

**SHOALHAVEN CITY COUNCIL
PLANNING SERVICES DIVISION**

CONTRIBUTIONS PLAN

AMENDMENT NO. 36



Project Number : 01 ROAD 0063
Project: : Mackays Road, Upper Kangaroo Valley,
Parish of Yarrawa
File No. : 96/1144
Public Exhibition From : 22 February, 1996
To : 21 March, 1996
Adopted : 21 May, 1996
Effective From : 29 May, 1996

1. INTRODUCTION BACKGROUND

In the process of considering subdivision applications in the Parish of Yarrawa in the vicinity of Mackays Road, Council has identified the need to amend the benefit area Project 01 ROAD 0063 to more accurately reflect the current situation.

In this regard, the benefit area is proposed to be amended to include Lots 102 and 104 in DP 850655, Lots 106 and 107 in Subdivision SF 7684, and Lots 120, 121 and 122 in Subdivision SF 7971. All these lots access Mackays Road.

The benefit area is proposed to be further amended to exclude Portions 296 and 299, Parish of Yarrawa as access to these portions does not use Mackays Road.

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

The purpose of the plan is to fund the costs associated with the upgrading of the gravel pavement of Mackays Road by way of a section 94 contribution to be levied on development of land within the benefit area of project 01 ROAD 0063 (plan attached).

To accomplish this in an equitable manner, it is necessary to adjust the benefit area and reassess the consequential contribution rate.

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

The plan applies to land situated in the benefit area related to project 01 ROAD 0063 (see map attached). The land is shown hatched on the benefit area map and is bordered by a thick black line.

The land may generally be described as having access, and being adjoining or adjacent to Mackays Road in the Parish of Yarrawa.

The land is more accurately described as:

Portions 41, 253, 256, 257, 258, 263, 266, 273, 274, 275 and 297 Parish of Yarrawa; Lots 1, 2 and 3 DP 526785; Lot None DP 34310; Lots 102 and 104 DP 850655; Lots 106 and 107 in SF 7684; and Lots 120, 121 and 122 in SF 7971.

The land gains access off Mackays Road and is located on the northern side of Upper Kangaroo River Road approximately five kilometres east of the Moss Vale Road intersection.

4. RELATIONSHIP BETWEEN EXPECTED DEVELOPMENT AND DEMAND - JUSTIFICATION/NEXUS (Cl. 26 (1) (c) EP & A Regs.1994)

It has become necessary to upgrade the pavement of the subject road in order to adequately cater for the additional demand which future development will generate.

Roads have a limited life due to wear and 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 volumes of traffic. As a consequence, the pavements will require strengthening sooner, if further development generates additional traffic onto the road.

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

The contribution is based on the following formula:

Contribution = estimated project cost divided by the total number of lots (both existent and potential future) within the benefit area.

6. CONTRIBUTION RATE (Cl. 26 (1) (e) EP & A Regs.1994)

6.1 A contribution rate of \$2,992.79 has been calculated on the basis of twenty-four (24) benefiting Equivalent Tenements (ETs) (two existing plus twenty-two potential) contributing equitably to the project cost of \$71,827.00.

- 6.2 Council considers there is no through traffic.
- 6.3 Council's responsibility in this project has been estimated at \$5,986.00 comprising two existing dwellings.
- 6.4 The developer contribution, therefore, is estimated at \$65,841.00.
- 6.5 The contributions will be levied on development within the benefit area (see attached table).

7. TIMING CONTRIBUTION PAYMENT & CONDITIONS ALLOWING DEFERRED OR PERIODIC PAYMENT (Cl. 26 (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 where subdivision is involved.

Where construction is involved, payment will be made prior to release of building permit.

Council may consider requests for deferment of conditions requiring monetary contributions made under section 94 of the Environmental Planning and Assessment Act, 1979 provided the following criteria is met:

- (a) The section 94 contributions do not relate to the provision of facilities or services which, if not provided with the development, could threaten public safety and/or health.
- (b) The maximum deferral period would be two (2) years from the date of the issue of building permit, release of linen plans or endorsement date of the development approval (whichever is applicable).
- (c) If such conditions are deferred, the applicant will be required to provide the following:
 - bank guarantee for the amount of the section 94 contribution, plus a penalty interest rate apportioned over the period of the bank guarantee
 - minor administration fee.

Deferred, or periodic payment will be subject to the approval of the Assistant General Manager, after considering the circumstances of the case.

8. WORKS SCHEDULE OF PUBLIC FACILITY/SERVICE TO BE PROVIDED

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

8.1 Upgrading/Strengthening Existing Gravel Pavements

Gravel pavements have a limited life due to the loss of gravel from the pavement due to 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 had developed a strategy to strengthen existing gravel roads to provide a suitable level of service 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.

8.2 Work involved

The work related to this project (010 road 0063) involves upgrading of the gravel pavement of Mackays Road for a distance of approximately 825 metres to a width of 6.1 metres, and bitumen sealing of that portion of the road with a grade of 12% or more (250 metres allowed) to a width of 5 metres.

8.3 Estimation of Costs (Cl. 26 (1) (g) EP & A Regs. 1994)

Trim, spread & finish 825m x 6.1m = 5,032.5 x \$0.91 =	\$ 4,579.57
Supply to site 5,032.5m ² x 0.15m = 830.3625m ³ x \$22.32 =	\$18,533.69
Bitumen Seal 250m x 5m = 1,250m ² x \$30.00 =	\$37,500.00
	\$60,613.26
Survey, design and supervise - 3% =	\$ 1,818.40
Administration and on-costs - 15.5% =	\$ 9,395.05
Estimated Cost	\$71,826.71
Say	\$71,827.00

9. TIMING (Cl. 26 (1) (g) EP & A Regs. 1994)

9.1 Works Program

The Works Program includes the timing and staging of all acquisition and construction works. The details of the anticipated staging of works is outlined for each project.

The timing shown for the provision of each stage of a facility is approximate and has been determined by assuming a steady rate of development in each area. It has been assumed that 3% of the developer's contribution will be received each year. Fluctuations in the rate of development and, therefore, the amount of contributions received, may affect the program for some projects. In any event, contributions received will be spent within a reasonable time, for the purpose of which they are made.

In some isolated rural areas, significant development is unlikely within a time period of 15 to 20 years. The cost of upgrading large lengths of gravel roads is significant and in some areas the total project will not be required unless full development occurs.

Where only part of the potential development occurs within the next 15 years (approximately), then the quantity of work programmed may be reduced to reflect the actual rate of development.

Council's contribution to these projects will be matched on a pro rata basis if the quantity of work carried out is different to that shown in the Works Program.

9.2 Implementation Schedule

The project is scheduled to be implemented as follows:

- | | | |
|-------------|------|-----|
| • Stage I | 1995 | 19% |
| • Stage II | 2004 | 23% |
| • Stage III | 2007 | 58% |

01ROAD63.XLS

APPENDIX
SHOALHAVEN CITY COUNCIL
CONTRIBUTIONS PLAN - AREA 1
FACILITY : ROADS

1. Locality UPPER KANGAROO VALLEY
2. Project Mackays Road - upgrade gravel pavement
3. Project No. 01 ROAD 0063
4. Estimated Cost \$ 71,827-00

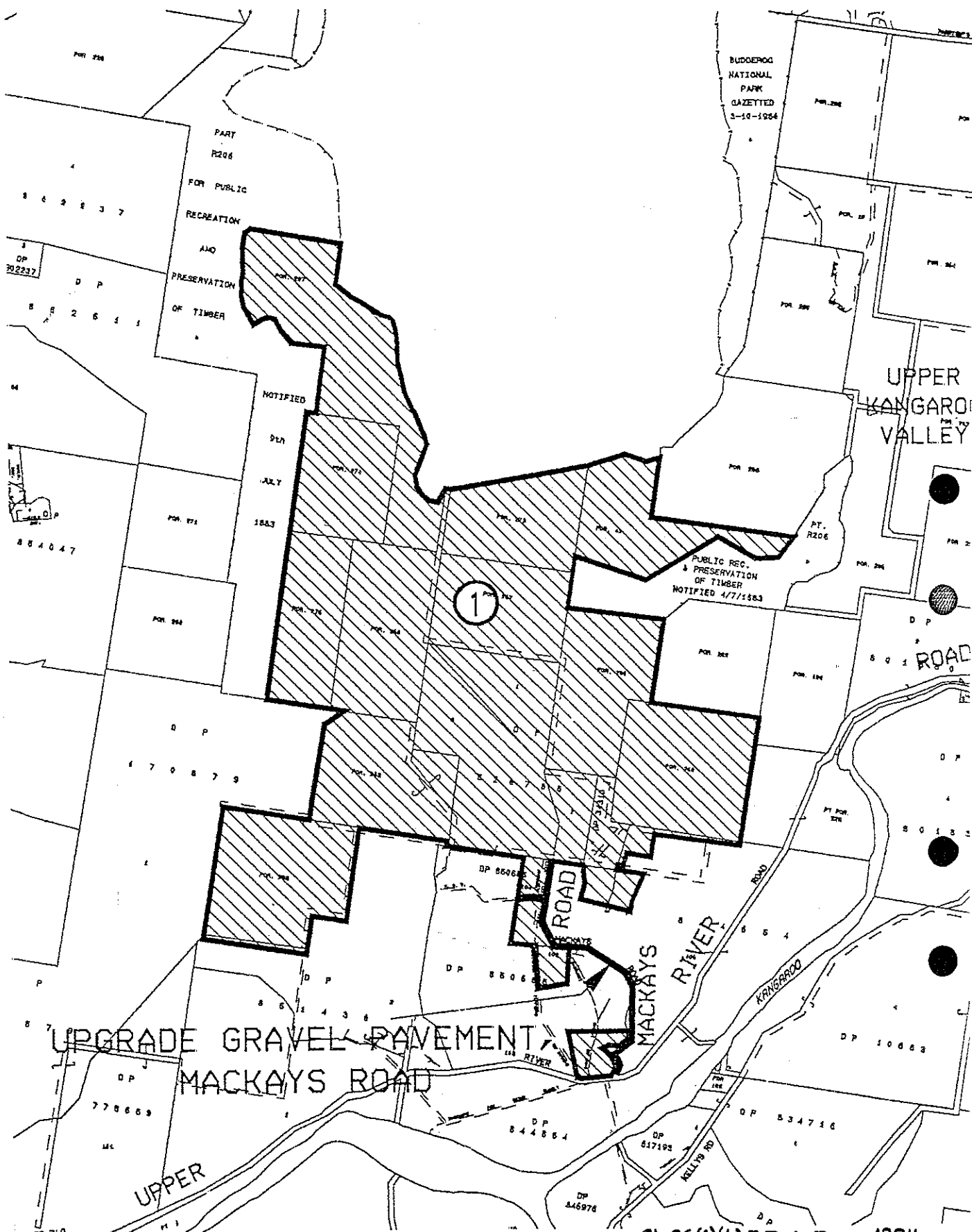
5. Cost Apportionment Table

BENEFIT AREA	EQUIVALENT TENEMENTS		TRAFFIC GENERATION	COST PER BENEFIT AREA	CONTRIBUTION PER E.T.	ESTIMATED	
	existing	potential				COUNCIL RESPONSIBILITY	DEVELOPER CONTRIBUTION
01 ROAD 0063							
1	2	22	161v.p.d. = 100%	\$ 71,827-00	\$ 2,992-79	\$ 5,986-00	\$65,841-00
Through Traffic	nil	nil	nil	nil			
TOTAL	2	22	161v.p.d. = 100%	\$ 71,827-00	\$ 2,992-79	\$ 5,986-00	\$ 65,841-00

Cl.26(1)(e)E.P. & A. Regs. 1994

Note : For traffic generation, use the Traffic Authority
of N.S.W. Guidelines _ 6.7 vehicles / day / dwelling.

Amendment No. 36
Exhibited From 22 Feb. 1996
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SHOALHAVEN CITY COUNCIL
CONTRIBUTION PLAN AREA 1
AMENDMENT NO. 36

FACILITY: ROAD8

PROJECT: MACKAYS ROAD, UPPER KANGAROO VALLEY -
UPGRADE GRAVEL PAVEMENT

CL. 26(1)(b) E.P.+A. Regs. 1994
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