



Wollongbar Urban Expansion Area Infrastructure Strategy

Adopted 26 June 2008

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1.0 Background

The Wollongbar Urban Expansion Area (WUEA) comprises an area of some 104 ha of land that is located on the north western edge of the existing Village of Wollongbar between Rifle Range Road and Sneaths Road. A large part of this land was rezoned under the *Ballina Local Environmental Plan 1987* in December 2002 to 2(b) *Village Area Zone* to allow for residential development. This rezoned land will accommodate a population of approximately 2,500 people (see **Attachment 1 & 2**). This will double the existing population of Wollongbar.

The rezoning was undertaken on the basis that there would be an integrated plan for the development of this area to ensure that services are provided in an economic and efficient manner. Services, and other issues that require an integrated approach, include water supply, sewer, roads, cycleways, open space, stormwater and environmental protection and restoration works. The delivery of these important services requires a strategic approach that is not hampered by individual property boundaries and that provides for an equitable funding mechanism based on the user pays principle. Infrastructure will be provided within developments as part of the development conditions where ever possible and practical. It is proposed that external works and some key on-site infrastructure works, which have a nexus beyond individual properties within the WUEA, will be constructed by Council and funded by way of section 94 Contribution components of the Ballina Contribution Plan.

Development of the WUEA is guided by *Chapter 15 – WUEA* of the *Ballina Combined Development Control Plan* adopted by Council on 24 August 2006.

The DCP (Section 4.1) provides that unless appropriate alternative arrangements are made with Council, Contributions Plans that are specific to the WUEA will be adopted by Council for the following:

- Stormwater management and disposal
- Passive and active open space provision (including embellishment)
- Local Area Traffic Management works within the existing Wollongbar Village (including external pathways)
- Construction of the Link Road and associated intersections
- Upgrading and realignment of Rifle Range Road
- Intersections with external roads

This section of the DCP also acknowledges that the existing Section 94 Contribution Plans will apply to development in the WUEA.

These provisions area proposed to be amended to align with the provisions of this strategy.

2.0 Proposed Strategy

There are three means by which infrastructure and facilities can be organised and funded:

1. Developers can directly provide infrastructure and facilities. This method of delivery is most appropriate for infrastructure and facilities that directly relate to the needs generated by the proposed development.
2. Council can commit to providing infrastructure and facilities, and recoup the cost from developers through a Section 94 Contribution Plan. This method is most appropriate for joint infrastructure and facilities that are required to service a number of separate developments.
3. Arrangements for the provision of infrastructure can be set out in a planning agreement, which can provide for any mix of construction and funding that is agreed to by Council and the developer/s. Planning agreements cannot be imposed by Council and can only be offered on a voluntary basis by developers. This method is ideally suited where Council is not prepared to make a Section 94 Contribution Plan, which invariably carries some financial risk for Council. The major risk is that Council is liable to make up any shortfalls resulting from inaccurate or escalating costs and/or delays in undertaking development and collecting contribution monies, which Council has no control over.

Planning agreements can provide the legal framework for the provision of joint infrastructure by one developer that is eager to proceed on the understanding that they will be reimbursed by subsequent benefiting development.

While significant efforts have been made by Council to encourage the WUEA landowners to prepare a binding planning agreement to fund and construct necessary infrastructure and facilities, these efforts have not been successful.

In the absence of a developer agreement it is proposed to maximise the works required to be provided by developers on-site as part of their developments. It is proposed to prepare a Section 94 Contribution Plan for infrastructure that clearly benefits other developers and for which it would be unreasonable to require an individual developer to provide merely because of its location on their land.

2.1 Development Consent Conditions

The following works will be addressed and undertaken as part of proposed development.

2.1.1 Environmental Repair Works

One of the underlying principles for the rezoning of the WUEA is the preservation and restoration of the vegetated gullies, most of which are contained in a 7(d) Environmental Protection (Scenic/Escarpment) Zone under Council's Local Environmental Plan. It is proposed that environmental repair works within properties will be required to be undertaken as part of the development of those lands.

There is some 19 ha of rainforest gullies in a poor state of repair. It is estimated that the cost of rehabilitating these areas will be in the order of \$1-\$1.5 million (Ardill Payne & Partners letter of 26 October 2005 - Doc. No. 757781).

2.1.2 Public Benefit for Dedication of undevelopable lands.

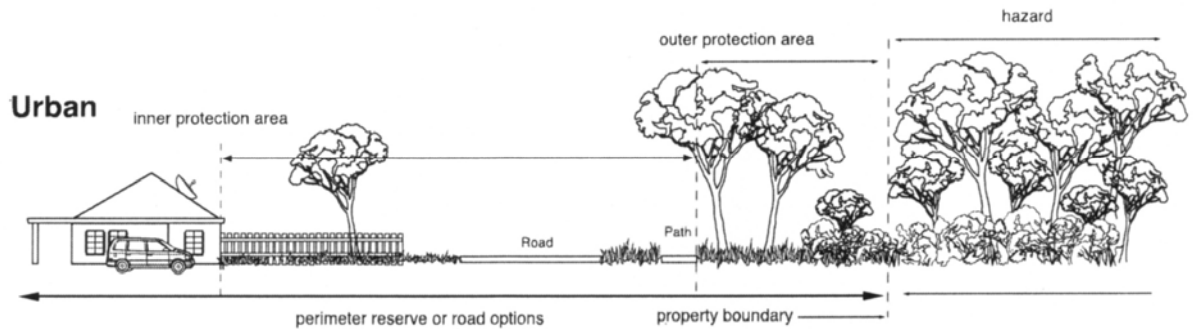
To date Council has generally inherited the undevelopable/buffer/environmental protection lands that are contained in new release areas. The acceptance of such areas invariably means an additional maintenance burden to Council.

While Council can decline to accept the dedication of such lands, there is the potential in the longer term that these areas will be neglected and for Council to inherit them through unpaid rates and/or pressure from incoming residents to undertake works.

There are a number of means by which potential maintenance costs can be reduced to more acceptable levels, including:

1. The rehabilitation of existing native vegetation prior to dedication.
2. The design of residential areas so that there are perimeter roads to areas identified as being bushfire prone in accordance with the recommended design solution contained in '*Planning for Bush Fire Protection*' (December 2006).
Perimeter roads will:
 - a. Act as a fire buffer.
 - b. Increase the accessibility for fire fighting.
 - c. Reduce the area of land that has to be maintained in a cleared/mown state.
3. Provide some public benefit to offset the maintenance burden. The principal means of providing public benefit is the provision of walking tracks and picnic stops.

Pedestrian pathways shall be provided in all open space gullies upstream of the potential stormwater management area in the north west corner of lot 5 DP 258081, as well as along the buffer area located near the eastern boundary of this land.

Figure 1 - Perimeter Road for Fire Prone Land

2.1.3 Stormwater management and disposal

Stormwater management and disposal will be addressed by individual developments and treated within those developments.

2.1.4 Sewer and Water

Internal reticulation will be provided by each development necessary to service their developments. Major sewer infrastructure will be undertaken in accordance with the Sewerage Development Servicing Plan. Section 64 sewer and water headworks charges will apply to development. .

2.1.5 Upgrading and realignment of Rifle Range Road

No contribution is required for the upgrade and realignment of Rifle Range Road as it will be the responsibility of each landholder to dedicate the land required and undertake construction works across their property frontage. There are 3 landholdings with frontage to Rifle Range Road. The estimate for reconstruction of Rifle Range Road prepared by Ardill Payne & Partners in May 2007 (DA 2007/876) is provided as follows:

	Smith's Frontage	BSC's Frontage	Brown's Frontage	TOTAL
Chainage	Ch. 00 to 296	Ch. 295-580	Ch. 580-970	Ch. 00 to 970
Length (m)	296 m	285m	390	970
Preliminaries	\$30,000	\$30,000	\$40,000	\$100,000
Earthworks	\$24,338	\$23,513	\$32,175	\$80,000
Roadworks	\$122,315	\$149,773	\$230,180	\$502,268
Stormwater	\$12,556	\$40,330	\$68,921	\$121,807
Miscellaneous	\$89,000	\$87,000	\$118,000	\$294,000
TOTAL	\$278,209	\$330,616	\$489,666	\$1,099,045
Total with 10% Contingency	\$306,030	\$363,678	\$538,633	\$1,208,950
% of total	25.3%	30.1%	44.6%	100.0%

2.1.6 Upgrading of Sneaths Road

No contribution is required for the upgrade of Sneaths Road as it will be the responsibility of the adjoining landholder to undertake the necessary works to achieve the required standards specified in the Northern Rivers Local Government *Development Design and Construction Manuals* (as current at the time of construction works commencing).

2.1.7 Internal Cycleways

Chapter 15 - WUEA of the Ballina Combined DCP requires an integrated network of pedestrian/cycle paths to be provided. The various sections of this will be provided as part of the development. The provision of a cycleway along Sneaths Road is considered to be part of the internal cycleway network and will be provided as part of the development of the adjoining land.

2.1.8 Local Parks

Four local parks are required to be provided within the WUEA in locations shown in the DCP. The embellishment of these will be funded by way of a component of the Ballina Contribution Plan.

2.2 Section 94 Contributions

A draft Development Contribution Plan has been prepared to fund the following works and facilities, either on a Shirewide catchment basis, a WUEA catchment basis or sub WUEA catchment basis.

2.2.1 Shirewide Contributions

Active open space provision (including embellishment) – the demand for active open space is to be dealt with under the open space components of the Draft Ballina Contributions Plan. The exception is the provision of land for local parks, which will be required to be provided by the landowners in the locations identified in the Development Control Plan.

Approximately \$222,000 was required to be paid at the beginning of this decade from the existing Avalon Estate for use towards the provision of active open space, in particular that which was proposed to be provided on the former drive-in site. Including an addition \$29,000 in interest earned (assuming 5 years at 5%), this provision represents approximately \$1045 per person. This is less than the combined contribution for district park facilities and playing field facilities for the Plateau under the Draft Contributions Plan. It is considered appropriate for these paid contribution monies to be equally divided and allocated towards reducing the total costs of these two components in the Draft Plan.

Community Facilities - The demand for community facilities has been assessed on a shirewide and district basis under the community facilities component of the Ballina Contribution Plan.

Upgrade of Roads - The increased traffic generation created by development across the shire increases the need for work to be undertaken in strategic locations in the road network. This contribution does not include specific works required in the locality to facilitate the connection of new development into the road network.

A summary the contributions that Council will seek for the development of the WUEA are provided in **Attachment 5**.

2.2.2 WUEA Specific Contributions

The works program, costings and apportionment for WUEA specific contributions is provided in **Attachment 3 & 4** and are discussed in detail below.

The external transportation works will be apportioned across the whole of the WUEA (including the existing Avalon Estate) and comprise:

- **Local Area Traffic Management (LATM) works** within the existing Wollongbar Village (including external pathways). These works will include traffic calming features at various locations between the WUEA and the civic facilities located on Simpson Avenue, which include the local primary school and the Wollongbar Shopping Precinct.

:

- **Cycleway** from the WUEA to the civic facilities located on Simpson Avenue.

These works will be funded 100% by the existing and proposed development in the expanded WUEA on the basis that these works are required to provide safe pedestrian access to the civil facilities of Wollongbar and to ameliorate the traffic impacts on the existing local street network.

The existing Avalon Estate shall be included as part of the contribution catchment for these works and required contribution drawn from trust monies paid as part of this development.

Bruxner Highway Intersections

The RTA, through correspondence to Council, advise that the proposed development will have an impact on the existing Bruxner Highway and the Alstonville Bypass. The letter advises Council should take measures to mitigate these impacts.

The correspondence indicates that Council should provide, through the DCP & Contribution Plan, a roundabout on Sneaths Road. Whilst the need for appropriate instigation measures is supported, it is suggested that a roundabout at Sneaths Road is fundamental to the bypass interchange arrangements at the location and should be considered as part of that project.

The traffic assessment undertaken by Cardno Eppell Olsen in February 2008 draws the following conclusion:

- Intersection modelling indicates that the operational performance of the Rifle Range Road/Bruxner Highway intersection in its current form will reach unacceptable levels by 2009 based on existing traffic volumes only at an assumed linear growth rate of 3% p.a (and assuming no Alstonville Bypass). Further investigation reveals that the right turn onto the highway is the determining factor in reducing intersection capacity;
- With the inclusion of the Alstonville Bypass in the network, the existing configuration of the Rifle Range Road/Bruxner Highway intersection would have sufficient capacity to accommodate the background (without WUEA development) traffic demands at 2018 due to the reduced through traffic volumes on the Bruxner Highway; however, improvements such as a two lane roundabout would still be required by 2028 to accommodate the future background traffic demands at that time;
- The operational performance of the existing Sneaths Road/Bruxner Highway intersection under background traffic (without WUEA development) demands is predicted to remain acceptable at 2028 (assuming no Alstonville Bypass);
- The WUEA development is predicted to generate in the order of 788 vehicle trips in both the AM and PM peak hour periods, which equates to approximately 7,900 daily trips;

- Intersection upgrade works will be required at both the Sneaths Road/Bruxner Highway and Rifle Range Road/Bruxner Highway intersections to accommodate the traffic impacts associated with the WUEA development. For the Rifle Range Road intersection this remains the case even with the implementation of the Alstonville Bypass (the Sneaths Road intersection would be modified as part of the Alstonville Bypass improvements and has not been assessed in its modified form in this study). Modelling of two lane roundabouts at each location indicated that these forms of upgrade would provide sufficient capacity out to 2028 with the WUEA traffic demands included (and assuming no Alstonville Bypass);
- The timing and scale of improvements will depend on the timing for the opening of the Alstonville Bypass as well as the rate of build-out for the WUEA development, both of which are uncertain at this point in time;
- It is recommended that the Link Road proposed to service the WUEA be designed to cater for the WUEA development traffic only, and not for the additional through traffic currently travelling between points to the north and west of Wollongbar and through the Rifle Range Road/Bruxner Highway intersection that could potentially be diverted to the new Link Road. This recommendation is based on the fact that the Link Road offers no travel time benefits to through traffic over the existing route, and would need to be designed as a major collector road over its entire length to accommodate both the WUEA traffic generation and through traffic demands. This would restrict the development layout from incorporating direct property access to the Link Road and result in individual properties backing onto the road, leading to reduced passive surveillance and a more divided community; and
- To accommodate the traffic demands associated with the WUEA development only, a layout for the Link Road based on a minor collector road is appropriate for the mid-sections, only increasing in scale to a form more akin to a major collector road near its terminal intersections with Sneaths Road and Rifle Range Road, where the combined traffic volumes arising from the various side-roads feeding into the Link Road are at their highest.

It is proposed that the upgrading of the Bruxner Road intersections, to cater for background traffic growth and the projected traffic generated by the development of the WUEA, will need to be addressed through a further section 94 contribution plan.

Apportionment

Section 3.4 of Chapter 15 – WUEA of the Ballina Shire Combined DCP shows the developable areas with the WUEA and divides it into 2 precincts based on slope. The preferred density requirements for each precinct are:

- Precinct 1 - between 12-15 dwellings per ha.
- Precinct 2 - between 8-10 dwellings per ha.

The various development areas and their equivalent populations is provided in the map contained within Appendix I.

Contributions will be apportioned between different properties based on the populations that will be achieved by developing the precincts at the lower end the precinct ranges. If a developer achieves a higher density, then it will reduce their cost per dwelling.

Contributions will be payable upon development of land prior to the release of developed land based on these areas. No contribution will be required for redevelopment of released/developed land for which contributions have already been paid.

This approach has been adopted because:

- It simplifies the collection of contributions.
- It recognises that not all land will be developed as single dwelling lots and there may well be large medium density/integrated housing lots.
- It will reduce delays in the recoupment of loan monies for works provided in advance of development, and thus reduce Council's financial risk.
- It will encourage developers to maximise the dwelling yields and reduce cost per dwelling, which ideally flows on to house affordability.

A 4.046 ha nursery located at 66 Rifle Range Road (Lots 3 & 4 DP 244611) was zoned for residential use in the Ballina Local Environmental Plan when first made in 1987. No special access or transportation infrastructure was identified as being required to service this development or any other of the residential zoned land within the Village of Wollongbar at that time. The existing road network was deemed to be capable of catering for the proposed growth at that time.

While redevelopment of this nursery may benefit from some of the access and transport infrastructure required to be provided as part of the WEUA, none of it would have been required without the subsequent rezoning and development of the WUEA.

There is further no indicated that the owners of this land have any intention in the near future of developing this land and the inclusion of this land in the WUEA specific contribution plan would provided increase risk to Council to meet unfunded shortfalls associated with borrowing costs.

Existing Avalon Estate

The Avalon Estate on the southern side of Rifle Range Road was part of a WUEA land holding, which was rezoned and developed ahead of the remaining area. Contributions were paid for infrastructure that was identified as being required for the development of the WUEA as a whole. Development Consent was granted in DA 2000/486 for the development of 74 residential lots, which accommodates a population of some 240 persons. Contribution monies were paid as an interim measure pending the finalisation of a contribution plan for the WUEA. The condition of consent is reproduced as follows:

5.2 In addition to the above (water and sewer headworks), the applicant shall be required to make payment of monetary contributions for the provision of various services and works as a result of the development within the Wollongbar Urban Expansion Area. Contributions are required to be paid prior to the issue of a Subdivision Certificate, with current contribution amounts applicable being:

i) Water Supply Contribution \$43,435.00 being the rate of \$595.00 per additional allotment.

ii) Cycleway Contribution \$26,645.00 being the rate of \$365.00 per additional allotment.

iii) Active Open Space Contribution \$221,555.00 being the rate of \$3,035.00 per additional allotment.

iv) Road System Contribution \$253,602.00 being the rate of \$3,474.00 per additional allotment.

These rates will be subject to further review with the final contribution amounts calculated at the time of payments in accordance with the Wollongbar Urban Expansion Area Contributions.

It is necessary to identify these contributions and reconcile them as part of the draft Contributions Plan.

Open Space – A total of \$221,555 was paid in respect of the existing Avalon Estate on the southern side of Rifle Range Road. It is assumed that a total of \$29,000 has accrued in interest assuming 5 years at 5%.

It is considered, as indicated above, that the monies paid in respect of the existing Avalon Estate towards open space should be allocated in equal parts to the proposed district park facilities and playing field facilities for the Plateau under the Draft Contribution Plan. This will satisfy the demands for open space generated by that development.

Roads & Cycleways – A total of \$280,000 has been collected from the existing developed Avalon Estate for various road and cycleway works as part of a wider scheme contemplated at the time. A further amount of \$37,000 of interest has accrued on these monies held (assuming 5 years at 5%).

It is suggested that the money allocated towards the cycleway and roads should be used in the first instance to pay for this estates share of the cycleway and Local Area Traffic Management works (referred to in the Draft Contributions Plan as External Transportation Works).

The contribution required for these external transportation works attributable to the existing Avalon Estate under the Draft Contributions Plan is \$40,560 (240 person x \$169). It is suggested that the balance of the road contributions paid for as part of the existing Avalon Estate should be used as a credit for other road contribution requirements that will be incurred by the balance of the Avalon Estate that is currently the subject of a development application and/or refunded.

2.2.3 WUEA LINK ROAD SUB-CATCHMENT

The works program, costing and apportionment for the proposed Link Road is provided in **Attachment 3**. The Link Road is required to service the local traffic needs that will be generated by the proposed development of the adjoining land. Council requires the Link Road and the associated intersections to be constructed 'up-front'. Such 'up-front' construction will ensure that each landowner in the WUEA will be able to pursue the development of their land and thus achieve Council's planning objectives.

The Link Road will be funded 100% through Section 94 contributions from the development of all land within the WUEA, except for land that doesn't have any frontage and/or primary access to this road. There are clearly two areas within the WUEA that will not rely on the Link Road for the shortest/most convenient vehicular route to the civic facilities of Wollongbar (shops, primary school, Simpson Oval, community hall). These areas comprise:

1. The eastern part of the proposed Avalon Estate. Council's Civil Services have assessed that the area east of the eastern boundary of the former Drive-in site (and its northern extension) will be a distinct local traffic catchment that will access Rifle Range Road via a new intersection. The area to the west of this line will functionally be part of the Link Road Catchment, notwithstanding that it will be through adjoining land.
2. The area of land bound by the existing urban area, the Bruxner Highway, Sneaths Road and the east-west gully that traverses the site adjacent to the northern boundary of the Presbyterian Church.

It is considered that the an 11 metre wide road from edge of bitumen to edge of bitumen will provide an adequate service level having regard to the low speed environment and anticipated traffic use.

The construction of the Link Road will involve the construction of the intersection at either end, comprising:

- A two lane round-about at the Rifle Range Road/Link Road intersection constructed in concrete.
- A Type C "T" intersection at the junction of the Link Road and Sneaths Road.

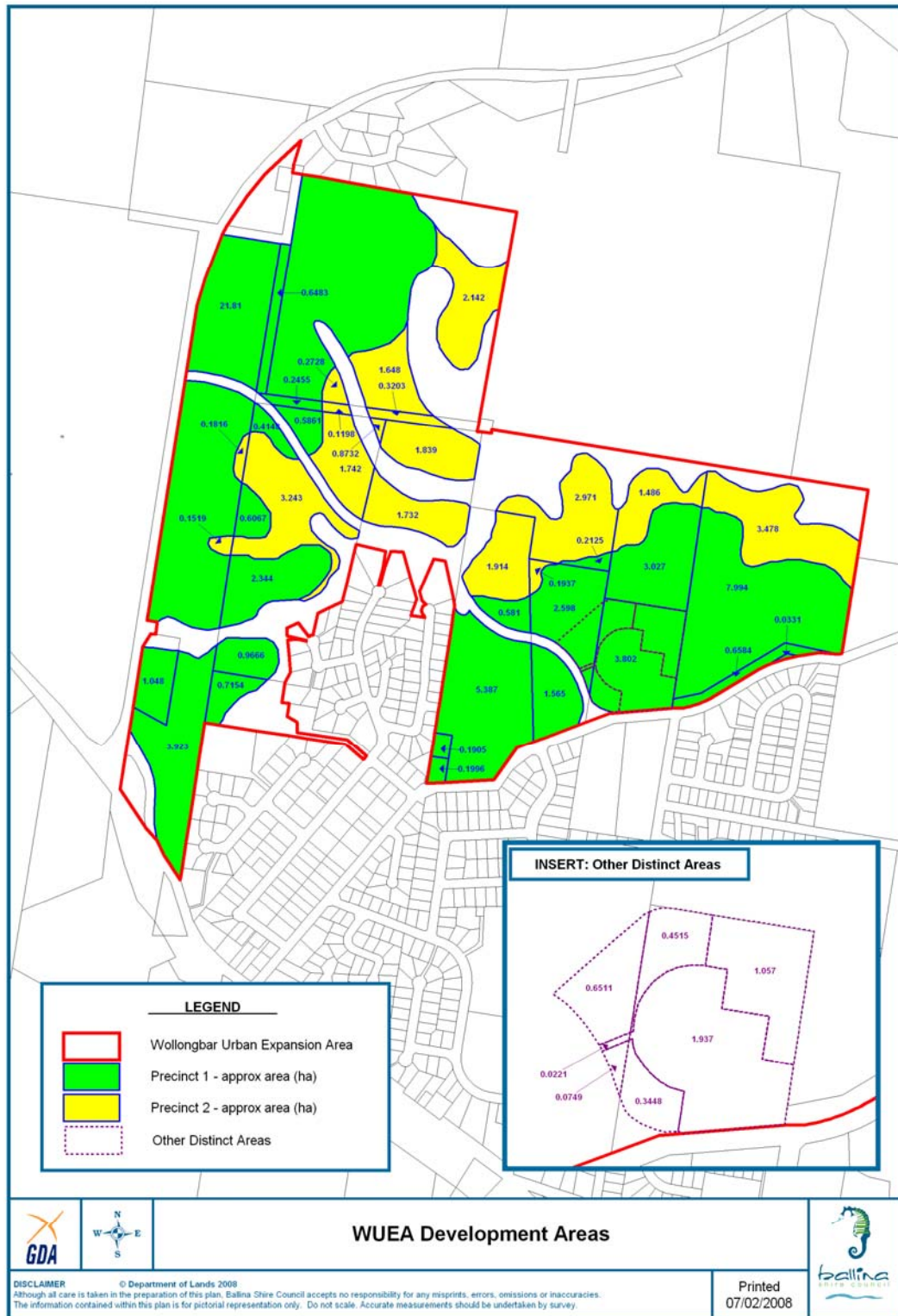
Affected land owners have cooperated and submitted a development application to create the link road corridor (DA 2006/848). This application has been approved and the land owners can now dedicated this corridor. There will thus be no Section 94 contribution component for the purchase of land required for the road corridor.

2.3 *Planning Agreements*

Council will consider planning agreements in accordance with its adopted policy.

A precondition for Council considering a planning agreement for the WUEA will be the demonstration that it is part of an integrated approach to the provision of infrastructure and facilities for the whole of the WUEA.

Attachment 1 - WUEA Development Areas



Attachment 2 - WUEA Population Projections

Land Budget for WUEA

(based on Figure 6 Chapter 15 WUEA - BS Combined DCP.

Parcel No.	Owner	Land description	Precinct 1 land (ha)	dwel's @ 12 per ha	precinct 2 land (ha)	dwel's @ 8 per ha	Medium Density (ha)	dwel's @ 33 per ha	TOTAL DWELL'S	POPULATION @ 2.7 pers per dwell	% of total
				12		8		33		3	
12693	BR & CR Brown, LA Nunn & RL Brown	Lot 5 DP 258082, No. 121 Rifle Range Rd	11.235	135	7.937	63			198	535	23%
17234	BR & CR Brown, LA Nunn & RL Brown	Lot 1 DP 1029668, Rifle Range Rd	0.659	8	0.000	0			8	21	
17606	BR & CR Brown, LA Nunn & RL Brown	Lot 76 DP 1047941, Rifle Range Rd	0.033	0		0			0	1	
12728	Ballina Shire Council	Lot 3 DP 590239, No. 85 Rifle Range Rd	3.415	41	0.194	2	0.651	21	64	173	9%
12729	Ballina Shire Council	Lot 1 DP 177365, No. 93 Rifle Range Rd	0.000	0	0.000	0	0.452	15	15	40	
12727	EL Smith, LM Wells & MG Smith	Lot 2 DP 590239, Rifle Range Rd	5.968	72	1.914	15		0	87	235	10%
17839	EL & DJ Smith	Lot 11 DP 1063669, Rifle Range Rd	0.200	2	0.000	0			2	6	0%
17838	SL & GM Alder	Lot 10 DP 1063669, Rifle Range Rd	0.191	2	0.000	0			2	6	0%
17743	Mt Moriah Pty Ltd	Lot 4 DP 1055827, Central Park Dr	0.000	0	3.571	29			29	77	3%
17758	Kurrabri Pty Ltd	Lot 12 DP 1057624, No 17 Queens Pk Ct	4.918	59	5.858	47			106	286	12%
Nil	Road	North of Lot 12 DP 1057624 & Lot 4 DP 1055827	1.048	13	0.000	0			13	34	1%
1000509	United Protestant Association of NSW Ltd	Lot 1 DP1062895, No 8 Sneaths Rd	25.733	309	4.397	35			344	929	38%
12757	RTA	Lot 1 DP 113410, Sneaths Rd	0.648	8	0.000	0			8	21	1%
15638	Trustee, Presbyterian Church Proper	Lot 10 DP 863352, No 14 Sneaths Rd	1.048	13	0.000	0			13	34	1%
9250	S & L Bohringer & others	Lot 23 DP 842886, No. 43 Midway Ave	0.715	9	0.000	0			9	23	1%
TOTAL PROJECTED WUEA POPULATION			55.810		23.871		1.103		897.1	2422	100%
Existing Avalon Estate									89	240	
TOTAL plus existing Avalon Estate									986	2662	

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Contributing Development to Link Road & Associate Infrastructure.

(based on Figure 6 Chapter 15 WUEA - BS Combined DCP.

Parcel No.	Owner	Land description	Precinct 1 land (ha)	dwel's @ 12 per ha	precinct 2 land (ha)	dwel's @ 8 per ha	Medium Density (ha)	dwel's @ 33 per ha	TOTAL DWELL's	POPULATION @ 2.7 pers per dwell	% of total
				12		8		33		3	
12693	BR & CR Brown, LA Nunn & RL Brown	Western part of Lot 5 DP 258082, No. 121 Rifle Range Rd (west of the eastern boundary of the Drive-in site extended northwards)	3.240	39	4.458	36			75	201	11%
12728	Ballina Shire Council	Lot 3 DP 590239, No. 85 Rifle Range Rd	3.415	41	0.194	2	0.651	0	43	115	7%
12729	Ballina Shire Council	Lot 1 DP 177365, No. 93 Rifle Range Rd	0.000	0	0.000	0	0.452	0	0	0	0%
12727	EL Smith, LM Wells & MG Smith	Lot 2 DP 590239, Rifle Range Rd	5.968	72	1.914	15		0	87	235	13%
17839	EL & DJ Smith	Lot 11 DP 1063669, Rifle Range Rd	0.200	2	0.000	0			2	6	0%
17838	SL & GM Alder	Lot 10 DP 1063669, Rifle Range Rd	0.191	2	0.000	0			2	6	0%
17743	Mt Moriah Pty Ltd	Lot 4 DP 1055827, Central Park Dr	0.000	0	3.571	29			29	77	4%
17758	Kurrabri Pty Ltd	Lot 12 DP 1057624, No 17 Queens Pk Ct	3.951	47	5.858	47			94	255	15%
Nil	Road	North of Lot 12 DP 1057624 & Lot 4 DP 1055827	1.048	13	0.000	0			13	34	2%
1000509	United Protestant Association of NSW Ltd	Lot 1 DP1062895, No 8 Sneaths Rd	21.810	262	4.397	35			297	802	46%
12757	RTA	Lot 1 DP 113410, Sneaths Rd	0.648	8	0.000	0			8	21	1%
TOTAL			40.471		20.392		1.103		648.8	1752	100%

Attachment 3 - WUEA Works Programs, Costings and Apportionment

Wollongbar Urban Expansion Area Infrastructure Plan - June 2008

1. Link Road Works

Land with frontage to the Link Road

Proposed Works	Details	Comment	Costs	Apportionment Rationale	S. 94 apportionment		Council's Liability	Staging from commencement of plan
					Apportionment Factor	Cost		
Rifle Range Road Intersection	Two lane roundabout at intersection of Rifle Range Road and proposed link road	As per Council standards - Estimate by BSC - Jan 2008	\$515,000	This facility is needed to service the WUEA and where the link road is the primary means of access and thus development in this catchment should pay 100% of the cost.	100%	\$515,000	\$0	At the commencement of development in this catchment
	Borrowing costs	This facility is to be provided in advance of Section 94 funds being collected	\$107,000	Based on Net Present Value method assuming 4% real per annum interest over a 15 year period and constant rate of contribution collection	100%	\$107,000	\$0	Up to 20 years from the commencement of development in this catchment
Link Road	11m wide Link Road between the two intersections	APP estimates in DA 2007/876	\$1,549,000	This facility is needed to service the WUEA and where the link road is the primary means of access and thus development in this catchment should pay 100% of the cost.	100%	\$1,549,000	\$0	At the commencement of development in this catchment
	Borrowing costs	This facility is to be provided in advance of Section 94 funds being collected	\$321,000	Based on Net Present Value method assuming 4% real per annum interest over a 15 year period and constant rate of contribution collection	100%	\$321,000	\$0	Up to 20 years from the commencement of development in this catchment
Sneaths Road Intersection	T intersection at corner of Sneaths Road and proposed Link Road	As per Council standards - Estimate by BSC - October 2007	\$235,000	This facility is needed to service the WUEA and where the link road is the primary means of access and thus development in this catchment should pay 100% of the cost.	100%	\$235,000	\$0	At the commencement of development in this catchment
	Borrowing costs	This facility is to be provided in advance of Section 94 funds being collected	\$49,000	Based on Net Present Value method assuming 4% real per annum interest over a 15 year period and constant rate of contribution collection	100%	\$49,000	\$0	Up to 20 years from the commencement of development in this catchment
		sub total	\$2,776,000			\$2,776,000	\$0	
Administration @ 1.5% of apportioned cost			\$42,000	100% to administer this plan	100%	\$42,000	\$0	On-going
			TOTAL			\$2,818,000		

Wollongbar Urban Expansion Area Infrastructure Plan - June 2008

2. External Transportation Works

Expanded WUEA Catchment

Proposed Works	Details	Comment	Costs	Apportionment Rationale	S. 94 apportionment		Council's Liability	Staging from commencement of plan
					Apportionment Factor	Cost		
Local Area Traffic Management works	Local Area Traffic Management works	As per Council standards - Estimate by BSC - October 2007	\$160,000	Works required by all WUEA residential development	100%	\$160,000	\$0	As funds are collected
Cycleway from WUEA to Wollongbar Village Facilities	Cycleway from WUEA to Wollongbar Village Facilities	As per Council standards - Estimate by BSC - October 2007	\$283,000	Works required by all WUEA residential development	100%	\$283,000	\$0	As funds are collected
		TOTAL	\$443,000			\$443,000		
Administration @ 1.5% of apportioned cost			\$7,000	100% to administer this plan	100%	\$7,000	\$0	On-going
		TOTAL	\$450,000			\$450,000		

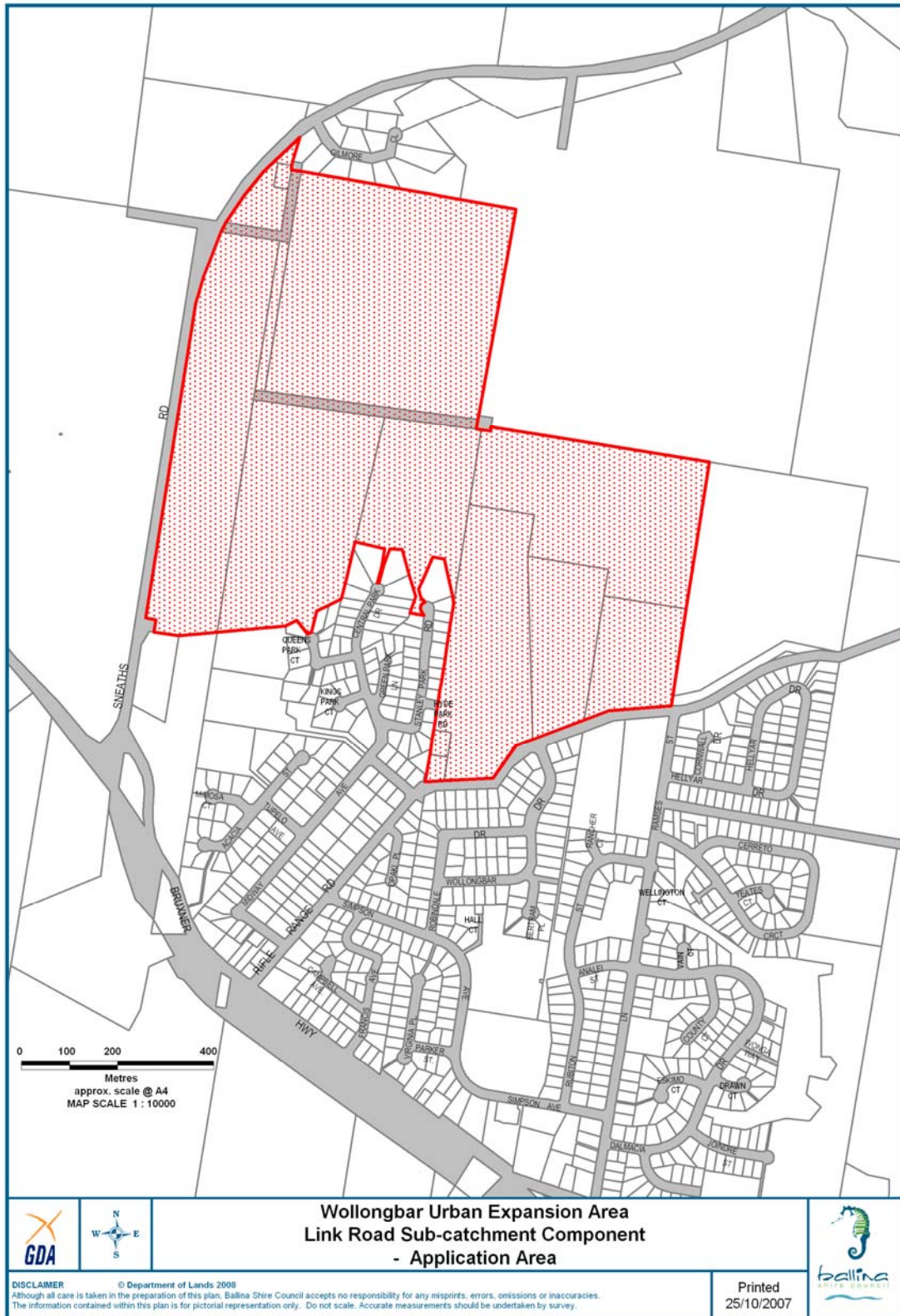
Attachment 4 – WUEA Access & Transport Facilities Contribution Rates

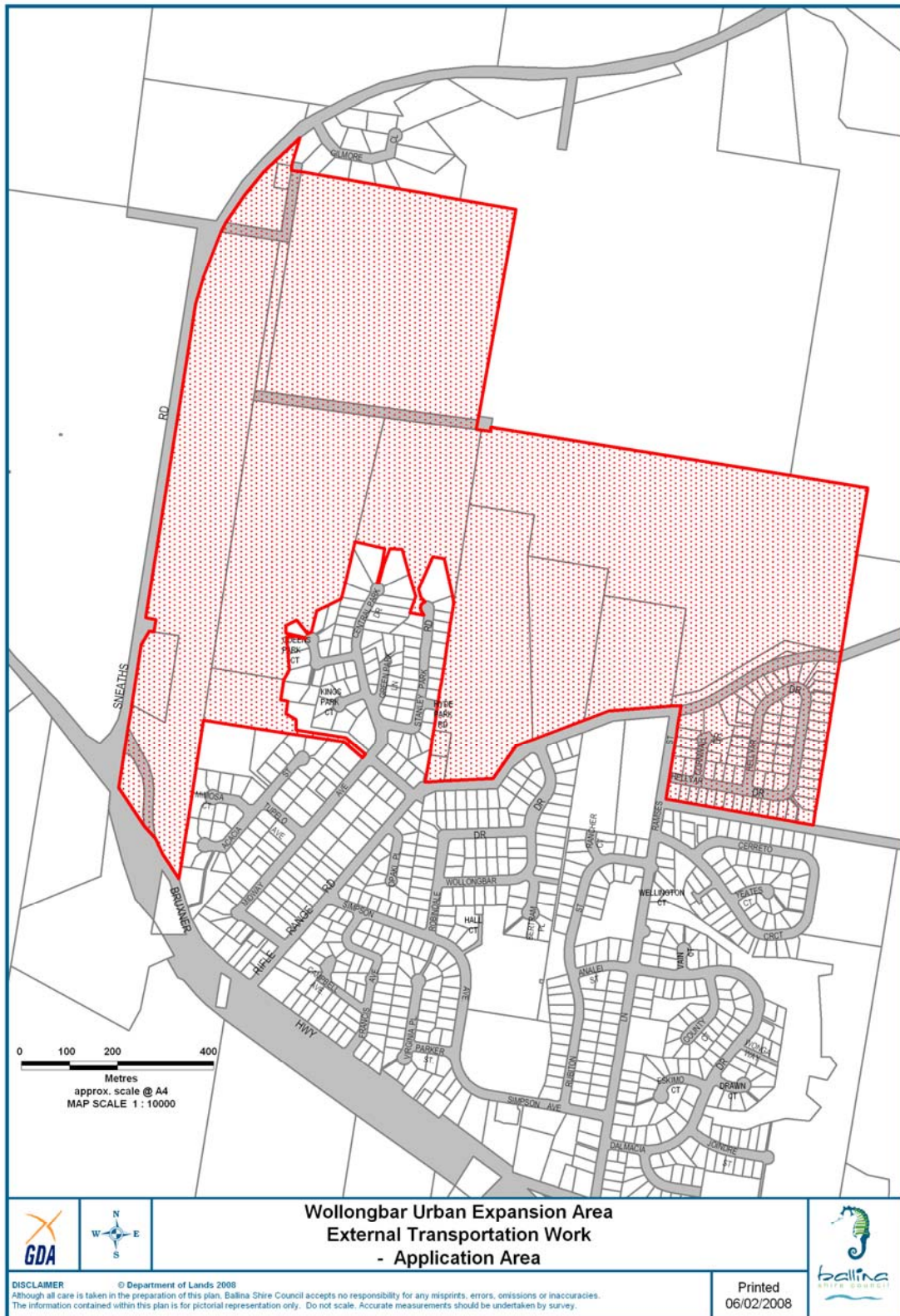
Access & Transport Facilities	Applicable areas	Application map reference	Cost to Development	Contribution Catchment (persons)	Cost to Council	Rate per person	Rate per dwelling (2.7 persons per dwelling)
1. Link Road Works	Properties serviced by proposed Link Road	Section 6.4	\$2,818,000	1752	\$0	\$1,609	\$4,344
2. External Transportation Works	Whole WUEA including existing Avalon Estate	Section 6.4	\$450,000	2662	\$0	\$169	\$456
		TOTAL	\$3,268,000		\$0		

Summary for localities - per person - transferred to summary sheet

Catchment	1. Link Road Works	2. External Transportation Works	rate per person	rate per dwelling (2.7 persons per Dwell)
Link Road Catchment	\$1,609	\$169	\$1,778	\$4,800
Non Link Road Catchment	n/a	\$169	\$169	\$456

Attachment 5 – WUEA Access & Transport Facilities Contribution Application Areas





Attachment 6 – Summary of Contribution Rates for WEUA

WUEA Contributions - November 2008				
CONTRIBUTION ITEM		WUEA Link Road Properties - after 1 November 2008	WUEA Non-link Rd Properties - after 1 November 2008	Comparison prior to 1 November 2008
		per lot	per lot	per lot
Open Space		\$4,779	\$4,779	\$657
Community Facilities		\$4,025	\$4,025	\$1,110
WUEA Access & Transportation Plan	<i>Link Road Properties</i> - Link Road, intersections, cycleway, LATM + administration	\$5,689	\$0	
	<i>Non Link Road Properties</i> - cycleway, LATM + administration	\$456	\$456	
Roads		\$718	\$718	\$718
Sewer DSP*		\$9,313	\$9,313	\$9,313
Water DSP		\$1,574	\$1,574	\$1,574
Rous Water DSP		\$3,600	\$3,600	\$3,600
TOTAL		\$30,154	\$24,465	\$16,972

Attachment 7 – Contributions Paid in respect of Avalon Estate (DA 2000/486)

Details of Payments			Interim Section 94 Contributions			Existing Section 94 Contribution Plan	Section 64/Infrastructure Payments			TOTAL
Date	receipt	Trust Deposit Acc.	OPEN SPACE	ROADS	CYCLEWAY	Community Facilities	Water Supply	Water	Sewer	
Condition of Consent in DA 2000/286			5.2 iii)	5.2 iv)	5.2 ii)	5.1 a)	5.2 i)	5.1 a)	5.1 a)	
gross amounts identified in DA consent			\$221,555	\$253,602	\$26,645	\$66,722	\$43,435	\$98,842	\$306,600	
05/12/2000	60680	14634	\$36,420	\$41,688	\$4,380	\$10,968	\$7,140	\$16,248	\$50,400	\$7,140
	13600		\$42,490	\$48,636	\$5,110	\$12,796	\$8,330	\$18,956	\$58,800	\$8,330
30/04/2002	88041	16048	\$69,805	\$79,902	\$8,395	\$21,022	\$13,685	\$31,142	\$96,600	\$13,685
23/07/2002	91547	16356	\$36,420	\$41,688	\$4,380	\$8,112	\$7,140	\$16,740	\$51,840	\$7,140
25/09/2002	94478	16356	\$36,420	\$41,688	\$4,380	\$11,292	\$7,140	\$16,740	\$51,840	\$7,140
TOTAL RECEIPT			\$221,555	\$253,602	\$26,645	\$64,190	\$43,435	\$99,826	\$309,480	\$43,435
Assuming 5 % interest since 2003 (5 years)			\$29,000	\$34,000	\$4,000					\$67,000
TOTAL with assumed Interest			\$250,555	\$287,602	\$30,645					\$568,802
equivalent amount per person			\$1,043	\$1,197	\$128					\$2,367
Proposed allocation			50% to District Parks 50% to Playing fields	\$40,560 to be allocated towards External transportation works ie 240 persons x \$169 p.p.						
Balance after allocation			Nil	\$277,683						\$277,683