

Kyogle Council



SECTION 94 DEVELOPMENT CONTRIBUTIONS PLAN, 2008

RESIDENTIAL, RURAL RESIDENTIAL & HEAVY HAULAGE DEVELOPMENT

Adopted by Kyogle Council on April 23, 2009

Minute No: 230409/3

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INTRODUCTION

On 26 May 2008, Kyogle Council commissioned Engineering Consultants Alf Grigg and Associates and Ken Wilson and Associates to undertake the preparation of a further Development Contribution Plan for the Local Government Area (LGA) pursuant to Section 94 of the New South Wales Environmental Planning and Assessment Act, 1979 as amended and associated New South Wales Environmental, Planning and Assessment Regulation, 2000.

This new Development Contributions Plan introduces further contributions applicable to residential, rural residential and heavy haulage developments. The provisions of the new plan relevant to rural residential zoned land and heavy haulage developments supersede those of the current Kyogle Council, Section 94 Contributions Plan, Urban & Rural Roads of December 2001 as amended; and contains the procedures for administration, assessment and settlement of contributions as well as a schedule of specific rates for contribution.

The Plan also includes strategies, relating to the provision of public infrastructure and facilities, the methodology for determining the contribution rates and the manner and timing of expenditure of the collected funds.

Essentially the Plan relates to growth forecasts, thus complementary needs for the respective services addressed, for the ensuing 23 year period. This will enable a better insight into the purpose and reasons for seeking the contributions. However for practical reasons, the Plan has been given a lifespan of 10 years due to the difficulty in structuring and committing to a works schedule beyond this timeframe.

The contributions towards local road improvements are, in the main, related to the growth localities within the shire as identified in the Kyogle Council Local Growth Management Strategy (LGMS) of 2008. This strategy which is in draft form was produced following an extensive consultation period. The following reports produced by Newtown Denny Chapelle, amongst others, were drawn upon as reference material for the Growth Strategy;

- " Kyogle Structure Plan of Twelve Preferred Areas" September 2007 &
- " Road Infrastructure Upgrade Assessment Report " December 2007.

The data and projections contained within the draft LGMS have been used for the purposes of deriving the contribution rates in the plan. Similarly, financial figures and data used in the plan were supplied by Council.

It is to be noted, and as listed in Annexure '1', that some road improvements associated with the respective developments, and , deemed as 'critical', will most likely be included as a condition of a Development Consent to be fully funded by the Applicant / Developer(s). In many instances such 'critical' works will be required to be fully completed before any releases for the development will be considered by the Council. This same provision will apply for circumstances where staging of a development occurs, with the 'critical' works to be implemented in conjunction with the 1st stage of the development.

Roadwork improvements that may be listed for inclusion as a Development Consent condition for a specifically nominated development, have not been included as part of this Section 94 Development Contributions Plan.

For circumstances where an applicant seeks and gains approval for a development outside the preferred growth localities, it will be most probable to expect that any improvement provisions to the road network impacted by the development, will be required to be fully funded by the developer and to satisfy Council's adopted standards.

As described in the body of the document, contributions are to be sought for the following facilities and services:

- Community Facilities; Buildings Location in Kyogle
- Kyogle Main Street Redevelopment Project
- Pedestrian Access and Mobility Management Plan
- Roads and Pathways; Rural Residential Localities
- Maintenance of Roads, Heavy Haulage Vehicles
- Administration Cost; Preparation of the Developments Contributions Plan

1.0 CONTRIBUTION RATES

1.1 CONTRIBUTION RATES FOR 2008/2009

STRATEGY	TYPE OF DEVELOPMENT	CONTRIBUTIONS RATES 2008/2009
Community Facilities <ul style="list-style-type: none"> Kyogle Memorial Institute Hall Seniors Centre Kyogle Amphitheatre and Visitor Information Centre Community Enterprise Centre 	Residential & Rural Residential For Whole LGA	\$ 80.00 / lot or ET for all
Kyogle Main Street Redevelopment Project	Residential & Rural Residential For Whole LGA	\$ 504.00 / lot or ET
Pedestrian Access and Mobility Management Plan (PAMPS) <ul style="list-style-type: none"> Township of Kyogle includes the rural residential areas of Geneva Golf Course Estate & Runnymede Village of Bonalbo Village of Old Bonalbo Village of Mallanganee Village of Mummulgum Village of Wiangaree Village of Woodenbong 	Residential & Rural Residential Relative to Respective Villages and the Adjacent Rural Residential Precinct Areas	\$ 355.00 / lot or ET \$ 345.00 / lot or ET \$ 23.00 / lot or ET \$ 540.00 / lot or ET \$ 820.00 / lot or ET \$ 545.00 / lot or ET \$ 410.00 / lot or ET
Roads and pathways, Rural Residential Localities <ul style="list-style-type: none"> Bonalbo Old Bonalbo Cawongla Cawongla / Oxbow Geneva - Stage 1 Geneva - Stage 2 Homeleigh Mallanganee Mummulgum Runnymede Tabulam Wiangaree Woodenbong Golf Course Estate 	Rural Residential	\$ 6,260.00 / lot or ET \$ 14,070.00 / lot or ET \$ 4,000.00 / lot or ET \$ 5,800.00 / lot or ET \$ 4,760.00 / lot or ET \$ 580.00 / lot or ET \$ 10,500.00 / lot or ET \$ 16,360.00 / lot or ET \$ 6,990.00 / lot or ET \$ 3,990.00 / lot or ET \$ 11,700.00 / lot or ET \$ 3,740.00 / lot or ET \$ 12,810.00 / lot or ET \$ 11,540.00 / lot or ET
Maintenance of Roads Heavy Haulage Vehicles	Regional and Local Roads	\$ 0.048 x L x Q x D
Preparation of Development Contributions Plan	Residential & Rural Residential	\$ 66.00 / lot or ET

2.0 ADMINISTRATION AND OPERATION OF THE PLAN

2.1 NAME OF PLAN

This development contributions plan is labelled as the Kyogle Council Development Contributions Plan 2008 Residential, Rural Residential and Heavy Haulage Development.

2.2 Area to which the Plan applies

This plan applies to all land within the Kyogle Council local government area, as captured in the figure below.

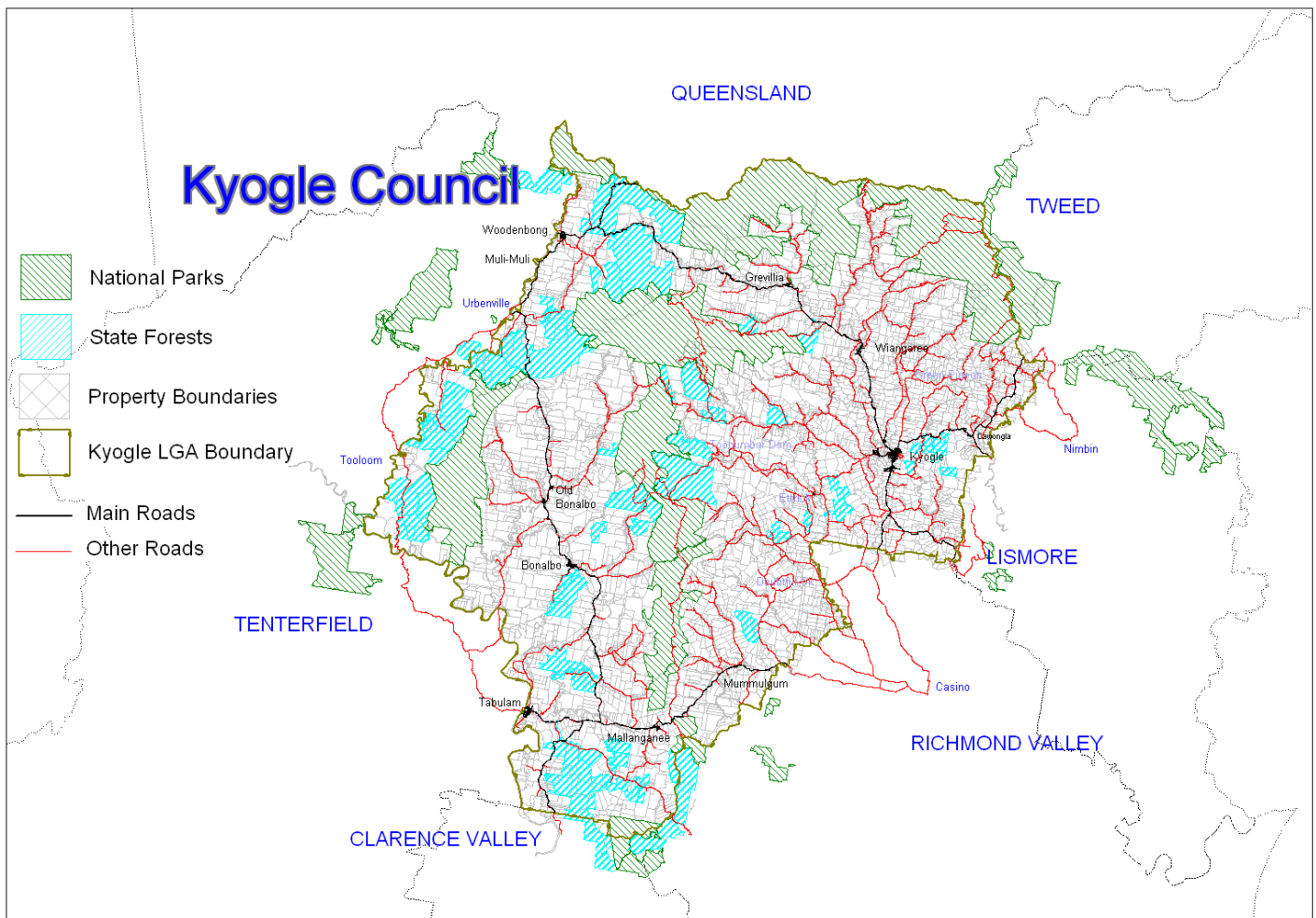


Figure – Kyogle LGA Overview

2.3 Purpose of the Plan

The purpose of the Development Contributions Plan is to:

- (a) Provide an administration framework under which specific public facilities strategies may be implemented and co-ordinated.
- (b) Ensure that adequate public facilities are provided for as part of a new development.
- (c) To authorise the Council to impose conditions under Section 94 (s94) of the Environmental Planning and Assessment Act 1979 when granting consent to development on land to which this plan applies.
- (d) Provide a comprehensive strategy for the assessment, collection, expenditure accounting and review of development contributions on an equitable basis.
- (e) Ensure that the existing community is not burdened by the provision of public amenities and public services required as a result of future development.
- (f) Enable the Council to be both publicly and financially accountable in its assessment and administration of the developments contribution Plan.

2.4 Commencement of the Plan

This development contributions plan has been prepared pursuant to the provisions of s94 of the NSW E.P.&A. Act and Part 4 of the NSW E.P.&A. Regulation and takes effect from the date on which public notice was published, pursuant to Clause 31(4) of the E.P.& A. Regulation.

The current Section 94 Plan titled 'Kyogle Council, Section 94 Contributions Plan, Urban and Rural Roads, December 2001, as amended' will remain operational with the provisions in this plan relating to rural residential zoned land, along with the heavy haulage provision referenced as 2.3.3 and applicable contribution rate(s) being repealed.

2.5 Relationship with other Plans and Policies.

The development contributions plan supplements the provisions of:

- Interim Development Order No. 1- Shire of Kyogle 1976, as amended, &
- Interim Development Order No. 1- Shire of Terania 1967, as amended.
- Kyogle Council, Local Growth Management Strategy Draft of October 2008, as amended.
- Kyogle Council, Pedestrian Access & Mobility Management Plan Draft of September, 2008.
- Kyogle Council, Section 94 Contributions Plan, Urban and Rural Roads, December 2001, as amended.

It is noted that in the case of both IDO No.1 – Shire of Kyogle and IDO No.1 - Shire of Terania that Amendment No. 17 was effected on September 8, 2006 for the purposes of inserting a sunset provision in Clause 12, of each IDO that will not allow for the Development Applications for the creation of concessional lots after February 4, 2007.

This Contributions Plan should be read in conjunction with the Development Service Plan to be introduced during 2009 which will establish contribution rates for Water, Sewerage and Drainage facilities within the Kyogle LGA

2.6 Definitions

'Applicant' means the person, company or organisation submitting a development application.

'AF' means Apportionment Factor

'Contribution' means the dedication of land, the making of a monetary contribution or the provision of a material public benefit, as referred to in Section 94 of the EP & A Act.

'Council' means the Council of Kyogle

'CPL' means the cost per lot

'Developer' means the person, company or organisation responsible to fulfil the provisions of a development consent and could include, or be, the 'applicant'

'ET' means Equivalent Tenement

'EP & A Act' means the Environmental, Planning and Assessment Act 1979, as amended

'EP & A Regulation' means the Environmental, Planning and Assessment Regulation 2000 as amended

'LGA' means Local Government Area

'Main Road or State Highway' means any classified road under the Roads Act, at time of publication these are SH16 Bruxner Highway, MR83 Summerland Way, MR141 Kyogle Road, MR150 and MR361 Clarence Way, MR 544 Bentley Road and MR622 Mount Lindesay Road.

'Recoupment' means the payment of a monetary contribution to the Council to offset the cost (plus any interest) which the Council has already incurred in providing public facilities in anticipation of development

'Settlement' means the payment of a monetary contribution, the undertaking of a work in kind or the deduction of land required as a result of new development

'Works Program' means the schedule and timing for implementation of the specific public facilities for which contributions may be required, based on projected rates of development, the collection of development contributions and the availability of funds from a supplementary source.

2.7 When is the Contribution Payable

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

Payments of heavy haulage contributions are to be made by two equal half yearly instalments in July and January of each financial year to the amount and provisions as specified in the respective Development Consents.

2.8 Construction Certificates and the Obligation of Accredited Certifiers.

In accordance with Section 94EC of the E.P.& A. Act and Clause 146 of the E.P.& A. Regulation, a certifying authority must not issue a construction certificate for building work under a development consent unless it has verified that each condition therein requiring the payment of monetary contributions has been satisfied.

In particular, the Certifier must ensure that the applicant provides a receipt(s) confirming that contributions have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council in accordance with Clause 142(2) of the E.P. & A. Regulation.

Failure to follow this procedure may render such a certificate invalid:

The only exceptions to the requirement are where a works in kind, material public benefit, dedication of land or deferred payment arrangement has been agreed by the Council. In such cases, Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

2.9 Complying Development and the Obligation of Accredited Certifiers.

In accordance with s 94EC(1) of the E.P.& A. Act, accredited certifiers must impose a condition requiring monetary contributions in accordance with this development contributions plan.

The conditions imposed must be consistent with Council's standard Section 94 Consent conditions and be strictly in accordance with the development contributions plan. It is the professional responsibility of accredited certifiers to accurately calculate the contribution and to apply the Section 94 condition correctly.

2.10 Deferred / Periodic Payments and Security

The Council will generally not accept deferred or periodic payments of contributions. However Council may consider application in the following circumstances:

- (a) Compliance with the provisions of the plan is deemed unreasonable or unnecessary in the circumstances of the case.
- (a) Deferred or periodic payment of the contribution will not prejudice the timing or the manner of the provision of public facilities included in the works programme.
- (b) Where the applicant intends to make a contribution by way of a planning agreement, works-in-kind or land dedication in lieu of a cash contribution and Council and the applicant have a legally binding agreement for the provision of the works or land dedication.
- (c) There are circumstances justifying the deferred or periodic payment of the contribution.

In the event Council does decide to accept a deferred payment it may elect that the security be established by a deed of agreement, at the applicant's expense, either in the form of a caveat over the title of the land or by a bank guarantee.

For cases of periodic payments, where acceptable to Council, a deed of agreement is to be established, at the applicant's expense, with the security in the form of a bank guarantee.

Deferred payments will not be granted based on progressive land sales.

Deferred payment with Caveat Security.

The agreement will require a caveat to be endorsed on the existing allotment title and will make provision for Council to be paid the contribution when the allotment is either transferred and / or sold.

The amount of the contribution will be at the rate prevailing at the time of sale and / or when transfer takes place. The plan of subdivision will be released once the deed and caveat have been registered.

Deferred and Periodic Payment with Bank Guarantee and Security

Council may, if it decides to accept a deferred or periodic payment of a contribution, require the applicant to provide a bank guarantee by an Australian Bank or recognised Financial Institution, at a non-specified period, for the contribution or the outstanding balance on the condition that:

1. The guarantee requires the bank to pay the guaranteed amount unconditionally to Council where it so demands in writing, not earlier than six months – or a term determined by Council – from the provision of the guarantee or completion of the development to which the contribution relates.
2. The guarantee prohibits the bank from
 - Having recourse to the applicant or other person entitled to act upon the consent.
 - Having regards to any appeal, dispute, controversy issue or other matter relating to the consent or the carrying out of development in accordance with the consent, before paying the guaranteed amount.
3. The banks obligations under the guarantee are discharged
 - When payment is made to Council according to the terms of the bank Guarantee.
 - When Council notifies the bank in writing, that the bank guarantee is no longer required.
4. The applicant pays interest to Council on the contribution, or the outstanding balance at the appropriate rate of interest on and from the date when the contribution would have otherwise been payable.

For the purposes of this provision, 'appropriate rate of interest' means the seven year local government interest borrowing rate applicable from time to time.

2.11 Contribution 'In-Kind' or through a 'Material Public Benefit'

The Council may accept an offer by the applicant to provide an 'in-kind' contribution or through provision of another material public benefit in lieu of the applicant satisfying its obligations under this plan.

Council may accept such alternatives in the following circumstances

- (a) the value of the works to be undertaken is at least equal to the value of the contribution that would otherwise be required under the plan;, and
- (b) the standard of the works meets the specifications and quality prescribed and is completed to Council's full satisfaction, and;
- (c) the provision of the material public benefit will not prejudice the timing or the manner of the provision of public facilities included in the works programme.

The value of the works to be substituted must be provided by the applicant at the time of the request and must be independently certified by a Quantity Surveyor who is registered with the Australian Institute of Quantity Surveyors or a person who can demonstrate equivalent qualifications.

Council will require the applicant to enter into a written agreement for the provision of such works.

Acceptance of any such alternative is at the sole discretion of the Council. Council may review the valuation of the works or the land to be dedicated, and may seek the services of an independent person to verify its value. In these cases, the applicant will pay for all costs and expenses borne by the Council in determining the value of the works or land.

2.12 Exemptions

Council may consider exempting developments, or components of developments from the requirement for a contribution.

There are nil exemptions at the time of commencement of this plan.

For such claims to be considered;

- (a) a development application will need to include a comprehensive submission arguing the case of exemption.
- (b) It will be for a development that has been specifically exempted under directions that may be made from time to time by the NSW Minister for Planning.

2.13 Review of Contribution Rates

To ensure that the value of the contributions are not eroded, Council will adjust the contribution rates in accordance with the Consumer Price Index – Brisbane (CPI - Brisbane), as published by the Australian Bureau of Statistics - in accordance with the following formula

$$RC = \frac{C \times \text{Current Index}}{\text{Previous Index}}$$

where

RC = Revised contribution rate applicable at the time of payment

C = Previous contribution rate

Current Index is the Consumer Price Index at the date of the review of the contribution.

Previous Index is the Consumer Price Index applicable at the time of issue of the consent.

Contributions are subject to annual and a yearly pro rata indexation.

The Plan of Management will publish the annual contribution rates for a specific year.

2.14 Contribution Adjustments at the Time of Payment.

The contributions stated in development consents are calculated on the basis of the s94 contribution rates determined in accordance with this plan. If the contributions are not paid within the quarter in which the consent is granted, the contribution payable will be adjusted and the amount payable will be calculated on the basis of the contribution rates that are applicable at the time of payment in accord to the following:

$$C_p = C_{dc} + \frac{[C_{dc} \times (C_q - C_c)]}{C_c}$$

where

C_p is the amount of the contribution calculated at the time of payment

C_{dc} is the amount of the original contribution as set out in the development consent.

C_q is the contribution rate applicable at the time of payment.

C_c is the contribution rate applicable at the time of the original consent.

The Council may also review the works schedule, the estimation of costs of the various public facilities and services, population projections, land acquisition costs and other pertinent aspects relating to this contribution plan.

2.15 Allowances for Existing Development

Contributions will be levied according to the estimated increase in demand. An amount equivalent to the contribution attributable to any existing (or approved) development on the site of a proposed new development will be allowed for in the calculation of contributions towards further development of the same land. In the calculation of the contribution attributable to the existing development the following occupancy rates will be used -

- Domiciles and single vacant allotments:-

DOMICILE		OCCUPANCY RATE	EQUIVALENT TENEMENT
DWELLING HOUSE		2	1
UNITS	1 BEDROOM	1	0.5
	2 BEDROOM	1.5	0.75
	3 BEDROOM	2	1
SINGLE VACANT ALLOTMENTS			1

Where a development does not fall within any of the items indicated above, the Council would determine the credit on the basis of the likely demand that the existing development would create on a case by case basis having regard for current best practice in establishing an ET amount.

2.16 Pooling of Contributions.

This plan expressly authorises monetary s94 contributions paid for different purposes to be pooled and applied (progressively or otherwise) for those purposes.

Also Council might exercise the option of borrowing additional funds to meet the s94 funding component of the works programme due to a shortfall in the receipt of development contributions. Such borrowed funds would be recouped by Council from future contribution receivables inclusive of interest costs.

2.17 Planning Agreements

Section 93F of the Environmental Planning and Assessment Act 1979, as amended, permits planning agreements.

A planning agreement is a voluntary agreement or other arrangement between one or more planning authorities and a developer:

- who has sought a change to a environmental planning instrument, or
- who has made, or proposes to make, a development application, or

- who has entered into an agreement with, or is otherwise associated with, a person, under which the developer is required to:
 - dedicate land free of costs
 - pay a monetary contribution
 - provide any other material public benefit
 or any combination of them, to be used for or applied towards a public purpose.

A public purpose is defined to be

- the provision of (or the recoupment of the cost of providing) public amenities or public services,
- the provision of (or recoupment of the cost of providing) affordable housing,
- the provision of (or the recoupment of the cost of providing) transport or other infrastructure relating to land,
- the funding of recurrent expenditure relating to the provision of public amenities or public services, affordable housing or transport or other infrastructure,
- the monitoring of the planning impacts of development,
- the conservation or enhancement of the natural environment.

93G requires public notice to be given of the making, amendment or revocation of a planning agreement; and for copies to be supplied to the Minister and a Council affected by the agreement but not a party to it. Councils must include details of planning agreements to which they are a party to in their annual reports.

Section 93H enables a planning agreement to be registered against the title to the land to which it applies, thereby becoming binding on successors in title.

Section 93I confirms that planning agreements can only be voluntary by preventing consent authorities from requiring a planning agreement as a condition of a development consent.

Section 93I(2) precludes a Council from refusing to grant development consent on the Ground that a planning agreement had not been entered into or that the developers have not offered to enter into such an agreement.

Furthermore 93J prevents a developer appealing to the Court against the failure of a Council to enter into a planning agreement or against the terms of a planning agreement. Section 93K authorises the Minister to determine or give direction to other consent authorities as to:

- the procedures to be followed in negotiating a planning agreement, or
- the publication of those procedures, or
- other standard requirements with respect to planning agreements.

Section 93L provides that the regulations may make provision for, or with respect to planning agreements, including the following;

- the form of planning agreements,
- the subject-matter of planning agreements,
- the making, amendment and revocation of planning agreements including the giving of public notice and inspection by the public,
- the public inspection of public agreements after they have been made

2.18 Cross Boundary Plans

Section 94C allows for a cross boundary (joint) development contributions plan to be prepared by Councils. Setting catchments and defining the area to which a cross to boundary plan relates is dependent on the type of demand that are identified in each or all of the areas to which the plan will apply.

The following conditions apply to cross boundary development:

- A condition may be imposed under Section 94 or 94A for the benefit (or partly the benefit) of an area that adjoins the local government area in which the development is to be carried out.
- Any monetary contribution that is to be paid under any such condition is to be apportioned amongst the relevant Councils;
 - In accordance with any joint or other contributions plan approved by those Council, or
 - If a provision is not made for the apportionment in any such plan, in accordance with the terms of the development consent for the development. Such conditions cannot be contrary to any agreement contained within a place or agreed between the Councils.
- Any dispute between the Councils concerned is to be referred to the Director-General and resolved in accordance with any direction given by the Director-General.

2.19 Savings and Transitional Arrangements

A development application which has been submitted prior to the adoption of the plan, but not determined, shall be determined in accordance with the provisions of the plan which applied at the date of determination of the application.

2.20 Timeframe and Review of the Plan

The timeframe of the plan is 10 years commencing from the effective date of May 6, 2009.

Any amendments to the plan will be conducted in accordance with the provisions of Clause 32 of the Environmental Planning and Assessment Regulation of 2000.

Details of any amendments to the plan are to be listed in a Schedule and attached to this document as Schedule 1.

A review of the plan pursuant to 33A(1) of the Regulation is to be conducted in 2013/2014.

3. STRATEGY PLANS

3.1 Relationship between development and demand for public facilities or services

- 1) In order to levy a contribution toward a facility or service, as a condition of a development consent, the contribution must be assessed in accordance with this plan. This plan where achievable, establishes the nexus between the expected types of development in the Kyogle Local Government Area and the resultant demand to existing, or for additional public facilities and services to meet the needs of that development.
- 2) The concept of nexus is often referred to in the following terms

Causal Nexus – ‘what’

This is a demonstration that the anticipated development actually creates a need or increases the demand for a particular public activity.

Spatial or Geographical Nexus – ‘where’

Spatial or geographical nexus requires that the public facility be so located to serve the needs of those who created the demand for it.

Temporal Nexus – ‘when’

Temporal nexus requires that the public facility will be provided in a timely manner to benefit those who contributed towards it.

- 3) The formula to be used for determining contributions required for the different categories of public facilities and the contribution rates for different types of development are specified in this plan.

3.2 Expected Development

The expected development and population growth in the Kyogle LGA has been forecasted to continue as outlined in the Kyogle Council Local Growth Management Strategy. The Council, in compiling this document which is currently in draft form, has adopted the housing targets (up until 2031) for both dwellings and multi-units, as projected in the Far North Coast Regional Strategy produced by the NSW Department of Planning in December 2006.

The following select extract from the Local Growth Management Strategy outlines the means of accommodating the predicted residential growth by the intended Land Release Programme..

"Residential Land Release Program

The growth and release of residential land throughout the Kyogle LGA will include:-

- (i) Infill and redevelopment within established Village zoned areas of the town of Kyogle and villages;
- (ii) Staged rezoning and development of areas outlined within the closer

Rural Residential Land Release Program

The release of land for rural residential development will be consistent with those areas which have been identified and rezoned as part of Stage 1 of the Rural Residential Strategy which comprises twelve (12) preferred areas. An additional area, which is partially zoned non urban 1(C) - small holdings to the north of the town of Kyogle known as Golf Course Estate is also available for this form of Development in accordance with the Kyogle Strategy for Closer Rural Settlement and Urban Expansion."

At the time of drafting the s94 Plan all of the Rural Residential rezonings were pending.

3.3 POPULATION GROWTH PROJECTIONS

The chart on the next page depicts the projected population growth over the period from 2008 to 2031 for the Kyogle Council LGA along with a break down of the details relevant to the town of Kyogle and the Villages. In instances where ABS Census details are not produced for specific localities the current (2008) populations have been estimated from house counts.

AREA / LOCALITY	2008	2018	2031
LGA RESIDENT POPULATION	9620	11675 1.95%	15056 1.97%
TOWN OF KYOGLE – INCLUDES GENEVA AND NEW PARK	2940	3750 2.47%	5175 2.51%
BONALBO	320	355 1%	402 1%
OLD BONALBO	94	104 1%	118 1%
MALLANGANEE	122	135 1%	154 1%
MUMMULGUM	20	23 1%	26 1%
TABULAM	114	126 1%	143 1%
WIANGAREE	132	145 1%	165 1%
WOODENBONG	340	375 1%	425 1%

Projected Population Growth for Kyogle LGA

3.4 HOUSING GROWTH

As outlined in the Kyogle Council Local Growth Management Strategy some 3000 new domiciles will be required to accommodate the population growth in the Kyogle LGA over the 23 year period to 2031. The distribution of the domiciles is expected to be 87% new dwellings and 13% multi-unit dwellings in the town and villages, with dwellings only in the rural residential and rural areas.

LOCALITY	ESTIMATED DOMICILES FOR PERIOD 2006 - 2031	ESTIMATED DOMICILES FOR PERIOD 2008 - 2031
WITHIN THE KYOGLE TOWNSHIP	1280	1203
VILLAGES	165	153
RURAL RESIDENTIAL ESTATES	790	790
RURAL	765	691

3.5 APPORTIONMENT CALCULATIONS

As prescribed in the Development Contributions Practice notes of July 2005, produced by the NSW Department of Planning, the apportionment of costs to be borne by the incoming population relative to the existing population is to be determined by a formula, or comparable basis which compares the following relationship

$$AF = \frac{\text{Incoming Population (Occupying Newly Created Lots)}}{\text{End Population}}$$

To arrive at the contribution per lot (cpl) rate for a new development the calculation would be as follows for the period

$$CPL = \frac{\$ \text{ Facility Cost } \times AF}{\text{Newly Created Lots}}$$

4. COMMUNITY FACILITIES

It has been identified in the Kyogle Council Local Growth Management Strategy that the population of the LGA is expected to grow from 9256 persons in 2006 to 15,056 persons in 2031, which represents a 38.5% increase over this period. As part of the projection it is anticipated, that the number of persons in the age bracket of 65 years and over will double, which reflects both an ageing population along with an inward migration of retirees.

In preparation for the growth Council has initiated the provision of a number of Community Facilities, which in some instances have been developed by the remodelling of existing buildings and in other cases have been purpose built.

The service life of each facility has been estimated to coincide with the projected population for 2031. The incoming population will place demands on these facilities as addressed in the following nexus assessments.

4.1 NEXUS

CAUSAL NEXUS

KYOGLE MEMORIAL INSTITUTE HALL



This facility is one of its kind in the shire. During 2002 through to 2004 the original Memorial Hall was remodelled and suitably modified to both enhance and extend the use and the serviceability of the building to the benefit of the whole of Kyogle LGA.

The facility will still continue to enable the core function of entertainment and amusement activities to be performed.

The added benefit of the multi purpose undertakings will diversify and permit a greater degree of utilisation of the building.

The population growth in the Shire will generate greater usage of the facilities in the Hall so a contribution by the incoming population would be a reasonable expectation.

SENIORS CENTRE



This is a new purpose built facility and located in Bloore Street, Kyogle. The facility which was completed in 2008, is available to the residents of the whole of the Kyogle LGA and specifically targeted at benefiting aged people and young people with disabilities.

Opportunities availed by the building include the likes of day - respite and social support programmes; classes to foster self care functions; recreational pursuits; a meeting place for community groups; showcasing appropriate memorabilia, photography and for special types of training needs.

Currently in excess of 20% of the LGA population is over the age of 55 years, with some 12.5% over the age of 65 years.

Aligned with the estimate that the population aged 65 and over will double between the years of 2001 to 2031 demonstrates that increased demand will be placed on the need for the Seniors Centre. Thus a contribution by the incoming population is regarded as reasonable.

KYOGLE AMPHITHEATRE AND VISITOR INFORMATION CENTRE



During 2005 and 2006 Council progressed the proposal of formalising an outdoor Amphitheatre along with a Visitor Information Centre and associated carparking area in the northern sector of Kyogle adjacent to the Summerland Way.

The amphitheatre is regarded as a multi purpose regional facility and with a seating capability exceeding 2000 allows large scale events to be held ranging from bull rides - markets - to Christmas festivities.

Apart from the Visitor Information Centre experiencing increased levels of activities during times of events when held at the amphitheatre, it is reasonable to expect that the demands on this facility will grow commensurate with the population increase of the Shire. As a consequence it is reasonable to impose a contribution on the incoming population.

COMMUNITY ENTERPRISE CENTRE



In 2008 Council acquired a building in Geneva Street, Kyogle formerly owned and operated by the NSW Ambulance Service.

The reason for purchasing the building is to enable, by internal alteration, the provision of offices and training rooms.

The intent, when the alterations are effected, is for the new facilities to be used by community organisations for the purposes of providing services the likes of technology, enterprise and business training, along with community oriented functions such as information and support services.

Without this facility the Shire will continue to suffer due to the lack of premises to house these types of services, as will the persons relying on them, to afford job or engagement prospects.

As the population of the LGA grows, these types of services would be sought after to a greater extent so the expectation that the incoming population should contribute to the facility is sound.

SPATIAL NEXUS

In the case of all four of the facilities under consideration, as below enumerated, the establishment in Kyogle, the major centre in the LGA, is both logical and substantiated on the basis of having a shire wide focus and as it offers numerous complementary services.

The other villages in the LGA are smaller by comparison to Kyogle, and would be unlikely to self support these types of facilities on an independent basis. Nevertheless, the respective villages and rural communities will benefit by the placement of the facilities in Kyogle.

This explanation justifies the siting of all four of the facilities in Kyogle.

- Kyogle Memorial Institute Hall, &
- Seniors Centre, &
- Kyogle Amphitheatre & Visitor Information Centre, &
- Community Enterprise Centre

TEMPORAL NEXUS

With the exception of the Community Enterprise Centre, all the other facilities exist and are operational. In fact the Kyogle Memorial Institute Hall and the Kyogle Amphitheatre were completed in 2004 and 2006 respectively with the contribution fees to be applied retrospectively for these facilities. The attributable costs for these two facilities have been adjusted to reflect the LGA population as at 2008..

The Seniors Centre became operational in the current year and it is anticipated that the Community Enterprise Centre will be finalised during 2009.

It has been demonstrated that in each instance that the facilities will be provided to accommodate the incoming population.

4.2 CALCULATION OF APPORTIONMENT AND CONTRIBUTION

The below schedule details the apportionments and contributions applicable to the respective Community Facilities.

An allowance was made for the take up of existing vacant lots in the town and villages in determining the figure shown for the population increase.

COMMUNITY FACILITIES DETERMINATION OF APPORTIONMENTS OF CONTRIBUTIONS

COMMUNITY FACILITY	POPULATION 2008 - 2031		APPORTIONMENT FACTOR (AF) $\frac{a}{b}$	COMMUNITY FACILITIES COST ATTRIBUTABLE TO A CONTRIBUTION			SECTION 94 CONTRIBUTION PER LOT (CPL)
	* INCREASE (a)	TOTAL (b)		TOTAL	COUNCIL	DEVELOPER	
KYOGLE MEMORIAL INSTITUTE HALL	3754 (or 1960 lots)	15,056p	0.25	\$182,915.00	\$137,185.00	\$45,730.00	\$80.00
SENIORS CENTRE				\$109,320.00	\$81,990.00	\$27,330.00	
KYOGLE AMPHI- THEATRE AND				\$187,025.00	\$140,265.00	\$ 46,760.00	
COMMUNITY ENTERPRISE CENTRE				\$147,475.00	\$110,605.00	\$36,870.00	
TOTALS				\$626,735.00	\$470,045.00	\$156,690.00	

* this population figure relates to the influx on newly created lots in residential and rural residential zoned areas.

5. KYOGLE MAIN STREET REDEVELOPMENT PROJECT

Following on from the concept and design phases conducted during the 2006/07 year, Council commenced implementing a programme of improvement works associated with the Kyogle Main Street Development Project during the latter part of 2007. Due to the high cost of the project, currently estimated at \$3,950,000, the programme will be over a number of years and is expected to be completed by 2031. The programme along with a concept plan presentation of the proposed improvements is shown in Appendix 'I'.

The project generally comprises the length of the street known as The Summerland Way between Wiangaree Street and Irwin Street along with the section of Geneva Street, between the Summerland Way and Bloore Street. The first phase of the project, the section generally between Stratheden Street to Geneva Street, will be completed in the current programme, 2008/2009. The remaining four (4) phases are described as follows;

Phase ii	Improvements to kerb and gutter and footpath, access ramps, and blisters along the Summerland Way between Geneva St and Kyogle Rd as well as Geneva St between Summerland Way and Bloore St.
Phase iii	Improvements to on-street parking areas, provision of outdoor dining areas and other beautification works along the Summerland Way between Stratheden St and Kyogle Rd and improvements to footpath along the Summerland Way between Stratheden St and Wiangaree St.
Phase iv	The installation of roundabouts in the Summerland Way at the intersection with Wiangaree St, Stratheden St and Geneva St.
Phase v	The installation of a roundabout at the intersection of the Summerland Way with Kyogle Road.

5.1 NEXUS

CAUSAL NEXUS

Essentially the work proposed is made up of a number of elements principally for the purposes of providing:

- a safer environment for pedestrian users of the town centre precinct by the installation of treatments to facilitate preferred routes and road crossing points, and incorporates the provisions of the Pedestrian Access and Mobility Management Plan developed for Kyogle.
- the implementation of measures to the trafficable area by the introduction of roundabouts and other traffic facilities to facilitate traffic calming and to afford motorists a co-ordinated and orderly use of the streets.
- a more suitable arrangement to accommodate on-street parking facilities.

The improvement works also include a 'beautification' component. However, Kyogle, like many other principal towns deserves special treatment, as an accolade to the role it serves, which in turn enriches the bond between the town and the community of the LGA.

Council acknowledges that Kyogle, as the major centre in the LGA, provides the greatest apportionment of Commercial, Business, Administrative and Industrial undertakings of all the towns and villages in the LGA. From a LGA wide focus, the demands on all sectors of Kyogle will increase in conjunction with the growth generated by the incoming population, over the whole of the local government area.

SPATIAL NEXUS

As demonstrated in the Causal Nexus Assessment Kyogle provides the major component of the services for the LGA. As a result the whole community will benefit from the improvements proposed by the Kyogle Main Street Redevelopment project.

TEMPORAL NEXUS

With the Main Street Redevelopment works already initiated, benefits to the Community are already being experienced. With the intent by Council to progress the work as permitted by forthcoming annual budgets, the project is expected to be completed by 2031.

5.2 CALCULATION OF APPORTIONMENT AND CONTRIBUTION

The schedule details the apportionment and contribution applicable to the Kyogle Main Street Redevelopment Project

PROJECT	POPULATION 2008 - 2031, TOWN, VILLAGES AND RURAL RESIDENTIAL AREAS		APPORTIONMENT FACTOR (AF) $\frac{a}{b}$	COST OF UNSUBSIDISED PROJECT			SECTION 94 (CPL)
	INCREASE (a)	TOTAL (b)		TOTAL	COUNCIL	DEVELOPER	
KYOGLE MAIN STREET REDEVEL- OPMENT PROJECT	3754p (Equiv to 1960 lots)	15056p	0.25	\$3,950,000	\$2,962,500	\$987,500	\$504.00

6. PEDESTRIAN ACCESS AND MOBILITY MANAGEMENT PLAN

Council has introduced a programme of works to implement the proposed Pedestrian Access and Mobility Management Plan for the LGA. The PAMP currently applies to the following Town and Villages.

- Township of Kyogle
- Village of Bonalbo
- Village of Old Bonalbo
- Village of Mallanganee
- Village of Mummulgum
- Village of Tabulam
- Village of Wiangaree
- Village of Woodenbong

Whilst Kyogle is also included in the programme, some of the PAMP works are incorporated in the Main Street Redevelopment Project and therefore are not included in this schedule.

The Kyogle PAMP has been prepared on a broader scale than the villages and includes linkages to the rural residential areas of Geneva, Golf Course Estate and Runnymede. The three (3) rural residential areas are included in this integrated PAMP scheme.

In the case of each of the villages, with the exception of Tabulam, a pathway will connect the adjacent rural residential area to the village and a contribution will apply to these rural residential areas towards the respective village PAMP.

These linkages from the urban areas to the rural residential localities will also accommodate cycle use.

Appendix '4' contains a series of maps which display the PAMP projects for the town and villages, as well as the prioritised schedule for the projects.

The programme of works for the PAMP project is shown in Appendix '2'

6.1 NEXUS

CAUSAL NEXUS

In each of the identified Villages and the Town of Kyogle the PAMP works are proposed to generally provide a pathway system for pedestrian connectivity within the respective business areas, public facilities, schools and the like for the purposes of heightening the level of comfort and safety. In most cases the system has been expanded to provide connectivity, including cycle use, to the adjacent rural residential areas.

As all of the Villages and the Town of Kyogle are expected to experience a population increase as outlined in the Kyogle Council Local Growth Management Strategy, the PAMP system will need to be adequate to accommodate the extra use to be generated by the local incoming population which justifies the basis of applying a contribution towards this facility.

SPATIAL NEXUS

With the PAMP installation to be generally located in the business areas of the respective Villages, and expanded as indicated for Kyogle, it is reasonable to expect that the whole of the residents in each in each case, including the incoming population, will receive a benefit.

TEMORAL NEXUS

Council currently has a PAMP programme underway with implementation already commenced in the town of Kyogle.

6.2 CALCULATION OF APPORTIONMENT AND CONTRIBUTION

The schedule on the following page details the apportionments and contributions applicable to the respective localities.

Most of the rural residential localities are included in the PAMP scheme and are annexed to the adjacent Township or Village as denoted in the schedule.

Any prospective subsidies for the scheme have been deducted from the recoverable totals shown in the schedule.

PEDESTRIAN ACCESS AND MOBILITY MANAGEMENT PLAN CALCULATION OF APPORTIONMENTS AND CONTRIBUTIONS											
Town / Village	Population 2008 - 2031 *		Population Disbursement			New Lots	AF a b	PAMP Scheme Costs & Apportionment Projections 2008 - 2031			Section 94 Contribution Per Lot(CPL)
			Town or Village		Rural Residential Area						
	Increase	Total (b)	In Fill	New Dev. (a)	(a)			Total	Council	Developer	
BONALBO	169	488	83p		86p	43	0.18	\$81,720.00	\$67,010.00	\$14,710.00	\$345.00
OLD BONALBO	60	154	24p		36p	18	0.23	\$1,800.00	\$1,385.00	\$415.00	\$23.00
KYOGLE - Including the rural residential areas of Geneva, Golf Course Estate & Runnymede	3261	6201	115 (Kyogle)	2120p	1026p	1654	0.51	\$1,150,550.00	\$563,770.00	\$586,780.00	\$355.00
MALLANGANEE	88	210	32p		56p	28	0.27	\$55,600.00	\$40,580.00	\$15,020.00	\$540.00
MUMMULGUM	22	42		6p	16p	11	0.52	\$17,300.00	\$8,300.00	\$9,000.00	\$820.00
TABULAM (Village only)	29	143	29p		**	Nil		\$34,000.00	\$34,000.00		
WIANGAREE	63	195	15p	18p	30p	24	0.25	\$51,990.00	\$38,990.00	\$13,000.00	\$545.00
WOODENBONG	141	481	53p	32p	56p	45	0.18	\$101,640.00	\$83,340.00	\$18,300.00	\$410.00
TOTALS								\$1,494,600.00	\$837,375.00	\$657,225.00	

* Population figures are for respective villages and adjacent rural residential areas

Occupancy Rates: Rural and rural residential 2 per lot/ ET

VILLAGE: Average of 11.9 / lot

TOWN: Average of 1.86 / lot

** Rural Residential Area not included in Tabulam Village PAMP Scheme

7. ROADS AND PATHWAYS, RURAL RESIDENTIAL LOCALITIES

In each of the 13 areas selected for rural residential development, road improvements are required in each precinct to satisfy Council's adopted standards as prescribed in the Development and Design Manual.

As denoted in the introductory section of the Plan, some of the roadworks associated with each of the rural residential areas are to be regarded as the Developer's responsibility for funding. A list of the works for each locality is included in Annexure ' 1 ' of the plan.

Generally where an existing formed local road is to be used or impacted upon to service a development, Council will seek a Developer contribution towards the road improvement works and, as identified in this section, may meet a proportion of the cost of the work.

As the implementation of the rural residential areas are to be self regulating, the order and growth of the respective areas are unknown at this juncture. However in an attempt to forecast a possible contributions income stream for the next decade (2008 - 2018) a simplistic approach has been used to determine the lot distributions relative to table No.19 of the Local Growth Management Strategy at the forecasted need of 33 lots per year.

Fortunately, some latitude to the lot distributions can be tolerated without unfavourably affecting the financial outcome.

Appendix 5 provides a series of site plans for the respective rural residential localities.

The programme of works for the Roads and Pathway works for the ensuing 10 year period is shown in Appendix '3'.

Table 19 from the Strategy is reproduced on the next page and also includes the projected lot distribution for the ensuing 10 year period.

In relation to the timing of works by Council it is important to recognise that by adopting this plan Council does not make a firm commitment to the implementation timetable/s shown herein. Council will make a determination from year to year as to the timing of works based on development which has occurred and Councils other commitments. This will be done as part of the annual preparation of Councils Management Plan and associated budgets.

RURAL RESIDENTIAL LOCALITY	STAGE 1 YEAR 2009 - 2025		STAGE 11 YEAR 2025 - 3031
	LOT YIELD		LOT YIELD
	2009 - 2018	2008 - 2025	
BONALBO	30	43	
OLD BONALBO	13	18	
CAWONGLA	15	21	
CAWONGLA/OXBOW	11	16	
GENEVA	45	64	108
GOLF COURSE ESTATE		-	64
HOMELEIGH	56	80	
MALLANGANEE	8	12	16
MUMMULGUM	6	8	
RUNNYMEDE	101	144	133
TABULAM	14	20	
WIANGAREE	11	15	
WOODENBONG	20	28	
TOTAL	330	469	321

7.1 NEXUS

CAUSAL

Each of the 13 rural residential areas, whether staged or fully developed, for the purposes of creating housing lots will, as a result, generate increased traffic loads on Councils road network. The impact will be relative to the criteria with the NSW Roads and Traffic Authority publication of 'Guide to Traffic Generating Developments', December, 1993.

SPATIAL OR GEOGRAPHICAL NEXUS

The roads selected for improvement and a financial contribution, in each instance, are essentially existing roads that service the rural residential areas and provide a continuous connection to a major road in the LGA.

TEMPORAL NEXUS

Council, in recognising that the rural residential areas will require improved roads to service each of the localities, has, as part of this plan, structured a prioritised programme of works to accommodate these needs. The option of pooling the road contribution funds will be exercised for the purposes of this s94 Plan.

Whilst a concerted effort has been made to compile the schedule of works, an indeterminate element is introduced by not knowing when each of the respective residential localities may be implemented.

Though Council will remain committed to conducting the road improvements for each locality, should the respective developments proceed, the works schedule may need to be varied commensurate with the order of rural residential locality implementation, lot production and the income stream. This situation could also alter in the event Council introduces a land release mechanism for the development of the respective areas.

7.2 CALCULATION OF APPORTIONMENTS AND CONTRIBUTIONS

The schedule details the apportionments and contributions for the identified roads and pathways in the rural residential localities. The chart on the next page details, base cost and other data relevant to the schedule.

Kyogle Council Cost Base and Data	
\$180,000	per kilometre to widen an existing sealed pavement by up to 2m, minimal earthworks required
\$250,000	per kilometre to widen an existing sealed pavement by up to 2m, significant earthworks required.
\$300,000	per kilometre to widen an existing sealed pavement by 2-3m, significant earthworks required.
\$120,000	per kilometre to rehabilitate an existing sealed road and provide increase in pavement depth of 150mm
\$300,000	per kilometre to convert existing gravel road to sealed road
\$90,000	per kilometre to provide concrete footpath 2m wide
\$50,000	per kilometre to provide asphalt sealed footpath 2m wide
\$35,000	to provide channelization of existing intersection with no pavement widening
\$90,000	to build a minimum Type "A" intersection over existing intersection
\$180,000	to build a minimum Type "B" intersection over existing intersection, includes allowance for relocating services, and minor land acquisition
\$320,000	to build a minimum Type "C" intersection over existing intersection, includes allowance for relocating services, land acquisition and lighting
\$210,000	per intersection to upgrade existing intersection to provide left turn deceleration and right turn
\$4,000	per m2 for replacement bridge over water or railway
\$1,500	per m2 for footbridge to be spanned off existing road bridges

Occupancy Rates: Rural and Rural Residential 2 per lot
 Village : Average of 1.9 per lot
 Town : Average of 1.86 per lot
 Daily trip movement per domicile = 7.5

ROADS AND PATHWAYS, RURAL RESIDENTIAL LOCALITIES
DETERMINATION OF APPORTIONMENTS AND CONTRIBUTIONS

LOCALITY	ROAD / PATHWAY	DWELLINGS		TRAFFIC DATA					STANDARD / REQUIREMENTS		RURAL RESID. LOTS		A.F a b	COSTS, 2008 - 2031			SECTION 94 (CPL)	IMPROVEMENT PRIORITY	COMMENTS	
		2008	2031	EXIST A.D.T.	INCREASE IN A.D.T.		PROJECTED A.D.T.		EXISTING	REQUIRED	Up to 2018	Up to 2031		TOTAL	COUNCIL	DEVELOPER				
					2018	2031 (a)	2018	2031 (b)												
BONALBO																				
Roads	Clarence Way			480	225	320	705	800	8.0m seal x 1.3km	Pav.Rehab & Strength	30	43	0.4	\$156,000.00	\$93,600.00	\$62,400.00	\$6,260.00	Medium		
Pathways	Clarence Way	4	47						0.53 km			43	0.92	\$26,500.00	\$2,120.00	\$24,380.00				
	Clarence Way	4	47						New footbridge			43	0.92	\$198,000.00	\$15,840.00	\$182,160.00				
OLD BONALBO																				
Roads	Duck Creek Road			115	98	135	213	250	4.5m seal x 0.36km	6m seal,1m shoulders	13	18	0.55	\$64,800.00	\$29,200.00	\$35,600.00	\$14,070.00	Medium		
	Intersection; Duck Creek Road with Clarence Way								Type B Intersection					0.55	\$180,000.00	\$81,000.00		\$99,000.00	Medium	
	Lachlan Street			30	98	135	128	165	3.0m seal x 0.12km	6m seal,1m shoulders			0.82	\$30,000.00	\$5,400.00	\$24,600.00		High-Medium		
	Sinclair Street			60	98	135	158	195	4.5m seal x 0.34km	6m seal,1m shoulders			0.69	\$85,000.00	\$26,000.00	\$59,000.00		High-Medium		
Pathways	Duck Creek Road	10	28							0.15 km		18	0.64	\$13,500.00	\$4,860.00	\$8,640.00				
	Lachlan Street	10	28							0.12km		18	0.64	\$10,800.00	\$3,880.00	\$6,920.00				
	Sinclair Street	10	28							0.34km		18	0.64	\$30,600.00	\$11,020.00	\$19,580.00				
CAWONGLA																				
Roads	Cawongla Road			300	112	160	412	460	6m seal x 2.0km	Pav.Rehab & Strength	15	21	0.35	\$240,000.00	\$156,000.00	\$84,000.00	\$4,000.00	Low		
CAWONGLA/OXBROW																				
Roads	Cawongla Road			300	22	40	322	340	6m seal x 0.59km	Pav.Rehab & Strength	3	5	0.12	\$70,800.00	\$62,300.00	\$8,500.00		Low		
	Intersection of Kyogle Rd & Cawongla Rd.									Channelisation			0.12	\$35,000.00	\$30,800.00	\$4,200.00		Medium		
	Oxbrow Road			110	60	83	170	193	4.5m gravelx0.32km	6m seal,1m shoulders	8	11	0.43	\$96,000.00	\$54,700.00	\$41,300.00	\$5,800.00	High to Med		
	Intersection of Kyogle Rd & Oxbrow Road									Type A Intersection with Bus Bay			0.43	\$90,000.00	\$51,000.00	\$38,700.00		High to Med		
GENEVA																				
Roads	st.1 Ettrick Rd			250	255	360	505	610	6m seal x 0.91km	7m seal, 1m shoulders	34	48	0.59	\$163,800.00	\$67,200.00	\$96,600.00		High to Med	It is to be noted that in many instances that additional road works or improvements will be required at the respective rural residential localities apart from the improvements to existing roads shown in the speadsheet. An indication of the additional works, with the cost, in general, to be met by the developer(s) are outlined in Annexure '1'	
	st.1 Intersection; Ettrick Rd with Afterlee Rd								Channelisation				0.59	\$35,000.00	\$14,350.00	\$20,650.00		st.1		High to Med
	st.1 Omagh Rd			230	83	120	313	340	5.0m seal x 1.3km	6m seal, 1m shoulders	11	16	0.35	\$325,000.00	\$211,250.00	\$113,750.00	\$4,760.00	Medium		
Pathways	st.1 Ettrick Road	8	56							0.9 km		48	0.86	\$45,500.00	\$6,370.00	\$39,130.00				
	st.1 St.1 Omagh Road	14	30							1.3 km		16	0.53	\$65,000.00	\$30,550.00	\$34,450.00				
	* st.1 St.2 AfterLee/Anzac	32	140							1.62 km		108	0.77	\$81,000.00	\$18,630.00	\$62,370.00	st.2	\$580.00		
HOMELEIGH																				
Roads	Homeleigh Road			150	420	600	570	750	4.5m seal x 2.9km	7m seal, 1m shoulders	56	80	0.80	\$870,000.00	\$174,000.00	\$696,000.00	\$10,500.00	Medium		
	Intersection of Kyogle Rd & Homeleigh Road									Type B Intersection			0.80	\$180,000.00	\$36,000.00	\$144,000.00		High to Med		
MALLANGANEE																				
Roads	Strains Road			15	60	210	75	225	2.5m gravel x 1.0km	6m seal. 1m shoulders	8	28	0.93	\$300,000.00	\$21,000.00	\$279,000.00	\$16,360.00	High to Med		
	Sandilands Road			340	60	210	400	550	4.0m seal x 0.77km	6m seal. 1m shoulders	8	28	0.38	\$138,600.00	\$85,900.00	\$52,700.00		Medium		
	Intersection of Sandilands Rd & Bruxner Highway									Add turn lanes to exist			0.38	\$210,000.00	\$130,200.00	\$79,800.00		Medium		
Pathways	Strains Road	2	30							Type C Intersection		28	0.93	\$50,000.00	\$3,500.00	\$46,500.00				
MUMMULGUM																				
Roads	Bingeebeebra Road			250	45	60	295	310	4.0m seal x 0.35km	6m seal, 1m shoulders	6	8	0.20	\$63,000.00	\$50,400.00	\$12,600.00		Med to Low		
	Intersection of Bingeebeebra Rd & Bruxner Highway									Type B Intersection			0.20	\$180,000.00	\$144,000.00	\$36,000.00	\$6,990.00	Medium		
Pathways	Bingeebeebra Road	3	11							0.2 km		8	0.73	\$10,000.00	\$2,700.00	\$7,300.00				
RUNNYMEDE																				
Roads	Runnymede Road			200	760	2080	960	2280	5.0m seal x 0.8km	7m seal, 1m shoulders	101	277	0.91				\$3,990.00	High to Med		
	Runnymede Road			200	760	1350		1550	4.0m gravel x 1.55km				0.87	\$609,000.00	\$73,410.00	\$535,590.00		High to Med		
	Intersection of Runnymede Rd & Summerland Way									Type C Intersection with Turn Lanes			0.91	\$530,000.00	\$47,700.00	\$482,300.00		High to Med		
Pathways	Andrew Street	41	318							0.26 km		277	0.87	\$23,400.00	\$3,040.00	\$20,360.00				
	Yongarra/Connector Route	25	302							0.45 km		277	0.92	\$22,500.00	\$1,800.00	\$20,700.00				
	Runnymede Road	17	150							1.0 km		133	0.89	\$50,000.00	\$5,500.00	\$44,500.00				
TABULAM																				
Roads	Tabulam Road			150	105	150	155	300	4.2m seal x 1.6km	6m seal, 1m shoulder	14	20	0.50	\$288,000.00	\$144,000.00	\$144,000.00	\$11,700.00	Medium		
	Intersection of Tabulam Rd & Bruxner Highway									Type B Intersection			0.50	\$180,000.00	\$90,000.00	\$90,000.00		Medium		
WIANGAREE																				
Roads	Lynche's Rd			210	85	115	195	320	5.5m seal x 0.43km	6m seal, 1m shoulder	11	15	0.36	\$77,400.00	\$49,540.00	\$27,860.00	\$3,740.00	Low		
Pathways	Lynche's Creek Rd	1	16							0.6km		15	0.94	\$30,000.00	\$1,800.00	\$28,200.00				
WOODENBONG																				
Roads	Boomi Creek Rd			70	150	210	220	280	3.2m seal x1.4km	6m seal, 1m shoulders	20	28	0.75	\$350,000.00	\$87,500.00	\$262,500.00	\$12,810.00	High to Med		
	Glennie Street			110	150	210	260	320	3.9m seal x 0.1km	6m seal, 1m shoulders	20	28	0.65	\$18,000.00	\$6,300.00	\$11,700.00		High to Med		
	Channelize Traffic in Glennie Street																			
Pathways	Boomi Creek Rd	4	32							Channelisation		28	0.88	\$35,000.00	\$12,250.00	\$22,750.00		High to Med		
										1.4km				\$70,000.00	\$8,400.00	\$61,600.00				
GOLF COURSE ESTATE																				
Roads	Collins Creek Rd			380	218	698		1078			29	93	0.65	\$1,120,000.00	\$392,000.00	\$728,000.00	\$11,540.00	Medium		
	:Bridge Replacement												0.65	\$530,000.00	\$185,500.00	\$344,500.00		Medium		
	:Intersection; Collins Rd with Summerland Way																			
TOTALS														\$7,977,200.00	\$2,732,510.00	\$5,244,390.00				

* This contribution amount will not become effective until Stage 2 of the Geneva rural residential is developed; expected post 2025

8. MAINTENANCE OF ROADS; HEAVY HAULAGE VEHICLES

Council intends to continue the past practice of applying a charge for the use of roads by heavy haulage vehicles.

8.1 NEXUS

In the main, roads in the shire are generally designed and constructed to a design life with a low to moderate usage by heavy haulage vehicles. When a road which has been designed to these criteria experiences greater than expected usage by heavy vehicles, the service life diminishes, at an exponential rate.

In order to arrest this situation, Council is permitted to redeem the cost of the accelerated deterioration of the affected roads by imposing an appropriate maintenance charge to Undertakings which include heavy haulage vehicles as part of the business activity.

8.2 CALCULATION OF CONTRIBUTION

Council imposes a fee for the use of heavy haulage vehicles on roads in 2 forms:

- By a condition of a Development Consent which specifies the payments to be remitted to Council for the use of roads by heavy haulage vehicles, or
- By a condition of a Development Consent which notifies that a heavy haulage vehicle contribution is to be paid; and to be calculated and remitted to Council in the manner as prescribed in the S94 plan.

Effectively the basis of determining the fee is the same for both circumstances. The formula used to calculate the contribution rate for the use of heavy haulage vehicles on road is;

Contribution = \$ 0.048 x L x Q x D, where

L	<u>is the truck load or truck and trailer load in tonnes per unit</u>
Q	<u>is the number of loaded movements from the development annually, assessed as past of the development application report</u>
D	<u>is the average distance of the development from the serving market or destination. Depending on the type of development the destination distance may be taken as the distance from the site to the local government boundary, or to the nearest Main Road or State Highway</u>
\$0.048	<u>is the maintenance contribution calculated by Council based on its maintenance cost per standard axle. Council may vary this figure in accordance with the provisions of this plan, pursuant to Section 2.13.</u>

Payments of the heavy haulage contributions are to be made in July and January of each financial year. In the case of Development Consent which specifies the amount to be paid on an annual basis, each payment is to be of an equal amount.

9. PREPARATION OF DEVELOPMENT CONTRIBUTIONS PLAN

Council is permitted to determine a charge by way of a Development Contribution fee to recover the costs associated with the preparation and compilation of a Development Contributions Plan.

9.1 CALCULATION OF CONTRIBUTION

On this occasion Council engaged Engineering Consultants to undertake the necessary investigations, preparation and compilation activities for the Development Contributions Plan at the cost of \$ 26,312.50 (ex GST).

It is anticipated that a review of the plan will be required in 5 years and will cost approximately \$20,000.00.

Based on lots being released over the 10 year horizon of the plan, the fee is determined by:

$$\begin{aligned}\text{CPL} &= \frac{\text{Cost of Plan}}{\text{Number of Lots}} \\ &= \frac{\$ 46,300.00}{704} \\ &= \$ 65.80 / \text{lot} \\ &\quad \text{Say } \$ 66.00 / \text{lot}\end{aligned}$$

The contribution is to be applied to all residential and rural residential development applications where Section 94 development contributions are imposed.

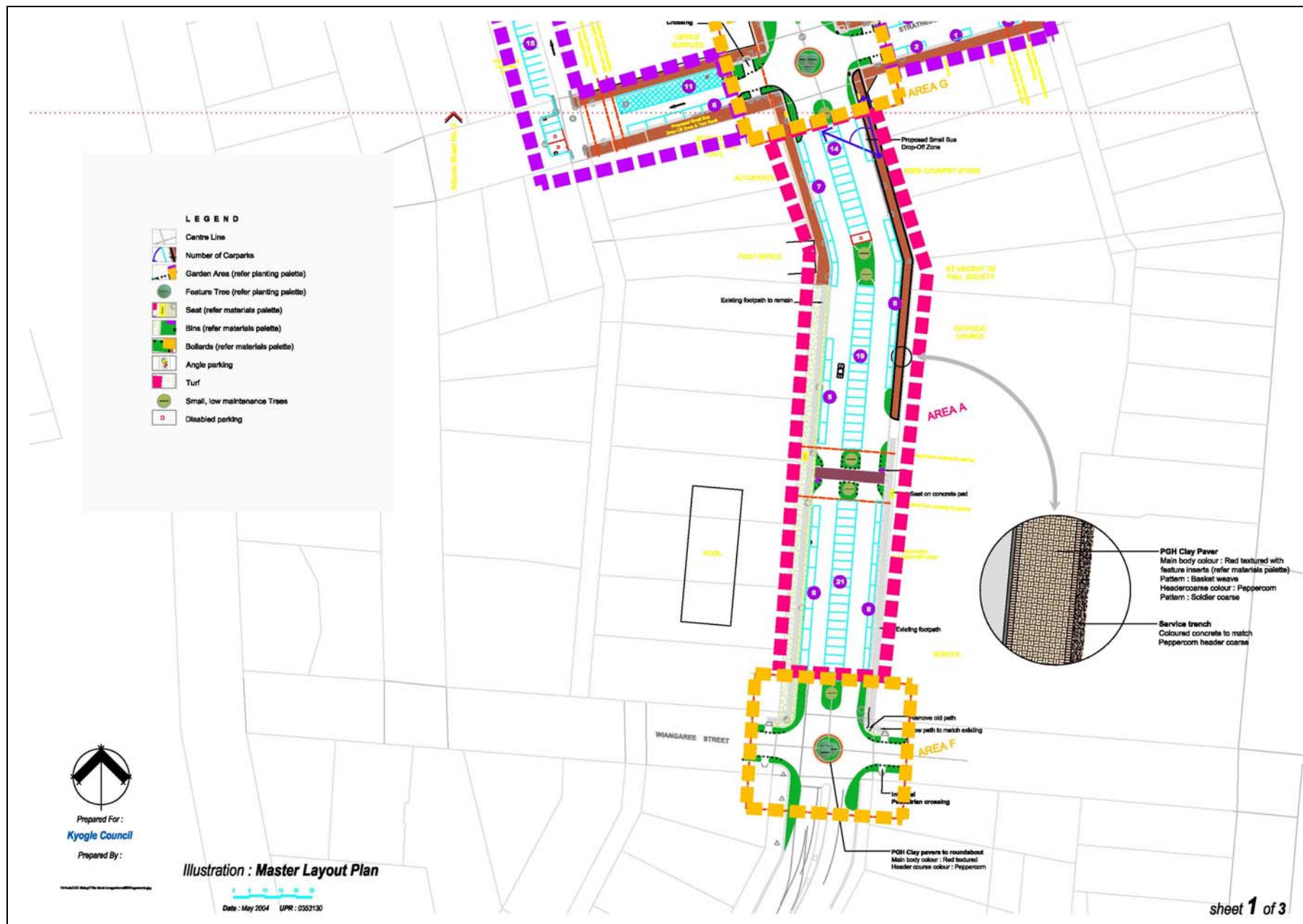
10. REFERENCES

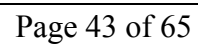
The following documents were referenced in the preparation of the s94 Development Contributions Plan.

1. Interim Development Order No.1 - Shire of Kyogle
2. Interim Development Order No.1 - Shire of Terania
3. Kyogle Council, Development Control Plan No.1 - Subdivision
4. Kyogle Council, Kyogle Strategy for Closer Rural Settlement and Urban Expansion March 20005
5. Kyogle Council, Local Growth Management Strategy Draft, October 2008
6. Kyogle Council, Section 94 Contributions Plan Urban & Rural Roads, Dec 2001 as amended
7. Kyogle Council, Pedestrian Access and Mobility Plan Draft, September 2008
8. Northern Rivers Local Government Manuals for Development & Design and for Construction
9. NSW Environmental Planning and Assessment Act, 1979
10. NSW Environmental Planning and Assessment Regulation 2000
11. NSW Department of Planning, Development Contributions Practice Notes, July 2005
12. NSW Department of Planning, Far North Coast Regional Strategy
13. Kyogle Structure Plan for twelve Preferred Areas by Consulting Surveyors & Planners, Newtown Denny Chapelle, September 2007.
14. Road Infrastructure Upgrade Assessment Report by Consulting Surveyors & Planners, Newtown Denny Chapelle, December, 2007
15. NSW Roads & Traffic Authority 'Guide to Traffic Generating Developments', December 1993.

APPENDIX '1' KYOGLE MAIN STREET REDEVELOPMENT PROJECT

WORKS SCHEDULE 2007 / 2008 - 2018 / 2019					
PHASE	DESCRIPTION OF WORK	SCHEDULE FOR WORK	TOTAL COST OF WORK	CUMULATIVE AMOUNT OF SECTION 94 CONTRIBUTIONS	COMMENTS
1	The Summerland Way, generally between Stratheden St & Geneva St. Improvements to footway, kerb & gutter; provision of access ramps & blisters	2007 / 2008- 2008 / 2009	\$1,150,000.00	\$19,750.00	
2	The Summerland Way, generally between Geneva St to Kyogle Rd; Geneva St, between the Summerland Way & Bloore St. Improvements to footway & kerb & gutter; provision of access ramps & blisters.	2018 / 2019	\$750,000.00	\$414,750.00	
ANTICIPATED SCHEDULE 2018 - 2031					
3	The Summerland Way (a) Between Stratheden St & Kyogle Rd: improvements to onstreet parking, parking areas along with streetscaping enhancements (b) Stratheden St to Wyangarie St improvements to footway	2020 / 2021	\$550,000.00	\$493,750.00	
4	The Summerland Way Installation of roundabouts at the intersections with Wyangarie St, Stratheden St & Geneva St.	2022 / 2023	\$900,000.00	\$572,750.00	
5	The Summerland Way Installation of roundabouts at the intersection with Kyogle Rd	2024 / 2025	\$600,000.00	\$651,750.00	
		2031 / 2032		\$908,500.00	
TOTALS			\$3,950,000.00	\$908,500.00	





APPENDIX '2' PEDESTRIAN ACCESS AND MOBILITY MANAGEMENT PLAN

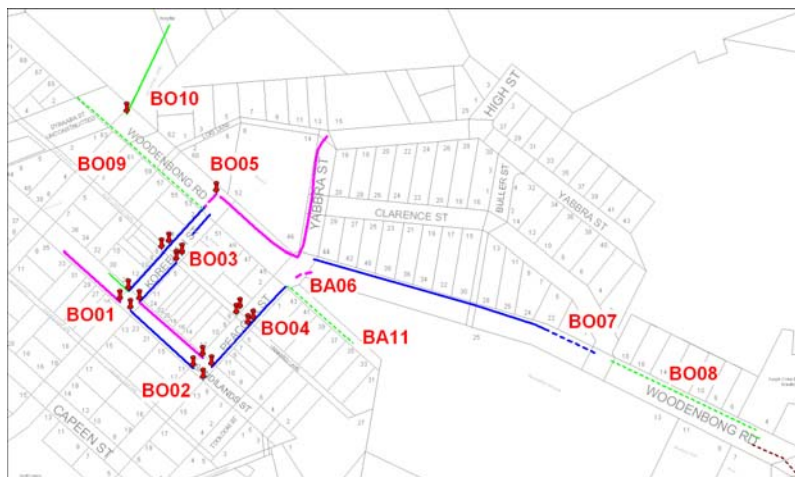
WORKS SCHEDULE		2008/2009 - 2019/2020			
LOCALITY / PROJECT ID		SCHEDULE FOR WORK	TOTAL COST	COUNCIL APPORTIONMENT	COMMENTS
BONALBO OLD BONALBO KYOGL TABULAM WOODENBONG	B001, B002, B003, B004, B005, B006 OB01 KY03,KY07 TA03, TA04 WO07, WO08, WO09	2009 / 2010	\$35,800.00	\$27,718.00	
KYOGL WIANGAREE	KY01,KY02,KY08,KY10,KY13,KY16, KY20,KY29,KY30,KY31,KY38 (50%) WI01	2010 / 2011	\$52,450.00	\$22,278.00	
KYOGL	KY38 (50%) KY09	2011 / 2012	\$49,800.00	\$24,402.00	
KYOGL	KY35 (50%) KY37	2012 / 2013	\$30,456.00	\$14,924.00	
KYOGL MUMMULGUM TABULAM WOODENBONG	KY14, KY35 (50%) MU02 TA01,TA02 WO01, WO02, WO03, WO04	2013 / 2014	\$103,500.00	\$51,120.00	
KYOGL	KY15,KY22,KY24 (12%)	2014 / 2015	\$47,680.00	\$23,363.00	
KYOGL	KY24 (44%)	2015 / 2016	\$43,560.00	\$21,344.00	
KYOGL	KY24 (44%)	2016 / 2017	\$43,560.00	\$21,344.00	
BONALBO MALLANGANEE WIANGAREE WOODENBONG	BO07, BO09, BO10 MA01 WI02, WI03, WI04 WO05	2017 / 2018	\$85,390.00	\$66,217.00	
KYOGL MALLANGANEE MUMMULGUM WOODENBONG	KY21(22%), KY36 MA02 MU01 WO10	2018 / 2019	\$63,172.00	\$38,452.00	
KYOGL	KY21 (78%)	2019 / 2020	\$43,524.00	\$21,327.00	
TOTAL			\$598,892.00	\$332,489.00	

Refer to Appendix '4' for description
of project identification

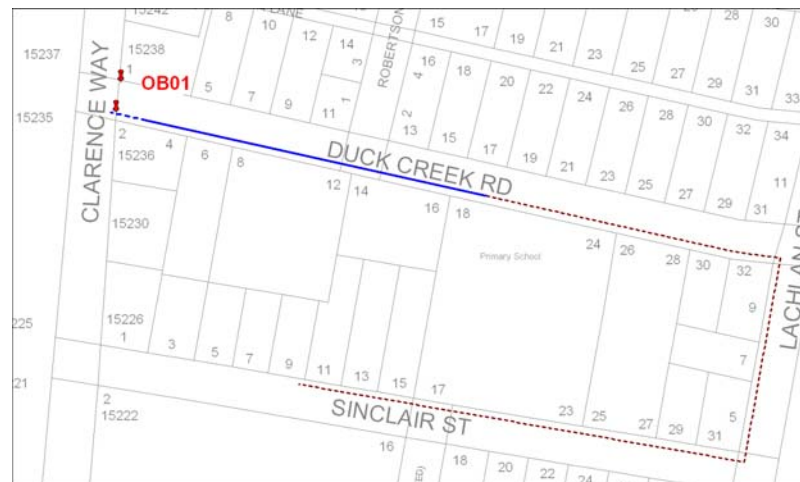
APPENDIX '3' ROADS AND PATHWAYS, RURAL RESIDENTIAL LOCALITIES

WORKS SCHEDULE						
2008 / 2009 - 2019 / 2020						
PRIORITY	LOCALITY	DESCRIPTION OF WORK	SCHEDULE FOR WORK	TOTAL COST	COUNCIL APPORTIONMENT	COMMENTS
1	MALLANGANEE (Part Only)	Strains Rd, 1.0km; Pathway, Strains Rd; 1.0km	2010/2011	\$350,000.00	\$24,500.00	
2	OLD BONALBO (Part Only)	Lachlan St; 0.12km; Sinclair St; 0.34km; Pathway; Duck Creek Rd; 0.15km Lachlan Street; 0.12km Sinclair Street: 0.34km	2011/2012	\$169,900.00	\$51,160.00	
3	CAWONGLA/ OXBROW (Part Only)	Oxbrow Road; 0.32km; Intersection Oxbrow Rd with Kyogle Road	2011/2012	\$186,000.00	106,000.00	
4	GENEVA (Part Only)	Ettrick Road; 0.91km; Intersection Ettrick Rd with Afterlee Rd. Pathway; Ettrick Rd; 0.9km	2012/2013	\$244,300.00	\$87,920.00	
5	HOMELEIGH (Part Only)	Intersection; Homeleigh Road with Kyogle Road	2013/2014	\$180,000.00	\$36,000.00	
6	RUNNYMEDE	Runnymede Rd; 2.35km; Intersection; Runnymede Rd with Summerland Way. Pathways: Andrews St. .26km Yongurra Rd .45km Runnymede Rd 1.0km	2017/2018	\$1,234,900.00	\$131,450.00	
7	WOODENBONG	Boomi Creek Rd; 1.4km; Glennie St; 0.1km;	2019/2020	\$473,000.00	\$114,450.00	
		Channelisation; Glennie St. Pathway, Boomi Creek Rd 1.4km				
		TOTAL		\$2,838,100.00	\$551,480.00	

APPENDIX 4 LOCALITY MAPS ASSOCIATED WITH THE WORKS PROGRAMME FOR THE PEDESTRIAN ACCESS AND MOBILITY MANAGEMENT PLAN AS WELL AS A PRIORTISED SCHEDULE FOR THE PATHWAY PROGRAMME



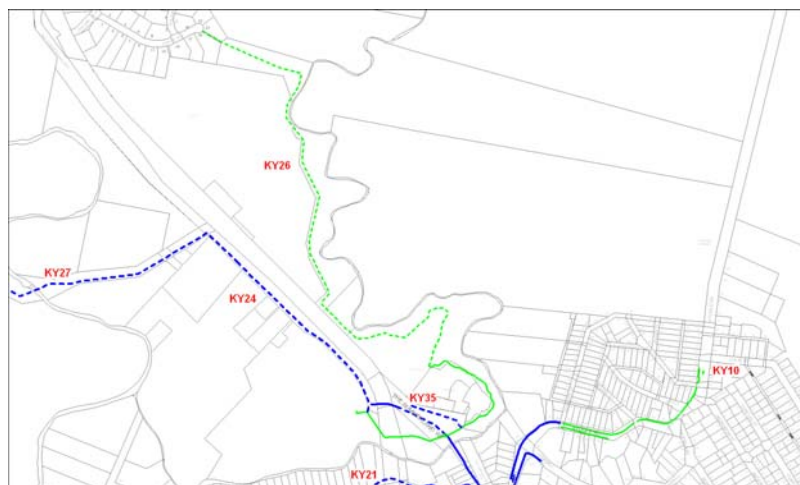
Bonalbo



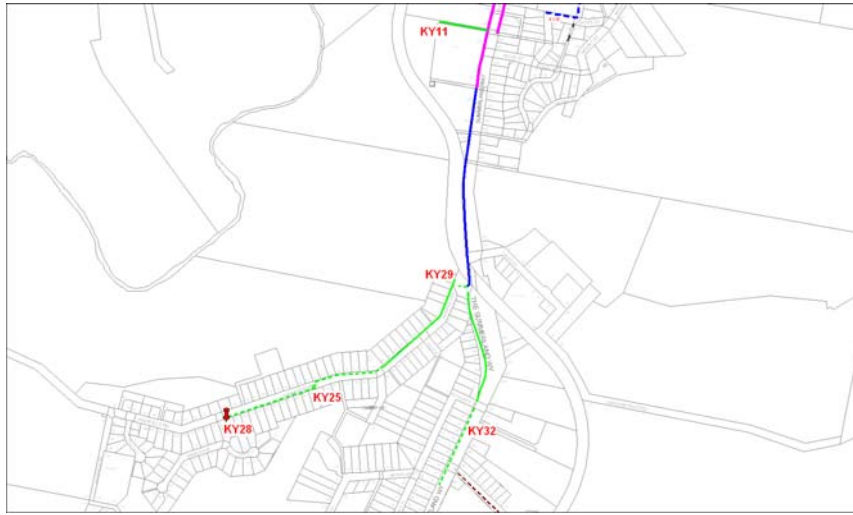
Old Bonalbo



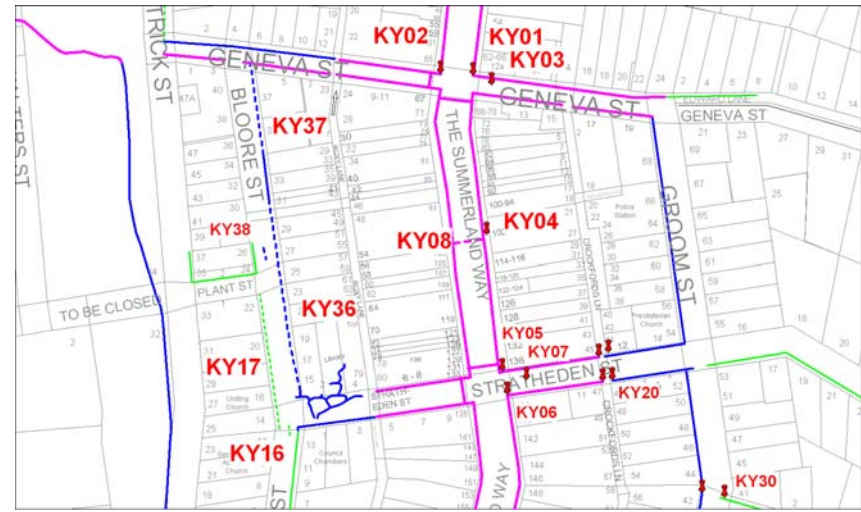
Kyogle-1



Kyogle-2



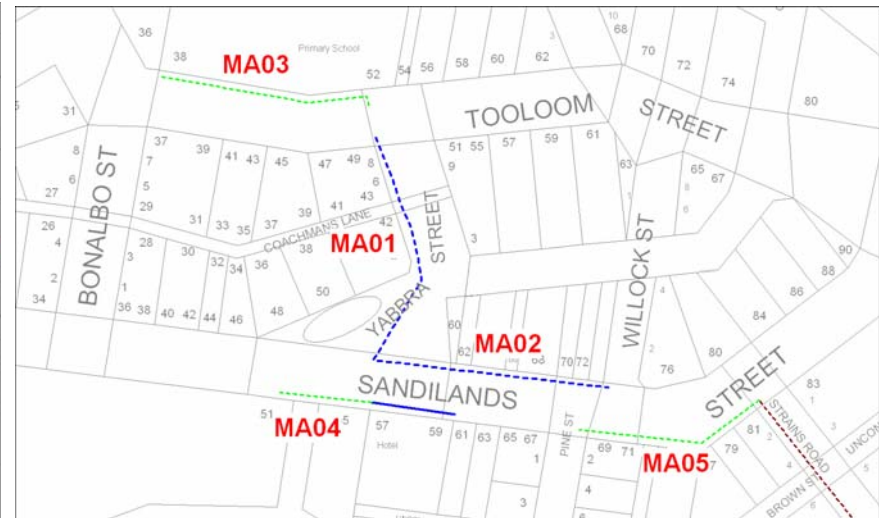
Kyogle-3



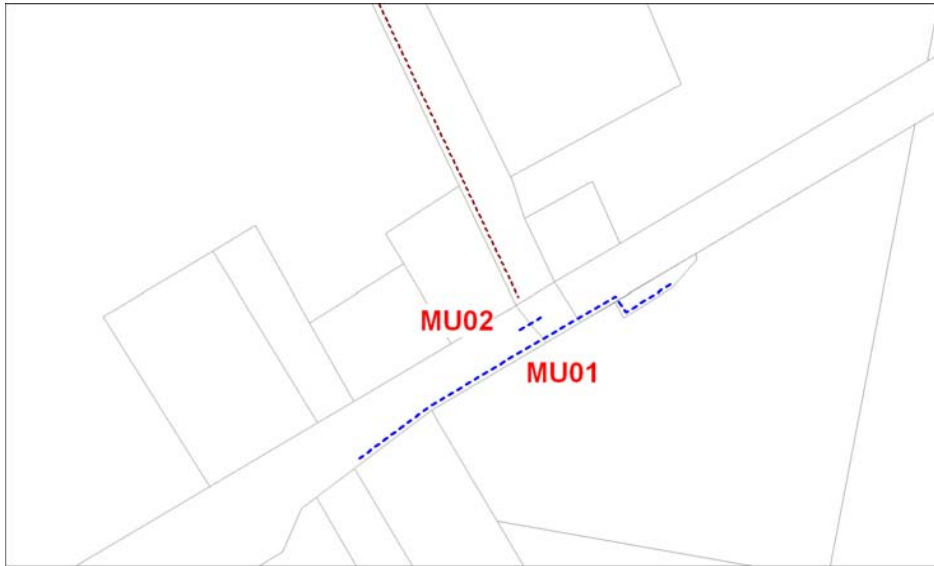
Kyogle-4



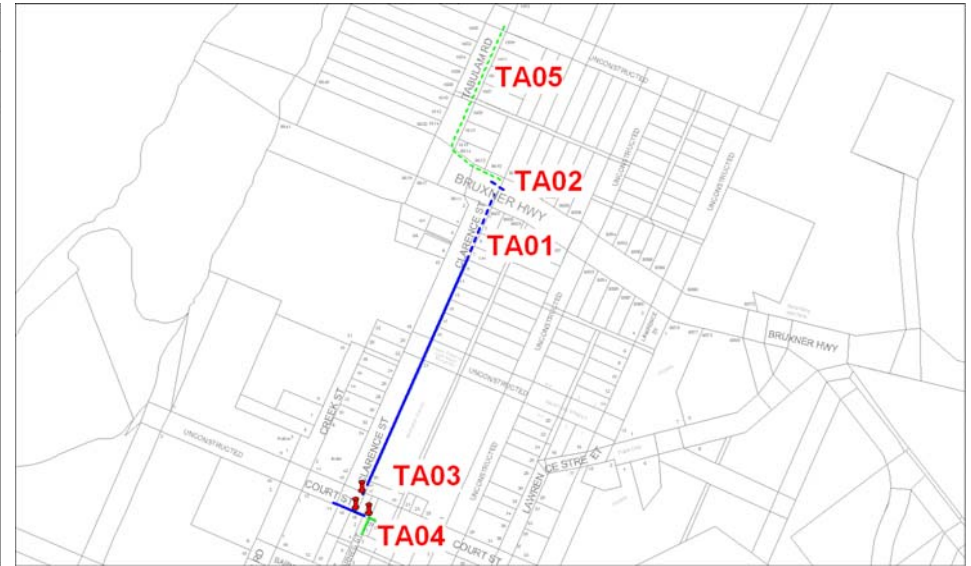
Kyogle-5



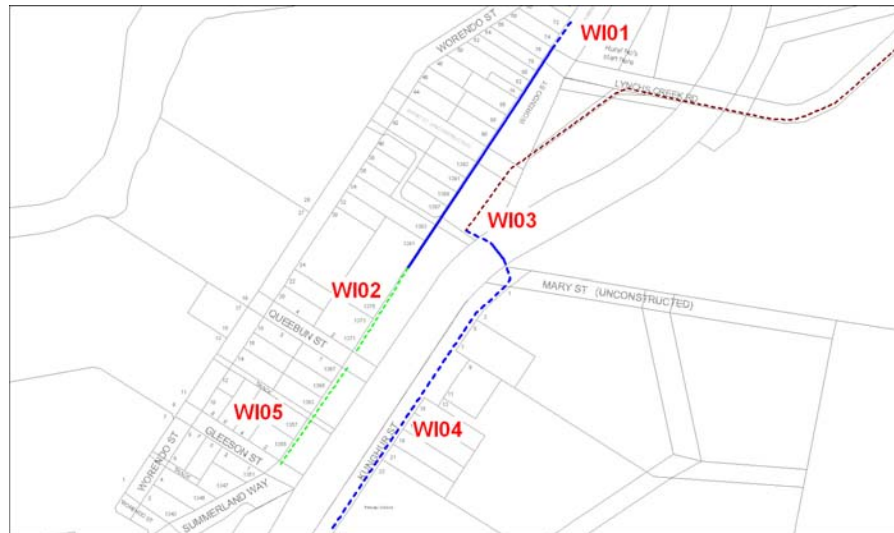
Mallanganee



Mummulgum



Tabulam



Wiangaree



Woodenbong

ID	Location	Description	Cost	RTA Contribution	Priority	Works Program Order
KY04	Summerland way opp National Bank	Construct pedestrian blister incorporating kerb ramp (Note: Part Main Street Redevelopment Phase 1)	\$9,900	50%	H	1
KY05	Summerland Way at Stratheden St NE cnr	Construct pedestrian blister incorporating two kerb ramps (Note: Part Main Street Redevelopment Phase 1)	\$10,800	50%	H	2
KY06	Summerland Way at Stratheden St SE cnr	Construct pedestrian blister incorporating two kerb ramps (Note: Part Main Street Redevelopment Phase 1)	\$10,800	50%	H	3
KY03	Geneva St. East Summerland way	Pedestrian crossing	\$3,000		M	4
KY07	Stratheden St. East Summerland Way	Pedestrian crossing	\$3,000		H	5
WO09	MacPherson Street	Modify existing kerb crossings at Dalmorton St intersection	\$2,200	50%	H	6
OB01	Duck Creek Rd	Extend footpath at 1.2m wide to Clarence Way intersection, construct gutter crossings at intersection	\$3,600	50%	M	7
BO05	Woodenbong Rd	Extend path 1.2m wide E side to Pedestrian crossing at Koreelah St cut 2 new kerb ramps at crossing	\$3,200	50%	H	8
BO01	Sandilands Street	Modify path and kerb ramps at Koreelah St intersection (4 of)	\$4,400	50%	M	9
BO02	Sandilands St	Modify path and kerb ramps at Peacock St intersection (4 of)	\$4,400	50%	M	10
TA03	Clarence Street	E side. Extend footpath 1.2m wide to Court street (20m) and provide 2 kerb ramps at Court St	\$3,000	50%	M	11
TA04	Court Street	Two new kerb ramps at Barnes St	\$1,800	50%	L	12
BO03	Koreelah Street	Modify paths and kerb ramps at post Office Lane intersection (4 of)	\$4,400	50%	M	13

ID	Location	Description	Cost	RTA Contribution	Priority	Works Program Order
BO04	Peacock Street	Modify paths and kerb ramps at post Office Lne intersection (4 of)	\$4,400	50%	M	14
BO06	Woodenbong Rd	Construct path 1.2m wide S side Peacock St to Yabbra St with pedestrian refuge in Woodenbong Rd 50m path, 2 ramps and refuge	\$12,300		H	15
WO08	Unumgar Street	N side. Two new kerb ramps at Lindsay St intersection	\$1,800	50%	L	16
WO07	Unumgar street	Two new kerb ramps at existing concrete footpath at Roseberry St intersection NE and SW corners.	\$1,800	50%	M	17
KY01	Summerland Way at Geneva St NE cnr.	Construct pedestrian blister incorporating one kerb ramp	\$9,900	50%	H	18
KY02	Summerland Way at Geneva St NW cnr	Construct pedestrian blister incorporating two kerb ramps	\$10,800	50%	H	19
KY08	Summerland Way	Pedestrian crossing incorporating pedestrian refuge and barrier at town clock	\$9,000	100%	H	20
KY30	Warrazambil Street	Two kerb ramps at Groom St intersection	\$1,800		L	21
KY31	Wyndham Street	Two kerb ramps at Groom St intersection	\$1,800		L	22
KY10	Kyogle Road	Pedestrian refuge at preschool	\$6,000	50%	M	23
KY16	Bloore Street	Pedestrian refuge opposite Stratheden St	\$6,000		M	24
KY20	Crockford lane	Modify kerb ramps at Stratheden St intersection (4 ramps)	\$4,500		M	25
KY29	Highfield Road	Connect 1.2m wide path from No5 to Summerland Way path (30m)	\$2,700		M	26
WI01	Worendo St	Extend footpath 1,.2m wide from Shop to No 70 (32m) and provide kerb ramp	\$3,800		M	27
KY13	Wyangarie St	New footpath 1.2m wide Bloore St to Ettrick St (60m)	\$6,500		M	28

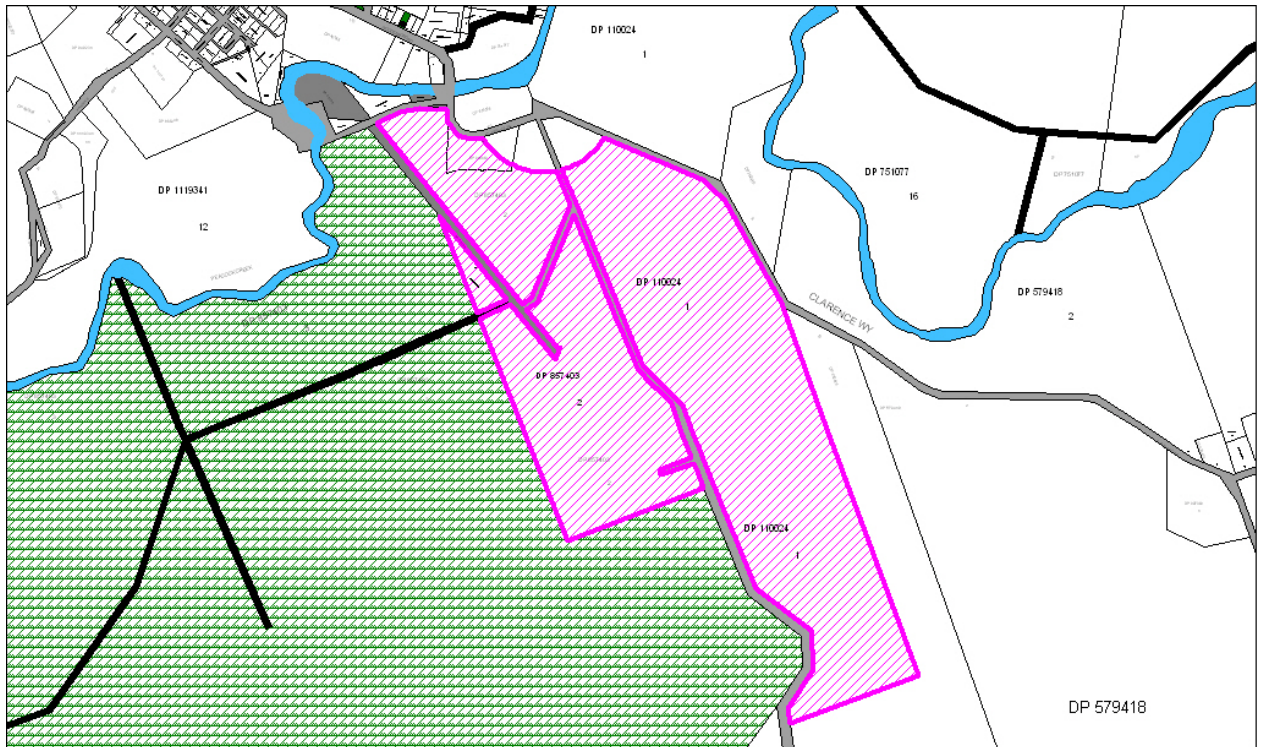
ID	Location	Description	Cost	RTA Contribution	Priority	Works Program Order
KY38	Bloore Street	Pedestrian refuge at cinema	\$6,000		M	29
KY09	Ettrick St	New footpath 2m wide SES to High school via bus bay (260m)	\$46,800		M	30
KY37	Bloore Street	New 1.2m wide footpath E side from existing path to Library pathway (132m)	\$14,256		H	31
KY35	Summerland Way	New 1.2m wide path fronting recreation reserve and apex park both sides of road (300m)	\$32,400		H	32
WO02	Unumgar Street	New path 1.2m wide S side, Lindsay St to existing including 2 kerb ramps at Lindsay St (30m)	\$4,500		H	33
WO03	Unumgar Street	At school crossing, pedestrian blisters and refuge	\$24,000		H	34
WO04	Lindsay Street	New path 1.2m wide W side, Unumgar St to existing (55m)	\$5,000		H	35
WO01	Unumgar Street	New path 1.2m wide S side, MacPherson St to Macpherson lane including 2 kerb ramps at MacPherson St and one at MacPherson Lane. (60m)	\$8,100		M	36
TA02	Bruxner Highway	Pedestrian blisters and refuge opposite Clarence St	\$24,000	100%	H	37
MU02	Bruxner Highway	Pedestrian refuge west of intersection with Bingebeebebra Road	\$6,000	100%	H	38
TA01	Clarence Street	E side Extend footpath 1.2m wide from school frontage to Bruxner Highway (60m)	\$5,400	50%	M	39
KY14	Groom Street	Extend footpath 1.2 wide Roseberry St to Rous St (primary school) (120m)	\$13,000		H	40
KY22	Anzac Dve	New cycleway/pathway 2m wide from Marwick St to Saville st 2m wide (110m)	\$19,800		M	41
KY15	Rous Street	New footpath 1.2 wide and k & G Roseberry St to school frontage (80m)	\$16,000		M	42

ID	Location	Description	Cost	RTA Contribution	Priority	Works Program Order
KY24	Summerland Way	New cycleway/pathway 2m wide from Showgrounds to Rugby League Grounds 2m wide (550m)	\$99,000		M	43
WI02	Worendo Street	Extend footpath 1.2m wide from hall to Queebun Street (105m)	\$11,340		M	44
WI03	Kunghur Street	New path 1.2m wide from school crossing Summerland way to Rail viaduct (30m)	\$2,700	50%	M	45
WI04	Kunghur Street	New path 1.2m wide from Rail viaduct to school (260m)	\$23,500		M	46
WO05	Lindsay Street	New path 1.2m wide W side, Existing to Dalmorton Street (87m)	\$9,400		M	47
BO09	Woodenbong Rd	S side, new footpath Koreelah St to second footbridge Dyraaba st (170m)	\$15,500		L	48
BO10	Woodenbong Rd	Extend hospital lane path to Woodenbong Rd and join to path on S side. At Bonalbo St	\$3,000		L	49
BO07	Woodenbong Road	N side, extend path 1.2m wide from No 22 to Clarence Street	\$7,200		M	50
MA01	Yabbra Street	New 1.2m wide path from Tooloom St to Sandilands Street (130m)	\$14,100		M	51
MU01	Bruxner Highway	New path 1.2m wide from school bus bay to shop (160m)	\$17,300		M	52
KY36	Bloore Street	New 1.2m wide footpath E side from Geneva St to existing path (62m)	\$6,696		M	53
WO10	MacPherson Street	New path 1.2m wide W side No 24 to No 36 and mid block crossing of MacPherson St (150m)	\$13,500		M	54
MA02	Sandilands Street	New 1.2m wide path from Yabbra St to Willock St (124m)	\$13,400		M	55

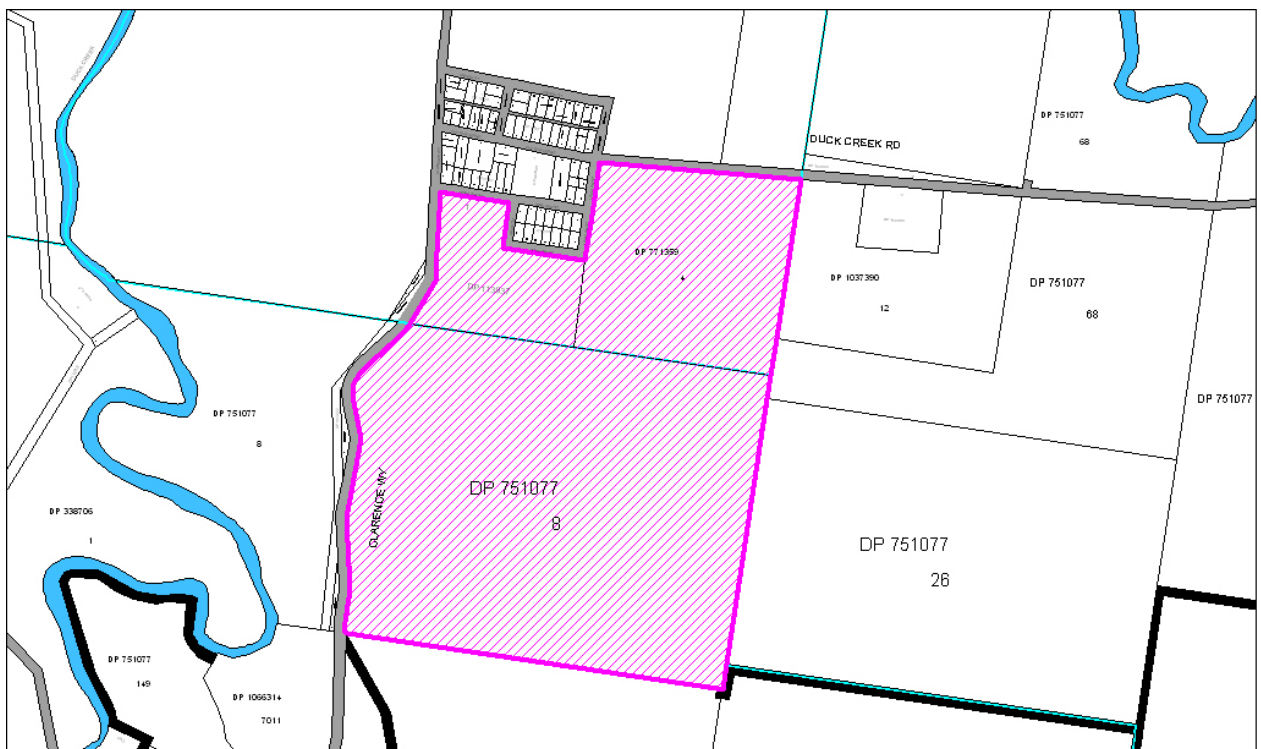
ID	Location	Description	Cost	RTA Contribution	Priority	Works Program Order
KY21	Anzac Drive	New cycleway/pathway 2m wide Walters St to VIC, under rail viaduct – shared cycleway (310m)	\$55,800		M	56
BO08	Woodenbong Road	N side, extend path 1.2m wide Clarence St to Council depot and cross road to pool entrance	\$23,600		M	57
KY18	Roseberry Street	New footpath 1.2 wide on N side Groom St to Short St	\$11,000		M	58
KY28	Kamala Ave	Supply & install bus shelter	\$8,000		M	59
KY25	Highfield Road	New footpath 1.2m wide N side No 29 to no 53 (305m), 2 kerb ramps and pedestrian refuge at No 50. S side No 50 to Kamala Ave (190m), 2 kerb ramps at Kamala Ave	\$59,000		M	60
KY12	Ettrick Street	New footpath Geneva St 1.2m wide to No 65 (156m)	\$16,848		L	61
KY17	Bloore Street	New footpath 1.2 wide on W side Stratheden St to Plant St incl 3 kerb ramps (100m)	\$13,500		M	62
KY32	Summerland way	Extend 2m wide cycleway/pathway from Boorabee Street to Motel (230m)	\$43,000		M	63
KY34	Saville Street	Supply and install bus shelter	\$8,000		M	64
KY19	Short Street	Replace footpath 1.2 wide from Roseberry St to Preschool (100m)	\$13,200		L	65
KY11	Kyogle Court	Replace pedestrian pathway 1.2m wide from Summerland Way (120m)	\$15,800		L	66
WO06	Lindsay Street	New path 1.2m wide W side, Dalmorton St to preschool (137m)	\$14,800		M	67
MA03	Tooloom Street	New 1.2m wide path fronting school (110m)	\$11,900		M	68
WI05	Summerland way	New path Queebun St to Gleeson St (130m)	\$12,000		M	69

ID	Location	Description	Cost	RTA Contribution	Priority	Works Program Order
WO12	Unumgar Street	Extend existing path at 1.2m wide to connect to church path (90m)	\$9,720		M	70
BO11	Woodenbong Road	New path 1.2m wide from existing path on Peacock Street through to pre-school and recreation ground. (90m).	\$9,720		M	71
MA04	Sandilands Street	New 1.2m path from existing path fronting hotel to entrance oval (49m)	\$5,300		L	72
KY33	Norledge Street	New 2m wide cycleway/pathway Saville Street to Pratt Street, then to Anzac Drive (360m)	\$64,800		M	73
WO11	Glennie Street	New 1.2m wide path from MacPherson St to Boomii Creek Road (90m)	\$9,720		L	74
TA05	Bruxner Highway	New path at 1.2m wide from Bruxner Highway to 1599 Tabulam Road (268m)	\$28,900		L	75
MA05	Sandilands Street	New 1.2m wide path Pine Street to Strains Road (100m)	\$10,900		L	76
KY26	Golf Course Estate	New 2m wide cycleway/pathway between Rec Ground and Caddie Ave via golf course (1550m)	\$155,000		L	77
KY23	Saville St	New cycleway/pathway 2m wide from Anzac Dve to Dalys lane (830m)	\$150,000		M	78
KY27	Clarks / Daleys lane	New cycleway/pathway (2m asphalt) 1160m long and pedestrian bridge 1.5m wide	\$240,000		L	79

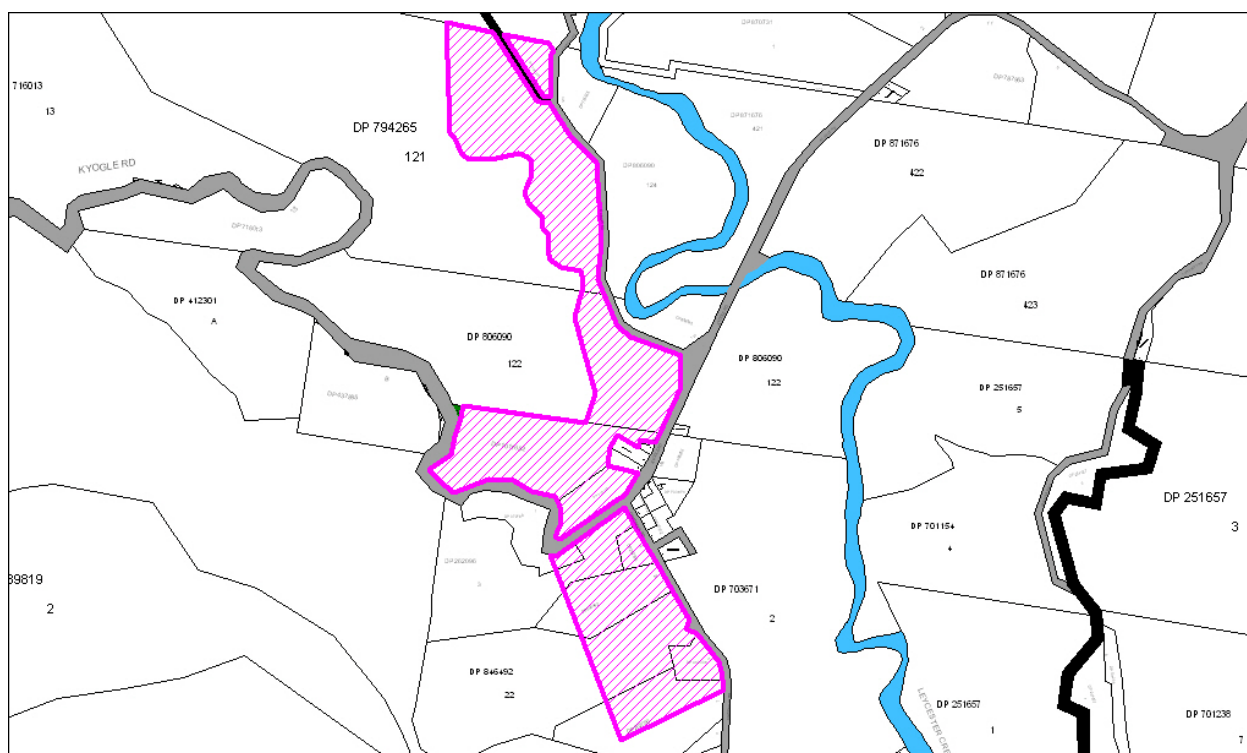
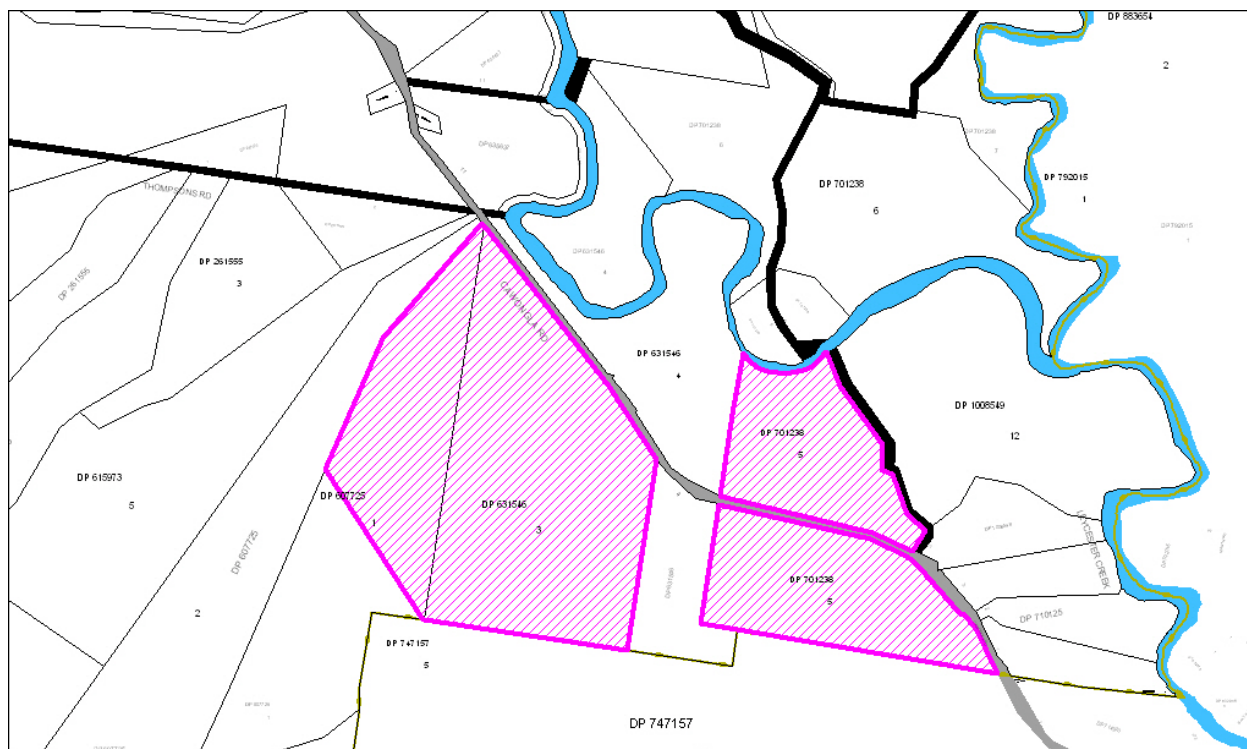
RURAL RESIDENTIAL SITES

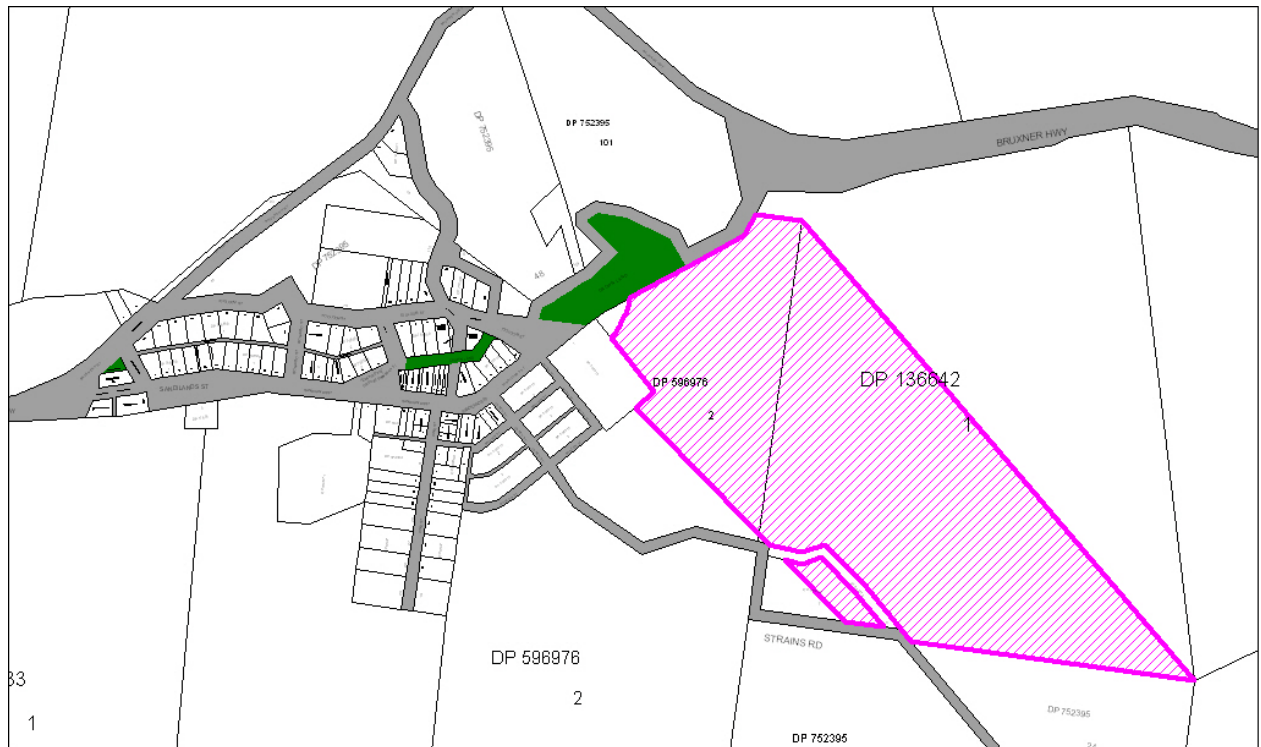


Bonalbo

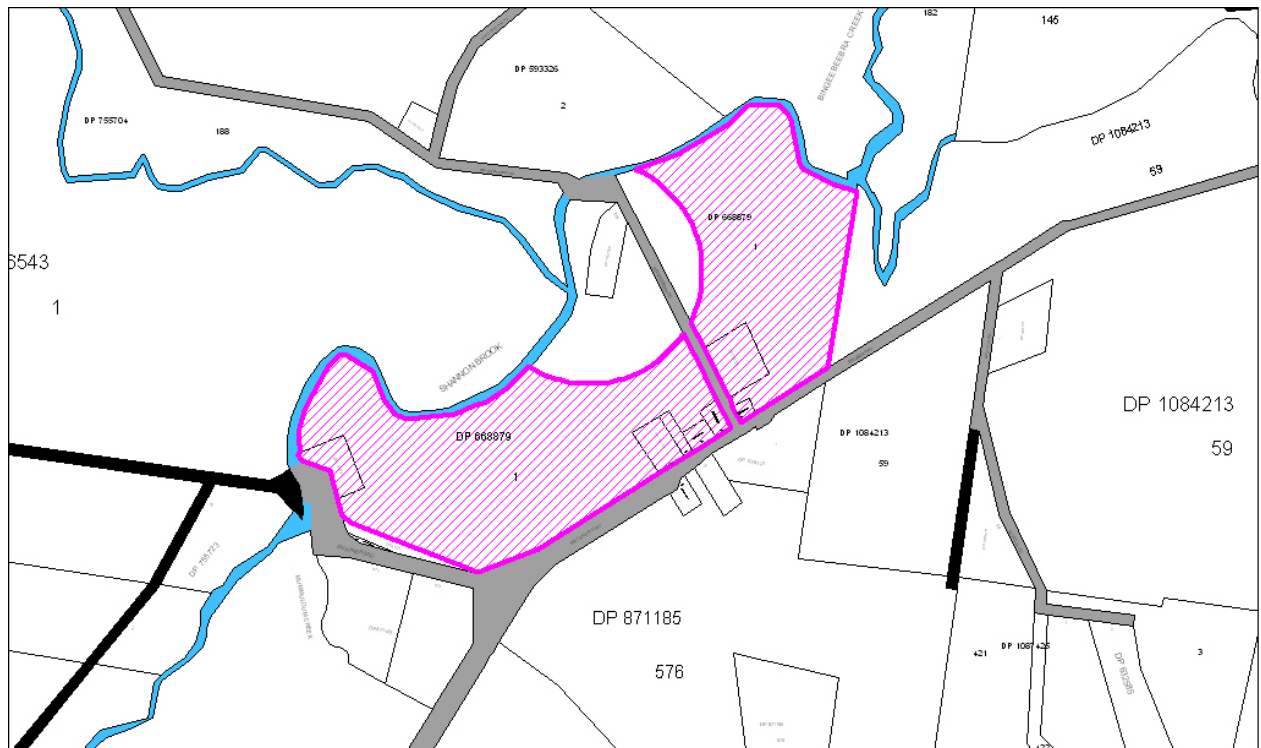


Old Bonalbo

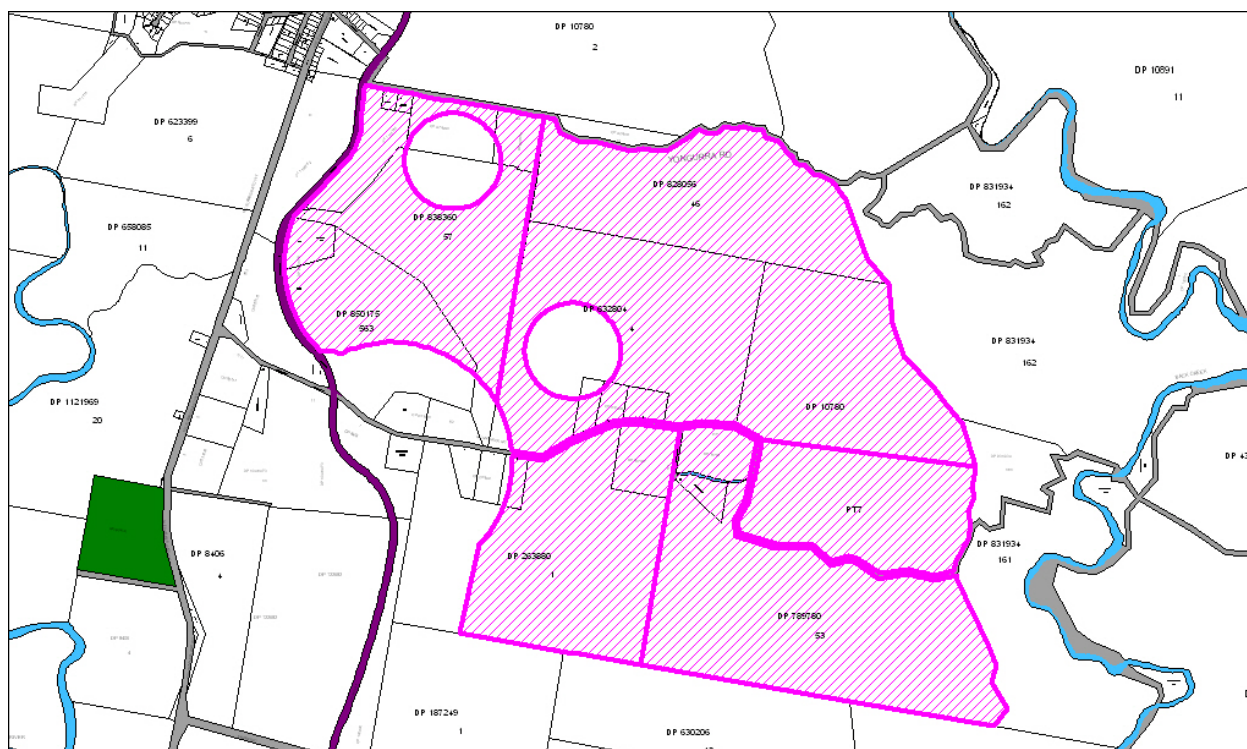




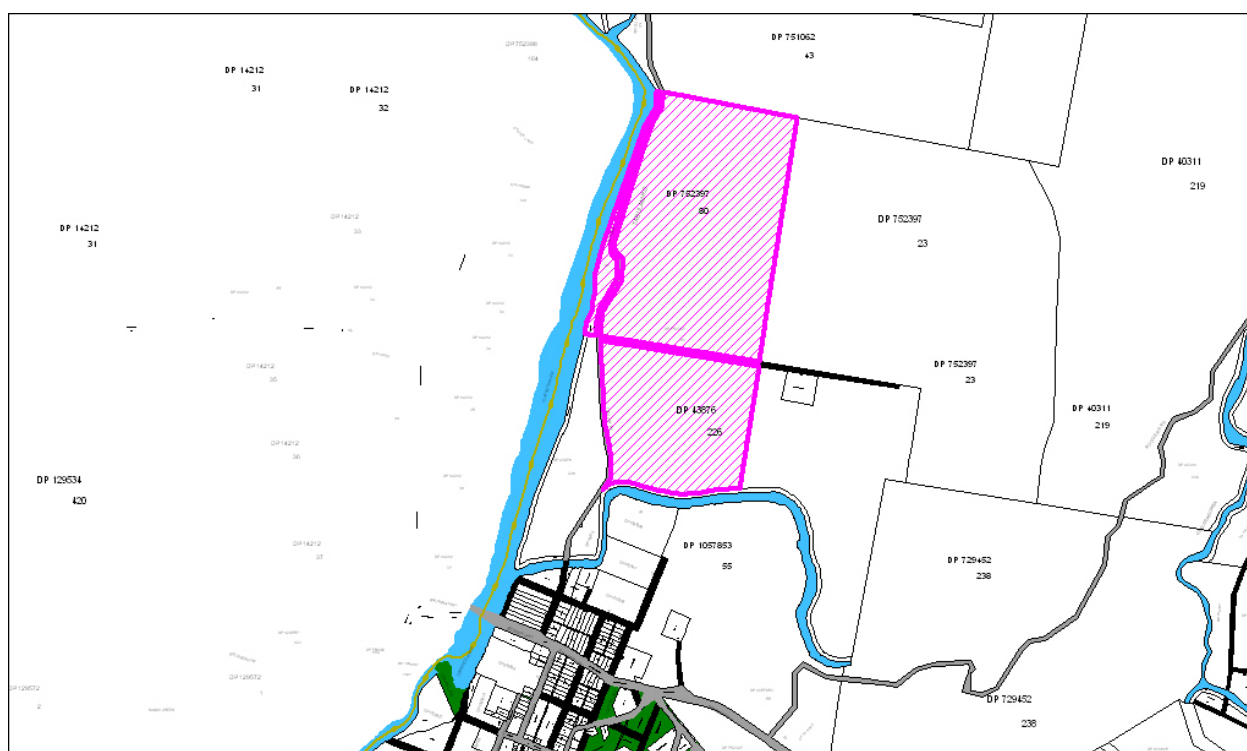
Mallanganee



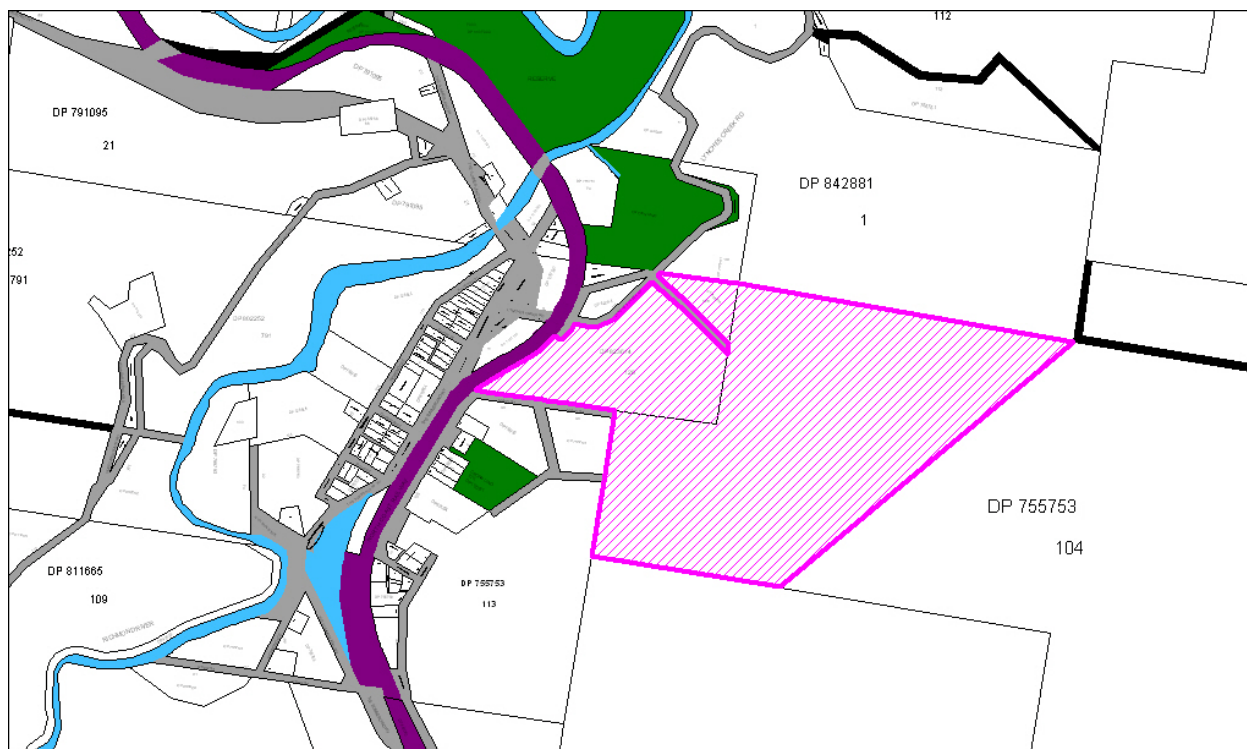
Mummulgum



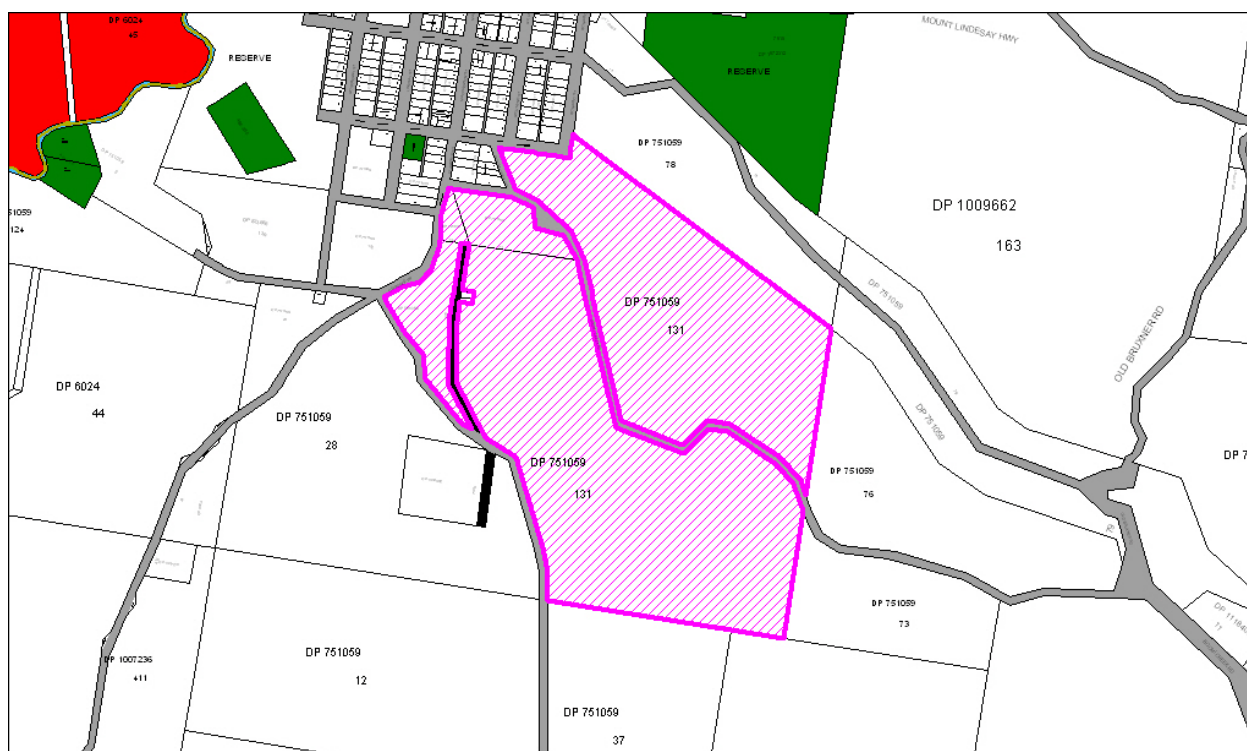
Runnymede



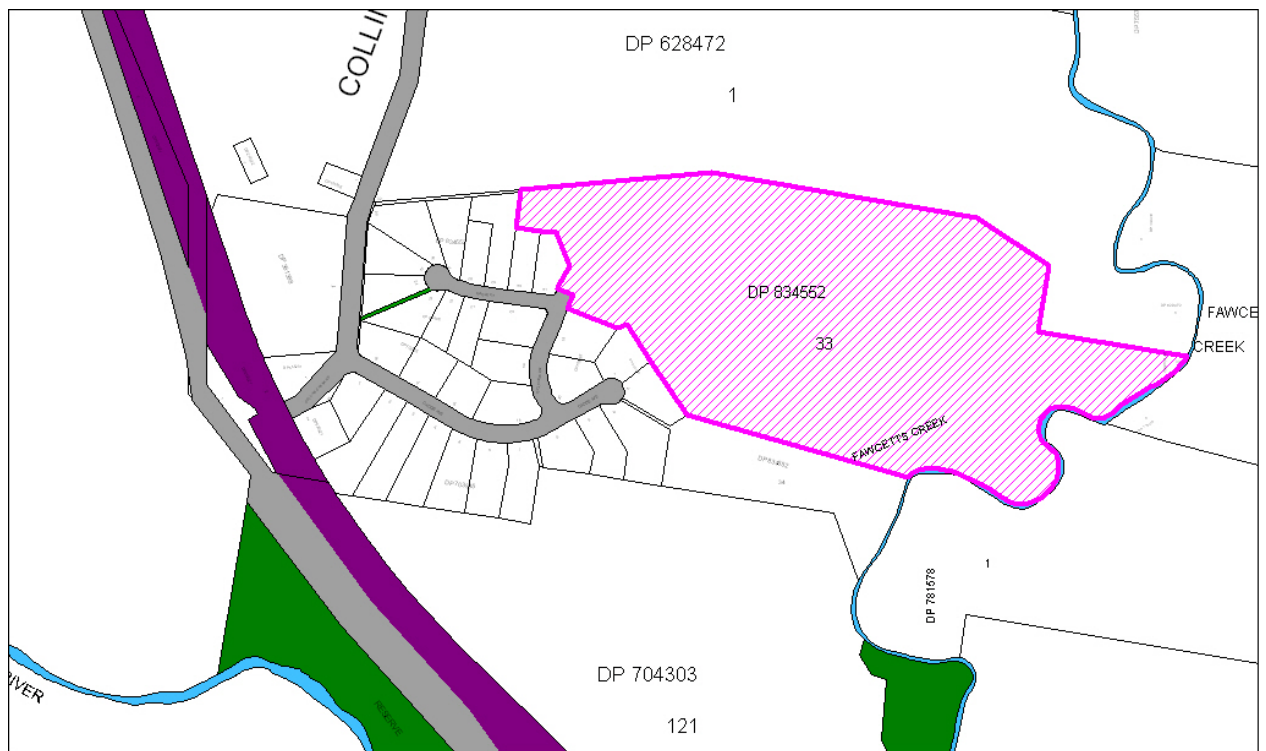
Tabulam



Wiangaree



Woodenbong



Golf Course Estate

ANNEXURE ‘1’ TO KYOGLE SECTION 94 DEVELOPER CONTRIBUTIONS PLAN

The following items reflect any changes to the works included in the developer calculations shown in draft form in the Infrastructure Upgrade Costs Base Estimate included in the “Road Infrastructure Upgrade Assessment Report” prepared by Newton, Denny, Chapelle in September 2007. Where an item has been identified as “*amended works*”, this requirement for these works has been added, changed in scope, or removed altogether from the relevant rural residential area. Where an item has been identified as “*works to be funded 100% by new development*”, these works are still required to be undertaken, but are not included in the calculations of developer contributions for the relevant rural residential area. These works will be required to be designed and undertaken by the individual developer/s at their cost as specific conditions of development consent.

Works to be funded 100% by new development	Amended works
1. Homeleigh	
<ul style="list-style-type: none"> • All new roads and intersections with existing roads. • All new vehicular access points. • Provision of telecommunications and electricity systems. • Whites Road upgrade and sealing to rural residential standard will be required if additional allotments are proposed to be serviced from this road. 	<ul style="list-style-type: none"> • Requirement for pathway on Homeleigh Road removed • Not subject to PAMP contribution
2. Runnymede	
<ul style="list-style-type: none"> • All new roads and intersections with existing roads, including 2m sealed pathways. <i>NOTE: 2m wide pathway to be incorporated along any new roads, with provision for connection back to Yongurra Road/Andrew Street pathway. Preferred route would include a pedestrian underpass of railway line.</i> • All new vehicular access points. • Provision of telecommunications and electricity systems. • Mundalong Road upgrade and sealing to rural residential standard will be required if additional allotments are proposed to be serviced from this road. 	<ul style="list-style-type: none"> • Requirement removed for pathway on Runnymede Road back to the Summerland Way along existing sealed section of road. • Requirement for pathway from Andrew Street, via Yongurra Road to connect to the rural residential area added to provide connection to Kyogle pathway network. • Additional PAMP contribution to apply. • Railway crossing upgrade removed as works have been completed at no cost to Council.

Works to be funded 100% by new development	Amended works
3. Geneva	
<ul style="list-style-type: none"> • All new roads and intersections with existing roads, including 2m sealed pathways. • All new vehicular access points. • Provision of telecommunications and electricity systems. 	<ul style="list-style-type: none"> • Intersection Ettrick/Anzac/Afterlee reduced to channelisation only as works recently undertaken under the Federal Blackspot Program have provided required improvements at no cost to Council • Additional PAMP contribution to apply.
4. Bonalbo	
<ul style="list-style-type: none"> • All new roads and intersections with existing roads, including 2m sealed pathways. • All new vehicular access points. • Provision of telecommunications and electricity systems. • Intersection of Clarence Way and new road to Type "A" standard 	<ul style="list-style-type: none"> • Rehabilitation of Clarence Way fronting the rural residential area to increase pavement thickness • Additional PAMP contribution to apply.
5. Cawongla Road	
<ul style="list-style-type: none"> • All new roads and intersections with existing roads. • All new vehicular access points. • Provision of telecommunications and electricity systems. • Intersection/s of Cawongla Road and new road/s to Type "A" standard 	<ul style="list-style-type: none"> • Rehabilitation of Cawongla Road fronting the rural residential area to increase pavement thickness • Not subject to PAMP contribution
6. Cawongla Road / Oxbow Road	
<ul style="list-style-type: none"> • All new roads and intersections with existing roads. • All new vehicular access points. • Provision of telecommunications and electricity systems. • Oxbow Road upgrade to sealed rural residential standard beyond the frontage of Lot 122 DP 806090 will be required if additional allotments are proposed to be serviced from this section of road. 	<ul style="list-style-type: none"> • Cawongla Road upgrade reduced to rehabilitation of existing road to increase pavement thickness • Oxbow/Kyogle Road intersection upgrade to Type "A" with provision for bus stop • Oxbow Road requirement for pathway deleted • Oxbow Road upgrade to sealed rural residential standard included in calculations reduced to frontage of Lot 122 DP 806090 • Not subject to PAMP contribution
7. Mallanganee	
<ul style="list-style-type: none"> • All new roads and intersections with existing roads, including 2m sealed pathways. • All new vehicular access points. • Provision of telecommunications and electricity systems. 	<ul style="list-style-type: none"> • Bruxner Highway/Sandilands intersection upgrade existing Type "C" to provide left turn deceleration lane from Bruxner Highway, and right turn acceleration lane from Sandilands Street • Blocking of access off Willock Street deleted • Additional PAMP contribution to apply.

Works to be funded 100% by new development	Amended works
8. Old Bonalbo	
<ul style="list-style-type: none"> • All new roads and intersections with existing roads, including 2m sealed pathways. • All new vehicular access points. • Provision of telecommunications and electricity systems. • Duck Creek Road upgrade east of Lachlan Street, including 2m sealed pathway will be required if additional allotments are proposed to be serviced from this section of road. 	<ul style="list-style-type: none"> • Duck Creek Road upgrade and pathway reduced to works west of intersection with Lachlan Street • Duck Creek Road pathway reduced to 150m only due to existing path which ends at school at present. This section of path will provide connection to rural residential pathways. • Additional PAMP contribution to apply.
9. Tabulam	
<ul style="list-style-type: none"> • All new roads and intersections with existing roads. • All new vehicular access points. • Provision of telecommunications and electricity systems. 	<ul style="list-style-type: none"> • Requirement for pathway deleted, including pedestrian bridge • Upgrade of Tabulam Road reduced to 150m north of likely future intersection into Lot 80 DP 752397 • Not subject to PAMP contributions.
10. Wiangaree	
<ul style="list-style-type: none"> • All new roads and intersections with existing roads, including 2m sealed pathways. • All new vehicular access points. • Provision of telecommunications and electricity systems. • New intersections off Lynches Creek Road to minimum Type “A” standard. 	<ul style="list-style-type: none"> • Lynches Creek Road upgrade increased to 150m past likely intersection with new road to access rural residential area. • Pathway length extended to provide connection back to existing pathway network. • Additional PAMP contribution to apply.
11. Woodenbong	
<ul style="list-style-type: none"> • All new roads and intersections with existing roads, including 2m sealed pathways. • All new vehicular access points. • Provision of telecommunications and electricity systems. • New intersections off Boomi Creek Road to minimum Type “A” standard. 	<ul style="list-style-type: none"> • Pathway on Glennie Street (100m) added to PAMP projects and deleted from rural residential developer contributions calculations. • Pathway on Boomi Creek Road reduced to likely new eastern most intersection. • Separate costs for staggered intersections along Boomi Creek Road deleted • Additional PAMP contribution to apply.
12. Mummulgum	
<ul style="list-style-type: none"> • All new roads and intersections with existing roads, including 2m sealed pathways. • All new vehicular access points. • Provision of telecommunications and electricity systems. 	<ul style="list-style-type: none"> • Additional PAMP contribution to apply.
13. Golf Course Estate Stage 2	
<ul style="list-style-type: none"> • All new roads and intersections with existing roads, including concrete pathways where required. • Provision of kerb and guttering, water supply, sewerage, stormwater, street lighting, telecommunications and electricity system extensions and connection points. 	<ul style="list-style-type: none"> • NOTE: This rural residential area was not included in original cost base estimates • Additional PAMP contribution to apply.