

**SECTION 94
CONTRIBUTIONS PLAN**

PUBLIC ROADS

Adopted by Council 5 August 1997

Contents

	<i>Page</i>
1. INTRODUCTION	
1.1 <i>Name of this Plan</i>	1
1.2 <i>Purpose of this Plan</i>	1
1.3 <i>Land to which this Plan Applies</i>	1
1.4 <i>Relationship to Other Plans</i>	2
2. CONTRIBUTION NEXUS	
2.1 <i>Context</i>	2
2.2 <i>East Street/Boonderoo Road</i>	3
2.3 <i>Boundary Road</i>	5
2.4 <i>Booral Avenue</i>	5
253 <i>Morgan's Road Reserve</i>	6
2.6 <i>Alta Villa Road</i>	7
2.7 <i>Keenan's Road</i>	7
287 <i>Buckleys Bridge</i>	9
3. CONTRIBUTION FORMULA AND RATE	
3.1 <i>Contribution Formulae</i>	10
3.2 <i>Contribution Rates</i>	11
3.3 <i>Indexation</i>	15
3.4 <i>Financial Arrangements</i>	15
3.5 <i>Review and Rights of Appeal</i>	15
<i>Schedule 1: Inventory of Rural Road Costs</i>	16
Figures:	
Figure 2.1 <i>Benefit Area 1: East Street/Boonderoo Road</i>	4
Figure 2.2 <i>Benefit Area 2: Boundary Road</i>	5
Figure 2.3 <i>Benefit Area 3:Booral Avenue</i>	6
Figure 2.4 <i>Benefit Area 4: Morgan's Reserve Road</i>	7
Figure 2.5 <i>Benefit Area 5: Alta Villa Road</i>	8
Figure 2.6 <i>Benefit Area 6:Keenan's Road</i>	8
Figure 2.7 <i>Benefit Area 7:Buckleys Bridge</i>	9

Section One

INTRODUCTION

1.1 NAME OF THIS PLAN

This Plan is called 'Section 94 Contributions Plan for Public Roads' (referred to in this document as 'the Plan'). This Plan has been prepared in accordance with the requirements of Section 94AB of the Environmental Planning and Assessment Act, 1979 ('the Act'). It should be read in conjunction with the Section 94 Contributions Plan: Management.

1.2 PURPOSE OF THIS PLAN

This Plan has been prepared to:-

- Demonstrate that demand is generated for road works as a consequence of increasing traffic movements through residential, rural residential and rural small holding development areas within the Tumut Shire;
- Justify the Council levying a contribution towards the provision of road works to service residential, rural residential and rural small holding areas as a consequence of further development of those areas;
- Specify appropriate formulae for the calculation of the contributions; and
- For associated purposes.

1.3 LAND TO WHICH THIS PLAN APPLIES

This Plan applies to land within and adjacent to lands zoned 1(a) (Residential), 1(c) {Rural (Small Holdings)}, 1(c1) (Rural Residential), 2(a) (Residential) and 2(b) (Residential) under the Tumut Local Environmental Plan 1990. They comprise:

- Tumut Plains Road/East Street, Boonderoo Road, Boundary Road, and Booral Avenue areas of Tumut;
- Morgans Reserve Road area south-east of Tumut;
- Alta Villa Road area Batlow;
- Keenans Road area Batlow; and
- Buckleys Bridge, Goobarragandra.

The requirements for contributions apply to development within these areas. The application of the contributions is to road works both within and adjacent to these areas.

1.4 RELATIONSHIP TO OTHER PLANS

This Plan relates to the following planning instruments, which are public documents available from Council:

Tumut Local Environmental Plan 1990;
Tumut Rural Subdivision Code 1991;
Tumut Engineering Guidelines for Subdivision Developments;
Tumut Development Control Plan No. 2 - Rural Residential Development; and
Tumut Section 94 Development Contributions Plan: Management.

Section Two

CONTRIBUTION NEXUS

2.1 CONTEXT

This Section of the Plan describes the relationship between subdivision of residential, rural residential and rural small holding land and the demand established for road works arising from the development of allotments created by that subdivision.

The Council, through its planning controls for Tumut Shire, has provided areas where rural residential and rural small holding development can take place. These areas, as shown on the maps, are defined in the Tumut Local Environmental Plan 1990.

The Council also published a Rural Subdivision Code in 1991 which identifies the density of subdivision potentially available for the Rural Small Holdings 1(c) and Rural Residential 1(c1) zones in the Tumut Shire. The Code includes details as to standards required for access and services and advises that:

‘4.1 Where a subdivision creates or increases a need for community services and facilities, Council may levy the subdivider under Section 94 of the Environmental Planning and Assessment Act for contributions to work such as :-

- (a) construction and/or sealing of roads by Council.
- (b) augmentation or extension of water or waste water systems.
- (c) provision or enhancement of recreational facilities.
- (d) drainage.’

This Plan implements the provision of the Code in respect of contributions to work related to the construction and/or sealing of roads by Council.

The Tumut LEP 1990 includes a number of locations for residential, rural residential and rural small holdings. These locations include:

- Tumut Plains Road/East Street, Boonderoo Road, Boundary Road, and Booral Avenue areas of Tumut;
- Morgans Reserve Road area south-east of Tumut,
- Snowy Mountains Highway area north-east of Adelong,
- Alta Villa Road area Batlow;
- Keenans Road area Batlow; and
- Buckley's Bridge, Goobarragandra.

In the case of the area north-east of Adelong, the land is held in one ownership and has direct access to the Snowy Mountains Highway. The Highway is constructed to a standard which would not impose additional costs on the Council arising from the development of the land. All road works associated with the subdivision of the land, including upgrading of the intersection with the Snowy Mountains Highway, would be a direct responsibility of the subdivider.

In the case of the other areas, contributions would arise at the time of approval of subdivision or, where not previously the subject of contributions, at the point of approval of the erection of a dwelling house on allotments in the area or on approval of other activity permitted in the area.

Under Council's Development Control Plan No. 2 - Rural Residential Development ('the DCP'), Council has identified matters it will consider when dealing with applications for development under the LEP.

In addition to matters set out in Section 3.1 of the DCP, the Council, in Section 3.2 of that instrument, has indicated that it may also seek contributions under Section 94 of the Environmental Planning and Assessment Act 1979 in relation to the provision of services such as roads, the upgrading of existing road networks leading to the locality, public open space and facilities, waste disposal and the like.

This Plan therefore implements the provisions of DCP No. 2 in relation to contributions for the provision of roads and the upgrading of existing road networks leading to the locality. Figures 2.1 to 2.4 indicate the existing road system for each of the localities to which the Plan applies.

2.2 TUMUT PLAINS ROAD / EAST ST. AREA, TUMUT

This area is zoned Rural 1(c1): Rural Residential (*Figure 2.1*). Road works (6 metre sealed surface and table drains) in anticipation of increased traffic loads, has been carried out on East Street from Tumut Plains Road to Blowering Road. Costs for this work is recoverable under Section 94 of the Act from future development on a basis proportional to existing development.

Similar works have been carried out on Boonderoo Road, the costs of which are recoverable on the same basis. Works will be required for the upgrade of Currawong Road Bundarra Crescent and Coolabah Road as a result of further development of this area.

Based on development figures available since the LEP was introduced and from the estimated population growth rates for Tumut discussed in the Contributions Management Plan, the rate of demand for allotments in the zoned area is estimated to be five allotments per year. There is sufficient supply in the existing zoned area to meet this need for the planning time scale of this Plan. Therefore all costs associated with the upgrade of East Street can be attributed to the rural residential development that will occur in the planning area.

The road works carried out in advance of development and road works proposed to service the area are set out in Schedule 1 to this Plan. The contributions payable are calculated in Section 3.2.

Roads Contributions for East Street will only be charged when -

- an allotment is subdivided, and/or
- more than one dwelling is erected on an existing allotment (eg. dual occupancy, cluster housing etc.)

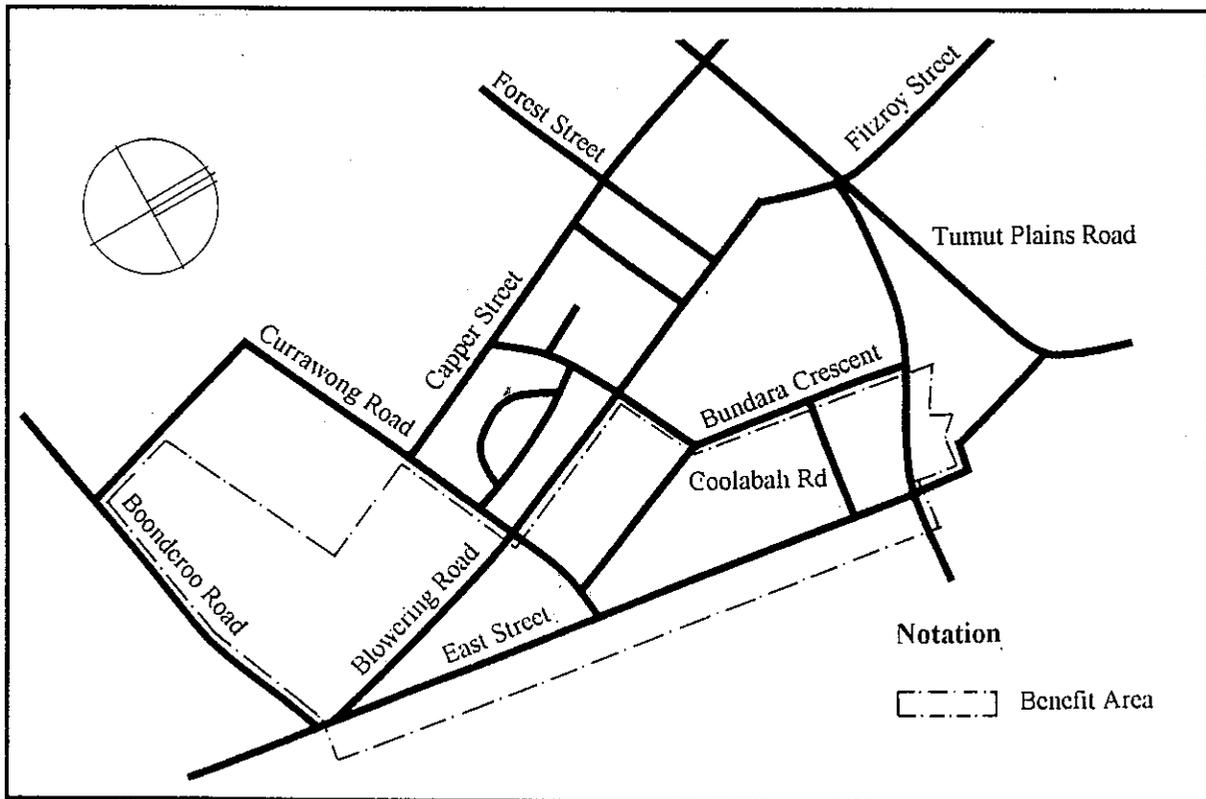


Figure 2.1
EAST STREET/BOONDEROO ROAD AREA, TUMUT

2.3 BOUNDARY ROAD, TUMUT

This area is zoned 1(c1): Rural Residential and 2(a): Residential (*Figure 2.2*). Boundary Road is earth formed and will need to be fully constructed and kerbed on the eastern side.

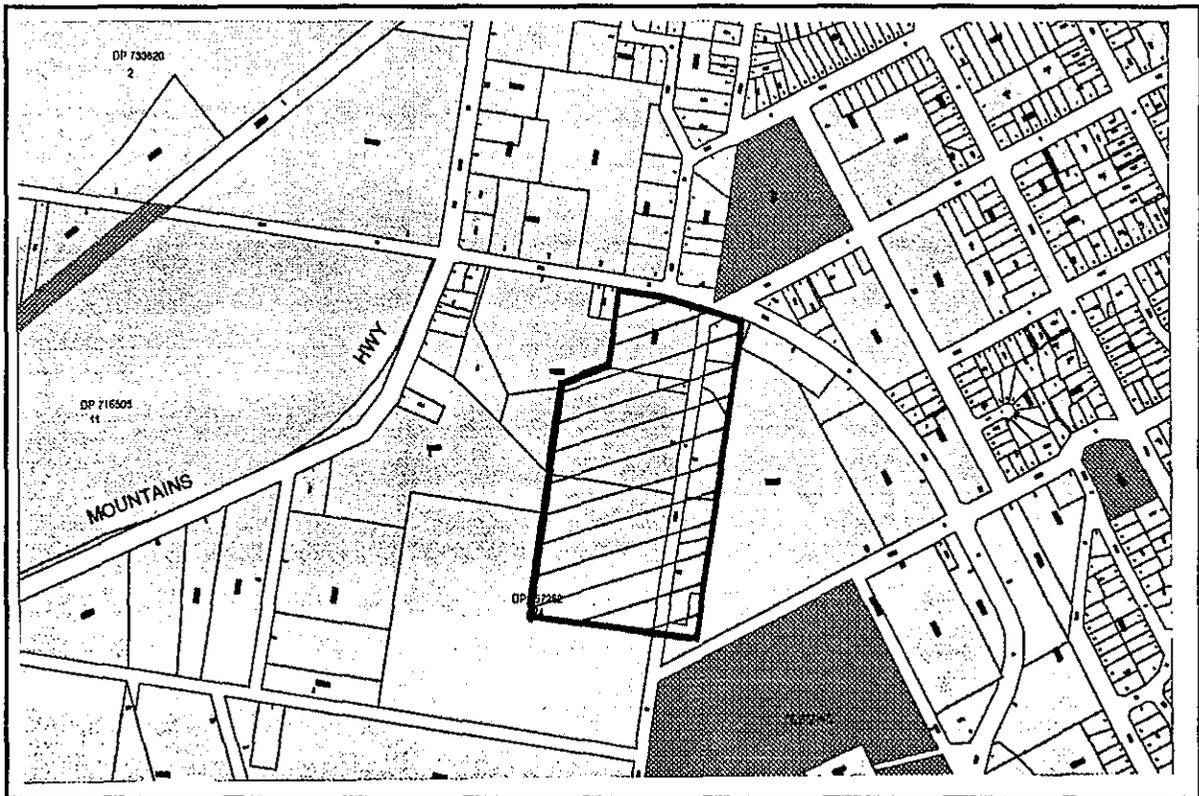


Figure 2.2
BOUNDARY ROAD, TUMUT

2.4 BOORAL AVENUE, TUMUT

This is a road on the western side of Tumut which was of low standard gravel formation which has now been fully constructed to urban standard by the Subdivider of adjoining land (lot 34, DP 846483).

Following construction of the road, part of the road reserve was closed to create a new development lot of 1695m² (lot 1, DP 823353) which is for sale by the Crown.

Closure of the road reserve removed the developers access to Booral Avenue, which he paid to construct.

The intention is to return the construction cost of the road to the developer by charging a contribution on the development of the new lot which now gains the benefit of the roadworks.

Construction of Booral Avenue cost \$176,000 which equates to approximately \$800/m of frontage. As only the western side of Booral Avenue can be developed (specifically the new lot 1, DP 823353) the contribution should be based on \$400/m of frontage for the 147.5m frontage of lot 1, DP 823353. The total contribution will be \$59,885.

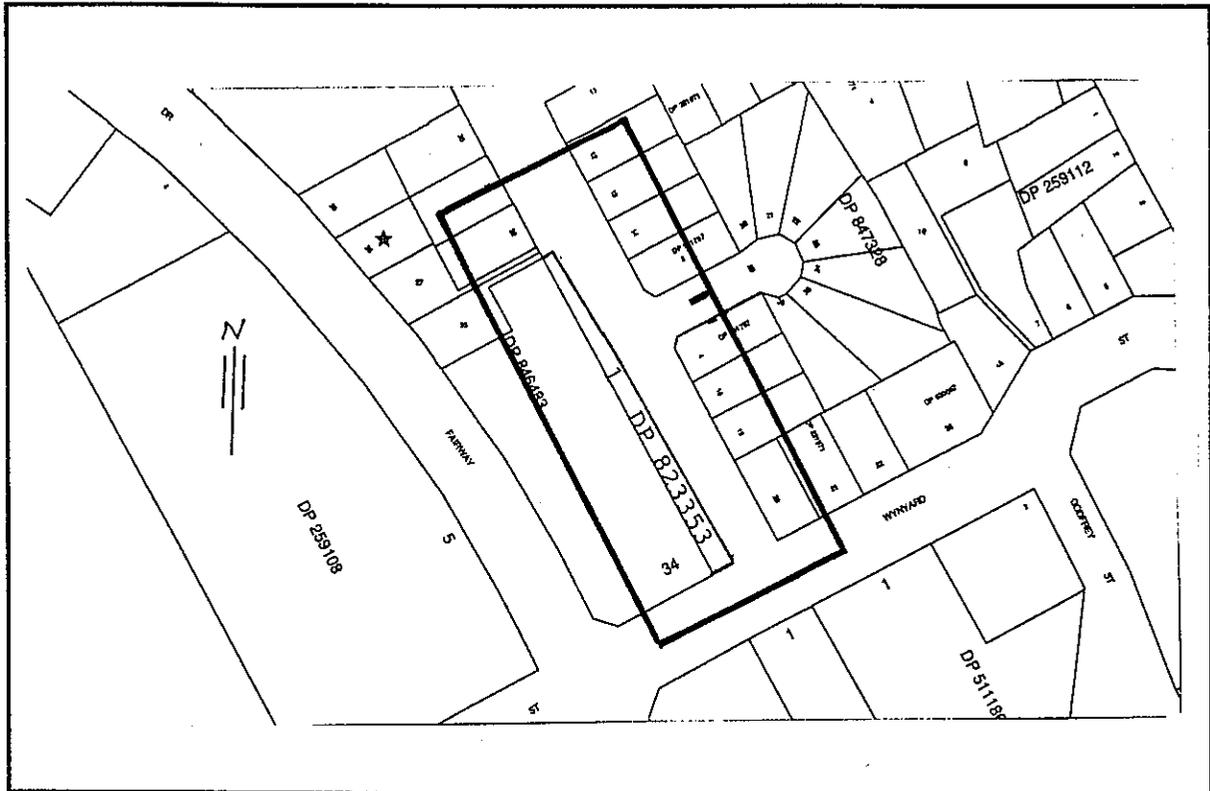


Figure 2.3
BOORAL AVENUE, TUMUT

2.5 MORGANS RESERVE ROAD

This area is zoned Rural 1(c): Rural Small Holding (*Figure 2.4*). As a consequence of a study carried out for the Council in July 1994 on the 'Morgans Reserve Road area, an Amendment was carried out to Tumut LEP 1990 (Amendment No. 8).

The area is served by a number of existing roads at various standards as shown in the maps to the Plan. The increase in traffic on these roads, which will require additional works to carry the increased traffic, is directly attributable to the development of this area for rural small holding development which will provide for 148 allotments.

It is anticipated that Lacmalac Road between Mundongo Road and 'Bon View' Estate will carry an increased traffic loading, due to the development of land with access to Lacmalac Road. This will include future development of the area off Morgans Reserve Road, with access to Lacmalac Road via Quilty Lane, when that Lane is upgraded.

Work proposed to be carried out, or already carried out in anticipation of full development of the area, includes the reconstruction of Morgans Reserve Road. The area that would need to contribute to these road work, includes all the land between Lacmalac Road and the 'Cloverdale' Estate with access to Morgans Reserve Road.

The works proposed, or previously carried out in this area, to cater for demand from development is set out in Schedule 1 to this Plan. The level of contribution required towards these works is detailed in Section 3.2.

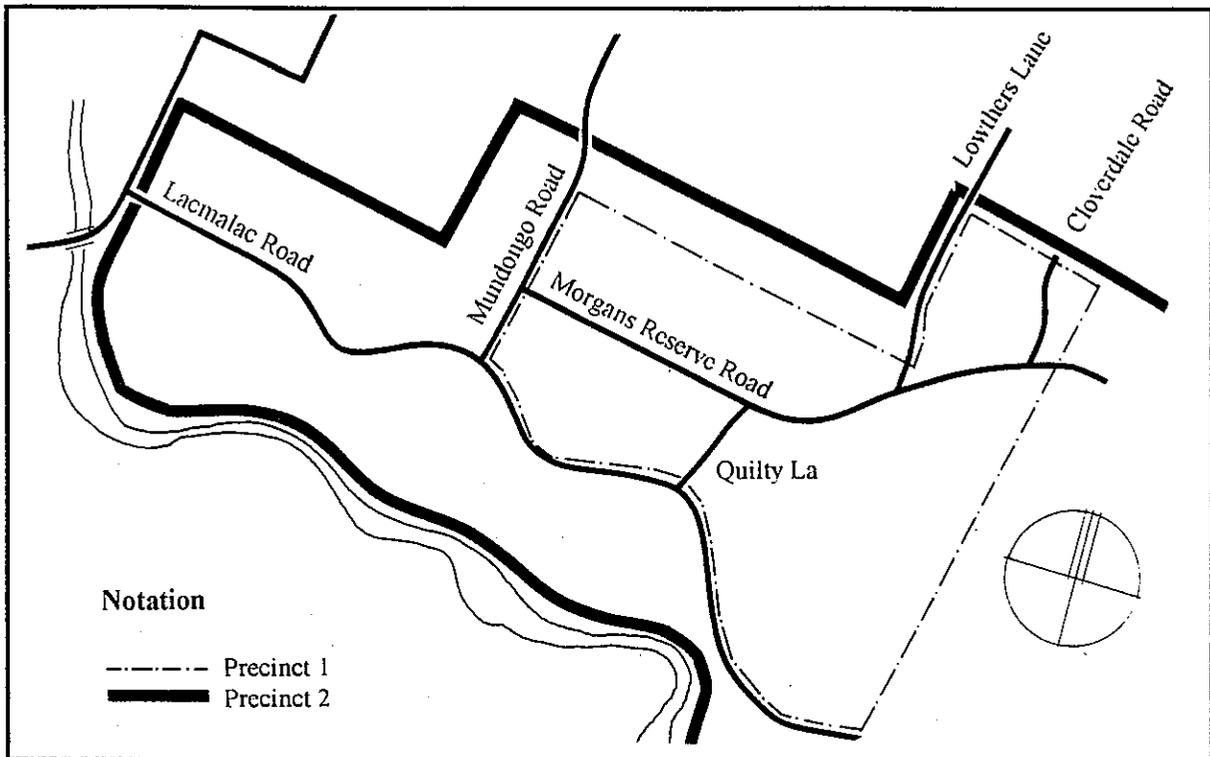


Figure 2.4
MORGANS RESERVE ROAD

2.6 ALTA VILLA ROAD

This area is zoned Rural 1(c): Rural Small Holding (*Figure 2.5*). The Alta Villa Road area has been subdivided but not yet developed with a potential for 23 house sites.

Works have already been carried out as conditions of consent to the development of this land. However Alta Villa Road is the only access road to the Estate and this road will require upgrading as a consequence of dwellings being erected in the area. There will also be a proportional increase in traffic loading on Forest Road as a consequence of the development of this area.

The works proposed to be carried out in this area are listed in Schedule 1 to this Plan. Contributions as a consequence of dwelling house applications will be levied for this area are set out in Section 3.2.

2.7 KEENANS ROAD

This area is zoned Rural 1(c) - Rural Small Holding (*Figure 2.6*). The land is located at the end of Keenans Road with an existing level of usage of this road from adjoining properties. The catchment for assessing additional demand is all that land with access to Keenans Road from the Forest Road intersection to Gilmore Creek.

There are existing properties with access to Keenans Road within this catchment. The land zoned for rural small holdings has an estimated potential for 46 house sites based on the minimum allotment size possible and physical characteristics of the land. Details of the works required are included in Schedule 1 and the contributions for this area are calculated in Section 3.2.

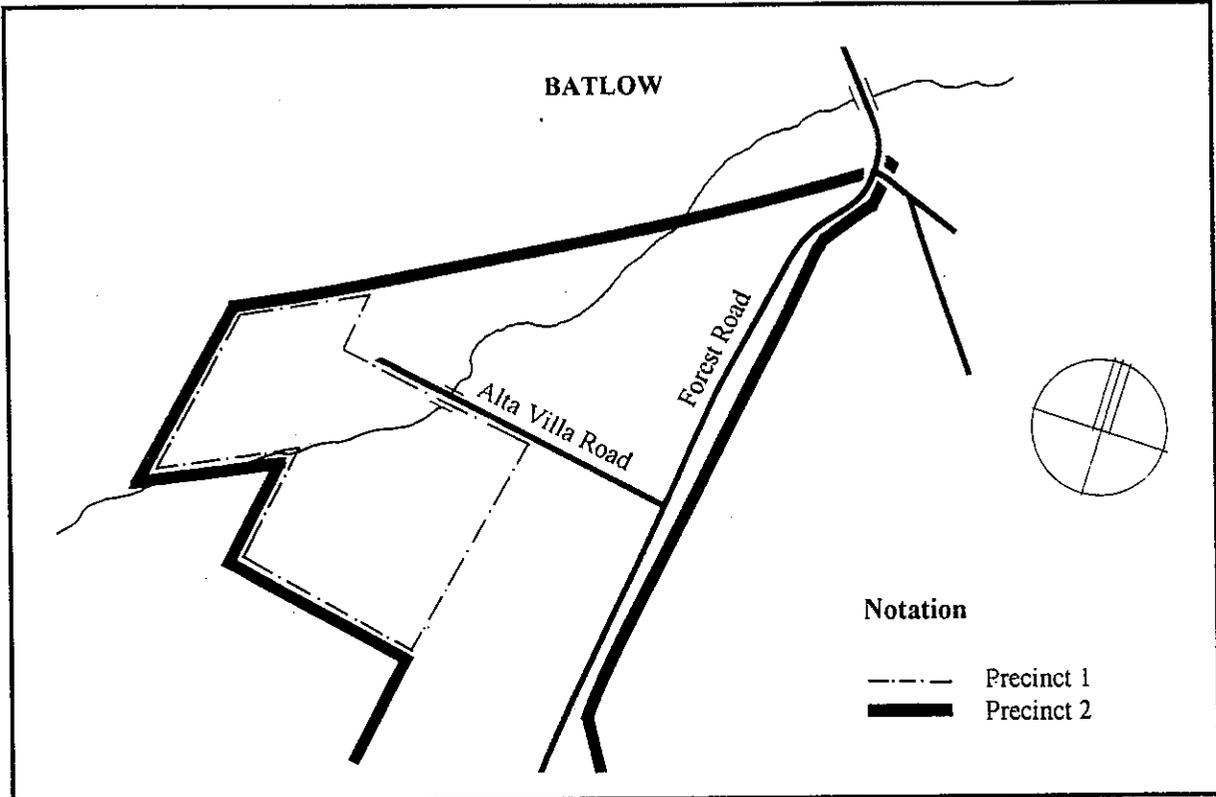


Figure 2.5
ALTA VILLA ROAD, BATLOW

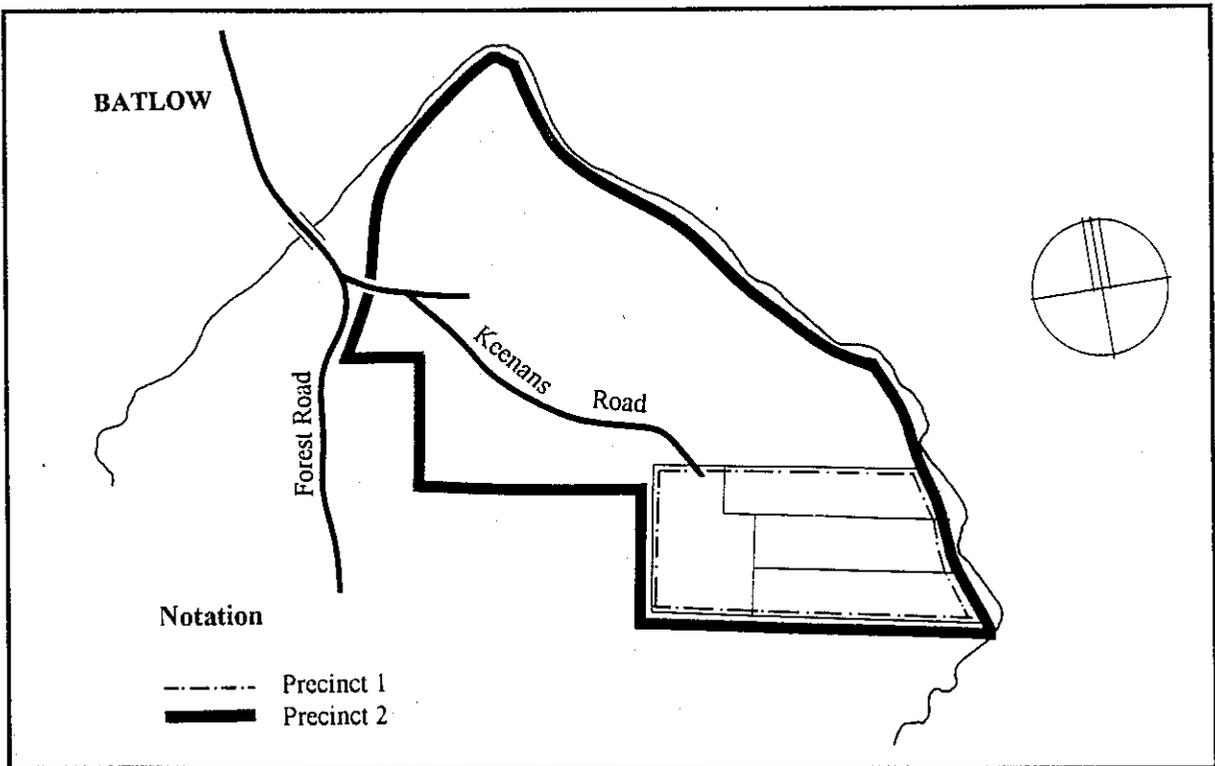


Figure 2.6
KEENAN'S ROAD, BATLOW

2.8 BUCKLEYS BRIDGE

A new bridge is to be constructed over the Goobarragandra River to serve two properties. Council will contribute $\frac{2}{3}$ of the cost of the bridge and, as both of the properties have subdivision potential, the cost of the bridge is to be apportioned on the basis of the total number of lots which may be created, that is 9.

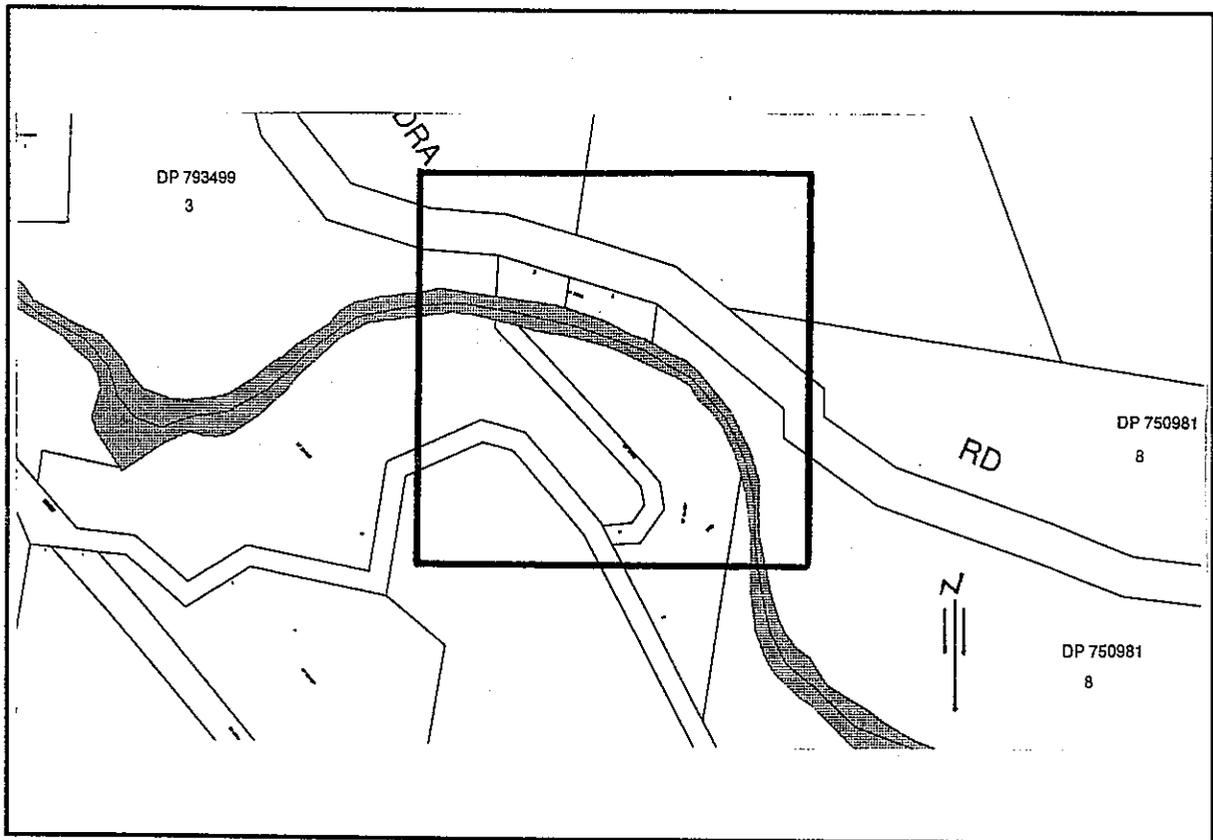


Figure 2.7
BUCKLEYS BRIDGE, GOOBARRAGANDRA

Section Three

CONTRIBUTION FORMULAE AND RATES

3.1 CONTRIBUTION FORMULAE

The calculation of contributions for road works in each area covered by the plan is based on a charge for each allotment created in a subdivision. Where allotments already exist and rural residential or rural small holding dwellings are yet to be approved on allotments created for such purpose and no contribution was required at the subdivision stage, a charge will be levied for each dwelling approved.

The determination of the contribution required is based on the total cost of road works required to serve the precinct in which the allotment falls divided by the number of allotments, or dwellings, that contribute to the need for the road works. This cost varies for each area, since the parameters are different in each case. In each assessment area a number of precincts can exist which can affect the contributions required for a particular allotment, depending on the traffic catchment determined for each road.

The Council also needs to recover costs for the administration of the Contributions Plan for roadworks, including management of the funds received from contributions.

The basic formula for determining the cost to be levied for roads in each area under the Plan takes the following form:

$$C = W/L \times A$$

Where:

- C Road contributions per lot for development in precinct.
- W Cost of works for roads in the locality available for use by the population in the precinct, after apportionment.
- L Number of potential lots in the precinct which would contribute to the need for road works available for use by residents in the area.
- A Contribution towards Consultants cost (\$10,500) of preparing the Plan: 3.0% (1.03) of the contribution payable,

3.2 CONTRIBUTION RATES

In each area to which this Plan applies, a contribution rate has been assessed based on the precinct(s), where road works are required to serve the needs of potential residential allotments in that precinct(s). This, in some cases, may involve a pro-rata contribution for work to be carried out, or already carried out, on roads designed to serve more than one precinct. Section 94 contributions, based on the formula set out in Section 3.1, have been calculated for each Benefit Area.

3.2.1 Tumut and Surrounds

This Benefit Area has been divided into three precincts

- Tumut Plains Road/East Street;
- Boundary Road; and
- Boonderoo Road.

Precinct 1: Tumut Plains Road/East Street:

This precinct has a development potential of 160 allotments. It includes the following road works: East Street, Tumut Plains Road, Bundara Crescent, Coolabah Road and Un-Named Road. The total cost of these works is estimated at \$1,829,630. Contributions are calculated as follows:

$$C = W/L \times A \\ \$1,829,630/160 \times 1.03 = \$11,778$$

Precinct 2: Boonderoo Road:

This precinct has a development potential of 25 allotments. Road works comprise the upgrading of Boonderoo Road to a rural standard. Contributions are calculated as follows:

$$C = W/L \times A \\ \$66,929/25 \times 1.03 = \$2,757$$

Precinct 3: Boundary Road

This precinct has a development potential of 42 allotments. Road works comprise the kerbing and guttering of one side of Boundary Road, together with stormwater drainage. Contributions are calculated as follows:

$$C = W/L \times A \\ \$432,000/42 \times 1.03 = \$10,594$$

The costs and contribution rates for each road are summarised in Table 3.1.

Table 3.1

Precinct/Road Project	W	L	A	C
1. Tumut Plains Rd/East Street	\$1,829,630	160	1.03	\$11,778
2. Boundary Road	\$432,000	42	1.03	\$10,594
3. Boonderoo Road	\$66,929	25	1.03	\$2,757

3.2.2 Morgans Reserve Road

For this area the whole of the 1(c) zone has been considered to be a single precinct. The roads in the precinct, involving upgrading costs from development in the precinct, are:

- Morgans Reserve Road,
- Quilty's Lane, and
- Mundongo Road.

Precinct 1: Inside Catchment:

The cost of the Morgans Road roadworks (W) amounts to \$744,508. The potential number of blocks within the precinct is 148. Therefore the contributions per block for Precinct 1 is:

$$\begin{aligned} C &= W/L \times A \\ &= \$744,508/148 \times 1.03 = \$5,181 \end{aligned}$$

Precinct 2: Outside Catchment:

The costs for road works (W) on Lacmalac Road west of the intersection of Lacmalac Road with Mundongo Road results from traffic from the catchment outside the precinct, east of Mundongo Road, as well as from the potential blocks within the precinct. The equivalent allotments for Precinct 2, outside of Precinct 1, which contribute to the Lacmalac Road works is estimated to be 100.

Combined with the traffic from within the precinct, the total number of blocks contributing to the cost of the works on Lacmalac Road totals 248 (A). The contribution (C) per lot in precinct 2 for road works on Lacmalac Road is therefore-

$$\begin{aligned} C &= W/L \times A \\ &= \$332,184/248 \times 1.03 = \$1,380 \end{aligned}$$

Combined Precincts:

Therefore the total contribution per allotment in the 1(c) zone for road works in the area is:

$$\begin{aligned} C &= C_1 + C_2 \\ &= \$5,181 + \$1,380 = \$6,561 \end{aligned}$$

The costs and contribution rates for each precinct are summarised in Table 3.2.

Table 3.2

MORGANS ROAD RESERVE AREA CONTRIBUTION RATES

Precinct/Road Project	W	L	A	C
1. Inside Catchment	\$744,508	148	1.03	\$5,181
2. Outside Catchment	\$332,184	248	1.03	\$1,380
Total				\$6,561

3.2.3 Alta Villa Road Area

For this area the 1(c) zone contributes to the work needed for upgrading of Alta Villa Road and proportionally to the work needed on Forest Road which serves a wider catchment.

Precinct 1: Alta Villa Road:

The number of potential allotments in the 1(c) area is 23. There are an estimated three other allotments already served by Altavilla Road making the number of potential blocks to use that Road (L) to be 26. The cost of upgrading Altavilla Road (W) is estimated to be \$65,000. On this basis the contribution per lot (C) in the 1(c) area for Alta Villa Road is therefore:

$$\begin{aligned} C &= W/L \times A \\ &= \$65,000/26 \times 1.03 = \$2,575 \end{aligned}$$

Precinct 2: Forest Road:

The number of equivalent blocks estimated to be using Forest Road from the catchment south of Altavilla Road is 50. Therefore the number of potential dwellings (L) generating a demand on Forest Road is estimated to be 76. The cost of road works for upgrading Forest Road (W) is \$217,636. Therefore the contribution per block (C) in the 1(c) area for Forest Road is calculated as follows:

$$\begin{aligned} C_2 &= W/L \times A \\ &= \$217,636/76 \times 1.03 = \$2,950 \end{aligned}$$

Combined Precincts:

The total contribution per block for the Altavilla 1(c) area is therefore -

$$\begin{aligned} C &= C_1 + C_2 \\ &= \$2,575 + \$2,950 = \$5,525 \end{aligned}$$

The costs and contribution rates for each precinct are summarised in Table 3.3.

Table 3.3
ALTA VILLA ROAD AREA CONTRIBUTION RATES

Precinct/Road Project	W_p	L_p	A	C_p
1. Alta Villa Road	\$65,000	26	1.03	\$2,575
2. Forest Road	\$217,636	76	1.03	\$2,950
Total				\$5,525

3.2.4 Keenans Road Area

For this area there is a use generated for Keenans Road from a catchment east of Forest Road which has access to Keenans Road (Figure 2.4). The catchment has an estimated demand from an equivalent of 40 dwellings in the catchment. There is a potential increase in usage from the 1(c) area at the end of Keenans Road from 46 blocks.. Therefore the total dwellings (L) generating demand on Keenans Road is projected to be 86 dwellings.

The cost of roadworks (W) proposed for road upgrading from the corner of Forest Road/Keenans Road to the 1(c) area is \$315,000. The contributions per lot for this area is calculated as follows:

$$C = W/L \times A$$

$$= \$215,427/86 \times 1.03 = \$2,580$$

3.2.5 Booral Avenue Area

The cost of the roadworks is \$176,000 for the 220 m constructed. The contribution per metre is calculated as follows:

$$\$176,000/220m \times 1.015 = \$812$$

Only the western side is to be developed, so the contribution is to be based on $\frac{1}{2}$ cost i.e. \$406/m

3.2.6 Buckley Bridge

The formula is $\frac{1}{27}$ of the total cost of the bridge (29,800) multiplied by 1.015 for administration expenses: $\frac{1}{27} \times \frac{29,800}{1} \times 1.03 = \$1137/\text{lot}$

3.2.7 Contributions Summary

The contributions for the six benefit Areas are included in Table 3.4.

Table 3.4
PUBLIC ROADS CONTRIBUTIONS: SUMMARY

Benefit Area	Precinct / Road Project	Amount
1. Tumut and Surrounds	1: Tumut Plains/East St	\$11,778
	2: Boundary Road	\$10,594
	3: Boonderoo Road	\$2,757
2. Morgans Reserve Road	1: Inside Catchment	\$5,181
	2: Outside Catchment	\$1,380
	3: Total	\$6,561
3. Alta Villa Road	1: Alta Villa Road	\$2,575
	2: Forest Road	\$2,950
	3: Total	\$5,525
4. Keenans Road	1: Keenans Road	\$2,580
5. Booral Avenue	1: Booral Avenue	\$59,885
6. Buckleys Bridge	1: Buckleys Bridge	\$1,137

3.3 INDEXATION

Contribution rates are indexed on an annual basis (December to December), using the Implicit Price Deflator (IPD): 'Gross Fixed Capital Expenditure: Private Non Dwelling Construction'. These figures are produced by the Australian Bureau of Statistics in its publication No. 5206, Table 60 (National Income, Expenditure and Production).

3.4 FINANCIAL ARRANGEMENTS

The arrangements, and accountability, for management of funds collected for roads under this Plan are set out in Council's Section 94 Contributions Plan: Management.

3.5 REVIEW AND RIGHTS OF APPEAL

The Council will keep the plan under constant review with an annual assessment of the road works costs and demand to ensure that the objectives of the plan are being achieved and its strategy for the provision of roads is effective. The procedures for this review are outlined in Council's Section 94 Contributions Plan: Management.

SECTION 94

FOR TUMUT PLAINS ROAD/EAST STREET, TUMUT

THIS INCLUDES THE POTENTIAL NUMBER OF ALLOTMENTS FROM THE 2(a) PLANNING AREA FRONTING BUNDARRA CRES.

STREET NAME	FROM	TO	LENGTH	UPGRADE COST PER METRE	UPGRADE COST (W _{ip})	Gussed apportionment to Sec 94	Apportioned Cost	CONSTRUCTION STANDARD	
Tumut Plains Road	SH4	Bundara Cres	480	\$ 1,000	\$ 480,000	75%	\$ 360,000.00	13m wide K & G on both sides+Storm water drainage	
Tumut Plains Road	Bundara Cres	East St	470	\$ 500	\$ 235,000	75%	\$ 176,250.00	Rural (Etimated AADT=500 - 1000, Lane Width=3m, Shoulder=1m, Shoulder Sealing=0.5m	
Bundara Crescent	Tumut Plains Rd	Coolabah Rd	280	\$ 800	\$ 224,000	98%	\$ 219,520.00	K & G on one side+Storm water drainage	
Bundara Crescent	Coolabah Rd	Un Named Rd 1	200	\$ 800	\$ 160,000	98%	\$ 156,800.00	K & G on one side+Storm water drainage	
Bundara Crescent	Un Named Rd	SH4	200	\$ 800	\$ 160,000	98%	\$ 156,800.00	K & G on one side+Storm water drainage	
Coolabah Road	Bundara Cres	East St	430	\$ 300	\$ 129,000	98%	\$ 126,420.00	Rural	
Un Named Rd	Bundara Cres	3 Way Intersection	420	\$ 300	\$ 126,000	98%	\$ 123,480.00	Rural	
Currawong Rd	Un Named Rd	East St	120	\$ 300	\$ 36,000	98%	\$ 35,280.00	Rural	
Currawong Rd	Un Named Rd	SH4	220	\$ 300	\$ 66,000	98%	\$ 64,680.00	Rural	
East Street	Tumut Plains Rd	Nth to un-named Rd	120	\$ 300	\$ 36,000	90%	\$ 32,400.00	Rural	
East Street	Tumut Plains Rd	Coolabah Rd	170	\$ 300	\$ 51,000	90%	\$ 45,900.00	Rural	
East Street	Coolabah Rd	Un Named Rd	480	\$ 300	\$ 144,000	90%	\$ 129,600.00	Rural	
East Street	Currawong Rd	SH4	750	\$ 300	\$ 225,000	90%	\$ 202,500.00	Rural	
					Wrp (TOTAL)	Total Cost =	\$ 1,829,630.00	Arp	Crp = Avg%Apport x Wrp/Arp
					\$ 2,072,000	Average % apportioned	88%	160	\$ 11,778

Construction priority

Streets in order of priority	Total Construction cost	% required before commencement	timespan for construction	Estimated year of const	
East Street	\$ 410,400.00	90%	8	2005	Road has already been built therefore Council is looking to recoup it money 1st
Tumut Plains Road	\$ 536,250.00	40%	5	2009	
Bundara Crescent	\$ 533,120.00	40%	5	2014	
Currawong Rd	\$ 99,960.00	40%	1	2015	
Coolabah Road	\$ 126,420.00	40%	1	2016	
Un Named Rd	\$ 123,480.00	40%	1	2017	

**SECTION 94
FOR BOONDEROO ROAD, TUMUT**

LENGTH	UPGRADE COST PER METRE	TOTAL UPGRADE COST OF ROAD	Percentage Apportionment to Section 94 lots	APPORTIONED UPGRADE COST (W _{rp})	NUMBER OF POTENTIAL ALLOTMENTS (A _{rp})	ROAD CONTRIBUTIONS PER ALLOTMENT (C _{rp})	CONSTRUCTION STANDARD
821	\$ 300	\$ 246,300	27%	\$ 66,929.35	25	\$ 2,757	Rural

Apportionment of cost of works required on Boonderoo Road (SH4 to Currawong Road), between the Section 94 plan allotments and the existing road usage

Potential No of movements per property day = 4

Total AADT for Boonderoo road from Section 94 users only = $A_{rp} \times \text{Potential No of movements per property day}$
= 100

Apportionment of cost to Section 94 users = $\frac{\text{Total AADT for Boonderoo road from Section 94 users}}{\text{Total AADT for Boonderoo road from Section 94 users + Current AADT for Boonderoo Road}}$
= 27%

Traffic Count Data			
NAME	LOCATION	DATE	AADT
BOONDEROO RD	NEAR SH4	Feb-88	265

FOR BOUNDARY ROAD, TUMUT

THIS INCLUDES THE POTENTIAL NUMBER OF ALLOTMENTS FROM THE
2(a) PLANNING AREA

LENGTH	UPGRADE COST	UPGRADE COST (W _{up})	NUMBER OF POTENTIAL	ROAD CONTRIBUTIONS PER	CONSTRUCTION STANDARD
540	\$ 800	\$432,000	42	\$ 10,594	K & G on one side+Storm water drains

Programme for construction

Assume the development of 4 allotments per annum

Construction can proceed when 80% of the funds required to undertake the works are collected
Therefore the estimated year in which construction will proceed is when Council have received

$$\begin{aligned} \text{Const threshold} &= 80\% \times W_{up} \\ &= \$ 345,600 \end{aligned}$$

$$\begin{aligned} \text{Estimated that this will occur in} &= \text{Const threshold} / (\text{Cp} \times 4) \\ &= 8 \text{ years} \\ \text{or in the year AD} &= 2005 \end{aligned}$$

Section 94 Calculations for Morgan's Reserve Area			
Updated Traffic figures: counts 4/8 to 22/8/95			
Road Costs: (Inside Catchment)			
Morgans Reserve Road	\$ 211,000	Done in 1992	
Mundongo Road	\$ 320,000	Future, whole Road	
Quilty's Lane	\$ 160,000	Future, whole road	
Lowthers Lane	\$ 200,000	Future, 1km	
Cloverdale road	\$ 100,000	Future, 600m	
	\$ 991,000		
Potential Traffic Counts	592	4 movements per day	
	0.751	on Morgan's Reserve Rd	
	\$ 744,508		
Road Costs: (Outside Catchment)			
Lacmalac Road 3.5km	\$ 560,000	Future, Based on Stbn 3.5km*8 @\$20	
Traffic Counts on Lacmalac Rd	406	1995, calculated from count west of Mundongo Rd	
Traffic Counts on Morgan's Reser	196	1995, north of Lacmalac Intersection	
Potential Traffic Counts	592	4 movements per day	
Proportion of Traffic Related to Dev't	0.593	on Lacmalac Rd	
Proportional Cost	\$ 332,184	on Lacmalac Rd	
Number of Potential Blocks served (Tumut LEP Amendment No 8, July 1994), pages 11,5.			
	148	blocks/houses (Inside Catchment)	
	248	blocks/houses (Outside Catchment)	
	3%	Administrative Charge	
Therefore Cost Per Block is:	\$5,181	(inside catchment)	
	\$1,380	(outside catchment)	
Total Cost per Block:	\$6,561		

Section 94 Calculations for AltaVilla Road Area					
Road Costs:					
	Forest Rd		\$240,000	(blue)	From Keenan's rd Turnoff, 1200*8*\$25 (Stab'n)
	Existing traffic Count AADT		174	1989 Count, south of Altavilla Road Turnoff	
	Development Count AADT		304	4	Movements per day
	Proportional Cost		\$152,636		
	Altavilla Road		\$65,000	(yellow)	Future, Based on Stbn 600m*6 @\$18
			\$217,636		
Number of Potential Blocks/houses served based on Area 50Ha/2.2Ha/house					
			23	Altavilla Rd blocks/houses	
			3	Altavilla Rd existing lots potentially served	
			50	Forest Rd potential lots	
	Total equivalent lots:		76		
			3%	Administrative charge	
	Therefore Cost Per Block is:		\$2,575	Altavilla Rd	
			\$2,950	Forest Rd	
			\$5,525	Total	

Section 94 Calculations for Keenan's Road Area					
Road Costs:					
	Keenan's Road		\$315,000	(pink)	Future, Based on 1800*7*\$25/m2 Assumption: From Corner of Forest/Keenan's Rd
			\$315,000		
	Existing traffic Count AADT		159	1989, east of Batlow Tip turnoff	
	Development Count AADT		344	4 movements per day for each house	
	Proportional cost		\$ 215,427		
Number of Potential Blocks/houses served based on Area 128Ha/2.8Ha/house					
			40	blocks/houses along existing road	
			46	blocks/houses beyond the existing road	
	Total equivalent lots:		86		
			3%	Administrative Charge	
	Therefore Cost Per Block is:		\$2,580		

