

BEGA VALLEY SHIRE COUNCIL

# OLD WALLAGOOT ROAD KALARU



Section 94 Contributions Plan No. 4



This version of Section 94 Contributions Plan No. 4 – Old Wallagoot Road, Kalaru was made pursuant to Section 94 B of the Environmental Planning and Assessment Act, 1979 and approved by Council at its meeting of 22 July 2003.

## Record of Amendments

<b>Name of Amendment</b>	<b>Date Approved by Council</b>	<b>Date Plan Came into Force</b>
<b>Original Contribution Plan</b>		22 June 1994
<b>Consumer Price Index – Financial Year Amendments</b>	27 March 2001	10 April 2001
<b>Reference LEP 2002</b>	12 November 2002	15 November 2002
<b>Administrative change to indexation Clause</b>	22 July 2003	5 August 2003

## BEGA VALLEY SHIRE COUNCIL

### SECTION 94 CONTRIBUTIONS PLAN NO. 4

#### OLD WALLAGOOT ROAD, KALARU

**1. NAME OF THE PLAN**

This plan may be referred to as **Section 94 Contributions Plan No. 4 - Old Wallagoot Road, Kalaru.**

**2. PURPOSE OF THE PLAN**

To specify contributions applying to subdivision developments which create additional traffic demands on Old Wallagoot Road, Kalaru, towards the costs of initially providing a 6 metre wide sealed carriageway with 1.2 metre gravel shoulders, and ultimately providing a 9 metre sealed pavement, kerb and gutter, drainage, improvements to services and other ancillary works, pursuant to Section 94 of the Environmental Planning and Assessment Act, 1979.

**3. LAND TO WHICH THE PLAN APPLIES**

The provisions of this plan apply to the land marked in heavy black in Schedule 2.

**4. RELATIONSHIP TO OTHER PLANNING INSTRUMENTS & POLICIES**

This plan should be read in conjunction with Bega Valley Local Environmental Plan, 2002 and all other Codes and Policies adopted by Council relating to the development of land in the Bega Valley area. In particular this plan should account for the principles of Development Control Plan No. 18 - of Kalaru Village, and Development Control Plan No. 9 - Rural Residential Development.

**5. BACKGROUND & NEXUS**

Levels of development within the Kalaru Village have increased to the extent that a more efficient and safer road is necessary. Increases in traffic on Old Wallagoot Road will place excessive stress on existing road conditions and disadvantages for further development. It is Council's intention to upgrade Old Wallagoot Road to a standard acceptable to service forecasted levels of traffic in the area.

It is estimated that the total lot yield accessing Old Wallagoot Road will be 125 lots.

The cost of the upgrading will be shared between Council and developers creating new lots. Council will bear the proportion of the loss associated with existing lots and developers will be required to pay a contribution based on the number of new allotments.

**6. CALCULATION OF CONTRIBUTION**

**Subject Works:** Upgrading of Old Wallagoot Road, Kalaru

**Standard of** 6 metre wide bitumen sealed carriageway,  
1.2

**Construction:** metre wide gravel shoulders each side, improvements to drainage, services and ancillary facilities.

**Extent of Works:** 800 metres from the intersection of Snowy Mountains Highway.

**Estimated Cost of Works:** \$226,481 (see Schedule One for details)

**Total Subdivision Potential of Catchment Area:**

Existing Allotments	68
Potential Allotments	
Village Zone	33
Rural 1(c) Zone	<u>24</u>
<b>Total</b>	<b>125</b>

**Road Contribution Per Lot:**  $\frac{226,481}{125} = \$1,811.85$

## 7. CONTRIBUTIONS

- (a) Each new lot created within subdivisions adjoining or within vehicular access to Old Wallagoot Road must contribute \$1,811.85 adjusted to Consumer Price Index figures towards the assessed construction costs to provide a 6 metre wide sealed carriageway, 1.2 metre gravel shoulders and improvements as necessary to drainage, services and ancillary facilities.
- (b) For subdivisions which abut or have frontage to Old Wallagoot Road, a cash contribution as individually assessed equivalent to the full cost to construct the road shoulder, kerb and gutter drainage and ancillary works for the total frontage of the subdivision shall apply as a condition of development consent.
- (c) If allotment densities are increased at a later date through Town Sewer Reticulation, this plan shall be altered to account for this.

## 8. CURRENT CONTRIBUTIONS AND UPDATING

Contributions will be adjusted as of 30 June each year in line with cost movements in the Consumer Price Index for the previous 12 months. The contribution amount will hold for a period of 12 months from the date of consent and thereafter the updated figure will be payable.

Refer to Councils adopted Management Plan for the indexed contributions applicable to development under this plan.

## 9. METHOD AND TIMING OF PAYMENTS

This plan identifies the following requirements for payments of contributions assessed in accordance with the foregoing:

- \* Contributions associated with Development Consent applicable to the Subdivision of lands shall be paid prior to release of endorsed Linen Plans.
- \* Contributions associated with Development Consent in circumstances other than described above shall be paid as a relevant condition of such consent.
- \* Staged or deferred payments may be permitted subject to prior written application, formal agreement of Council and satisfaction of acceptable financial guarantees including bank and other financial institution guarantees provided in the requisite form.

## 9. SCHEDULE OF WORKS

At the date of this plan's making, 440 metres of Old Wallagoot Road have been sealed with a 6 metre wide carriageway and 1.2 metre gravel shoulders. The remainder will be upgraded when sufficient Developer Contributions are received.

In the event Council constructs old Wallagoot Road in advance of subdivision developments, (which adjoin or with vehicular access to the road) contributions as denoted in this plan will apply retrospectively.

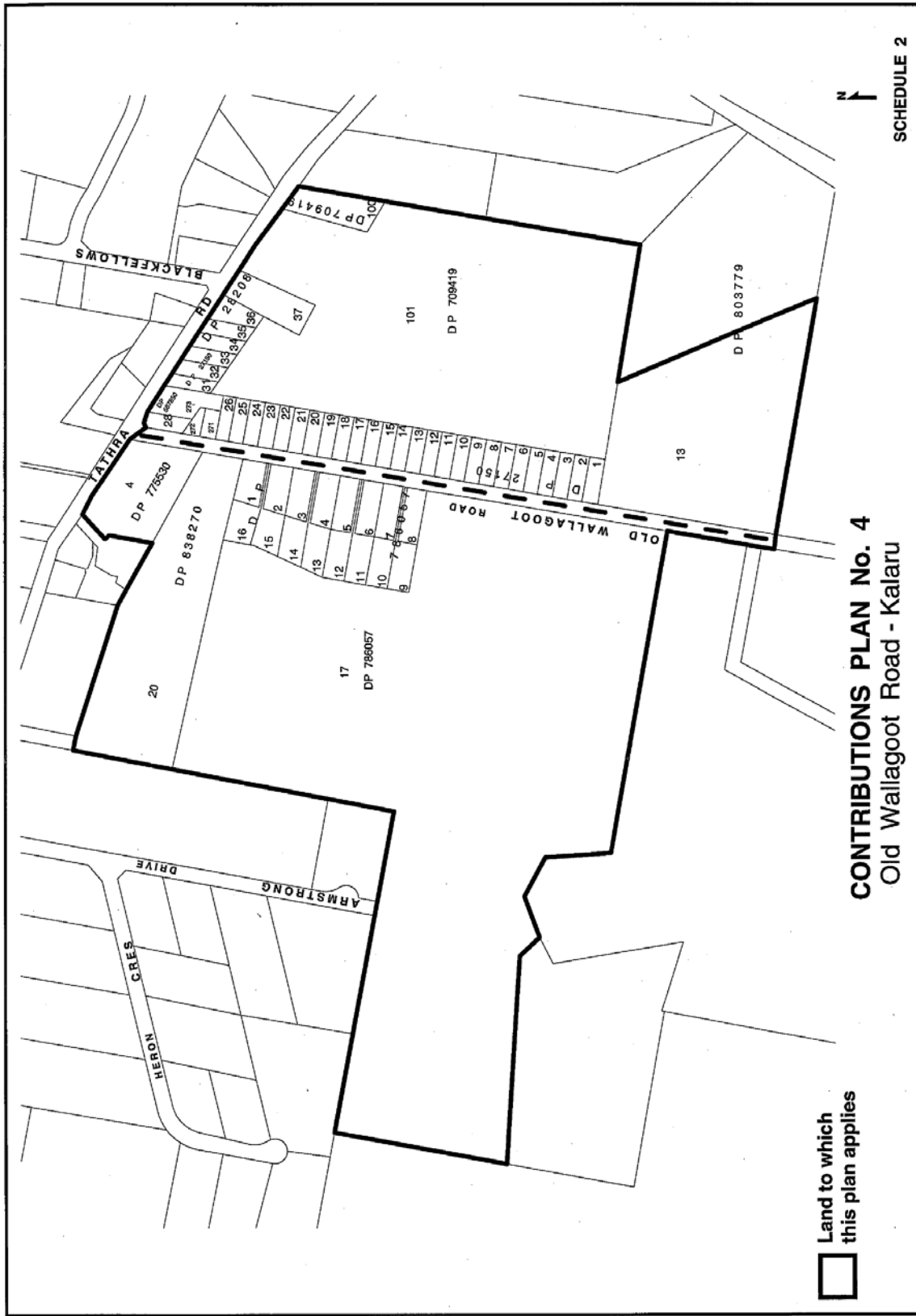
## SCHEDULE 1

Estimate for the construction of Old Wallagoot Road from Snowy Mountains highway for a distance of 800m. Road to have a 6 metre wide sealed strip and 1.2 metre gravel shoulders.

Description	Plan No. 1593	Estimate Cost
1. Provision for traffic	Item	\$500
2. Drainage Supply, lay, jointing & all earthworks 375 Ø RCP 450 Ø RCP Precast headwalls Drop pits	271m @ \$100 7m @ \$110 3 @ \$550 11 @ \$1,100	\$27,100 \$770 \$1,650 \$12,100
3. Earth works - Excavation - Cut & fill - Remove spoil - Trimming & compaction of subgrade - Base course (200mm thick)	3,236m <sup>3</sup> @ \$12 100m <sup>3</sup> @ \$12 3,863m <sup>3</sup> @ \$1 7,200m <sup>2</sup> @ \$2 1,440m <sup>3</sup> @ \$40	\$38,832 \$1,200 \$3,863 \$14,400 \$57,600
4. Wearing surface - Prime seal - Bitumen seal	5,600m <sup>2</sup> @ \$2 4,800m <sup>2</sup> @ \$5	\$11,200 \$24,000
5. Revegetation works (topsoil & seed)	2,000m <sup>2</sup> @ \$2.5	<u>\$5,000</u>
<b>Subtotal</b>		<b>\$198,215</b>
6. Plant & camp transfer	Item	\$1,000
7. Engineering Survey	3%	\$5,946
8. Adjustment to public utilities	Item	\$1,500
9. Contingency	10%	<u>\$19,820</u>
<b>TOTAL</b>		<b>\$226,481</b>

∴ Cost per metre = \$283.10

∴ Cost per metre to each side of road split down centre of carriage way = \$141.50



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