richard Hanna 15/09/99

C2.04 SHELLHARBOUR CITY PERFORMANCE THEATRE

Component	Rate		Cost
Theatre: building		$	4,594,000
Theatre: fitout		$	66,000
Access and parking		$	121,000
Bulk earthworks		$	144,000
Landscaping		$	5,000
Public utilities		$	47,000
Sub total		*$*	*4,977,000*
Fees and charges	10%	$	498,000
Contingencies	10%	$	548,000
Public art and design	2%	$	99,540
Total		$	6,122,540
Indexed cost as at 30/06/2005		$	7,572,795
Indexed cost as at 30/06/2013		**$**	**9,384,077**
S94 developer contributions received to 30/06/2013		*$*	*1,847,700*

Source: Richard Hanna 15/09/99

C2.06 CITY LIBRARY

Component	Rate		Cost
Building - Library		$	5,174,650
Building - Museum		$	1,502,970
Access and carparking		$	2,139,927
Apportioned - lifts and external works		$	1,442,141
Books		$	800,000
Contractor preliminaries & margins	15%	$	1,538,953
Design state contingency	2%	$	235,973
Construction contingency	5%	$	601,731
Professional fees	10%	$	1,263,634
Total		**$**	**14,699,979**
S94 developer contributions for Central Library received to 30/06/2013		*$*	*1,832,176*
S94 developer contributions for Blackbutt Branch Library rec'd to 30/06/2013		*$*	*173,843*
S94 developer contributions for Multi-Function Arts Centre rec'd to 30/06/2013		*$*	*584,413*
S94 developer contributions for Sessional Services received to 30/06/2013		*$*	*405,788*

Note: Land Component: 1,100sqm of land to be dedicated by Landcom in accordance with Deed of Agreement. This has been received as part of the purchase of Lot 2, Cygnet Avenue. Deed funds have been allocated to the land acquisition.

Source: WT Partnership, 2012

C2.08 COUNCIL ADMINISTRATION OFFICES

Component	Rate		Cost
Building construction and fit out		$	9,945,000
Access and parking		$	2,846,035
Apportioned - lifts and external works		$	1,918,004
Contractor preliminaries & margins	15%	$	2,206,356
Design state contingency	2%	$	338,308
Construction contingency	5%	$	862,685
Professional fees	10%	$	1,811,639
Total		**$**	**19,928,027**
S94 developer contributions received to 30/06/2013		*$*	*1,408,201*

Source: WT Partnership, 2012

C2.09 CIVIC AUDITORIUM

Component	Rate		Cost
Building construction and fit out		$	5,282,796
Access and parking		$	1,511,818
Apportioned - lifts and external works		$	1,018,846
Contractor preliminaries & margins	15%	$	1,172,019
Design state contingency	2%	$	179,710
Construction contingency	5%	$	458,259
Professional fees	10%	$	962,345
Total		**$**	**10,585,793**
S94 developer contributions received to 30/06/2013		*$*	*768,446*

Source: WT Partnership, 2012

Note: Council Chambers are excluded from the calculation of Section 94 contributions

C2.14 OAK FLATS COMMUNITY CENTRE (recoupment)

Component		Cost
Recoupment of past expenditure	$	514,920
Indexed cost as at 30/06/2013	**$**	**638,080**
S94 developer contributions received to 30/06/2013	*$*	*37,257*

Source: Shellharbour City Council, 2005

C2.16 ALBION PARK LIBRARY EXTENSIONS

Component	Rate		Cost
Library building		$	444,000
Library fitout		$	35,000
Access and parking		$	21,000
Bulk earthworks		$	16,000
Landscaping		$	7,000
Books		$	240,000
Public utilities		$	22,000
Sub total		*$*	*785,000*
Fees and charges		$	55,000
Contingencies	10%	$	118,000
Public art and design	2%	$	15,700
Total		$	973,700
Indexed cost as at 30/06/2005		$	1,204,342
Indexed cost as at 30/06/2013		**$**	**1,492,399**
S94 developer contributions received to 30/06/2013		*$*	*517,788*

Source: Richard Hanna 19/06/00

C2.18 WESTERN VALLEY COMMUNITY CENTRE (Benefit Area)

Component		Cost
Building:		
Building and fit out	$	196,000
Access and parking	$	9,000
Bulk earthworks	$	12,000
Landscaping	$	7,000
Public utilities	$	24,000
Fees and charges	$	25,000
Contingencies	$	27,000
Public art and design	$	6,000
Sub total	*$*	*306,000*
Indexed cost as at 30/6/2005	$	378,483
Indexed cost as at 30/06/2013	**$**	**469,010**
Land	$	125,000
Total	**$**	**594,010**
S94 developer contributions received to 30/06/2013	*$*	*26,738*

Source: Land - Shellharbour City Council 2013, Building - Richard Hanna 15/09/99

C3.0 ROADS AND TRAFFIC: SUMMARY TABLE

Infrastructure Item	Location (Precinct)	Levy Basis	Cost of Facility	S94 Developer Contributions received to 30/06/2013
C3.01 Shellharbour Rd Deviation (recoupment)	2	C	$ 844,974	$ 227,148
C3.02 City Centre Traffic Management	3	BA	$ 2,293,570	$ 2,421,250
C3.03 Lake Entrance Road (recoupment)	3	C	$ 4,210,086	$ 1,006,388
C3.04 Oak Flats Transport Centre (recoupment)	4	C	$ 474,607	$ 100,422
C3.05 Tongarra Road East (recoupment)	5	C	$ 678,019	$ 197,794
C3.06 Hargraves Avenue (recoupment)	5	BA	$ 915,956	$ 77,608
C3.07 East West Link: Benefit Area (recoupment)	7	BA	$ 1,575,149	$ 760,085
C3.07 East West Link: City Wide (recoupment)	5	C	$ 7,027,280	$ 2,003,394
C3.09 Albion Park By-Pass	7	P	$ 13,900,723	$ 1,338,777
C3.12 Church Street/Tongarra Road intersection	7	P	$ 52,151	$ 23,745
C3.18 Illawarra Hwy/Western Valley intersection	7	BA	$ 1,406,109	$ 31,137
C3.19 Church St/Sophia St intersection	7	BA	$ 212,633	$ 12,122
C3.20 Rivulet Crescent Extension	5	BA	$ 5,333,000	$ 219,421
Total			**$ 38,924,257**	**$ 8,419,291**

C: S94 Contributions levied throughout the City
P: S94 Contributions levied within precincts
BA: S94 Contributions levied within a Benefit Area

C3.01 SHELLHARBOUR ROAD DEVIATION (recoupment)

Component		Cost
Recoupment of past expenditure (including bank interest)	$	681,880
Indexed cost as at 30/06/2013	**$**	**844,974**
S94 developer contributions received to 30/06/2013	*$*	*227,148*

Source: Shellharbour City Council, 1999

C3.02 CITY CENTRE TRAFFIC MANAGEMENT (Benefit Area)

Component	Rate		Cost
Constructed Infrastructure:			
College Ave / Main Street Traffic Signals		$	384,120
Benson Ave / Wattle Rd Traffic Signals		$	101,037
Benson Ave / College Ave Roundabout		$	187,796
Benson Ave / Lamerton Cres Roundabaout		$	46,201
Consultants Fees - Traffic Studies		$	43,248
Sub total		***$***	***762,402***
Future Works:			
1. Lake Entrance Rd/ College Ave (2nd Right Turn Lane)			
Investigation & design		$	17,919
Utilities		$	40,000
Property acquisition		$	83,000
Construction works		$	369,941
Fees & charges		$	18,497
Contingencies	10% & 7%	$	81,691
Sub total		*$*	*611,048*
Indexed cost as at 30/6/05		$	725,614
Indexed cost as at 30/6/13		***$***	***899,168***
2. College Ave/Cygnet Ave (roundabout)			
Preliminaries		$	54,000
Roundabout		$	268,000
Project management	3%	$	10,000
Contingency	10%	$	33,000
Sub-total		***$***	***365,000***
3. College Ave & Holm Place (Intersection upgrade)			
Investigation & design			
Preliminaries		$	39,000
Construction works		$	197,000
Project management		$	7,000
Contingency	10%	$	24,000
Sub-total		***$***	***267,000***
Total		**$**	**2,293,570**
S94 developer contributions received to 30/06/2013		*$*	*2,421,250*

Source: 1. Robert McDonald 13/3./00, 2. WT Partnerships 20/9/12, 3. Shellharbour City Council 27/8/12.

C3.03 LAKE ENTRANCE ROAD (recoupment)

Component		Cost
Recoupment of past expenditure (including bank interest)	$	3,397,470
Indexed cost as at 30/06/2013	**$**	**4,210,086**
S94 developer contributions received to 30/06/2013	*$*	*1,006,388*

Source: Shellharbour City Council

C3.04 OAK FLATS TRANSPORT CENTRE (recoupment)

Component		Cost
Recoupment of past expenditure	$	383,000
Indexed cost as at 30/06/2013	**$**	**474,607**
S94 developer contributions received to 30/06/2013	*$*	*100,422*

Source: Shellharbour City Council, 2004

C3.05 TONGARRA ROAD EAST (recoupment)

Component		Cost
Recoupment of past expenditure (including bank interest)	$	547,150
Indexed cost as at 30/06/2013	**$**	**678,019**
S94 developer contributions received to 30/06/2013	*$*	*197,794*

Source: Shellharbour City Council, 2000

C3.06 HARGRAVES AVE (Benefit Area) (recoupment)

Component		Cost
Recoupment of past expenditure	$	780,917
Indexed cost as at 30/06/2013	**$**	**915,956**
S94 developer contributions received to 30/06/2013	*$*	*77,608*

Source: Shellharbour City Council, 2010

C3.07 EAST WEST LINK ROAD (recoupment)

Component		Cost
City Wide		
Recoupment of past expenditure	$	5,670,899
Indexed cost as at 30/06/2013	*$*	*7,027,280*
Benefit Area 5 (Terry St to Burdekin Dr Roundabout)		
Recoupment of past expenditure	$	1,271,119
Indexed cost as at 30/06/2013	*$*	*1,575,149*
Total	**$**	**8,602,429**
S94 developer contributions received to 30/06/2013 for City-wide component	*$*	*2,003,394*
S94 developer contributions received to 30/06/2013 for Benefit Area component	*$*	*760,085*

Source: Shellharbour City Council 2004

C3.09 ALBION PARK BY-PASS

Component		Cost
Preliminaries	$	809,100
Land acquisition	$	1,167,215
Road construction	$	3,680,638
Bridge construction	$	2,916,000
Roundabouts	$	492,500
Tripoli Way complementary measures	$	500,000
Stormwater drainage and culverts	$	1,437,350
Electrical services	$	774,615
Water & sewer services	$	55,000
Landscaping	$	162,805
Project management	$	309,900
Contingency	$	1,595,600
Total	**$**	**13,900,723**
S94 developer contributions received to 30/06/2013	*$*	*634,151*
S94 developer contributions transferred from Albion Park West Collector	*$*	*704,626*

Source: WT Partnership 28/8/13

C3.12 CHURCH STREET/TONGARRA ROAD INTERSECTION

Component		Cost
Investigation & design	$	6,614
Construction works	$	38,853
Fees & charges	$	1,943
Contigencies	$	4,741
Total	**$**	**52,151**
S94 developer contributions received to 30/06/2013	*$*	*23,745*

Source: Robert MacDonald & Assoc. 26/10/99

C3.18 ILLAWARRA HIGHWAY/WESTERN VALLEY INTERSECTION (Benefit Area)

Component		Cost
Civil Construction contract amount	$	845,071
Electrical	$	127,660
Landscaping	$	21,174
Telstra relocation	$	25,000
Design consultants civil	$	18,000
Design consultants landscaping	$	720
Design consultants electrical	$	2,053
Design consultants environmental	$	770
RTA design and supervision fees	$	25,525
Integral Energy design certification fees	$	950
Civil Contract (AS4000) admin and contractor supervision	$	25,530
Contingencies	$	42,254
Total	$	1,134,707
Indexed cost as at 30/06/2013	**$**	**1,406,109**
S94 developer contributions received to 30/06/2013	*$*	*31,137*

Source: BMD Constructions Pty Ltd, 2006

C3.19 CHURCH ST/SOPHIA ST INTERSECTION (Benefit Area)

Component		Cost
Investigation & design	$	10,466
Property acquisition	$	5,800
Utilities	$	30,000
Construction works	$	76,552
Project management	$	3,828
Contingencies	$	12,084
Total	$	138,730
Indexed cost as at 30/06/2005	$	171,591
Indexed cost as at 30/06/2013	**$**	**212,633**
S94 developer contributions received to 30/06/2013	*$*	*12,122*

Source: Robert MacDonald & Assoc. 26/10/99

Note: Works to be undertaken by developer as Works in Kind

C3.20 RIVULET CRESCENT EXTENSION (Benefit Area)

Component		Cost
Preliminaries	$	627,000
Land acquisition	$	878,000
Road construction	$	1,870,000
Stormwater drainage	$	849,000
Electrical services	$	134,000
Water and sewer services	$	215,000
Landscaping	$	66,000
Project management	$	113,000
Contingency	$	581,000
Total	**$**	**5,333,000**
S94 developer contributions received to 30/06/2013	*$*	*219,421*

Source: WT Partnership 20/9/12

C4.0 CAR PARKING: SUMMARY TABLE

Infrastructure Item	Cost of facility	Rate per space	S94 Developer Contributions received to 30/06/2013
C4.01 Precinct 1 - Warilla	$ 465,936	$ 3,376	$ 98,003
C4.02 Precinct 2 - Shellharbour	$ 349,718	$ 1,355	$ -
C4.03 Precinct 3 - Blackbutt	N/A	$ 21,710	$ 294,527
C4.04 Precinct 4 - Oak Flats	$ 113,425	$ 1,668	$ 10,703
C4.05 Precinct 5 - Albion Park Rail	$ 126,941	$ 1,336	$ -
C4.07 Precinct 7 - Albion Park	$ 178,864	$ 1,966	$ 84,590

C4.01 PRECINCT 1 - WARILLA CAR PARKS

Component		Cost
Beverley Avenue (116 spaces) recoupment		
Land acquisition	$	200,000
Construction costs	$	71,303
Sub total	*$*	*271,303*
Terry Avenue (22 spaces)		
Land acquisition	$	90,700
Site establishment & provision for traffic	$	553
Linemarking	$	1,611
Landscaping & design	$	10,225
Contingencies & project management	$	1,611
Sub total	*$*	*104,700*
Total	$	376,003
Indexed cost as at 30/6/13	**$**	**465,936**
S94 developer contributions received to 30/06/2013	*$*	*98,003*

Source: Shellharbour City Council

C4.02 PRECINCT 2 - SHELLHARBOUR CAR PARKS

Component		Cost
Mary Street South (67 spaces)		
Land acquisition	$	139,000
Site establishment & provision for traffic	$	750
Linemarking	$	1,122
Landscaping & design	$	40,500
Lighting	$	30,000
Log kerbs & barriers	$	6,875
Contingencies & project management	$	10,302
Sub total	*$*	*228,549*
Mary Street North (191 spaces)		
Preliminaries	$	11,207
Site establishment & provision for traffic	$	1,000
Linemarking	$	2,076
Landscaping & design	$	34,500
Contingencies & project management	$	4,885
Sub total	*$*	*53,668*
Total	$	282,217
Indexed cost as at 30/6/13	**$**	**349,718**
S94 developer contributions received to 30/06/2013	*$*	-

Source: Shellharbour City Council

C4.03 PRECINCT 3 - SHELLHARBOUR CITY CENTRE MULTI-LEVEL CAR PARK

Component	Unit		Cost
Undercover, multi level concrete construction cost per one 30m2 car park space: *(including excavation/ground works; drainage/sumps; line marking; lift access and sprinkler system on multi level)*	Per Space	$	17,520
Total Cost per Space indexed as at 30/6/13		**$**	**21,710**
S94 developer contributions received to 30/06/2013		*$*	*294,527*

Source: Cordell Commercial/Industrial Building Cost guide NSW, March 2004

C4.04 PRECINCT 4 - OAK FLATS CAR PARK

Component		Cost
Kingston Street (68 spaces)		
Land acquisition costs	$	15,000
Preliminaries	$	33,345
Site establishment & provision for traffic	$	750
Linemarking	$	869
Landscaping & design	$	20,500
Resurface with 30mm AC	$	16,100
Contingencies & project management	$	4,968
Total	$	91,532
Indexed cost as at 30/6/13	**$**	**113,425**
S94 developer contributions received to 30/06/2013	*$*	*10,703*

Source: Shellharbour City Council

C4.05 PRECINCT 5 - ALBION PARK RAIL CAR PARK

Component		Cost
Creamery Road (95 spaces)		
Review & amend existing design	$	500
Site establishment & provision for traffic	$	1,000
Erosion & sedimentation control	$	500
Pavements	$	50,446
Post & log fence	$	4,950
Stormwater pipe (300 dia)	$	2,100
Surface inlet pit	$	3,600
Headwall	$	800
Kerb & gutter	$	7,220
Remove old concrete & widen eEntrance	$	2,250
Concrete edge beam	$	525
Linemarking	$	1,023
Landscaping & design	$	3,740
Lighting	$	12,000
Contingencies & project management	$	11,785
Total	$	102,439
Indexed cost as at 30/6/13	**$**	**126,941**
S94 developer contributions received to 30/06/2013	*$*	-

Source: Shellharbour City Council

C4.07 PRECINCT 7 - ALBION PARK CAR PARK

Component		Cost
Russell Street (91 spaces)		
Land acquisition	$	110,000
Construction costs	$	34,340
Total	$	144,340
Indexed cost as at 30/6/13	**$**	**178,864**
S94 developer contributions received to 30/06/2013	*$*	*84,590*

Source: Shellharbour City Council

C5.0 DRAINAGE CATCHMENTS: SUMMARY TABLE

Infrastructure Item	Location (Precinct)	Levy Basis		Cost of Facility		S94 Developer contribtuions received to 30/6/13
C5.01 Mount Terry Catchment	7	BA	$	5,850,241	$	1,755,779
C5.02 Tarra Catchment A	7	BA	$	1,582,065	$	742,490
C5.02 Tarra Catchment B	7	BA	$	414,188	$	3,625
C5.03 Cooback Catchment	7	BA	$	4,057,704	$	11,119
C5.04 Cooby Road Catchment	7	BA	$	4,312,148	$	-
TOTAL			**$**	**16,216,346**	**$**	**2,513,013**

BA: Benefit Area

C5.01 MOUNT TERRY DRAINAGE CATCHMENT (Benefit Area)

Component		Cost
Costings for completed works		
Total cost of works - Miltonbrook-Fields	$	977,527
Total cost of works - Stocklands - Woodbridge	$	1,927,059
Total cost of works - Howchin	$	355,372
Sub total	*$*	*3,259,959*
Tender Prices for future works		
Whistlers Run	$	566,026
Stockyard Creek	$	644,113
Sub total	*$*	*1,210,139*
Studies & designs	$	250,950
Total	$	4,721,048
Indexed cost as at 30/06/2013	**$**	**5,850,241**
S94 developer contributions received to 30/06/2013	*$*	*1,755,779*

Source: Don Fox Planning, 1999

C5.02 TARRA DRAINAGE CATCHMENT (Benefit Area)

A. TOTAL DRAINAGE SYSTEM COST

Component	Unit	Qty	Rate		Cost
Studies	item	42,000	0.11	$	4,600
Land acquisition				$	17,500
Detention basin				$	450,000
Channels				$	430,000
Minor drainage				$	170,000
Landscaping				$	10,000
Fees & charges			6%	$	64,900
Contingencies			5%	$	57,400
Interest/bank charges	year	0.5	12%	$	72,300
Total				$	1,276,700
Indexed cost as at 30/06/2013				**$**	**1,582,065**
S94 developer contributions received to 30/06/2013				*$*	*742,490*

B. WETPOND AND GROSS POLLUTANT TRAP

Component	Unit	Qty	Rate		Cost
Studies				$	4,600
Earthworks	m3	18,780	9	$	169,020
Gross pollutant trap				$	100,000
Landscaping				$	10,000
Land acquisition				$	17,500
Fees & charges			6%	$	18,067
Contingencies			5%	$	15,056
Interest/bank charges	year	0.5	12%	$	-
Total				$	334,243
Indexed cost as at 30/06/2013				**$**	**414,188**
S94 developer contributions received to 30/06/2013				*$*	*3,625*

Base costs estimated in 1993

C5.03 COOBACK DRAINAGE CATCHMENT (Benefit Area)

Component	Rate		Cost
Stormwater quantity management		$	2,100,000
Stormwater quality management		$	350,000
Land acquisition (for water quality pond)		$	500,000
Fees & charges	6%	$	177,000
Contingencies	5%	$	147,500
Total		$	3,274,500
Indexed cost as at 30/06/2013		**$**	**4,057,704**
S94 developer contributions received to 30/06/2013		$	11,119

Source:Based on cost estimates provided by Forbes Rigby (2000)

Note: Works to be undertaken by Developer as Works in Kind

C5.04 COOBY ROAD DRAINAGE CATCHMENT (Benefit Area)

Component	Unit	Qty	Rate	Cost
Creek Rehabilitation				
Cooby Road South catchment	m2	26,400	$ 15	$ 396,000
Cooby Road North catchment	m2	10,990	$ 15	$ 164,850
Yellow Rock creek	m2	106,700	$ 15	$ 1,600,500
Culvert augmentation	ea	2	$ 50,000	$ 100,000
Sub Total				*$ 2,261,350*
End of Line Controls				
Vegetation buffer strip	m	480	$ 30	$ 14,400
Detention basin	m2	2,500	$ 75	$ 187,500
Sand filters	ea	3	$ 100,000	$ 300,000
100kL Stormwater storage tanks	ea	3	$ 45,000	$ 135,000
Pump and irrigation system for each tank	ea	3	$ 60,000	$ 180,000
Sub total				*$ 816,900*
Consultant study				$ 35,417
Design costs				$ 27,557
Fees & charges			6%	$ 184,695
Contingencies			5%	$ 153,913
Total				$ 3,479,832
Indexed cost as at 30/06/2013				**$ 4,312,148**
S94 developer contributions received to 30/06/2013				*$ -*

Source: Storm Consulting Pty Ltd., March 2005

CONTRIBUTION RATES FOR COOBY RD	Equivalent Area (m2)	Total Cost ($)	Actual Area (m2)	Contribution Rate/Developed Area ($/m2)
Residential	126,101.3	$ 3,342,290	194,002	$ 16.79
Rural Residential	36,591.8	$ 969,858	281,475	$ 3.36
TOTAL AREA	*162,693.1*	$ 4,312,148		
Rate/Equivalent Area ($/m2)	$ 25.84			

C6.0 SECTION 94 MANAGEMENT: SUMMARY TABLE

Infrastructure Item	Levy Basis	Cost of Facility	Section 94 contributions received to 30/06/2013
C6.04 Section 94 Management	C	$ 4,907,837	$ 2,050,808
TOTAL		**$ 4,907,837**	**$ 2,050,808**

C: S94 Contributions levied throughout the City.

C6.04 SECTION 94 MANAGEMENT

Component		Cost
Recoupment of Past expenditure	$	2,460,769
Future Costs:		
Section 94 Planning	$	1,111,336
Section Accounts	$	577,300
Section 94 Assistant	$	408,432
Studies & Consultants	$	350,000
Sub total	*$*	*2,447,068*
Total	**$**	**4,907,837**
S94 developer contributions received to 30/06/2013	*$*	*2,050,808*

Source: Shellharbour Council, 2013

APPENDIX C INFRASTRUCTURE WORKS PLAN

Infrastructure Item	Delivery Year	Total Cost	Council $	Developer $
C1.08 Shell Cove Sports Fields	2016/17 - 2017/18	**$ 3,591,439**	$ -	$ 3,591,439
C1.10 Benson Basin Sports Fields	2015/16	**$ 2,453,230**	$ -	$ 2,453,230
C1.11 City Centre Youth Recreation Facility	2016/17	**$ 1,001,000**	$ 712,011	$ 288,989
C1.16 Croom Sporting Complex - Netball Courts	2013/14	**$ 461,790**	$ -	$ 461,790
C1.16 Croom - City West Sporting fields	2013/14 - 2017/18	**$ 647,575**	$ -	$ 647,575
C1.18 Albion Oval Football Touch Fields	2013/14	**$ 348,400**	$ -	$ 348,400
C1.20 Terry Reserve Soccer Fields	2014/15	**$ 634,800**	$ -	$ 634,800
C1.21 Con O'Keefe Reserve	2017/18	**$ 72,173**	$ -	$ 72,173
C1.22 Western Valley Sports Fields	2019/20	**$ 1,665,068**	$ -	$ 1,665,068
C1.25 Upgrade Existing Active Open Space - City East	2014/15 - 2022/23	**$ 820,325**	$ -	$ 820,325
C1.25 Upgrade Existing Active Open Space - City West	2014/15 - 2022/23	**$ 167,545**	$ -	$ 167,545
C1.26 Passive Open Space Embellishment - City East	2014/15 - 2022/23	**$ 4,386,040**	$ -	$ 4,386,040
C1.26 Passive Open Space Embellishment - City West	2014/15 - 2022/23	**$ 2,052,336**	$ -	$ 2,052,336
C1.28 Calderwood Sportsfields	2027/28	**$ 2,167,227**	$ -	$ 2,167,227
C2.02 Shellharbour Library	2017/18	**$ 2,097,023**	$ 557,598	$ 1,539,425
C2.03 Shell Cove Community Centre	2017/18	**$ 2,055,240**	$ 546,488	$ 1,508,752
C2.04 Shellharbour City Performance Theatre	2021/22 - 2022/23	**$ 9,384,077**	$ 5,538,482	$ 3,845,595
C2.06 City Library	2014/15 - 2016/17	**$ 14,699,979**	$ 8,287,848	$ 6,412,131
C2.08 Council Administration Offices	2014/15 - 2016/17	**$ 19,928,027**	$ 15,089,502	$ 4,838,525
C2.09 Civic Auditorium	2014/15 - 2016/17	**$ 10,585,793**	$ 5,968,270	$ 4,617,523
C2.16 Albion Park Library Extensions	2020/21	**$ 1,492,399**	$ -	$ 1,492,399
C2.18 Western Valley Community Centre *	Works In Kind	**$ 594,010**	$ -	$ 594,010
C3.02 City Centre Traffic Management	2014/15 - 2022/23	**$ 1,531,168**	$ -	$ 1,531,168
C3.09 Albion Park By-Pass	2027/28	**$ 13,900,723**	$ 5,086,275	$ 8,814,448
C3.12 Tongarra Road/Church St intersection *	Works In Kind	**$ 52,151**	$ 22,128	$ 30,023
C3.19 Church St/Sophia St intersection *	Works In Kind	**$ 212,633**	$ -	$ 212,633
C3.20 Rivulet Crescent Extension	2026/27	**$ 5,333,000**	$ -	$ 5,333,000
C5.01 Mount Terry Drainage Catchment *	Works In Kind	**$ 4,556,069**	$ -	$ 4,556,069
C5.02 Tarra Drainage Catchment *	Works In Kind	**$ 1,996,253**	$ -	$ 1,996,253
C5.03 Cooback Drainage Catchment *	Works In Kind	**$ 4,057,704**	$ -	$ 4,057,704
C5.04 Cooby Road Drainage Catchment *	Works In Kind	**$ 4,276,731**	$ -	$ 4,276,731
Total Capital Works Projects		**$ 117,221,928**	**$ 41,808,602**	**$ 75,413,326**
C6.04 Section 94 Management	2013/14 - 2022/23	$ 2,447,068		$ 2,447,068
Total Expenditure		**$ 119,668,996**	**$ 41,808,602**	**$ 77,860,394**

* Infrastructure will be constructed by developers as Works In Kind

APPENDIX D

Shellharbour City Council

Shellharbour Open Space, Recreation and Community Facilities Needs Study

Parks and Recreational Space Guidelines

March 2010

Contents

Table Index

1. Introduction

This paper provides planning guidance for the design of parks and open spaces within the Shellharbour City Council local government area (LGA). The guidelines are designed to be used when creating new spaces or in the redevelopment of existing spaces, to ensure a consistent and transparent approach of open space provision, planning and design.

The guidelines are divided into six parts, being:

- A discussion of the general design principles to be applied to open space, parkland and sporting grounds in the Shellharbour LGA;
- Trends in open space and park planning in both general and LGA specific terms;
- Development of a Park Hierarchy;
- Development of a Sporting Ground Hierarchy;
- Identification of environmental and other open spaces; and
- Detailed design considerations for safety.

Developing clear guidelines for the design, delivery and maintenance of open space and parks provides Council, developers and the community with a clear set of expectations, which can be reviewed and updated when required.

1.1 Open Space and Sporting Grounds in Shellharbour

The existing network of open space and sporting grounds provides a range of opportunities to enjoy outdoor recreation and Shellharbour's unique landscape. The Shellharbour LGA enjoys a variety of spaces, from the beaches on the east linking through to Lake Illawarra to the north and the escarpment to the west. Within the urban areas, existing networks of parks and sporting grounds are complimented by natural parkland areas such as Blackbutt Forest and the undulating rural hills to create a balance of structured and natural areas.

1.2 Council's Support for Open Space

Council supports the provision of a range of parks, sporting areas and recreational opportunities, fostering a healthy environment for all residents from our children to the elderly and for people with a disability. The mental and physical health of our community can be improved through engagement in recreational opportunities, which in turn fosters greater community well-being and community connectedness.

Council aims to create a system of parks and recreational spaces which provide for all sections of the community. Spaces should recognise and respect Indigenous and European history, and where appropriate include a range of public art and cultural elements appropriate to the type and context of the space.

Parks and recreational spaces provide affordable access and social interaction opportunities – from family gatherings to random interactions of parents and children. Within the urban environment, the importance of effective public open spaces as part of the community's social fabric should not be dismissed.

Sporting grounds, or active open spaces, provide the community with the opportunity to participate in organised recreational pursuits – creating opportunities for team building and social interaction. Council is also committed to the development of spaces that are sustainable and promote environmentally sensitive practices in line with Council's commitment to the *Illawarra Sustainability Roadmap*[1].

[1] The *Illawarra Sustainability Roadmap 2008* is a joint commitment of Shellharbour, Kiama and Wollongong Councils to bring sustainability to the region through a co-ordinated approach across all areas of local government.

1.3 Council's Role in Providing for Open Space

The *Local Government Act* 1993 provides councils with wide powers to carry out certain functions conferred or imposed on them by the Act or other legislation. In carrying out these functions councils must pursue a charter laid down in Section 8 of the Act. The charter is a fundamental set of principles to guide Councils' operations. It includes a number of principles that directly relate to the provision of public open space and community facilities. These include the efficient management of services and facilities, ecologically sustainable development (ESD) principles, the promotion of cultural diversity, planning for children and accountability for and effective management of public assets.

Chapter 6 Part 2 of the *Local Government Act* provides the legislative framework for the classification, use and management of public land as defined under the Act.

Councils must also comply with the provisions of the *Crown Lands Act* 1989 for the management of Crown lands under their control as Trust Manager or lands under their care, control and management. Principles for the management of Crown land are set down in Section 11 of the Crown Lands Act.

2. Background and Design Principles

The provision of public open space, parklands and sporting grounds is commonly initiated through the subdivision and development of land. Spaces can also be improved or redeveloped by Council as part of capital works programs. Within these processes, a number of overarching principles can be used to assist in establishing the basis for the provision of sustainable and effective parks and sporting grounds.

In addition to these design principles, life-cycle costing of open space areas, including the materials used, maintenance requirements and replacement costs should always be considered and an integral part of the planning process.

Table 1 identifies a number of these design principles.

Table 1: Park and Sporting Grounds Design Principles

Issue	Principles
Safety	Design and maintain open spaces to ensure that public safety is commensurate to the level of use and targeted user groups ensuring the use of the Crime Prevention through Environmental Design principles[2] (CPTED) of: ◗ Surveillance ◗ Access Control ◗ Territorial Reinforcement ◗ Space/Activity Management Design of areas is to ensure the safe operation and the appropriate placement of embellishments; including separation of play and sports areas from traffic, safe play opportunity design and the safe design of water bodies.
Access	Provide for safe and convenient access to open spaces within and between communities, and where possible co-locate open spaces with shops, schools and other community facilities to reduce parking requirements and minimise walking distances.
Spatial Distribution	Provide equitable access to parks and open spaces to ensure that the type, location and quality of the infrastructure are appropriately distributed.

[2] Department of Urban Affairs and Planning 2001 – *Crime Prevention and the assessment of development applications*

Issue	Principles
Sustainability	Design, development and management of open space should respond to environmental values and conditions, community aspirations and economic considerations and must remain viable in the long term. In certain locations and as part of an integrated design, open space areas should provide for and assist in the detaining and cleansing of stormwater.
Place Making	Locate open spaces to build on the special attributes of an area for long-term public amenity and connecting people with locations; for example an open-space network may include hilltops, mature trees, places with panoramic views, rocky outcrops and remnant native vegetation. Open spaces should also be designed to recognise and incorporate local indigenous, cultural and historical attributes and characteristics of the place, as well as providing public art opportunities which may include: ◗ Interactive landscaped gardens; ◗ Creative play opportunities; ◗ Creative walking and cycling paths; ◗ Standalone sculpture; or ◗ Interactive signage.
Physical Attributes	Provide open space, which is physically suitable for its purpose and which will accommodate the nominated active and passive recreational uses. Attributes may be defined by slope, orientation, configuration and area of the land.
Clustering	Cluster/group sports fields and facilities in order to maximise flexibility of use and to minimise disruption to residential areas (noise, light spill and parking/ traffic issues and impacts). Locate parklands where possible adjacent to town centres, schools and community areas to encourage greater access and shared use of parking.
Integration	Where possible, connections should be made between open space areas by the use of consistent vegetation, linked walkways or cycle routes within the local area. These areas should also be linked into the regional open space system where such opportunities exist.
Variety	Provide a variety of open spaces to serve a range of different active and passive recreational roles to meet the diversity of community needs.

These principles are applied to a park and sporting ground hierarchy in Sections 4 and 5 respectively.

2.1 Consultation and Site Planning

Where parks or sporting grounds are being developed or redeveloped within an existing community, consultation should be undertaken to ensure a sense of ownership and place. Such consultation should be undertaken with local residents, including children and young people, as well as with agencies or potential user groups. Consultation should be appropriately timed to ensure input to the design and embellishment of the spaces.

In instances where parks or sporting grounds are being developed in

currently undeveloped areas, consultation with relevant areas of Council is encouraged to ensure local issues and information can be shared.

Within Council itself, multi-disciplinary consultation amongst professional staff is required where Council is seeking to provide a new or redeveloped space, or where major parks are being proposed by others. Such consultation between different areas of Council will provide a variety of perspectives and knowledge and skill gaps can be identified and procured where necessary.

In association with consultation, site analysis should be undertaken to determine the appropriate site design for issues such as solar orientation, wind protection, identification of desire lines and safety/traffic implications. Up-front site analysis will assist in the design process to ensure useability and comfort of park users is maintained during the ongoing use of the site.

2.2 Post Occupancy Surveys

Once a space is operational, it is important to ensure its use and maintenance is consistent with user needs and requirements. Post occupancy surveys can provide value information for Council that may lead to significant cost savings and overall improved useability of the spaces. Surveys may be undertaken by Council or as directed by Council as a condition on development consent.

3. Local Area and Open Space Trends

The design, implementation and establishment of parks and open spaces is a dynamic activity, with the requirements of both users and owners changing over time, reflecting recreation and leisure trends. These trends can be categorised into broader recreational and open space trends that have been highlighted through activities such as state-wide consultations[3], and local trends which have been highlighted through localised consultation activities and other local observations[4].

These trends are presented in this section as a precursor to the provision of design standards for parks in Sections 4 and sporting grounds in Section 5.

3.1 Broad Trends in Leisure and Recreation Planning

Broad trends experienced across the State which are applicable to the Shellharbour LGA context include:

- Increased participation in formal recreational activities (sports), including a particular increase in female participation rates;
- Changes in housing types, with larger houses on smaller lots, resulting in a general reduction in "backyard" space and recreational opportunities;
- Increased demand on informal recreation, particularly walking and cycling;
- Shifts in the popularity and expectations of various sports, suggesting a need for flexible spaces that can be modified over time;
- Increasing expectations of local government to provide high quality open spaces, including embellishments and maintenance;
- Increased pressure on Councils to provide after hours use of open spaces, particularly for sporting grounds and including car parking and lighting; and
- Increasing expectation for the provision of facilities that are well organised, comfortable, safe, high quality, and well provided for in terms of support/ancillary facilities (such as toilets, car parking and lighting).

3.2 Local Trends in Open Space Planning

Within the Shellharbour LGA the above trends can be further focused as follows:

- Defined areas of high growth with new open spaces being required which primarily target families with children;
- Existing established areas with limited growth opportunities, aging resident population and decreasing average household population, where open space areas may need to be reorientated to service an older population;
- An increasing demand for improved embellishments, particularly

[3] For example, consultation sessions undertaken by SGS Economics and Planning on behalf of the State Government in March and April 2008 in review of the Department of Planning's 1992 Outdoor Recreation and Open Space Planning Guidelines for Local Government, and observations by GHD staff in undertaking various open space planning and Section 94 projects throughout NSW.

[4] Consultation undertaken by GHD relating to the Shellharbour Open Space, Recreation and Community Facilities Needs Study, project evaluation and park appraisals by Family Services Illawarra for the Park & Play Illawarra Program and other observations from Shellharbour City Council and Child Friendly by Design Project staff/consultants.

among sporting groups, including requirements for fencing, shade, toilets, canteens and other embellishments; and

- A tendency to under utilise local open space. Usage has been shown to significantly increase when organised activities are provided by others (such as in the case of the *Park & Play* project activities).

3.3 Trends within User Groups

An important aspect of open space design is to recognise and incorporate the special needs of targeted user groups. These groups can usually be identified through a combination of demographic analysis and community consultation. Once the targeted user group or groups are identified, the following trends and principles may assist the design process.

Design for Younger Children (0-4 years)

The provision of safe, challenging and appropriate play spaces and playgrounds for children must recognise the importance of play as an informal mechanism for the development of a child's physical, cognitive, emotional and intellectual skills.

Some basic principles[5] should be considered when developing parks and open spaces for younger children. These include:

- Sensory richness: Initial contact with a park or playground is a sensory experience for younger children. Design should introduce different textures to feel and touch, with dappled light, colour, external outlooks, smells, shapes and wall displays can all contribute to extend the sensory experience. Inclusion of a vantage point (0.5 - 1.5m above ground) will provide an over viewing place;
- Variety and diversity: Younger children can move quickly from one activity to another as they explore a public space. Activity areas should be flexible to accommodate a range of activities and to challenge them to acquire additional skills. Open-ended activities not specifically linked to standard playground offerings can be made more (or even less) complicated to hold the children's interest.

These concepts can be translated into design features such as:

- Innovative play and appropriated sized climbing structures and motion apparatus which provide for sensory experiences such as reflective materials, climb throughs spaces and oversized games or activities; and
- Ground manipulation to provide for grassed mounds, logs, water, sand and other natural materials and structures to allow creative play opportunities.

Design details should also ensure that play areas are fenced where necessary and shade structures are provided to protect younger children and their carers, particularly in summer.

Plate 1: Younger Children Design Examples

1: Photo-Steve Thompson, 2: Greater London Authority 2008

[5] Based on the *Concepts Underpinning Play Analysis*, by Prue Walsh and Play Environment Consulting 2005 (http://www.playconsulting.com/current.htm)

Design for Older Children (4-12)

Development of park spaces for older children should allow for a variety of experiences and challenges that suit the interests of this group. These needs include the provision of areas for sports related informal leisure activities such as ball games. These types of designs are also often family orientated, and may include sub-activities for adults or younger children.

Considerations for the design of open space for older children could include:

- Provision of linear pathways for riding bikes and skateboards;
- Informal tracks and mounds for BMX riding and active games;
- Adventure opportunities such as climbing structures; and
- Observation places and structures (children like to perch on top of play equipment and mounds).

Plate 2: Older Children Design Examples

1: Photo-Steve Thompson, 2: Greater London Authority 2008, 3: Photo-Steve Thompson

Design for Teenagers

Design of park spaces for teenagers is generally similar to those for older children, but should include areas for social interactions (hanging out) and to allow for provision of more formal recreation activities such as purpose designed BMX tracks and skateboard parks.

Provision of hard-standing areas and structures for games such as tennis rebound walls, basketball/netball half courts or ring areas provide for increased informal active recreational opportunities.

Plate 3: Teenager Park Design Examples

1: Photo-Steve Thompson, 2&3: Greater London Authority 2008

Design for Adults

Parks for adults should provide convenient comfortable spaces and adequate shelter from sun and wind, picnic facilities and comfortable seating. Quality landscape embellishments and use of adjoining natural area and views can contribute to the provision of contemplative public spaces.

Convenient seating and weather protection for parents and carers adjacent to children's play areas will result in increased usage of the park by young children. Options for recreation, such as fitness courses and exercise routes, could be used to provide alternatives to indoor fitness. The provision of larger spaces for the gathering of larger groups for picnics and other social activities will also attract adult users.

Plate 4: Adult Park Design Examples

1: Photo-Steve Thompson, 2: Photo- Warwick Francis

Design for Older People

Spaces for older people should provide for convenient and safe access and movement with a high level of safety and security. Historical or traditional design elements such as arbours or rotundas and more formalised gardens should be considered, particularly where such gardens can be associated with groups such as community service clubs and organisations. Spaces suitable for older people should be implemented within and co located with other passive open space areas to ensure sites are suitable for multiple ages, for example, shaded seating areas are provided around playground facilities.

Design issues should generally be similar to those for adults with ease of walking, gentle slopes and the provision of shaded and protected areas for rest, relaxation and contemplation being very important.

Plate 5: Older People Park Design Examples

1&2: Photo- Warwick Francis, 3: Photo- Steve Thompson

Design for People with a Disability

It is essential that the design of public open space take into account the needs of people with a disability both in regard to access to the park and movement within the space and the use of the equipment and facilities.

Design should address issues such as the adequacy of accessible parking, the provision of even walkway surfaces and gradients, and the

detailing of kerbs, ramps, handrails, signage and facilities such as toilets.

Spaces suitable for people with a disability should be implemented within and co located with other passive open space areas to ensure dignified access to all areas, for example, playground facilities should include equipment and play opportunities for people of all abilities.

4. Park Hierarchy

The establishment of a hierarchy of passive open spaces, or parks, can be used to assist Council in the design, delivery and maintenance of these areas. A commonly used hierarchical system to establish the level of provision and location of parklands is based on local, district and citywide parks. These three levels then provide for specific requirements to suit the relative importance and complexity associated with the use of these types of parks.

This section utilises the principles for design discussed in Section 2, providing a practical application of the principles to a hierarchy of parks. Each level of parks in the hierarchy is also provided with broad objectives for those parks and the typical types of embellishments that can be expected.

A basic premise that should be applied to all levels of park is:

- That 90% of all residential lots should be within 400m safe walking distance to any open space area. This includes local, district and citywide parks, and sporting grounds with accessible entry points;
- That open space should adhere to the minimum size requirements as outlined in the Design Principles;
- That the 2.83 ha standard should be applied as a guide only to assist in determining the appropriate mix of open space areas.

The information that follows provides specific requirements for each level of park.

4.1 Local Parks

Local parks are generally located within residential areas and are designed to be easily accessible to local residents and workers by foot.

The objective of a local park is to:

- Provide public open space which primarily serves a local neighbourhood, being highly accessible for pedestrians within a local catchment with an appropriate level of embellishment suited to the local population.

4.1.1 Design Principles

As discussed in Section 2, the overarching design principles can be applied to local parks as described in Table 2:

Table 2: Local Park Design Principles

Principle	Application to Local Parks
Safety	Ensure a minimum of 50% of the frontage is orientated to a public street Buildings and structures to be orientated for passive surveillance of active park areas Avoid rear fences backing onto parks. Where avoidance is not possible, open form fencing is preferred. Ensure all park areas can be readily viewed from public streets and from surrounding active building frontages Fencing should only be introduced where necessary to protect the safety of children's play areas. In all instances such fencing should be see-through style fencing of no more than 1.2m in height Landscaping should be provided for weather protection and scenic amenity. Species selection and maintenance should ensure clear vision through landscaping between 0.6m and 1.8m in height above ground level
Access	Access pathways should follow natural desire lines and provide passive surveillance of active park areas
Spatial Distribution	90% of all residential lots should be within 400m safe walking distance to any open space area. Reference should be made to Council to ensure this accessibility standard is achieved whilst ensuring a mix of park types is provided. The breakdown of the 2.83 ha standard can be applied to assist with determining an appropriate hierarchy *(see 6. provision standards)* In areas with significant levels of medium density residential development, additional local parks may be required to cater for increased use
Sustainability	Environmental attributes, such as drainage lines or significant trees, should be integrated into the park design
Place Making	Attributes of the site should be highlighted to provide character and place making for the park
Physical Attributes	The park area should be a minimum of 0.2 ha of useable space, free from environmental reserves Parks should be regular in shape with a minimum width of 40m Grassed open activity areas with a slope less than 1V:20H and greater than 1V:150H Maintained parkland with gradients no steeper than 1V:4H if grassed and 1V:3H where planted with vegetation (1V:6H preferred)
Clustering	Cluster local parks with other open space linkages or localised community facilities where possible
Integration	Local parks should form part of a linear park system or recreation corridor where possible with linked cycle and pedestrian paths

Principle	Application to Local Parks
Variety	Local parks should be designed to target the predicted demographic users for the area (refer Section 3.3) Embellishments should also include consideration of sub-groups who are also likely to use the park – for example seating and shade for elderly people in conjunction with younger children's play areas

4.1.2 Embellishments

Embellishments within local parks could include a mix of the following:

- Walk / cycle pathways;
- Landscape improvements;
- Play opportunities;
- Signage; and
- Basic seating, bins, tables and shade structures.

Within local parks, lighting would generally not be provided.

A sample local park plan is provided in Figure 1.

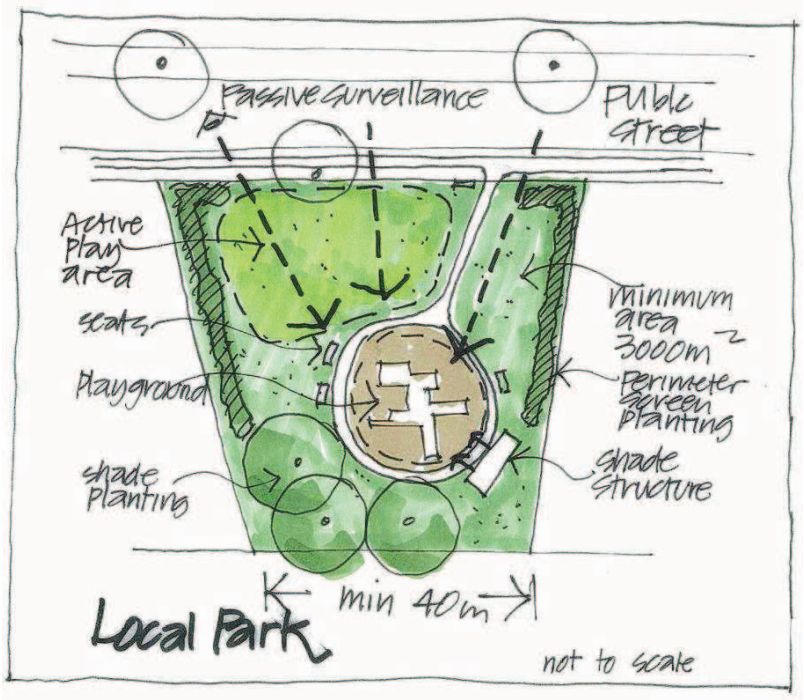

Figure 1: Sample Local Park Plan

4.2 District Parks

District parks are generally parks of substantial size which are well developed to cater for a broad range of recreational opportunities and have a district rather than a local user catchment. Embellishments are provided to cater for the more complex and varied recreational activities and for multiple user groups.

The objective of a district park is to:

- Provide a larger public open space with more advanced embellishments to provide for wide range of recreational activities on a district user catchment basis.

4.2.1 Design Principles

As discussed in Section 2, the overarching design principles can be applied to district parks as described in Table 3:

Table 3: District Park Design Principles

Principle	Application to District Parks
Safety	Ensure that at least two of the park boundaries have public street frontages or back onto other public open space
	Buildings with active frontages to be orientated for passive surveillance of active park areas
	Avoid rear fences backing onto parks. Where avoidance is not possible, open form fencing is preferred.
	Ensure all park areas can be readily viewed from public streets and active building frontages
	Fencing should only be introduced where necessary to protect the safety of children's play areas. In all instances such fencing should be see-through style fencing of no more than 1.2m in height
	Lighting of essential public circulation paths that are designed to be used at night.
	Landscaping should be provided for weather protection and scenic amenity. Species selection and maintenance should ensure clear vision through landscaping between 0.6m and 1.8m in height above ground level
Access	Access to the park would be via pedestrian access and private vehicle. Car parking space should therefore be available. Kerb-side parking is preferred, although performance criteria should be applied to determine the need for designated car parking space.
	District parks are to have convenient vehicular and pedestrian access from the surrounding residential areas – access points should reflect such desired movement patterns
Spatial Distribution	90% of all residential lots should be within 400m safe walking distance to any open space area. Reference should be made to Council to ensure this accessibility standard is achieved whilst ensuring a mix of park types is provided. The breakdown of the 2.83 ha standard can be applied to assist with determining an appropriate hierarchy (*see 6. Provision Standards*)
	District parks should be located to cover the whole local government area with reasonable access to surrounding groupings of residential areas
	Distribution of district parks should generally be around 800m from other similar parks to create a even distribution
Sustainability	Environmental attributes, such as landscape features, drainage lines or significant trees, should be integrated into the park design
	Environmental education and interpretive opportunities should be developed with an appropriate signage strategy

Principle	Application to District Parks
Place Making	A district park should be located where possible in a physically prominent space or local landmark area in order to capitalise on special site attributes to maximise recreation opportunities and environmental values. District park sites should be physically well defined to develop special character and sense of place for the space
Physical Attributes	The park area should be a minimum area of 1.0 ha of useable space, free from environmental reserves District parks should generally be regular in shape and not less than 50m wide Linear parks such as foreshore reserves may be elongated subject to the minimum width indicated above Some variation in landform and landscape setting is desirable, however sufficient level land must be provided for informal recreation activities
Clustering	Integration with other district or higher level facilities should be incorporated where possible, for example community centres, district retail shops or sports grounds
Integration	District parks should form part of a linear series of parks or recreation corridor, enabling a start/end point for walking and cycling pathways
Variety	A range of infrastructure should be included in district parks to cater for a variety of use and recreational activities In certain instances district parks may provide specialised recreational opportunities to suit their natural attributes and setting

4.2.2 Embellishments

Embellishments within district parks could include a mix of the following:

- Walk / cycle pathways;
- High quality landscape improvements including planting, ground shaping and retaining walls as required;
- Playgrounds and like opportunities for a range of ages;
- Combined seating, tables, bins and shade structures / pavilions;
- Signage;
- Lighting (where designed for use at night);
- Barbeques;
- Toilets;
- Car parking;
- Structures and hard-standing areas to provide for informal sporting activities (eg. netball/basketball half court, tennis rebound wall etc) as appropriate to local needs; and
- Other structures required on a case-by-case basis including boardwalks, viewing platforms etc.

A sample district park plan is provided in Figure 2.

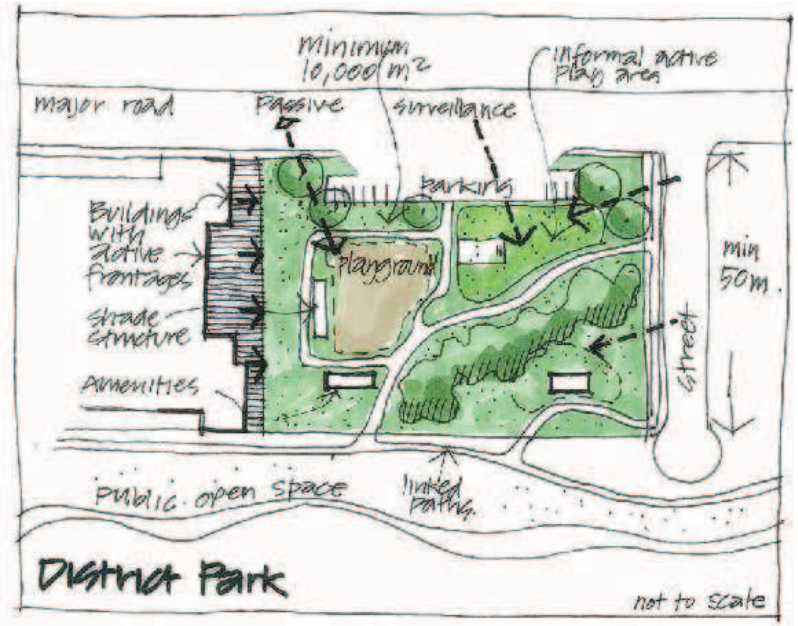

Figure 2: Sample District Park Plan

4.3 Citywide Parks

Citywide parks typically have a number of characteristics that make them significant recreational destinations for the entire local government area and surrounding regional areas. These characteristics include high visitation levels, significance for local and visitor perceptions of Shellharbour, high tourism values, proximity to surrounding tourist attractions and potential for flow on commercial benefits. These areas may also have high environmental values.

The objective of a citywide park is to:

- Provide a large strategically located park which due to its unique setting and/or physical attributes provides a unique recreational resource for the entire LGA and potentially the surrounding region. Citywide parks typically have high levels of visitation and offer significant tourism opportunities.

4.3.1 Design Principles

As discussed in Section 2, the overarching design principles can be applied to citywide parks as described in Table 4:

Table 4: Citywide Park Design Principles

Principle	Application to Citywide Parks
Safety	Ensure high level of visibility with frontages and access from main roads and located in locations where high visibility is maintained
	Buildings with active frontages to be orientated for passive surveillance of active park areas
	Avoid rear fences backing onto parks or provide for a consistent fencing type that is appropriate for the location and environmental conditions
	Internal fencing should only be introduced where necessary to protect the safety of children's play areas. In all instances such fencing should be see-through style fencing of 1.0m in height
	Lighting of key public walkway areas (where designed to be used at night)

Principle	Application to Citywide Parks
	Landscaping should be provided for weather protection and scenic amenity. Species selection and maintenance should ensure clear vision through landscaping between 0.6m and 1.8m in height above ground level
Access	Access to the park would be via private vehicle as well as pedestrian access by nearby local residents – car parking should therefore be provided Access roads and parking areas should be provided from higher level roads, avoiding suburban streets and access through residential suburbs Wherever possible, access by public transport should be encouraged, through appropriately located bus stops or other infrastructure
Spatial Distribution	90% of all residential lots should be within 400m safe walking distance to any open space area. Reference should be made to Council to ensure this accessibility standard is achieved whilst ensuring a mix of park types is provided. The breakdown of the 2.83 ha standard can be applied to assist with determining an appropriate hierarchy (*see 6. Provision Standards*) Citywide parks are spatially distributed according to need and setting requirements, and no standard can be applied to their distribution
Sustainability	Environmental attributes, such as drainage lines, stands of significant vegetation, foreshore dunes and the like should be integrated into the park design Environmental education and cultural interpretive opportunities should be developed with an appropriate signage strategy
Place Making	A citywide park is typically located in a prominent area with the park capitalising on site attributes to maximise future recreation, environmental and tourism values Areas should be well defined to develop character and sense of place for the space Public art could be utilised to reinforce the unique character and attributes of the park These attributes could include cultural, indigenous, historical and physical characteristics
Physical Attributes	The shape of a citywide park is typically a consequence of its location or physical attributes. Where linkages or narrow areas are proposed, these should not be less than 50m wide
Clustering	Integration of local or district style parks adjacent to the citywide park is desirable, particularly where such areas can provide increased use and safety around the greater park area Other regional sporting, public and retail type facilities may also be located with the citywide park to capitalise on shared facilities such as parking
Integration	Citywide parks are typically the centrepieces of the integrated park system, with linear parks, footpaths and cycleways leading to these areas.
Variety	A range of infrastructure should be included in citywide parks to suit the environmental attributes recreational uses and expected visitation numbers and demographics

4.3.2 Embellishments

Citywide parks are not intended to be developed to a specified standard but will be embellished to a level consistent with user expectations, their natural setting and the special requirements and opportunities provided by individual sites.

As a guide, citywide parks should receive as a minimum high quality landscaping, lighting of major public spaces, public artworks and interpretive signage together with an appropriate level of recreational opportunities, supporting amenities and user facilities.

4.4 Icon Parks

In some instances, parks will have a particularly special purpose or place within the community. These parks are can be within any level of the hierarchy and would attract a particular set of embellishments and maintenance standards commensurate to the proposed use of the park.

Local and district level parks with an iconic status may receive higher levels of design attention, embellishments and maintenance than is normally associated with the standard provision identified in the parks hierarchy.

5. Sporting Ground Hierarchy

In a similar fashion to the hierarchy of parks discussed in the previous section, a hierarchy of sporting grounds can also be used to assist Council in determining future design, delivery and maintenance of these areas. Within the sporting ground context, a two level approach is used with district and city wide sporting grounds.

5.1 District Sporting Grounds

District level sporting grounds tend to be grouped together to serve a number of adjacent residential areas and suburbs. While they also play a local role with "home teams", they are predominantly used by a number of teams on a regular basis (typically weekly during competition seasons). They tend to be strategically located to maximise visibility and to facilitate vehicular access as many users will be travelling to the site by car.

The objective of district level sporting grounds is to:

- Provide sporting grounds that primarily serve a district catchment (group of suburbs) with an appropriate level of embellishment suited to regular use by a number of sporting groups. District sporting grounds are predominantly used for local level competitions defined by local sport associations and for visiting organisations for competition. They also provide local use benefits as well as venues for multiple-club training.

5.1.1 Design Principles

As discussed in Section 2, the overarching design principles can be applied to district sporting grounds as described in Table 5:

Table 5: District Sporting Ground Design Principles

Principle	Application to District Sporting Grounds
Safety	Ensure that the sporting ground has a complete frontage to a public road to facilitate passive surveillance
	Sporting fields and ancillary buildings are to be orientated for passive surveillance from surrounding streets, but being cognisant of sport requirements outside of fields (for example space behind goals for ball over-run and light spill)
	Fencing should also be introduced where necessary to protect fields and grounds from illegitimate access (eg. vehicle barriers) or to protect users or spectators from balls leaving the grounds into other areas
	Ensure the provision of lighting of playing areas and facilities, as well as circulation paths to provide for safe usage if proposed to be used at night
Access	Access to sporting grounds would typically be via private vehicle - car parking should therefore be provided
	Wherever possible, access by public transport should be encouraged, through appropriately located bus stops or other infrastructure
	Access should be from non-residential roads where possible to avoid traffic impacts on residential areas
Spatial Distribution	Distribution of district sporting grounds will be subject to sporting and community requirements of the LGA, but in new development areas should be conveniently accessible for residential areas while providing physical separation from dwellings

Principle	Application to District Sporting Grounds
Sustainability	Design, development and management of sporting grounds should respond to environmental values and conditions, community needs and economic considerations and must remain viable in the long term In certain locations and as part of an integrated design, sporting grounds should provide for and assist in the detaining and cleansing of stormwater runoff Turf and landscape planting species should be of low maintenance and have low water requirements
Place Making	Locate sporting grounds to ensure that special attributes of an area are protected and enhanced. Due to the extensive flat area often required for sporting grounds, initial site planning should avoid sensitive areas.
Physical Attributes	Land for district sportsgrounds should have the following attributes: ◗ Land should be regular in shape to maximise the number and layout of the playing fields ◗ Land should be relatively level, with individual fields having a slope no greater than 1V:66H, with Council preferring 1V:100H. The slope required will be determined by Council and will be based on the existing contours of the land and the proposed sport. ◗ Playing fields should have a north-south orientation of the long axis ◗ Land should be fully serviced, with adequate drainage systems to ensure player safety and appropriate field conditions during rain events ◗ Adequate space should be made available for the provision of ancillary facilities and landscape buffers to minimise impacts of noise, floodlighting and traffic impacts on neighbouring properties
Clustering	Cluster/group sports fields and facilities in order to maximise flexibility of use and to minimise disruption to residential areas (noise, light spill and parking/ traffic issues and impacts) While aimed at a target audience based on LGA and regional demographics, use of additional embellishments (for example pathways and seating) to facilitate broad use should be considered
Integration	Where possible, make connections between open space areas and sporting grounds within the local open space network
Variety	Designs should provide for a variety of seasonal sports uses, which will assist in providing year round use and allow flexibility as trends change Use of clubhouses and ancillary facilities for other community uses should also be considered where these can be used around sporting use times

5.1.2 Embellishments

Basic embellishments provided to district sporting grounds could include a mix of the following:

- Vehicular access and parking;
- Sporting grounds and facilities to the appropriate standard for individual sports at district level competition;
- Amenities building including referee room, change rooms, toilets, equipment storage and canteen facilities;
- Specific training facilities such as cricket practice nets as appropriate;

- Playing field lighting to an appropriate standard for the proposed use;
- Limited fencing and barriers to ensure safety of users and spectators;
- Spectator seating, bins, and signage; and
- Landscape improvements such as shade planting and wind protection.

5.2 Citywide Sporting Grounds

Citywide sporting grounds tend to be clustered together and located away from residential areas to maximise flexibility of use and to reduce the potential impacts of noise, vehicular movements, parking and lighting on local residents. Like district level sporting grounds they should be strategically located adjacent to major roads to maximise visibility and to facilitate accessibility, however citywide sporting grounds will tend to be utilised by senior teams and may therefore require additional embellishments such as change rooms and high level lighting.

The objective of citywide level sports fields is to:

- Provide sporting grounds that primarily benefit the entire city regardless of physical location and to cater for competitions beyond one association or organisation in additional to providing district level benefits. They should also cater for competitions in selected sports at the regional and in some instances the State or National level. Embellishments are to be provided to a high standard appropriate to the needs or the regional and higher level competitions.

5.2.1 Design Principles

As discussed in Section 2, the overarching design principles can be applied to citywide sporting grounds as described in Table 6:

Table 6: Citywide Sporting Ground Design Principles

Principle	Application to Citywide Sporting Grounds
Safety	Ensure that the sporting ground has a complete frontage to a public road to facilitate passive surveillance Sporting fields and ancillary buildings are to be orientated for passive surveillance from surrounding streets, but being cognisant of sport requirements outside of fields (for example space behind goals for ball over-run and light spill) Fencing should be introduced in some instances to provide perimeter security to the grounds and to allow the control of entry Fencing should also be introduced where necessary to protect fields and grounds from illegitimate access (eg. vehicle barriers) or to protect users or spectators from balls leaving the grounds into other areas Ensure the provision of lighting of playing areas and facilities, as well as circulation paths and car parking areas to allow for safe usage at night
Access	Access to sporting grounds would typically be via private vehicle and bus/coach during larger events - car and bus/coach parking are therefore required Wherever possible, access by public transport should be encouraged, through appropriately located bus stops or other infrastructure Access should be from non-residential roads where possible to avoid traffic impacts on residential areas
Spatial Distribution	Distribution of citywide sporting grounds will be subject to sporting and community requirements of the LGA and regional requirements

Principle	Application to Citywide Sporting Grounds
Sustainability	Design, development and management of sporting grounds should respond to environmental values and conditions, community needs and economic considerations and must remain viable in the long term In certain locations and as part of an integrated design, sporting grounds should provide for and assist in the detaining and cleansing of stormwater runoff Turf and landscape planting species should be of low maintenance and have low water requirements
Place Making	Locate sporting grounds to ensure that special attributes of an area are protected and enhanced. Due to the extensive flat area often required for sporting grounds, initial site planning should avoid sensitive areas
Physical Attributes	Land for citywide sportsgrounds should have the following attributes: ◗ Land should be regular in shape to maximise the number and layout of the playing fields ◗ Land should be relatively level, with individual fields having a slope of no greater than 1V:66H, with Council preferring 1V:100H. The slope required will be determined by Council and will be based on the existing contours of the land and the proposed sport. ◗ Playing fields should have a north-south orientation of the long axis ◗ Land should be fully serviced, with adequate drainage systems to ensure player safety and appropriate field conditions during rain events ◗ Adequate space should be made available for the provision of essential infrastructure and landscape buffers to minimise impacts of noise, floodlighting and traffic impacts on neighbouring properties
Clustering	Cluster/group sports fields and facilities in order to maximise flexibility of use and to minimise disruption to residential areas (noise, light spill and parking/ traffic issues and impacts) While aimed at a target audience based on LGA and regional demographics, use of additional embellishments (for example pathways and seating) to facilitate broad use should be considered
Integration	Where possible, make connections between open space areas and sporting grounds within the local open space network
Variety	Designs should provide for a variety of seasonal sports uses, which will assist in providing year round use and allow flexibility as trends change Where single use facilities are to be provided, emphasis on the use of the facility in the off-season should be encouraged Use of clubhouses and ancillary facilities for other community uses should also be considered where these can be used around sporting use times

5.2.2 Embellishments

Basic embellishments provided to citywide sporting grounds fields could include a mix of the following:

◗ Vehicular access and parking including provision for buses;

◗ Sporting grounds and facilities to the appropriate standard for individual sports at regional level competition;

- Specialist surfaces and facilities such as synthetic grass for hockey;
- Amenities building including referee room, change rooms, toilets, equipment storage and canteen facilities;
- Clubrooms;
- Higher standard field and where appropriate off-field lighting to an appropriate standard for the proposed use;
- Specific training facilities such as cricket practice nets as appropriate;
- Tiered spectator seating with some undercover seating,
- Perimeter fencing to allow the ground to be secured;
- Scoreboard structures and signage;
- Bins, picnic and barbecue facilities; and
- Higher level landscape improvements such as footpaths, hard-standing areas, screening and shade planting.

6. Provision Standards

Standards of provision refer to the amount of open space to be required by Council measured by the amount of people in an area. In numerical terms, the provision of open space is generally referred to as an area (ha) per 1,000 residential persons. The most widely used approach to open space provision is the 2.83 hectares of open space per 1,000 residents, which was derived from early studies in the 1900's where British planners identified 7 acres per 1,000 residents as an appropriate standard. This standard has repeatedly been referred to by the NSW Land and Environment Court where determining open space matters.

Within the overall figure, further breakdown is required into the hierarchy as discussed in the previous sections. In the context of the Shellharbour LGA the following breakdown can be applied:

- 0.33 ha per 1,000 people for local parks;
- 0.5 ha per 1,000 people for district parks;
- 0.3 ha per 1,000 people for citywide parks; and
- 1.7 ha per 1,000 people for sporting grounds.

These standards are based on previously available NSW Department of Sport and Recreation figures which assumed a 60/40 split between active and passive recreation. These standards act as a guide, and if applied, can be used to consider open space requirements alongside a more qualitative needs based analysis. The design principles for open space including the 400m walkable distance to any open space area and the minium size requirements must be applied.

A review of the 1992 *Outdoor Recreation and Open Space Planning Guidelines for Local Government*, which is currently being undertaken by the NSW Department of Planning, will aim to provide a more consistent approach to these standards and review of these figures upon completion of the Department of Planning's review may therefore be necessary.

7. Other Open Spaces

Other open space areas are likely to be required or already exist within an integrated system which cannot be included in the above park and sporting ground hierarchy. These areas are typically smaller environmental areas, minor landscape improvements or service easements. These areas have been divided into two categories: Environmental Reserves, and Ancillary Reserves.

7.1 Environmental Reserves

Environmental reserves are able to serve a range of purposes from riparian corridors and drainage management areas, to existing areas of mature vegetation or water front areas with existing flora or fauna attributes. Where environmental reserves ordinarily do not provide any recreational values they will generally not be counted towards the provision requirements for open space. Nevertheless, the provision of shared user pathways along environmental corridors to create linkages between areas is encouraged and these areas may then be considered as part of a greater open space system subject to agreement with Council.

7.1.1 Objectives

The objectives of environmental reserves are to:

- Provide public open space that are not specifically embellished and managed as parkland or sports grounds and that may include natural areas or areas that provide an informal landscape setting to adjacent urban development; and
- Manage, conserve and protect natural areas including native bushland and foreshore reserves (which include beaches and coastal foreshores, estuaries, lakes, rivers, creeks and wetlands) and in particular areas that contain habitat for threatened species and or the presence of threatened species or endangered ecological communities or the existence of cultural heritage items.

Where environmental reserves are located as part of a larger urban park or sporting ground, appropriate safety principles should be applied in accordance with the appropriate level of the park hierarchy as discussed in earlier sections.

7.2 Ancillary Reserves

Ancillary reserves are residual public open spaces which include drainage and service easements, local infrastructure sites, various buffer areas such as bushfire asset protection zones (APZ) and similar setbacks for maintenance purposes, road side landscaping and other areas that do not have any specific recreational uses nor defined provision standards.

Like environmental reserves, ancillary reserves are not generally counted towards the provision of public open space as they may not provide any recreational values.

7.2.1 Objectives

The objective of ancillary reserves is to:

- Provide public open space that is not specifically embellished and managed as parkland or sports grounds, but are required to enable a range of uses that are important to the operations of Council or of benefit to the community.

8. Detailed Safety Considerations

Designing for the safe use of an open space is of particular importance in the open space design process. Recent auditing of parks in the Wollongong LGA[6] has identified a number of significant findings in relation to park design and instances of safety and vandalism/anti-social behaviour. Significant findings from this audit which are relevant to Shellharbour and the appropriate design response to those issues are provided in Table 7 below.

Table 7: Significant Audit Finding and Design Response

Significant Finding	Design Response
Car Parking: Providing car parking within an open space area is a significant factor in a park being used for anti-social behaviour	Provision of car parking should only be considered for district and higher level parks and sports fields. For local parks and most district parks, on street parking is preferred.
Lighting: Lighting of open spaces has the potential to encourage use the space for illegitimate reasons, meaning the lighting is not an answer to discouraging anti-social behaviour	Lighting should only be used where an area is designed to be used for legitimate purposes at night or along essential pedestrian routes that are to be used at night. Controlled use of space at night through the closing of car parking areas should also be utilised to reinforce desired use patterns.
Size: The size of a park is associated with the chances of illegitimate activities occurring, particularly in areas where passive surveillance is poor	In larger parks, design elements should ensure that gathering spaces have high passive surveillance. The size of parks should reflect its use and need.
Night-time use: Extensive areas of open space that attract night-time use is problematic for surveillance and law enforcement	Where open space is designed to be used at night, they should be well defined in terms of their entry and exit points, smaller and on major roads where passive surveillance and easy access can be achieved.
Co-location: Parks co-located within business or town centre precincts are found to be underutilised in non-business times, leading to anti-social behaviour and crime	Where parks are to be co-located with community or business./retail areas, efforts should be made to ensure that other land uses (for example residential housing) also provide passive surveillance. Retail and businesses should provide a frontage to these open spaces, not “turn their backs” on such spaces.

[6] Wollongong City Council: Community, Cultural and Library Services Division, *Parks Safety Audit 2008*

8.1 Other Safety Considerations

Other safety considerations that must be addressed in the design of open space include:

- Provision of landscape planting that does not compromise visual surveillance. For example the use of trees with high canopies and low shrubs and hedges that allow good sightlines and the monitoring of children’s play;
- The location and design of water bodies that allow a high level of

surveillance and provide safe conditions (for example the provision of a gently graded bank and shallow water); and

- Pedestrian and vehicular circulation should be separated where possible to ensure the safety of children and other open space users. All vehicular traffic areas should also be designed as shared spaces, cognisant of use by young children, families, prams and other similar users.

9. References

Department of Urban Affairs and Planning (2001) *Crime Prevention and the assessment of development applications*, NSW Government, Sydney

Greater London Authority (2008) *Supplementary Planning Guidance: Provision for Children and Young People's Plan and Informal Recreation*, Greater London Authority, London

Kiama Municipal Council, Shellharbour City Council and Wollongong City Council (2008) *Illawarra Sustainability Roadmap*

Wollongong City Council (2008) *Parks Safety Audit 2008*, Community, Cultural and Library Services Division, Wollongong