New South Wales Government
Independent Planning Commission

FRANK IACONO		**OBJECT**	Submission ID: 216719
Organisation:	*N/A*	Key issues:	*Traffic*
Location:	*New South Wales 2575*		
Attachment:	*Attached overleaf*		

Submission date: 11/21/2024 2:35:19 PM

I have attached documents regarding my submission

To NSW Department of Planning & Environment

To Whom it may concern

STATE SIGNIFICANT DEVELOPMENT

MOSS VALE PLASTICS RECYCLING FACILITY

21 November 2024

Submission relating to Technical Report 6 – Traffic and Transport

OBJECTION

KEY POINTS OF OBJECTION RELATING TO TRAFFIC

Technical Report 6, in my view:

- Ambiguous description of the access arrangements is provided in the "Summary and Conclusion" – *9.2 Vehicle access arrangement and circulation* which will likely lead to misinterpretation and confusion by the community.

  It states that one possibility of access is to the north which creates a poor intersection incorporating and moving the existing rail level crossing with turns and delays occurring across the rail track. The other access vaguely described would direct traffic through the residential areas in the north west urban area of Moss Vale which would have traffic passing schools and impacting on the residential areas.

  The consequences of using either access are not discussed or adequately evaluated.

  The access from the south, in particular, is not consistent with the access rules outlined in the Moss Vale Enterprise Corridor DCP (see Attachment A). The movement of traffic on this access will significantly impact residential safety and amenity. This would be compounded if all traffic, industrial and commuter traffic to and from the facility, is via the south connection which includes Beaconsfield Road which is very steep and narrow north of the creek crossing to Bulwer Road.

  The described access via the north is problematic from a geometric and safety aspect for both traffic and rail traffic.

  The access described from the south is problematic due to impact on the residential areas, safety around schools and not aligning with the access rules in the MVEC DCP.

  Either option is considered to be significantly unsatisfactory.

- Falls short of identifying the traffic impact of the proposal on the road network – issues with scope of traffic investigation (only 1 existing intersection was analysed and another being an intersection somewhere along Lackey Road which could be Collins Road where traffic volumes are higher), trip distributions and growth. Consideration of assessment is very localised.

- Intersection analysis provided is, at best, basic and does not show the trip distributions added to the existing traffic. The geometric layout provided in the SIDRA layout indicates that no widening as would be required as a minimum in accordance with Austroads BAR ("Basic Right Turn") requirements.

  The SIDRA "movement" output is minimalistic and SIDRA can readily provide significantly more detailed and graphical reports.

  Regardless of whether a "T" intersection, especially the main access to a development, may have significant spare capacity, the BAR arrangement is the minimum treatment for both Rural and Urban intersections.

  It is considered that the Technical Report is lacking in numerous basic information and does not provide clear direction. At best it is perhaps a preliminary report.

- The report does not indicate where heavy vehicles will travel.

  Operational restrictions should be put in place to ensure that movements are the most direct between the Hume Motorway and the plant and need to be prohibited from travelling through residential areas.

  The use of Beaconsfield Road is problematic for any development generated traffic due to imposing increased traffic through a residential area and the associated noise and speed issues which would likely arise, especially on the steep and narrow section of Beaconsfield Road between the creek and Bulwer Road. Noise at change of shift, especially evening shift, needs to be assessed.

- Does not make use of existing and available detailed traffic modelling which would better inform the distributions and impacts on the surrounding network.

  The "future state model" stated in the Technical Report is not provided and the application of 2% growth per annum is considered tokenistic.

- Incorrectly refers to a proposed internal road off Lackey Road as being included in the Section 94 plan (which it is not) and offers construction of that road to be a "works in kind" arrangement which would then, presumably, reduce the development Section 94 contributions.

  All roads off Collins Road, Lackey Road and Berrima Road that lead to the large area of the SHIP are not included in the Section 94 plan and are at full cost to the developer. The Section 94 plan for roads is included in Attachment B, the MVEC DCP (extract - Attachment A states that these roads are to be "provided by developers".

- Impact on key infrastructure has not been considered and include:
  - Douglas Road/Berrima Road intersection – what capacity is it at and how will it perform post development?
  - The impact on the rail crossings on Douglas Road

  Audit reports should be undertaken on the above key infrastructure.

  I have not included Beacosnfield Road as it should not be used for access and an audit report would wrongly give support to its use for access to this development.

MOSS VALE ENTERPRISE CORRIDOR DCP – ACCESS RULES

The consequences of not following the Moss Vale Enterprise Corridor DCP (noting that the zone is now known as the "Southern Highlands Innovation Park" – SHIP) are included in an extract from the MVEC DCP – Attachment A.

The DCP – Part 4 Appendix One: *Moss Vale Enterprise Corridor – Road Classification System and Access Rules* states:

> *…The most critical threat to ensuring ongoing efficiency is allowing compromises to individual property access, which may be a tempting option, especially in the early stages of development. It is essential that access requirements, as outlined below, on or near these facilities are upheld at all stages of the development of the Enterprise Corridor, regardless of when each individual development may occur….*

Adherence to the access rules is very important and, if approved as outlined in the Technical Report, will set a problematic precedence that will erode the long-term function and efficiency of the zone's (covering some 640 hectares) road network which will impact the SHIP itself, the surrounding urban road network and provide undesirable opportunities for similar developer's elsewhere throughout the Shire. The extract including the Access rules are included in Attachment A.

A seemingly simple compromise to road access for this development, as proposed, has potential to lead to localised and more widespread unsatisfactory outcomes. This would likely have an adverse impact on the wider business and industrial concerns and the amenity of a number of other residential areas located in proximity to this proposal and other industrial areas in the Wingecarribee Shire.

It is appreciated that building roads adds cost, but what cost will then be transferred to the community and would it ever be able to rectify it to achieve an acceptable outcome?

MY BACKGROUND

Please note that I have not afforded myself the luxury of forming a view on the nature of the proposed development. My objections, or concerns, relating to traffic would be the same if that outlined in Technical Report 6 were for any development type in the SHIP if compromises in adherence to the DCP were proposed as is the case with this proposal.

I was employed at Wingecarribee Shire Council between May 1994 and July 2021 (over 27 years). I have a Graduate Certificate in Traffic and Transport from Monash University with a total of over 45 years of experience in engineering road design and traffic engineering. I worked for 4 years in the former Department of Main Roads Head Office Traffic Section as a road designer and was involved in traffic studies and geometric traffic facility design and checking of traffic proposals throughout NSW. I have been involved in traffic design, preparing traffic impact reports, traffic modelling and analysis and traffic and road design assessment throughout my career.

I retired from Council in 2021 and since April 2024 am employed as a Senior Traffic Engineer (on an as needed basis) for a traffic engineering consultancy in Newcastle.

I write this submission as a concerned resident in the Shire (abiding in Mittagong) and believe I can offer insight into the traffic facilities and access objectives for the SHIP at a detail that probably no other person is able to provide.

I do not represent any views of my current employer. My views reflect consideration of this proposal giving consideration to the objectives and access rules in the DCP and provide, what I consider to be, relevant background on how the roads component of the DCP was robustly developed and how it is important that adherence to the DCP is maintained wherever possible. Compromises should not be driven only by cost. From what I can see there is opportunity to pursue a better outcome than what is proposed in terms of providing suitable quality traffic facilities, road access and traffic management.

I am very aware of problems in the Wingecarribee Shire road network that have been established by either poor planning or compromises in the past and the long delays and significant cost to the community in addressing issues that should have been identified and addressed in the early stages of a development proposal. Unfortunately, regardless of cost or accessing funds, some issues can never be adequately addressed and remain an ongoing issue for the community. The DCP was developed to prevent this situation occurring for this land use zone. A compromise, as proposed with this development, will place this good work in jeopardy.

I held the position at Council of the Design Engineer between 1994 and about 2008 when I was reclassified as the Traffic Planning Engineer, later having my title changed to Traffic and Transport Planning Engineer. Whilst I had a number of responsibilities, my role developing the Moss Vale Enterprise Corridor (MVEC) roads plan was a significant project over about 2 years around 2010.

This work included reviewing the original MVEC roads plan prepared by external consultants. The then General Manager's instructions were that I produce a lean and efficient roads plan in order to minimise developer contributions and get the best outcome for nearby residents.

I was able to remove 2 rail bridges from the original plan and showed that with good road access rules, which are incorporated in the MVEC DCP, the road network could function with single lanes (without kerb and gutter) on roads such as the proposed Moss Vale Bypass and the proposed New Berrima Bypass.

Internal roads within the MVEC would still need to conform with Council's industrial road standard which is 13.0 metres between kerbs. As stated in the DCP, the internal roads were to be funded fully by the developers and were not part of the contributions plan. The internal roads shown were included in the TRACKS model to attain a realistic spatial distribution of the future land uses and get a realistic distribution of traffic. The Section 94 plan clearly lists which road and bridge projects were to be part funded by Section 94. In order to reduce the overall cost (and thus reduce Section 94 contributions) we were successful in gaining government grants to build some essential infrastructure. The large completed roundabout at the intersection of Taylor Ave/Old Hume Highway and Medway Road is an example of this.

Critical to the roads plan was determining traffic volumes (including turning volumes) at key intersections. The development of a Shire Wide strategic road model (which included models for general traffic and a separate model for heavy vehicles) was developed, the software used was TRACKS and the model, with updates, is still in use by Council today, primarily being used to assist in the project development of the Moss Vale Bypass.

Intersection proposals throughout the MVEC were analysed, by myself, using industry standard software – SIDRA. This determined the geometric requirements (i.e. number of lanes, auxiliary lanes,

roundabout or intersection configuration) to ensure that intersections would operate at good Level of Service and with adequate spare capacity over the long term. I have significant experience in SIDRA analysis and have attended a number of advanced SIDRA training days over 25 years.

The TRACKS model was used to determine contributions through select link analysis. This was achieved by TRACKS providing volumes and the break-up of what would be generated by future populations of the Shire, where they were coming from and going to, and what would be attributable to development within the zone. It was the fairest way of determining apportionment costs for both developers and the community.

The challenge was very significant and I worked with transport modellers from the then Roads and Maritime Services and traffic modelling consultants to determine traffic generation, agree upon the key roads and configuration of the roads in the TRACKS model with refinement through SIDRA analysis. The Wingecarribee Shire Wide TRACKS model is, what was referred to by one traffic analyst, as being "fine grained". The model has over 340 land use zones and includes the data attained from the National Census and has been updated to reflect more recent census data since the original model. The updates also included significant road tube traffic data taken throughout the Shire, origin and destination surveys (both on cordons within the model and on key roads leading in and out of the Shire, including the Hume Motorway) and signal data attained from the same data as the traffic surveys.

The model can determine, within acceptable confidence levels, traffic that will use any section of road within the model. The updated model was used to support the grant application I prepared at Council in November 2018: "Growing Local Economies Moss Vale Town Centre Bypass – Stage 1 Business Case submitted to the NSW State Government. The project gained project development funds which, I believe, is still underway at Council today.

Development in the zone is in practise, not linear and is influenced by external factors such as economic busts and downturns. Approval of Sydney's second airport had not yet to be finalised at the time of preparing the DCP, however, the SHIP is well placed to be attractive for development given its strategic location on the Hume and ever shortening travel times to the second airport. With favourable economic conditions growth in the area is likely to be much greater than the 2% per annum provided in the Technical Report.

Frank Iacono

Mittagong

Grad Cert Transport and Traffic

MVEC DCP EXTRACT - ATTACHMENT A

Connell Wagner

WINGECARRIBEE SHIRE COUNCIL

Moss Vale Enterprise Corridor Development Control Plan

August 2008

2.3 Potential Constraint Areas

There are environmental and cultural constraints associated with employment zoned land. These are not absolute constraints that preclude development. But rather these represent areas where further assessment and special development controls are required to ensure sustainable development outcomes. These areas are delineated as potential constraint areas. Four potential constraint areas are identified:

- Biodiversity Conservation
  These areas have some identified conservation value and include open woodland plant communities. Development proposals within these areas will require detailed ecological studies to ensure development has no adverse impacts on significant flora and fauna.

- Water Inundation
  These areas comprise a 50 metre buffer from the estimated 100 year flood line around major watercourses. This is required as no flood modelling has been undertaken for the area. Development proposals within these areas will require further hydrological assessment to ensure the land is suitable for development.

- Heritage Protection
  These are areas where predictive assessment indicates there is a likelihood of low to medium density artefact occurrences. Development within these areas has potential to impact on Aboriginal cultural material and further heritage assessment is required to support development proposals.

- Scenic Protection
  This incorporates elevated and prominent parts of the site above the 690 metre contour. Development proposals within these areas will require careful consideration of visual impact. The land along the Berrima Road corridor and land on the northern edge of the Enterprise Corridor visible from Burradoo are also sensitive areas. These are not identified within the special control area however specific development controls are applicable to protect visual amenity within these areas.

2.4 Access and movement

Roads

A modified and extended major road network will service the Enterprise Corridor (Figure 4). The principal access routes into and through the area will be from the west via Taylors Avenue (and a New Berrima Bypass) from the Hume Highway to Berrima Road and Collins Road and from the east via the Moss Vale Bypass from Moss Vale Road to Berrima Road.

A number of road infrastructure upgrades and new roads are required to facilitate and accommodate future development. These are:

- Moss Vale Bypass Stages 1, 2 and 3
  The Moss Vale Bypass is part of a long term strategy and a road reserve has been created for this road. It is anticipated that the first stage of the bypass road will be the construction of the Main Southern Rail overpass bridge linking Suttor Road (east of line) to Lackey and Beaconsfield Roads (west of line). Stage 2 will encompass bypassing Suttor Road connecting the over-bridge to Moss Vale Road with a large roundabout. Suttor Road will become a local access Road. Stage 3 will be the connection of Stage 1 to Berrima Road including intersections (roundabouts) to connecting roads.

- New Berrima Bypass Stages 1 and 2 and Berrima Road Blue Circle Railway Overpass
  The New Berrima bypass Stage 1 realigns Taylor Ave to cater for the future construction of the Berrima Road Blue Circle Railway overpass. Stage 2 of the bypass is a new road to the south of Taylor Avenue with the pupose of relieving the New Berrima Village of heavy traffic. The Blue Circle Railway overpass will be the final stage in this northern link to improve the safety and efficiency of traffic movement.

- New Road (Enterprise Zone Road) – Parrallel and South of Blue Circle Southern Rail Extension
  This new road will be the main collector road at the northern end of the Enterprise Corridor (south of the Blue Circle Rail extension) linking Lackey Road to the east with Berrima Road to the West.

- Rail overbridge connecting Douglas Road to New Road (Enterprise Zone Road)
  This new bridge is positioned strategically at the highest elevation adjoining the Blue Circle Southern Rail link. The rail line is cut into the landscape at this point reducing the cost of building up the bridge to meet the height distances prescribed by State Rail Authority. The Bridge will link Douglas Road with Enterprise Zone Road. This link will ensure central connectivity through the Enterprise Corridor north and south of the rail extension.

- Douglas Road Upgrade
  Douglas Road will be upgraded in the early stages of the development of the Enterprise Corridor's development, as it will be the main northern collector road until such time that the rail crossings to its east and west are closed and replaced with a single overbridge as described in the item above.

- Berrima Road Upgrade
  Berrima Road will be upgraded in stages. As the Enterprise Corridor develops Berrima Road will be one of the main north-south road transport links across the zone linking to the CBD of Moss Vale to the south and to Taylor Ave and the Freeway to the north. Berrima Road will also serve as a main collector road throughout the life of the zone.

The above roads are to be part and fully funded by Section 94 Developer Contributions Plan adopted by Council. It is important to note that development will not be permitted direct access on to these roads. Development will require internal roads to access these major collector roads to ensure limited traffic delays and conflicts between merging and trough traffic.

Other internal access roads will be required to service future development, which are shown indicatively in Figure 4. These will need to connect into the identified major road network and provided by developers. The internal roads shown in Figure 4 are only indicative and may vary depending upon the eventual pattern of growth throughout the Zone.

Pedestrian and cyclist movement

Potential pedestrian and cyclist links have been considered as part of the road concept planning. Footways will be provided on all roadways throughout the site. An important pedestrian link has been identified to connect Berrima Road to Douglas Road via the existing Douglas Road level crossing. This pedestrian link should be kept separate to the new road link for safety reasons due to the high volumes of traffic expected at the intersection with the bridge crossing. This would require the establishment of a pedestrian overpass or underpass at the spur line crossing.

Movement for cyclists within the site has been considered and should be adopted as part of the development. It is anticipated that most of the employees within the Enterprise Corridor would live within the surrounding areas and should be encouraged to ride to work as an alternative to use of

vehicles. Cycle pathways 2.5m wide should be incorporated into the verge along all new and existing roads in the zone.

A dual use pedestrian and cycle path is also proposed to extend along the Stony Creek corridor and is shown on the Development Concept Plan.

Bus services

Public transport access will be essential to service the development area and should be convenient and cost effective to encourage employees to avoid using private transport. An indicative bus route and possible locations of bus stops that will provide users with ease of access to their workplaces has been formulated and is shown on the Development Concept Plan.

2.5 Services infrastructure

The future development of the Enterprise Corridor will require major upgrades to existing services infrastructure and significant new infrastructure. In some cases this will require land to be set aside. The location and extent of land required for new infrastructure is identified on the Development Concept Plan and includes:

- New water storage reservoir close to the Berrima Road/New Road No.1 intersection.
- Six new sewer pump stations across the area. These will require 1000 square metres of land each in the locations identified.
- Three new 132kV/11kV electricity zone substations in the identified locations. Each requires a 5,000 square metre square-shaped site.

2.6 Rail Infrastructure

The Moss Vale Enterprise Corridor is currently serviced by a private rail spur, owned and operated by Blue Circle Southern Cement (BCSC), off the Main Southern Railway. This rail spur has the main function of servicing BCSC cement works at the western end of the Enterprise Corridor. BCSC has expressed a willingness to negotiate for the increased capacity of the existing spur line and potentially integrate this additional capacity with a north facing main line connection (a triangle or 'Y' Junction).

The Australian Rail and Track Corporation (ARTC) are the owners of the Main Southern Railway and proposals for connections to this main line must seek their approval.

Moss Vale Enterprise Corridor – Road Classification System and Access Rules

The road system within the Moss Vale Enterprise Zone and the key roads connecting it to the surrounding network, has been proposed to meet the requirements o movement and access in a safe and efficient manner. The long term strategic road layout and classification system is shown on Plan 2080-CLASS.

Traffic network modelling and intersection analysis has been undertaken to ensure that the proposed road network will operate with efficiency (to at least Level of Service C, or better, at 2031 projected volumes), especially at all key intersections, most of which are proposed single or dual land roundabouts.

The proposed network has been developed to provide efficient access between all parts of the Enterprise Zone and the surrounding network, favouring access to the Hume Freeway via Berrima Road and Taylor Ave. the network will be physically developed, progressively, mostly determined as traffic volumes increase "triggering" efficiency improvements.

The proposed system is a Functional Road Hierarchy system based on the hierarchy model outlined in the RTA Road Design Guide Section 1.2 "*Functional Road Hierarchy in an Urban Area*". Other systems may have similar terminology, however if applied to this system, may result in inconsistencies. Thus the classification system adopted for the Moss Vale Enterprise Corridor meet the Road Classification Terms as outlined in the RTA Guide, Sec. 1.2.2.

In order to ensure that the system meets both existing and long term demands, and functions as efficiently as possible, serving both the wider network and individual development requirements, adherence to the rules of access is essential.

Several key components must be diligently adhered to in order to ensure maximum efficient functionality for both current and future demand. The system relies upon efficiently designed and constructed key intersections and arterial and sub-arterial roads. The most critical threat to ensuring ongoing efficiency is allowing compromises to individual property access, which may be a tempting option, especially in the early stages of development. It is essential that access requirements, as outlined below, on or near these facilities are upheld at all stages of the development of the Enterprise Corridor, regardless of when each individual development may occur.

In accordance with the Road Classification system outlined in thr RTA "Road Design Guide" Section 1.2.2, the following access restrictions are:

1. Arterial Road – Berrima Road – MR 372, from the intersection with the proposed Moss Vale Bypass and the intersection with Taylor Avenue. Any proposed access will be denied. Where existing access points exist, initially they may be treated to ensure ongoing safety and efficiency, however should the property that has access should be part of a redevelopment, then that access will be closed and alternative access via an existing or proposed internal local or collector road must be pursued. In cases where this may be proven (to the satisfaction of Council and the RTA) to be impractical, then high level access intersection treatments may be required to ensure the long term objectives are met.

2. Arterial Road – Taylor Avenue – MR 372, from the intersection of Berrima Rd to approximately 100m west of the intersection with Howard St. Existing Access to properties to be maintained. All future developments will have access denied where alternative access can be gained from a side road. In the longer term, upon completion of the New Berrima Bypass, this restriction can be removed and the road then reclassified to a collector road.

3. Arterial Road – proposed New Berrima Bypass (from the intersection of Berrima Road to approximately 370m west of the intersection with Howard St). Any proposed access will be denied. All access will be via proposed roundabouts along the route as shown on Plan 2080-

CLASS. It is expected that the New Berrima bypass, upon completion, will be reclassified to MR 372.

4. Arterial Road – Taylor Ave – MR 372, between approximately 370m west of the intersection with Howard St and to approximately 300m west of the Hume Freeway Sydney on-ramp on Medway Rd. Any proposed access will be denied. Where existing access points exist, initially they may be treated to ensure ongoing safety and efficiency, however should the property that has direct access become part of a redevelopment, then that access will be closed and alternative access via an existing or proposed internal local or collector road must be pursued. In cases where this may be proven (to the satisfaction of Council and the RTA) to impractical, then high level access intersection treatments may be required to ensure the long term objectives are met.

5. Sub-Arterial Road – proposed Enterprise Zone Road (from the intersection of Berrima Road to the proposed intersection of Carribee Road. Any proposed access will be denied. Where there are existing access points, initially they may be treated to ensure ongoing safety and efficiency, however should the property that has access be part of a redevelopment, then that access will be closed and alternative access via an existing or proposed internal local or collector road must be pursued. In cases where this may be proven (to the satisfaction of Council and the RTA) to be impractical, then high level access intersection treatments may be required to ensure the long term objectives are met.

6. Sub-Arterial Road – proposed Moss Vale Bypass (between Berrima Road and Moss Vale Road). Any proposed access will be denied. All access will be via proposed roundabouts along the route as shown on Plan 2080-CLASS.

7. Sub-Arterial Road – Berrima Road, heading north, between the intersection with Taylor Avenue and a distance of approximately 500m.

8. Sub-Arterial Road – proposed link road between the Moss Vale Bypass and Lackey Road. Any proposed access will be denied.

9. Collector Road – Douglas Road between the western and eastern rail level crossings. Access is permitted in accordance with WSC Endorsed Policy (formerly DCP 41, prior to 16 June 2010), with the exception to approaches to the proposed roundabout at the intersection of Douglas Rd to Carribee Rd for a distance of approximately 100m on each approach. Note: specific restrictions will need to be reviewed on a case by case basis and early discussion with Council is required.

10. Collector Road – Lackey Road/Collins Road between the proposed Moss Vale Bypass link road intersection to the extension of Collins Road intersecting with the proposed intersection with the Carribee Rd extension. Access is permitted in accordance with WSC Endorsed Policy (formerly DCP 41, prior to 16 June 2010), with the exception to approaches to the proposed roundabout at the intersection with Carribee Rd extension for a distance of approximately 100m on each approach. Note: specific restrictions will need to be reviewed on a case by case basis and early discussion with Council is required.

11. Collector Roads – General – possible future internal road conveying traffic from local roads and local cul-de-sacs. Access is permitted in accordance with Endorsed Policy (formerly DCP 41, prior to 16 June 2010), with the exception to approaches to the proposed roundabouts throughout the Enterprise Zone, a distance of approximately 100m on each approach will be applied. Note specific restrictions will need to be reviewed on a case by case basis and early discussion with Council is required.

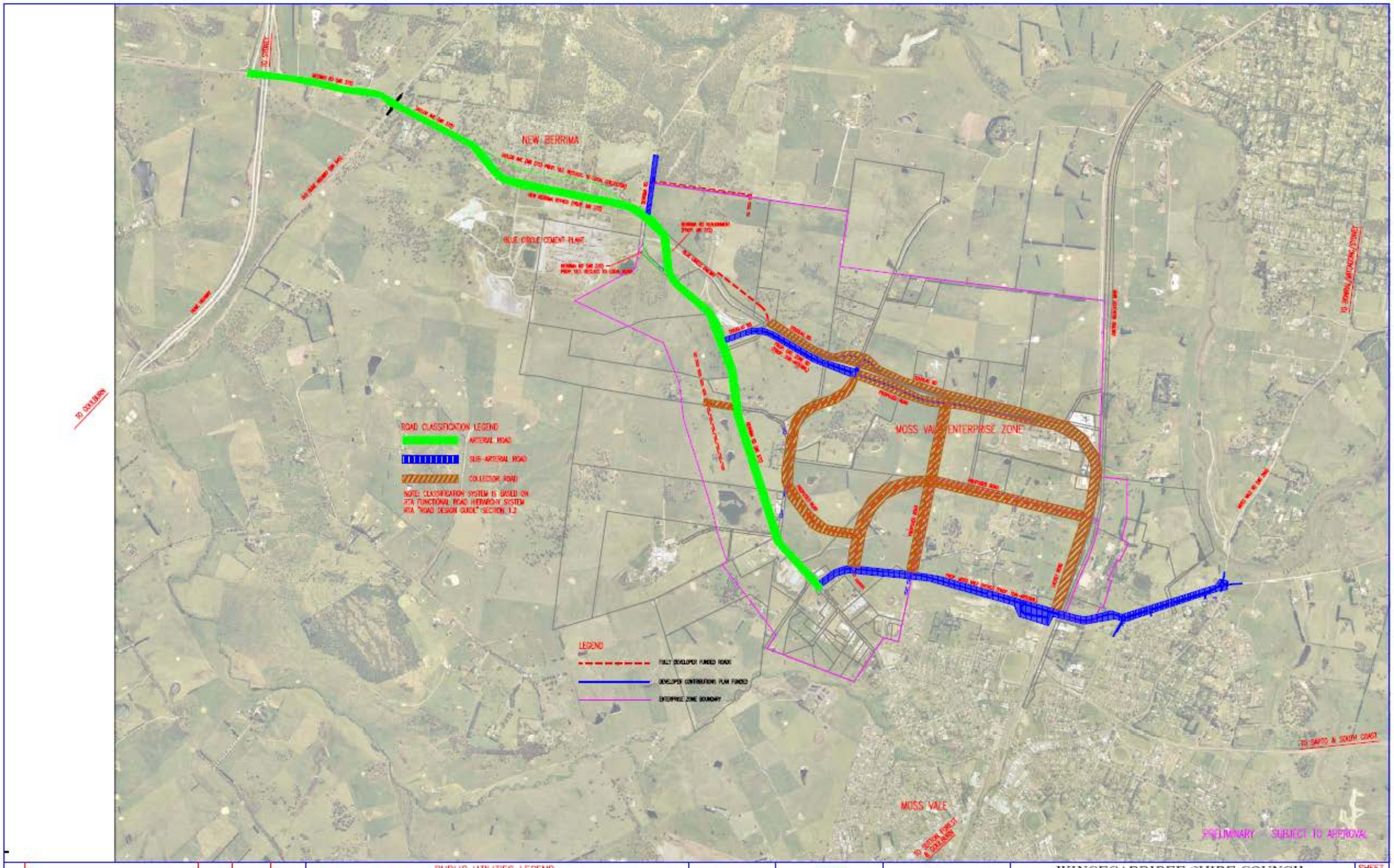
    The alignment and location of these roads as shown on Plan 2080-CLASS is approximate only and will be dependant on future investigations by individual developers. It must be noted

that the location and number of intersections with the Arterial and Sub-arterial roads, as shown on Plan 2080-CLASS will not alter (however precise location is subject to final survey, design and investigation).

A degree of freedom is available for the final design and location of the internal road network. However, proposals must be discussed with Council prior to commencement of detailed design and plan preparation to ensure that connectivity throughout the ZONE facilitates inter zone connectivity and efficiency.

12. Local Roads – possible future internal roads, the primary purpose o which is to provide access to developments conveying traffic from local roads and local road cul-de-sacs. Access is permitted in accordance with Endorsed Policy (formerly DCP 41, prior to 16 June 2010). Proposed local roads are not shown on Plan 2080-CLASS a degree of freedom is available for the final design and location of the internal road network. However, proposals must be discussed with Council prior to commencement of detailed design and plan preparation.

Figure 5 – Plan 2080-CLASS



ISSUE	AMENDMENTS	CHECKED	APPROVED	DATE
A	FOR MODELING & ANALYSIS PURPOSES ONLY			

SCALES: 0km 0.5km — 1:12500 @ A1

DATUM AHD | GRID | SHEET SIZE A1

PUBLIC UTILITIES LEGEND

WATER	—W—	SEWER	—S—	ELECTRICITY	—P—	ELECT TRANSFORMER CABINET	
RECYCLED WATER	—RW—	MANHOLE		UNDERGROUND ELECTRICITY	—UP—	TELEPHONE	—T—
HYDRANT		LAMPHOLE		ELECTRICITY PIT		TELEPHONE PIT	
STOP VALVE		GAS	—G—	POWER POLE		TELEPHONE PILLAR	
AIR VALVE		GAS VALVE		POWER LIGHT POLE		TELEPHONE POLE	
WATER METER		GAS METER		LIGHT POLE		TELEPHONE BOX	
WATER TAP				STAY POLE		TELEPHONE CABLE MARKER	
				POLE & TRANSFORMER			

SURVEYED AERIAL
DESIGNED F. IACONO
DRAWN F. IACONO
CHECKED
DATE

APPROVED
MANAGER – DESIGN & PROJECTS
NOTED BY CLIENT

WINGECARRIBEE SHIRE COUNCIL

MOSS VALE ENTERPRISE ZONE
TRAFFIC FACILITIES INFRASTRUCTURE PLAN
FUNCTIONAL ROAD CLASSIFICATION SYSTEM

SHEET 1 OF 1

JOB No: 1–10975 | CAD FILE/PLAN No: 2080–CLASS | ISSUE A

7 Works Schedule

Table 10 - Works Schedule for Moss Val Enterprise Corridor

							Location of Infrastructure Item					Apportionment							
POOLING PRIORITY (ITEM NO.)	TIMING YEAR	FUTURE WORK OR RECOUPMENT OR ACQUISITION	ITEM DESCRIPTION	ROAD OR INTERSECTION	TYPE OF WORK	RMS CLASSIFICATION	START	END	PLAN NO.	MAP I.D. NO.	LENGTH (KM)	APPORTIONMENT TO DEVELOPER % AM PEAK	APPORTIONMENT TO DEVELOPER % SP PEAK	AVERAGE APPORTIONMENT	COST OF ITEM	COUNCIL CONTRIBUTION	DEVELOPER CONTRIBUTION AMOUNT	GRANTS	DEVELOPER CONTRIBUTION PER HA (510HA)
1	2008	Recoupment	B-Triple Roundabout at Old Hume Hwy, Taylor Ave & Medway Rd.	OLD HUME HWY/TAYLOR AVE/MEDWAY RD	Intersection	MR372	N/A	N/A	2080	64	N/A	81.09%	65.95%	73.52%	$ 1,250,000	$ 82,088	$ 227,912	$ 940,000	$ 447
2	2010	Recoupment	Douglas Road Upgrade - Widening, realignment and resurfacing and drainage	DOUGLAS ROAD	Road	COLLECTOR	RAIL CROSSING WEST	RAIL CROSSING EAST	2080	200A-200B	2.2	96.39%	98.81%	97.60%	$ 3,498,000	$ 27,682	$ 1,125,715	$ 2,344,603	$ 2,207
3	2013	Recoupment	Berrima Road Upgrade in Stages for life of Plan - Pavement, Widening and Realignments (No relocation of services and no kerb and gutter) North of Sale yards to south of Douglas Road Intersection - STAGE 1	BERRIMA ROAD	Road	MR372 (RECLASS REQ'D)	NORTH OF SALE YARDS	SOUTH OF DOUGLAS ROAD INTERSECTION	2080	57-65	1.05	80.21%	80.73%	80.47%	$ 420,000	$ 82,026	$ 337,974		$ 663
4	2015	Future	Berrima Road Upgrade in Stages for life of Plan - Pavement, Widening and Realignments (No relocation of services and no kerb and gutter) North of Sale Yards to Old Dairy Close - STAGE 2	BERRIMA ROAD	Road	MR372 (RECLASS REQ'D)	NORTH OF SALE YARDS	OLD DAIRY CLOSE INTERSECTION	2080	57-65	0.7	80.21%	80.73%	80.47%	$ 500,000	$ 97,650	$ 402,350		$ 789
5	2016	Acquisition	Land Acquisitions - J W Backhouse - Description: Part of Lot 2 DP 1017008. Area to be Acquired: 0.235 HA.	BERRIMA ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 6)	66	N/A	90.84%	88.91%	89.88%	$ 30,000	$ 3,038	$ 26,963		$ 53
6	2016	Acquisition	Land Acquisitions - Ingham Enterprises Pty Ltd - Description: Part Lot 1 DP 882139. Area to be Acquired: 0.095 HA	BERRIMA ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 6)	66	N/A	90.84%	88.91%	89.88%	$ 17,000	$ 1,721	$ 15,279		$ 30
7	2016	Acquisition	Land Acquisitions - Vicliz Pty Ltd - Description Parts of Lot 12 DP 600863. Area to be Acquired: 1.773 HA	BERRIMA ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 6)	66	N/A	90.84%	88.91%	89.88%	$ 240,000	$ 24,300	$ 215,700		$ 423
8	2017	Future	Two lane roundabout	BERRIMA RD/DOUGLAS RD	Intersection	MR372	N/A	N/A	2080	66	N/A	90.84%	88.91%	89.88%	$ 857,218	$ 86,793	$ 770,425		$ 1,511
9	2018	Future	Berrima Road Upgrade in Stages for life of Plan - Pavement, Widening and Realignments (No relocation of services and no kerb and gutter) Old Dariy Close to Parkes Road - STAGE 3	BERRIMA ROAD	Road	MR372 (RECLASS REQ'D)	OLD DIARY CLOSE INTERSECTION	PARKES ROAD INTERSECTION	2080	57-65	0.7	74.01%	78.16%	76.09%	$ 500,000	$ 119,575	$ 380,425		$ 746

MVEC SECTION 94 PLAN - ATTACHMENT B

							Location of Infrastructure Item					Apportionment							
POOLING PRIORITY (ITEM NO.)	TIMING YEAR	FUTURE WORK OR RECOUPMENT OR ACQUISITION	ITEM DESCRIPTION	ROAD OR INTERSECTION	TYPE OF WORK	RMS CLASSIFICATION	START	END	PLAN NO.	MAP I.D. NO.	LENGTH (KM)	APPORTIONMENT TO DEVELOPER % AM PEAK	APPORTIONMENT TO DEVELOPER % SP PEAK	AVERAGE APPORTIONMENT	COST OF ITEM	COUNCIL CONTRIBUTION	DEVELOPER CONTRIBUTION AMOUNT	GRANTS	DEVELOPER CONTRIBUTION PER HA (510HA)
10	2019	Acquisition	Land Acquisitions - Blue Circle Southern Cement - Description: Part Lot 2 DP 7745987; Part Lot 1013-1015 DP15995. Area to be Acquired: 0.193 HA	BERRIMA ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 4)	65	N/A	90.23%	90.29%	90.26%	$ 111,267	$ 10,837	$ 100,430		$ 197
11	2019	Acquisition	Land Acquisitions - Boral Limited - Description: Part Lot 1 DP 1017008. Area to be Acquired: 1.833 HA	BERRIMA ROAD	Land Acquisition	N/A			2080-ACQ (Sheets 4 & 5)	65-65C		92.69%	93.11%	92.90%	$ 416,600	$ 29,579	$ 387,021		$ 759
12	2019	Acquisition	Land Acquisitions - M S Siddle & P J Ramsay - Description: Parts of Lot 1 DP 785111. Area to be Acquired: 0.213 HA	BERRIMA ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 4)	65	N/A	90.23%	90.29%	90.26%	$ 27,000	$ 2,630	$ 24,370		$ 48
13	2020	Future	Two lane roundabout including Berrima Road bypass approach	BERRIMA ROAD/TAYLOR AVE	Intersection	MR372 (RECLASS REQ'D)	N/A	N/A	2080	65	N/A	90.23%	90.29%	90.26%	$ 1,191,603	$ 116,062	$ 1,075,541		$ 2,109
14	2021	Future	Taylor Ave upgrade	TAYLOR AVE	Road	MR372 (RECLASS REQ'D)	BERRIMA RD INTERSECTION	TAYLOR AVE (WEST BERRIMA RD 0.3KM)	2080	65-65A	0.30	95.89%	98.78%	97.34%	$ 744,071	$ 19,829	$ 724,242		$ 1,420
15	2022	Future	Berrima Road Blue Circle Railway Crossing Bypass	BERRIMA RD	Road	MR372 (RECLASS REQ'D)	TAYLOR AVE	BERRIMA RD (WEST DOUGLAS RD 0.55KM)	2080	65-65C	0.50	90.23%	93.11%	91.67%	$ 2,293,239	$ 191,027	$ 2,102,212		$ 4,122
16	2022	Future	Berrima Road level crossing bypass rail over bridge	BERRIMA ROAD	Bridge	MR372 (RECLASS REQ'D)	BERRIMA ROAD	BERRIMA ROAD	2080	65B		90.23%	93.11%	91.67%	$ 2,778,337	$ 231,435	$ 2,546,902		$ 4,994
17	2023	Future	Berrima Road Upgrade in Stages for life of Plan - Pavement, Widening and Realignments (No relocation of services and no kerb and gutter) - Douglas Road to Taylor Avenue - STAGE 4	BERRIMA ROAD	Road	MR372 (RECLASS REQ'D)	DOUGLAS ROAD	TAYLOR AVENUE	2080	57-65	1.2	92.51%	93.00%	92.76%	$ 1,299,000	$ 94,113	$ 1,204,887		$ 2,363
18	2018	Future	Two lane roundabout linking Moss Vale Bypass and Suttor Road	MOSS VALE BYPASS / SUTTOR ROAD	Intersection	DISTRIBUTOR	N/A	N/A	2080	75	N/A	79.97%	83.00%	81.49%	$ 1,377,735	$ 255,088	$ 1,122,647		$ 2,201
19	2025	Future	Moss Vale Bypass Stage 1 - Suttor Road to Beaconsfield Road (excluding rail overbridge and intersections).	MOSS VALE BYPASS	Road	DISTRIBUTOR	BEACONSFIELD RD	SUTTOR RD	2080	72-75	1.00	87.76%	91.05%	89.41%	$ 5,536,437	$ 586,586	$ 4,949,851		$ 9,706
20	2026	Future	Moss Vale Bypass Connection Link to Lackey Road	BYPASS TO LACKEY RD LINK	Road	COLLECTOR	MV BP LACKEY RD (WEST 0.25KM)	LACKEY RD (LYTTON RD NORTH 0.3KM)	2080	73-74	0.30	0.48%	0.21%	0.35%	$ 1,184,962	$1,180,874	$ 4,088		$ 8
21	2027	Future	Moss Vale Bypass Rail over bridge	MOSS VALE BYPASS	Bridge	DISTRIBUTOR	MOSS VALE BYPASS	MOSS VALE BY-PASS	2080	73A		80.53%	84.48%	82.51%	$ 4,505,261	$ 788,195	$ 3,717,066		$ 7,288
22	2027	Future	Intersection with Lackey Rd/Moss Vale Bypass Link	LACKEY ROAD	Intersection	DISTRIBUTOR	N/A	N/A	2080	74	N/A	39.80%	52.86%	46.33%	$ 484,364	$ 259,958	$ 224,406		$ 440
23	2029	Future	Collins and Lackey Road Upgrade - Pavement Widening and Kerb and Gutter.	LACKEY ROAD & COLLINS ROAD	Road	COLLECTOR	PARKS ROAD (SOUTH)	DOUGLAS ROAD (NORTH)	2080	201-201B	2.8	73.85%	89.56%	81.71%	$ 5,600,000	$1,024,520	$ 4,575,480		$ 8,972

MVEC SECTION 94 PLAN - ATTACHMENT B

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POOLING PRIORITY (ITEM NO.)	TIMING YEAR	FUTURE WORK OR RECOUPMENT OR ACQUISITION	ITEM DESCRIPTION	ROAD OR INTERSECTION	TYPE OF WORK	RMS CLASSIFICATION	START	END	PLAN NO.	MAP I.D. NO.	LENGTH (KM)	APPORTIONMENT TO DEVELOPER % AM PEAK	APPORTIONMENT TO DEVELOPER % SP PEAK	AVERAGE APPORTIONMENT	COST OF ITEM	COUNCIL CONTRIBUTION	DEVELOPER CONTRIBUTION AMOUNT	GRANTS	DEVELOPER CONTRIBUTION PER HA (510HA)
24	2030	Future	Berrima Road Upgrade in Stages for life of Plan - Pavement, Widening and Realignments (No relocation of services and no kerb and gutter) - Parkes Road to Argyle Street - STAGE 5	BERRIMA ROAD & WAITE STREET	Road	MR372 (RECLASS REQ'D)	PARKES ROAD	ARGYLE STREET	2080	57-65	1..27	80.53%	82.08%	81.31%	$ 1,000,000	$ 186,950	$ 813,050		$ 1,594
25	2031	Future	Roundabout	MEDWAY RD/FREEWAY ON RAMP	Intersection	MR372	N/A	N/A	2080	63	N/A	38.30%	37.99%	38.15%	$ 623,922	$ 385,927	$ 237,995		$ 467
26	2031	Future	Roundabout	MEDWAY RD/FREEWAY OFF RAMP	Intersection	MR372	N/A	N/A	2080	62	N/A	38.31%	37.99%	37.99%	$ 584,739	$ 362,597	$ 222,142		$ 436
27	2031	Acquisition	Land Acquisitions - D K & A S Ross - Description: Part of Lot 2 DP 873240. Area to be Acquired: 0.134 HA	SUTTOR ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 11)	90	N/A	67.44%	73.74%	70.59%	$ 10,000	$ 2,941	$ 7,059		$ 14
28	2032	Future	Two lane roundabout Moss Vale Road/Headlam Road/Moss Vale Bypass intersection	MOSS VALE BYPASS / HEADLAM ROAD / SUTTOR ROAD	Intersection	MR260	N/A	N/A	2080	77	N/A	25.12%	26.96%	26.04%	$ 1,739,391	$1,286,454	$ 452,937		$ 888
29	2032	Future	Single lane roundabout Suttor Road Bypass/Sceggs Access/Suttor Road	SUTTOR ROAD	Intersection	DISTRIBUTOR	N/A	N/A	2080	90	N/A	67.44%	73.74%	70.59%	$ 653,014	$ 192,051	$ 460,963		$ 904
30	2033	Future	Moss Vale Bypass Stage 2 - Suttor Road Bypass from Suttor Road Junction with Moss vale Bypass Stage 1 to Headlam Road/Moss Vale Road (excluding intersections)	MOSS VALE BYPASS	Road	DISTRIBUTOR	SUTTOR RD (NORTH ARGYLE ST (1.0KM)	HEADLAM RD	2080	75-77	0.75	67.44%	73.74%	70.59%	$ 3,446,071	$1,013,489	$ 2,432,582		$ 4,770
31	2034	Future	Suttor Road Bypass to Suttor Road link	SUTTOR ROAD	Road	RES LOCAL ACCESS	MOSS VALE BYPASS	SUTTOR RD	2080	90A-90B	0.20	67.44%	73.74%	70.59%	$ 495,129	$ 145,617	$ 349,512		$ 685
32	2034	Future	Cul-de-sac - Suttor Road West	SUTTOR ROAD	Cul-de-sac	RES LOCAL ACCESS	N/A	N/A	2080	75A	N/A	67.44%	73.74%	70.59%	$ 161,452	$ 47,483	$ 113,969		$ 223
33	2034	Future	Cul-de-sac - Suttor Road East	SUTTOR ROAD	Cul-de-sac	RES LOCAL ACCESS	N/A	N/A	2080	77A	N/A	67.44%	73.74%	70.59%	$ 142,233	$ 41,831	$ 100,402		$ 197
34	2035	Acquisition	Land Acquisitions - Blue Circle Southern Cements - Descriptions: Parts of Lot 2 DP 774598; lots 489-491, 521-522, 540-542, 1022-1029 DP 15995. Area to be Acquired: 1.5529 HA	NEW BERRIMA BY-PASS	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheets 2 & 3)	84A. 84, 87 & 65A	N/A	84.75%	97.73%	91.24%	$ 495,000	$ 43,362	$ 451,638		$ 886
35	2035	Acquisition	Land Acquisitions - Boral Ltd - Description: Lot 1 DP 1022632. Area to be Acquired: 0.2260 HA	NEW BERRIMA BY-PASS	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 3)	87	N/A	64.60%	65.25%	64.93%	$ 250,000	$ 87,688	$ 162,313		$ 318

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36	2035	Acquisition	Land Acquisitions - Crown Land - Description: Part of Lot 2 DP 774598. Area to be Acquired 0.936 HA	NEW BERRIMA BY-PASS	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheets 2 & 3)	84-87	N/A	95.80%	97.51%	96.66%	$ 187,000	$ 6,255	$ 180,745		$ 354
37	2035	Acquisition	Land Acquisitions - Crown Land - Description: Part of Lot 2 DP 774598. Area to be Acquired 0.818 HA	NEW BERRIMA BY-PASS	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheets 2 & 3)	84-87	N/A	95.80%	97.51%	96.66%	$ 163,500	$ 5,469	$ 158,031		$ 310
38	2036	Future	New Berrima By-Pass Stage 2 including 2 x Single Lane Roundabouts	NEW BERRIMA BY-PASS	Road	MR372 (RECLASS REQ'D)	TAYLOR AVE (WEST ARGYLE ST 0.5KM)	TAYLOR AVE (WEST BERRIMA RD 0.3KM)	2080	84A-65A	1.30	84.75%	97.73%	91.24%	$ 5,215,164	$ 456,848	$ 4,758,316		$ 9,330
39	2036	Future	Proposed New Berrima Bypass/Argyle Street (existing road)	NEW BERRIMA BY-PASS	Intersection	MR372 (RECLASS REQ'D)	N/A	N/A	2080	84	N/A	64.60%	65.25%	64.93%	$ 616,666	$ 216,296	$ 400,370		$ 785
40	2036	Future	Proposed New Berrima Bypass/Blue Circle Access Road (existing road)	NEW BERRIMA BY-PASS	Intersection	MR372 (RECLASS REQ'D)	N/A	N/A	2080	87	N/A	64.60%	65.25%	64.93%	$ 634,143	$ 222,426	$ 411,717		$ 807
41	2038	Acquisition	Land Acquisitions - Vicliz Pty Ltd - Description: Part Lot 1 DP 510645; parts of lots 1 & 3 DP 1001229. Area to be Acquired: 6.759 HA	DOUGLAS ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheets 8 & 12)	68	N/A	98.04%	99.18%	98.61%	$ 610,000	$ 8,479	$ 601,521		$ 1,179
42	2038	Acquisition	Land Acquisitions - PA & R F Rusconi - Description: Part of Lot 12 DP 527683. Area to be Acquired: 0.975 HA.	DOUGLAS ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 8)	67 & 67A	N/A	98.04%	99.18%	98.61%	$ 98,000	$ 1,362	$ 96,638		$ 189
43	2038	Acquisition	Land Acquisitions - Fortius Funds Management Pty Ltd - Description: Part of Lot 4 DP 702629. Area to be Acquired: 0.688 HA	DOUGLAS ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 8)	67 & 67B	N/A	98.04%	99.18%	98.61%	$ 69,000	$ 959	$ 68,041		$ 133
44	2038	Acquisition	Land Acquisitions - A M & D U Chateau - Description: Part of Lot 11 DP 590307. Area to be Acquired: 0.195 HA.	COLLINS ROAD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheet 9)	78A	N/A	98.04%	99.18%	98.61%	$ 34,000	$ 473	$ 33,527		$ 66
45	2038	Acquisition	Land Acquisitions - Crown Land - Description: Adjacent Lot 12 DP 600863. Area to be Acquired 0.10 HA	ENTERPRISE ZONE RD	Land Acquisition	N/A	N/A	N/A	2080-ACQ (Sheets 7)	68	N/A	98.04%	99.18%	98.61%	$ 12,500	$ 174	$ 12,326		$ 24
46	2040	Future	New Road West of Carribee Road Stage 1	ENTERPRISE ZONE RD	Road	COLLECTOR	BERRIMA RD (EAST 0.35KM)	Proposed Carribee Road Rail Over Bridge	2080	68A-68	2.20	99.17%	99.58%	99.38%	$ 3,525,604	$ 22,035	$ 3,503,569		$ 6,870
47	2040	Future	New Road East of Carribee Road Stage 2	ENTERPRISE ZONE RD	Road	COLLECTOR	Proposed Carribee Road Rail Over Bridge	COLLINS RD (EAST LEV XING 0.45KM)	2080	68-78A		99.02%	99.24%	99.13%	$ 7,490,060	$ 65,164	$ 7,424,896		$ 14,559

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48	2041	Future	Deviation of Douglas Road to enable construction and connection with Rail Over Bridge at Carribee Road	DOUGLAS RD DEVIATION	Road	COLLECTOR	CARRIBEE RD (WEST 0.35KM)	CARRIBEE RD (EAST 0.2KM)	2080	67A-67B	0.55	100.00%	100.00%	100.00%	$ 1,923,513		$ 1,923,513		$ 3,772
49	2041	Future	Rail Overbridge connecting Douglas Rd to Enterprise Zone Road including two x two lane roundabouts	ENTERPRISE ZONE RD TO DOUGLAS RD	Bridge	IND COLLECTOR	CARRIBBEE RD & ENTERPRISE ZONE RD INTERSECTION	CARRIBEE RD & DOUGLAS RD INTERSECTION	2080	68B	0.10	99.46%	99.65%	99.56%	$ 3,434,378	$ 15,283	$ 3,419,095		$ 6,704
50	2042	Future	Two lane roundabout Carribee Rd/Douglas Road to Overbridge.	DOUGLAS ROAD/CARRIBEE	Intersection	COLLECTOR	N/A	N/A	2080	67	N/A	99.49%	99.66%	99.58%	$ 1,587,122	$ 6,745	$ 1,580,377		$ 3,099
51	2042	Future	Two land roundabout Enterprise Zone Road to rail overbridge	ENTERPRISE ZONE ROAD	Intersection	DISTRIBUTOR	N/A	N/A	2080	68	N/A	99.07%	99.55%	99.31%	$ 1,630,200	$ 11,248	$ 1,618,952		$ 3,174
52	2045	Future	Moss Vale Bypass Stage 3 - Western Connection from Beaconsfield Road to Berrima Road (excluding intersections)	MOSS VALE BYPASS	Road	DISTRIBUTOR	BERRIMA RD	BEACONSFIELD RD	2080	76-72	1.25	91.95%	96.01%	93.98%	$ 6,325,551	$ 380,798	$ 5,944,753		$ 11,656
53	2046	Future	Single lane roundabout Moss Vale Bypass (West southern railway)	MOSS VALE BYPASS	Intersection	DISTRIBUTOR	N/A	N/A	2080	70	N/A	96.68%	97.04%	96.86%	$ 429,488	$ 13,486	$ 416,002		$ 816
54	2046	Future	Single lane roundabout Moss Vale Bypass intersecting Bulwer Road (West southern railway)	MOSS VALE BYPASS	Intersection	DISTRIBUTOR	N/A	N/A	2080	71	N/A	96.32%	97.29%	96.81%	$ 484,859	$ 15,491	$ 469,368		$ 920
55	2046	Future	Single lane roundabout Moss Vale Bypass intersecting Beaconsfield Road (West southern railway)	MOSS VALE BYPASS	Intersection	DISTRIBUTOR	N/A	N/A	2080	72	N/A	59.67%	65.83%	62.75%	$ 944,722	$ 351,909	$ 592,813		$ 1,162
56	2046	Future	Single lane round about Moss Vale Bypass intersection with Lackey Road link	MOSS VALE BYPASS / LACKEY ROAD	Intersection	DISTRIBUTOR	N/A	N/A	2080	73	N/A	46.23%	52.86%	49.55%	$ 549,062	$ 277,029	$ 272,033		$ 533
57	2047	Future	Single Lane Roundabout Moss Vale Bypass intersection with Berrima Road	MOSS VALE BYPASS / BERRIMA ROAD	Intersection	MR372	N/A	N/A	2080	76	N/A	84.70%	86.60%	85.65%	$ 713,006	$ 102,316	$ 610,690		$ 1,197
													TOTALS		$81,140,583	$11,292,241	$66,563,739	$ 3,284,603	$ 130,517

Table 11 - Administration Costs and Levy

Item No.	Description of Work	Position Description	Department/Division	Time of Work	Cost	Contribution per ha (=cost/510ha)
1	Modelling for TRACKS and Conceptual Designs	Design Engineer	Infrastructure Services / Design	12-months	$100,000.00	$ 196.08
2	Drafting of Section 94 Contributions Plan	Development Contributions / Strategic Planner	Environment and Planning / Strategic Planning	50% of incumbents time for 12-months	$ 60,280.00	$ 118.20
3	Quantity Surveyor (valuation of proposed new works at $15,000 every 5-years)	Consultant	Managed by Infrastrcuture Services / Design	1-month every 5-years	$ 90,000.00	$ 176.47
4	Property Valuer (valution of property to be acquired at $14,000 every 5-years for life of Plan)	Consultant	Managed by Environment and Planning / Strategic Planning	1-month every 5-years	$ 84,000.00	$ 164.71
5	Legal Checking of Draft Plan prior to adoption	Solicitor	Managed by Environment and Planning / Strategic Planning	28-hours @ $335 per hour	$ 9,380.00	$ 18.39
6	Software Updating for Accounting System (Proclaim) @ $1,500 a day	Consultant	Managed by Corporate Services / Information Services	2-days every 5 years	$ 18,000.00	$ 35.29
7	Accounting and Management of Funds	Accountant	Corporate Services Division / Financial Services	1% of incumbents time annually for life of Plan	$ 45,375.72	$ 88.97
8	General Administration of Contributions Plan for life of Plan	Development Contributions / Strategic Planner	Environment and Planning / Strategic Planning	5% of incumbents time annually for life of Plan	$204,952.00	$ 401.87
				TOTAL	**$611,987.72**	**$ 1,199.98**