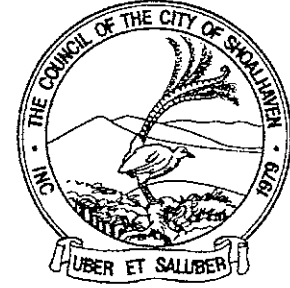


**SHOALHAVEN CITY COUNCIL**  
**PLANNING SERVICES DIVISION**



**CONTRIBUTIONS PLAN - AMENDMENT NO. 27**

**01 ROAD 0123** : **Bugong Road (Mount Scanzi section)**  
**File Number** : **95/1906**  
**Exhibited from** : **Thursday 14 December 1995**  
**to** : **Thursday 11 January 1996**  
**Adopted** : **Tuesday 19 March 1996**  
**Effective From** : **Wednesday 22 March 1996**

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**1. INTRODUCTION/BACKGROUND**

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

In the process of assessing a subdivision application in the Parish of Bugong, Council has identified the need to re-assess the road projects contained in the Contributions Plan and which relate to the Bugong area. As a consequence of this re-assessment, that portion of Bugong Road north of Bugong Creek has been taken out of road project 01 ROAD 0082 and now comprises the new 01 ROAD 0123 project.

The benefit area relating to this new project has been assessed to exclude those properties not benefiting from the project. Such properties were included in the previous benefit area relating to project 01 ROAD 0082.

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

The purpose of the plan is to fund a portion of the costs associated with the upgrading of the portion of Bugong Road north of Bugong Creek by way of a Section 94 contribution on development of land (including the erection of new dwellings) within the benefit area relating to the project.

**3. LAND TO WHICH THE PLAN APPLIES (CI26(1)(b) EP&A Regs. 1994)**

The plan applies to land situated within the benefit area related to this project (see attached map). 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 adjacent and adjoining Bugong Road, north of Bugong Creek. The land is generally located south of Tallowa Dam Road and north of Bugong Creek in the Parish of Bugong.

4. **RELATIONSHIP BETWEEN EXPECTED DEVELOPMENT AND DEMAND**  
(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, less the cost apportioned for any through traffic divided by the total number of lots (both existing and potential future) within the benefit area.

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

6.1 A contribution rate of \$327.30 has been calculated on the basis of fifty-nine (59) benefiting Equivalent Tenements (ETS) (15 existing plus 44 potential) contributing equitably to the benefit area project cost of \$189,230.50.

6.2 Council considers there is 5% through traffic.

6.3 Council's responsibility in this project has been estimated at \$77,312.73, comprising fifteen existing dwellings, through traffic (\$9,959.50) and one ET credit for each of six undeveloped existing holdings located in the benefit area.

6.4 The developer contribution, therefore, is estimated at \$121,877.27.

6.5 The contributions will be levied on development within the benefit area (see attached table).

7. **TIMING OF CONTRIBUTION PAYMENT AND 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 the release of building permit.

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

- (a) The section 94 contributions do not relate to the provision of facilities or services that, 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 FOR PUBLIC FACILITY/WORK 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 has 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 stabilization techniques.

- 8.2** The work related to this project (01 ROAD 0123) involves upgrading of the gravel pavement of Bugong Road, north of Bugong Creek for a distance of approximately 6,000 metres to a width of 6.1 metres.



**9. 9.1 Estimation of Costs** (Cl.26(1)(g) EP&A Regs. 1994)

The costs of the works has been estimated at \$199,190.00 as follows:

- trim, spread & finish 6,000m x 6.1m = 36,600m<sup>2</sup> x \$0.91 = 33,306.00
- supply shoulder material (shale) to site:  
 $36,600\text{m}^2 \times 0.15\text{m} + 10\% = 6,039\text{m}^3 \times \$22.32 = \underline{134,790.48}$
- survey, design and supervision - 3% = 5,042.89
- administration and on-costs - 15.5% = 26,054.95
- = \$199,194.32

Say \$199,190.00

**9.2 Timing of Works** (Cl.26(1)(g) EP&A Regs. 1994)

**9.2.1 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 for 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.

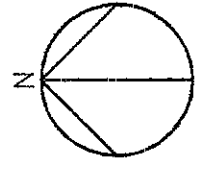
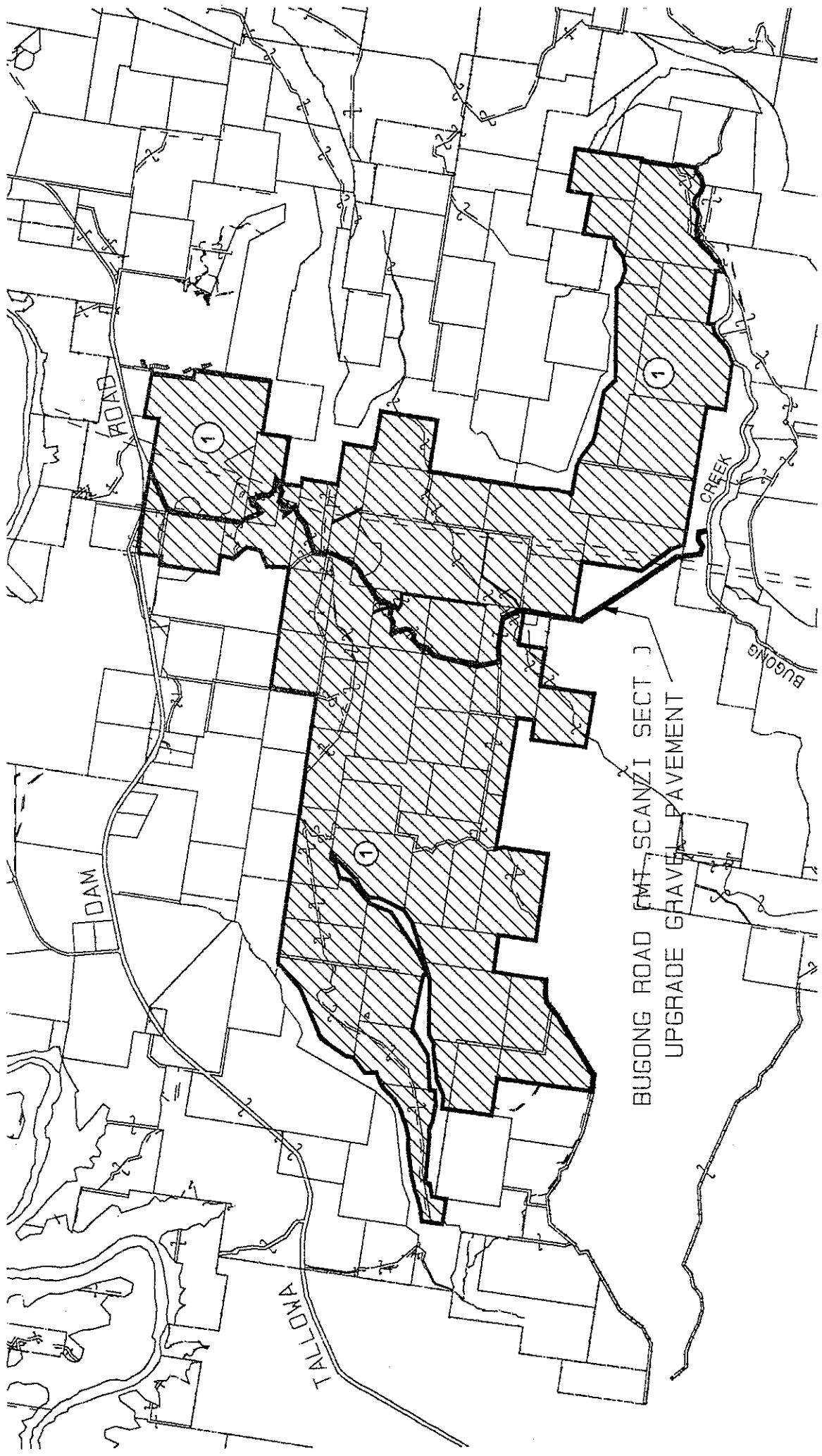
Where only part of the potential development occurs within the next 15 years (approximately), then the quantity of work programmed may be reduced to reflect the actual rate of development.

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.

**9.2.2 Implementation Schedule**

The project is scheduled to be implemented as follows:

- Stage I 1992 - 4%
- Stage II 1994 - 3%
- Stage III 1997 - 19%
- Stage IV 2001 - 18%
- Stage V 2002 - 19%
- Stage VI 2004 - 18%
- Stage VII 2009 - 19%



PROJECT No:  
01 ROAD 0123

**SHOALHAVEN CITY COUNCIL  
CONTRIBUTION PLAN AREA 1  
AMENDMENT NO.27**

FILE NO: 95/1906  
ADOPTED: 19.11.1996  
EFFECTIVE FROM: 27.3.1996  
FACILITY: ROADS  
PROJECT: BUGONG ROAD, UPPER BUGONG CREEK -

(MTSCANZI SECTION) UPGRADE GRAVEL PAVEMENT  
DRAWING FILE: SECT94:AREA1 (WINDOWS- AM27R123 & FA27R123)

**APPENDIX**  
**SHOALHAVEN CITY COUNCIL**  
**CONTRIBUTION PLAN - AREA 1**  
**FACILITY : ROADS**

1. Locality: Bugong
2. Project: Bugong Road (Mt Scanzi Section ) - Upgrade Gravel Pavement
3. Project No: 01 ROAD 0123 New Project
4. Total Cost: \$199,190.00
5. Traffic Generation and Cost Apportionment

Benefit Area	No Equivalent Tenements		Total Traffic Generation (VPD)	Cost Per Benefit Area (\$)	Cost Per ET (\$)	Council Responsibility (\$)	Developer Contribution (\$)
	Existing	Additional					
1	15	14	395 (95%)	189,230.50	3,207.30	67,353.23	121,877.27
Through Traffic	5% total traffic		21 (5%)	9,959.50		9,959.50	-
			<b>416 (100%)</b>	<b>199,190.00</b>		<b>77,312.73</b>	<b>121,877.27</b>

CI.26(1)(e) EP&A Regs. 1994  
 Amendment No. 27  
 File No. 95/1906  
 Public Exhibition From: 14.12.95

To: 11.1.96  
 Adopted: 19.3.96  
 Effective from: 27.3.96

Note 1: For traffic generation use Traffic Authority of NSW Guidelines - 6.7 vpd per dwelling  
 Note 2: Estimated Council responsibility comprises 15 existing ETs through-traffic and 1 ET credit for each of six undeveloped existing holdings located in the benefit area.

*1997 = \$ 3,193.17 / ET.*  
*1998 = \$ 3,238.10 P.M. 20.1.99.*  
*1999 = \$ 3,301.89 / ET.*