

GUNNING SHIRE COUNCIL

SECTION 94 (ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979) CONTRIBUTIONS PLAN

for the

Provision of Public Amenities and Services

PREPARED JANUARY 1995

SECTION 4.3 – REVISED 2000

*Adopted by Council – 20 February 1995
Section 4.3 revision adopted by Council – 18 September 2000*

1.0 PREFACE

This plan has been prepared in response to statutory requirements for policy and practice on development contributions (including Section 94 – Environmental Planning and Assessment Act 1979) to be published in a particular structure, associated with standardisation of administrative procedures. This plan also incorporated contributions sought for water supply and sewerage works under Section 27 of the Water Supply Authorities Act, 1987. Council is of the view that its contributions practice has been properly founded and justified and that its contributions rates are reasonable.

No plan, whether a contributions plan, statutory plan or otherwise, is going to remain immune from change or updating. This plan dated January 1995, updates Council's "Section 94 Contributions Plan" previously adopted by Council. Contribution plans for the Shire of Gunning will be continually revised, in relation to rates of contribution and items for which contributions are sought, as the Shire's growth and development progresses.

The plan is based on a projected steady growth of Gunning Shire of approximately thirty five (35) new dwellings and thirty seven (37) new allotments per year, which in turn reflects a minimal population growth.

To assist in the preparation of this document, a number of Council's statutory planning provisions and studies were reviewed. Statutory planning provisions were introduced in the Shire in 1981. Council has undertaken a number of adjustments resulting in several alterations to its Local Environmental Plan. Council undertook a review of its Local Environmental Plan by means of a Rural Lands Strategy in 1993/94. Prior to, and in parallel with these statutory planning measures, Council has invested in a series of works and facilities to accommodate projected growth in the rural section of the Shire. This plan in part emphasises the recoupment of previous expenditure made in participation of new development consistent with planning studies.

2.0. INTRODUCTION

2.1. Citation

This plan may be referred to as the "GUNNING SHIRE COUNCIL - Contributions Plan for the Provision of Public Services and Facilities - January 1995". It has been prepared according to the requirements of Section 94 (AB) of the Environmental Planning and Assessment Act, 1979. This plan replaces "Section 94 Contributions Plan for Gunning Shire".

2.2. Purpose

The purpose of the plan is to enable the levying developer contributions for the public amenities and services specified, which will be required as a consequence of increased demand generated by development in the Shire of Gunning.

2.3. Aims and Objectives

The aims and objectives of the plan are

- (a) to provide a basis for levying developer contributions;
- (b) to identify the amenities and services which Council has provided or intends to provide to meet demands of new development;
- (c) to establish a nexus between anticipated development and contributions sought;
- (d) to enable the early provision of facilities and services, and the recoupment of a reasonable proportion of costs already incurred in anticipation of development;
- (e) to provide the development industry with early advice as to the amount of contributions which will be required for a particular development;
- (f) to facilitate proper financial management and accountability for expenditure of contributions received;
- (g) to provide a basis for negotiation on the amount, application and manner of payment of contributions in particular circumstances.

2.4. Relationship to Environmental Planning Instruments

The plan enables the levying of developer contributions specified for land uses permissible under Gunning Local Environmental Plan, 1997.

2.5 Land to which Plan Applies

The plan applies to all land within the Shire of Gunning as identified in the map attached.

3.0. ASSESSMENT OF CONTRIBUTIONS

Contribution rates have been determined in accordance with Section 4.0 of this plan.

3.1. Assessment

Assessment of the amount of contributions for the specified amenities and services will be based on the increase in population generated by the development and an assessment of the level of demand created for the new amenities and services. This is referred to as the "nexus" between the development and the contributions levy. The amount of contribution will be based on additional lots in the case of subdivision; with other type of development being assessed on a pro-rata basis.

The provision of amenities and services will be staged having regard to localised demand, opportunities to acquire land, availability of funds, and, in the case of engineering works, basic programming logic. Contributions may either be obtained in advance of the provision of amenities and services or as a recoupment of funds spent.

The schedule below specifies the type of public services and facilities for which a dedication or contribution under Section 94 (1) of the Environmental Planning and Assessment Act, 1979 and Section 27 of the Water Supply Authorities Act, 1987 may be required for the provision, extension or augmentation of these facilities.

SCHEDULE

Water Supply
Sewerage
Roads and Traffic Facilities
Drainage
Embellishment of Open Space
Community Facilities
Waste Management
Bush Fire Fighting Facilities

3.2. Formula for Contribution

The formula for calculation of the amount of contribution varies according to the type of amenity of service in question. It is based on a consideration of:

- ◆ The additional demand generated by a development based on a rate for additional population or other factor;
- ◆ The current capital cost of providing the amenity including, where appropriate, the current cost of acquiring land;
- ◆ Where applicable, the actual costs of works or facilities already installed in anticipation of development;
- ◆ The application of any apportionment and/or discount factor as discussed below.

3.3. Apportionment

Where existing population will benefit from new amenities and services provided the cost of providing those amenities and services will be apportioned between funds and other monies of Council.

Apportionment rates are included, where appropriate, in the formula for each category of contribution contained in Section 4.0.

It should be noted that for some amenities and services it is virtually impossible to precisely apportion possible usage between existing and new population.

3.4 Discount Rates

In some instances, Council will further discount contribution rates by a specified factor. The purpose of this additional discount factor will vary, but may relate to factors such as Council's desire to encourage a particular type of development or to make a contribution rate less onerous. The decision as to whether to discount contribution rates rests solely with Council.

3.5 Annual Adjustment

The contribution rates will be indexed annually in line with movements in the CPI and, where applicable, land acquisition costs. Contribution rates are also subject to adjustment in the light of further research which may be undertaken by Council, in which event a formal amendment to this plan will be exhibited.

Any material change in the plan, with the exception of the annual adjustment of contribution amounts will require that the plan be amended in accordance with Section 94(AB) of the Environmental Planning and Assessment Act, 1979. This will require full public exhibition of the amended plan and consideration of submissions received.

3.6 Dedication of Land and Material Public Benefits

A decision as to whether to accept the dedication of land or the provision of a material benefit/works "in kind" in lieu of a monetary contribution, will be at the discretion of Council. Factors Council will take into consideration include:

- ◆ The extent to which the land/material public benefit/works satisfies a community need;
- ◆ The extent to which the land/material public benefit/works satisfies the purpose for which the contribution was sought;
- ◆ A consideration of locational and other factors which may affect usability;
- ◆ An assessment of recurrent maintenance costs to Council.

4.0. CONTRIBUTION RATES

SECTION 27 WATER SUPPLY AUTHORITIES ACT, 1987

Water Supply Sewerage

Councils who have water supply and sewerage functions can require contributions or works from developers under Section 27 of the Water Supply Authorities Act, 1987.

- i) for water mains and headworks, sewer mains and sewerage treatment works, drainage channels and any works ancillary to the works referred to:

(ii) only

- as a precondition to the signing of a subdivision linen plan; or

- if a condition of development consent provides that the developer must obtain a compliance certificate from the Council under that section.

SECTION 94 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979

Roads and Traffic Facilities Drainage Embellishment of Open Space Community Facilities Waste Management Bush Fire Fighting

Councils can require contributions from developers under Section 94 of the Environmental Planning and Assessment Act, 1979.

- i) for public amenities and public services (other than those comprising water supply and sewerage works)
- ii) as conditions of development consent.

4.1. WATER SUPPLY

Water Supply contributions are confined to the township of Gunning and village of Dalton.

Using works identified by Council's Engineer, updating to reflect 1994 costs and projected growth to the year 2004, the following works are required.

PROJECTED WORKS

LOCATION	DESCRIPTION OF WORK	TOTAL ESTIMATED COST 1994 TO COUNCIL	PERCENTAGE TO CONTRIBUTORS	TOTAL ALLOCATION TO CONTRIBUTORS	ESTIMATED TIME OF WORKS
Gunning	Augmentation Pump Station	\$70,000.00	40%	\$28,000.00	10 Year Program
	Storage Facilities	\$80,000.00	40%	\$32,000.00	
	Treatment Plant	\$30,000.00	40%	\$12,000.00	
Dalton	Upgrade Treatment & Augmentation	<u>\$20,000.00</u>	40%	<u>\$8,000.00</u>	
		<u>\$200,000.00</u>		<u>\$80,000.00</u>	

Total Anticipated Cost to Council	\$200,000.00
Anticipated Subsidy from Grants	\$20,000.00 (Say 10%)
Cost borne by existing Community	\$120,000.00 (say 60%)
Funds to be obtained from contributors	\$60,000.00
Number of lots expected to be created	110

Contribution per allotment created \$687.25

4.2. SEWERAGE

Sewerage contributions are confined to the township of Gunning.

Using works identified by Council's Engineer updating the estimate to reflect 1994 costs and projecting growth to the year 2004, the following works are required.

PROJECTED WORKS

LOCATION	DESCRIPTION OF WORK	TOTAL ESTIMATED COST 1994 TO COUNCIL	PERCENTAGE TO CONTRIBUTORS	TOTAL ALLOCATION TO CONTRIBUTORS	ESTIMATED TIME OF WORKS
<u>GUNNING</u> West	Pump Station Augmentation	\$130,000.00	40%	\$52,000.00	10 Year Program
Biala St Adams St Grosvenor St	Pump Station Reticulation	\$75,000.00	40%	\$30,000.00	
Biala St Sands St	Reticulation	\$60,000.00	40%	<u>\$24,000.00</u>	
		<u>\$265,000.00</u>		<u>\$106,000.00</u>	

Total Anticipated Cost to Council	\$200,000.00
Anticipated Subsidy from Grants	NIL
Cost borne by existing Community	\$159,000.00 (say 60%)
Funds to be obtained from contributors	\$106,000.00
Number of lots expected to be created	80 (Approx. 8 per year)

Contribution per allotment created \$1670.80

4.3 ROADS & TRAFFIC FACILITIES

REVISED ROADWORKS Contributions Plan ADOPTED BY GUNNING SHIRE COUNCIL DATE 18 SEPTEMBER 2000 RES NO 351

4.3.1 INTRODUCTION

This Revised Roadworks Contributions Plan revises and replaces Section 4.3 of Gunning Shire Council's Contributions Plan for the Provision of Public Services and Facilities JANUARY 1995.

4.3.1.1 AIM OF THE REVISED PLAN

This Revised s94 Roadworks Contribution Plan provides the framework for the determination of equitable and fair contributions by

- (a) *setting out a pattern for distribution of traffic flows within the Shire. SEE ANNEXURES 1.1, 1.2, 1.3 & 1.4*
- (b) *putting in place a strategy for Council to add or remove roads, and to vary the classification of roads to which this plan applies, to accommodate changing local circumstances. SEE ANNEXURE 2*
- (c) *simplifying and quantifying a prescribed amount of s94 Roadworks Contribution to be paid for minor subdivisions (less than 10 additional blocks created), as an alternative to undertaking Traffic Impact Assessments and/or Road Safety Audits. SEE ANNEXURE 4*
- (d) *putting in place a strategy for Council to vary contributions generally to reflect changing community attitudes and pressures to development, and to vary contributions within traffic catchment areas, and on particular roads, to allow Council to encourage (or discourage) land fragmentation within specific regions within the Shire. See annexure 2, 3, 4 & 6.*
- (e) *nominating a strategy for determining the amount of contribution to be paid for subdivisions of 10 or more new lots and other development.*
- (f) *nominating a strategy for determining road damage contributions for extractive industry developments.*

The intention of this revision is to more clearly define Council's strategy, so that it is more transparent to all users and more readily understood by prospective developers, residents and ratepayers.

4.3.1.2 CITATION

- (a) This revised plan is part of "Gunning Shire Council Contributions Plan for the Provision of Public Services and Facilities" and is a plan pursuant to the provisions of the Environmental Planning and Assessment (Contributions Plans) Amendment Act 1991 No 64.
- (b) This revised plan came into force on 18 September 2000.
- (c) This plan may be varied only in the manner provided for in the Environmental Planning and Assessment (Contributions Plans) Amendment Act 1991 No 64, the regulations attached thereto, and as prescribed within this plan by resolution of Gunning Shire Council.

4.3.1.3 ROADS TO WHICH THIS REVISION APPLIES

Unless otherwise stated this revision applies to all Local Roads and Regional Main Roads within Gunning Shire. It should be noted that sections of this plan facilitate the treatment of contributions to roads in individual traffic catchments within Gunning Shire separate from contributions to roads in other traffic catchments.

This revision also incorporates Village Streets (which are LOCAL ROADS). Unless otherwise determined by Council resolution, (for subdivisions of less than 10 new lots) Village Streets will bring a minimum contribution (per new lot) if not Kerbed and Guttered, and an additional contribution (per lot) if not sealed. If not formed, these Village Streets will be formed at proportional costs to all owners benefiting.

4.3.1.4 DEVELOPMENT EXCLUDED FROM SIMPLIFIED APPROACH

It should be noted that the simplified approach described herein does not apply to:

- "special" developments which will be examined on a case by case basis.
- subdivisions of 10 additional lots, or more - see Section 4.3.3
- Extractive Industries - see Section 4.3.4

4.3.2 LOCAL ROADS AND REGIONAL MAIN ROADS

4.3.2.1 FUNDING OF ROADWORKS

Roads are a constant drain on the funds of State and Local Governments. It has long been established the development within rural areas of NSW, and more particularly within Gunning Shire, does necessitate the upgrading of roads to cater for the resultant increase in traffic generation. This plan specifically addresses the policies of Gunning Shire Council in this regard. This document assumes that the nexus is established in practice and by precedent.

Within Gunning Shire there are three (3) Regional Main Roads; MR 52, MR241 and MR248. Responsibility for these roads rests with Gunning Shire Council, but a financial contribution to maintenance and upgrading is made by Roads and Traffic Authority. This current (Yr 2000) contribution is in the order of 50%. All other roads detailed within this plan are sole responsibility of Gunning Shire Council.

It should be noted that Gunning Shire Council has no responsibility towards maintenance and/or upgrading of Hume or Federal Highways. Although Gunning Shire Council is expected to bear responsibility towards some aspects of management of these two National Routes, these roads are not included in this Contributions Plan.

4.3.2.2 WORKS TO WHICH THIS PLAN APPLIES

4.3.2.2.1 For subdivisions of less than 10 new lots

These contributions are to be utilised in conjunction with other available funds, or singularly, towards general improvement and enhancement to road pavement, road verges and traffic facilities on the roads effected by the proposed subdivision. These funds will generally be expended within two years of being collected and/or the subdivision proceeding.

The plan provides for specific contributions towards upgrading specific low level causeways. See Section 4.3.2.3.5. The contributions will be expended in accordance with demand and other funding availability. It is intended that these contributions may also be used towards design costs for the specific undertakings.

4.3.2.2.2 For subdivisions of 10 or more new lots and other significant development

These contributions are to be utilised in conjunction with other available funds, or singularly, towards any of the following

- (a) *Reconstruction of roads serving the proposed development.*
- (b) *Bitumen sealing of roads serving the development.*
- (c) *Upgrading of intersections affected by traffic serving the development.*
- (d) *Pavement rehabilitation of sealed roads serving the proposed development*
- (e) *Gravel resheeting of roads serving the proposed development.*
- (f) *Programmed bridge and/or culvert improvements on roads serving the proposed development.*

4.3.2.2.3 For Extractive Industries

These road damage contributions are to be utilised in conjunction with other available funds, or singularly, towards general maintenance of the haulage route/routes and may comprise any of the following

(A) BITUMEN SEALING AND/OR RESEALING OF ROADS SERVING THE DEVELOPMENT.

- (b) *Gravel resheeting of roads serving the proposed development.*

- (c) *Pavement rehabilitation of sealed roads serving the proposed development*
- (d) *Contributions towards programmed bridge and/or culvert improvements on roads serving the proposed development.*
- (e) *Minor improvements in alignment, roadside furnishings and/or intersections to facilitate safer use by heavy transport.*

Unless otherwise determined, the contribution for extractive industries and other heavy haulage damage shall be based on a contribution rate of 5.4c (Yr 2000) per tonne per kilometre of haulage route utilised, adjusted annually to reflect rising costs.

4.3.2.3 PLAN METHODOLOGY

4.3.2.3.1 TRAFFIC CATCHMENT PLANS

For the purpose of this Revised Roadworks Contribution Plan, Gunning Shire area is divided into four (4) traffic catchment areas

Northwest sector with traffic generating to MR248, Yass and Dalton

SEE ANNEXURE 1.1 - TRAFFIC CATCHMENT 1 - s94 CONTRIBUTION PLAN

Northeast sector with traffic generating to Crookwell, Gunning and Breadalbane

SEE ANNEXURE 1.2 - TRAFFIC CATCHMENT 2 - s94 CONTRIBUTION PLAN

Southeast sector with traffic generating to Gunning, Collector, Goulburn via Hume and Federal Highways and Canberra via Federal Highway

SEE ANNEXURE 1.3 - TRAFFIC CATCHMENT 3 - s94 CONTRIBUTION PLAN

4 *Southwest sector with traffic generating to Gunning, Jerrawa, Gundaroo and Yass via Hume Highway*

SEE ANNEXURE 1.4 - TRAFFIC CATCHMENT 4 - s94 CONTRIBUTION PLAN

4.3.2.3.2 GUNNING SHIRE COUNCIL ROAD HIERARCHY

This document is attached at ANNEXURE 2. This document categorises all roads within Gunning Shire Council into Types 1 to 6. Levels of Service and Roadworks Contributions for subdivisions of 10 Lots or less are determined in accordance with Type Classification as listed within this document. This document is self explanatory, and may be amended at any time by resolution of Council, provided that all subdivision applications received by Gunning Shire Council prior to the date of Council amending resolution are determined according to classification applying at the time of application being received by Council.

4.3.2.3.3 GUNNING SHIRE COUNCIL ACCESS POLICY

This document is attached at ANNEXURE 3. This document is self explanatory and serves to advise prospective developers of the general Level of Service targeted within Gunning Shire. It should be noted that this is a targeted Level of Service and does not necessarily reflect the current circumstances. This document may also be amended by Council at any time by a resolution of Council.

4.3.2.3.4 SIMPLIFIED PRESCRIBED ROAD CONTRIBUTION CHARGES FOR SUBDIVISION DEVELOPMENT OF LESS THAN 10 LOTS

All subdivision within Gunning Shire Council area is subjected to a minimum s94 Roadworks Contribution for each additional Lot created. This minimum charge is set out in the attached ANNEXURE 4.

For subdivision development creating less than 10 additional lots within Gunning Shire Council area developers can elect to carry out full Traffic Impact Statements, as prescribed in Clause 4.3.2.3.7 of this document, or make the simplified prescribed contribution as calculated in accordance with per kilometre per road type rates as set in ANNEXURE 4.

It should be noted that the per kilometre per road type rate prescribed in ANNEXURE 4 may be varied by resolution of Council, provided that all subdivision applications received by Gunning Shire Council prior to the date of Council amending resolution are determined at the rate applying at the time of application. It should also be noted that these rates may be varied within a traffic catchment area independent of variance of any, or all, of the remaining traffic catchments.

4.3.2.3.5 LOW LEVEL CAUSEWAYS TO WHICH SIMPLIFIED ROAD CONTRIBUTION CHARGES APPLY FOR SUBDIVISION DEVELOPMENT OF LESS THAN 10 LOTS

Within Gunning Shire Council, there are several low level causeways which flood at small rainfall events. Gunning Shire Council accept that the community does not have the resources to increase the Level of Service in this respect.

Gunning Shire Council maintains a priority listing of low level causeways, on which funding is being sought for upgrading. This priority list is attached as ANNEXURE 6.

Contributions will be sought for these works in accordance with this plan, from developments proposing to use these facilities for access. It should be noted that generally subdivisions which are dependant on unlisted low level causeways for access will not be encouraged, or supported, by Gunning Shire Council. Therefore a full Traffic Impact

Statement in accordance with Clause 4.3.3 will be called for in all instances where any low level causeway, not listed in Annexure 6, is to be used for access. Generally, the developer will be expected to pay the full cost of the agreed upgrade in Level of Service, or the subdivision will be refused.

Naturally Annexure 6 may also be amended by Council at any time by a resolution of Council, provided that all subdivision applications received by Gunning Shire Council prior to the date of Council amending resolution are determined according to priority list applying at the time the application is received by Council.

Attention is also drawn to the fact that it is intended that these specified contributions may also be used towards design costs for these specific undertakings, in preparation for construction when funds are available. Furthermore, cognisance must be given to Gunning Shire Council's inability to guarantee the timeframe in which construction may eventuate.

4.3.3 SUBDIVISION OF 10 ADDITIONAL LOTS OR MORE AND ALL OTHER SIGNIFICANT DEVELOPMENT

This section applies to all significant, or unusual, development applications, except that all residential building and all rural subdivisions of less than ten (10) new lots are excluded. In most other instances, the general method of determination will apply philosophically. However, because the impact will be more significant, each application is to be considered on its merits. Specifically, the exemptions applicable to subdivisions of less than ten (10) additional lots, and the simplified rate per kilometre per road type will not necessarily apply in these instances.

Generally the proponent will be required to submit a Traffic Impact Statement, or Road Safety Audit, prepared by a qualified professional (acceptable to Gunning Shire Council Works Manager) and specific to the circumstances of the development.

Other acceptable criteria may be negotiated, provided the impact is not considered potentially significant, and methodology is acceptable to Gunning Shire Council.

4.3.4 EXTRACTIVE INDUSTRIES

In these instances, the proposed haulage route will be nominated by the proponent.

The proponent will be required to submit a Traffic Impact Statement and/or Road Safety Audit, prepared by a qualified professional (acceptable to Gunning Shire Council Works Manager) and specific to the circumstances of the development.

Essentially there will be a requirement to upgrade the haulage to a mutually agreed minimum standard. Furthermore, there will be a rate per tonne per kilometre applied to all material extracted from the development to be paid to Gunning Shire Council monthly.

4.3.5 TYPICAL CALCULATIONS

EXAMPLE TREATMENT OF TRAFFIC CATCHMENT 1

This is the north west traffic catchment, SEE ANNEXURE 1.1

The strategy and the relevant traffic catchment plan makes the following assumption

- 1 *at some point midway between Bevendale and MR248, ie. 9km north of Bevendale residents will find it more attractive to access MR248.*
- 2 *midway along Bulley's Crossing Road, residents from western end going to Dalton via Bevendale Road and residents from eastern end going to Gunning via Wheeo Road and MR52.*
- 3 *midway along the Blakney Creek Road, residents from western end predominantly going to Yass via MR241 and Cooks Hill Road and residents from eastern end predominantly going to Dalton via Bevendale Road.*

Etc.....etc

Example *It is conceded that there may be arguments put forward to suggest that all traffic on the eastern end of Blakney Creek Road (or Bulley's Crossing Road) will wish to primarily access Yass via MR241 and Cooks Hill Road - Developers can mount arguments to Council in support of this approach, by carrying out a Traffic Impact Assessment in accordance with Clause 4.3.3 any time this simple approach is to be challenged.*

NOW *from ANNEXURE 4*

- 1 *Additional contribution rate for unsealed Type 1 (Regional Main Roads) is **\$A** per km per each additional building entitlement created.*
- 2 *Additional contribution rate for sealed Type 2 is **\$B** per km per each additional building entitlement created.*
- 3 *Additional contribution rate for unsealed Type 2 (eg. Bevendale Road) is **\$C** per km per each additional building entitlement created.*

- 4 Additional contribution rate for sealed Type 3 (eg. Wheeo Road needs widening in places) is **\$D** per km per each additional building entitlement created.
- 5 Additional contribution rate for unsealed Type 3 (eg. Blackburn Lane) is **\$E** per km per each additional building entitlement created.
- 6 Additional contribution rate for sealed Type 4 is **\$D** per km per each additional building entitlement created.
- 7 Additional contribution rate for unsealed Type 4 is **\$E** per km per each additional building entitlement created.
- 8 Additional contribution rate for sealed Type 5 is **\$D** per km per each additional building entitlement created.
- 9 Additional contribution rate for unsealed Type 5 is **\$E** per km per each additional building entitlement created.
- 10 Additional contribution rate for unsealed Type 6 is **\$G** per km per each additional building entitlement created.
- 11 Additional contribution for prioritised low level causeway is **\$H** per each additional building entitlement created.

The following notes need to be read in conjunction with accompanying Traffic Catchment Plan. SEE ANNEXURE 1.1 These explanatory notes are intended to explain the philosophy and the methodology.

MR248 - Minimum Contribution required only; all DAs approved north of 9 km from Bevendale should carry a notation advising that Council has no plans to, nor necessarily accepts any responsibility to, upgrade any part of MR248 in the foreseeable future.

Kiwarrah Road - Type 5, 15.15 km unsealed

All Subdivisions of less than 10 blocks to make minimum contribution + contribution per additional lot created per km ($D \times \text{distance in km}$) from Bevendale Road, thence $20.7 \times C$ per additional lot created for Bevendale Road to Dalton. - where C is the appropriate rate for unsealed Type 2 road.

Bevendale to Crookwell - Type 3; 0.9 km unsealed ending with low level causeway across Lachlan River at end.

All Subdivisions of less than 10 additional lots created to make minimum contribution + contribution per lot per km ($D \times \text{distance from Bevendale in km}$) for this road, thence $19.8 \text{ km} \times C$ per additional lot created for Bevendale Road to Dalton.

Blakney Creek Road North - Type 2; 17.95 km sealed

(i) All Subdivisions etc east of 9km to make minimum contribution + contribution per additional lot created per km ($B \times \text{distance from Bevendale Road in km}$) for this road, thence $(13.4 \text{ km} \times C)$ per lot for Bevendale Road to Dalton.

(ii) All Subdivisions of less than 10 additional lots created, west of 8.5km to make minimum contribution + contribution per lot per km ($B \times \text{distance from MR241}$) for this road, thence $2.1 \times A$ per lot for unsealed section of MR241. - where A is the appropriate rate for unsealed (Type 1) Regional Main Road

Bulley's Crossing Road - Type 2; 7.5 km unsealed

(i) All Subdivisions west of Lachlan River to make minimum contribution + contribution per lot per km. ($C \times \text{distance from Bevendale Road}$) for this road, thence $8.7 \times C$ per lot for Bevendale Road to Dalton.

(ii) All Subdivisions west of 3.75 km, and east of Lachlan River, to make minimum contribution + prioritised low level causeway + contribution per lot per km. ($750 + H$) + ($C \times \text{distance from Bevendale Road}$) for this road, thence $8.7 \times C$ per additional lot created for Bevendale Road to Dalton.

(iii) All Subdivisions east of 3.75 km to make minimum contribution + contribution per lot per km (C x distance from Wheeo Road) for this road, thence $[9.75 \times E] + [5.5 \times D]$ per additional lot created for Wheeo Road to Gunning. See Catchment 2.

Felled Timber Road - Type 5; 3.2 km unsealed

All Subdivisions to make minimum contribution + contribution per lot per km (E x distance from Bevendale Road) for this road, thence zero per lot for Bevendale Road to Dalton.

Bevendale Road - Type 2; 5 km from Dalton sealed;

(i) only minimum road contribution required for subdivisions creating less than 10 new lots within 5 km of Dalton.

(ii) From 5 km to 33.5 km, minimum contribution + contribution per lot per km from end of bitumen out of Dalton (ie. C x distance from end of bitumen as per example)

(iii) From 33.5 km to MR248 minimum contribution + contribution per lot per km from MR248 (ie. C x distance from MR248 as per example).

Pudman Creek Lane - Type 3 to 4.15 km, unsealed

Type 4 from 4.15 to Shire Boundary; unsealed

(i) All Subdivisions beyond 4.15 km to make minimum contribution + contribution per lot per km for this section, + H, + $[4.15 \times E] + [4.7 \times B] + [2.1 \times A]$ per additional lot created for balance of Pudman Creek Lane, Blakney Creek North Road, MR241 and Blakney Creek South Road to Shire Boundary.

(ii) All Subdivisions beyond 0.55 km (ie. causeway) up to 4.15 km to make contribution per lot per km for this road, + H, thence $[4.7 \times B] + [2.1 \times A]$ + zero per additional lot created for Blakney Creek North Road, MR241, and Blakney Creek South Road to Shire Boundary.

(iii) All Subdivisions up to 0.55 km (ie. causeway) to make contribution per lot per km for this road, thence $[4.7 \times B] + [2.1 \times A]$ + zero per additional lot created for Blakney Creek North Road, MR241, and Blakney Creek South Road to Shire Boundary.

Little Plains Road - Type 5, unsealed

All subdivisions to make contribution per km per lot to either Blakney Creek North Road or MR241 and thence to Blakney Creek South Road

Blakney Creek South Road - Type 3; 1.6 km sealed; 2.75 km unsealed

All Subdivisions to make contribution per lot per km (ie. E x distance from Shire Boundary as per example) in km for this road from entry to subdivision, to Shire Boundary

Blakney Creek South Road - Type 2; 2.95 km sealed

Minimum contributions only required

4.4 DRAINAGE

Contributions for the upgrading and provision of new stormwater drainage (excluding drainage associated with roadway upgrading, reconstruction or new road construction) apply to the whole of the Shire area where a nexus between development and additional demand placed on existing and required drainage systems identified by Council's Clerk of Works.

PROJECTED WORKS

LOCATION	DESCRIPTION OF WORK	TOTAL ESTIMATED COST 1994 TO COUNCIL	PERCENTAGE TO CONTRIBUTORS	TOTAL ALLOCATION TO CONTRIBUTORS	ESTIMATED TIME OF WORKS
Whole of Shire	Stormwater Drainage & Culverts	\$200,000.00	40%	\$80,000.00	10 Year Program

Total Anticipated Cost to Council	\$200,000.00
Anticipated Subsidy from Grants	NIL
Cost borne by existing Community	\$120,000.00 (say 60%)
Funds to be obtained from contributors	\$80,000.00
Number of lots expected to be created	410

Contribution per allotment created \$264.80

4.5 EMBELLISHMENT OF OPEN SPACE

Contributions for embellishment of open space apply to the whole of the Shire area where a nexus between development and additional demand placed on existing and proposed open space can be demonstrated.

Embellishment of open space includes:

initial planting
 earthworks
 water supply
 fencing
 lighting
 access & parking
 pathways & playground equipment
 amenities block
 playing fields
 tables and
 seating

PROJECTED WORKS

LOCATION	DESCRIPTION OF WORK	TOTAL ESTIMATED COST 1994 TO COUNCIL	PERCENTAGE TO CONTRIBUTORS	TOTAL ALLOCATION TO CONTRIBUTORS	ESTIMATED TIME OF WORKS
Gunning	General Upgrading and provision of equipment	\$30,000.00	40%	\$12,000.00	10 Year Program
Dalton		\$5,000.00	40%	\$2,000.00	
Gundaroo		\$10,000.00	40%	\$4,000.00	
Collector		\$5,000.00	40%	\$2,000.00	
		<u>\$50,000.00</u>		<u>\$20,000.00</u>	

Total Anticipated Cost to Council \$50,000.00
 Anticipated Subsidy from Grants NIL
 Cost borne by existing Community \$30,000.00 (say 60%)
 Funds to be obtained from contributors \$20,000.00
 Number of lots expected to be created 170 (Approx. 8 per yr.)

Contribution per allotment created \$157.60

4.6 COMMUNITY FACILITIES

Contributions for the provision of Community Facilities apply to the whole of the Shire area where a nexus between development and additional demand placed on existing and proposed community facilities can be demonstrated.

Community facilities within the Shire includes:

community halls
swimming pool
library services

PROJECTED WORKS

LOCATION	DESCRIPTION OF WORK	TOTAL ESTIMATED COST 1994 TO COUNCIL	PERCENTAGE TO CONTRIBUTORS	TOTAL ALLOCATION TO CONTRIBUTORS	ESTIMATED TIME OF WORKS
Gunning	Swimming Pool Library	\$200,000.00	40%	\$80,000.00	10 Year Program
Whole of Shire	Community Halls	<u>\$50,000.00</u>	40%	<u>\$20,000.00</u>	
		<u>\$250,000.00</u>		<u>\$100,000.00</u>	

Total Anticipated Cost to Council	\$250,000.00
Anticipated Subsidy from Grants	NIL
Cost borne by existing Community	\$150,000.00 (say 60%)
Funds to be obtained from contributors	\$100,000.00
Number of lots expected to be created	410
Contribution per allotment created	<u>\$346.80</u>

4.7 WASTE MANAGEMENT

Contributions for the provision of waste management facilities apply to the whole of the Shire where a need is established and where a nexus between development and additional demand places on existing and proposed waste management facilities can be demonstrated.

Although a collection service is only provided in the township of Gunning the use of the tip facilities at Gunning, Gundaroo and Collector is enjoyed by the population as a whole, therefore the contributions are distributed over the whole of the Shire.

PROJECTED WORKS

LOCATION	DESCRIPTION OF WORK	TOTAL ESTIMATED COST 1994 TO COUNCIL	PERCENTAGE TO CONTRIBUTORS	TOTAL ALLOCATION TO CONTRIBUTORS	ESTIMATED TIME OF WORKS
Gunning Gundaroo Collector	Upgrading of Tip facilities	\$30,000.00 per annum	40%	\$120,000.00	10 Year Program

Total Anticipated Cost to Council	\$300,000.00
Anticipated Subsidy from Grants	NIL
Cost borne by existing Community	\$180,000.00 (say 60%)
Funds to be obtained from contributors	\$120,000.00
Number of lots expected to be created	410

Contribution per allotment created \$409.80

4.8 BUSH FIRE FIGHTING FACILITIES

Contributions for the provision of Bush Fire Fighting facilities apply to the whole of the Shire. Council considers the responsibility for the provision and financing of facilities for bush fire fighting purposes must be borne by the community as a whole. The maintenance and renewal of equipment is considered to be "Top Priority".

PROJECTED WORKS

LOCATION	DESCRIPTION OF WORK	TOTAL ESTIMATED COST 1994 TO COUNCIL	PERCENTAGE TO CONTRIBUTORS	TOTAL ALLOCATION TO CONTRIBUTORS	ESTIMATED TIME OF WORKS
Whole of Shire	Upgrading equipment and new facilities	\$300,000.00	40%	\$120,000.00	10 Year Program

Total Anticipated Cost to Council	\$300,000.00
Anticipated Subsidy from Grants	NIL
Cost borne by existing Community	\$180,000.00 (say 60%)
Funds to be obtained from contributors	\$120,000.00
Number of lots expected to be created	410
Contribution per allotment created	<u>\$409.80</u>

**SUMMARY OF CONTRIBUTIONS
per residential allotment created**

Water Supply Authorities Act 1987

Water Supply (Gunning & Dalton)	\$ 687.25
Sewerage (Gunning)	\$1670.80

Environmental Planning: and Assessment Act. 1979

Roads & Traffic Facilities	Varies
Drainage	\$264.80
Open Space (Whole Shire)	\$157.60
Community Facilities (Whole Shire)	\$346.80
Waste Management (Whole Shire)	\$409.80
Bush Fire Fighting Facilities (Whole Shire)	\$409.80

EXAMPLE

Creation of an allotment:

Gunning	Contribution Approx \$3,822.00
Gundaroo	Contribution Approx \$4,016.00
Dalton	Contribution Approx \$2,645.00
Rural	Contribution Approx \$1,142.00
	+ Roads

NOTE: Commercial or industrial contributions based upon the size, use number of employees and estimated traffic generation.

5.0 PAYMENT OF CONTRIBUTIONS

5.1 Payment of Contributions

Contributions may be required to be settled by one or a combination of the following methods:

- ◆ monetary contributions
- ◆ dedication of land; and/or
- ◆ provision of a material public benefit, i.e. works "in kind".

Most contributions required will generally require a cash payment.

5.2 Timing of Contribution

Contributions are required to be paid as follows:

- ◆ DA' s involving subdivision - at release of plan of subdivision;
- ◆ DA's involving building work - at the time of building approval;
- ◆ DA' s where no building approvals is required - at the time of development consent.

5.3 Deferred and Periodic Payment

Council will consider deferral of the payment of contributions upon application in writing. The applicant will need to advance valid reasons for the deferral of contributions, and a decision as to whether or not to grant approval will be entirely at the discretion of Council.

If the application for deferral is accepted, the following conditions will apply:

- ◆ A bank guarantee or other acceptable security will be required to be lodged for the full value of the contribution(s). The applicant will be responsible for any charges involved in servicing the guarantee or security.
- ◆ The amount of contribution outstanding will be indexed by the Consumer Price Index so that the value of the contribution does not diminish over time. Indexing will be calculated from the date on which the contribution was due to the date of payment.

An alternative to deferred payments is for an applicant to request that contributions be satisfied through periodic payments. An application for periodic payments needs to be made in writing, and should include details of instalments, including interest calculations. Periodic payments will be indexed in the same manner as deferred payments and similar payments and similar bank guarantee or other security requirements will also apply. Again, the decision as to whether to accept periodic payments rests solely with Council.

5.4 Accountability

Council shall hold any monetary contribution paid in trust for the management of such contribution. Contributions paid will be spent for the purpose for which they are levied except in the case of contributions to recoup previous costs. These will be paid until the cost is covered. It is expected that contributions may roll over each year.

Council is not permitted to transfer funds to other funds or reserves of Council.

5.5 Contributions Register

Council will maintain a register of all contributions received. The register will record:

- ◆ The origin of each contribution by reference to the development consent to which it relates;
- ◆ The date of receipt of the contribution;
- ◆ The type of contribution received, e.g. money, land, works "in kind";
- ◆ The amount of the contribution and the purpose(s) for which it was levied;
- ◆ The total of contributions received each year by purpose;
- ◆ The total of contributions expended each year by purpose;
- ◆ Expenditures from the fund according to date and purpose, including details of priority spending.

The register will be available for public inspection, free of charge, at any time during normal office hours.

5.6 Annual Statement

Council will produce an annual statement of contributions received which summarises, by purpose and area, details recorded in the contributions register. This information will be available for public inspection, free of charge, at any time during normal office hours.

5.7 Review of Plan

Any material change in the plan, with the exception of the annual adjustment of contribution amounts will require that the plan be amended in accordance with Section 94(AB) of the Environmental Planning and Assessment Act, 1979. This will require full public exhibition of the amended plan and consideration of submissions received.

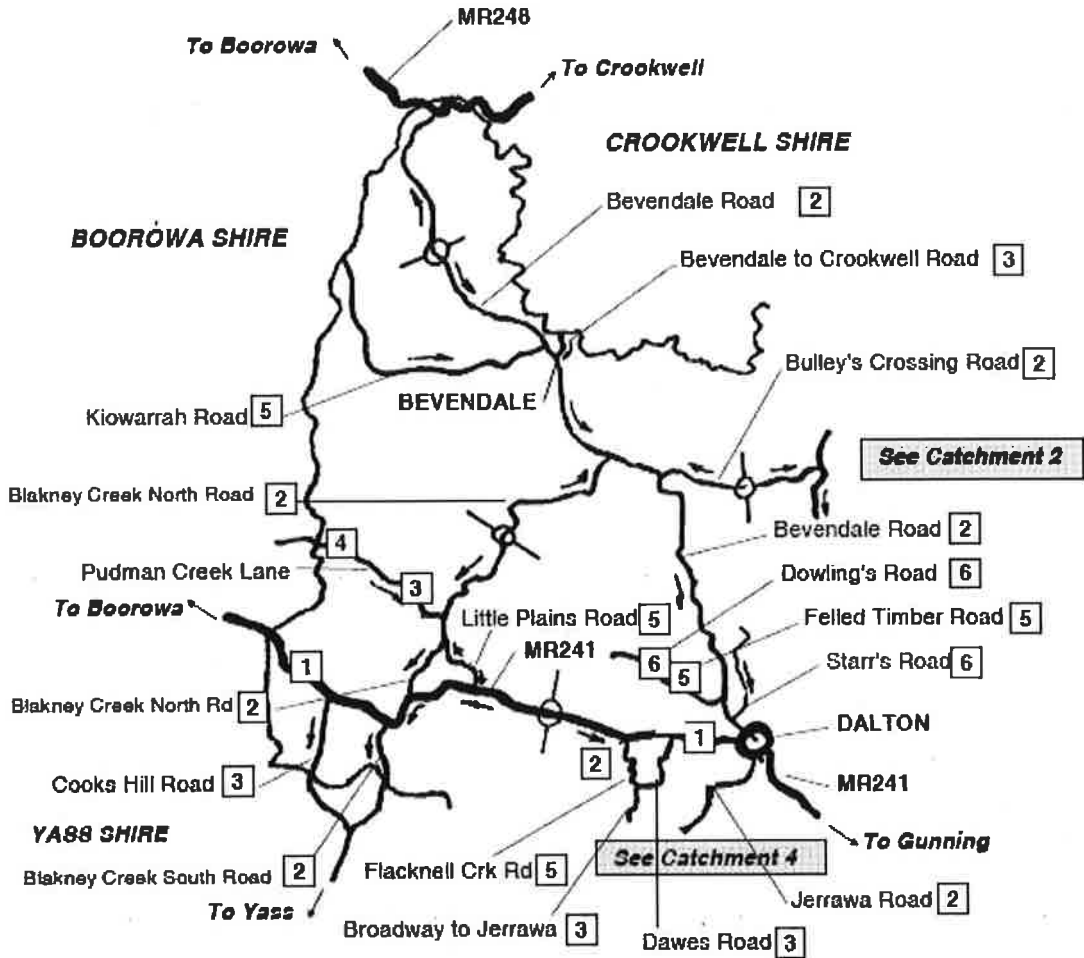
5.8 Dedication of Land and Material Public Benefits

A decision as to whether to accept the dedication of land or the provision of a material benefit/works "in kind" in lieu of a monetary contribution, will be at the discretion of Council. Factors Council will take into consideration include:

- ◆ The extent to which the land/material public benefit/works satisfies a community need;
 - ◆ The extent to which the land/material public benefit/works satisfies the purpose for which the contribution was sought;
 - ◆ A consideration of locational and other factors which may affect usability;
 - ◆ An assessment of recurrent maintenance costs to Council.
-

ANNEXURE 1.1

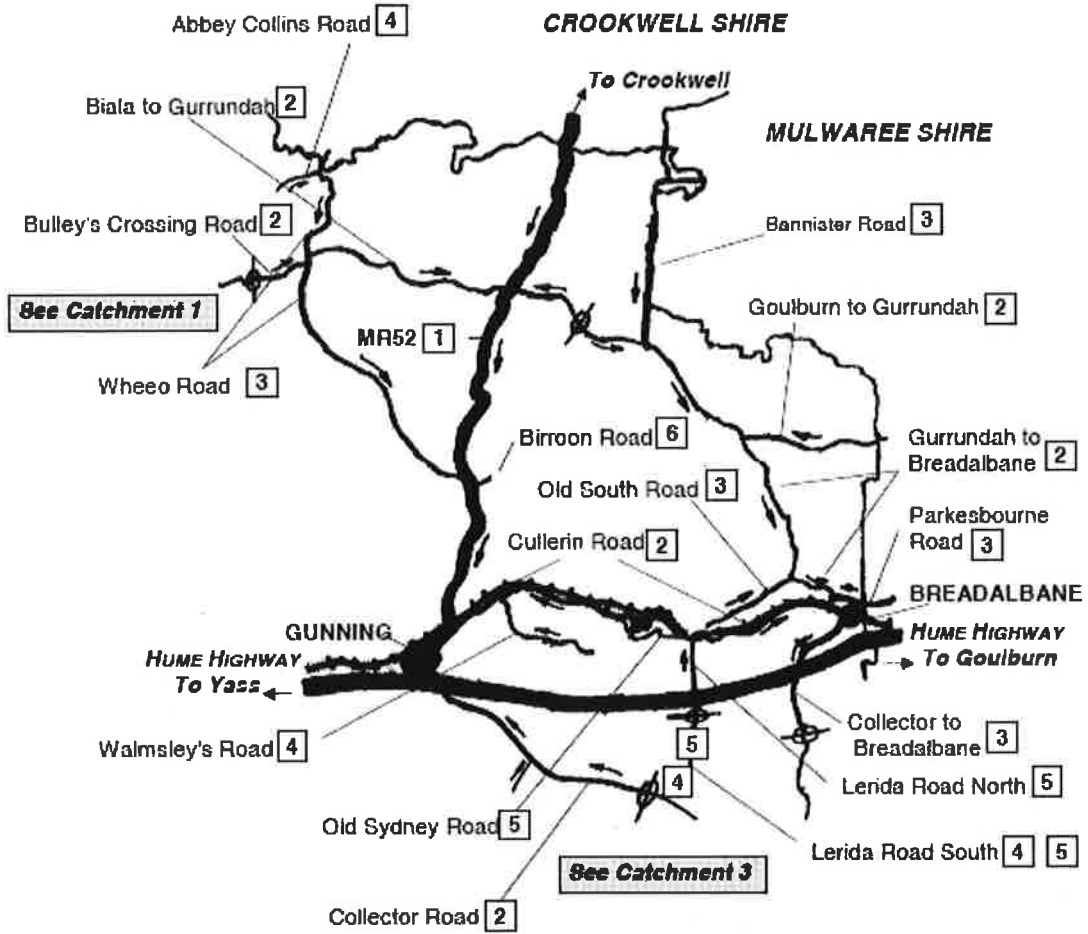
GUNNING SHIRE COUNCIL
TRAFFIC CATCHMENT 1 – SECTION 94 CONTRIBUTION PLAN



- | | |
|---------------|--|
| 1 | Unsealed Regional Main Roads |
| 2 - 6 | Local categories as per Council's Road Hierarchy |
| Note : | |
| 1. | All roads Type 5 and 6 are not shown (see explanation in main document) |
| 2. | Lengths sealed and/or unsealed to attract different s94 contribution rates |

ANNEXURE 1.2

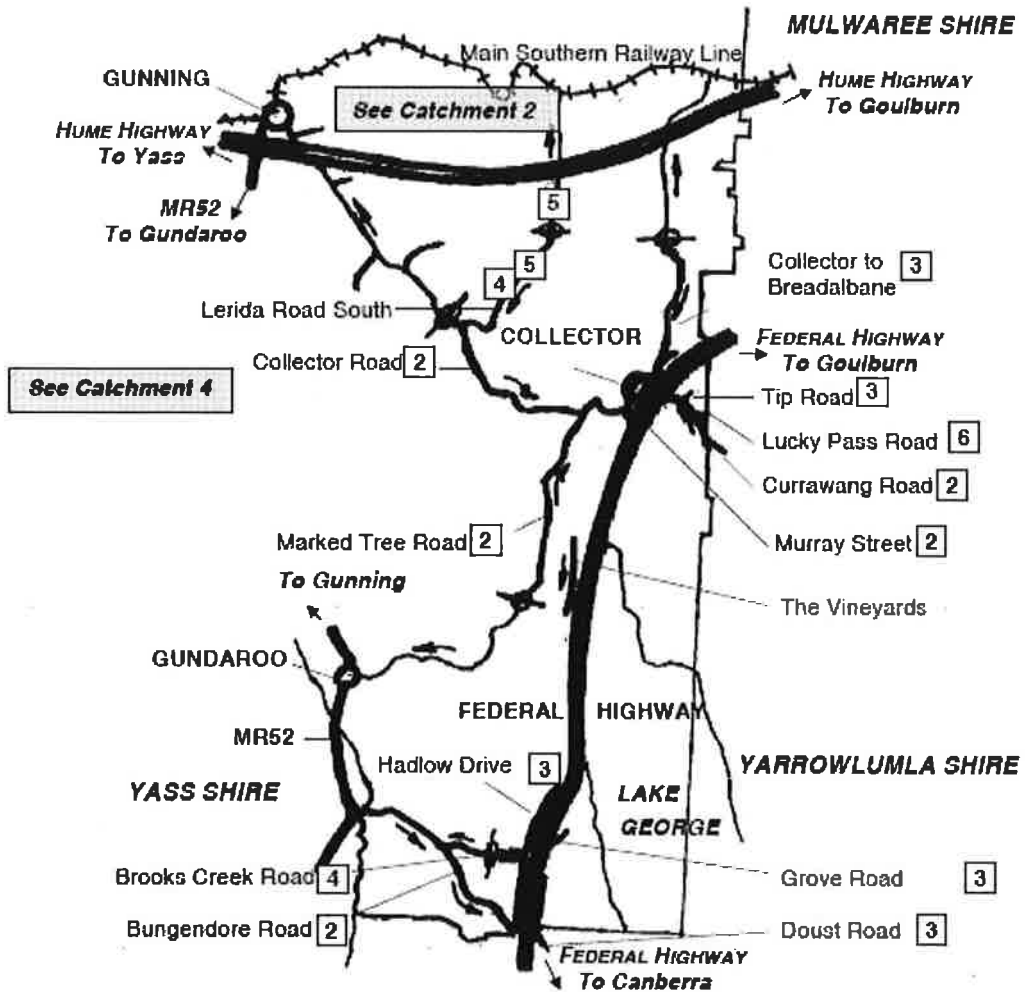
GUNNING SHIRE COUNCIL
TRAFFIC CATCHMENT 2 – SECTION 94 CONTRIBUTION PLAN



1	Unsealed Regional Main Roads
2 - 6	Local categories as per Council's Road Hierarchy
Note :	
1.	All roads Type 5 and 6 are not shown (see explanation in main document)
2.	Lengths sealed and/or unsealed to attract different s94 contribution rates

ANNEXURE 1.3

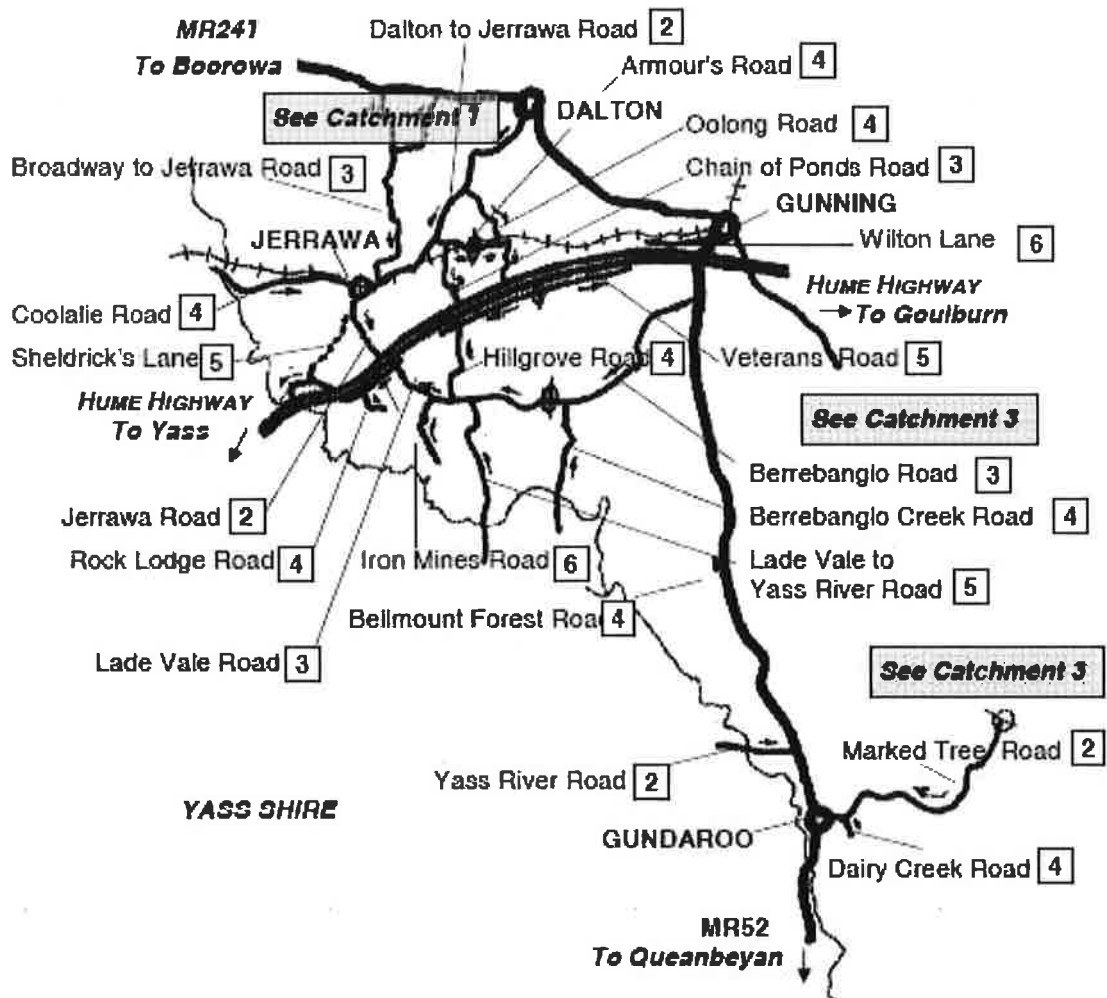
GUNNING SHIRE COUNCIL
TRAFFIC CATCHMENT 3 – SECTION 94 CONTRIBUTION PLAN



- | | |
|---------------|--|
| 1 | Unsealed Regional Main Roads |
| 2 - 6 | Local categories as per Council's Road Hierarchy |
| Note : | |
| 1. | All roads Type 5 and 6 are not shown (see explanation in main document) |
| 2. | Lengths sealed and/or unsealed to attract different s94 contribution rates |

ANNEXURE 1.4

GUNNING SHIRE COUNCIL
TRAFFIC CATCHMENT 4 – SECTION 94 CONTRIBUTION PLAN



- | | |
|---------------|--|
| 1 | Unsealed Regional Main Roads |
| 2 - 6 | Local categories as per Council's Road Hierarchy |
| Note : | |
| 1. | All roads Type 5 and 6 are not shown (see explanation in main document) |
| 2. | Lengths sealed and/or unsealed to attract different s94 contribution rates |

ANNEXURE 2

S94 ROADWORKS CONTRIBUTION PLAN

**GUNNING SHIRE COUNCIL
ADOPTED ROAD HIERARCHY**

TYPE 1 - REGIONAL MAIN ROADS

These roads have traditionally been the responsibility of NSW Roads and Traffic Authority. In recent years, the Roads and Traffic Authority has successfully established the position that these roads are really Council's responsibility, but that the Roads and Traffic Authority provide a grant to assist with maintenance. The maintenance "Block Grant", which is issued annually, is fixed and is not adjusted to reflect any needs criteria.

Currently, Council also provides 50% (at least) towards the cost of any rehabilitation or improvement works in Regional Main Roads; through the REPAIR Program. It would appear that Council will also be required to contribute at least 50% towards the cost of bridge replacements on Regional Main Roads.

These roads have been classified Type 1 for recording within future policy documents, consistency of approach, etc.

		<u>Sealed Km</u>	<u>Unsealed Km</u>
MR52 North	Gunning to Crookwell	14.1	19.25
MR52 South	Gunning to Gundaroo	30.00	
MR241	Gunning to Dalton to Boorowa	12.50	26.60
MR248	Crookwell to Boorowa	1.00	2.30

NOTE *Old Hume Highway through Gunning is included in MR52.*

GUNNING SHIRE COUNCIL

ADOPTED ROAD HIERARCHY

RURAL LOCAL ROADS

TYPE 2

These are the more strategically important Rural Local Roads within the Shire area. They, in conjunction with Regional Main Roads, are the main distributor roads giving primary access to all parts of the Shire. Through this network most ratepayers are able to get to within a reasonable distance of "home" on a reasonably high standard access. The road strategy in the Shire should be, in my opinion, to have all of these roads provided with a good sealed pavement, protected from 1 in 50 year flood events, within say 20 years; and to have these roads maintained to the highest standard affordable.

For new works a minimum formation width of 10m, a minimum sealed width of 7m (including 0.5m of each shoulder sealed) and a minimum design speed of 100kph should be targeted, but in difficult terrain a lower standard should be accepted as cost effective.

	<u>Sealed</u> <u>Km</u>	<u>Unsealed</u> <u>Km</u>
Bevendale Road (Old MR251, to Bevendale)	5.00	10.60
Biala to Gurrundah	20.35	5.10
Blakney Creek North Road	17.95	
Blakney Creek South Road		2.95
Bungendore Road	9.00	1.05
Collector Road (Old MR283)	5.65	19.95
Blakney Creek South Road		2.95
Cullerin Road (Old Hume Hwy East)	24.80	
Currawang Road	4.65	
Dalton to Jerrawa Road	14.05	
Gurrundah to Breadalbane Road (to Old South Road)	13.70	
Gurrundah to Goulburn Road (from Gurrundah to B'bane Road)	7.40	
Jerrawa Road	4.50	
Marked Tree Road	5.05	16.60
Murray Street, Collector (Old Federal Hwy)	1.80	
Wheo Road - sealed section	5.50	
Yass River Road	1.00	1.95

RURAL LOCAL ROADS (contd)

TYPE 3

These are the more important distributor roads within the Shire. They should be maintained to a high standard, upgraded and/or maintained to a minimum "safe" two lane width, provided with a minimum good gravel pavement, and protected from 1 in 50 year flood events, where affordable. For any new works, a minimum design speed of 80kph (preferred 100kph), should be targeted, but in difficult terrain a lower standard should be accepted as cost effective. For new works a minimum formation width of 8m, (preferred 10m), and a minimum 150mm thickness of 6m wide good gravel should be the objective.

Users of these roads should expect a good "all weather" level of service, but not necessarily sealing of pavements. Gravel pavement roads should be graded a minimum of once per annum, but more often if required in adverse weather conditions. All existing sealed pavements should be retained and maintained in good condition.

	<u>Sealed</u> <u>Km</u>	<u>Unsealed</u> <u>Km</u>
Bannister Road	2.35	2.90
Berrebanglo Road	13.35	0.70
Bevendale to Crookwell		0.90
Bulley's Crossing Road		7.50
Cooks Hill Road	1.60	2.75
Broadway to Jerrawa		7.25
Chain of Ponds Road		3.40
Collector to Breadalbane	17.00	
Dairy Creek Road		3.45
Dawes Road	5.30	
Doust Road	1.40	
Grove Road	1.15	
Hadlow Drive (Old Federal Highway)	5.60	
Kiowarra Road		15.15
Leary's Lane		3.10
Lade Vale Road (incl. section of Old Hume Hwy)	1.45	3.90
Narrawa Road (Old MR251, beyond Bevendale)		17.90
Old South Road	3.05	6.05
Parkesbourne Road	1.15	
Pudman Creek Road (first ½ length)		4.15
Tip Road (Collector)		0.70
Tip Road (Gunning)	0.70	
Wheeo Road - Gravel section		15.35

RURAL LOCAL ROADS (contd)

TYPE 4

These are the local collector roads. They generally service a "minimum" of six (6) properties and are to be maintained to a reasonable standard at all times.

For new works and improvements the targeted standard for these roads should be a minimum formation width of 6m, adequately drained, minimum 100mm thickness of a reasonable quality gravel surface. Where possible a minimum alignment standard suitable for a travel speed of 80kph should be targeted, but in difficult terrain a lower standard is acceptable.

It is acknowledged that in some instances these Type 4 roads are currently constructed, and maintained, to a higher standard. This practice should be continued while it is cost effective. However, the continued provision of this level of service should be seriously assessed before major expenditure is proposed ... eg. heavy patching and/or resealing.

It is acknowledged that, in various other locations in the shire, there are Crown Reserve Roads which provide similar accessibility to ratepayers. These other Crown Reserve Roads are not currently maintained by Council.

	<u>Sealed</u> <u>Km</u>	<u>Unsealed</u> <u>Km</u>
Abbey Collins Road	4.30	
Armour's Road		4.70
Bellmount Forest Road	0.65	
Berrebanglo Creek Road		2.65
Brooks Creek Road	5.10	
Byrneville Road	0.60	
Coolalie Road	0.95	4.65
Grove Road	1.15	
Hillgrove Road (incl. section of Old Hume Hwy)	1.10	3.80
Lerida Road South (north off Old MR238 to SH2)		5.25
Loop Road		1.80
Oolong Road		6.15
Rock Lodge Road (incl. section of Old Hume Hwy)	0.70	2.70
<u>The Vineyards</u>	2.80	
Walsh's Road	0.20	4.15

RURAL LOCAL ROADS (contd)

TYPE 5

These are low service, low standard, roads with the potential to accommodate through traffic. It is generally accepted that the maintenance level of service required can fluctuate with property ownerships and usage patterns. These roads should always be maintained to the minimum standard required for bushfire fighting purposes.

For new works and improvements the targeted standard for these roads should be a minimum formation width of 6m, adequately drained, minimum 4m width, 100 mm thickness of a reasonable quality gravel surface. Where possible a minimum alignment standard suitable for a travel speed of 80 kph should be targeted, but in difficult terrain a lower standard is acceptable.

	<u>Sealed Km</u>	<u>Unsealed Km</u>
Beralston Road	0.56	4.24
Carnell's Lane		2.10
Chain of Ponds Road		3.40
Felled Timber Road	3.20	
Flacknell Creek Road ***		4.40
Greendale Road		2.55
Lerida Road North		4.50
Lerida Road South (South from SH2)		5.00
Lade Vale to Yass River Road		6.40
Little Plains Road		3.00
Lower Greendale Road		2.15
Medway's Lane ***		2.15
Offley's Lane		2.05
Old Hume Hwy north of Sheldrick's Lane (One Way)	0.80	
Oolong to Jerrawa Road		4.70
Pudman Creek Road (last ½ length)		4.00
Sheldrick's Lane (incl. section of Old Hume Hwy)	1.70	3.85
Walmsley's Road		4.80

RURAL LOCAL ROADS (contd)

TYPE 6

*These are local service roads, generally speaking, providing access to less than six (6) properties and very often only giving access to one habitated residence. These roads, in most instances, could be compared to private access roads. The roads providing access to one only habitated residence are marked thus ***. Some that do not service any dwellings at all are marked #.*

If funds provided by Council for road maintenance do not permit the provision of an adequate level of service on all of its roads, then these Type 6 roads should be left to the users to maintain (as are all crown reserve roads of similar usage), thus preserving public funds for more widely used resources.

For new works and improvements the targeted standard for these roads should be a minimum formation width of 6m, adequately drained, minimum 4 metres wide, 100 mm thickness of a reasonable quality gravel surface. Where possible a minimum alignment standard suitable for a travel speed of 60 kph should be targeted, but in difficult terrain a lower standard is acceptable.

	<u>Sealed</u> <u>Km</u>	<u>Unsealed</u> <u>Km</u>
Allendale Road ***	0.40	
Alton Hill Road ***	1.60	
Bailey's Lane ***		1.15
Baines Road ***		0.20
Birroon Road ***	0.40	
Bradbury Lane ***		0.65
Castle Hill Road		2.10
Clancy's Road		5.15
Dowling's Road		1.30
Emily Bush's Road	1.40	
Heffernan's Lane		1.95
Holmes Road		1.05
Howard's Road		0.55
Iron Mines Road		2.70
Johnson's Road		0.45
Lucks Lane		1.35
Lucky Pass Road	0.35	
Old Federal Highway Collector (not Murray St)	0.95	
Mutmutbilly Road ***		2.80
Old Sydney Road		5.55
Redlands Road ***	1.05	
Russell's Lane ***		0.35
Shaw's Road		1.40
Veteran's Road (Old Hume Hwy West)	10.90	
Weroona Lane		2.00
Wilton Lane (Old Hume Hwy West)	2.25	

RURAL LOCAL ROADS (contd)

TYPE 7

These are very low standard local service roads, very often only giving access to one habitated residence and/or to the second last (habitated) property. These roads could be compared to private access roads, and in some cases they are on Crown Reserves and/or on private land. However,

- ✓ *as a result of rural addressing investigations, and*
- ✓ *to offer a level of service whereby, in most instances, Council will maintain accessibility to 2nd last property, at least, and*
- ✓ *in order to give some reliability of access during bushfire and other emergencies;*

Council has determined that these roads should be graded at least once every five years; or (as a minimum) made trafficable after disasters. Council gives no guarantee of level of service to these roads.

If funds provided by Council for road maintenance do not permit the provision of an adequate level of service on all of its roads, then these and Type 6 roads should be left to the users to maintain (as are all other crown reserve roads and private roads), thus preserving public funds for more widely used resources.

There will be no new works and improvements undertaken on these roads, unless funded by the users.

UN-NAMED	Un-Sealed
	<u>Km</u>
1. Clifford's Lane (from Bellmount Forest to Yass River) 6.95km	
2. Stinkpot Way (from Broadway to Jerrawa Road to 2 nd last property)	3.25km
3. Rockview Lane (Pudman Lane to 2 nd last property)	2.35km
4. Chambers Lane (Brooks Creek Road to 2 nd last property)	0.85km
5. Creek Road (Marked Tree Road to 2 nd last property)	1.70km
6. Ridge Road (Hadlow Drive along Lake George escarpment to fire trail)	4.00km
7. Snakegully Lane (from above to 2 nd last property)	2.20km
8. Baxter's Lane (from SH3 to end at MSC boundary)	1.70km
9. Deloraine Road (from MR52 to 2 nd last property)	4.20km
10. Lawton's Lane (MR52 to 2 nd last property) 1.40km	
11. Wells Road (from MR52 to Creek) 0.45km	
12. Baines Road (from 0.2km to 2 nd last property at 1.2km)	1.00km
13. Berrebanglo Lane (from B'lo Creek Road to 2 nd last property)	2.00km
14. Extension to Grove Road (from ramp at end of bitumen)	1.30km
15. Puckett's Lane (Collector Road to 2 nd last property)	3.20km
16. Peddell's Lane (Hume Hwy. to 2 nd last property)	0.80km

CATEGORY ALTERED

17. Dunn's Road ***	0.45
18. Reeves Road	2.00
19. Starr's Lane #	1.80

ANNEXURE 3
S94 ROADWORKS CONTRIBUTION PLAN

GUNNING SHIRE COUNCIL
ACCESS POLICY AND REQUIREMENTS

FOCUS

This policy is to outline standards for property access to assist :

1. Council in meeting its requirements of duty of care to its residents
2. Council staff in giving reasonable and fair consideration to the amenity and safety of its customers when considering DA and BA applications and in answering enquiries of a general nature, and
3. Ratepayers and agents in determining likely standards when proposals are being prepared and/or costed.

It should be noted that due to the wide range of topography within the Shire, the variance in land uses and individual access requirements and other social and economic considerations; Council will consider applications to vary these standards provided they are justified in a quantitative and professional way.

BUSH FIRE HAZARD

Where a property is located in a bushfire hazard area, remote from public services, the developments are to have alternate approach and exit roads in essentially different directions. These approach and exit roads are to be located in consideration of terrain and predominant wind/fire threats. In some instances special clearing and other conditions may apply. Information on these matters should be sought from Council's FCO.

ROAD STANDARD POLICY - URBAN

As Council is attempting to encourage urban development within the village zones of the shire, a flexible approach will be taken to road standards with each application being considered on its merits. However, generally speaking, properly drained, sealed roads of 8 metre width will be required. All new roads and streets will need to be designed by a competent Civil Engineer.

Within Gunning and Dalton, roads will be kerbed and guttered. Within the other villages in the Shire, grass swales or other acceptable drainage systems will be considered.

VEHICULAR CROSSING STANDARDS

Within existing Kerb and Gutter

1. All kerb openings must be saw cut
2. Maximum slope to be 1 in 3.5 (275mm over 1 metre)
3. Maximum change of grade on crest to be 7° (125mm over 1 metre)
4. Maximum change of grade on sag to be 11° (200mm over 1 metre); and
5. Maximum length of straight grade to be 2.5 metres.

Where Kerb and Gutter is not presently installed.

Existing drainage lines must be retained or relocated. Approval of the Works Manager is required prior to relocating any existing drainage lines.

Minimum culvert size of 375mm is to be used on accesses and approved headwalls must be installed. The location of all pipes within Council's Road Reserve is to be approved by the Works Manager. Council reserves the right to correct any faulty workmanship and charge the adjoining landowner. Concrete dishes will be acceptable in approved locations.

Note :

- 1) The above works must be carried out by a competent contractor. The adjoining landowner may be permitted to carry out works, by arrangement with Works Manager.
- 2) The builder shall be responsible for determining the location of all services - Telephone, Electricity and Council (stormwater, sewer and water), including services to other properties either adjoining or opposite.
- 3) Applicants should note that Council may wish to submit a quotation for the works.

ROAD STANDARD POLICY - RURAL

1. Private Roads

These are roads entering to and on private property.

Desirable Standard -

The requirements are for the road to "be constructed to an all weather two wheel drive standard". Ratepayers/Residents not familiar with rainfall and general flooding patterns should check out same with long time residents and/or responsible Council engineering staff.

Note :

- 1) Generally speaking major streams will need to be provided with adequate crossings, such that a 1 in 5 year flood will not render the stream impassable for more than 48 hours. A depth of flow of 150mm over the top of the structure is considered passable, provided that acceptable means are properly constructed to prevent washouts and to delineate the carriageway.
- 2) Point of access with any public road will need to have adequate sight distance.
- 3) Proper drainage will be required within Council's road reserve. This work will be required to meet Council's standards, at the private landowners expense. *[Note: any entrance works carried out by Council in conjunction with normal Council routine maintenance programs will be at a reduced cost to the landowner; however these works can be carried out by any competent contractor to Council's specification.]*

2. Rights of Way

These are private roads whereby other landowners are licensed by arrangement to gain access across private property. These are not public roads and no responsibility for construction or maintenance or resolution of disputes is accepted by Council. Council discourages the use of this form of access, but on application, on merit, Council will consider this form of access for up to 3 lots.

Desirable Standard -

Constructed to minimum formation width of 6 metres, adequately drained, minimum 4m wide, 100mm thickness of a reasonable gravel surface. Where possible a minimum alignment suitable for a travel speed of 60 km per hour should be targeted, but in difficult terrain a lower standard is acceptable. Where considered necessary passing laybys must be provided at intervals of 250 metres approx.

Note :

- 1) Generally speaking major streams will need to be provided with adequate crossings, a desirable minimum standard being such that a 1 in 2 year flood will not render the stream impassable for more than 48 hours. A depth of flow of 150mm over the top of the structure is considered passable, provided that acceptable means are properly constructed to prevent washouts and to delineate the carriageway.
- 2) Point of access with any public road will need to have adequate sight distance.
- 3) Proper drainage will be required within the road reserve. This work will be required to meet Council's standards, at the private landowners expense. *[Note: any entrance works carried out by Council in conjunction with normal Council routine maintenance programs will be at a reduced cost to the landowner; however these works can be carried out by any competent contractor to Council's specification.]*

3. Crown Roads

These are public roads not under the care and control of Council. In a legal sense they are the responsibility of Department of Land & Water Conservation, but this State Agency will claim that it lacks the resources to *govern* their use. Council will accept these roads as legal access to subdivisions, will set standards for development in the public interest, in conjunction with Department of Land & Water Conservation. (*See procedures below*).

Where Department of Land & Water Conservation will not accept responsibility for resolving disputes Council will intervene to assist ratepayers; but the cost of maintenance is clearly to be met by the users of the road which is State Government Policy.

[Note: Council will undertake construction and/or maintenance on these roads at cost to the users; but equally this work can be carried out by any person acceptable to the users and Department of Land & Water Conservation].

3(a) ... for roads serving up to 5 potential residences or holdings

Desirable Standard -

Constructed to minimum width of 6 metres, adequately drained, minimum 4m wide, 100mm thickness of a reasonable gravel surface. Where possible a minimum alignment suitable for a travel speed of 80 km per hour should be targeted, but in difficult terrain a lower standard is acceptable. Where considered necessary passing laybys must be provided at intervals of 250 metres approx.

Note :

- 1) Generally speaking major streams will need to be provided with adequate crossings, such that a 1 in 5 year flood event will not render the stream impassable for more than 48 hours. A depth of flow of 150mm over the top of the structure is considered passable, provided that acceptable means are properly constructed to prevent washouts and to delineate the carriageway.
- 2) Point of access with any Council/public road will need to have adequate sight distance.
- 3) Proper drainage will be required within the Council road reserve. This work will be required to meet Council's standards, at the private landowners expense.

3(b) ... for roads serving 6 or more potential residences or holdings

Desirable Standard -

Constructed to minimum formation width of 8 metres, adequately drained, minimum 6m wide, 150mm thickness of a reasonable gravel surface. Where possible a minimum alignment suitable for a travel speed of 80 km per hour should be targeted, but in difficult terrain a lower standard is acceptable.

Note :

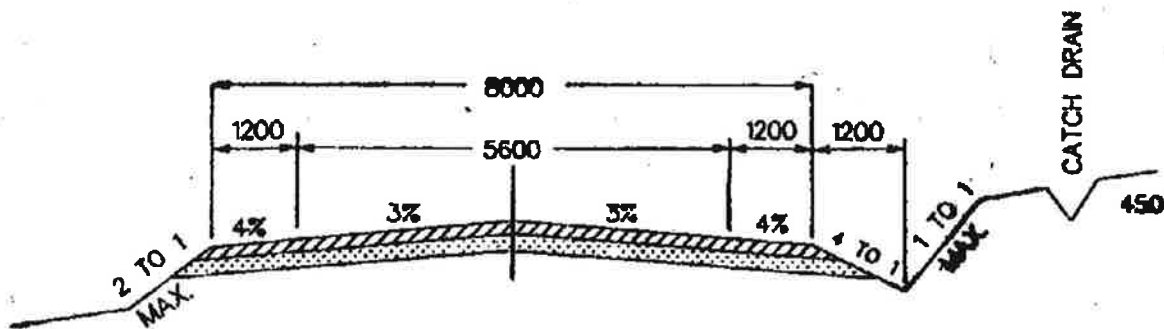
- 1) Generally speaking major streams will need to be provided with adequate crossings, such that a 1 in 20 year flood event will not render the stream impassable for more than 48 hours. A depth of flow of 150mm over the top of the structure is considered passable, provided that acceptable means are properly constructed to prevent washouts and to delineate the carriageway.
- 2) Point of access with any Council/public road will need to have adequate sight distance.
- 3) **Proper drainage will be required within the Council road reserve. This work will be required to meet Council's standards, at the private landowners expense.**

NB Council will look favourably upon the construction and conversion of Crown Roads serving more than ten (10) residences. See procedural guidance, Page 6.

3. LOCAL ROADS

These are Council maintained public roads within the existing Council network, or they are rural service roads created by subdivision. Generally the following minimum standards apply; however when it can be shown that the minimum yield possible under existing subdivision standards is less than 6 holdings/residences then a lower standard may be acceptable on application.

Council's Road Hierarchy determines higher standards for existing Local Roads and should be referred to when determining standards for proposed roads serving more than 10 allotments. These heavier trafficked roads may require higher standards, depending on potential for further development.



Full Width Selected Sub Base and Surface Course Gravel to NAASRA Pavement Design (1987) or equivalent - Gravel to be minimum thickness 150mm.

Bitumen Flush Seal Desirable.

Minimum Road Reserve Width - 20 metres

Design to minimum 80kph, although road design should fit topography and, in some instances, a higher design speed will be required by Council, and in some instances, a lower

design speed may be acceptable. All intersections with Shire Roads to be designed as per NAASRA "Guide to Traffic Engineering Practice, Part 5, Intersections at Grade (1988)".

Absolute Maximum grade 16%, desirable maximum grade 8%.

Drainage Specification - Major Structures to A R&R 1 in 20 years
- Minor Structures to Talbots Formula

FOR GUIDANCE RE TALBOTS FORMULA

Pipe size (mm)	375	450	600
Maximum catchment (ha)	1	2	3

PROCEDURE FOR CONSTRUCTING A CROWN RESERVE ROAD AND CONVERSION TO COUNCIL'S CONTROL

A Development Approval under the Environmental Planning and Assessment Act must be obtained before a "Crown Road" is constructed.

The Department of Land & Water Conservation are the controlling roads authority for Crown Roads and have adopted a specific procedure for the dedication of such roads into Council's control. For Council to consent to dedication, intending applicants are required to follow the procedure outlined below:

- 1. Lodge a Development Application with Council with the relevant application fee (the consent of the landowner and, the Department of Land & Water Conservation, is to be left blank at this stage);*
- 2. Obtain written approval from the Government Authorities with an interest in the matter. These may include National Parks & Wildlife Service, Catchment Officer of Department of Land & Water Conservation, Soil Conservation Service of Department of Land & Water Conservation, Rural Lands Protection Board and others;*
- 3. On receipt of the Development Application, Council will advise the applicant of the construction standard required in accordance with the Gunning Shire Council Subdivision and Development Standards;*
- 4. Upon notification of acceptance of the construction standard, the applicant will engage a registered surveyor/engineer to design the proposed road and submit the design to Council for approval;*
- 5. Once the plans are approved the applicant shall obtain quotations from reputable contractors for the construction of the road;*

Applicants should note that Council may also wish to submit a quotation for the work.

6. *The quotations are to be submitted to Council for consideration and once accepted the applicant shall provide Council with cash or a bank guarantee to the value of 125% of the value of the work as security for the road's completion;*
7. *Upon lodgement of the cash or bank guarantee with Council, a letter will be written to them advising them of Council's acceptance of the dedication of the Crown Road;*
8. *The applicant can then lodge the application for the opening of a Crown Road with the Department of Land & Water Conservation along with the letter of acceptance of dedication from Council and the relevant approval letters from the Government Departments listed overleaf. The applicant can now obtain the consent of the Department of Land & Water Conservation to lodge the Development Application;*
9. *Upon gazettal of the Crown Road to a Council Public Road, the applicant is to engage a contractor to construct the road under the supervision of a Registered Engineer. (In these instances, Council is prepared to reduce the value of the bond monies held by certificated progress claims to the contractor if required);*
10. *Upon completion of the roadworks to Council's satisfaction, all bond monies, except for a 5% maintenance bond, will be refunded to the applicant.*

ANNEXURE 4
S94 ROADWORKS CONTRIBUTION PLAN

**SIMPLIFIED PRESCRIBED S94 ROADWORKS CONTRIBUTION CHARGES FOR
SUBDIVISION DEVELOPMENT OF LESS THAN 10 NEW LOTS**

CLAUSE 4.3.2.3.4 *Adopted Gunning Shire Council 18 September 2000 Res No 351*
*Revised to include CPI adjustments - **ADOPT AS BASE FROM 1 JANUARY 2004.***

General (Minimum) Roadworks Contribution charge for all new lots	\$855
Additional Roadworks Contribution rate for unsealed Type 1 (Regional Main Roads) <u>(is A in example calculation)</u>	\$285* per km per additional lot created
<i>*Council currently contributes only 50% of upgrade costs, and this contribution would be reduction in Council's 50% - until or unless State Govt. changes law.</i>	
Additional contribution rate for sealed Type 2 <u>(is B in example calculation)</u>	\$285 per km per additional lot created
Additional contribution rate for unsealed Type 2 <u>(is C in example calculation)</u>	\$570** per km per additional lot created
<i>**Council meets full cost but standard would be somewhat less than Type 1</i>	
Additional contribution rate for sealed Type 3 <u>(is D in example calculation)</u>	\$285 per km per additional lot created
Additional contribution rate for unsealed Type 3 <u>(is E in example calculation)</u>	\$515 per km per additional lot created
Additional contribution rate for sealed Type 4 <u>(is D in example calculation)</u>	\$285 per km per additional lot created
Additional contribution rate for unsealed Type 4 <u>(is E in example calculation)</u>	\$515 per km per additional lot created
Additional contribution rate for sealed Type 5 <u>(is D in example calculation)</u>	\$285 per km per additional lot created
Additional contribution rate for unsealed Type 5 <u>(is E in example calculation)</u>	\$515 per km per additional lot created
Additional contribution rate for sealed Type 6 <u>(is D in example calculation)</u>	\$285 per km per additional lot created
Additional contribution rate for unsealed Type 6 <u>(is G in example calculation)</u>	\$625 per km per additional lot created
Additional contribution for prioritised low level causeway <u>(is H in example calculation)</u>	\$5685 per each additional lot created

ANNEXURE 6
S94 ROADWORKS CONTRIBUTION PLAN

LOW LEVEL CAUSEWAYS TO WHICH SIMPLIFIED PRESCRIBED S94 ROADWORKS CONTRIBUTION CHARGES FOR SUBDIVISION DEVELOPMENT OF LESS THAN 10 NEW LOTS APPLY

CLAUSE 4.3.2.3.5 *Adopted Gunning Shire Council 18 September 2000 Res No 351*

Crossing over Blakney Creek on Pudman Creek Road
Crossing over Yass River on Yass River Road
Crossing over Lachlan River on Crookwell to Bevendale Road
Crossing over Cullerin Creek on Walmsley's Road
Crossing over Mutmutbilly Creek on Mutmutbilly Road

