

Contribution Planning

Yakamia/Lange Structure Plan (2015)

Range Road

Contribution accounts for:

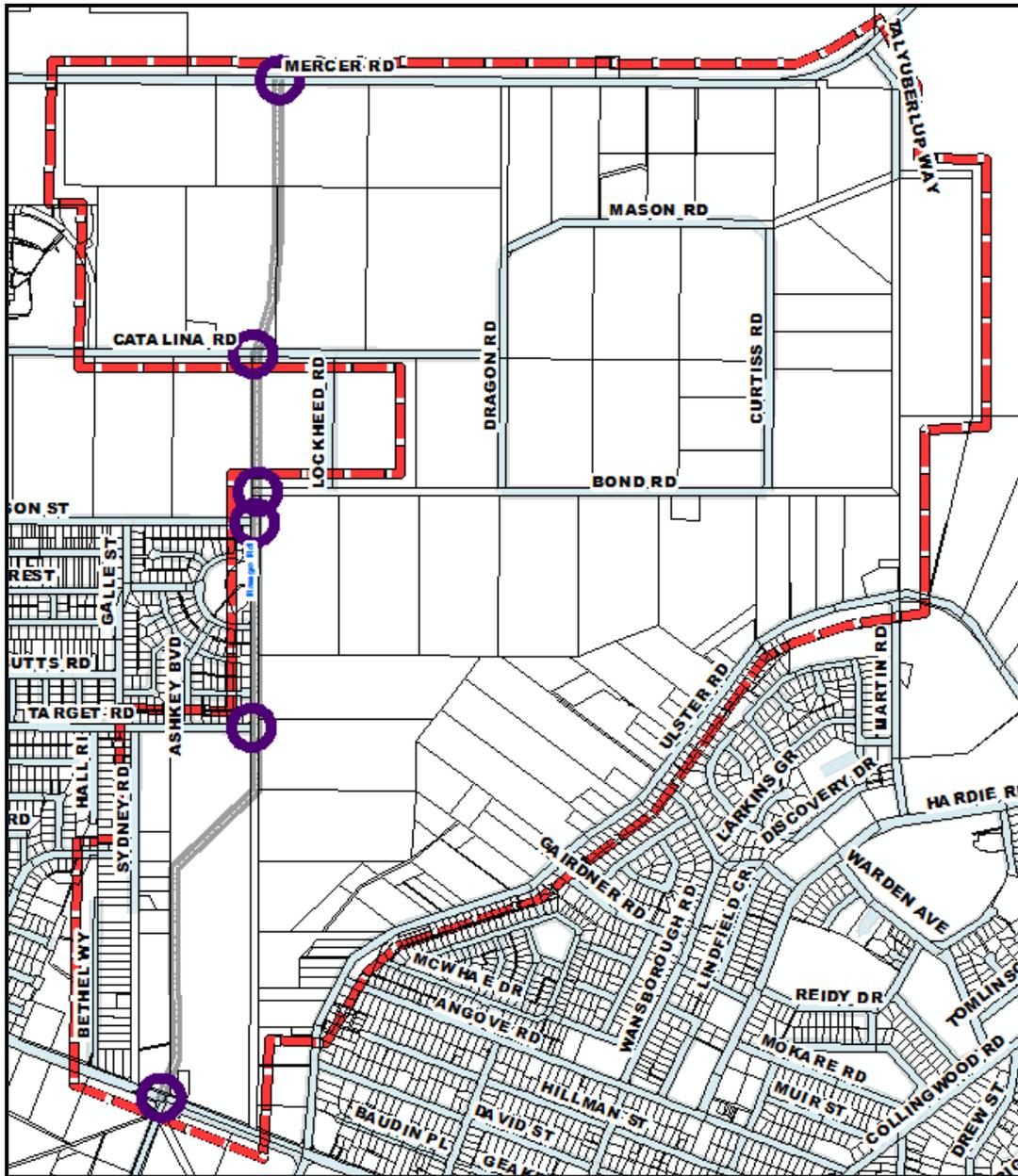
1. Proportion of vehicle usage;
2. Cost to design, to develop 2 lanes, to develop 6 intersections and to cede land.
3. Developers ceding land are to be credited.
4. CPI applied

7m seal with 8.2m pavement width. 2 lanes kerbed & median with centre drain.

Range Road is proposed to be developed as follows:

Range Road			
Item	Characteristics	Rate	Value \$
Value of Land Ceded (LC) for Road and administration costs associated with ceding.	Width of Road	30m	1,400,390
	Length of Road (Mercer Rd – North Rd)	2,650km	
Value based on \$15/m ²			
Road Construction Costs	Number Lanes	X2	4,420,000
	Intersections	X6	1,153,674
	<ul style="list-style-type: none"> • North/Range • Range/Target • Range/Bond • Range/Hudson • Range/Catalina • Range/Mercer 		
	Survey and Design		200,000
	Drainage – North Rd		\$1.2m
	Contingency on Road Construction		677,367
	Total		
Total Development Cost	(Land Ceded) + (Development Cost)	\$1.5million + \$7,661,041m	9,051,431
Proportion of Vehicle Usage (VU) on Road (Beneficiaries) (Average Annual Daily Traffic based on Traffic Model: Year 2031)	Total generated vehicles	7,400v/d	
	Vehicles generated external to structure plan area	2,981v/d	
	Vehicles generated from structure plan area	4,419v/d	
	Total Proportion attributed to Structure Plan	56%	9051431 * 0.56 = 5,068,801
Expected Dwellings	Structure Plan Area (14dwel/ha)	2570dwe	

Total Cost/Lot	(Total Development Cost X Total proportion attributed to structure plan) <u>divided by</u> (Total number dwellings)	(\$9,051,431 X 56%) divided by 2570dwe	1972 per lot
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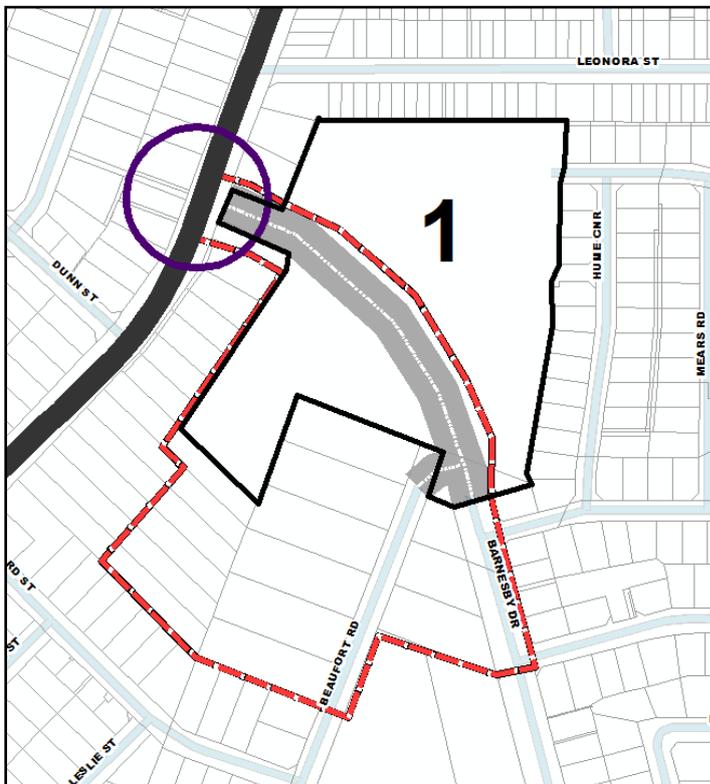


1. Barnesby Drive

(2 lanes kerbed & median with centre drain. 7m seal with 8.2m pavement width.)

Methodology:

1. At the time of Subdivision:
 - a. Developer (Refer to Map – Area '1') Cede 30m road reserve (consistent with existing Barnesby Drive);
 - b. Developer design and develop Barnesby Drive (2 lanes kerbed & median with centre drain. 7m seal with 8.2m pavement width.)
 - c. Developer to contribute to cost of intersection treatment for Barnesby Drive at Chester Pass Road.
 - d. Developer develops drainage between existing Barnesby Drive and Chester Pass Road.



Ultimately Barnesby Drive will link with Chester Pass Road as a left in and left out treatment.