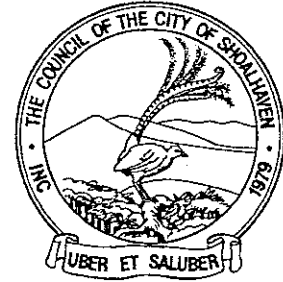


**SHOALHAVEN CITY COUNCIL
PLANNING SERVICES DIVISION**



CONTRIBUTIONS PLAN - AMENDMENT NO. 26

MONKEY MOUNTAIN ROAD, PARISH OF TERMEIL

File Number : 95/¹⁹⁰⁵~~2905~~
Public Exhibition

From : 7 September 1995
to : 5 October 1995

Adopted : 28 November 1995

Effective From : 13 December 1995

Project : Monkey Mountain Road Upgrade Gravel Pavement

1. INTRODUCTION/BACKGROUND

At the time of preparing the main Contributions Plan, it was assumed that access to Portions 46, 47, 48 and 24, in the Parish of Termeil, would be gained via an unnamed road reserve located south of the Monkey Mountain/Princes Highway intersection. This situation now appears unlikely.

In a subdivision application to Council, the applicant has integrated certain rights-of-way over the subject portions of land which now indicate the subdivision will create a demand for the use of Monkey Mountain Road and the intersection with the Princes Highway.

To more accurately reflect this new situation, and in the interests of fairness to all other landowners benefiting from project 05 ROAD 0045 (upgrading gravel pavement of Monkey Mountain Road), it is necessary to amend the Contributions Plan to include the subject land in the benefit area so that all benefiting lots contribute equitably to the road upgrading.

At its meeting of Tuesday 18 July 1995 Council resolved to amend Contributions Plan 1993 accordingly.

2. PURPOSE OF THE PLAN (Cl.26(1)(a) EP&A Regs.1994)

The purpose of the plan is to fund a portion of the costs associated with upgrading the gravel pavement of Monkey Mountain Road by way of a section 94 contribution on development of land within the benefit area of road project 05 ROAD 0045.

3. LAND TO WHICH THE PLAN APPLIES (Cl.26(1)(b) EP&A Regs.1994)

The plan applies to land within the benefit area to road project 05 ROAD 0045, shown hatched on the benefit area map (attached) and bordered by a thick black line.

The land is located adjacent to Monkey Mountain Road, Old Coach Road, Flat Rock Road, Brooman Road and Carisbrook Road, in an area west of the Princes Highway and east of the Clyde River, approximately six kilometres south-west of Lake Tabourie.

4. RELATIONSHIP BETWEEN EXPECTED DEVELOPMENT AND DEMAND

(Cl 26(1)(c) EP&A Regs. 1994)

It will become necessary to upgrade the gravel pavement of Monkey Mountain Road to cater for the additional demand which future development (subdivision and dwellings) will generate.

5. FORMULAE USED TO DETERMINE CONTRIBUTION (Cl 26(1)(d) EP&A Regs. 1994)

The contribution is calculated by dividing the estimated costs of the project by the number of benefiting allotments.

In this particular case, three benefit areas generate varying demand for, and receive varying benefits from, road project 05 ROAD 0045.

It is assumed 20% of traffic generated from Benefit Area 1 will benefit from the project. It is further assumed that 50% of traffic generated from Benefit Area 2 will use the subject road.

All traffic from Benefit Area 3 will benefit from project 05 ROAD 0045 by using the subject road.

6. CONTRIBUTIONS RATES (Cl 26(1)(e) EP&A Regs. 1994)

- A contribution rate of \$442 has been calculated for Benefit Area 1, on the basis of traffic from forty-one (41) dwellings using the subject road 20% of the time.
- A contribution of \$1,107 has been calculated for Benefit Area 2, on the basis of traffic from twenty-five (25) dwellings using the subject road 50% of the time.
- A contribution of \$2,203 has been calculated for Benefit Area 3, on the basis of traffic from sixteen (16) dwellings using the subject road 100% of the time.
- Council considers 20% of all traffic on the subject road is through traffic.
- Council's responsibility in the project has been estimated at \$47,828. Council is responsible for all existing development, plus three existing holdings - ie one lot/dwelling to be created in future subdivisions of three existing holdings.
- Developer responsibility has been estimated at \$53,652 based on the future creation of fifty-five (55) lots.

7. TIMING OF CONTRIBUTION PAYMENT AND CONDITIONS ALLOWING DEFERRED OR PERIODIC PAYMENT (CI26(1)(f) EP&A Regs. 1994)

The method of payment for residential development will be by way of a contribution per lot on release of the linen plan. Contribution payments, in relation to other types of development, will be made prior to the issue of the building permit. Any variation in this regard must be approved by the Development Services Manager after considering the circumstances of the case.

Should deferred or periodic payment be granted, it will require certain guarantees being made by the applicant, including bank guarantees.

8. WORKS SCHEDULE OF PUBLIC FACILITY TO BE PROVIDED (CI26(1)(g) EP&A Regs. 1994)

The project involves upgrading of the gravel payment of Monkey Mountain Road for a distance of approximately 5,500 metres from the Princes Highway.

Gravel pavements have a limited life due to the loss of gravel from the pavement because of traffic usage and climatic conditions. The rate of wear and the standard of pavement required, is increased with higher traffic volumes. Consequently, the gravel pavement will require strengthening sooner, if further development generates additional traffic onto the road.

Shoalhaven City Council has developed a strategy to strengthen existing gravel roads to provide a suitable level of services for the increased traffic volumes. This work involves the strengthening of the road pavement and, in some cases, may involve additional upgrading work, such as:

- (a) widening in specific areas; and/or
- (b) upgrading or providing culverts at specific locations.

Strengthening of the gravel pavement may involve increasing the pavement thickness and/or using mechanical or chemical stabilisation techniques.

9. ESTIMATE OF COSTS AND TIMING (CI26(1)(g) EP&A Regs. 1994)

The work involved in project 05 ROAD 0045 has been estimated to cost \$101,480 in the following manner:

• Trim, spread & finish - 5,500m x 5m = 27,500m ² x \$0.91	= \$25,106
• Gravel win load royalty - 27,500m ² x 0.15m + 10% = 4,538m ³ x \$8.12	= \$36,827
• Monkey Mtn pit haul - 4,538m ³ x 2km ave = 4,538m ³ x \$1.89	= \$8,561
• Earthworks on narrow areas	= allowance = \$15,143
	sub-total = \$85,637
• Adminisitation and on-costs	= 3% = \$2,569
• Survey, design and supervision	= 15.5% = \$13,274
Total Estimated Cost	<u>\$101,480</u>

Timing of the project has been estimated as follows:

Stage I upgrade road surface 1994 \$37,047 42%

Stage II upgrade road surface 2002 \$29,990 34%

Stage III upgrade road surface 2007 \$21,169 24%

APPENDIX
SHOALHAVEN CITY COUNCIL
CONTRIBUTION PLAN - AREA 5
FACILITY: ROADS

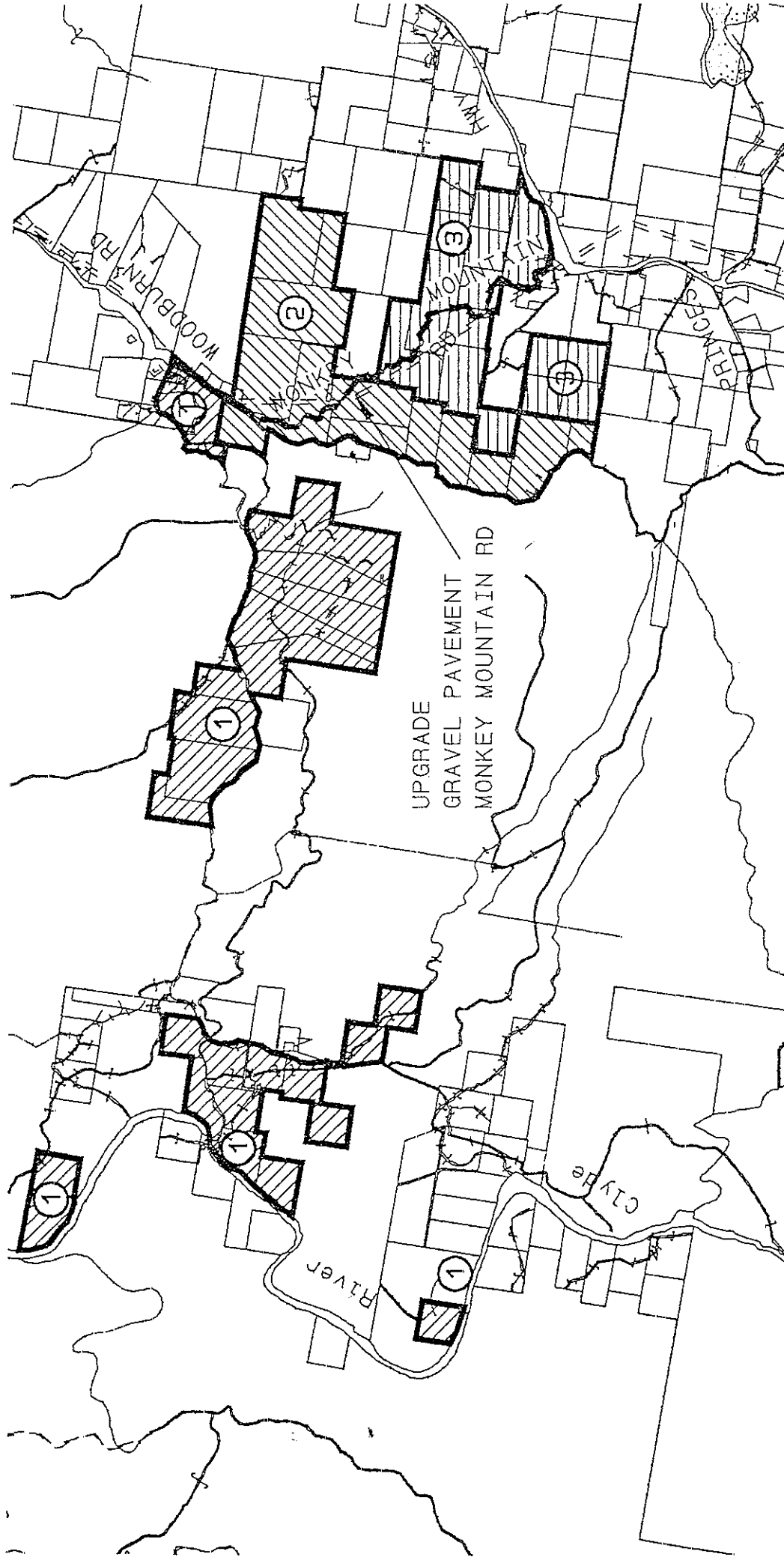
1. Locality Terrell (R)
2. Project Monkey Mountain Road - Upgrade Gravel Pavement
3. Project No. 05 Road 0045
4. Total Cost \$101,480
5. Traffic Generation and Cost Apportionment

Benefit Area	No. Equivalent Tenements		Total Traffic Generation (V.P.D.)	Cost Per Benefit Area (\$)	Cost Per E.T. (\$)	Estimated Council Responsibility (\$)	Estimated Developer Contribution (\$)
	Existing	Additional					
01	11	30	55 (17.86%)	18,124	442	5,304	12,820
02	10	15	84 (27.27%)	27,674	1,107	13,284	14,390
03	4	12	107 (34.74%)	35,254	2,203	8,812	26,442
Through Traffic	20% of Total Traffic		62 (20.13%)	20,428		20,428	Nil
			308 (100%)	101,480		47,828	53,652

Note: 1. For traffic generation, use the traffic authority of NSW Guidelines
- 6.7 vehicles/day per dwelling.
2. Assume 20% of traffic generated from Area 1 and 50% of traffic generated from Area 2 will use this road.

Cl.26(1)(e) EP&A Regs.1994
Draft Amendment No. 26
File No. 95/1905
Publicly Exhibited From: 7 Sept 1995
To: 5 Oct 1995

Benefit Area 01 1997 = \$440.06 \$ 1998 = \$446.24 \$ \$455.04 = 1999
Benefit Area 02 1997 = \$1,102.13 \$ 1998 = \$1,117.63 \$ \$1,130.65 = 1999
Benefit Area 03 1997 = \$2,193.31 \$ 1998 = \$2,224.16 \$ \$2,267.97 = 1999
pm. 20.1.99



SHOALHAVEN CITY COUNCIL
CONTRIBUTION PLAN AREA 5
AMENDMENT NO. 26

FILE NO: 95/7905
ADOPTED: 28/11/95
EFFECTIVE FROM: 13/12/95
FACILITY: ROADS
PROJECT: MONKEY MOUNTAIN ROAD, TERMEIL(R) - UPGRADE
GRAVEL PAVEMENT

PROJECT No:
05 ROAD 0045

