

# **SNOWY RIVER DEVELOPMENT CONTRIBUTIONS PLAN 2008**

## **APPENDIX 2 ROADWORKS**

## **Acknowledgments**

This document was prepared following a review of previous Roadworks plan documents (Snowy River Shire Council Section 94 Contributions Plan May 16, 2006) and information provided by Snowy River Shire Council personnel. The document was put together by Dr Colin Seaborn of SOS Initiatives Pty Ltd, overseen by SRSC employees who are acknowledged below.

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## **1 SUMMARY**

This document serves as an Appendix to 'Snowy River Development Contributions Plan 2008' and provides:

- A summary of development contributions relating to the provision of suitable Roadworks within the Snowy River Shire
- A brief outline of the methodology used to assess and define the value of the contributions.

The structure of this appendix is as follows:

- Immediately following this summary is a list of the catchment areas referred to in this appendix, followed by a table stating the contributions applicable within each catchment.
- This is followed by a justification for the levying of contributions and a brief outline of the methodology adopted within this appendix.
- A series of Attachments provides further information, including details of facilities, cost estimates and calculations.

## **2 RELEVANT CATCHMENTS AND CONTRIBUTIONS**

### **2.1 RELEVANT CATCHMENTS**

This appendix applies to developments in all of the catchments in the Shire. These are:

- Jindabyne
- East Jindabyne
- Willow Bay
- Tyrolean Village
- Kalkite
- Berridale
- Adaminaby
- Dalgety
- Shire outside defined catchments but within 10km of Jindabyne PO
- Shire outside defined catchments and not within 10 km of Jindabyne PO

These catchments are defined in the maps in Part C of the overall 2008 Contributions Plan Document. This Appendix is an attachment to that document.

## 2.2 DEVELOPER CONTRIBUTIONS SUMMARY:

The general principles for calculating developer contributions are as follows:

The developer pays for any road construction and/or embellishment required to satisfy that development's access requirements;

Where the development has an impact on other roads in the Shire through increased usage then contributions will be to support funding of any upgrading required. Relative usage will generally be used as a basis for calculating contributions as per the example in Schedule B of this document.

The Council may seek roadworks contributions by:

- (a) Direct contributions based on road usage as indicated in the example in Schedule B; or
- (b) Contributions in kind eg provide land for future road corridors which will benefit future development in the Shire; or
- (c) A combination of a) and b)

The Council will determine the value of any in kind contribution in lieu of direct payments.

Included under this Appendix are two types of contributions:

- (a) The contributions for particular roadworks as outlined in the table below
- (b) Contributions for South Jindabyne access which have been collected previously as an alternative for other roads and by developer agreement for new developments in the southern part of Jindabyne. Appendix 7 in 2005 Plan is now incorporated in this Appendix.

Snowy River Shire Development Contributions Plan 2008  
Appendix 2 - Roadworks

Type of Dwelling/ Premises	Equivalent Tenements (ET)	Unit of Measure for Contribution	Contributions table									
			Developments on Yens Bay Rd Adaminaby @ \$1,590/ET per km (or part thereof) used.	Developments on Scenic Drive, Adaminaby @ \$1,199/ET per km (or part thereof) used.	Developments on Hickeys Rd, Dalgety @ \$1,308ET per km (or part thereof) used.	Developments on Coolamatong Rd, Berridale @ \$1,508/ET per km (or part thereof) used.	Developments on Rockwell Rd, Berridale @ \$1,556/ET per km (or part thereof) used.	Developments on Bobundara Rd, Berridale @ \$1,522/ET per km (or part thereof) used.	Developments on Wollondibby Rd, Jindabyne @ \$1,492/ET per km (or part thereof) used.	Developments utilising Mowamba Bridge @ \$1,170 per ET	Developments on Avonside Rd @ 1,624 per ET per km (or part thereof) used.	Developments on Hilltop Rd @ 1,508 per ET per km (or part thereof) used.
Subdivision	1	lot	\$1,590	\$1,199	\$1,308	\$1,508	\$1,556	\$1,522	\$1,492	\$1,170	\$1,624	\$1,508
Dwellings - 1 bedroom	0.57	bedroom	\$906	\$683	\$746	\$860	\$887	\$868	\$850	\$667	\$926	\$860
Dwellings - 2 bedrooms	0.71	2 bedrooms	\$1,129	\$851	\$929	\$1,071	\$1,105	\$1,081	\$1,059	\$831	\$1,153	\$1,071
Dwellings – 3 or 4 bedrooms	1	3 or 4 bedrooms	\$1,590	\$1,199	\$1,308	\$1,508	\$1,556	\$1,522	\$1,492	\$1,170	\$1,624	\$1,508
Dwellings - more than 4 bedrooms	1 plus 0.29 per extra bedroom > 3	Base of 4 plus per extra b/r	\$1,590 + \$461 per b/r >4	\$1,199 + \$348 per b/r >4	\$1,308 + \$379 per b/r >4	\$1,508 + \$437 per b/r >4	\$1556 + \$451 per b/r >4	\$1522 + \$441 per b/r >4	\$1492 + \$433 per b/r >4	\$1170 + \$339 per b/r >4	\$1624+\$471 per b/r>4	\$1508+\$437 per b/r>4
Lodges, resorts & motels	0.29 per room	room	\$461	\$348	\$379	\$437	\$451	\$441	\$433	\$339	\$471	\$437
Educational Establishments	1 per 20 day students	20 day students	\$1,590	\$1,199	\$1,308	\$1,508	\$1,556	\$1,522	\$1,492	\$1,170	\$1,624	\$1,508
	1 per 6 boarders	6 boarders	\$1,590	\$1,199	\$1,308	\$1,508	\$1,556	\$1,522	\$1,492	\$1,170	\$1,624	\$1,508
Caravan Parks and Camping Grounds	0.29 per site	site	\$461	\$348	\$379	\$437	\$451	\$441	\$433	\$339	\$471	\$437
Tourism facilities (conference, recreational )	0.29 per room	room	\$461	\$348	\$379	\$437	\$451	\$441	\$433	\$339	\$471	\$437
Industrial and Commercial	0.15/vpd = 1 per 6.7vpd	Per 6.7 vpd (ET equivalent)	\$1,590	\$1,199	\$1,308	\$1,508	\$1,556	\$1,522	\$1,492	\$1,170	\$1,624	\$1,508

Note: When determining contributions payable for a particular development, consideration will be given to any contributions previously paid with respect to the subject land. Generally, development of an existing residential lot receives a credit towards development contributions otherwise payable, equivalent to the contributions payable on one lot or according to the principles outlined in section 2.14 of the overall plan document.

### **3 OUTLINE OF METHODOLOGY**

#### **3.1 INTRODUCTION**

This appendix to the Contributions Plan contains the procedures for administration, assessment and settlement of contributions and accountability, as well as a schedule of the specific rates for contribution. The appendix also contains the methodology for determining the contribution rates and the manner and timing of expenditure of the funds collected.

Attached to the appendix are various supplementary documents, which provide further discussion of its operation and administration. Included in the attachments are worked examples of the manner in which contributions will be determined for certain types of development.

#### **3.2 TITLE**

This appendix is called "Snowy River Development Contributions Plan 2008 – Appendix 2: Roadworks

#### **3.3 THE PURPOSE**

The purpose of this appendix is to permit Council to levy contributions pursuant to Section 94, Environmental Planning and Assessment Act, 1979 and subsequent amendments for the provision and upgrading and/of Roadworks within the Snowy River Shire.

#### **3.4 THE AIMS & OBJECTIVES**

to enable the Council to require as a condition of development consent contribution towards the provision and/or upgrading of Roadworks in the Shire; to enable the Council to recoup funds which it has spent in the provision and/or upgrading of Roadworks in anticipation of development; and to ensure that the existing community is not burdened by the provision and/or upgrading of Roadworks required as a result of future development.

#### **3.5 DEFINITIONS**

This appendix adopts the definitions contained in Part D of the overall 2008 Contributions Plan.

#### **3.6 THE LAND TO WHICH THIS APPENDIX APPLIES**

This appendix applies to all that land that is within the catchments listed in section 2.1 of this document.

#### **3.7 7NEXUS**

An increase in the Shire's population and development creates ever increasing traffic volumes and a subsequent impact on the Shire roads. All development that results in an increase in the provision and/or upgrading of Council funded roads will be levied to meet these increased demands.

For Council to be able to levy a contribution as a condition of development consent, the contribution must be assessed in accordance with this plan. This

plan establishes the nexus between the expected types of development in that area and the demand for the provision and/or upgrading of Roadworks.

In this appendix, nexus is demonstrated in the following terms:

**Causal** - the need for the provision and/or upgrading of the Roadworks must be a direct result of the development being levied;

**Spatial** - the provision and/or upgrading of the Roadworks must be near enough in physical terms to provide benefit to the development; and

**Temporal** - the provision and/or upgrading of the Roadworks must be provided within a period of time to be of benefit to the development.

In order to take into account the substantial tourism related developments in the Shire, numbers of Equivalent Tenements (ET) and Equivalent Persons (EP) and their impact on vehicle per day (vpd) usage have been used as a basis for the calculations rather than permanent population growth.

The provision and/or upgrading of roads required to be provided as a result of development are listed in Schedule A.

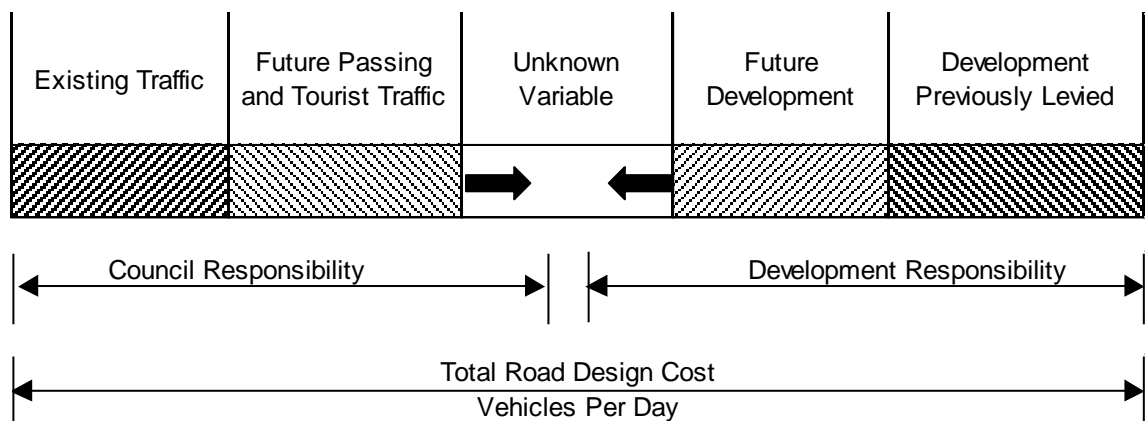
### 3.8 CALCULATION OF BASE CONTRIBUTION RATES

The method of assessing existing and future impacts is relatively simple in areas where the full potential of development within a discrete catchment is known. However, this is not the case in Snowy River Shire where future development on rural land (on farm accommodation and the like) is problematic to predict.

The method proposed in this plan is to adopt a road design based on the best estimate of existing traffic and growth trends over say a 20-year period. The cost of the road would then be shared on a pro rata basis over all users of the road and be based on vehicle movements per day or peak hourly movements where appropriate.

The Council would be responsible for funding all costs associated with existing, tourist and passing traffic whilst the developer would be responsible for funding only the costs associated with the impact of the development traffic. This proposed methodology is shown in Diagram 1: -

Diagram 1 – Pro-Rata Cost Distribution





### Road Sizing

In adopting a road design or size based on traffic volume the following matters must be taken into account:

- (a) existing traffic levels (traffic counts);
- (b) level of service;
- (c) peaks due to seasonality related to the ski fields;
- (d) projected traffic growth;
- (e) future tourism patterns due to cost and climate;
- (f) design criteria and construction standards;
- (g) the assessed impact each separate type of development will generate on the road network; and
- (h) the quantity of heavy vehicles and passenger coaches that will use the road.

### Traffic Generation

It is known that similar developments in different areas or indeed within the same area generate different levels of traffic and consequent impact.

Assigning a level of impact is a subjective matter and in the absence of detailed traffic generation data for this area it is proposed to adopt the figures supplied by the NSW Traffic Authority. These figures are based on a statewide survey and study and whilst they may be at marginal variance with this area they are considered to be probable and reasonable for assessment purposes. Assumptions based on NSW Traffic Authority data are provided in section 3.10 of this document and Schedule B.

### Road Catchment or Precinct

Each road within the Shire needs to be treated separately due to the varying nature of its catchment and traffic generation. Some catchments are fully closed dead end systems with no passing and only a small amount of tourist traffic whilst others are fully open with large amounts of both passing and tourist traffic.

It is necessary to separate the road network into its component catchments and deal with each part. These separate parts are gradually combined as the network grows with each small catchment feeding into a larger network with increasing capacity towards the focal point or mouth of the catchment.

This approach results in contributions increasing with distance from the focal point as development created further away will make use of more sections of the road network. However, at the outer edges little or no improvements may be required and thus at this point the need for contributions would also fall off.

### Intercatchment Relationships

The impact of development on the road network within the catchment that the development occurs in is relatively clear. However, there also often exists a relationship between adjacent catchments but this relationship although highly significant is often difficult to quantify. The best example of such a situation in this Shire is the impact on the Alpine Way from traffic generated in and around Jindabyne and the Barry Way.

Consequently, a Section 94 contribution levied on development for example on one road to assist in the upgrading of another road is appropriate but the size

of such a levy must be seen to be reasonable. A most conservative approach needs to be taken with traffic generations used from the bottom end of the estimated range of impact.

### 3.9 APPORTIONMENT

Where the existing population will benefit from the provision and/or upgrading of roadworks the cost of providing these will be apportioned between Section 94 funds and other monies of Council. Apportionment rates are included, in the formula for contribution rates.

### 3.10 OCCUPANCY RATES AND IMPACT ON VEHICLE PER DAY ASSUMPTIONS

Based on Census information and for the purposes of this appendix, occupancy rates, Equivalent Persons (EP) and Equivalent Tenements (ETs) figures have been adopted. Vehicle per day assumptions have been calculated based on the NSW Roads and Traffic Authority Study which calculated that each dwelling in rural or regional areas with limited public transport generated 6.7 vehicle trips per day on average.

For lots and dwellings these assumptions are indicated in the table below.

Dwelling Size	Occupancy Rates (persons) and assumed Equivalent Persons (EP)	Equivalent Tenements (ETs)	Vehicle per Day (vpd) assumptions
Lot	2.8	1	6.7
One bedroom dwelling	1.6	0.57	3.8
Two bedroom dwelling	2.0	0.71	4.8
Three or four bedroom dwelling	2.8 – 3.6	1	6.7
More than four bedroom dwelling	3.2 plus 0.8 per extra bedroom greater than 4	1 plus 0.29 per extra bedroom greater than 4	6.7 plus 1.9 per extra bedroom greater than 4

Assumptions related to other types of development are provided in Schedule B.

### 3.11 REVIEW OF CONTRIBUTION RATES

To ensure that the value of contributions reflect the costs associated with the provision of public services and facilities, the Council will review the Plan (and appendices), and amend the contribution rates on the following basis:

- (a) The contribution rates will be reviewed at July 1 each year by reference to the Canberra All Groups Index for the previous calendar year (January to December), excluding the impact of the GST.
- (b) Annual review of completed works and amendment of schedules as necessary

- (c) Major reviews and repeal of Plan when required.

### **3.12 METHOD & TIMING OF PAYMENT**

A contribution is payable;

- (a) in the case of a consent to development being subdivision – before the issue of a Subdivision Certificate to the applicant;
- (b) in the case of a consent to development where a construction certificate is required – before the issue of a construction certificate to the applicant;
- (c) in the case of Complying development under Division 3 of Part 4 of the Act, - prior to commencement of works;
- (d) in the case of a consent to any other development – before development is commenced.

### **3.13 PUBLIC AVAILABILITY OF FINANCIAL INFORMATION**

In accordance with Clause 36(1), Environmental Planning and Assessment Regulation, 1980, copies of the following are available for inspection free of charge at Council during office hours.

A copy of the Section 94 Contributions Plan  
The contributions register  
An annual financial statement at the end of each financial year

### **3.14 SAVINGS AND TRANSITIONAL ARRANGEMENTS**

- (a) A development application that is submitted after the adoption of this Plan shall be assessed in accordance with the provisions of this Plan.
- (b) A development application that has been submitted prior to the adoption of this Plan but not determined, shall be assessed in accordance with this Plan.
- (c) Developer contributions payable by way of a condition of a condition of consent of a development application that has been determined prior to the adoption of this Plan, but for which that condition has not been satisfied, shall be levied contributions in accordance with the provisions of this Plan.

## **4 SCHEDULE A**

### **4.1 COSTING OF WORKS**

As at the date of this plan the following roadworks have been identified as needing upgrading within the next twenty years based on projected additional developments per year. It is therefore necessary to begin collecting contributions to meet these expected upgrades.

#### **Adaminaby Catchment**

- Yens Bay Road, 7km @ \$1,750,000 total - based on at least two to three new lot developments per year
- Scenic Drive, 1.4 km @ \$350,000 total - based on at least one to two new lot developments per year

#### **Dalgety Catchment**

- Hickeys Road, 1.8km @ \$450,000 total - based on at least two to three new lot developments per year

#### **Berridale Catchment**

- Coolamatong Road, 3.8km @ \$950,000 total - based on at least 0.5 to one new lot developments per year
- Rockwell Road, 5.2km @ \$1,300,000 total - based on at least one to two new lot developments per year
- Bobundara Road, 4.1km @ \$1,025,000 total - expect at least one to two new lot developments per year

#### **Jindabyne Catchment, Shire within 10 km of Jindabyne PO and Shire Outside 10km of Jindabyne PO Catchment**

- Wollondibby Road 3.5km @ \$875,000 total cost to Council – based on 2 lots per year
- Avonside Road – 10.7km @ \$2,675,000 total cost to Council based on 3 lots per year.
- Hilltop Road – 3.8km @ \$950,000 total cost to Council based on 2 lots per year.

The rate used is \$250,000 /km to reconstruct a gravel road to Council's minimum standard of a 6.4m wide carriageway. This rate does not include the cost of a deeper strength pavement that may be required if soft clays are found.

Mowamba Bridge replacement @ \$550,000 cost to Council – based on at least three to four new lot developments per year

South Jindabyne Access - was discussed in Appendix 7 in 2005 Contributions Plan but is now incorporated in this Appendix. The Highview Estate developer advised the SRSC – “This revised Traffic Impact Statement has been prepared to be submitted as part of the Development Application for the proposed 633 dwelling unit subdivision and a future rezoning, for residential development at High View Estate South Jindabyne. The 633 dwelling development proposal includes:

#### **Direct access onto Gippsland Street for Stage 1**

Direct public access onto Jillamatong Street and Gippsland Street (Stages 2 to 5 inclusive)

### **Direct access onto Gippsland Street and Kosciuszko Road (Stages 4 to 10 inclusive)**

It is proposed that Stages 1 to 5 inclusive will have direct access onto Jillamatong Street and Gippsland Street, while Stages 4 to 10 will have access onto Gippsland Street through 2 new intersections and access onto Kosciuszko Road through a New Access Road between Kosciuszko Road and Gippsland Street. Stages 6 to 10 inclusive could have an additional access onto Barry Way through a new access at the future Jindabyne Access Road should that prove to be necessary. Due to the complexity of the requirements of the developer and SRSC it was decided that this developer's contribution should be by way of a developer agreement. However the overall lots need to be taken into account in the calculations in Schedule B in relation to the existing Roadworks account balance. To calculate ETs assume that 215 lots = 215 ETs, additional 418 dwelling units average two bedrooms (@ 0.71 ET per dwelling) = 296 ETs. Therefore total ETs = 511

## **5 SCHEDULE B**

### **5.1 CALCULATION OF CONTRIBUTIONS**

#### Alternative Methods of Contribution

The general principles for calculating developer contributions are as follows:

- (a) The developer pays for any road construction and/or embellishment required to satisfy that development's access requirements
- (b) Where the development has an impact on other roads in the Shire through increased usage then contributions will be to support funding of any upgrading required. Relative usage will generally be used as a basis for calculating contributions as per the example provided below.

The Council may seek roadworks contributions by:

- (a) Direct contributions based on road usage as indicated in the example below; or
- (b) Contributions in kind eg provide land for future road corridors which will benefit future development in the Shire; or
- (c) A combination of a) and b)

The Council will determine the value of any in kind contribution in lieu of direct payments.

#### Contribution Calculations for Roadworks

This calculation is carried out by calculating the individual section charges based on costs of works, design capacity of the road and traffic generation from the development.

Individual Section Contribution Charge for a particular development = (Cost of Works/Vehicle Design Capacity in vpd) x Traffic generation from development in vehicles per day (vpd).

TS = Total Roadworks contribution Charge = Sum of all Section Charges  
Assumptions for selected roadworks are provided in the following table:

<b>Catchment</b>	<b>Description of new or upgraded Roadworks</b>	<b>Design of Roadworks (vehicles per day)</b>	<b>Value of Works</b>	<b>Cost of Works (\$ per vpd)</b>	<b>Total Roadworks Contribution Charge per lot at 6.7 vpd (TS)</b>
Relevant new lots using road in Adaminaby catchment	Yens Bay Road – 7km upgrade	1000	\$1,750,000	\$1750	\$11,725
Relevant new lots using road in Adaminaby catchment	Scenic Drive – 1.4km upgrade	1000	\$350,000	\$350	\$2,345
Relevant new lots using road in Dalgety catchment	Hickeys Road – 1.8km	1000	\$450,000	\$450	\$3,015
Relevant new lots using road in Berridale catchment	Coolamatong Rd – 3.8km	1000	\$950,000	\$950	\$6,365
Relevant new lots using road in Berridale catchment	Rockwell Rd - 5.2km	1000	\$1,300,000	\$1,300	\$8,710
Relevant new lots using road in Berridale catchment	Bobundara Rd – 4.1km	1000	\$1,025,000	\$1,025	\$6,867
Relevant new lots using road in relevant catchments.	Wollondibby Road – 3.5km gravel upgrade	1000	\$875,000	\$875	\$5,863
Relevant new lots using road in relevant catchments.	Avonside Road – 10.7 km gravel upgrade	1000	\$2,675,000	\$2,675	\$17,922
Relevant new lots using road in relevant catchments.	Hilltop Road – 3.8 km gravel upgrade	1000	\$950,000	\$950	\$6,365
Relevant new lots using bridge in relevant catchments.	Mowamba Bridge replacement	2000	\$550,000 Cost to Council	\$275	\$1,842

Some development will not utilise the entire length of a road. Therefore the contribution charge will be based on the length of road normally used by those utilising the development. For example, if the road was 5 kms long and the development was 3 kms up the road from the nearest main intersection then the Contributions Charge, R would be adjusted for the expected use (each kilometre or part thereof used) as per the overall charge calculation below.

## Overall Charge

The formula adopted for calculation of rates for provision and upgrading of Roadworks for a particular development is as follows:

$$R = \frac{(TS - B/N) + S}{K}$$

Where

**R** = Base Contributions rate payable per Equivalent Tenement (ET) per km of road upgrade used by a particular development

**TS** = Total of all Section Charges per ET applicable to the development (as calculated based

on the principles outlined above) if all of the road upgrade utilised

**B** = Balance in Roadworks section 94 account estimated as at end June 2008 (\$626,826)

**N** = Number of additional ETs (in the Shire over a 20 year period) which will have an impact on Roadworks & thereby require payment of s94 contributions

**K** = Total length (kms) of road upgraded

**S** = Charge for plan development/administration per ET – as calculated in Schedule C

Number of additional ETs having an impact on Roadworks over the next twenty years

From data in Schedule A:

Yens Bay	2 per year	= 40
Scenic Drive	1.5 per yr	= 30
Hickeys Rd	2.5 per yr	= 50
Coolamatong Rd	0.75 per year	= 15
Rockwell Rd	1.5 per yr	= 30
Bobundara Rd	1.5 per year	= 30
Snowy River Way (Jindabyne)	3.5 per yr	= 70
Wollondibby Rd	2 per yea	= 40
Avonside Road	3 per year	= 60
Hilltop Road	2 per year	= 40
South Jindabyne (Highview)		= 511
<b>Total</b>		<b>= 916 ETs</b>

Calculations:

**Yens Bay Road, Adaminaby:**

$$\begin{aligned} R &= (TS - B/N)/K + S \\ &= (\$11,725 - \$626,826/916)/7 + \$15.46 \\ &= (\$11,725 - \$684.30)/7 + \$13.10 \\ &= \$1,590 \text{ per ET per km of road (or part thereof) used from the Snowy Mountains Highway intersection..} \end{aligned}$$

**Scenic Drive, Adaminaby**

$$\begin{aligned} R &= (TS - B/N)/K + S \\ &= (\$2,345 - \$684.30)/1.4 + \$13.10 \\ &= \$1,199 \text{ per ET per km of road (or part thereof) used from either the Lucas St or Snowy Mountains Highway intersection.} \end{aligned}$$

**Hickey's Rd, Dalgety**

$$\begin{aligned} R &= (TS - B/N)/K + S \\ &= (\$3,015 - \$684.30)/1.8 + \$13.10 \\ &= \$1,308 \text{ per ET per km of road (or part thereof) used from the Wyndeyer St intersection.} \end{aligned}$$

**Coolamatong Rd, Berridale**

$$\begin{aligned} R &= (TS - B/N)/K + S \\ &= (\$6365 - \$684.30)/3.8 + \$13.10 \\ &= \$1,508 \text{ per ET per km of road (or part thereof) used from the Kosciuszko Rd intersection..} \end{aligned}$$

**Rockwell Rd, Berridale**

$$\begin{aligned} R &= (TS - B/N)/K + S \\ &= (\$8710 - \$684.30)/5.2 + \$13.10 \\ &= \$1,556 \text{ per ET per km of road (or part thereof) used from the Berridale Boundary St intersection.} \end{aligned}$$

**Bobundara Rd, Berridale**

$$\begin{aligned} R &= (TS - B/N)/K + S \\ &= (\$6867 - \$684.30)/4.1 + \$13.10 \\ &= \$1,522 \text{ per ET per km of road (or part thereof) used from the Dalgety Rd intersection..} \end{aligned}$$

**Wollondibby Rd, Alpine Way**

$$\begin{aligned} R &= (TS - B/N)/K + S \\ &= (\$5863 - \$684.30)/3.5 + \$13.10 \\ &= \$1,492 \text{ per ET per km of road (or part thereof) used from the Alpine Way intersection.} \end{aligned}$$

**Mowamba Bridge, Jindabyne**

$$\begin{aligned} R &= (TS - B/N)/K + S \\ &= (\$1842 - \$684.30)/1 + \$13.10 \\ &= \$1,170 \text{ per ET for developments benefiting from the bridge} \end{aligned}$$

**Avonside Rd, Jindabyne**

$$\begin{aligned} R &= (TS - B/N)/K + S \\ &= (\$17,922 - \$684.30)/10.7 + 13.10 \\ &= \$1,624 \text{ per ET per km of road (or part thereof) used from the Kosciuszko Rd intersection.} \end{aligned}$$



**Hilltop Rd, Jindabyne**

$$R = (TS - B/N)/K + S$$

$$= (\$6,365 - \$684.30)/3.8 + 13.10$$

= \$1,508 per ET per km of road (or part thereof) used from the Kalkite Rd or Kosciuszko Rd intersection.

**South Jindabyne (Highview Estate)**

By developer agreement between SRSC and Developer including land for future access roads, road connections and upgrades as necessary to support development.

Snowy River Shire Development Contributions Plan 2008  
Appendix 2 - Roadworks

Type of Dwelling/ Premises	Equivalent Tenements (ET)	Unit of Measure for Contribution	Contributions table									
			Developments on Yens Bay Rd Adaminaby @ \$1,590/ET per km (or part thereof) used	Developments on Scenic Drive, Adaminaby @ \$1,199/ET per km (or part thereof) used	Developments on Hickeys Rd, Dalgety @ \$1,308ET per km (or part thereof) used	Developments on Coolamating Rd, Berridale @ \$1,508/ET per km (or part thereof) used	Developments on Rockwell Rd, Berridale @ \$1,556/ET per km (or part thereof) used	Developments on Bobundara Rd, Berridale @ \$1,522/ET per km (or part thereof) used	Developments on Wollondibby Rd, Alpine Way @ \$1,492/ET per km (or part thereof) used	Developments utilising Mowamba Bridge @ \$1,170 per ET	Developments on Avonside Rd @ 1,624 per ET per km (or part thereof) used.	Developments on Hilltop Rd @ 1,508 per ET per km (or part thereof) used.
Subdivision	1	lot	\$1,590	\$1,199	\$1,308	\$1,508	\$1,556	\$1,522	\$1,492	\$1,170	\$1,624	\$1,508
Dwellings - 1 bedroom	0.57	bedroom	\$906	\$683	\$746	\$860	\$887	\$868	\$850	\$667	\$926	\$860
Dwellings - 2 bedrooms	0.71	2 bedrooms	\$1,129	\$851	\$929	\$1,071	\$1,105	\$1,081	\$1,059	\$831	\$1,153	\$1,071
Dwellings - 3 or 4 bedrooms	1	3 or 4 bedrooms	\$1,590	\$1,199	\$1,308	\$1,508	\$1,556	\$1,522	\$1,492	\$1,170	\$1,624	\$1,508
Dwellings - more than 4 bedrooms	1 plus 0.29 per extra bedroom > 3	Base of 4 plus per extra b/r	\$1,590 + \$461 per b/r >4	\$1,199 + \$348 per b/r >4	\$1,308 + \$379 per b/r >4	\$1,508 + \$437 per b/r >4	\$1556 + \$451 per b/r >4	\$1522 + \$441 per b/r >4	\$1492 + \$433 per b/r >4	\$1170 + \$339 per b/r >4	\$1624+\$471 per b/r>4	\$1508+\$437 per b/r>4
Lodges, resorts & motels	0.29 per room	room	\$461	\$348	\$379	\$437	\$451	\$441	\$433	\$339	\$471	\$437
Educational Establishments	1 per 20 day students	20 day students	\$1,590	\$1,199	\$1,308	\$1,508	\$1,556	\$1,522	\$1,492	\$1,170	\$1,624	\$1,508
	1 per 6 boarders	6 boarders	\$1,590	\$1,199	\$1,308	\$1,508	\$1,556	\$1,522	\$1,492	\$1,170	\$1,624	\$1,508
Caravan Parks and Camping Grounds	0.29 per site	site	\$461	\$348	\$379	\$437	\$451	\$441	\$433	\$339	\$471	\$437

Snowy River Shire Development Contributions Plan 2008  
Appendix 2 - Roadworks

Type of Dwelling/ Premises	Equivalent Tenements (ET)	Unit of Measure for Contribution	Contributions table									
			Developments on Yens Bay Rd Adaminaby @ \$1,590/ET per km (or part thereof) used	Developments on Scenic Drive, Adaminaby @ \$1,199/ET per km (or part thereof) used	Developments on Hickeys Rd, Dalgety @ \$1,308/ET per km (or part thereof) used	Developments on Coolamating Rd, Berridale @ \$1,508/ET per km (or part thereof) used	Developments on Rockwell Rd, Berridale @ \$1,556/ET per km (or part thereof) used	Developments on Bobundara Rd, Berridale @ \$1,522/ET per km (or part thereof) used	Developments on Wollondibby Rd, Alpine Way @ \$1,492/ET per km (or part thereof) used	Developments utilising Mowamba Bridge @ \$1,170 per ET	Developments on Avonside Rd @ 1,624 per ET per km (or part thereof) used.	Developments on Hilltop Rd @ 1,508 per ET per km (or part thereof) used.
Tourism facilities (conference, recreational)	0.29 per room	room	\$461	\$348	\$379	\$437	\$451	\$441	\$433	\$339	\$471	\$437
Industrial and Commercial	0.15/vpd = 1 per 6.7vpd	Per 6.7 vpd (ET equivalent)	\$1,590	\$1,199	\$1,308	\$1,508	\$1,556	\$1,522	\$1,492	\$1,170	\$1,624	\$1,508

## 6 SCHEDULE C

### 6.1 PREPARATION AND REVIEW OF CONTRIBUTION PLAN

#### Nexus

In order to establish the contribution rates under this plan, the Council has had to undertake a contribution study over the whole Council area. The capital costs of this study were required in order to identify the types of roadworks for which a contribution may be made, the extent of the benefiting population, the cost of the required facilities, the proportion which may be "reasonably" levied as a Section 94 contribution, the actual contribution rates and the preparation of the implementation schedules. These works and cost incurred are outside the work normally undertaken by Council's Environmental Services Department. It is therefore reasonable to seek the recoupment of these costs.

To cover the capital cost of this study and any additional studies undertaken in the future, it is reasonable for the Council to levy charges from developers under Section 94. The cost of future contribution plans, prepared in response to particular developments, should be recouped from the specific area.

#### Base Contribution Calculation per Equivalent Tenement (ET)

$$\begin{array}{rcl} S & = & C + R \\ & & N \\ = & & \$13.10 \text{ per ET} \end{array}$$

#### Where

- S** = Plan review, development & Administration Cost
- C** = External (\$1500) and Internal costs of current study, including developer agreement costs (\$3000 ) = \$4500
- R** = Cost of updates and administration during period 2008/09 – 2017/18 (\$ being 9 annual updates plus administration at a cost of \$500 / yr to update CPI & other factors plus a full review of this plan after 5 – 6 years @ \$3000)
- N** = Estimated number of Equivalent Tenements impacting on the need for Roadworks provision and/or upgrading (as calculated in Schedule B) created over next 10 years = 916