

EUROBODALLA SHIRE COUNCIL

Good Government, better living

DEVELOPMENT CONTRIBUTIONS PLAN

2000 – 2005

Adopted by Council on 24 April 2001
to take effect from 1 July 2001

(including amendments to 1 March 2007)

Preface

Section 94 of the Environmental Planning & Assessment Act is both technical and heavily based on principle. Its objectives and requirements sometimes seem unclear, and the format of many Section 94 Contributions Plans does little in attempting to overcome this.

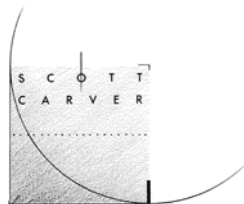
This Section 94 Plan aims to provide the Eurobodalla Council and its residents with a Section 94 Strategy that is easy to read, understand and administer. It uses 'plain English' where possible and attempts to link sections of the Plan in a logical sequential order so that the reader clearly understands what the objectives are. The Plan has been divided into four main sections:

Chapter 1 Introduction	An explanation of the principles of Section 94, a description of the aims and methodology used in this Plan, and details of the Plan's application.
Chapter 2 Population and Development Analysis	An assessment of development and environmental factors, an analysis of existing population and recent trends, and projections for growth over the life of this Plan.
Chapter 3 Strategies	A strategy has been prepared for each area of service or facility provision included in the Plan. Each Strategy includes an audit of the existing supply of the facility or service, the likely demand from incoming population, a nexus establishment, details of the works that Council intends to undertake to meet the projected demand, and a calculation of levies to fund them.
Chapter 4 Administration and Accounting	An explanation of the administration and accounting responsibilities of applicants and the Council, under this Plan.

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1. Introduction

1.1 Section 94

Section 94 (S.94) of the Environmental Planning and Assessment Act, 1979, (the Act) empowers Councils to levy contributions for new development. These contributions help fund the provision or improvement of amenities and services needed to meet the increased demands created by the people who occupy that new development.

If a Council seeks contributions, the Act requires a Section 94 Contributions Plan to be in place.

1.2 This Section 94 Plan

This Contributions Plan has been prepared in accordance with the provisions of section 94 of the Act and Part 4 of the Regulations and is officially known as the *Eurobodalla Section 94 Contributions Plan 2000-2005*.

The primary purpose of this Plan is to administer contributions towards the provision, extension or augmentation of public amenities and public services that will be required as a consequence of development in the area, or that have been provided in anticipation of or to facilitate such development.

Other purposes of this Plan are to:

- Provide a comprehensive strategy for the assessment, collection, expenditure, accounting and review of development contributions on an equitable basis throughout the Council area;
- Provide a comprehensive works program of the public facilities including those that have been completed and those that are likely to be required by the anticipated population;
- Ensure an appropriate provision and distribution of public facilities throughout the area to meet the increased demand for public facilities generated by development commensurate with the needs of that population and general community expectations;
- Enable the Council to recoup the cost of providing public facilities which have been provided in anticipation of development where such development will benefit from the provision of those public facilities;
- Enable the Council to recoup the cost of preparing and administering the Contributions Plan, and undertaking studies for the purpose of the Plan;
- Ensure that the existing community is not burdened by the provision of public facilities required as a result of future development; and
- Provide a single mechanism for the coordinated implementation and administration of development contributions that can be supplemented by the inclusion of further infrastructure strategies as they are adopted.

1.3 Methodology







The following steps provide a general synopsis of the tasks that need to be done in order to calculate a contribution rate:

- (a) Looking at development opportunities and constraints within the Council area.
- (b) Calculating likely future development in the Council area and working out the associated population growth via expected occupancy rates of that development.
- (c) Assessing supply and demand – both existing and projected – of services and facilities within the area, having regard to the likely characteristics and needs of the new population.
- (d) Detailing Council's strategies for the provision of, and levying for, various services and facilities.
- (e) Demonstrating nexus between the likely future demand for particular services and facilities and those that Council wishes to provide, and collect contributions for.
- (f) Calculating an appropriate apportionment of the cost of the proposed services and facilities between Council (on behalf of existing residents) and new development (on behalf of new residents).
- (g) Establishing a feasible works program that can be achievable over a nominated period of time.

Once these steps have been completed, a contribution rate can be calculated. For calculation methodology, see Strategies for each service/facility.


1.4 Relationship to Other Plans and Policies

The Plan **supercedes** the following Section 94 Contributions Plans, namely:



-  *Eurobodalla Shire Council Section 94 Contributions Plan Open Space Growth Areas*
-  *Eurobodalla Shire Council Section 94 Contributions Plan Open Space Shire & District Contributions*
-  *Council of Eurobodalla Section 94 Contributions Plan Community Facilities and Services District Contributions*
-  *Eurobodalla Shire Council Section 94 Contributions Plan Waste Disposal*
-  *Council of Eurobodalla Section 94 Contributions Plan Car Parking*
-  *Section 94 Contributions Plan For Car Parking – Central Tilba*

Some of the works contained in the Works Programs of the superceded Plans have not been completed and have been carried forward into the Works Program of this Plan. Calculations have been undertaken to ensure that amounts collected for those items prior to this Plan coming into force, have been deducted.

The following existing Plan **remains** in force:

-  *Council of Eurobodalla Section 94 Contributions Plan Rural Roads*

The following Plans are **repealed** upon this plan taking effect:

-  *Council of Eurobodalla Section 94 Contributions Plan Bushfire Services*
-  *Batemans Bay Drainage Section 94 Contributions Plan*

Where funds have been collected under the plans to be repealed and held in trust monies will be put to works described in those plans. Other Policies under the Section 94 Contribution Plan will continue to apply where relevant.

This Plan and its Works Program has been prepared with regard to *Eurobodalla Shire Council Management Plan 2000-2005*, and in particular to the aims and objectives, and approach to planning and provision of facilities. Review of this Plan will be undertaken with an annual review of the Management Plan and amended contribution rates under this Plan will be exhibited with the proposed fees and charges of future Management Plans. For further information on this, see section 4.6 (Review of Contribution) of this Plan.

1.5 Area of Application

This Plan applies to all land within the Eurobodalla Council area, as illustrated on the map at Figure 1.1. Individual infrastructure strategies adopted under this Plan may apply to the whole or part of the Council area.

For the purposes of this Plan, the Shire has been divided into 3 'districts' – Northern, Central and Southern. Each of these districts is focussed on a main town centre, and includes both rural and urban areas.

1.6 Summary of Applicable Development

This Plan applies to development on land in the Shire of Eurobodalla in accordance with the summary table below. For details, see the individual strategies.

Table 1.1 Summary of development subject to contributions under this Plan

Development types	Areas affected	Strategy
Residential development Tourist development	All LGA (where permitted under the Urban LEP 1999 or Rural LEP 1987)	Open Space and Recreation
Residential development Tourist development	All LGA (where permitted under the Urban LEP 1999 or Rural LEP 1987)	Cycleways & Pedestrian Facilities
Residential development	All LGA (under Urban LEP 1999 and Rural LEP 1987)	Community Facilities
Business development	Batemans Bay, Moruya, Narooma CBDs and Central Tilba	Car Parking
Residential development Tourist development Industrial development Business development	All LGA (where permitted under the Urban LEP 1999 or Rural LEP 1987)	Waste Disposal
Residential development Tourist development Industrial development Business development	All LGA (where permitted under the Urban LEP 1999 or Rural LEP 1987)	Administration

Clause 74 of the Eurobodalla Urban Local Environmental Plan 1999 enables council, when considering an application to erect a building on land on which there is a building which is an item of environmental heritage, to exclude the heritage item from the calculation of developer contributions. This incentive is only applied where the conservation of the building is dependent upon it.

Levies are applied to new lot subdivisions and net additional dwellings. Credit is to be given for the equivalent of 2.5 persons to each allotment after subdivision. That is, in the case of residential land contributions are levied at the rate of 2.5 persons per lot on subdivision. On development of a lot created by that subdivision, development amounting to 2.5 persons (say, a three bedroom dwelling) does not attract contributions. Any development over and above that would begin to attract contributions.

Similarly, for business and industrial subdivision, contributions are levied at the rate of 2.5 persons per lot. This is determined by multiplying the occupancy rate (floor area per employee) by 2.5 multiplied by the per square metre contribution rate. A credit floor area equivalent to 2.5 persons then applies to subsequent development.

Contribution rates are calculated on a per person basis using building sizes and occupancy rates. Actual amounts payable are provided in the Contribution Rates Calculator at Appendix 2. Reference to Equivalent Tenements (ETs) are not used in this plan. Where credits apply due to previously approved development ETs should be translated to per person rates for the purpose of applying the credit according to the basis for determining the ET under the previous contributions plan.

Development undertaken by the Eurobodalla Shire Council within the area identified in the Plan will be subject to payment of levies in accordance with this Plan, unless the development being undertaken is an item identified in the works program in this Plan.

The format and methodology of this plan may be used as a template for the preparation of contributions strategies for other public facilities in the future if and when the need arises. This may include, but not be limited to, drainage/stormwater facilities, bushfire services and road works.

1.7 Adopted Standards

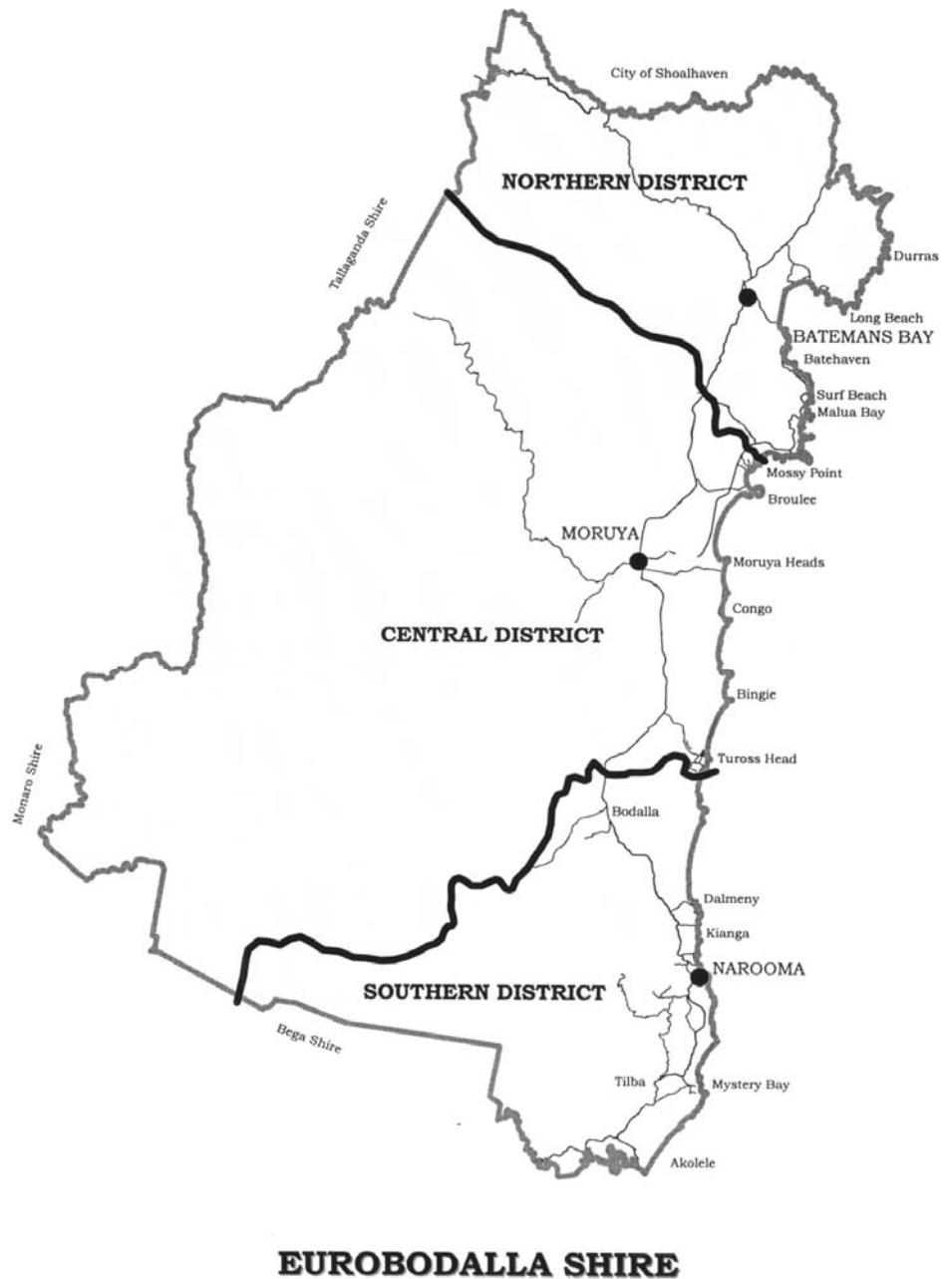
The following land values have been calculated by an independent valuer for the commercial centres of Batemans Bay, Moruya and Narooma. They are average values based on recent sales of central and fringe improved properties, and will be used in this Plan where land acquisition for car parking facilities is required.

- Batemans Bay \$250 per square metre
- Moruya \$150 per square metre
- Narooma \$125 per square metre

The cost of construction of one car parking space has been set at \$2,475 per space. This is based on the estimated cost of construction provided in Cordell Information Service - Housing and Building Cost Guide, Volume 31 Issue 2 NSW June 2000, of \$75.00 per square metre grossed up for 30 square metres plus 10% contingency. This figure is for open parking areas with bitumen paving, concrete kerbing, average surface water drainage including sumps, and line-marking.

All other facilities will be constructed in accordance with Council policies and/or other relevant codes of construction.

Figure 1.1 Area of Plan's application



Approx. Scale 1 : 500,000

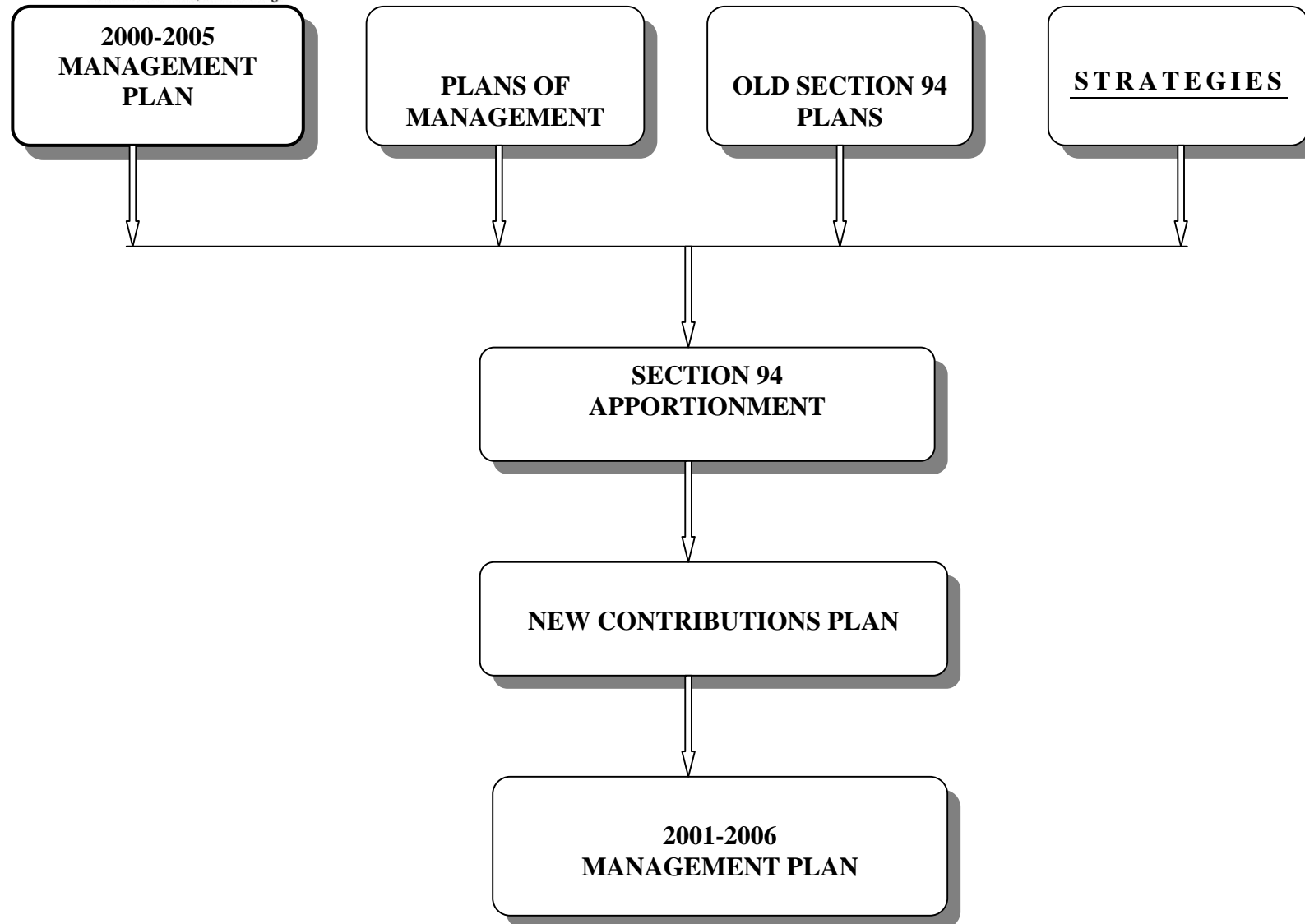


Figure 1.2 Section 94 planning process

2. Population and Development Analysis

The purpose of this section is to describe the characteristics of the existing and likely future population of the Shire, as well as the existing and proposed pattern of development. On the basis of this information, it is possible to establish the likely pattern of future development (as a consequence of planning and development controls and environmental constraints) as well as the scope of demand for future public facilities associated with the increased population.

2.1 Information Source

This profile has been prepared on the basis of information contained in the following documents:

- Department of Urban Affairs and Planning Population Projections: Non-metropolitan Local Government Areas in New South Wales 1991-2021 1994 Revision
- Department of Urban Affairs and Planning Lower South Coast Land and Housing Monitor 1996 Revision
- Eurobodalla Shire Council Management Plan 1999-2004
- Eurobodalla Shire Council Population Profile Eurobodalla Shire 1998
- Lower South Coast Regional Settlement Strategy.
- RTA Guide to Traffic Generating Developments, December 1993.
- Shire of Eurobodalla Commercial and Industrial Strategy Study, January 1990.
- Tourism NSW – Estimates of visitation for LGAs, March 1997.

2.2 Development and Environmental Factors

This section identifies the factors that may influence the future development of the Shire and the locations where future development is likely to occur. These factors need to be understood, as they will influence the pattern and rate of development and therefore the demand for public facilities.

The Eurobodalla Shire is located on the Lower South Coast of New South Wales. The LGA extends from Durras and the Benandarah State Forest in the north to Akolele and Wallaga Lake in the south. It includes the towns listed in Table 2.2, later in this section.

The Shire's main arterial Road – the Princes Highway – runs through the eastern part of the Shire, relatively close to the coastline. Most of the Shire's townships were settled along this route. The majority of the northern district's population exists in the urban areas within and surrounding Batemans Bay and Surf Beach.

The majority of privately owned land in the Shire is rural, both in nature and in zoning. The larger towns are recognised as Batemans Bay in the north, Moruya in the central part of the Shire, and Narooma in the south. Much of the Shire other than the coastal area is mountainous and contains State Forest and National Park.

The Shire is characterised by an elderly population due to its appeal as a place for retirement, but there are also an increasing number of couples with younger children. There is also a very strong tourist industry in the Shire.

The key factors that will influence the future pattern of development include:

- Accessibility to coastal and foreshore areas, retail and community services, and recreational opportunities;
- The role of each of the larger towns in the Shire in the local and regional economy;
- The need to retain existing tracts of productive agricultural land;
- The need to protect environmentally sensitive areas and water catchments;
- Topography and the existence of large areas of State Forest and National Park; and
- Statutory zoning patterns and NSW Government settlement strategies and regional environmental plans.

2.3 Existing Population and Recent Trends

This section outlines the extent of population growth expected over the life of this Plan. The main areas of examination are age and household structure, and dwelling choice.

The profile compares and contrasts key social indicators and trends from the 1991 and 1996 Censuses. Table 2.1 provides a snapshot of selected statistics from the 1996 census.

Table 2.1 *Selected census information - 1996*

Population Characteristics	No of persons	%
Total population	30,447	100
Sex		
Male	15,056	49
Female	15,391	51
Background		
Indigenous	1,134	4
Non-indigenous	28,260	93
Other	9 45	3
Age		
0-9	4,123	14
10-19	3,803	13
20-29	2,384	8
30-39	3,982	13
40-49	4,095	13
50-59	3,376	11
60-69	4,207	14
70+	4,371	14
Household		
Couple – with children	11,992	44
Couple – no children	7,952	30
Single parent family	2,787	10
Multi family	407	2
Group household	661	2
Lone persons	3,101	11
Other family	152	1
Dwelling		
Separate house	9,797	81
Semi-detached house	596	5
Flats – 1-3 storeys	900	8
Other dwelling type	692	6

To better determine where the population growth is concentrated, it is necessary to divide the Shire into areas, or districts for this purpose. Table 2.2 displays how the various towns and districts of the Shire have been divided.

Table 2.2 *Shire districts and towns they contain*

Northern	Central	Southern
Batehaven	Belowra	Akolele
Batemans Bay	Bergalia	Bodalla
Benandarah	Bingie	Central Tilba
Bimbimbie	Broulee	Corunna
Catalina	Coila	Dalmeny
Currowan	Congo	Dignams Creek
Denhams Beach	Deua River Valley	Eurobodalla
Guerilla Bay	Jeremadra	Kianga
Lilli Pilli	Kiora	Mystery Bay
Longbeach	Meringo	Narooma
Maloneys Beach	Merricumbene	North Narooma
Malua Bay	Mogendoura	Potato Point
Mogo	Moruya	Tilba Tilba
Nelligen	Moruya Heads	Wallaga Lake
North Batemans Bay	Mossy Point	
Rosedale	Nerrigundah	
South Durras	North Moruya	
Sunshine Bay	Tinpot	
Surf Beach	Turlinjah	
Surfside	Tuross Head	
Tomakin	Womban	
Woodlands		

2.3.1 General growth

Table 2.3 shows the rates of population growth from 1981 to 1996.

- Although the Northern district maintains the highest population level, its growth has levelled since 1991. The population level in this district has experienced an average annual growth rate of approximately 5.9% between the 1981 to 1996 census periods.
- The Central district has the second highest population level and has experienced steady growth since 1981. The population level in this district has experienced an average annual growth rate of approximately 6.3% between the 1981 to 1996 census periods.
- The Southern district has the lowest population level and has experienced the lowest relative level of growth, levelling off since 1986. The population level in this district has experienced an average annual growth rate of approximately 4.5% between the 1981 to 1996 census periods.

Table 2.3 Population growth 1981-1996

District	1981	1986	1991	1996
Northern	7949	10071	14021	15018
Central	4226	5473	6863	8213
Southern	4322	5975	6243	7216
Total	16497	21519	27127	30447
% Change 81-86		6.09		
% Change 86-91			5.21	
% Change 91-96				2.45

2.3.2 Growth of age groups

Figure 2.1 illustrates the growth of various age groups over the past 15 years within the Shire.

- The age group that experienced the highest growth over the past 16 years is the 40-49 age group
- The second highest growth rate has been within the 65+ age group. However, caution should be applied to this figure because it contains more age groups, ie. 65-69, 70-74, 75-79, etc.
- The next highest growth rates have occurred in the 30-39, and the 10-14 age groups.

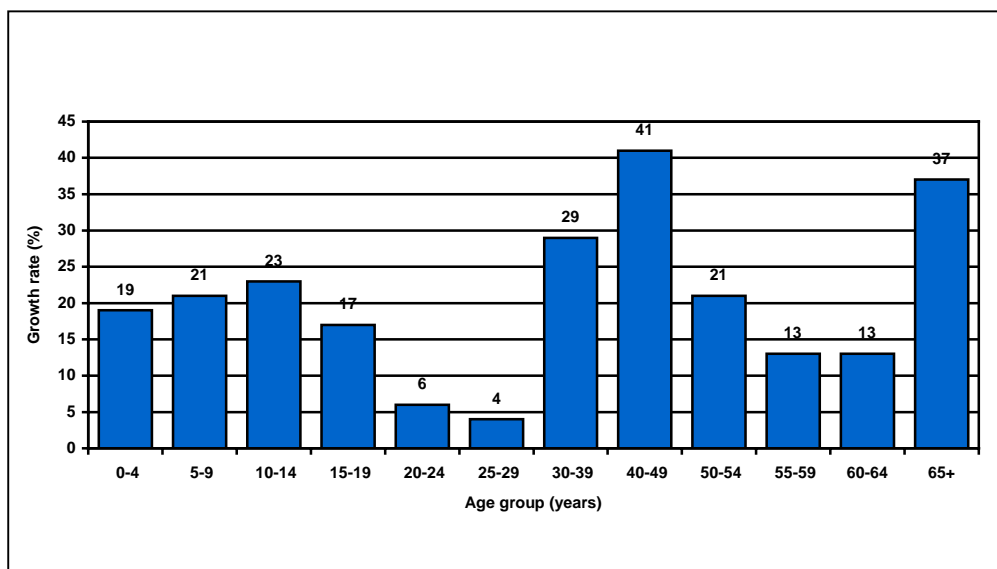


Figure 2.1 Average population growth by age group 1981-1996 (%)

The anticipated strong growth in the elderly and retired may have consequences for Council's fiscal position. The potential impact of growth in pension rebates projected over the next 10 years may cause a corresponding fall in rate revenues.

The population growth of the Eurobodalla Shire has been well ahead of the state average for the past two decades. Population growth for the period 1991 to 1996 as 2.45% per year for the Eurobodalla compared to the NSW average annual growth rate of 1.05%.

Table 2.4 below indicates the age profiles of Eurobodalla Shire in 1996 compared to the neighbouring local government areas of Bega Valley, Kiama and Shoalhaven.

Table 2.5 shows the change in population age profiles over the inter-censal period 1986 to 1996 relative to the 1996 NSW total.

Table 2.4 *Population Age Profiles: Eurobodalla compared to our neighbours*

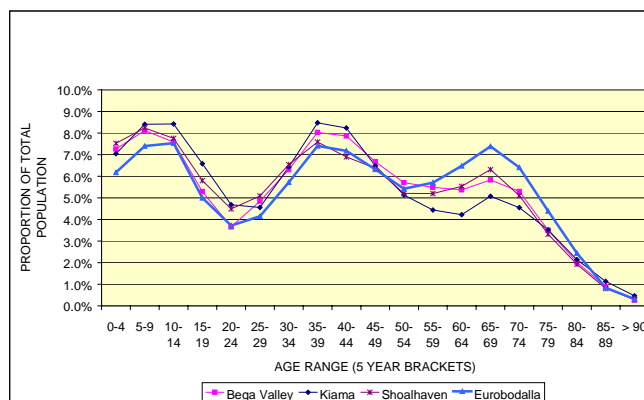
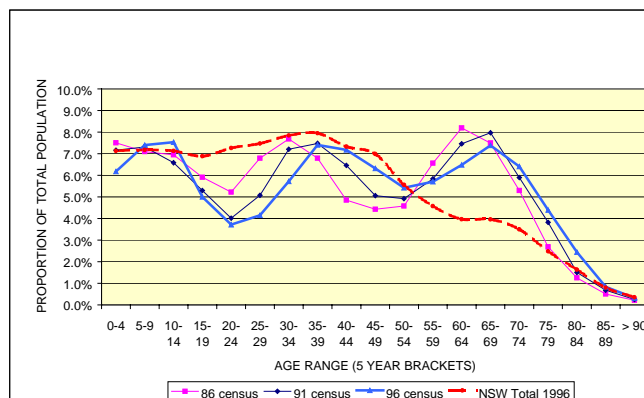


Table 2.5 *Population Age Profiles: Change in Eurobodalla*



2.3.3 Age structure by district

Table 2.6 shows the age structure of each district. This helps to determine the household structure.

- The 60+ age group receives the highest reading in each sector. As with the previous chart, caution should be applied to this figure because it contains more age groups, ie. 65-69, 70-74, 75-79, etc.
- The population in the Northern district is made up mostly of the 0-9 and 40-49 year age groups
- The Central district has a similar population structure to the north. The prominent ages are broadened to include the 0-19 and 30-49 year age brackets.
- The population in the Southern district consists prominently of the 30-39 and 40-49 year age groups. This sector also contains the highest 60+ year population.
- The 20-29 age group is the least represented in all three districts.

Table 2.6 Age structure by district 1996 (%)

District	0-9	10-19	20-29	30-39	40-49	50-59	60+
Northern	13	12	8	12	13	11	31
Central	14	13	9	13	13	11	27
Southern	11	11	7	12	12	11	36

2.3.4 Change in household type

Table 2.7 shows the household structure of the Shire, and how it has changed over the past ten years.

- Couples with children peaked in 1991 and have declined slightly, but remains the most prominent household type.
- Couples without children dropped between 1986 and 1991 and then levelled.
- Lone persons and single parent families have followed almost exactly the same pattern – they have been gradually but steadily climbing over the past 10 years.

Table 2.7 Household type 1986-1996 (%)

District	1986	1991	1996
Couple with children	44	48	44
Couple without children	34	29	29
Lone persons	7	10	11
Single parent family	5	8	10

2.3.5 Change in dwelling type

Table 2.8 shows the dwelling trends of the Shire, and how they have changed over the period from 1986 to 1996.

- Separate dwellings clearly remain the most common form of tenure. However, in 1991, there was a decline in the number of detached dwellings, and an increase in the number of medium density dwellings. This continued into 1996. Both forms of housing levelled between 1991 and 1996 possibly indicating a more recent change in approach to housing supply and choice, and indicating a preferred housing choice for retired persons.

Table 2.8 Change in dwelling types 1986-1996

Type of dwelling	1986	1991	1996	% Increase 1986-1996
Separate houses	10156	12574	14162	39
Medium Density	1257	2280	2579	105
Total	11412	14854	16741	47

2.3.6 Dwelling type and occupants

Table 2.9 shows the number of occupied dwellings in the Shire by type of dwelling, as well as the numbers of people who occupy them.

Table 2.9 Dwelling type by number of occupants 1996

	Separate house	Semi-detached	Flats 1-3 storeys	Other dwellings*
No. dwellings	9797	596	900	692
No. persons	24960	1097	1498	1208

* Other dwellings includes caravan, houseboat, flat over shop, etc

This table allows the calculation of an occupancy rate, which is necessary to calculate the contribution rates for the Plan.

By dividing the number of persons by the number of dwelling in each category, the following occupancy rates result:

- Separate house* 2.5 persons per dwelling
- Semi-detached house* 1.8 persons per dwelling
- Flats 1-3 storeys* 1.7 persons per dwelling
- Other dwellings* 1.7 persons per dwelling

2.3.7 Conclusion

The main conclusions to be drawn from the demographic data are that:

- the majority of households in Eurobodalla comprise families with children, although there are increasing numbers of lone person households, reflecting the growth in the elderly population;
- the majority of the population live in separate dwellings, although in recent years there has been an increase in the number of people living in medium density and other forms of housing, such as long stay caravan parks;
- the greatest area of growth is in the northern district around Batemans Bay and Surf Beach; and

- the generally broad spread of population across all age groups and across districts has implications for Council in terms of the commensurate range of services and facilities it must provide.

2.4 Future Population Growth

This section identifies the extent of the anticipated future population in the Eurobodalla Shire.

The annual average growth rate for the Shire's population has been gradually declining. The annual average growth rate was 2.4% for the 1991 to 1996 period as compared to 5.46% for the period 1981 to 1986 and 4.74% for 1986 to 1991. Given the generally favourable economic outlook for both the region and the nation as a whole, it is likely that the downward trend in population growth will stabilise. The Australian Bureau of Statistics Regional Profile 1999 predicts a population growth rate of 1.4% per annum to 2004. This is considered a conservative estimate; it is more likely that the growth rate of 2.4% per annum experienced between 1991-1996 will continue, particularly in light of recent real estate activity in the Shire. Table 2.8 shows low, medium and high population scenarios using the 1.4% and 2.4% growth rates for the low and high scenarios respectively.

Table 2.10 Population growth scenarios 1996 to 2005

Annual increase	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
1.4%										
(Low scenario)	30 447	30 873	31 305	31 743	32 187	32 638	33 095	33 558	34 028	34 504
2.0%										
(Medium scenario)	30 447	31 056	31 677	32 311	32 957	33 616	34 288	34 974	35 674	36 387
2.4%										
(High scenario)	30 447	31 178	31 926	32 692	33 477	34 281	35 104	35 947	36 810	37 693

For the purposes of this plan the medium scenario growth rate of 2% per annum will be adopted. This suggests that the total population for the Shire for 2005 will be 36,387. These figures should be reviewed and population projections updated using information provided by the Census of Population and Housing.

Population growth is likely to continue to be strongest in the northern district, which has the largest supply of vacant urban land. Table 2.11 shows vacant land stocks for the Northern, Central and Southern districts and the anticipated average annual demand for lots.

Table 2.11 Housing Balance Sheet – Combined Urban & Rural Areas

District	Lots Average Annual Demand	Lots Total Vacant	Supply in Years
Northern	192 (54%)	5176	25+
Central	109 (30%)	3642	25+
Southern	58 (16%)	2440	25+
	359 (100%)	11258	25+

Source: Lower South Coast Land & Housing Monitor, Department of Urban Affairs and Planning, 1996

It can be expected that the distribution in population growth between districts will reflect the availability of, and demand for, suitable urban and rural land. For the purposes of this plan, the percentage split between districts for the average annual demand for lots will be used as the basis for proportioning the split in population growth. This split is applied to the overall population growth estimates (medium scenario) for 2000 to 2005 to determine population growth estimates for each district, as shown in Table 2.12.

Table 2.12 Population growth by district (medium scenario)

	2000	2001	2002	2003	2004	2005
Northern	17797	18153	18516	18886	19264	19649
Central	9887	10085	10286	10492	10702	10916
Southern	5273	5378	5486	5596	5708	5822
Total	32957	33616	34288	34974	35674	36387

Table 2.12 indicates that the projected population growth over the life of this plan for the Northern district will be 1852 persons, for the Central district will be 1029 persons, and for the Southern district will be 549 persons.

2.4.1 Anticipated demographic characteristics

This section identifies the profile of the incoming population and how these characteristics may influence the type, location and distribution of public facilities.

The population profile and characteristics of the incoming population is expected to follow recent trends and be similar to that which currently resides in the Shire.

The greatest growth area in the Shire is likely to remain in the northern district. This is particularly so when considering that this district is situated closest to Sydney and to the ACT. The household structure in the North is predominantly aged people (60+) and couples (aged 40-49 years) with children (0-9 years).

The next most prominent growth area is the Central district. It is mostly comprised of households (30-49 years) with children (0-19 years). So although the structure is similar to the northern district, the age groups are slightly broader. There are also fewer 60+ years in the Central area.

The slowest growing district is the Southern. It comprises 30-39 years and 40-49 years age groups – probably households without children, or lone persons – and also has the highest number of 60+ years persons.

Overall in the Shire, there will continue to be a high aged population (60+ years), and a growing number of young families (30-49 years) and (0-19 years). Alongside this, the 20-29 years age group will remain lower. The groups that are likely to grow in the next few years are couples without children, lone persons, and single parent families.

The continued growth in the aged population 65+ may result in increasing numbers of retirement villages being developed, although numbers are unlikely to be sufficient to significantly impact on the distribution of dwelling types in the Shire. A survey of non-resident property owners carried out in 2000 by IRIS Research found that just under 40% of those surveyed are likely to live permanently in the Eurobodalla over the longer term. Of those over 80% intend to retire or semi-retire in the area and 50% intend to build on vacant land.

Due to the fact that there has been little change in dwelling types between 1986 and 1996, and reasonably little change in household type over the same period, the occupancy rates are likely to remain very much the same as those that currently exist. Therefore, for the purposes of this Plan, the occupancy rates stated in section 2.3.6 will be used to calculate the contributions rates.

2.5 Anticipated Development

This section identifies the types of development that are expected to occur over the life of this plan.

Tables 2.13 and 2.14 show activity levels of development by type. The figures are collated from Council's records of development applications received between 1993 and 1998.

Table 2.13 Demand by development type, 1993-1998

Residential	North	Central	South
Subdivision lots	973	380	196
Dual Occupancy dwellings	318	178	98
Multi-dwelling units	200	52	25
Total	1,491	610	319
Business	North	Central	South
Subdivision lots	16	15	6
Shops	60	13	23
Offices/commercial space	-	12	-
Additions/alterations	7	4	9
Total	73	44	38
Industrial	North	Central	South
Subdivision lots	14	4	6
Factory/industrial units	21	39	8
Warehouse units	12	2	-
Additions/alterations	3	-	2
Total	50	45	16

Table 2.14 New business and industrial floor constructions, 1993-1998 (square metres)

	1993	1994	1995	1996	1997	1998
Business	3215	593	1485	1838	3058	334
Industrial	1968	3387	0	2224	1792	1803

The residential subdivision lots approved were situated throughout the Shire in both urban and rural areas. The multi dwelling applications were only situated in the urban areas as planning controls permit. Note that some of the subdivision lots may have been used for a multi-dwelling development applications, therefore care should be taken in reading these as whole numbers. Nonetheless, the figures in Table 2.13 show that the North is clearly the area of highest demand in regard to multi-dwellings. This demand probably stems from development in Batemans Bay and its immediate surrounding urban areas. Multi-dwellings are next most popular in the Central area and lastly the South. The same pattern is evident for subdivision lots.

There has been a general slowing of dwelling approvals in the Shire over the past 10 years, reflecting the slowed population growth. The most predominant housing type remains a single detached house, although the numbers of this housing type have not increased since the 1996 census. The increasing aging of the population, particularly in the retiree category, will create a demand for housing that responds to the needs of older persons, ie medium density housing/retirement villages.

Table 2.11 shows that there is sufficient vacant land in all three districts to cater for residential demand for at least the next 25 years.

Table 2.14 shows that business development throughout the Shire fell between 1993 and 1994, followed by a substantial increase in activity in 1995. Business development peaked in 1997 when a total of 3,058 square metres was constructed. The business figures in Table 2.12 form an average growth rate of 1,753 square metres of business floor space per year, which would result in an additional 8,765 m² over the life of this Plan.

Table 2.14 shows that industrial development increased between 1993 and 1994 before a sharp decline in 1995 when the figures indicate that no industrial floor space was constructed. Activity grew in 1996 and declined slightly into 1997 and 1998. The industrial floor space figures in Table 2.10 form an average growth rate of 1,862 square metres of industrial floor space per year, which would result in an additional 9,310 m² over the life of this Plan.

Table 2.13 demonstrates the number of new lots created and building types erected for business and industrial development in the three districts of the Shire, between 1993 and 1998. There is currently 65.3 ha of Business 3A zoned land, plus a further 1.7 ha zoned for development that is permitted in 3A zones subject to special conditions. There is also 239.9 ha of Industrial 4A zoned land. This is adequate land to enable continuation of the business and industrial trends over this period. Therefore, the business and industrial floor space projections as identified above are achievable in terms of land supply.

Additional workers resulting from the projected increase in floor area will be based on the *RTA Guide to Traffic Generating Developments*. That is, a mean employee density figure of 4.75 employees per 100sqm (business development), and 1.3 employees per 100sqm (industrial). Therefore, based on the new floor area projections, it is anticipated that there will be 416 new business workers in the Shire, and 121 new industrial workers.

The projections outlined above have been prepared on the basis of all information available at the time. To enable a more detailed analysis of the dynamics of business and industrial development and associated demand and supply, a new commercial and industrial strategy will need to be prepared. The findings of this should apply in future reviews of this Plan.

2.6 Tourism

The Shire is a popular tourist destination for residents of Canberra and the Australian Capital Territory, Sydney and parts of regional New South Wales and Victoria. Table 2.15 shows the number of tourist accommodation facilities that exist in the Shire and the corresponding average monthly occupancy rates.

Table 2.15 Tourist accommodation and average monthly occupancy rates

Type		
Hotel rooms (bedspaces)	787 (2,380)	41% a.o.r
Houses/units (bedspaces)	881 (4,552)	27% a.o.r
Caravan Parks (total spaces)	26 (4,242)	56% a.o.r
	a.o.r	Average monthly occupancy rate

On average, approximately 4,581 tourist bedspaces or caravan park sites are occupied per month in the Shire. This figure is based on the figures in Table 2.15 – multiplying the total number of bedspaces or caravan park sites in the Shire with their average monthly occupancy rates. The mean average monthly occupancy rate is 41%. Table 2.16 shows the number of tourists to the Eurobodalla Shire from 1994 to 1997.

Table 2.16 Tourist numbers, number of nights and average nights per visitor

	92/93	93/94	94/95	95/96	96/97
Visitors	668,000	648,000	862,000	794,000	800,000
Nights	2,533,000	2,396,000	3,153,000	2,845,000	2,624,000
Average nights per visitor	3.8	3.7	3.7	3.6	3.3

There was a slight decline in numbers between 1994 and 1995/96, but a slight regain into 1997. Overall, there has been a slight decline in the average number of nights each visitor stays in the Shire. According to the 1996/97 figure, there was an average of 2,192 visitors to the Shire for every day of the year (total of 800,000 per annum).

Tourism New South Wales has projected an average growth rate of 1.3% between 1997/98 and 2003/04 for domestic travel within NSW. However, it is expected that growth will be higher than this. The Shire has recently been the subject of increased media advertising and promotion on TV radio and the press. Also, the Shire has witnessed an increasing number of tourists from international locations. On this basis, it is anticipated that the growth rate for tourism in the Shire will be approximately 2% per annum over the life of this Plan.

Therefore, annual Shire tourism population will increase by approximately 88,361 visitors between 2000 and 2005. It also means that on any given day in 2000, there will be 2,326 visitors in the Shire, and by 2005 there will be 2,568 – a difference of 242. Therefore, 242 will be used as the tourist growth rate for this Plan, and split equally between each of the three districts.

Table 2.17 displays data from Council's records. It shows the number of development applications for tourist accommodation received by the Shire between 1993 and 1998.

Table 2.17 Demand by development type and district 1993-1998

Tourist	North	Central	South
Tourist recreation facility	4	11	8
Tourist accommodation	2	2	-
Alterations/additions	1	1	1
Total	7	14	9

Tourist development has occurred mainly in the Central district. Moruya received the highest number of development applications/approvals for tourist related uses. However, Moruya remains predominantly a service and administrative centre for the Shire whilst Batemans Bay and Narooma are the dominant tourist/resort towns. Demand will remain strongest in the Batemans Bay area for reasons of location/proximity to Sydney and Canberra, and also a higher supply of existing tourist infrastructure.

2.7 Findings

Although Eurobodalla Shire's population is unlikely to reach the growth rates experienced during the 1980s, the more modest growth levels experienced during the 1990s are likely to continue. Steady growth in tourist numbers can also be anticipated. Both the resident and tourist population are projected to grow at 2% per year for the five-year period from 2000 to 2005, as shown in Table 2.18.

Table 2.18 Projected Resident and Tourist Population Growth 2000-2005

Resident Growth				Tourist Growth			
2000	2005	Increase in Population	Increase (%)	2000	2005	Increase in Population	Increase (%)
32957	36387	3430	10.4	2326	2568	242	10.4

Clearly, there are a number of factors which will influence the likely population growth rate for the Shire and it is possible that the projected annual growth rate of 2% may not be achieved or be an underestimate of the actual growth. This has implications for the level of contributions charged, as discussed later in the report. To avoid any problems associated with inaccurate population projections Council will review this Plan regularly to ensure that the contribution rates are appropriately aligned to actual growth rates.

Business and industrial development do not show the same steady growth patterns that can be expected in the residential and tourism sectors. There are considerable variations in the uptake of development from year to year, as indicated in Tables 2.13 and 2.14. This raises difficulties in estimating the anticipated future rate of development in these two sectors as it is not realistic to extrapolate from past patterns of growth. In a general sense, however, it may be anticipated that business and industrial development growth rates will reflect prevailing economic conditions similar to those experienced in the residential and tourism sectors. It is therefore assumed for the purposes of this Plan that the business and industrial sectors will grow at a rate of 10.4% for the five-year period from 2000 to 2005.

2.8 Apportionment

It is important to ensure that the calculation of section 94 contributions under this Plan take into account the proportion of a facility that might be expected to be used by the existing population and that proportion that might be attributed to the incoming residents. Apportionment of contributions identifies and adjusts the contribution to ensure the contributing population only pays for its share of the total demand for the facility. In the case of this Plan where apportionment is applied, it is based on the expected growth rate of 10.4%.

2.9 Nexus

Nexus is the relationship between the expected types of development in the area and the demand for additional public facilities created by those developments. The demand for facilities and services not only reflects the anticipated growth in population, but also demographic trends.

The demographic analysis of Eurobodalla indicates the following important trends:

- Families with children will continue to be the most common household type;
- There will be an increasing number of single parents and lone persons;
- The number of elderly residents will continue to grow as the population ages;
- Population growth will be well distributed across all three districts, although population growth will remain strongest in the northern district where land availability is highest;
- Most households will comprise detached dwellings with a gradual increase in medium density housing anticipated; and
- The northern district will remain the most popular for all forms of development, including business and industrial development, although the Central district will also see a reasonable level of activity, particularly in the tourism sector.

Each of these areas of demand will be addressed in the Strategies which follow, where an assessment will be made of the types of public facilities that will be required to satisfy the demand.

3. Strategies

Existing Supply

The Shire has a total of 3,210ha of open space (2,180ha – Shire-wide use, and 1,030ha – district use). The total area of developed open space area throughout the Shire is 1,029ha (Crown and Shire owned), and the total amount of natural/undeveloped open space is 2,181ha (Crown and Shire owned), excluding National Park and State Forests. Using the 1996 census population, each resident has an average of 715m² of Shire-wide open space, plus an average of 338m² of district open space. It is considered that this rate of open space provision (in area) is generous and adequate.

Council’s current recreational inventory comprises 3 swimming pools, and 1,400 parks, reserves & sportsgrounds.

A swimming pool is located in each of the three main centres – Bateman’s Bay, Moruya, and Narooma. Therefore, there is one pool servicing each district in the Shire, although, the Narooma Swimming Pool is to be upgraded to serve the wider region.

Each of the three main centres contains at least one major reserve – Hanging Rock Reserve (Bateman’s Bay), Gundary Reserve (Moruya), and the Bill Smyth Reserve (Narooma). Each of these reserves provides active recreational facilities and sporting grounds. Each of the districts within the Shire is serviced with this type of recreation through the main town centres.

Smaller Council parks and reserves are located throughout the Shire in each of the districts. Numerous beaches are also located along the coast serving each district and the wider region.

The Shire contains some open space/recreational facilities that are for the benefit of all residents of the Shire - The Eurobodalla Regional Botanic Gardens and the Moruya Showground. An existing sporting complex is to be expanded in the near future which will upgrade the facility to one of regional significance.

There is also considerable demand by tourists for open space and recreational facilities in the Eurobodalla Shire.

Council has developed site-specific Plans of Management for many of the larger reserves and recreational facilities throughout the Shire, and a generic Plan incorporating the remainder. These Plans identify the facilities that are currently supplied by the Council and those that are reaching capacity. For many, projected demand will require embellishment works to be done to meet the needs of the community.

Projected Demand

Increased demand for open space and recreation will arise from an additional 3,430 permanent residents and 242 tourists to the Shire over the life of this Plan (total 3,672) (see section 2). Tourism will constitute approximately 7% of the total population throughout the year but will peak during holiday periods.

In regard to the residents of the Shire, the two main areas of demand will arise from the elderly population, who will require passive recreation and open space facilities, and young families or adults without children requiring more active recreational facilities.

The types of facilities that the elderly residents will require are parks and gardens within close proximity to their residences, generally in urban areas where the majority of elderly residents live. The southern and northern districts are expected to accommodate the highest proportions of elderly population.

Young families with children will predominantly require facilities involving local sporting groups and structured recreation such as football, cricket or swimming. However, demand will also exist for recreational opportunities such as cycling. These facilities will need to be provided across the Shire as this household structure is evenly spread throughout albeit slightly more in the north.

Households without children will require a blend of active (structured) and passive (unstructured) recreation. The demand for local sporting facilities will be lower with more focus on recreational pursuits such as swimming, bushwalking, picnicking or cycling.

Tourists to the Shire will require a range of open space facilities. More often than not, they will be focused on reserves in the vicinity of beaches. Such facilities would include picnic and park areas. However, there will also be demand for Regional facilities such as boat launching ramps and major parks and reserves.

Nexus

The Council has nominated its Strategic Goals for Recreation as follows:

- To develop and maintain active and passive recreational reserves and facilities for the benefit of the community.
- Continue the development of the Eurobodalla Regional Botanic Gardens and Batemans Bay Water Gardens projects.

In terms of land area, the Shire has adequate open space for at least the life of this Plan. Therefore, in order for Council to meet its strategic goals and to satisfy the demands created by the additional population and tourist activity over the next 5 years, a program of *embellishment* of existing reserves and areas of open space has been created. The focus of the works program will be to embellish major sporting facilities with a secondary focus on minor reserves and to provide the same standard of open space across the Shire.

Contributions are levied in each district to provide for facilities in that district. In addition, the contribution rate includes a component that provides for facilities that benefit all residents of the Shire.

Proposed Facilities

The works outlined in the schedule below have been developed to reflect the types of projected demand. They address the needs of each of the identified age groups and have reference to the particular areas of growth, as well as continuing existing and committed projects of benefit to new residents. The majority of works have been developed to address the needs of the resident community. However, tourists to the area will also benefit from their provision. The contributions have been calculated based on the Works Program and the net projected increase in residents and tourists in each district. See Appendix 1 for more details of the Works Program.

The cost of the proposed works are split between new development (to satisfy new demand) and Council (to recognise the benefit to existing residents and tourists). In this regard, the apportionment rate will be 10.4% to new development (see section 2.7). This figure is fair and equitable considering recent population and tourism growth in the area, and the embellishment works that will need to be done to cater for the increased demand. The cost of Shire-wide works is split between the districts.

In addition to items identified in the works program and in the case of development proposals for other than a single dwelling or dual occupancy, Council will continue to require that a strip of foreshore land for the full frontage of the property be dedicated as public reserve or transferred to Council in fee simple. This applies where the land adjoins a significant water feature, such as a lake, estuary or ocean beach. The width will be sufficient to enable appropriate public access along the foreshore and to provide for environmental and landscape protection. Generally a 30-metre dedication will apply.

Contribution formulae

Northern district

$$\begin{aligned}\text{Contribution} &= \frac{\text{Northern total} + (\text{Shire-wide total} \times 0.33)}{\text{PR} + \text{PT}} \\ &= \frac{(\$179,427 + \$31,549)}{1,852 + 80.7} \\ &\quad \underline{\$210,976} \\ 1,933 \text{ people} &= \$109.15 \text{ per person}\end{aligned}$$

Central district

$$\begin{aligned}\text{Contribution} &= \frac{\text{Central total} + (\text{Shire-wide total} \times 0.33)}{\text{PR} + \text{PT}} \\ &= \frac{(\$129,064 + \$31,549)}{1,029 + 80.7} \\ &\quad \underline{\$160,613} \\ 1,110 \text{ people} &= \$144.70 \text{ per person}\end{aligned}$$

Southern district

$$\begin{aligned}\text{Contribution} &= \frac{\text{Southern total} + (\text{Shire-wide total} \times 0.33)}{\text{PR} + \text{PT}} \\ &= \frac{(\$40,675 + \$31,549)}{549 + 80.7} \\ &\quad \underline{\$72,224} \\ 630 \text{ people} &= \$114.65 \text{ per person}\end{aligned}$$

PR Projected resident population increase for the district
PT Projected tourist population increase for the district



Open Space & Recreation

Strategy Objectives:

- To maintain the current rate of provision of open space
- To provide each district with an appropriate level of open space facilities that adequately meets demand
- To embellish open space areas and recreational facilities to meet new demand
- To continue committed projects of benefit to existing and new residents
- To continue to provide public access to foreshore land and protect the environmental and scenic qualities of that land

Works & costing

Works	\$ Section 94
Northern	179,427
Central	129,064
Southern	40,675
Shire-wide total	95,603

Note:

Proposed works detailed in the Works Program at Appendix 1

Contribution

District	Contribution per person
Northern	\$ 109.15
Central	\$ 144.70
Southern	\$ 114.65

Note:

- All figures rounded
- The cost of Shire-wide works are split evenly between each district
- Refer to appended Contribution Rates Calculator at Appendix 2 for



Open Space & Recreation

Where the levies and works apply



Existing Supply

The Shire has a number of community facilities that provide a range of services to the residents of each district. The following table provides a schedule of the total floor area in square metres for each facility in the three districts.

	Northern district	Central district	Southern district
Community hall	200 m ²	813 m ²	375 m ²
Community centre	600 m ²	362 m ²	Nil
Child care	60 m ²	96 m ²	120 m ²
Exhibition hall	500 m ²	745 m ²	Nil
Library	395 m ²	360 m ²	75 m ²

As can be seen from the above table, the level of provision of community facilities in the southern district is less than in the north and centre. New facilities are proposed for Narooma, which will result in an equitable rate of provision across the Shire.

Projected Demand

Increased demand for community facilities will arise from 3,430 additional permanent residents to the Shire over the life of this Plan. The split in demand will be in accordance with the population growth projections for each district. Increased demand for new or upgraded community facilities will occur across the board amongst all sectors of the population. The facilities that are provided by community halls/centres and libraries are required by all residents.

The greatest population growth will be experienced in the northern district. However, new facilities such as a library and community centre have recently been built that should cater to the needs of residents for the foreseeable future.

The central district will experience the second highest growth rate in the Shire. However, as for the northern district, existing community facilities in the part of the Shire and the new public library should cater for the needs of residents well into the future.

Although the population growth is likely to be smallest in the southern district over the next 5 years, demand for community facilities will be the greatest. This is due to the existing need for facilities such as a community centre and exhibition hall and demand generated by new residents.

Council has prepared a Social Plan for the Shire. The Social Plan will provide impetus for future reviews of this Plan and assist to identify the needs of the community when works schedules are revised.

Nexus

The Council’s policy is to provide and develop appropriate facilities in each district within the Shire to support:

- Meetings and other public functions,
- Library services,
- Social services to the community,
- Ensuring equitable access for all residents to community facilities.

The northern and central districts have adequate facilities to meet the needs created by increased demand. There are no further facilities proposed to be provided in each of these districts over the life of this plan. However, there is the need to provide new community facilities in the southern district to adequately cater for existing and future demand. So that Council may meet its strategic goals and to satisfy the demands created by the additional population over the next 5 years, two major items are contained in the works program for the southern district.

Contributions, therefore, are only to be levied in the southern district to provide facilities at a level commensurate with the northern and central districts.



Community Facilities

Strategy Objectives:

- To provide new facilities where existing facilities are unlikely to satisfy new demand
- To embellish existing facilities where increased demand will justify improved, but not new, facilities
- To provide each locality with an appropriate supply of community facilities
- To continue committed projects of benefit to new residents.

Works & costing

Works total	\$ S.94
Northern total	0
Central total	0
Southern total	70,895

Note:

Proposed works detailed in the Works Program at Appendix 1

Contribution

District	Contribution per person
Northern	\$ 0.00
Central	\$ 0.00
Southern	\$ 129.15

Note:

- All figures rounded
- Refer to appended Contribution Rates Calculator at Appendix 2 for final rates payable

Proposed Facilities

The works outlined in the schedule below have been developed to reflect projected demand and current rates of provision of facilities. They address the needs of all members of the community and have reference to the particular areas of need, as well as continuing existing and committed projects of benefit to new residents. See Appendix 1 for more details of the Works Program.

The cost of the proposed works are split between new development (to satisfy new demand) and Council (to recognise the benefit to existing residents and tourists). In this regard, the apportionment rate will be 10.4% to new development (see section 2.7). This figure is fair and equitable considering recent population growth in the area, and the works that will need to be done to cater for the increased demand.

Contribution formulae

Northern district

$$\begin{aligned} \text{Contribution} &= \frac{\text{Northern total}}{\text{PR}} \\ &= \frac{\$0.00}{1,852} \\ &= \$0.00 \text{ per person} \end{aligned}$$

Central district

$$\begin{aligned} \text{Contribution} &= \frac{\text{Central total}}{\text{PR}} \\ &= \frac{\$0.00}{1,029} \\ &= \$0.00 \text{ per person} \end{aligned}$$

Southern district

$$\begin{aligned} \text{Contribution} &= \frac{\text{Southern total}}{\text{PR}} \\ &= \frac{\$70,895}{549} \\ &= \$129.15 \text{ per person} \end{aligned}$$

PR Projected resident population increase for the district



Community Facilities

Where the levies and works apply

The levies apply to each of the districts. Works are undertaken in the district from which the contribution is collected.



Existing Supply

The Shire of Eurobodalla currently operates three waste disposal facilities:

- a waste management and landfill facility at Surf Beach with a capacity 17,000 tonnes per annum;
- a waste management and landfill facility at Brou with a capacity 8,000 tonnes per annum; and
- a recycling and transfer station at Moruya.

Increased development in the Shire will necessitate additional waste management facilities to satisfy new demand. Council has in place a waste management strategy to enable augmentation of existing facilities to cater for existing and projected demand generated by residents, tourists and workers. Over the longer term, however, Council has projected the need for a new waste management and landfill facility in the Shire.

Projected Demand

Increased demand for waste facilities will arise from 3,430 additional permanent residents to the Shire over the life of this Plan. Demand will also arise from tourism, which has a growth projection of 242 visitors (see section 2.6 of this Plan). Business and industrial development will also add to demand for services. It is projected that there will be 416 new business workers in the Shire and 121 new industrial workers.

New development will necessitate augmentation and improvement works at the existing landfill sites. The Council does not yet consider it necessary to provide an additional or new landfill site.

New demand will also require installation of a major waste minimisation system. The facility will serve the needs of residents beyond the life of this Plan. Therefore, the costs of the facility will be apportioned appropriately.

Nexus

There is a direct connection between the projected increase in demand and the need to provide additional waste management services for new development (of all types) in the Shire. The proposed works will be apportioned between the projected new growth and existing residents, tourists and workers in the Shire.

The proposed works are consistent with Council’s Waste Management Strategy, which states that the aim is to maintain three disposal locations in the Shire for as long as possible. However, the Strategy also states that improvement works will be required to ensure that the three sites continue to provide an adequate service level to meet anticipated increased demand.

An opportunity exists to provide a discount to development that implements a plan to minimise waste at both construction and operational stages. Council is committed to waste minimisation. However, inclusion of a discount of levies on this basis cannot be applied until completion of a review of Council’s Waste Management Strategy, including requirements to satisfy such a discount. This may be implemented in a future review of this Plan.



Waste Disposal

Strategy Objectives:

- **To recover/recoup the cost of developing waste management facilities attributable to new development**
- **To maintain and upgrade the existing landfill sites**
- **To apportion the cost of waste management facilities that have been provided to satisfy demand beyond the life of this Plan.**

Works & costing

Works total	\$ S.94
Shire-wide total	146,201

Contribution

District	Contribution per person
Shire	\$ 34.75

Note:

- All figures rounded
- Refer to appended Contribution Rates Calculator at Appendix 2 for final rates payable

Proposed Facilities

The works outlined in the schedule below have been developed to reflect projected demand. They consist of upgrading works over the period of the Plan that will be required to provide a satisfactory service and standard in accordance with EPA licence conditions and other best practice considerations. See Appendix 1 for more details of the Works Program.

The cost of the proposed works are split between new development (to satisfy new demand) and Council (to recognise the benefit to existing residents, tourists and workers). In this regard, the apportionment rate will be 10.4% to new development (see section 2.7). This figure is fair and equitable considering recent growth in the area, and the embellishment works that will need to be done to cater for the increased demand.

All levies will be applied on a Shire-wide basis because the landfill facilities play a wider than district role.

Contribution formulae

Shire

$$\begin{aligned} \text{Contribution} &= \frac{\text{Shire-wide total}}{(\text{PR} + \text{PT}) + (\text{IW} + \text{IC})} \\ &= \frac{\$146,201}{(3,430 + 242) + (121 + 416)} \\ &= \frac{\$146,201}{4,209 \text{ people}} = \$34.75 \text{ per person} \end{aligned}$$

PR	Projected resident population increase for the Shire
PT	Projected tourist population increase for the Shire
IW	Projected industry worker increase for the Shire
IC	Projected commercial worker increase for the Shire



EUROBODALLA SHIRE COUNCIL

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Eurobodalla Shire Council Development Contributions Plan 2000 – 2005



Waste Disposal

Where the levies and works apply

The levies are collected and apply Shirewide in accordance with the prescribed contribution rates. The map below illustrates the land applicable under this strategy.





Existing Supply

Shared bicycle/pedestrian paths have been constructed in the three main centres of Batemans Bay, Moruya and Narooma and in some of the smaller towns such as Tuross Head. They are well utilised as sporting and recreation facilities as well as for commuting to and from the workplace or to shops and services. In July 1999 Council adopted the *Eurobodalla Bike Plan* which lists new paths to be provided including extensions to existing cycleways and related facilities such as parking rails. The objectives of the plan are principally to promote cycling as an alternative mode of transport that benefits human safety and health, the environment and the local economy. The Bike Plan identifies where new facilities are required and allocates a priority to each new path according to immediate needs, community demand and long term planning or linkages.

A *Strategic Plan for the Provision of Footpaths* was also adopted by Council in 1999. This strategy identifies and prioritises augmentations to the existing footpath network focussing on urban areas and on providing connecting pathways to services and facilities. Urban centres are generally well provided for in terms of footpaths, however, further works are needed to raise standards to levels commensurate with larger centres throughout NSW.

A *Strategy for Improving Public Transport* was adopted by Council in August 1998. This plan is intended to provide a framework for a continuous process of improvement to the provision and integration of the public transport network in the Shire and increase access to walking or cycling travel options for residents and visitors. It was this strategy that inspired the preparation of the Bike Plan and footpath strategy by identifying community needs.

Projected Demand

A common objective of the strategies for cycleways, footpaths and public transport is to promote alternative modes of transport in the interests of personal health, reducing environmental impacts and to provide a lift to the economy through enhanced visitor appeal. It is anticipated that the outcomes of these strategies will be to increase usage of such facilities amongst both residents and visitors to the Shire.

All facilities made available in accordance with the strategies will be made available for use by existing residents, new residents and visitors.

As has been practice, it is anticipated that cycleways will continue to be partly funded by Council and part through the fund-raising efforts of community self-help groups.

Nexus

Given that any new cycleways, footpaths or public transport facilities will be used by existing and future residents as well as visitors, a nexus exists between the provision of the facilities and demand generated by new residential and tourist development.

Contributions are levied in each district to provide for facilities in accordance with Council’s Management Plan. Specific facilities are not identified but funds are allocated each year based on the annual review of the management plan.

Proposed Facilities

The works outlined in the schedule below have been developed to reflect current and projected demand. They address the needs of each of the identified age groups and have reference to the particular areas of growth, as well as continuing existing and committed projects of benefit to new residents. The majority of works have been developed to address the needs of the resident community. However, tourists to the area will also benefit from their provision.

Apportionment of the cost of the proposed works will be split between new development (to satisfy new demand) and Council (to recognise the benefit to existing residents). Costs are apportioned 10.4% to section 94 contributions and the remainder to Council’s general revenue. This figure is fair and equitable considering the population and tourism growth in the area, and the embellishment works that will need to be done to cater for the increased demand.

Strategy Objectives:

- **To provide shared bicycle/pedestrian pathways in accordance with the objectives and priorities of the Eurobodalla Bike Plan**
- **To provide footpaths to enable pedestrians to safely access facilities and services in urban areas**
- **To improve the bus shelter network for patrons of public transport**
- **To facilitate the use of alternative modes of transport in the interests of health, safety and the natural environment.**

Contribution formulae	
Northern district	
Contribution	= $\frac{\text{Northern total}}{\text{PR} + \text{PT}}$
	= $\frac{\$18,148}{1,852 + 80.7}$
	$\frac{\$18,148}{1,933 \text{ people}} = \9.40 per person
Central district	
Contribution	= $\frac{\text{Central total}}{\text{PR} + \text{PT}}$
	= $\frac{\$29,380}{1,029 + 80.7}$
	$\frac{\$29,380}{1,110 \text{ people}} = \26.50 per person
Southern district	
Contribution	= $\frac{\text{Southern total}}{\text{PR} + \text{PT}}$
	= $\frac{\$11,700}{549 + 80.7}$
	$\frac{\$11,700}{630 \text{ people}} = \18.60 per person
PR	Projected resident population increase for the district
PT	Projected tourist population increase for the district

Works & costing	
Works	\$ Section 94
Northern	\$18,148
Central	\$29,380
Southern	\$11,700

Contribution	
District	Contribution per person
Northern	\$ 9.40
Central	\$ 26.50
Southern	\$ 18.60

Note:

- All figures rounded
- Proposed works are detailed in the Works Program at Appendix 1
- Refer to appended Summary of Contribution Rates at Appendix 2 for final rates payable.



Cycleways & Pedestrian Facilities

Where the levies and works apply

The levy applies to each of the districts. Works are undertaken in the district from which the contribution is collected.





Administration

Existing Supply

Council employed a part-time Section 94 Administration Officer on a twelve-month contract basis during 1999 and 2000. The role of the officer was primarily to maintain the register of section 94 contributions in accordance with the accounting requirements of the EPA Act & Regulation. It is envisaged that the role will now be offered as a permanent part-time position and duties will be expanded to include:

- carrying out an annual review of plans to index contributions rates;
- providing advice to the community and Council regarding section 94 matters; and
- carrying out a periodic review to update the contributions plans using revised population and tourism forecasts, development approvals data and works schedules.

In 1999/2000, Council undertook a review of all its Contributions Plans. Generally, the outcome of the review was the consolidation of numerous 'stand alone' plans, to produce this plan – *Eurobodalla Shire Development Contributions Plan 2000-2005*. The objective of the review was to:

- review the existing plans and provisions;
- identify the scope of public facilities which can be reasonably levied for;
- review the factors of growth and development on which the new plan would be based;
- establish a rational basis on which to levy for public infrastructure in the future; and
- prepare a single comprehensive s.94 contributions plan.

As part of the review a commercial land valuation for the central business districts of Batemans Bay, Moruya and Narooma was undertaken by licensed valuers. The results were used to determine the costs of land acquisition for the car parking strategy.

It is expected that the next major review of the contributions plan will be undertaken in the financial year 2002/03.

Projected Demand

Due to the broad range of tasks to be undertaken in the role of Section 94 Officer, it is expected that the existing twelve-month contract will be renewed annually for at least the life of this Plan. Should this change, the Plan will be amended accordingly.

The review of Council's Contributions Plans was necessary in order to update the degree to which development should contribute to public amenities. This plan was the resultant document and is based on projected increased demand for such amenities between 2000 and 2005.

Nexus

It is accepted practice that administration of section 94 be incorporated into the Contributions Plan, provided that those administrative tasks are directly related to the operation/maintenance of the Contributions Plan. The Department of Urban Affairs and Planning's Section 94 Contributions Plans Manual states that the costs of administering Section 94 may be funded through section 94 if the purpose of the work being funded is directly related to the formulation and/or administration of the Plan. Proper administration of this Plan places greater demand on Council's resources. For effective administration of this Plan, employment of a Section 94 Officer is essential. In accordance with this, it is acceptable that new development fund that administration.

Proposed Facilities

The works outlined in the schedule below have been included in order to ensure that the costs of administering Council's Contributions Plan are accounted for in the collection of contributions. See Appendix 1 for more details of the Works Program.

Employment of a Section 94 Officer on a part-time basis is necessary to maintain the Plan and respond to increased demand. It is therefore acceptable to distribute the total cost of the officer to new development across the Shire. Similarly, the section 94 review was undertaken to facilitate the operation of the Plan and address anticipated new demand created by new development. Therefore, total recoupment of the cost of the review and the commercial land valuation is included in this Strategy.

Future reviews of this Plan may introduce additional section 94 administration costs such as preparation of research and studies undertaken specifically for the purposes of section 94 planning. The cost of the next review in 2002/03 is included in the Works Program

Contribution formulae

Shire

$$\begin{aligned} \text{Contribution} &= \frac{\text{Shire-wide total}}{(\text{PR} + \text{PT}) + (\text{IW} + \text{IC})} \\ &= \frac{\$118,700}{(3,430 + 242) + (121 + 416)} \\ &= \frac{\$118,700}{4,209 \text{ people}} = \$28.20 \text{ per person} \end{aligned}$$

PR	Projected resident population increase for the Shire
PT	Projected tourist population increase for the Shire
IW	Projected industry worker increase for the Shire
IC	Projected commercial worker increase for the Shire

Strategy Objectives:

- **To fund the administration of Council's Section 94 Contributions Plan, associated register and accounting, and ongoing reviews.**

Works & costing

Works total	\$ S.94
Shire-wide total	118,700

Contribution

District	Contribution per person
Shire	\$ 28.20

Note:

- All figures rounded
- Refer to appended Contribution Rates Calculator at Appendix 2 for final rates payable



Administration

Where the levies and works apply

The levies apply district and Shirewide in accordance with the works program and contribution rates. District work will be undertaken in the relevant district and the Shirewide work will benefit all residents and tourists in the Shire.





Car Parking

Existing Supply

Eurobodalla Shire has three main town centres: Batemans Bay, Moruya and Narooma. These town centres are located in the Northern, Central and Southern districts, respectively. The commercial nature of development in these centres often creates demand for car parking beyond what can usually be provided on site.

In each of these town centres, Council operates on-street and off-street car parking in road reserves and public car parks. Funding for these parking facilities has partly been provided by levying commercial development for car parking that is unable to be provided on site. Recently, Council prepared car-parking studies for both Batemans Bay¹ and Narooma².

The Batemans Bay strategy states that the car-parking situation is getting progressively worse. Traders in the area are expressing concern that the inadequate parking supply is resulting in shoppers turning away from the area.

The Narooma Strategy states that car-parking demand in the town centre is moderate. The current supply of car parking adequately meets the needs of shoppers with an average car parking vacancy/availability rate of between 40 and 50 percent. However, parking demand is slightly higher on “The Hill”.

Car parking is provided in the Moruya town centre. In addition to existing car parking, certain land has been zoned for Council acquisition and future development for car parking. Central Tilba, a National Trust classified town in the Southern district, has special car parking requirements. In order to maintain the heritage character and architectural integrity of the village, on-site car parking is sometimes not viable. Council has provided a public car park to meet the demands of local businesses and is able to recoup the costs associated with providing that facility by way of section 94 contributions.

The current car parking supply in most smaller neighbourhood commercial centres throughout the Shire is generally adequate to meet current demand, and any future development proposal must incorporate on-site parking.

The provision of an adequate supply of car parking is made difficult by the seasonal variation in demand, with peak demand corresponding to the influx of tourists during the Christmas/New Year and Easter periods.

Projected Demand

Increased demand for car parking will directly result from the extent and type of commercial development that occurs in each of the towns. Moreover, it will be highly influenced by whether or not new development is able to provide car parking on-site. This strategy therefore makes no attempt to project the number of additional car parking spaces required to meet projected demand. Instead, increased demand will be met by collecting contributions in the event of a lack of provision of on site car parking provision in a new development and the use of those funds to construct new public parking spaces.

Nexus

The Department of Urban Affairs and Planning’s Contributions Plans Manual defines nexus as “*the relationship between the expected types of development in the area and the demand for additional public facilities created by those developments*”. Once a Plan establishes this, a program of suitable works is proposed to satisfy the increased demand. Generally, a Contributions Plan Works Program provides a detailed description and costing of works that are to be undertaken during the life of that Plan, and bases the payable contribution rate on the total cost of these works.

The problem with providing car parking in a works program lies with the high cost of constructing a facility. If the rate of development fails to meet those that are projected, insufficient funds will be collected under the life of a Plan to allow the facility to be constructed. This effectively prejudices development over the life of that Plan because it will have contributed to a facility that should have been provided within reasonable time (life of the Plan) - one of the main requirements and principles of section 94.

For this reason, contributions under this Plan will be collected based on the average cost of providing one car parking space, including land and construction costs, in each town. A contribution will only be required in situations where a development is deficient in providing parking under Council’s Development Control Plan No. 130 – Parking Guidelines, or where a developer chooses to provide a contribution to car parking in lieu of on-site parking. New development will incrementally increase demand for car parking, which will need to be provided to employees, visitors and shoppers. Therefore, as detailed in this strategy, new development that does not provide on-site parking will be required to pay contributions.

Funds will be collected and expended at a time when sufficient money is available to construct an appropriate and suitable facility. All contributions should be expended by the conclusion of this Plan unless the rate of development is slow and insufficient funds are collected. Council funding may be used to subsidise the provision of parking facilities and such monies may be recouped in future Plans. New facilities will be in the form of off-street parking areas in accordance with the Narooma Car Parking Strategy and the Batemans Bay Car Parking Strategy, and as set aside by zoning provisions for the Moruya town centre

This method of provision establishes a direct and strong nexus between future development and the demands created on car parking facilities.

Council’s previous car parking Contributions Plans applied a discount factor of 30% to car parking contribution rates to account for broader community benefits. The 30% discount factor does not apply to contribution rates in this Strategy as businesses in each town centre have benefited from existing public parking areas for some time.

Proposed Facilities

The car parking Strategies propose options for car parking provision to meet increased demand in Batemans Bay and Narooma. They give consideration to the construction of ground level car parks and, for Batemans Bay, the future utilisation of air space.

The Narooma Strategy gives consideration to either a multi-level or a ground level car park but due to current parking availability in the area, the ground level option in The Hill is considered sufficient at this time. Therefore, the contribution has been calculated on the average cost of constructing a new ground level car parking facility. Land costs have been included. Improvements will also be made to kerbside parking in The Hill business area.

Works in Moruya include the provision of on and off street car parking. The contribution has been calculated based on the average cost of providing a single space. Land costs have been included.

Council has completed construction of a public car park in Central Tilba. Provision of this car parking area will satisfy projected demand and provide a benefit to existing residents. Costs for the provision of the facility are to be recouped on this basis.

The maps overleaf, detail the areas in which the contributions apply and will be spent.

Contribution formulae

- *ACL (average cost of land) means the cost of providing 30m² of land, in the applicable town centre, that is necessary to provide suitable parking, manoeuvring, and landscaping area for one parking space (see Section 1.7)*
- *ACC (average cost of construction) means the components of the standard cost of construction for one parking space, including detailing works such as landscaping, lighting, etc (see Section 1.7).*

Batemans Bay

Contribution = ACL + ACC
\$7,500 + \$2,475 = \$9,975.00 per space

Moruya

Contribution = ACL + ACC
\$4,500 + \$2,475 = \$6,975.00 per space

Narooma

Contribution = ACL + ACC
\$3,750 + \$2,475 = \$6,225.00 per space

Central Tilba

Contribution = CF ÷ NS
\$160,591 ÷ 32 = \$5018.50 per space

CF means cost of facility (see Works Schedule at Appendix 1)
NS means number of spaces provided at the carpark

Strategy Objectives:

- **To require a contribution where new development or redevelopment is unable to provide parking on site**
- **To collect contributions based on the total cost of providing/constructing each car parking space**
- **To expend collected contributions as sufficient funds become available based on town centre Car Parking Strategies**
- **To offer development a choice of providing car parking on site or off site by way of contribution**

Works & costing

Other than for Central Tilba, the following works program does not provide a schedule of proposed works. Instead, it provides a calculation of the average cost of providing a car parking space in each of the relevant towns based on land acquisition and construction costs. This rate is levied to development that is deficient in car parking requirements under Council’s parking code, or that chooses to pay a contribution in lieu of on-site parking.

Works total	\$ S.94
Central Tilba Total	160,591

Contribution

Town	Contribution per space
Batemans Bay	\$ 9,975.00
Moruya	\$ 6,975.00
Narooma	\$ 6,225.00
Central Tilba	\$ 5018.50

Note:

- *All figures rounded*
- *Refer to appended Contribution Rates Calculator at Appendix 2 for final rates payable*

¹ Car Parking – Batemans Bay, report to Council at its meeting of 26 November 1996

² Narooma Car Parking Strategy, report to Council at its meeting of 30 May 1995

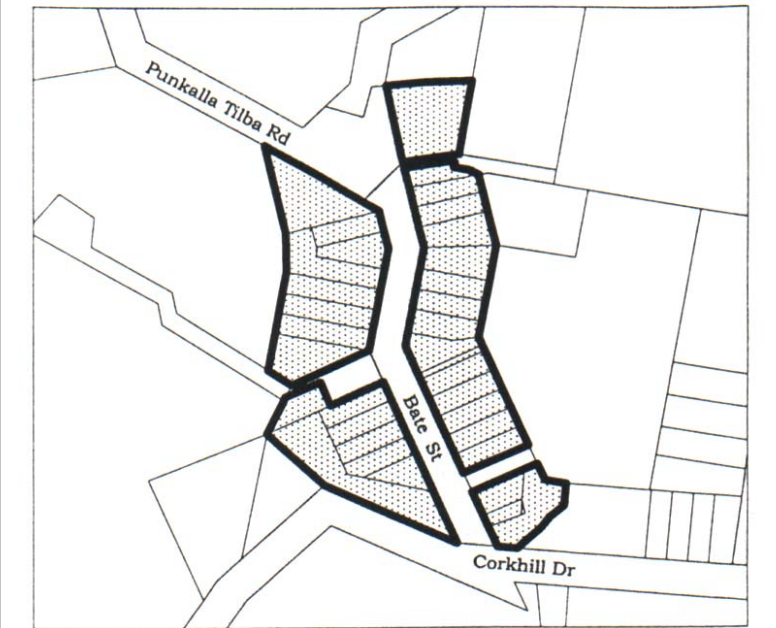


Car Parking

Where the levies and works apply

Levies are to be paid when development cannot or does not provide on-site car parking in accordance with Council's requirements. The levies apply to development in the areas shaded on the maps below. The funds collected are expended providing car-parking facilities in, or in close proximity to the areas shaded.

Central Tilba



Scale 1 : 5,000

Moruya



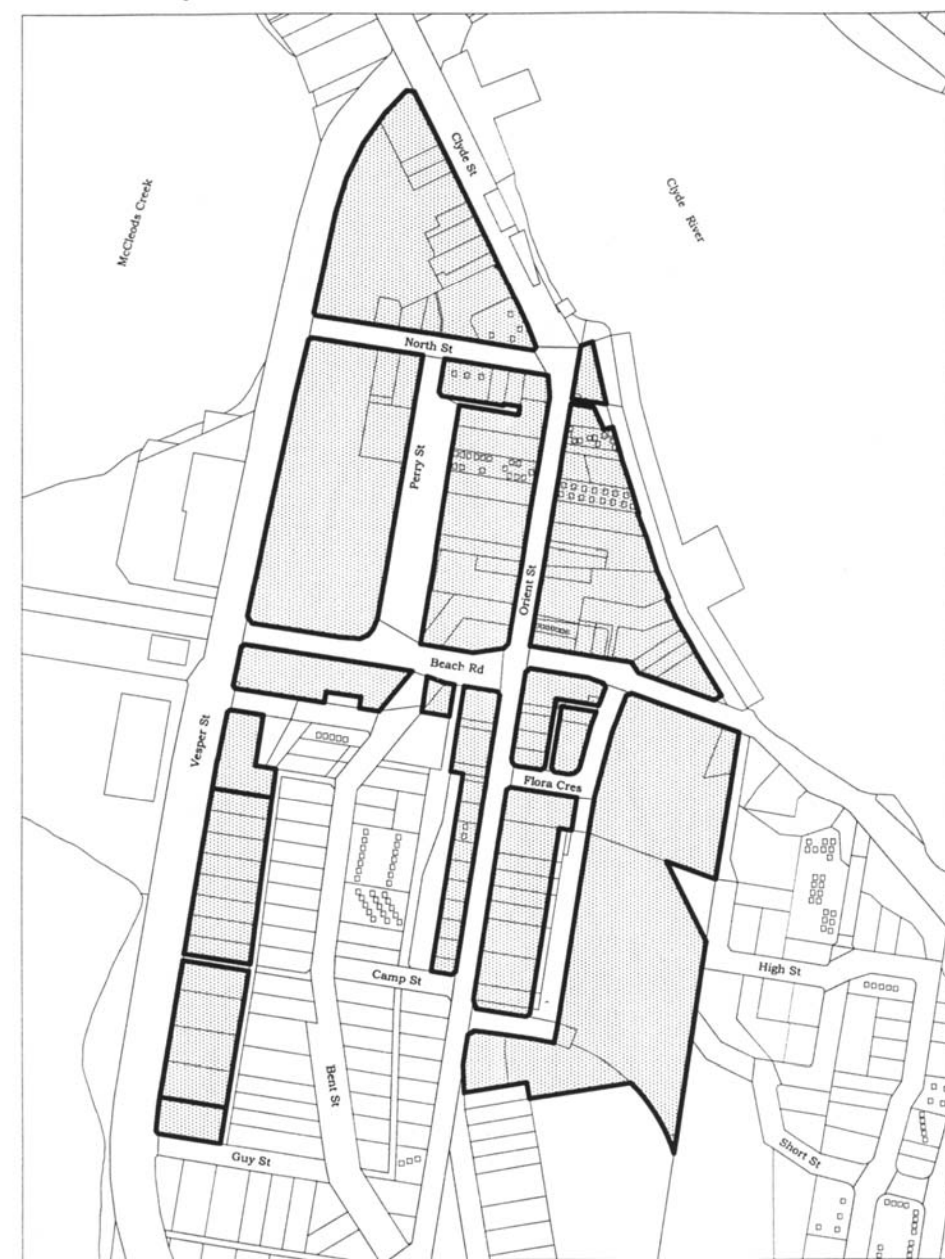
Scale 1 : 5,000

Narooma



Scale 1 : 5,000

Batemans Bay



Scale 1 : 5,000

Existing Supply

Works undertaken to date for the arterial road network servicing Batemans Bay and south to the Moruya River include construction of sections of road for the south Batemans Bay bypass including Heron Road, for the Batehaven bypass along Glenella Road, Calga Crescent to Sunshine Bay Road, along George Bass Drive in the vicinity of Grandfathers Gully and between Malua Bay and Guerilla Bay, and along Tomakin Road and North Head Drive. Land has been acquired for the Batehaven bypass and for various traffic management facilities/intersection improvements. These works and acquisitions have amounted to a total cost of \$8.79million funded partially by Council and partly by collections under section 94 of the Environmental Planning and Assessment Act 1979.

This incomplete arterial road network comprises sections of the “Spine Road” skirting west of residential development along the coastline south of Batemans Bay and partial upgrading of sections of other major arterial roads and associated facilities. The completion of the arterial road network is essential to cater for expected traffic movements in and around the Batemans Bay urban area, localities to the south, planned future urban areas and anticipated visitor demand.

Projected Demand

For the purposes of this strategy and due to the date at which the plan was prepared, the forecast population growth over a 4-year period between 2003 and 2007 has been used as a measure of demand generated by residential growth. Average growth in the resident population is assumed to continue at the rate of 3% per annum.

The increase in numbers of tourists visiting the district is also assumed to grow at an average annual rate of 3%. The recent strong rate of growth is partly due to global events that serve to encourage domestic tourism, particularly to attractive coastal locations in close proximity to capital cities. The proportion of total tourists to the region that visit the strategy area, as defined below, is estimated to be 50% of total Shire visitation.

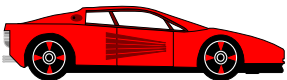
This strategy applies to new development in the lower northern district and the upper central district, which is defined as that area of land south of the Clyde River, east of the Princes Highway, north of the Moruya River and bounded by the Tasman Sea to the east. It includes areas of land west of the Princes Highway at Batemans Bay, Mogo and North Moruya that are subject to and zoned under the Eurobodalla Urban Local Environmental Plan 1999.

Nexus

An increase in the resident population, coupled with an increase in the volume of tourists visiting the region, places demands on the regional road network. Section 94 of the Environmental Planning and Assessment Act allows Council to levy new development that generates vehicular movements for the construction and maintenance of the road network. Such development includes residential subdivision, new residential dwellings, the redevelopment of existing housing into multi-unit dwellings and the development of tourist accommodation. It is not proposed to levy commercial or industrial development as the traffic generated by these activities has already contributed at the time of new residential and tourism development or by way of Council’s contribution on behalf of the current ratepayer population.

The current population of the Shire as at the end of 2003 is estimated to be approximately 35,000 persons and the forecast population at the end of 2007 is estimated to be 39,393 giving an increase of 4,393 persons at an average annual growth rate of 3% per annum. Given recent growth trends, it is estimated that 50% of this growth in resident population will be accommodated south of the Clyde River, north of the Moruya River and east of the Princes Highway. Forecast visitor growth is also assumed to be 3% per annum. In 2003 there are estimated to be 2,468 visitors in the Shire on any given day rising to 2,778 persons in 2007, giving an increase of 310 persons per day. It is assumed that 50% of this number will visit the area to be serviced by the proposed arterial road network, giving an increase of 155 visitors per day.

New development within the area to which this strategy applies will receive direct benefits from the completed road network through reduced transport times and improved access to commercial and industrial zones and to community and recreational facilities. The completion of the arterial road network will also improve access for residents and visitors to cultural and community facilities across the northern part of the Shire. This will enhance the living environment and lead to a safer and more efficient transport network.



Arterial Roads

Strategy Objectives:

- To assist to fund the completion of the arterial road network servicing the northern district and upper central district.
- To update the schedule of works required to complete construction of the northern arterial road network and the actual costs associated with those works.
- To levy new residential development and tourist accommodation that generates vehicular traffic and the need for an improved arterial road network.

Proposed Facilities

The works for which contributions are to be collected range from noise control measures and service relocations through to land acquisition and road construction. This strategy covers the costs associated with completing or constructing the south Batemans Bay bypass, the Batehaven bypass, Beach Road/George Bass Drive (collectively known as the Spine Road), Tomakin Road and George Bass Drive/North Head Drive. The route of the Spine Road and south Batemans Bay bypass are shown on the map overleaf.

Apportionment of costs to new development is based on the compound resident and visitor growth rate over the 4-year period 2004-2008. Therefore, 12.6% of total arterial road costs are attributed to new residential and tourist accommodation development. Of the total remaining costs of \$16,093,000 to complete the project, \$1,959,136 is apportioned to new residential and tourist development. This allows for funds collected under the previous plan and carried forward to this plan. Rates are given on a per person basis, which are then grossed up using occupancy rates for residential development in the Shire (2.3 per persons per dwelling as at the 2001 ABS Census of Population and Housing) and tourism accommodation development (as estimated by Tourism NSW).

Future reviews of this strategy will occur to index costs associated with proposed works and to take into account expenditure in addition to the cost estimates used for this strategy.

Contribution formulae

Shire

$$\begin{aligned} \text{Contribution} &= \frac{\text{Total costs apportioned to sec 94}}{(\text{PR} + \text{PT})} \\ &= \frac{\$1,959,136}{(2,197 + 155)} \\ &= \frac{\$1,959,136}{2,352 \text{ people}} = \$832.60 \text{ per person} \end{aligned}$$

PR	Projected resident population increase for the lower northern district and upper central district
PT	Projected tourist population increase for the northern district and upper central district

Works & costing

Works total	\$ S.94
Total arterial roads	16,093,000

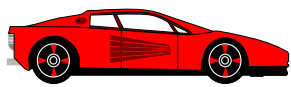
Contribution

District	Contribution per person
Lower northern/upper central	\$ 832.60

Note:

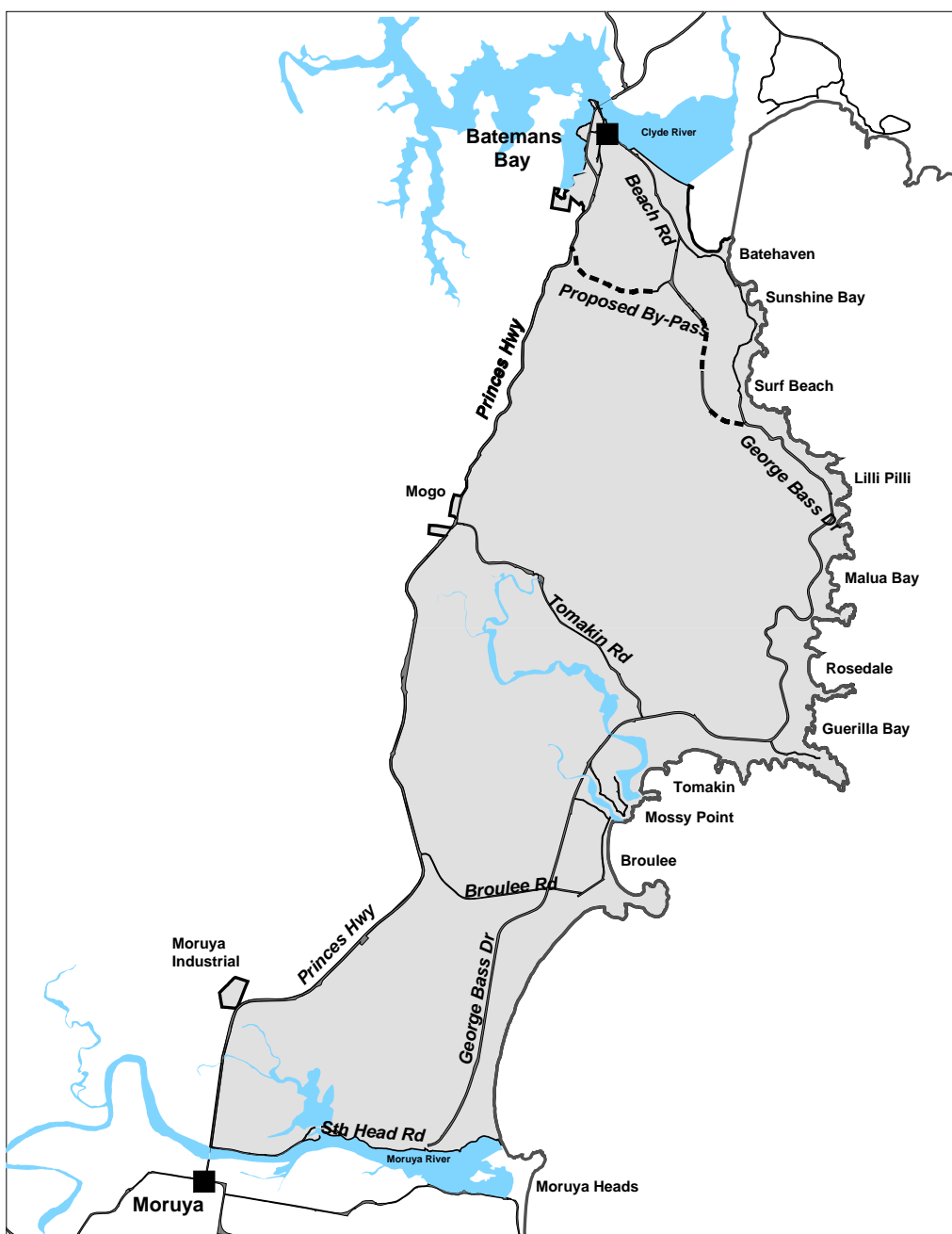
- All figures rounded
- Refer to appended Contribution Rates Calculator at Appendix 2 for final rates payable

Arterial Roads



Where the levies and works apply

Levies are applied to new residential subdivision, multi-unit residential dwellings and tourist accommodation that is proposed within the shaded area shown on the map below. The funds collected are expended on the arterial roads network indicated by the thick black line.



Existing Supply

A number of unmade roads exist throughout residential and commercial areas of Eurobodalla Shire. These roads are zoned 5b1 Local Road under the Urban Local Environmental Plan 1999. In areas zoned 2g Residential – General and 2t Residential – Tourism under the urban planning scheme, these unmade roads are intended to service allotments that may be created through the subdivision of lots in excess of 900 square metres. Increased residential densities will further the goals of urban consolidation, making better and more efficient use of public facilities.

This strategy is a generic contributions plan that may be amended to include new local roads as demand arises by way of proposed subdivisions that will be serviced by the constructed local road.

Projected Demand

The strategy covers in the first instance the costs of construction of Heffernan Place, Moruya. The strategy applies to seven potential lots that may be created through the subdivision of existing properties that are around 1,800 square metres each and front Shore Street and Queen Street, Moruya. The strategy also applies to a single lot at the western end of Heffernan Place road reserve that is capable of subdivision into 3 lots. Each of these potential lots will gain legal access via Heffernan Place and is then capable of future subdivision to a minimum lot size of 450 square metres. The lots to which the strategy applies are described as:

- Lots 6 and 17 to 20, Section 9 DP 758710
- Lot 12 DP 554982
- Lots 26 to 29 DP 1630

The latter 4 allotments are not able to be subdivided as their width is less than 10 metres. The minimum requirement for new lots is to achieve a 15m width at the building line and a rectangular building envelope measuring 10m by 15m. To be subdivided, there would need to be consolidation of the 4 into 2 lots then subdivision of each of the 2 new lots into 4, each capable of satisfying the above policy requirements. Therefore these 4 lots are counted as two for the purposes of this plan.

Lot 2 DP 593202, located at the south-western end of Heffernan Place, is excluded from the strategy as it is already built upon and is not able to gain access via Heffernan Place.

Nexus

As Heffernan Place is a cul-de-sac and will solely benefit the newly created lots, the construction costs are to be funded in full by the potential new lots, levied at the time of subdivision approval. This strategy applies to the first lot created by way of subdivision of the existing large lots fronting Shore or Queen Streets. It is not appropriate to apply contributions to potential lots thereafter given the likelihood that further subdivision to the minimum lot size of 450 square metres will not take place within a reasonable time frame. Average lot sizes in the neighbourhood are currently around 1000 square metres and demand for smaller lots is limited.

Proposed Facilities

Council has constructed part of Heffernan Place, Moruya, to enable recently subdivided lots to gain sealed access. It is intended to complete the works upon collection of a reasonable portion of the funds required. Works may be completed incrementally as subdivision occurs and contributions are collected.

The total costs of completing Heffernan Place are \$143,630 spread across ten lots. The contribution is based on a per lot basis.

Future reviews of this strategy are to allow for the inclusion of additional local roads and the allocation of associated costs as and when the need arises. The *Works & costing* schedule and the *Contribution* per lot will be updated to apply to additional roads as required.

Contribution formulae

Local Roads

$$\begin{aligned} \text{Contribution} &= \frac{\text{Total construction costs}}{\text{PA}} \\ &= \frac{\$143,630}{10} \\ &= \$14,363 \text{ per lot} \end{aligned}$$

PA Potential new allotments to be serviced by the local road



Local Roads

Strategy Objectives:

- To fund the construction of new local roads zoned 5b1 under the Eurobodalla Urban Local Environmental Plan 1999.
- To fund the construction of local roads to provide sealed access for newly created residential or commercial allotments
- To further the aims of urban consolidation by enabling higher residential densities, making more efficient use of public infrastructure

Works & costing

Works total	\$ S.94
Heffernan Place	143,630

Contribution

District	Contribution per lot
Heffernan Place	\$ 14,363

Note:

- All figures rounded
- Refer to appended Contribution Rates Calculator at Appendix 2 or as contained in Council's Fees & Charges for the current financial year for final rates payable



Local Roads

Where the levies and works apply

Levies are applied to new residential subdivision that creates any allotment that gains access by way of the local road shown on the map below. The funds collected are expended on the construction of that local road.



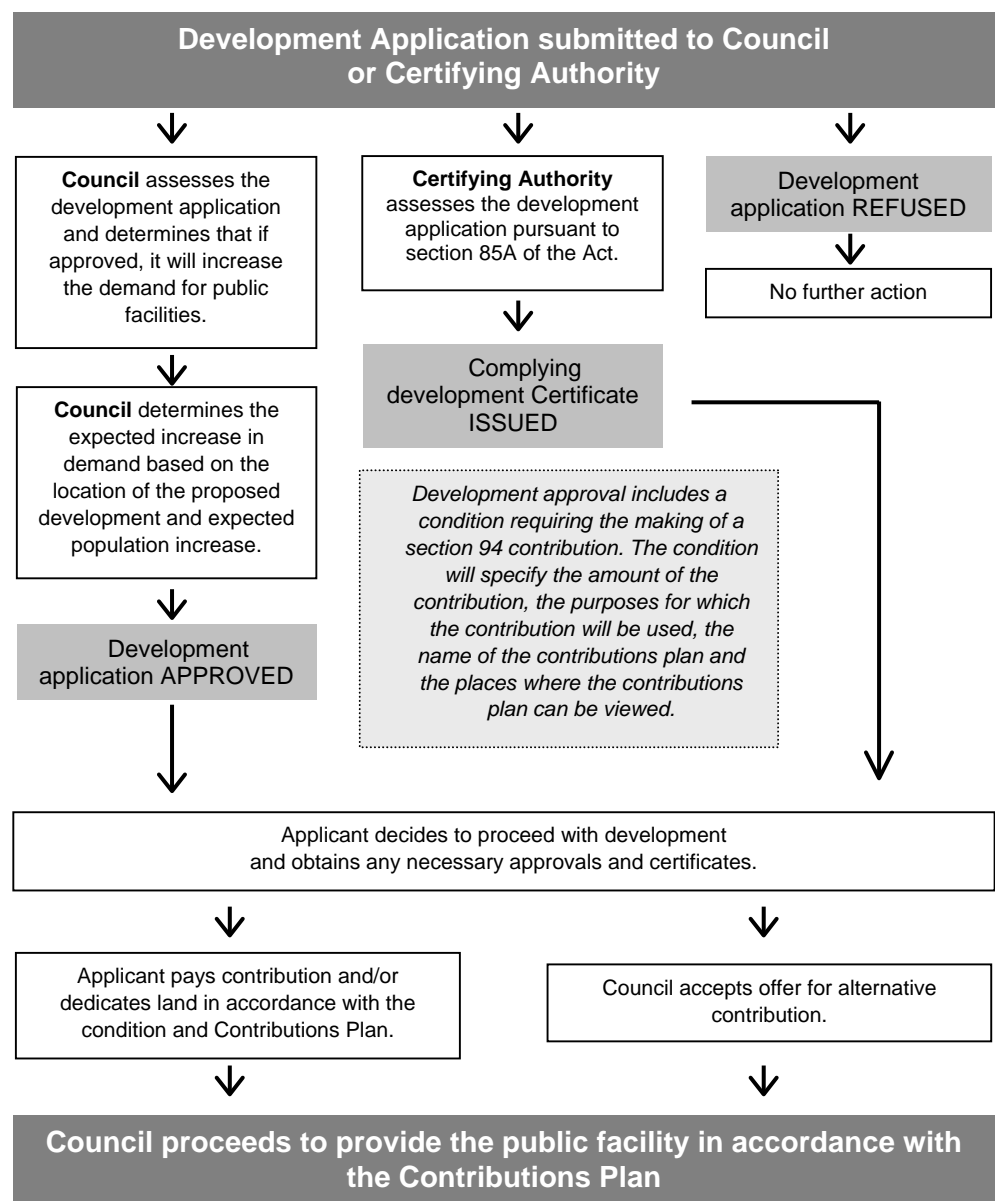
4. Administration and Accounting

4.1 Operation of Plan

In determining a development application, Council may impose a condition requiring the payment of a monetary contribution and/or the dedication of land in accordance with the provisions of this Plan.

The general procedures for the administration of contributions under this Plan are illustrated on the diagram at Figure 4.1. Note that complying development *does* attract contributions.

Figure 4.1 Flow chart of contributions procedures



4.2 Calculation of Contribution

The formula used to calculate the contribution rates are contained in each of the relevant Strategies.

For the purposes of calculating the contribution rate, the following components have been *included* where relevant:

- the capital cost of the public facility based on comparable projects and accepted industry rates;
- current land values provided by Council or independent valuers;
- monies raised by management committees (distinct from another organisation or government agency) established under plans of management to oversee public reserves.

For the purposes of calculating the contribution rate, the following components have been *excluded*:

- the degree of cost associated with proposed public facilities (capital and land costs) that will serve the existing population, to make up for an existing deficiency of provision or to satisfy and existing demand in the community. This degree will be paid for by Council and is represented as Apportionment in the formulas of each of the Strategies;
- any contributions which have already been collected for the provision of a particular facility and which have not as yet been expended;
- any assured grants, subsidies or funding from other sources that may be payable in respect of any nominated public facility;
- any recoverable funding which has been provided for public facilities which may have otherwise been provided under section 94;
- costs associated with ongoing or routine maintenance, staff resources or other recurrent expenses;
- any public facilities which may be required by the population, the responsibility for provision of which is by another organisation or government agency.

4.3 Payment of Contribution

For both *local development* and *State significant development* (section 76A of the Act), a contribution is payable:

- (a) in the case of a consent to development being subdivision where no further approvals are required - before the Council or a Certifying Authority issues a Subdivision Certificate to the applicant;
- (b) in the case of a consent to development not involving subdivision but where a construction certificate is required - before the issue of a construction certificate to the applicant;
- (c) in the case of Complying Development under Division 3 of Part 4 of the Act, but not involving subdivision – prior to commencement of works;
- (d) in the case of a consent to any other development - before the development is commenced.

4.4 Deferred or Periodic Payment

The Council may accept a written request for the deferred or periodic payment of a contribution if the applicant or any other person entitled to act upon the relevant consent satisfies Council that:

1. strict compliance with the provisions of section 4.3 of this Plan is unreasonable or unnecessary in the circumstances of the case; and
2. non-compliance with the terms of section 4.3 will not prejudice the timing or the manner of the provision of the public facility for which the contribution was required as outlined in the Works Program.

The decision to accept a deferred or periodic payment is at the sole discretion of the Council. Payment must be made for a deferred or periodic payment scheme within a timeframe as specified by Council.

The Council may, if it decides to accept the deferred or periodic payment of a contribution, require the applicant to provide a bank guarantee by an Australian bank for the amount of the contribution or the outstanding balance plus any interest likely to accrue on condition that:

- (a) the bank guarantee requires the bank to pay the guaranteed amount to the consent authority where it so demands in writing (for a term so determined by the Council) from the provision of the guarantee or completion of the development or stage of the development to which the contribution or part relates;
- (b) a bank guarantee must be unconditional to Council and must not include an expiry date;
- (c) the bank guarantee prohibits the bank from:
 - having recourse to the applicant or other person entitled to act upon the consent; or
 - having regard to any appeal, dispute, controversy, issue or other matter relating to the consent or the carrying out of development in accordance with the consent, before paying the guaranteed amount;
- (d) the bank guarantee provides that the bank's obligations are discharged:
 - when payment is made to the consent authority according to the terms of the bank guarantee,
 - if the related consent lapses, or
 - if the consent authority otherwise notifies the bank in writing that the bank guarantee is no longer required; and
- (e) the applicant pays interest to the Council at the 90 day Bank Bill Swap Reference rate as published on the Wednesday prior to the date of lodging the bond on and from the date when the contribution would have been otherwise payable in accordance with section 4.3 of this Plan.

In all circumstances, Council will seek payment directly from the applicant prior to placing a request to the bank for payment of the guaranteed amount. The applicant should confer with the bank as to conditions that would apply in the event of partial payment of a bank guarantee.

4.5 Alternative Contribution

The Council may accept an offer by the applicant to make a contribution by way of an "in kind" contribution or a material public benefit as referred to in section 94(2C) of the Act.

The Council may accept the offer of an in kind contribution if the applicant or any other person entitled to act upon the relevant consent satisfies the consent authority that:

- (a) payment of the contribution in accordance with the provisions of the Plan is unreasonable or unnecessary in the circumstances of the case; and
- (b) the in kind works will satisfy the demands for public facilities for which the contribution was sought; and
- (c) the in kind contribution will not prejudice the timing or the manner of the provision of the public facility for which the contribution was required; and
- (d) the value of the works to be undertaken are at least equal to the value of the contribution assessed in accordance with this plan; or
- (e) where the value of the proposed works in kind is less than the monetary value of contribution, the difference shall be made by way of a monetary contribution; and
- (f) where the contribution relates to the provision or embellishment of open space, a landscape concept must initially be submitted to Council for approval; and

- (g) where the contribution relates to the embellishment of open space, the Council will only accept a maximum of 90% of the total contribution as a work in kind with the balance being by way of a monetary contribution.

Should an offer of work in kind be accepted, Council should establish with the applicant:

- an acceptable standard for workmanship and materials;
- timing of inspection of works in progress;
- a program for completion of works;
- an appropriate Defects Liability Period;
- a 12 months maintenance period after the completion of the works in kind;
- an agreement as to the cost of works (and value of the in kind work) which is agreed by both parties determined by reference to appropriate plans, costings, review of audited statements and accounts or similar;
- where the in kind works relate to the provision or embellishment of open space, landscape documentation drawings and detailed costings need to be submitted to Council prior to project commencement;
- the number of credits for a particular type of contribution, if relevant, determined by dividing the agreed value of the proposed work by the rate applying to that contribution at the time of the agreement. The credits so agreed would be progressively reduced as the development proceeds;
- there would be no indexing of the value of the work in kind or credits so granted.

The works schedule included in each Public Facilities Strategy (Chapter 3 of this Plan) may specify those that may be considered as works in kind.

The decision to accept settlement of a contribution by way of a work in kind is at the sole discretion of the Council.

- where the contribution is land, developers are discouraged from dedicating drainage gullies or other land of little benefit to the community as issues of liability and maintenance for Council may arise. The joint private ownership of such land should be explored through methods such as community title.

In the case of car parking, land may be dedicated to Council either in excess of the requirements for a development or in advance of development for the purposes of constructing public parking including access to that parking space. Where land is dedicated, credits may apply to the subject property for future development. Credit is given for the 'land' component of a car parking contribution at the rate of 1 space per 30 square metres of land dedicated. That is, the equivalent monetary value for the amount of land dedicated is deducted from the contributions payable where parking associated with a development proposal is not being provided on site. Land value is determined for each commercial centre at the rate used in the calculation of the developer contribution. The applicant is required to pay the 'construction' component of the contribution.

4.6 Review of Contribution Rates

It is the policy of the Council to review contribution rates to ensure that the monetary contributions reflect the costs associated with the provision of the particular public facility. This review is to occur on an annual basis throughout the life of this Plan. Review of the Plan should commence at the end of each calendar year with an effective date at the beginning of the financial year. This will enable exhibition of proposed amended contribution rates, along with revised fees and charges associated with Council's Management Plan.

This Plan is valid for a period of 5 years. At the end of the life of this Plan, a major review will be undertaken. The outcome of the major review may be a new Plan with proposed works in accordance with Council's Management Plans and other needs studies.

Under the terms of the policy, the contribution rate would be reviewed on the following basis:

- (a) for the capital cost component of public facilities - to be reviewed on the basis of Consumer Price Index (CPI) as published by the Australian Bureau of Statistics; and
- (b) for the land acquisition component of public facilities - to be reviewed on the basis of current land values for the land which remains to be acquired.
- (c) The contribution rates would be indexed in accordance with the following formula:

$$\begin{aligned}
 &I. \quad \text{Total Reviewed Contribution} = \\
 &\quad \text{Reviewed Capital Component} + \text{Reviewed Land Acquisition Component} \\
 &II. \quad \text{Reviewed Capital Component} = \\
 &\quad \frac{C_{\text{capital}} \times (\text{Current CPI})}{\text{Previous CPI}} \\
 &III. \quad \text{Reviewed Land Acquisition Component} = \\
 &\quad C_{\text{land}} + R_{\text{land}}
 \end{aligned}$$

Where ...

C_{capital}	The current total capital cost component
Current CPI	The consumer price index at the time of adjustment
Previous CPI	Consumer price index for the quarter at the date of adoption of this Plan (for the initial adjustment) or applicable at the time of the previous adjustment.
C_{land}	The total value of land which has already been acquired
R_{land}	The revised land value (whether increased or decreased land value) of the land which is yet to be acquired.

4.7 Savings and Transitional Arrangements

- (a) A development application that is submitted after the adoption of this Plan shall be assessed in accordance with the provisions of this Plan.
- (b) A development application that has been submitted prior to the adoption of this Plan but not determined shall be determined in accordance with the provisions of this Plan.
- (c) Developer contributions payable by way of a condition of consent for a development application that has been determined prior to the adoption of this Plan but for which that condition has not been satisfied shall be levied contributions in accordance with the provisions of this Plan.

Glossary

Terms that are used in this Plan will have the following meaning:

- **Act** means the Environmental Planning and Assessment Act 1979;
- **apportionment** means the identification and adjustment of the contribution to ensure the contributing population only pays for its share of the total demand for this facility;
- **area** means the area within the Eurobodalla Shire as illustrated on the map at Figure 1 of this Plan;
- **augmentation** means to increase in size or extent, or to make larger;
- **business development** means development for the carrying out of commercial land use, but does not include tourist development;
- **community centre** means a building, place, space and/or rooms which provide opportunity for different events to take place or from which services may operate;
- **community facility** is a general term which refers to the broad range of activities and places which provide some public or personal benefit to the community;
- **community service** means the actual service that is provided to individuals or groups;
- **contribution** means a monetary contribution or land dedication as referred to in section 94 of the Act;
- **contributions plan** or “plan” means a contributions plan referred to in section 94AB of the Act;
- **consent authority** means the Council for the Eurobodalla Shire having the function of determining a development application under Part IV of the Act;
- **Council** means the Eurobodalla Shire Council;
- **CPI** means the consumer price index as published by the Australian Bureau of Statistics;
- **district** means one of the nominated areas (North, Central or South), each of which is serviced by a major town centre;
- **DUAP** means the NSW Department of Urban Affairs and Planning; ;
- **Embellishment** means to beautify, improve or enhance;
- **industrial development** means development for the carrying out of industrial land use;
- **LGA** means Local Government Area;
- **nexus** means the relationship between the expected types of development in the area and the demand for additional public facilities to meet that demand;
- **public facility** means a public amenity or public service, as referred to in section 94 of the Act;
- **Regulation** means the Environmental Planning and Assessment Regulation 1994;
- **residential development** means development for the purpose of permanent residential occupation;
- **tourist development** means development to provide temporary accommodation for tourists and includes Tourist accommodation and Tourist recreation facilities and a Hotel and a Caravan Park, and Bed and breakfast establishment as defined in either or both the Eurobodalla Urban Local Environmental Plan 1999 and the Eurobodalla Rural Local Environmental Plan 1987.

Appendix 1

Works Program

Works Program

Item No.	Works items 2000-2005	District ¹	Estimated cost ²	S94 funds carried fwd ³	Previous expenditure ⁴ Council	S94	Net Cost ⁵	Apportionment ⁶	Section 94 allocation ⁷	Status ⁸
Open Space & Recreation										
OS1	Durras Oval: improvements	Northern	\$122,262							Continuing
OS2	Nelligen Recreation Reserve: improvements	Northern	\$5,673							Completed
OS3	Long Beach: oval acquisition	Northern	\$275,387							Completed
OS4	Long Beach Oval: amenities, improvements	Northern	\$30,000							Continuing
OS5	Surfside Sporting Complex: irrigation, lighting, amenities, field expansion	Northern	\$150,000							Continuing
OS6	Water Gardens: boardwalk, improvements	Northern	\$10,000							New
OS7	Hanging Rock Recreation Reserve: skatepark	Northern	\$80,000							New
OS8	Hanging Rock Recreation Reserve: irrigation	Northern	\$148,440							Continuing
OS9	Hanging Rock: central amenities, grandstand	Northern	\$250,000							New
OS10	Denhams Beach: toilets, improvements	Northern	\$30,000							Continuing
OS11	Malua Bay: tennis courts (2), clubroom	Northern	\$288,432							Completed
OS12	Mogo Recreation Reserve: goal posts, field expansion, amenities	Northern	\$44,519							Continuing
OS13	Batemans Bay foreshore enhancements	Northern	\$1,011,000							New
	Sub-total northern district		\$2,445,713	\$0	\$643,313	\$77,138	\$1,725,262	10.4%	\$179,427	
OS14	Captain Oldrey Park: improvements (lighting, irrigation, etc)	Central	\$55,768							Completed
OS15	Captain Oldrey Park: cricket nets, netball courts	Central	\$70,000							New
OS16	Gundry Moruya: parking, amenities, lighting, irrigation, oval	Central	\$53,017							Completed
OS17	Moruya South Head Beach Reserve: playground, improvements	Central	\$25,000							Continuing
OS18	Tuross Head: extend oval, play equipment, tennis courts	Central	\$29,121							Completed
OS19	Tuross Head: Lavender Bay boat-ramp parking	Central	\$4,416							Completed
OS20	District boat ramp & recreation area	Central	\$60,000							New
OS21	Moruya streetscaping enhancements	Central	\$1,026,000							New
OS22	Moruya riverside park improvements	Central	\$60,000							New
	Sub-total central district		\$1,383,322	\$0	\$142,322	\$0	\$1,241,000	10.4%	\$129,064	
OS23	Bodalla Sports Complex: improvements	Southern	\$21,430							Completed
OS24	Bill Smyth Oval: tennis courts (4)	Southern	\$101,544							Continuing
OS25	Bill Smyth Oval: lights, improvements	Southern	\$30,000							New
OS26	Narooma skatepark	Southern	\$80,000							New
OS27	Central Tilba: general playlot	Southern	\$50,000							New
OS28	Bill Smyth Oval: improvements to clubrooms	Southern	\$10,000							New
OS29	Narooma Surf Beach: amenities	Southern	\$50,000							New
OS30	Narooma foreshore enhancements	Southern	\$250,000							New
	Sub-total southern district		\$592,974	\$0	\$184,632	\$17,240	\$391,102	10.4%	\$40,675	
OS31	Moruya Showground: grandstand, facility improvements	Shire wide	\$100,000							New
OS32	Regional Botanic Gardens: works	Shire wide	\$250,000							New
OS33	Narooma Swimming Pool: ventilation	Shire wide	\$578,898							Continuing
OS34	Regional sporting facility – oval extension	Shire wide	Commercial in confidence							New
	Sub-total shire wide		\$928,898	\$9,642	\$0	\$0	\$919,256	10.4%	\$95,603	
Community Facilities										
CF1	Library	Southern	\$820,000							Continuing
CF2	Community Facility	Southern	\$150,000							Continuing
	Sub-total southern district		\$970,000	\$259,794	\$28,520	\$0	\$681,686	10.4%	\$70,895	

Item No.	Works items 2000-2005	District ¹	Estimated cost ²	S94 funds carried fwd ³	Previous expenditure ⁴ Council	S94	Net Cost ⁵	Apportionment ⁶	Section 94 allocation ⁷	Status ⁸
Waste Disposal										
WD1	Augmentation to waste management facilities	Shire wide	\$1,429,000	\$23,218	\$0	\$0	\$1,405,782	10.4%	\$146,201	New
Cycleways & Pedestrian Facilities										
CPF1	Cycleways	Northern	\$70,000							New
CPF2	Footpaths	Northern	\$88,000							New
CPF3	Bus shelters	Northern	\$16,500							New
	Sub-total northern district		\$174,500	\$0	\$0	\$0	\$174,500	10.4%	\$18,148	
CPF4	Cycleways	Central	\$200,000							New
CPF5	Footpaths	Central	\$66,000							New
CPF6	Bus shelters	Central	\$16,500							New
	Sub-total central district		\$282,500	\$0	\$0	\$0	\$282,500	10.4%	\$29,380	
CPF7	Cycleways	Southern	\$30,000							New
CPF8	Footpaths	Southern	\$66,000							New
CPF9	Bus shelters	Southern	\$16,500							New
	Sub-total southern district		\$112,500	\$0	\$0	\$0	\$112,500	10.4%	\$11,700	
Administration										
A1	contributions plan review	Shire wide	\$20,000							Completed
A2	contributions plan review 2002/03	Shire wide	\$20,000							New
A3	Section 94 Officer	Shire wide	\$77,750							Continuing
A4	Commercial land valuation	Shire wide	\$950							Completed
	Sub-total shire wide		\$118,700	\$0	\$35,950	\$0	recoup	100.0%	\$118,700	
Car Parking⁹										
CP1	Batemans Bay CBD	Batemans Bay	\$7,500	\$2,475				100.0%	\$9,975 per space	Continuing
CP2	Moruya CBD	Moruya	\$4,500	\$2,475				100.0%	\$6,975 per space	Continuing
CP3	Narooma CBD	Narooma	\$3,750	\$2,475				100.0%	\$6,225 per space	Continuing
CP4	Tilba car park	Central Tilba	\$180,088	\$9,544	\$170,135	\$9,953	recoup	100.0%	\$160,591 -32 spaces	Completed

1. District means either northern, central, southern, shire wide or place-specific
2. Estimated cost is the budgeted cost of providing each works item
3. S94 funds carried fwd are monies collected and held in trust as at 30 June 1999
4. Previous expenditure on the completed and continuing works items as at 30 June 1999
5. Net cost is estimated cost less funds carried forward and previous expenditure. For administration & carparking, costs are apportioned 100% to s94
6. Apportionment is the allocation to section 94 based on expected growth
7. S94 allocation is the net cost of the works items apportioned
8. Status indicates whether the works item is new, completed or continuing
9. Car parking costs are based on standard 30m² space. Tilba car park constructed comprising 32 spaces.

Note: Some items on this works program may take longer to complete than the nominated 2000-2005 period. This may occur if the rate of development does not reach that projected in this Plan.

Works Program

Item No.	Works items 2000-2005	District ¹	Estimated	S94 funds	Previous expenditure ⁴		Net	Apportionment ⁶	Section 94	Status ⁸
			cost ²	carried fwd ³	Council	S94	Cost ⁵		allocation ⁷	

Arterial Roads

AR1	Spine Road, Batemans Bay bypass, etc	Lower northern/upper central	\$16,093,000	\$544,302	\$0	\$0	\$15,548,698	12.6%	\$1,959,136	Continuing
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Local Roads¹⁰

LR1	Heffernan Place	Moruya	\$143,630	\$0	\$0	\$0	\$143,630	100%	\$143,630	New
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10. Local Roads contributions apply to new subdivisions that benefit from the construction of the local road



**Eurobodalla Shire Council Development Contributions Plan
2000 – 2005**

Appendix 2

Contribution Rates Calculator

Contribution rates are indexed annually.
For the currently applicable rates
visit Council's website
www.eurocoast.nsw.gov.au