



Kyogle Council

Section 94 Contributions Plan

Urban & Rural Roads



December 2001 (as amended)

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Section 1 - Administration

1.1 Introduction to plan

The Kyogle Council package of planning instruments is intended to ensure efficient and effective management of increased urban and rural settlement and development.

This Contributions Plan has been prepared to ensure that as new development proceeds, the road system will be upgraded in an appropriate manner to meet the increased demand on road infrastructure by new development. The Plan establishes a balance between new development and the desire for adequate road pavement carriageway width, amenity and safety with minimal environmental impact and the joint usage of the road by vehicles, horses and pedestrians.

1.2 Name of plan

This Plan is named Kyogle Urban and Rural Roads Contribution Plan.

1.3 Application of the plan

This Plan applies to all urban and rural land within the local government area of Kyogle subject to the provisions of the Plans described in Section 1.5. Maps 1 and 2 show the lands subject to the provisions of the Plan. The adoption of the "Section 94 Development Contributions Plan, 2008 Residential, Rural Residential & heavy Haulage Development" (Council Resolution 230409/3) repeals some parts of this plan and reduces the application of this plan to exclude all Rural Residential, 1(c), Zoned land.

1.4 Adoption of plan

The Plan is prepared according to the requirements of Sections 94 & 94B of the Environmental Planning and Assessment Act, 1979 and Part 4 of the Environmental Planning and Assessment Regulations, 2000.

The Plan was adopted by Council at its Ordinary Meeting of December 17, 2001 and came into effect on March 1, 2002. The plan was amended by adoption of the "Section 94 Development Contributions Plan, 2008 Residential, Rural Residential & heavy Haulage Development" (Council Resolution 230409/3).

1.5 Relationship to other plans

The Plan should be read in conjunction with Kyogle Council's adopted planning instruments. The following, in particular, are relevant to this plan:

- Interim Development Order No 1 – Shire of Kyogle 1976,
- Interim Development Order No 1 – Shire of Terania 1967, and
- Development Control Plan No 1 – Subdivision
- Section 94 Contributions Plan 1992 (as amended)
- Section 94 Development Contributions Plan, 2008 Residential, Rural Residential & heavy Haulage Development.

The Plan applies to development requiring consent of Council in urban (zoned 'town' or 'village') and rural (zoned 'non-urban') areas in Kyogle local government area.

1.6 Aims and objectives of the plan

The aim of the Plan is:

To enable Council to levy development contributions in order to provide funds to assist in the construction and the upgrading of the urban and rural road network.

The objectives of the Plan are:

1. To repeal Kyogle Council Heavy Haulage Contributions Plan 1996.
2. To repeal the following parts of Kyogle Council Section 94 Contributions Plan:
 - Section C – relating to rural subdivision, workers dwellings and multiple occupancy and
 - Schedule 1 Parts 2, 3 & 4 relating to rural subdivision, workers dwellings and multiple occupancy and road improvement
3. To provide a reasoned and justified basis for levying contributions to roads infrastructure as a result of development in urban and rural areas, which will generate additional traffic and impact on the road network.
4. To promote the orderly development of urban and rural roads which minimises the impact on the environment of the road network.
5. To enable the early and progressive provision of an upgraded road system to meet the community's desire for new development and the increased use of that road system.

6. To meet the desires of the existing and new residents, being users of the road system, to have an upgraded road network, which meets the overall use by vehicles, pedestrians and horses as required.
7. To provide a safe traffic environment.
8. To reduce the impact of dust from unsealed road surfaces which are receiving increased traffic volumes as a result of further development.
9. To facilitate the proper financial management and accountability for receipt and expenditure of contributions received.
10. To provide the landowners and developers proposing development with a realistic assessment of the contribution required for the road upgrading.

1.7 Definitions

AADT – means average annual daily traffic. Average annual daily traffic is a measure of existing daily traffic volume on roads. Council undertakes traffic counts on roads in the Council area from time to time to calculate average annual daily traffic flows.

ET – means equivalent tenement, which is a mathematical standard, used to express the single unit demand for services and facilities equivalent to a household on a standard residential lot. The NSW Roads and Traffic Authority use the ET measurement in their publication titled, “Guidelines for Traffic Generating Development”. For the purposes of this Plan an ET is equal to 7 standard motor vehicle trips per day.

Regional Arterial roads are:

Classification number	Classification name
SH 16	Bruxner Highway
MR 83	Summerland Way
MR 544	Kyogle / Lismore Road
MR 141	Murwillumbah Road
MR 361	Clarence Way (north of Bruxner Hwy)
MR 150	Clarence Way (south of Bruxner Hwy)
MR 622	Mt Lindsay Highway

1.8 Payment of contributions

A contribution must be payable to Council at the time specified in the Development Consent condition that imposes the contributions. In the event no time is specified the contributions payment(s) is to be made in accordance with Council's policy which requires, as follows:

- Development Applications for subdivision – payment required prior to release of the Certificate of Subdivision.
- Development Applications for building – payment required prior to release of the Construction Certificate.
- Development Applications for land use or works – payment required prior to commencement of the land use or works.

1.9 Road works in kind

The option to undertake road works in lieu of either part of full payment of contributions is NOT available to applicants or other person/s entitled to act upon the relevant development consent issued by Kyogle Council.

1.10 Review and indexing of contributions

In order to reflect the real current value of the contribution, it is necessary to apply an indexation factor to the initial contribution. The index chosen is the Consumer Price Index – Brisbane (CPI-Brisbane), as published by the Australian Bureau of Statistics.

Contributions are subject to annual and a yearly pro rata indexation. Any indexation will be included in the final calculation of the contribution paid in accordance with Section 1.8 this Plan. Contribution rates will be revised annually at the beginning of each subsequent financial year and adopted by Council in its annual Plan of Management.

The contribution amount levied as a condition of development consent remains valid for a period of 3 months from the date of issue of the consent. If levies are not paid within this period, the amount will be subject to a pro rata yearly adjustment or indexed annually in accordance with CPI-Brisbane.

1.11 Review of the plan

Any change or amendment to the Plan, other than annual review, indexation or adjustment of contribution rates, will be in accordance with the Environmental Planning and Assessment Act and Regulations.

The Plan will be reviewed at the expiration of the period of the Plan (10 years from the date of adoption) and take into account changes in land values, works programs, road construction costs, population projections and road needs.

Schedule One details amendments to the Plan.

Section 2 - Strategy

2.1 Establishment of nexus

Population growth and new development in urban areas, rural villages and rural areas generates additional traffic which causes a number of effects on the road network including:

- a requirement for a higher standard of road width and alignment to ensure safety for additional numbers of traffic, and
- additional axle loadings from heavy vehicles require additional pavement width and thickness to provide the same road design life.

The nexus or link between new development and the requirement for road upgrading and road maintenance and reconstruction for the purposes of this Plan is identified in the following manner:

2.1.1 Cause

New development, which generates additional or heavy vehicle traffic, creates a demand for roads to be improved in order to cater for increased traffic flows. Types of improvements that typically may be required include road sealing, road strengthening, lane widening, realignments, and intersection upgrading and associated drainage works.

The extent of the upgrading and therefore the contribution is dependent upon the amount of additional traffic generated as a result of development taking place. Allowance is made for existing development and traffic volumes prior to new development occurring in order to recognise the demand for a road to be upgraded and the extent to which existing road works may benefit new development.

2.1.2 Urban catchments

The Plan seeks specific contributions for the urban area of Kyogle and villages of Bonalbo and Woodenbong.

Urban contributions levied, as a consequence of this Plan will be expended on roads within these urban areas in accordance with this Plan and Councils adopted roads programme.

2.1.3 Rural catchments

Twenty rural road catchments have been defined for the administrative purposes of the Plan. The catchments are based on environmental constraints (topography and watercourses) and location of the existing road network. Several of these rural catchments include the villages of Mallanganee, Tabulam, Wiangarie, Old Bonalbo, Mummulgum and Cawongla. These villages have been included in rural catchments because of low rates of growth.

Maps 1 and 2 show the location of the rural roads catchments and villages.

The catchments generally coincide with lands from which additional traffic may be generated and the road/s, which will be utilised by that traffic.

Rural contributions levied, as a consequence of this Plan will be collected having regard to the catchments and expended on rural roads within those catchments. Contributions collected from development in the villages of Mallanganee, Tabulam, Wiangarie, Old Bonalbo, Mummulgum and Cawongla will be expended on urban roads within the village, the coinciding rural catchment and Regional Arterial road networks.

2.2 Basis of assessment

To provide a practical assessment method, which is equitable to all developments generating additional traffic on the road network, the technique of an Equivalent Tenement (ET) has been used as the base figure for the calculation of the contribution figure.

The additional amount of traffic generated and corresponding load on the road system varies with the type of development. Table 1 sets out the ET rates adopted for estimating traffic generation from new rural residential and agricultural development in the Kyogle local government area.

Table 1 Estimated Traffic Generation for Rural Land Uses – residential and agriculture

Description	Location	Trips per day	ET's
Dwelling on Rural Residential lot <8ha	Very isolated with poor quality access to Kyogle or nearest regional arterial road	4	0.57
Dwelling on Rural Residential lot <8ha	>8km to Kyogle or nearest regional arterial road	4.5	0.64
Dwelling on Rural Residential lot <8ha	5-8km to Kyogle or nearest regional arterial road	5.5	0.78
Dwelling on Rural Residential lot <8ha	<5km to Kyogle or nearest regional arterial road	7	1.00
Dwelling on hobby farm >8ha	Very isolated with poor quality access to Kyogle or nearest regional arterial road	3	0.43
Dwelling on hobby farm >8ha	>8km to Kyogle or nearest regional arterial road	3	0.43
Dwelling on hobby farm >8ha	5-8km to Kyogle or nearest regional arterial road	4.5	0.64
Dwelling on hobby farm >8ha	<5km to Kyogle or nearest regional arterial road	5.5	0.78
Farm properties >40ha	Very isolated with poor quality access to Kyogle or nearest regional arterial road	2.5	0.36
Farm properties >40ha	>8km to Kyogle or nearest regional arterial road	3.5	0.50
Farm properties >40ha	5-8km to Kyogle or nearest regional arterial road	4	0.57
Farm properties >40ha	<5km to Kyogle or nearest regional arterial road	4.5	0.64
Multiple occupancy per dwelling	Very isolated with poor quality access to Kyogle or nearest regional arterial road	3.5	0.50
Multiple occupancy per dwelling	>8km to Kyogle or nearest regional arterial road	3.5	0.50
Multiple occupancy per dwelling	5-8km to Kyogle or nearest regional arterial road	4.5	0.64
Multiple occupancy per dwelling	<5km to Kyogle or nearest regional arterial road	5.5	0.75

Note Map 2 shows Kyogle and the regional arterial roads from which contributions rates are calculated.

The estimated rates of traffic generation listed in Table 1 takes into account that there is some variation in the number of vehicle trips generated by rural development depending on the principle reason for the housing and distance from centres of population in rural areas. The table also recognises that some shared usage of vehicles occurs where there is joint ownership of land and rural development, for example a rural landsharing community (multiple occupancy).

Table 2 sets out the ET rates adopted for estimating traffic generation for other types of development in both urban and rural areas of Kyogle local government area

For other types of development the ET rate of traffic generation will be adopted from the NSW Roads and Traffic Authority "Guidelines for Traffic Generating Development" or determined on vehicle load or output production.

Table 2 Estimated Traffic Generation for Urban and Rural Land Uses

Landuse	Trips per day and/or ET's
Quarry annual extraction rate – assessment based on an 8m ³ truck or such other approved calculation. The average size of quarry trucks operating in Kyogle Council area is 8m ³ (12 – 13.5 t)	Annual Extraction rate divided by 8m ³ .
Logging – assessment based on expected production over typical truck size.	Specific calculation
Dairy, piggery, plantation & intensive agriculture. – assessment based on expected production over typical truck size.	Specific calculation
Dwelling house	1.0 ET
Dual occupancy	0.75 ET
Residential flats - 1 bedroom unit	0.55 ET
Residential flats - 2 bedroom unit	0.75 ET
Residential flats - 3 bedroom unit	0.9 ET
Rural tourist cabin - 1 bedroom unit	0.25 ET
Rural tourist cabin - 2 bedroom unit	0.3 ET
Motel	3 trips (0.43 ET) per unit plus managers dwelling or unit
Offices	10 trips (1.43 ET) per 100m ² , assuming 21m ² per employee
Commercial premises	10 trips (1.43 ET) per 100m ² per day
Service station	30 trips per 100m ² GFA
Markets	1 trip (0.14 ET) per stall
Restaurants	5 trips (0.71 ET) per 100m ²
Clubs – assume low patronage	45 trips (6.43 ET) per 100m ² licensed floor area
Recreational squash courts	3 trips (0.43 ET) per court per day, with night time activity
Recreational tennis courts	4 trips (0.57 ET) per court per day, with lights and night time activity
Industrial assume low employee density and low commercial generation	2 trips (0.28 ET) per 100m ² of gross floor area, per day
Health professional consulting rooms	8.8 trips (1.25 ET) per 100m ² of gross floor area, per day
Day school	1 ET for every 25 pupils
Child care centres	0.2 trips (0.03 ET) per child per day
Camping ground	1 trip (0.14 ET) per site per day
Shops/Retail/Shopping Centres/ Convenience Stores	12.3 trips (1.75 ET) per 100m ² GLFA

Note 1 ET = 7 standard vehicle trips per day

2.3 Calculation of Contributions

The calculation of the contribution amount for the rural roads is based on a range of factors including; the increase in traffic generated by the proposed development, existing and adopted road standards and hierarchy and up-grading costs.

The calculation of the contribution amount for urban roads is based on apportioning the anticipated increase in new lots created by subdivision and new development growth against Councils urban roads programme.

Council has adopted a rural and urban roads classification system and construction and safety standards. Section Three and Tables 4 and 5 summarise the adopted road construction standards. New development, which generates an increase in traffic volumes, is required to contribute to the upgrading of the road network to the minimum road construction standard.

Appendix 1 is the calculation of the cost to anticipated new development in the rural areas to up-grade the road network to the adopted road classification and construction and safety standards.

A contribution levy to be paid as part of a development consent may comprise a contribution to the following:

- Urban road upgrading,
- Rural road upgrading,
- Regional Arterial road upgrading,
- Bridge upgrading, and
- Administration.

Where applicable a separate additional contribution will be applied to development utilising heavy haulage vehicles.

Existing and Council approved land uses may have an existing credit equivalent to an ET either generated by the use or if a s94 Contribution was paid to Council at the time the use was commenced. Credit ET's will be recognised in the calculation of the contribution rate.

Section 3.2 gives a number of theoretical examples of the calculation of road contributions for a number of different landuses that may typically occur in rural and urban areas.

2.3.1 Urban road contribution rates

The contribution rates per ET for Kyogle and villages of Bonalbo and Woodenbong are:

Kyogle	\$821
Bonalbo	\$383
Woodenbong	\$514

Other urban road contributions

The rate of the contributions per ET towards regional roads and administration of the plan is:

Regional Arterial roads	\$2356
Administration	\$57
Total	\$2413

The calculation of the contribution rates is shown within Appendix 1.

2.3.2 Rural road contribution rates

Any road upgrading requirements considered necessary as a result of a proposed development in the rural areas will be determined at the time of development consent.

Contributions from new rural development towards rural roads will be for:

- the individual road and/or roads within the catchment,
- regional arterial roads,
- roadside furniture (shelters etc) and
- bridges.

A contribution to the administration of this plan is sought in accordance with section 2.5.1.

Catchment contribution rates

Catchment contribution rates are based on the average cost to up-grade all roads to the adopted classification standard within each catchment.

The calculation provides a rate for a linear metre as a contribution to road up-grading.

Appendix 1 shows the calculation of the up-grade rate and the following for each catchment:

- road number, classification and name,
- existing road width,
- the proposed design minimum traffic volume capacity,
- the proposed design minimum width,
- the length of the road,
- the additional width of road required to meet the proposed design minimum width,

- the cost per m² to construct or up-grade the existing road to the proposed design,
- the total cost to up-grade the road to the proposed design minimum width,
- the estimated number of additional ET's considered likely to be created within each catchment and
- An up-grade rate per linear metre for each ET in the catchment.

The estimated number of additional ET's and up-grade rates for the rural catchments are summarised in Table 3.

Table 3 –Rural Road Catchment Contribution Up-grade Rates (May 2001)

Catchment name	Estimated number of additional ET's (10yr)	Contribution rate \$ per linear metre
Afterlee	41	\$0.68
Back Creek	48	\$0.25
Cawongla	41	\$0.34
Collins Creek	49	\$0.90
Doubtful Creek	41	\$0.71
Edenville	41	\$0.77
Ettrick	41	\$0.90
Findon Creek	22	\$1.43
Grady's Creek	22	\$2.15
Green Pigeon	41	\$0.42
Grevillia	22	\$0.57
Homeleigh	41	\$0.50
Lower Bottle	22	\$1.83
Lower Duck Creek	22	\$1.68
Lynches Creek	22	\$1.42
Pagans	25	\$0.87
Theresa Creek	22	\$0.85
Tooloom	22	\$1.24
Upper Duck	22	\$1.94
Woodenbong	22	\$1.07

The rural road contribution rate will be determined using the following formula:

$$CR = (\$/lm \times D) \times ET$$

Where:

CR	is the contribution.
\$/lm	is the contribution rate per linear metre for each ET in the catchment as shown on Table 3 and calculated within Appendix 1.
D	the distance from the development to either the nearest regional arterial road or Kyogle as shown on Map 2.
ET	is the equivalent tenement shown on Tables 1 & 2 or calculated for a specific development.

Where traffic will use one or more route/s then the contribution will be apportioned to each route.

Where a proposed development is located at or towards the end of a individual road Council may vary the required minimum road width as shown in Appendix 1 to reflect the number of existing and likely equivalent tenements on that section of road.

Council's contribution in constructing the existing rural road network and its continuing up-grading program is recognised by adopting existing road width when determining the minimum road width required in accordance with Council's adopted roads classification system.

The spare capacity of existing roads has been recognised in the methodology and calculation of the up-grade contribution rate. The Plan costs, on a catchment basis, the increase in road infrastructure required to meet the needs of anticipated development.

Where a road has adequate capacity to cater for existing traffic and a particular development will generate traffic beyond the capacity of the road, which creates a need for a wider, and/or stronger road the development will be assessed on merit having regard to Council's road program. The development may be either required to pay 100% or a proportion of the up-grading works in addition to the requirements of this Plan.

Maps 1 and 2 show the location of the Kyogle and the villages, the rural road network, regional arterial roads from which the calculation of contributions from new development is to be made and catchment boundaries.

Other rural road contributions

The rate of the contributions per ET towards regional roads, bridges, roadside furniture and administration of the plan is:

Regional arterial roads	\$2356
Bridges	\$660
Bridges (Findon creek)	\$99
Roadside furniture	\$73
Administration	\$57
Total	\$3245

The calculation of the contribution rates is shown within Appendix 1.

A heavy haulage rate is applicable to development that generates a heavy vehicle load on the road system. The heavy haulage contribution will be in addition to the general contribution rate. Section 2.3.3 describes the method of calculating heavy haulage contribution rates.

2.3.3 Heavy haulage contribution rates - Repealed

Repealed by adoption of "Section 94 Development Contributions Plan, 2008 Residential, Rural Residential & heavy Haulage Development".

2.3.4 Bridge contributions

There are many bridges in the Kyogle Council area. The Plan recognises that additional traffic also requires upgrading and increased maintenance of bridges. The Plan seeks a contribution from rural and rural village development for the progressive upgrading of 1 bridge per catchment over the period of the Plan.

The value of the contribution for bridge upgrading is simply based on the 5% development increase in traffic per catchment. Councils Engineer has estimated the average cost of a typical bridge upgrading involving is \$90,000 based on year 2001 figures.

The rural road catchment contribution includes a levy for bridge upgrading. A contribution is also sought for 3 recently constructed bridges in the Findon Creek rural road catchment.

If a particular development requires the upgrading of a bridge to allow the development to proceed then Council may require that the upgrading be provided specifically by the development at full cost. This will be conditioned as part of the development consent.

2.4 Scheduling Road Upgrading Requirements

Council's rural road and bridge network is extensive and varies in existing road construction standard, location and capacity. The contributions collected will be expended on urban, rural and regional roads within the relevant catchments over the 10-year period of the Plan.

The priority of expenditure and construction of scheduled upgrading works etc. will be programmed to commence when critical vehicle volume thresholds (% above existing AADT) are reached and accumulated contributions are available. Council will nominate the program of works in each catchment as part of the process of preparation and adoption of its Annual Plan of Management.

Contributions separately collected from urban and 2 rural villages will be expended in accordance with the adopted roads programme.

2.5 Ancillary Matters

2.5.1 Plan preparation and administrative costs

A separate contribution levy of \$57 is sought to recognise the costs associated with the preparation and administration of the Plan.

2.5.2 Public availability of information

Council maintains a Rural Roads Register of Contributions, which contains the following information:

- the origin of each contribution referenced to a Development Consent,
- the amount of the contribution and purpose for which it was levied,
- the date of receipt of the contribution and
- how and where the money was allocated and spent.

The register is available for inspection at Council Offices in Stratheden St Kyogle.

Section Three – Road Standards

3.1 General road standards adopted in the plan

The road construction and safety standards adopted in the Plan are based on the data collected from local roads in the Kyogle and other local government areas in the North Coast region.

Development Control Plan No 1 – Subdivision sets out the minimum and desirable road construction standards of Kyogle Council in urban and rural areas.

3.1.1 Road widths

The basis for the determination of the carriageway width is based on traffic volume, design speed, road side usage (parking) the horizontal and vertical alignment, the devices used to control vehicle speed and the use of the pavement by pedestrians, cyclists, horses etc.

Table 4 summarises Council's adopted road hierarchy, standards and design characteristics.

Table 4 Adopted Kyogle Rural Road Construction Standards

Road Class	AADT (veh/day)	Traffic Speed (km/h)	Road formation width (m)	Roadway width (m) & type	Shoulder width (m) & type
Unclassified	The classification and standards for unclassified roads will be periodically determined by Council as need arises.				
Residential access road Minimum standard	0 - 20	60	6 m 100 mm compacted gravel	4 m compacted gravel	2 x 1 m 50 mm compacted gravel
Residential access road Desirable standard	0 - 20	60	6 m 150 mm compacted gravel	4 m compacted gravel	2 x 1 m 75 mm compacted gravel
Feeder road Minimum standard	20 – 40	60	6 m 100 mm compacted gravel	4 m compacted gravel	2 x 1 m 50 mm compacted gravel
Feeder road Desirable standard	20 – 40	60	6 m 150 mm compacted gravel	4 m compacted gravel	2 x 1 m 75 mm compacted gravel
Collector road (sealed) Minimum standard	>40	80	6 m 150 mm compacted gravel	6 m bitumen seal	2 x 1 m 75 mm compacted gravel

Table 4 Adopted Kyogle Rural Road Construction Standards

Collector road (unsealed) Minimum standard	>40	80	6 m 150 mm compacted gravel	4 m compacted gravel	2 x 1 m 75 mm compacted gravel
Collector road (unsealed) Desirable standard	>40	80	8 m 150 mm compacted gravel	5 m compacted gravel	2 x 1.5 m 75 mm compacted gravel
Local Regional Arterial road Minimum standard	>150	80	6 m 200 mm compacted gravel	6 m bitumen seal optional	2 x 1 m 100 mm compacted gravel
Local Regional Arterial road Desirable standard	>150	100	8 m 300 mm compacted gravel	7 m bitumen seal required	2 x 0.5 m 150 mm compacted gravel
Regional Arterial road Minimum standard	>300	100	8 m 300 mm compacted gravel	8 m bitumen seal required	

Section 1.7 identifies the regional arterial roads. These are the roads from which catchment contributions are calculated.

Tables 5 and 6 describe Councils adopted road widths etc for urban and village roads.

Table 5 Kyogle Urban Street Standards (DCP No 1 – Subdivision)

Element	Laneway Privately owned or Community Title	Access Place	Local Street Access	Collector Street
Street Width Reserve	Variable (12 - 25 m)	<14 m	16 m	18 m
Street Width Carriageway (Pavement)	3.5 m	6 m 5 with designed traffic calming & mgmt	6.5 - 7 m 6.5 with designed traffic calming & mgmt	11 m (incl. bus route) 7.5 m (9 m bus route) with designed traffic mgmt
Preferred max. longitudinal gradient (%)	20%	16 % max. 20%	16 % max. 20%	12 %
No. travel lanes	1	2+	2+	2+
Parking in reserve	None	Kerb/verge + indent parking @ 1 / 1 lot if pavement < 6 m	Kerb/verge + indent parking @ 1 / 1 lot if pavement < 6 m	Carriageway
Kerb type	Layback	Layback	Layback	Upright

Table 5 Kyogle Urban Street Standards (DCP No 1 – Subdivision)

Footpath Formed concrete	in Nil, road	Nil, road	1 x 1.2 m in verge if links to collector street	1 x 1.2 m in verge
Cycleway	Road	Road	Road	Good visibility with footpath 1 x 3.5 m.
Verge width	variable	2 x 4 m 2 x 4.5 m with traffic calming	2 x 3.5 m 2 x 4.5 m with traffic calming	2 x 3.5 m 2 x 4.5 m with traffic calming
No. of lots to be serviced	< 10 and not sole means of access, otherwise < 5 m	< 11	< 200	< 500

Table 6 Village Street Standards (DCP No 1 – Subdivision)

Element	Laneway Private or Community Title devel. only	Access Place	Local Street Access	Collector Street
Street Width Reserve	Variable	16 m	18 m	18 m
Street Width Carriageway (Pavement)	3.5 m	5 m 4 m with designed traffic mgmt	6.5 m 5.5 m with designed traffic mgmt	9 m (incl. bus route) 7 - 7.5 m with designed traffic mgmt
Max. longitudinal gradients	20%	20%	20%	10%
No. travel lanes	1	2	2+	2+
Parking in reserve	None	Verge + indent parking @ 1 / 1 lot if pavement < 4.5 m	Verge + indent parking @ 1 / 1 lot if pavement < 5.5 m	Carriageway
Kerb type	Concrete edge/dish & grass swale	Concrete edge/dish & grass swale	Concrete edge/dish & grass swale	Layback
Footpath Built & concrete	Nil, road	Nil, road	Nil, road	1 x 1.2 m in verge
Cycleway	Road	Road	Road	Road
Verge width metres	variable	2 x 4 m (2 x 5 m)	2 x 4.75 m (2 x 5 m)	2 x 4.5 m (2 x 5 m)
No. of lots to be serviced	< 3	5 and less	<50	50 - 150

3.1.2 Road safety

The purpose of the road system is to provide a network for the distribution of access to properties whether by vehicles, cycles, on foot, or by horse and to distribute some utility services such as power and phone. The performance of the road must promote safety of pedestrians and other users.

To facilitate these principles of speed reduction, techniques and devices are required to achieve desired speeds as part of a whole road environment.

The following principles are adopted for the purposes of this Plan:

- slow points using horizontal deflection will be used to slow vehicle speed.
- the speed restriction techniques and devices will form part of the whole plan for the lane and are not to be used in isolation.
- cyclists will be accommodated by ensuring speed compatibility or off street diversions.
- landscaping of the road verge and speed control devices will be encouraged.
- pavement marking by way of double solid centreline at bends.
- widening of pavement on bends to provide additional space for two-way movement, which allows for vehicle tracking.
- control of traffic speed leading into bends to correspond to design speed of the curves.
- adequate drainage at the curve to avoid ponding and sheet flow across pavement.
- advisory speed signage for the safe speed to use at the bend.
- correct pavement crossfall and superelevation for design speed is to be provided. The bend radius is to conform to the design speed.
- advisory signage indicating shared use of the lane or road by pedestrians, horses, cycles and vehicles.
- speed control signage eg. 60kph, or 80kph limits.
- speed control devices at regular intervals where traffic speed may rise due to the horizontal and vertical alignment.
- wider formation to allow for breakdowns and horses.
- 4% pavement crossfall to ensure stormwater drainage runs off the pavement and into the water table rather than travel parallel to the centreline and erode the edge of the pavement or shoulder.
- shoulder cross fall to be 4% or better to encourage water to move directly to the water table.
- landscaping of road verge to be incorporated with the speed control devices.

The list of safety measures is not exhaustive and may be added to at the discretion of the Council as new techniques are developed.

3.2 Examples of Section 94 Contribution Calculations

The following examples show the calculation of the rural and urban road contributions for a number of different landuses.

3.2.1 Rural subdivision

Note that the "Section 94 Development Contributions Plan, 2008 Residential, Rural Residential & heavy Haulage Development" also applies to this type of development.

A rural subdivision of an existing 100 ha lot proposes creating 2 rural lots, each with dwelling entitlement, situated on a road 10 km from a Regional Arterial road in the Afterlee contributions catchment.

The site is > 8km from Kyogle. The proposal creates 1 additional rural lot > 40ha. A 1 ET 'credit' is acknowledged to recognise the existing dwelling and landuse. As the proposed subdivision is > 8 km from Kyogle the rate of traffic generation is discounted to reflect a reduced number of vehicle movements on the road system. From Table 1 it is estimated that there will be an equivalent of 3.5 vehicle trips per dwelling per day (0.5 ET) generated by the development and use of land. The development site is 6 km from a regional arterial road.

Calculation of the catchment contribution rate

The formula to calculate the contribution is:

$$CR = (\$/m \times D) \times ET$$

Where:

CR	is the contribution.
\$/m	is the contribution rate of \$0.68 per linear metre for each ET in the catchment as shown on Table 3 and calculated within Appendix 1.
D	the distance from the development to the nearest regional arterial road is 6000 m.
ET	is the equivalent tenement for 3.5 vehicle trips per day is 0.5 as shown on Tables 1.

The catchment contribution is:

$$\begin{aligned} CR &= (\$0.68 \times 6000 \text{ m}) \times 0.5 \\ &= 4080 \times 0.5 \\ &= \$2040 \end{aligned}$$

Other contributions are \$3245 per ET. $\$3245 \times 0.5 \text{ ET} = \1623 .

The total 'once only' contribution to rural roads is $\$2040 + \$1623 = \$3663$.

3.2.2 Expansion and increase in production from an existing hard rock quarry - Repealed

Repealed by adoption of "Section 94 Development Contributions Plan, 2008 Residential, Rural Residential & heavy Haulage Development".

3.2.3 Sawmill operation - Repealed

Repealed by adoption of "Section 94 Development Contributions Plan, 2008 Residential, Rural Residential & heavy Haulage Development".

3.2.4 Urban subdivision - Kyogle

Note that the "Section 94 Development Contributions Plan, 2008 Residential, Rural Residential & heavy Haulage Development" and the "Section 94 Contributions Plan 1992 (as amended)" also apply to this type of development.

A Development Application for urban subdivision of an existing lot, with dwelling, proposes creating 3 urban lots, each with dwelling entitlement, situated in Kyogle township. That is 2 additional urban lots each to be used for a dwelling are to be created.

A 1 ET 'credit' is acknowledged to recognise the existing dwelling and lot. From Table 2 it is estimated that there will be an equivalent of 7.0 vehicle trips per dwelling per day generated by the development of the additional lots.

Calculation of the urban contribution rate

The contribution rate for 1 additional equivalent tenement (ET) or vehicle trips at 7 trips per day in Kyogle is \$810.

The subdivision creates 2 additional lots each with a dwelling entitlement (ET). The urban roads contribution rate is $2 \text{ ET} \times \$810 = \1620 . The other contribution is $\$2413 \times 2 \text{ ET} = \4826 .

The total 'once only' contribution is $\$1620 + \$4826 = \$6446$.

3.2.5 Residential Flat Building- Kyogle

A Development Application is made for a medium density residential flat building containing 1 x 2 bedroom unit and 2 x 3 bedroom units on an existing lot with a dwelling, situated in Kyogle township.

A 1 ET 'credit' is acknowledged to recognise the existing lot and dwelling. From Table 2 the following estimates the increased traffic generated by the development.

Existing dwelling	1 ET = 7 vehicle trips
1 x 2 bedroom unit	0.75 ET x 7 = 5.25 vehicle trips
2 x 3 bedroom units	1.8 ET x 7 = 12.6 vehicle trips
New development	2.55 x 7 = 17.85 vehicle trips
Additional traffic	17.85 – 7 = 10.85 vehicle trips 10.85 ÷ 7 = 1.55 ET

Calculation of the urban contribution rate

The contribution rate for 1 equivalent tenement (ET) or vehicle trips at 7 trips per day in Kyogle is \$810.

The development creates 1.55 equivalent tenement (ET) at 10.85 trips per day. The urban roads contribution rate is **1.55 ET x \$810 = \$1255.50**. The other contributions is **\$2413 x 1.55 ET = \$3740.15**.

The total 'once only' contribution is **\$1255.50 + \$3740.15 = \$4995.65**.

Section Four – Section 94 Contributions Plan Urban and Rural Roads – Discounting Policy

4.1 Policy Statement

The Section 94 Contributions Plan – Urban and Rural Roads has been prepared to ensure that as new development proceeds, the road system would be upgraded in an appropriate manner to meet the increased demand on the road infrastructure by new development.

The Plan establishes a balance between new development and the desire for adequate road pavement carriageway width, amenity and safety with minimal environmental impact and the joint usage of the road. As part of the true costs of providing development in various areas of the Council, twenty rural road catchments have been defined for administrative purposes of the Plan.

Where Council is considering a discount of the Section 94 levies for Urban and Rural Roads (excluding heavy haulage) a number of factors are to be considered. The application of discounting may be used to satisfy some broader planning purpose in the same way as exemptions or waivers. The use of discounts should be undertaken in accordance with a clear policy direction of Council, which may be included in the Contributions Plan.

When discounting, Council is required to consider the implications and the subsequent reduction in the total amount of developer contributions for the existing or the new community. Such implications include the delay in the provision of an identified facility or the provision of a facility of a lesser standard or capacity.

To ensure that discounts are applied in a fair and consistent manner and to maintain transparency of the plan the Contributions Plan may include Council's policy regarding discounts.

A resolution of Council may contain reference to the following:

- a) Council's policy regarding discounts – there should be a stated social, financial or environmental purpose to be achieved in the granting of the discount.
- b) The types of development, which may be charged a discounted contribution.
- c) The criteria under which a discount may be considered.
- d) The source of funding for subsidising the proportion of the contribution, which is discounted.

Council's policy for the discounting of the Section 94 levies across the Council area may relate to the financial and social benefit derived from such discounts to the wider community. The Section 94 Plan as adopted in some instances may restrict new development in some areas of the Council. The social and financial implications may include stagnation in future development or possible reduction in population base in some areas. The financial benefits of discounting Urban and Rural Road Contributions may enable and encourage developers to further subdivide land creating allotments to lure new residents into the area and the subsequent flow-on effects to local businesses and the community.

Council may consider the types of development, which could be eligible for a discounted contribution, may include all types of development in the urban and rural areas excluding heavy haulage contributions.

Council has resolved to permit, in certain circumstances, a discount of Section 94 levies for urban and rural roads (excluding heavy haulage) for development throughout the Council area. Council acknowledges that the establishment of a discounting procedure may result in potential impacts on Council's General Fund through the allocation of funds to the Section 94 Plan from the General Fund to enable the identified works to be completed.

4.2 Definitions

For the purposes of Section Four of this Plan the following definitions apply:

"RRCC": The Rural Road Catchment Contribution

"Regional Arterial Road": Any road specified in Section 1.7 of this Plan to be a Regional Arterial Road.

4.3 Credit For Existing Development

4.3.1 Residential Development

Pursuant to Section 94, Council will impose charges according to the increase in demand for services.

Where a new residential lot is created in a village that lot will be deemed to create a demand of one new ET, for the purposes of this Plan.

Where a new residential lot is created in a rural area that lot will generally be deemed to create a demand of less than one new ET, for the purposes of this Plan.

Where a lot with one existing dwelling entitlement is subdivided into two, namely to create 2 lots with dwelling entitlements, it is not intended to allow a

“credit” of one ET (or more) for the existing dwelling. It is intended that Council will only impose Section 94 contribution charges for one new lot containing a dwelling entitlement.

In Village areas, the one new lot created will be deemed to create a demand of one ET.

In Rural areas, the one new lot created will generally be deemed to create a demand of less than one ET.

An example of the interpretation of the Plan is set out below:

	s.94 Contribution Required
Subdivision of residential land containing Dwelling Entitlement (in Kyogle Village) into 3 lots, with 3 dwelling entitlements	2 x 1 ET = 2 ET
Subdivision of residential land containing Dwelling Entitlement (on Rural lot less than 8 ha and more than 8 kms to Kyogle or nearest Regional Arterial Road) into 3 lots, with 3 dwelling entitlements	2 x 0.64 ET = 1.28 ET

4.3.2 Commercial / Industrial / Other Development

Where a development for a purpose other than Residential is approved by Council it may impose a Section 94 Contribution Charge for the increase in demand for services.

Where an existing use is being surrendered a credit will be given for the use being surrendered.

The formula to be applied for the calculation of the credit is the same formula, which would be applied if the use being surrendered was the development for which consent is being sought.

4.4 Council Contributions

4.4.1 Where Council determines to grant to a development proponent a discount in accordance with this Policy then Council shall either:

- a) pay an amount into the appropriate Section 94 Fund Accounts representing the discounted amount, namely the difference between the total amount otherwise payable by the proponent and the Contribution required after application of the discount; or
- b) where Council has provided a “material public benefit” within the meaning of the phrase in s.94(3) of the Act, in lieu of making the payment referred to in sub-clause (a) above, waive the payment referred to up to the present day value of the material public benefit provided by Council; or
- c) make a combination of a payment as contemplated by sub-clause (a) and a waiver contemplated by sub-clause (b).

4.4.2 The method and timing of the payment or contribution of the “material public benefit” shall be in Council’s discretion, however Council shall make same within a reasonable time of receiving section 94 contributions and within the budgetary framework set by Council for works within the relevant area.

4.5 Method of Calculating Discount

4.5.1 Discount for Rural Areas

Notwithstanding the calculation of the Urban and Rural Road contributions payable pursuant to this Section 94 Plan in respect of a new rural development, Council may discount the total Contribution required by the proponent of the development under this Section 94 Plan. The non-discounted charges and the discounted charges are as set out in the table below:

Non-discounted method of calculation of total Urban and Rural Road Contributions pursuant to clause 2.3.2

Regional Arterial Roads	\$2,356
Bridges	\$660
Bridges (Findon Creek)	\$99
Roadside Furniture	\$73
Administration	\$57
Sub-total	\$3,245
Add: Rural Road Catchment Contribution	As specified in Table 3 on page 15
Total:	\$3,245 + RRCC amount

Discounted method of calculation of total Urban and Rural Road Contributions pursuant to clause 2.3.2

Where the nearest boundary of the property upon which the development is situated is not more than 5 km from the nearest Regional Arterial Road	(\$3,245 + an amount equivalent to the RRCC) or \$3,500, whichever is the lesser amount
Where the nearest boundary of the property upon which the development is situated is more than 5 km and not more than 10 km from the nearest Regional Arterial Road	(\$3,245 + an amount equivalent to the RRCC) or \$4,250, whichever is the lesser amount
Where the nearest boundary of the property upon which the development is situated is more than 10 km from the nearest Regional Arterial Road	(\$3,245 + an amount equivalent to the RRCC) or \$5,000, whichever is the lesser amount

Examples of the application of the Discounting Policy are as set out in the attached tables A - E.

4.5.2 Discount for Village Areas

Notwithstanding the calculation of the Urban and Rural Road contributions payable pursuant to this Section 94 Plan in respect of a new village development, Council may discount the total Contribution required by the proponent of the development under this Section 94 Plan, as set out in the table below:

	Non-Discounted Method of Calculating Contributions	Discounted figure to be charged where Council resolves that a Discount Should Apply
Kyogle – Residential	$\$2,413 + \$821 = \$3,234$	\$1,940.40
Kyogle – Commercial	$\$2,413 + \$821 = \$3,234$	\$1,293.60
Kyogle – Industrial	$\$2,413 + \$821 = \$3,234$	\$1,293.60
Kyogle – Other	$\$2,413 + \$821 = \$3,234$	\$1,293.60
Bonalbo – Residential	$\$2,413 + \$383 = \$2,796$	\$1,677.60
Bonalbo – Commercial	$\$2,413 + \$383 = \$2,796$	\$1,118.40
Bonalbo – Industrial	$\$2,413 + \$383 = \$2,796$	\$1,118.40
Bonalbo – Other	$\$2,413 + \$383 = \$2,796$	\$1,118.40
Woodenbong Residential	$\$2,413 + \$514 = \$2,927$	\$1,756.20
Woodenbong Commercial	$\$2,413 + \$514 = \$2,927$	\$1,170.80
Woodenbong Industrial	$\$2,413 + \$514 = \$2,927$	\$1,170.80
Woodenbong – Other	$\$2,413 + \$514 = \$2,927$	\$1,170.80

Table A - Calculations of Rural Road Contribution, including "Catchment Contribution"

Catchment Name	Contrib. Rate per Linear Metre	Dist. in km eg.	Total RRC Contrib.	Other contribution per ET	Total Contrib. per ET	Total Payable by Proponent After Discount	Contribution required by KC (excess over \$3,500)
Afterlee	0.68	5	\$3,400.00	\$3,245.00	\$6,645.00	\$3,500.00	\$3,145.00
Back Creek	0.25	5	\$1,250.00	\$3,245.00	\$4,495.00	\$3,500.00	\$995.00
Cawongla	0.34	5	\$1,700.00	\$3,245.00	\$4,945.00	\$3,500.00	\$1,445.00
Collins Creek	0.9	5	\$4,500.00	\$3,245.00	\$7,745.00	\$3,500.00	\$4,245.00
Doubtful Ck	0.71	5	\$3,550.00	\$3,245.00	\$6,795.00	\$3,500.00	\$3,295.00
Edenville	0.77	5	\$3,850.00	\$3,245.00	\$7,095.00	\$3,500.00	\$3,595.00
Ettrick	0.9	5	\$4,500.00	\$3,245.00	\$7,745.00	\$3,500.00	\$4,245.00
Findon Ck	1.43	5	\$7,150.00	\$3,245.00	\$10,395.00	\$3,500.00	\$6,895.00
Grady's Ck	2.15	5	\$10,750.00	\$3,245.00	\$13,995.00	\$3,500.00	\$10,495.00
Green Pigeon	0.42	5	\$2,100.00	\$3,245.00	\$5,345.00	\$3,500.00	\$1,845.00
Grevillia	0.57	5	\$2,850.00	\$3,245.00	\$6,095.00	\$3,500.00	\$2,595.00
Homeleigh	0.5	5	\$2,500.00	\$3,245.00	\$5,745.00	\$3,500.00	\$2,245.00
Lower Bottle	1.83	5	\$9,150.00	\$3,245.00	\$12,395.00	\$3,500.00	\$8,895.00
Lower Duck Ck	1.68	5	\$8,400.00	\$3,245.00	\$11,645.00	\$3,500.00	\$8,145.00
Lynches Ck	1.42	5	\$7,100.00	\$3,245.00	\$10,345.00	\$3,500.00	\$6,845.00
Pagans	0.87	5	\$4,350.00	\$3,245.00	\$7,595.00	\$3,500.00	\$4,095.00
Theresa Ck	0.85	5	\$4,250.00	\$3,245.00	\$7,495.00	\$3,500.00	\$3,995.00
Tooloom	1.24	5	\$6,200.00	\$3,245.00	\$9,445.00	\$3,500.00	\$5,945.00
Upper Duck	1.94	5	\$9,700.00	\$3,245.00	\$12,945.00	\$3,500.00	\$9,445.00
Woodenbong	1.07	5	\$5,350.00	\$3,245.00	\$8,595.00	\$3,500.00	\$5,095.00

Table B - Calculations of Rural Road Contribution, including "Catchment Contribution"

Catchment Name	Contrib. Rate per Linear Metre	Dist. in km eg.	Total RRC Contrib.	Other contribution per ET	Total Contrib. per ET	Total Payable by Proponent After Discount	Contribution required by KC (excess over \$4,250)
Afterlee	0.68	7.5	\$5,100.00	\$3,245.00	\$8,345.00	\$4,250.00	\$4,095.00
Back Creek	0.25	7.5	\$1,875.00	\$3,245.00	\$5,120.00	\$4,250.00	\$870.00
Cawongla	0.34	7.5	\$2,550.00	\$3,245.00	\$5,795.00	\$4,250.00	\$1,545.00
Collins Creek	0.9	7.5	\$6,750.00	\$3,245.00	\$9,995.00	\$4,250.00	\$5,745.00
Doubtful Ck	0.71	7.5	\$5,325.00	\$3,245.00	\$8,570.00	\$4,250.00	\$4,320.00
Edenville	0.77	7.5	\$5,775.00	\$3,245.00	\$9,020.00	\$4,250.00	\$4,770.00
Ettrick	0.9	7.5	\$6,750.00	\$3,245.00	\$9,995.00	\$4,250.00	\$5,745.00
Findon Ck	1.43	7.5	\$10,725.00	\$3,245.00	\$13,970.00	\$4,250.00	\$9,720.00
Grady's Ck	2.15	7.5	\$16,125.00	\$3,245.00	\$19,370.00	\$4,250.00	\$15,120.00
Green Pigeon	0.42	7.5	\$3,150.00	\$3,245.00	\$6,395.00	\$4,250.00	\$2,145.00
Grevillia	0.57	7.5	\$4,275.00	\$3,245.00	\$7,520.00	\$4,250.00	\$3,270.00
Homeleigh	0.5	7.5	\$3,750.00	\$3,245.00	\$6,995.00	\$4,250.00	\$2,745.00
Lower Bottle	1.83	7.5	\$13,725.00	\$3,245.00	\$16,970.00	\$4,250.00	\$12,720.00
Lower Duck Ck	1.68	7.5	\$12,600.00	\$3,245.00	\$15,845.00	\$4,250.00	\$11,595.00
Lynches Ck	1.42	7.5	\$10,650.00	\$3,245.00	\$13,895.00	\$4,250.00	\$9,645.00
Pagans	0.87	7.5	\$6,525.00	\$3,245.00	\$9,770.00	\$4,250.00	\$5,520.00
Theresa Ck	0.85	7.5	\$6,375.00	\$3,245.00	\$9,620.00	\$4,250.00	\$5,370.00
Tooloom	1.24	7.5	\$9,300.00	\$3,245.00	\$12,545.00	\$4,250.00	\$8,295.00
Upper Duck	1.94	7.5	\$14,550.00	\$3,245.00	\$17,795.00	\$4,250.00	\$13,545.00
Woodenbong	1.07	7.5	\$8,025.00	\$3,245.00	\$11,270.00	\$4,250.00	\$7,020.00

Table C - Calculations of Rural Road Contribution, including "Catchment Contribution"

Catchment Name	Contrib. Rate per Linear Metre	Dist. in km eg.	Total RRC Contrib.	Other contribution per ET	Total Contrib. per ET	Total Payable by Proponent After Discount	Contribution required by KC (excess over \$4,250)
Afterlee	0.68	10	\$6,800.00	\$3,245.00	\$10,045.00	\$4,250.00	\$5,795.00
Back Creek	0.25	10	\$2,500.00	\$3,245.00	\$5,745.00	\$4,250.00	\$1,495.00
Cawongla	0.34	10	\$3,400.00	\$3,245.00	\$6,645.00	\$4,250.00	\$2,395.00
Collins Creek	0.9	10	\$9,000.00	\$3,245.00	\$12,245.00	\$4,250.00	\$7,995.00
Doubtful Ck	0.71	10	\$7,100.00	\$3,245.00	\$10,345.00	\$4,250.00	\$6,095.00
Edenville	0.77	10	\$7,700.00	\$3,245.00	\$10,945.00	\$4,250.00	\$6,695.00
Ettrick	0.9	10	\$9,000.00	\$3,245.00	\$12,245.00	\$4,250.00	\$7,995.00
Findon Ck	1.43	10	\$14,300.00	\$3,245.00	\$17,545.00	\$4,250.00	\$13,295.00
Grady's Ck	2.15	10	\$21,500.00	\$3,245.00	\$24,745.00	\$4,250.00	\$20,495.00
Green Pigeon	0.42	10	\$4,200.00	\$3,245.00	\$7,445.00	\$4,250.00	\$3,195.00
Grevillia	0.57	10	\$5,700.00	\$3,245.00	\$8,945.00	\$4,250.00	\$4,695.00
Homeleigh	0.5	10	\$5,000.00	\$3,245.00	\$8,245.00	\$4,250.00	\$3,995.00
Lower Bottle	1.83	10	\$18,300.00	\$3,245.00	\$21,545.00	\$4,250.00	\$17,295.00
Lower Duck Ck	1.68	10	\$16,800.00	\$3,245.00	\$20,045.00	\$4,250.00	\$15,795.00
Lynches Ck	1.42	10	\$14,200.00	\$3,245.00	\$17,445.00	\$4,250.00	\$13,195.00
Pagans	0.87	10	\$8,700.00	\$3,245.00	\$11,945.00	\$4,250.00	\$7,695.00
Theresa Ck	0.85	10	\$8,500.00	\$3,245.00	\$11,745.00	\$4,250.00	\$7,495.00
Tooloom	1.24	10	\$12,400.00	\$3,245.00	\$15,645.00	\$4,250.00	\$11,395.00
Upper Duck	1.94	10	\$19,400.00	\$3,245.00	\$22,645.00	\$4,250.00	\$18,395.00
Woodenbong	1.07	10	\$10,700.00	\$3,245.00	\$13,945.00	\$4,250.00	\$9,695.00

Table D - Calculations of Rural Road Contribution, including "Catchment Contribution"

Catchment Name	Contrib. Rate per Linear Metre	Dist. in km eg.	Total RRC Contrib.	Other contribution per ET	Total Contrib. per ET	Total Payable by Proponent After Discount	Contribution required by KC (excess over \$5,000)
Afterlee	0.68	15	\$10,200.00	\$3,245.00	\$13,445.00	\$5,000.00	\$8,445.00
Back Creek	0.25	15	\$3,750.00	\$3,245.00	\$6,995.00	\$5,000.00	\$1,995.00
Cawongla	0.34	15	\$5,100.00	\$3,245.00	\$8,345.00	\$5,000.00	\$3,345.00
Collins Creek	0.9	15	\$13,500.00	\$3,245.00	\$16,745.00	\$5,000.00	\$11,745.00
Doubtful Ck	0.71	15	\$10,650.00	\$3,245.00	\$13,895.00	\$5,000.00	\$8,895.00
Edenville	0.77	15	\$11,550.00	\$3,245.00	\$14,795.00	\$5,000.00	\$9,795.00
Ettrick	0.9	15	\$13,500.00	\$3,245.00	\$16,745.00	\$5,000.00	\$11,745.00
Findon Ck	1.43	15	\$21,450.00	\$3,245.00	\$24,695.00	\$5,000.00	\$19,695.00
Grady's Ck	2.15	15	\$32,250.00	\$3,245.00	\$35,495.00	\$5,000.00	\$30,495.00
Green Pigeon	0.42	15	\$6,300.00	\$3,245.00	\$9,545.00	\$5,000.00	\$4,545.00
Grevillia	0.57	15	\$8,550.00	\$3,245.00	\$11,795.00	\$5,000.00	\$6,795.00
Homeleigh	0.5	15	\$7,500.00	\$3,245.00	\$10,745.00	\$5,000.00	\$5,745.00
Lower Bottle	1.83	15	\$27,450.00	\$3,245.00	\$30,695.00	\$5,000.00	\$25,695.00
Lower Duck Ck	1.68	15	\$25,200.00	\$3,245.00	\$28,445.00	\$5,000.00	\$23,445.00
Lynches Ck	1.42	15	\$21,300.00	\$3,245.00	\$24,545.00	\$5,000.00	\$19,545.00
Pagans	0.87	15	\$13,050.00	\$3,245.00	\$16,295.00	\$5,000.00	\$11,295.00
Theresa Ck	0.85	15	\$12,750.00	\$3,245.00	\$15,995.00	\$5,000.00	\$10,995.00
Tooloom	1.24	15	\$18,600.00	\$3,245.00	\$21,845.00	\$5,000.00	\$16,845.00
Upper Duck	1.94	15	\$29,100.00	\$3,245.00	\$32,345.00	\$5,000.00	\$27,345.00
Woodenbong	1.07	15	\$16,050.00	\$3,245.00	\$19,295.00	\$5,000.00	\$14,295.00

Table E - Calculations of Rural Road Contribution, including “Catchment Contribution”

Catchment Name	Contrib. Rate per Linear Metre	Dist. in km eg.	Total RRC Contrib.	Other contribution per ET	Total Contrib. per ET	Total Payable by Proponent After Discount	Contribution required by KC (excess over \$5,000)
Afterlee	0.68	20	\$13,600.00	\$3,245.00	\$16,845.00	\$5,000.00	\$11,845.00
Back Creek	0.25	20	\$5,000.00	\$3,245.00	\$8,245.00	\$5,000.00	\$3,245.00
Cawongla	0.34	20	\$6,800.00	\$3,245.00	\$10,045.00	\$5,000.00	\$5,045.00
Collins Creek	0.9	20	\$18,000.00	\$3,245.00	\$21,245.00	\$5,000.00	\$16,245.00
Doubtful Ck	0.71	20	\$14,200.00	\$3,245.00	\$17,445.00	\$5,000.00	\$12,445.00
Edenville	0.77	20	\$15,400.00	\$3,245.00	\$18,645.00	\$5,000.00	\$13,645.00
Ettrick	0.9	20	\$18,000.00	\$3,245.00	\$21,245.00	\$5,000.00	\$16,245.00
Findon Ck	1.43	20	\$28,600.00	\$3,245.00	\$31,845.00	\$5,000.00	\$26,845.00
Grady's Ck	2.15	20	\$43,000.00	\$3,245.00	\$46,245.00	\$5,000.00	\$41,245.00
Green Pigeon	0.42	20	\$8,400.00	\$3,245.00	\$11,645.00	\$5,000.00	\$6,645.00
Grevillia	0.57	20	\$11,400.00	\$3,245.00	\$14,645.00	\$5,000.00	\$9,645.00
Homeleigh	0.5	20	\$10,000.00	\$3,245.00	\$13,245.00	\$5,000.00	\$8,245.00
Lower Bottle	1.83	20	\$36,600.00	\$3,245.00	\$39,845.00	\$5,000.00	\$34,845.00
Lower Duck Ck	1.68	20	\$33,600.00	\$3,245.00	\$36,845.00	\$5,000.00	\$31,845.00
Lynches Ck	1.42	20	\$28,400.00	\$3,245.00	\$31,645.00	\$5,000.00	\$26,645.00
Pagans	0.87	20	\$17,400.00	\$3,245.00	\$20,645.00	\$5,000.00	\$15,645.00
Theresa Ck	0.85	20	\$17,000.00	\$3,245.00	\$20,245.00	\$5,000.00	\$15,245.00
Tooloom	1.24	20	\$24,800.00	\$3,245.00	\$28,045.00	\$5,000.00	\$23,045.00
Upper Duck	1.94	20	\$38,800.00	\$3,245.00	\$42,045.00	\$5,000.00	\$37,045.00
Woodenbong	1.07	20	\$21,400.00	\$3,245.00	\$24,645.00	\$5,000.00	\$19,645.00

Schedule One – Amendments to the Plan

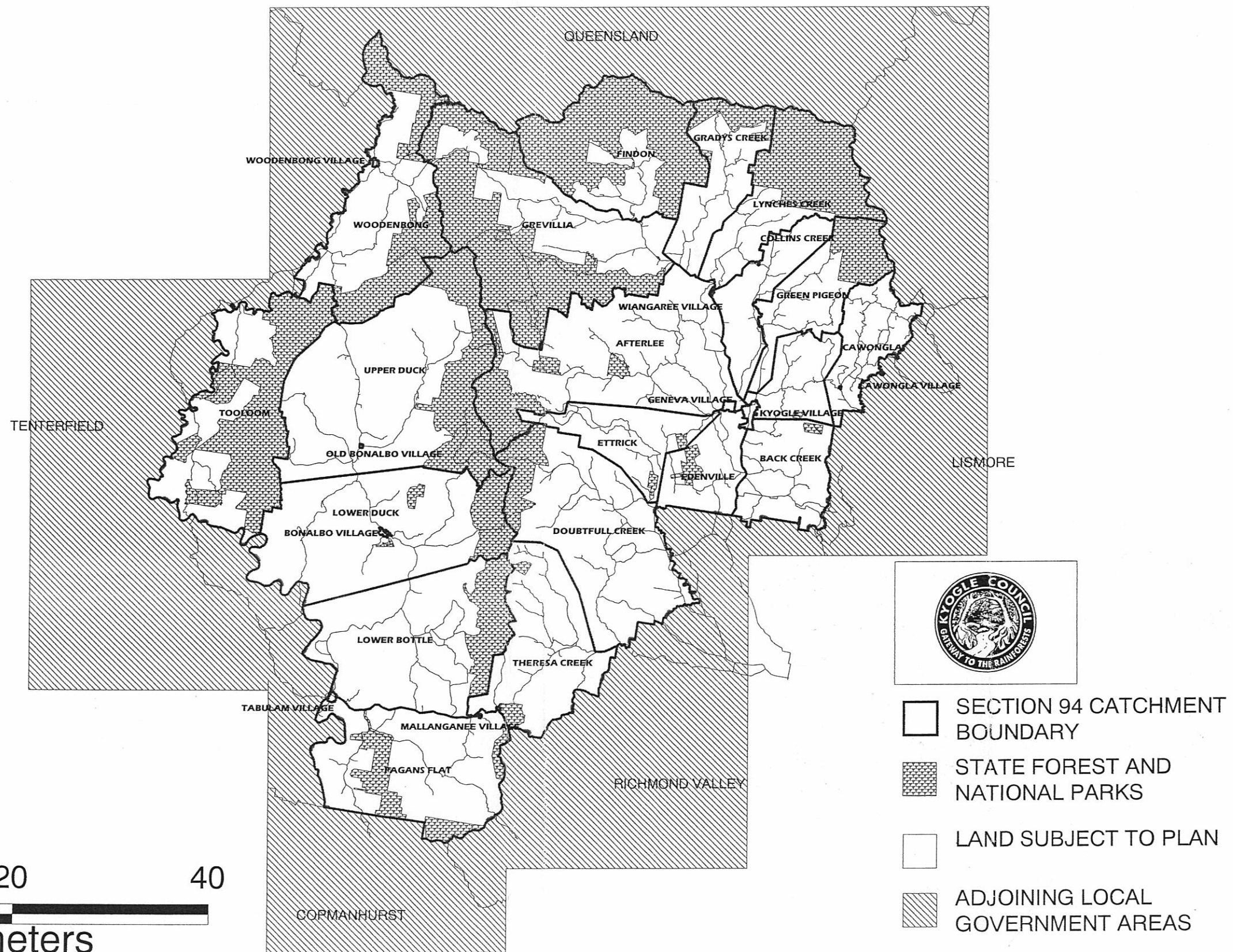
This schedule shows the number, date and nature of amendments to the plan.

Amendment No.	Date of Amendment	Nature of Amendment – description of section of plan amended and reason
1	April 24, 2002	Introduction of a Discounting Policy and amendments to traffic generation for various development types and a reduction in haulage distance for quarries.
2	April 23, 2009	Amendments required as a consequence to the adoption of the “Section 94 Development Contributions Plan, 2008 Residential, Rural Residential & Heavy Haulage Development” by Council resolution 230409/3 on April 23, 2009. Came into effect by advertising May 6, 2009.

KYOGLÉ COUNCIL

SECTION 94 URBAN AND RURAL ROAD CATCHMENTS

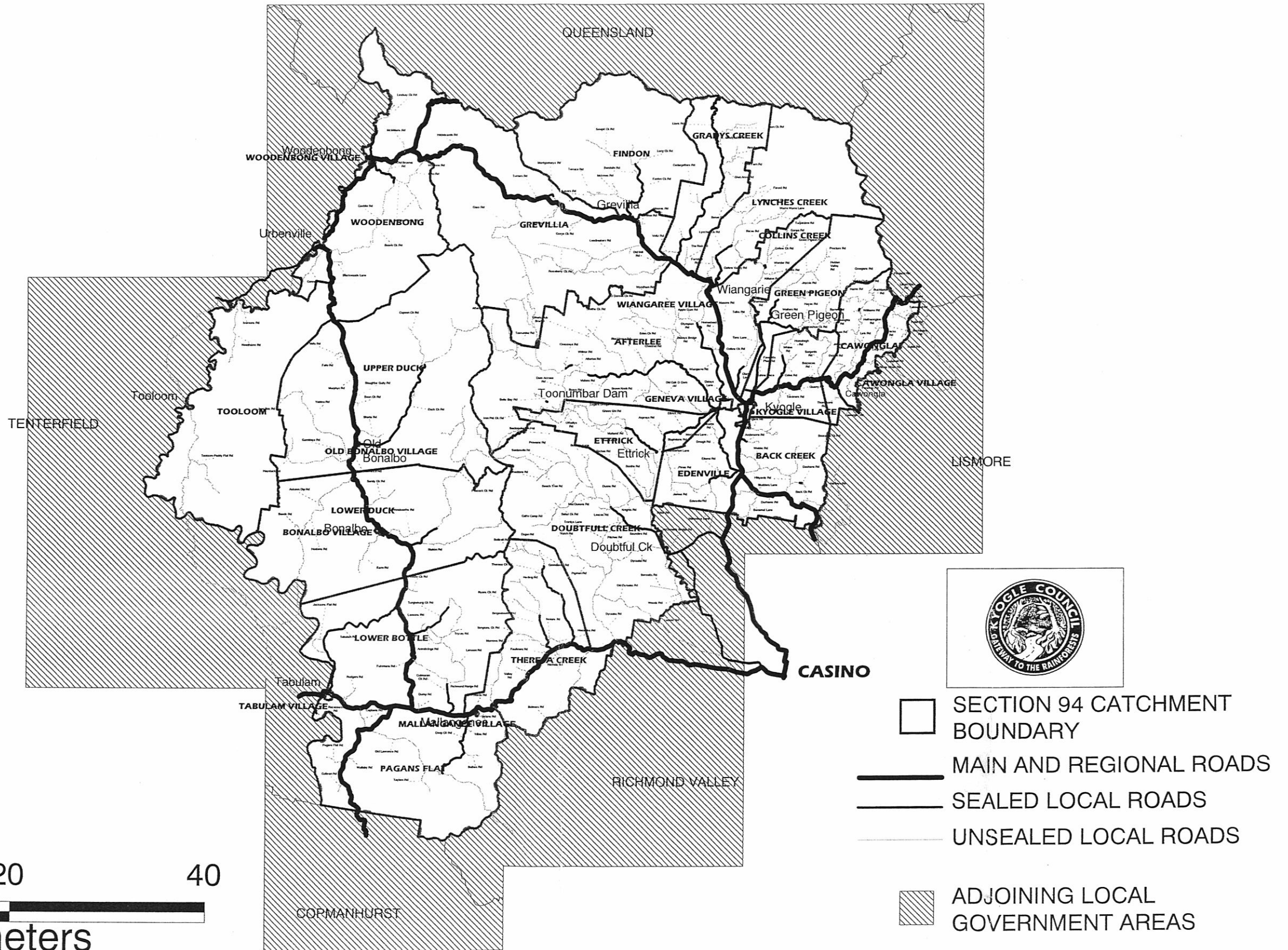
MAP 1



KYOGLÉ COUNCIL

SECTION 94 URBAN AND RURAL ROAD CATCHMENTS

MAP 2



Kyogle Council Costing Rural and Urban Roads Upgrading

Kyogle Council
Estimated Cost Rural and Urban Roads Upgrading

Prepared by GA&A & MRS

Date: 25/5/2001

Catchment ID

Afterlee

131

39

Back Creek

70

72

71

222

231

275

209

22

Bonalbo

Urban

Collins Ck

128

128

154

99

78

218

277

163

192

161

Cawongla

187

244

237

201

252

203

185

191

238

202

77

195

186

188

Catchment ID	Road No.	Road Class	Road Name	Minimum Existing Road Width	Proposed Design AADT	Extra Dwellings Equivalent	Design Road Width	Upgrade Length		Additional Width	Cost rate	Total Cost	Road wearing surface type	Contribution ET/m
								Chainage	Chainage					
	8	Feeder	Benns Rd	2	20		4	1.542		2	9.93	\$ 30,624	gravel	
	210	Access	Bells Bay Rd	3.1	20		4	2.3		0.9	9.93	\$ 20,555	gravel	
	181	Collector	Dam Access Rd	4.5	40		5	6.615		0.5	27.83	\$ 92,048	gravel	
	40	Access	Toonumbah Rd	2.4	20		4	0.79		1.6	9.93	\$ 12,552	gravel	
	206	Arterial	Afterlee Road (Toonumbah-Duck Creek)	4.5	150		6	10.125		1.5	27.83	\$ 422,668	gravel	
	143	Access	Vidlers Rd	2.4	20		4	1.76		1.6	9.93	\$ 27,963	gravel	
	89	Access	Brown Knob Rd (pt)	2	20		4	0.796		2	9.93	\$ 15,809	gravel	
	2	Arterial	Afterlee Rd	4.8	150		7	15.678	0	2.2	27.83	\$ 959,901	seal	
	2	Arterial Min	Afterlee Rd	4.8	150		6	28.467	15.678	1.2	27.83	\$ 427,101	seal	
	28	Access	Crossleys Rd	2.4	20		4	0.745		1.6	9.93	\$ 11,837	gravel	
	117	Feeder	Smiths Ck Rd	2.9	20		4	7.614		1.1	9.93	\$ 83,168	gravel	
	249	Feeder	Blackhorse Rd	3	20		4	3.213		1	9.93	\$ 31,905	gravel	
	80	Feeder	Brown Knob Rd (pt)	3.9	20		4	2.797		0.1	9.93	\$ 2,777	gravel	
	103	Feeder	Old Cob O Corn Rd	3.4	20		4	8.483		0.6	9.93	\$ 50,542	gravel	
	145	Collector	Wiangaree Rd	3.9	40		6	16.04		2.1	27.83	\$ 937,426	seal	
	6	Feeder	Baileys Bridge Rd	3.1	20		4	1.34		0.9	9.93	\$ 11,976	gravel	
	137	Collector	Eden Ck Rd	3.6	40		4	11.314		0.4	14.8	\$ 66,979	gravel	
	31	Access	Chestnut Rd	2.5	20		4	0.966		1.5	9.93	\$ 14,389	gravel	
	102	Access	O'Donnell Ck Rd	2.4	20		4	1.711		1.6	9.93	\$ 27,184	gravel	
	147	Feeder	Apple Gum Road	3.4	20		4	3.474		0.6	9.93	\$ 20,698	gravel	
		Feeder	Wyndham Road	3.5	20		4	4.244		0.5	9.93	\$ 21,071	gravel	
	266	Access	Wynlea Road	3	20		4	0.326		1	9.93	\$ 3,237	gravel	
	280	Access	Olympian Road	2.5	20		4	0.88		1.5	9.93	\$ 13,108	gravel	
	149	Access	Homestead Road	4.3	20		4	0.136		-0.3	9.93	\$ 405	seal	
	149	Access	Homestead Road	3.5	20		4	1.318	0.136	0.5	9.93	\$ 5,869	gravel	
	26	Access	Clarkes Lane	7.5	20		4	0.142		-3.5	9.93	\$ 4,935	seal	
	149	Access	Clarkes Lane	3.75	20		4	1	0.142	0.25	9.93	\$ 2,130	gravel	
	253	Access	Slaters Road	3	20		4	0.201		1	9.93	\$ 1,996	gravel	
	166	Feeder	Newtons Road	2.7	20		4	1.463		1.3	9.93	\$ 18,886	gravel	
							41	135.48	15.956			\$ 3,329,057		0.68
	95	Feeder	Merrigans Rd	2.5	20		4	1.39	0	1.5	9.93	\$ 20,704	gravel	
	1	Collector	Andersons Rd	4	40		6	2.17	0	2	27.83	\$ 120,782	seal	
	146	Feeder	Webbs Rd	2.5	20		4	3.261	0	1.5	9.93	\$ 48,573	gravel	
	14	Collector	Hillyards Rd	3.6	40		4	8.46	0	0.4	14.8	\$ 50,083	gravel	
	116	Feeder	Studders Lane	3.1	20		4	2.897	0	0.9	9.93	\$ 25,890	gravel	
	7	Feeder	Baraimal Lane	2.8	20		4	3.981	0	1.2	9.93	\$ 47,438	gravel	
	15	Collector	Back Ck Rd	3.8	40		4	3.54	0	0.2	14.8	\$ 10,478	gravel	
	222	Access	Doohans Rd	2.7	20		4	2.194	0	1.3	9.93	\$ 28,322	gravel	
	231	Access	Mundalong Road	3	20		4	0.249	0	1	9.93	\$ 2,473	gravel	
	275	Access	Durhams Road	4.5	20		4	1.007	0	-0.5	14.8	\$ 7,452	seal	
	209	Access	Hartleys Rd	2.4	20		4	2.81	0	1.6	9.93	\$ 44,645	gravel	
	22	Feeder	Boorabee Ck Rd	2.8	20		4	4.23	0	1.2	9.93	\$ 50,405	gravel	
							48	36.189	0			\$ 442,342		0.25
			FUTURE PROGRAM to EXTEND TO 10 years (initial sealing and road upgrading)			% increase	2.6%	\$ 3,827	10 years	15000 per year		\$ 150,000		
			New ET/yr	1	10	Existing Assessments	392		10					\$ 383 per ET value
	27	Collector	Collins Ck Rd	3.9	40		6	20.146	0	2.1	27.83	\$ 1,177,393	seal	
	27	Collector	Collins Ck Rd	3.9	40		6	23.468	20.146	2.1	27.83	\$ 194,148	seal	
	93	Access	Tims Lane	2.5	20		4	0.714		1.5	9.93	\$ 10,635	gravel	
	154	Access	Tulks Rd	2.5	20		4	0.692		1.5	9.93	\$ 10,307	gravel	
	99	Access	Masons Rd	2	20		4	0.7		2	9.93	\$ 13,902	gravel	
	78	Feeder	Killaloe Rd	2.9	20		4	4.017		1.1	9.93	\$ 43,878	gravel	
	218	Access	Wender Rd	2.3	20		4	3.032		1.7	9.93	\$ 51,183	gravel	
	277	Access	Gonpa Road	3	20		4	0.389		1	9.93	\$ 3,863	gravel	
	163	Access	Hayes Road	2.5	20		4	0.465		1.5	9.93	\$ 6,926	gravel	
	192	Access	Wainwrights Road	2.6	20		4	0.616		1.4	9.93	\$ 8,564	gravel	
	161	Access	Sherwoods Road	2.7	20		4	0.793		1.3	9.93	\$ 10,237	gravel	
			Wiangaree town area			Program to be determined	1 ET per	10	1			\$ 10,000	seal	
							49	55.032	20.146			\$ 1,541,035		0.90
	187	Arterial	Cawongla Rd	5.5	150		7	3.45	0	1.5	27.83	\$ 144,020	seal	
	244	Access	Thompsons Rd	2.7	20		4	0.837	0	1.3	9.93	\$ 10,805	gravel	
	237	Access	Faraway Rd	2.2	20		4	1.67	0	1.8	9.93	\$ 29,850	gravel	
	201	Access	Atkins Rd	2.9	20		4	1.213		1.1	9.93	\$ 13,250	gravel	
	252	Arterial	Stony Chute Rd	5	150		6	1.983		1	27.83	\$ 55,187	gravel	
	203	Feeder	Oxbow Rd	3.1	20		4	4.137		0.9	9.93	\$ 36,972	gravel	
	185	Access	Campbells Rd	2.4	20		4	0.533		1.6	9.93	\$ 8,468	gravel	
	191	Feeder	Old Tweed Rd	2.6	20		4	2.35		1.4	9.93	\$ 32,670	gravel	
	238	Access	Buchanans Rd	2.2	20		4	0.83		1.8	9.93	\$ 14,835	gravel	
	202	Collector	Gabal Rd	3.2	40		4	2.47		0.8	14.8	\$ 29,245	gravel	
	77	Access	Johnstones Rd	2.3	20		4	0.185		1.7	9.93	\$ 3,123	gravel	
	195	Collector	Link Rd	4.4	40		4	1.816		-0.4	14.8	\$ 10,751	gravel	
	186	Access	Robb Rd	3.2	20		4	0.887		0.8	9.93	\$ 7,046	gravel	
	188	Access	Heatherington Rd	2.9	20		4	0.462		1.1	9.93	\$ 5,046	gravel	

Kyogle Council Costing Rural and Urban Roads Upgrading

	199	Collector	Williams Rd	3.7	40	5	11.99		1.3	14.8	\$	230,688	gravel
	197	Access	Barnes Rd	2.1	20	4	0.675		1.9	9.93	\$	12,735	gravel
	189	Access	Twin Pines Rd	2.9	20	4	0.883		1.1	9.93	\$	9,645	gravel
	208	Collector	Lillian Rock Rd	4.9	40	4	3.429		-0.9	14.8	-\$	45,674	gravel
	200	Access	Pinnacle Rd	4.5	20	4	1	0	-0.5	9.93	-\$	4,965	gravel
	198	Feeder	McClellands Rd	2.6	20	4	2.37	0	1.4	9.93	\$	32,948	gravel
	204	Collector	Creegans Rd	3.1	40	4	5.95	0	0.9	14.8	\$	79,254	gravel
	190	Access	Harris Road	2.25	20	4	0.423	0	1.75	9.93	\$	7,351	gravel
	278	Access	Buchlands Road	3	20	4	0.278	0	1	9.93	\$	2,761	gravel
	267	Access	Caldera Lane	3	20	4	0.143	0	1	9.93	\$	1,420	gravel
	240	Access	Tallowood Road	2.4	20	4	0.59	0	1.6	9.93	\$	9,374	gravel
Doubtful Ck						41	49.821	0			\$	704,508	
	230	Access	Proviens Rd	1.8	20	4	0.415		2.2	9.93	\$	9,066	gravel
	10	Access	Bonnors Lane	2.6	20	4	3.785		1.4	9.93	\$	52,619	gravel
	39	Access	Dunns Rd	2.1	20	4	2.194		1.9	9.93	\$	41,394	gravel
	229	Access	Sheddons Rd	2.5	20	4	1.412		1.5	9.93	\$	21,032	gravel
	61	Feeder	Beech Tree Rd	1.8	20	4	1.57		2.2	9.93	\$	34,298	gravel
	223	Access	MacQueens Rd	1.8	20	4	0.583		2.2	9.93	\$	12,736	gravel
	11	Feeder	Babyl Ck Rd	3.4	20	4	7.565		0.6	9.93	\$	45,072	gravel
	84	Access	Leeses Rd	2.5	20	4	0.738		1.5	9.93	\$	10,993	gravel
	49	Arterial	Knights Rd	4	150	7	4.068	0	3	27.83	\$	339,637	seal
	38	Arterial	Sextonville Rd	4.5	150	7	18.392	0	2.5	27.83	\$	1,279,623	seal
	38	Arterial Min	Sextonville Rd	3.25	150	6	25.353	18.392	2.75	27.83	\$	532,743	gravel
	125	Feeder	Trentys Lane	3.4	20	4	6.215	0	0.6	9.93	\$	37,029	gravel
	110	Access	Pitches Rd	2.5	20	4	1.184	0	1.5	9.93	\$	17,636	gravel
	118	Access	Saunders Rd	3.1	20	4	0.476	0	0.9	9.93	\$	4,254	gravel
	51	Collector	McDonalds Bridge Road	6	40	6	0.523	0	0	14.8	\$	-	gravel
	42	Collector	Dyraaba Rd (pt)	3.6	40	4	7.768	0	0.4	14.8	\$	45,987	gravel
	30	Access	Carruthers Road	3.5	20	4	0.96		0.5	9.93	\$	4,766	gravel
	276	Access	Cattle Camp Road	3	20	4	0.481		1	9.93	\$	4,776	gravel
	77	Access	Walsh Road	2.3	20	4	0.357		1.7	9.93	\$	6,027	gravel
	262	Access	Eggins Road	3	20	4	0.695		1	9.93	\$	6,901	gravel
	175	Access	Bennetts Rd	2.5	20	4	2.87		1.5	9.93	\$	42,749	gravel
	81	Feeder	Bolan Road	3.8	20	4	3.568		0.2	9.93	\$	7,086	gravel
	87	Feeder	Old Dyraaba Rd	3	20	4	7.47		1	9.93	\$	74,177	gravel
	157	Collector	Woods Rd	1.8	40	4	0.964		2.2	14.8	\$	31,388	gravel
	43	Collector	Dyraaba Rd	3.7	40	4	7.768		0.3	14.8	\$	34,490	gravel
	139	Access	Pigman Rd	2.9	20	4	4.84		1.1	9.93	\$	52,867	gravel
Edenville						41	112.214	18.392			\$	2,749,346	
2	47	Collector	Edenville Rd	5	40	6	4.33	0	1	27.83	\$	120,504	seal
3	47	Collector	Edenville Rd	4	40	6	7.612	4.33	3.4	27.83	\$	310,549	gravel
60	104	Collector	Omagh Rd	5.1	40	6	8.04	0	0.9	27.83	\$	201,378	seal
48	48	Access	Ellems Rd	2.3	20	4	0.94	0	1.7	9.93	\$	15,868	gravel
	69	Access	Mockharra Lane	3	20	4	0.782	0	1	9.93	\$	7,765	gravel
	69	Access	Mockharra Lane	2.5	20	4	3.215	0.782	1.5	9.93	\$	36,240	gravel
	56	Access	Gooleys Road	3	20	4	0.728	0	1	9.93	\$	7,229	gravel
	93	Access	Mahoneys Lane	4.3	20	4	1.87	0	-0.3	9.93	-\$	5,571	gravel
	109	Access	Paynters Lane	3	20	4	0.58	0	1	9.93	\$	5,759	gravel
	170	Access	James Rd	2.5	20	4	0.562	0	1.5	9.93	\$	8,371	gravel
	45	Arterial	Pines Rd	4.7	150	6	8.025	0	1.3	27.83	\$	290,336	gravel
Etrick						41	36.684	5.112			\$	998,429	
	45	Arterial	Etrick Rd	4.5	150	7	9.577	0	2.5	27.83	\$	666,320	seal
	73	Collector	Iron Pot Creek Road	5.15	40	6	4.457	0	0.85	27.83	\$	105,433	seal
	73	Collector	Iron Pot Creek Road	2.9	40	5	24.186	4.457	2.1	14.8	\$	613,177	gravel
	49	Arterial	Knights Rd	4	150	7	7.045	0	3	27.83	\$	588,187	seal
	233	Access	Alcorns Rd	3.1	20	4	0.355	0	0.9	9.93	\$	3,173	gravel
	168	Access	Stapletons Road	2.5	20	4	0.94	0	1.5	9.93	\$	14,001	gravel
	4	Access	Aspreys Rd	2.6	20	4	1.656	0	1.4	9.93	\$	23,022	gravel
	57	Feeder	Ghinni Ghi Rd	3.3	20	4	4.038	0	0.7	9.93	\$	28,068	gravel
	182	Collector	Logans Bridge Rd	3.5	40	4	0.646	0	0.5	14.8	\$	4,780	gravel
	89	Access	Mallums Rd	2	20	4	0.796	0	2	9.93	\$	15,809	gravel
	74	Access	Imesons Rd	3	20	4	2.727	0	1	9.93	\$	27,079	gravel
	169	Access	Riches Rd	2.6	20	4	0.753	0	1.4	9.93	\$	10,468	gravel
	9	Access	Booths Rd	2.6	20	4	3.427	0	1.4	9.93	\$	47,642	gravel
	65	Access	Lamberton Lane	2.4	20	4	1.678	0	1.6	9.93	\$	26,660	gravel
	180	Collector	Brays Road	3.1	20	4	1.232	0	0.9	14.8	\$	16,410	gravel
Findon						41	63.513	4.457			\$	2,190,229	
	120	Feeder	Sawpit Ck Rd	3	20	4	5.56		1	9.93	\$	55,211	gravel
	85	Access	Long Ck Rd	2.1	20	4	1.844		1.9	9.93	\$	34,791	gravel
	24	Access	Bendalls Rd	2.5	20	4	0.212		1.5	9.93	\$	3,158	gravel
	124	Feeder	Terrace Rd	3.2	20	4	4.108		0.8	9.93	\$	32,634	gravel
	54	Collector	Findon Ck Rd	3.65	40	6	8.903	0	2.35	27.83	\$	582,261	seal
	54	Collector	Findon Ck Rd	3.65	40	4	10.681	8.903	0.35	14.8	\$	9,210	gravel
	269	Access	Levers Road	2.5	20	4	0.147	0	1.5	9.93	\$	2,190	gravel
	269	Access	Levers Road	3	20	4	0.157	0	1	9.93	\$	1,559	gravel
	268	Access	McInnes Road	2.5	20	4	0.288	0	1.5	9.93	\$	4,290	gravel
Gradys Ck						22	31.9	8.903			\$	725,302	
	129	Access	Risk Rd	2.6	20	4	2.593	0	1.4	9.93	\$	36,048	gravel
	144	Access	Voltz Rd	2.1	20	4	1.864	0	1.9	9.93	\$	35,168	gravel
	164	Feeder	Simes Rd	1.8	20	4	3.316	0	2.2	9.93	\$	72,441	gravel
	36	Access	Glen Arvin Rd	2.1	20	4	1.027	0	1.9	9.93	\$	19,376	gravel

Kyogle Council Costing Rural and Urban Roads Upgrading

	246 Access	Tree Fern Rd		2.5	20		4	1.46	0	1.5	9.93	\$	21,747	gravel	
	245 Feeder	Brindle Ck Rd		2.9	20		4	3.374	0	1.1	9.93	\$	36,854	gravel	
6	59 Arterial	Gradys Ck Rd		4.6	150		7	12.945	0	2.4	27.83	\$	864,622	seal	
6	59 Arterial	Gradys Ck Rd		3.9	150		7	4.49	0	3.1	27.83	\$	387,366	gravel	
6	179 Arterial	Lions Road		4.4	150		7	8.183	0	2.6	27.83	\$	592,106	seal	
	126 Access	Moore Rd		3	20		4	1.255	0	1	9.93	\$	12,462	gravel	
	255 Access	Main Ck Rd		2.3	20		4	5.338	0	1.7	9.93	\$	90,111	gravel	
Green Pigeon							22	45.845	0				\$ 2,168,301		2.15
	53 Arterial	Fawcetts Plain Rd		5.4	150		7	8.36		1.6	27.83	\$	372,254	seal	
37	68 Collector	Horseshoe Ck Rd		3.6	40		6	3.216	0	2.4	27.83	\$	214,803	seal	
37	68 Collector	Horseshoe Ck Rd		3.6	40		4	12.165	3.216	0.4	14.8	\$	52,978	gravel	
	58 Collector	Green Pigeon Rd		4.5	40		4	11.25		-0.5	14.8	-\$	83,250	gravel	
	158 Access	Walters Rd		2.3	20		4	0.59		1.7	9.93	\$	9,960	gravel	
	241 Access	Karina PPlace		3	20		4	0.421		1	9.93	\$	4,181	gravel	
	234 Access	Elliotts Rd		2.3	20		4	0.06		1.7	9.93	\$	1,013	gravel	
	41 Access	Davis Rd		2.7	20		4	2.474		1.3	9.93	\$	31,937	gravel	
	199 Collector	Joyces Rd		2.2	40		4	1.16		1.8	14.8	\$	30,902	gravel	
	243 Access	Proctors Rd		2.7	20		4	0.49		1.3	9.93	\$	6,325	gravel	
	236 Access	Hidden Valley Road		2.2	20		4	0.686		1.8	9.93	\$	12,262	gravel	
Grevillia							41	40.872	3.216				\$ 653,365		0.42
	211 Access	Lavelles Rd		1.8	20		4	0.13		2.2	9.93	\$	2,840	gravel	
	60 Feeder	Gorge Ck Rd		2.7	20		4	1.853		1.3	9.93	\$	23,920	gravel	
	254 Access	Imbreys Rd		1.8	20		4	0.756		2.2	9.93	\$	16,516	gravel	
	91 Access	Montgomerys Rd		2	20		4	0.995		2	9.93	\$	19,761	seal	
	132 Access	Turners Rd		2.8	20		4	0.657		1.2	9.93	\$	7,829	gravel	
	36 Access	Coxs Rd		2.1	20		4	1.027		1.9	9.93	\$	19,376	gravel	
	124 Feeder	Terrace Rd		3.2	20		4	5.108		0.8	9.93	\$	40,578	gravel	
	112 Collector	Roseberry Ck Rd		3.2	40		4	8.374	0	0.8	14.8	\$	99,148	gravel	
	112 Collector Min	Roseberry Ck Rd		3.2	40		4	11.8	8.374	0.8	14.8	\$	40,564	gravel	
	257 Access	Calamia Road		5	20		4	0.2		-1	9.93	-\$	1,986	seal	
	257 Access	Calamia Road		3	20		4	0.505	0.2	1	9.93	\$	3,029	gravel	
	258 Access	Dingo Gully Road		3	20		4	0.692		1	9.93	\$	6,872	gravel	
	224 Access	Gordons Road		3	20		4	0.683		1	9.93	\$	6,782	gravel	
	264 Access	Old Mill Road		3.5	20		4	0.576		0.5	9.93	\$	2,860	gravel	
		Grevillia town area	Program to be determined			1 ET per							\$ 20,000	seal	
						5 years							\$ 308,088		
Homeleigh							22	33.356	8.574				\$ 308,088		0.57
	128 Access	Taverners Rd		2.3	20		4	1.486	0	1.7	9.93	\$	25,085	gravel	
	111 Feeder	Quarry Rd		2.5	20		4	0.577		1.5	9.93	\$	8,594	gravel	
	249 Feeder	Whites Rd		2.7	20		4	3.213		1.3	9.93	\$	41,477	gravel	
	235 Access	Bolziccos Rd		2.1	20		4	0.502		1.9	9.93	\$	9,471	gravel	
112	196 Feeder	Sargents Rd		3.3	20		4	6.983		0.7	9.93	\$	48,539	gravel	
41	70 Collector	Homeleigh Rd		3.8	40		6	3.61	0	2.2	27.83	\$	221,026	seal	
41	70 Collector	Homeleigh Rd		3.8	40		5	9.981	3.61	1.2	14.8	\$	113,149	gravel	
Kyogle Urban Area							41	26.352	3.61				\$ 467,341		0.50
	Initial Sealing	Irwin Lane, Irwin St to End		4%	\$	351							\$	9,000	
	Initial Sealing	Craig St, Summerland Way to exist seal		4%	\$	781							\$	20,000	
	Initial Sealing	Willis St, Walker St, to LarkinSt		4%	\$	1,288							\$	33,000	
	Initial Sealing	McDougal St Underpass, Low level road		4%	\$	1,171							\$	30,000	
	Initial Sealing	Chauvel St, Wallis St. To end		4%	\$	1,444							\$	37,000	
	Initial Sealing	Merrigan Lane, Merrigan St to Boorabee St		4%	\$	859							\$	22,000	
	Initial Sealing	Close Lane, Close St to Kyogle Rd		4%	\$	703							\$	18,000	
	Initial Sealing	Hogan Lane, Kyogle Rd to end		4%	\$	39							\$	1,000	
	Initial Sealing	Power Lane, Summerland Way to Rous Lane		4%	\$	351							\$	9,000	
	Initial Sealing	Colin St, Extend seal to end		4%	\$	234							\$	6,000	
	Initial Sealing	Daleys Lane to end		4%	\$	585							\$	15,000	
	Initial Sealing	Fawcett St to end		4%	\$	195							\$	5,000	
	Road Upgrading	Geneva St, Summerland Way to Bloore St		4%	\$	1,405							\$	36,000	
	Road Upgrading	Boorabee St Summerland Way to Merrigan St		4%	\$	781							\$	20,000	
	Road Upgrading	Donald St Colin Lane to Curtios St		4%	\$	468							\$	12,000	
	Road Upgrading	Walter St Allen St to Willis St		4%	\$	898							\$	23,000	
	Road Upgrading	Cyrilgay Lane, Bundock St to Moore St		4%	\$	351							\$	9,000	
	Road Upgrading	Roxy Lane, Geneva St to McDougall St		4%	\$	507							\$	13,000	
	Road Upgrading	Fawcett St Fawcett Lane to Close St		4%	\$	976							\$	25,000	
	Road Upgrading	Geneva St, Summerland Way to Groom St		4%	\$	2,381							\$	61,000	
	Road Upgrading	Stratheden St Summerland Way to Groom St		4%	\$	1,366							\$	35,000	
	Road Upgrading	Larkin St, Allen St to McDougall St		4%	\$	937							\$	24,000	
	Road Upgrading	Larkin St, Willis St to Allen St		4%	\$	1,171							\$	30,000	
	Road Upgrading	Norton St, Willis St to Allen St		4%	\$	1,171							\$	30,000	
	Road Upgrading	Stratheden St, Groom St easterly		4%	\$	2,108							\$	54,000	
	Road Upgrading	Anderson St, Donald St to end		4%	\$	468							\$	12,000	
	Road Upgrading	Rosberry St, Groom St to Short St		4%	\$	703							\$	18,000	
	Road Upgrading	Colin Lane, end of lane to Curtios St		4%	\$	468							\$	12,000	
	Road Upgrading	Warrazambil St, Groom St easterly		4%	\$	1,952							\$	50,000	
	Road Upgrading	Highfield Rd, 200m to works depot		4%	\$	625							\$	16,000	
	Road Upgrading	Groom St, Roseberry St to Rous St		4%	\$	781							\$	20,000	
	Road Upgrading	Groom St, Stratheden St to Roseberry East Side		4%	\$	1,327							\$	34,000	
	Road Upgrading	McDougal St, Norton St to end (Bowls Club)		4%	\$	1,639							\$	42,000	
	Road Upgrading	Norton St, Allen St to McDougall St		4%	\$	937							\$	24,000	
	Road Upgrading	Campbell St, Morphett St. to May St		4%	\$	1,249							\$	32,000	
	Road Upgrading	Short St, Roseberry St to Wyndham St		4%	\$	1,366							\$	35,000	

Kyogle Council Costing Rural and Urban Roads Upgrading

FUTURE PROGRAM to EXTEND TO 10 years (both programs, initial sealing and road upgrading)
 Number of existing assessments 1281

		4% \$ 7,026 5 ET per year	10 years	50	3 years	60000 per year	\$ 180,000	\$ 821
Lower Bottle	76 Access Jacksons Flat Rd		2.6 20		4 3.575	0 1.4	9.93 \$ 49,700 gravel	
	20 Arterial Tabulam Rd		4.8 150		7 15.807	0 2.2	27.83 \$ 967,799 seal	per ET value
	115 Access Rodgers Rd		2.6 20		4 2.831	0 1.4	9.93 \$ 39,357 gravel	
	37 Collector Culmaran Ck Rd		3 40		5 8.462	0 2	27.83 \$ 470,995 seal	
	162 Access Dump Rd		3.8 20		4 0.816	0 0.2	9.93 \$ 1,621 gravel	
	140 Feeder Larrson Rd		2.8 20		4 8.33	0 1.2	9.93 \$ 99,260 gravel	
	5 Access Armstrongs Rd		2.3 20		4 2.34	0 1.7	9.93 \$ 39,502 gravel	
	131 Collector Tunglebung Ck Rd		3.2 40		5 7.152	0 1.8	27.83 \$ 358,272 seal	
	248 Access Bottle Ck Rd		2.7 20		4 1.308	0 1.3	9.93 \$ 16,885 gravel	
Lower Duck Creek	122 Access Sandy Ck Rd		2.9 20	22	4 3.76	0 1.1	9.93 \$ 41,070 gravel	1.83
	107 Arterial Peacock Ck Rd		3.3 150		7 12.736	3.7	27.83 \$ 1,311,439 seal	
	256 Feeder Station Rd		2.7 20		4 5.948	1.3	9.93 \$ 76,783 gravel	
	82 Feeder Farm Rd		2.6 20		4 5.289	1.4	9.93 \$ 73,528 gravel	
	247 Collector Hootens Rd		3 40		4 15.179	1	14.8 \$ 224,649 gravel	
	232 Access Bairds Rd		2.2 20		4 1.418	1.8	9.93 \$ 25,345 gravel	
	227 Access Askews Dip Rd		2.7 20		4 0.862	1.3	9.93 \$ 11,128 gravel	
	12 Access Woodworths Rd		2.6 20		4 4.277	1.4	9.93 \$ 59,459 gravel	
Lynches Ck	35 Feeder Collins Valley Rd		3.4 20	22	4 4.178	0 0.6	9.93 \$ 24,893 gravel	1.68
	52 Access Ferndale Rd		3.2 20		4 3.873	0.8	9.93 \$ 30,767 gravel	
	173 Access Rices Rd		2.1 20		4 0.77	1.9	9.93 \$ 14,528 gravel	
	250 Access Warra Warra Lane		2.1 20		4 0.138	1.9	9.93 \$ 2,604 gravel	
	151 Feeder Warrazambil Ck Rd		2.6 20		4 5	1.4	9.93 \$ 69,510 gravel	
	226 Access Forest Rd		2.5 20		4 6.584	1.5	9.93 \$ 98,069 gravel	
40	79 Collector Lynches Ck Rd		3.7 40		6 13.035	2.3	27.83 \$ 834,357 seal	
	279 Access Turpentine Road		3 20		4 1.168	1	9.93 \$ 11,598 gravel	
Pagans	106 Collector Old Lawrence Rd		2.7 40	22	4 17.075	0 1.3	14.8 \$ 328,523 gravel	1.42
34	44 Collector Deep Creek Rd		4.5 40		6 8.073	1.07	27.83 \$ 292,340 seal	
	123 Access Strains Rd		2 20		4 0.349	0 2	9.93 \$ 6,931 gravel	
	55 Access Fuhrmans Road		3 20		4 1.57	0 1	9.93 \$ 15,590 gravel	
	55 Access Fuhrmans Road		2.5 20		4 4.664	1.57	9.93 \$ 46,085 gravel	
	272 Access Wallaby Road		2.5 20		4 0.962	0 1.5	9.93 \$ 14,329 gravel	
	265 Access Leasons Road		3 20		4 1.015	0 1	9.93 \$ 10,079 gravel	
	263 Access Tryney Road		2.5 20		4 1.21	0 1.5	9.93 \$ 18,023 gravel	
	153 Access Yates Rd		2.4 20		4 0.747	0 1.6	9.93 \$ 11,868 gravel	
	23 Access Butlers Rd		2.4 20		4 1.728	0 1.6	9.93 \$ 27,454 gravel	
	218 Access Taylors Rd		2.5 20		4 3.028	0 1.5	9.93 \$ 45,102 gravel	
	242 Access Colbran Rd		2.7 20		4 1.207	0 1.3	9.93 \$ 15,581 gravel	
	108 Access Pagans Flat Rd		2.5 20		4 2.098	0 1.5	9.93 \$ 31,250 gravel	
	142 Feeder Captains Rd		3.9 20		4 2.43	0 0.1	9.93 \$ 2,413 gravel	
	133 Access Racecourse Rd		2.9 20		4 2.132	0 1.1	9.93 \$ 23,288 gravel	
	Tabulum town area	1 ET per 2 years		5 Program to be determined			\$ 50,000 seal	
	Mallangane town area	1 ET per	2 years	Program to be determined			\$ 50,000 seal	
Theresa Ck	71 Feeder Bulmers Rd		3.2 20	25	4 18.87	2.64	\$ 988,857	0.87
	100 Access Nicholls Rd		2.2 20		4 0.802	0.8	9.93 \$ 149,903 gravel	
	136 Access Valley Rd		2.3 20		4 1.679	1.7	9.93 \$ 28,343 gravel	
	172 Access Faulkners Rd		2.4 20		4 0.474	1.6	9.93 \$ 7,531 gravel	
	114 Access Richmond Range Rd		2.4 20		4 4.831	1.6	9.93 \$ 76,755 gravel	
	177 Access Pirlos Road		3 20		4 0.024	1	9.93 \$ 238 gravel	
	177 Access Pirlos Road		2.5 20		4 0.453	0.024	9.93 \$ 6,390 gravel	
	156 Access Pollards Road		2.5 20		4 0.76	1.5	9.93 \$ 11,320 gravel	
	270 Access Harding Road		2.5 20		4 0.022	1.5	9.93 \$ 328 gravel	
	270 Access Harding Road		3 20		4 0.78	0.022	9.93 \$ 7,527 gravel	
	94 Access Morrows Rd		2.1 20		4 0.414	1.9	9.93 \$ 7,811 gravel	
	271 Access Bottrell Road		3 20		4 0.59	1	9.93 \$ 5,859 gravel	
	121 Access Simpkins Rd		2.8 20		4 3.51	1.2	9.93 \$ 41,825 gravel	
	72 Access Hiscockes Rd		2.4 20		4 2.63	1.6	9.93 \$ 41,785 gravel	
	101 Access Nolans Rd		1.9 20		4 0.367	2.1	9.93 \$ 7,653 gravel	
	19 Collector Bingebeebebra Rd (pt)		4.2 40		6 4.25	0 1.8	27.83 \$ 212,900 seal	
	19 Collector Min Bingebeebebra Rd (pt)		3.5 40		4 9.98	4.25	0.5 14.8 \$ 42,402 gravel	
	113 Access Ryans Ck Rd		2.8 20		4 3.461	1.2	9.93 \$ 41,241 gravel	
	251 Access Dugan Road		2.2 20		4 1.006	1.8	9.93 \$ 17,981 gravel	
	23 Access Bingebeebebra Rd (pt)		2.2 20		4 1.728	1.8	9.93 \$ 30,886 gravel	
	130 Collector Theresa Ck Rd		4.2 40		6 9.567	1.8	27.83 \$ 479,249 seal	
	130 Collector Min Theresa Ck Rd		3.1 40		4 14.574	0.9	14.8 \$ 194,126 gravel	
	176 Access Grimstones Rd		2 20		4 0.728	2	9.93 \$ 14,458 gravel	
Tooloom	75 Access Iversons Rd		2.7 20	22	4 1.456	0 1.3	9.93 \$ 18,796 gravel	0.85
	50 Collector Needhams Rd		2.7 40		4 7.249	0 1.3	14.8 \$ 139,471 gravel	
	134 Arterial Paddys Flat Rd		2.8 150		6 14.991	0 3.2	27.83 \$ 1,335,038 gravel	
Upper Duck	29 Access Capeen Ck Rd		3 20	22	4 5.188	0 1	9.93 \$ 51,517 gravel	2.86
	178 Access Mills Rd		2 20		4 1.437	2	9.93 \$ 28,539 gravel	
	216 Access Falls Rd		2.2 20		4 0.545	1.8	9.93 \$ 9,741 gravel	
	155 Access Murphys Rd		1.8 20		4 0.415	2.2	9.93 \$ 9,066 gravel	

