1978

CITY OF LISMORE

To CITY ENGINEER/PLANNER

PLANNING ENGINEER

(Copy to CHS)

COUNCIL MEETING
7/5/79

DATE 11th May, 1979.

The City Engineer/Planner's Report - ~~Incorporating the Planning Engineer~~ Report - Standard Conditions of Subdivision Approval (dated 26/4/79 - has been received and adopted.

File D2-2

TOWN CLERK.

S94 Copies

14/8/85

These given to Jonathan on his request to email to Conrad history of how the S94 charges had evolved.

No advise given that these were all superseded by amendment to the Act.

COUNCIL MEETING 7/5/79

ENGINEER'S REPORT TO CITY ENGINEER/PLANNER

SUBJECT: STANDARD CONDITIONS OF SUBDIVISION APPROVAL (File: P2-2)

Council in granting approval to subdivisions has normally applied standard conditions to the respective type of subdivision such as provisions for road construction, drainage, electricity, underground telecom plant and various levies. To facilitate subdivision approvals and to ensure that the conditions are applied in a uniform manner, all those conditions that would be common to most subdivisions have been incorporated in a list of standard conditions of approval which can be applied either as a whole to a subdivision or by the use of particular clauses. Each condition is one that has been regularly applied to subdivisions or the specific levy has been approved by motion of Council.

It is recommended that the attached standard conditions of approval be adopted by Council and applied where relevant to all subdivision approvals.

24th April, 1979

(R. G. Heap)
PLANNING ENGINEER

REPORT BY CITY ENGINEER/PLANNER

Recommended in accordance with the above.

26th April, 1979

(F. W. Lancaster)
CITY ENGINEER/PLANNER

Resolved 7/5/79 Folio No 4256

/79 City Engineer/Planner - Standard Conditions of Subdivision Approval (copy attached)
RESOLVED on the motion of Aldermen Fitzhugh and Ryan that the report be received and adopted. (P2-2)

LISMORE CITY COUNCIL

SUBDIVISIONS

STANDARD CONDITIONS OF APPROVAL

To be Applied Where Relevent to All Subdivision Approvals

A. ALL SUBDIVISIONS

1. Within Urban Lismore to Create Allotments for any Purpose

1.1. Satisfactory provision be made to drain all roof water from existing buildings and or proposed buildings to be erected on the land direct to Council's drainage system or by means of piped drainage lines within easements created over adjoining lands.

1.2. Evidence to be produced that the Northern Rivers County Council will provide electricity to each allotment.

1.3. Evidence to be produced that Telecom Australia will provide underground plant to each allotment created.

1.4. A contribution of $100* be paid in respect of each residential allotment created towards Public Garden and or Open Space improvements.

1.5. A contribution as set out below be paid in respect of each new allotment created:

a. $100* towards water storage augmentation.

b. $100* towards water main reticulation extension or enlargement where required.

c. A contribution to be determined towards trunk water main extension or enlargement where required.

1.6. A contribution as set out below be paid in respect of each allotment created:

a. $150* towards sewerage treatment works augmentation.

b. $200* towards sewer main reticulation extension or enlargement where required.

c. $200* towards trunk sewer main extension or enlargement and or sewer pump station establishment where required.

1.7. No tree shall be ringbarked, cut down, lopped, removed or damaged in contravention of the tree preservation order applicable to the land.

1.8. The surveyor shall furnish a certificate that all drainage pipes are located within the respective easements.

2. Rural Small Holdings Zone - Richmond Hill

2.1. A contribution of $1,330* towards the provision of water supply mains and storage augmentation in respect of each allotment created. (Subject to reduction where existing mains may be utilised).

2.2 No tree shall be ringbarked, cut down, lopped, removed or damaged in contravention of the tree preservation order applicable to the land.

.....2

3. Villages and Rural Small Holding Zones in Former Terania Area

3.1. A contribution of $350* towards provision of water storage in respect of each new allotment created.

3.2. A contribution equal to the full cost for providing the necessary water mains within the subdivision where required.

3.3. No tree shall be ringbarked, cut down, lopped, removed or damaged in contravention of the tree preservation order applicable to the land.

4. All Non Urban Subdivisions

4.1. A contribution of $300* in respect of each new allotment created towards general road improvements.

B. WHERE PROVISION IS MADE TO OPEN A NEW ROAD

In addition to the above conditions the following shall apply:

5. Roadworks

5.1. All roads are to be constructed to the relevent Council standard.

a. Lismore Urban, Village and Chilcotts Grass Special Area

Full width sealed pavement with concrete kerb and gutter both sides.
All drainage lines piped for the full depth of the subdivision or at the discretion of the City Engineer.

b. Rural Small Holding Zones

Minimum six metre sealed pavement on eight metre formation.
Graded earth water tables.
All drainage lines piped for at least thirty metres from the alignment with standard pit entry.

c. Rural Areas Providing for Rural Lots Only

Seven metre formation gravelled, minimum depth 150 mm, full width.
All drainage crossings to be provided with adequate pipe culverts.

5.2. Engineering design plans for all roadworks to be submitted for approval before work commences showing the following detail:

a. Plan and longitudinal section of all roads.

b. Cross-sections of all roads at regular intervals.

c. Longitudinal section of all kerb returns.

d. Plan and longitudinal sections of all drainage lines.

e. Details of all drainage calculations in conformity with Council's standard.

5.3. The surveyor shall furnish a certificate that all roads have been laid out in accordance with the approved plans.

.....3

* All contribution rates are subject to annual variation based on .movement of the Consumer Price Index to the previous December Quarter and shall be those applicable at the date the subdivision plan is released.

1981

CITY OF LISMORE

Mr. Smith. ✓

To Mr. Lancaster, Mr. Gates, Mr. Hessling & Mr. Heap.

DATE 10th December, 1981.

ROAD IMPROVEMENT LEVY

Attached is a proposal for the substantiation of the $1,500 per allotment levy currently charged by Council. It may be seen that the income received from the current rural levies provide for only 28% of Council's need in financing road improvements.

I would appreciate any comments concerning this format in due course.

B.J. Smith,

DESIGN ENGINEER.

1983 - $1750
- $450

9/11/82

ROAD IMPROVEMENT LEVY.

General Information

1. Council Roads - sealed length 268 k.m.
   Rural - gravel length 675 k.m.

   TOTAL 943 k.m.
   Classified Roads (S.H., T.R. & M.R.) 205 k.m.
   Rural

2. Rates for reconstruction of rural roads.
   (a) Minor gravel strengthening and widening, minor culverts and no major earthworks. 75 mm x 7.0 m gravel. av. $10,000 per k.m.

   (b) Gravel widening including earthworks and culverts. 150 mm x 8.0 m gravel. av. $33,000 per k.m.

   (c) Full reconstruction to 8.0 m gravel formation with 5.6 m bitumen seal (R.G.A. standard) av. $74,000. per k.m.

3. Subdivision Potential - Rural
   New lots created since: 1977 - 197
   1978 - 172
   1979 - 213
   1980 - 231
   1981 - assumed at 250

   Potential for future from 1st January, 1981, is 1165 under current zonings.

   Total Holdings Rural

Parcels not suitable for further subdivision	501
Parcels suitable - but not subdivided	579
Lots created by subdivision to 1.1.81	2,339
Lots which may be created from 1.1.81	1,165
TOTAL	4,584

CASE 1

Lots to be created which could pay $1,500 is 1,165 less 250 for 1981 = 915 approximately.
915 @ $1,500 = $1,372,500 approximately.

The Council road network would require the following improvements as a minimum requirement.

68 k.m. of minor gravel strengthening and widening (item a)
i.e., 10% of 675 k.m. - 68 @ $10,000 = $680,000

68 k.m. of gravel widening including earthworks (item b)
i.e., 10% of 675 k.m. - 68 @ $33,000 = $2,244,000

27 k.m. of full construction (item c)
i.e., 10% of 268 k.m. - 27 @ $74,000 = $2,000,000

TOTAL NEEDS $4.924m.

Anticipated levy income @ $1,500 per lot created is 28% of need.

It is interesting to note the levies received for 1978, 79, 80 & 81 amount to $133,181, which if considered in addition to the $1.372m above, the percentage of total levy income to needs is 30.6%.

CASE 2

Tweed Shire Council also considered the cost of providing a new road to rural subdivisions.

If this is relevant, four recent examples are:

(a) Ival Pty Ltd, Numulgi $7,600 for 1 lot (gravel 5 m) 81/2084.
Roadwork Cost per lot = $7,600.

(b) McMinn, Boatharbour $27,500 for 3 lots (gravel 7 m) 81/2050.
Cost per lot = $9,175.

(c) Hill, Cowlong $9,600 for 3 lots (gravel 5 m) 80/164.
Cost per lot = $3,200.

(d) Brown, Suffolk Road, Nimbin $9,500 for 4 lots (gravel 7 & 5 m) 80/177.
Cost per lot = $2,375.

av. cost $4,192 per lot (delete b).

R.J. Smith.
DESIGN ENGINEER.

CASE 3 (Submitted by R. Heap)

Potential lots to be created	915
Total anticipated	4,584
Potential increase in total road needs	20%

Assume that lots will increase road needs
- 60% on Bitumen roads
- 25% on Gravel roads requiring major works
- 15% on Gravel roads requiring minor works

Costs at 1981 values

Minor gravel works	675 x 0.15 x 20% x 10,000 =	$ 202,500
Major gravel works	675 x 0.25 x 20% x 33,000 =	1,113,750
Bitumen roads	268 x 0.6 x 20% x 74,000 =	2,379,840
		3,696,090

Cost per lot = $4,039.00

$\frac{1500}{4034} = 37\%$

G.H. & Jonathan 5/4/95 1982

REPORT TO POLICY AND RESOURCES COMMITTEE MEETING 21/4/82 - CONFIDENTIAL

ACTING CHIEF PLANNER'S REPORT

SUBJECT: ROAD IMPROVEMENT LEVIES (FILE: RGH:JBH/P2-2)

It will be recalled that recently Council has on two occasions considered development applications, one for residential flat development and the other for subdivision, where the City Engineer was of the opinion that a contribution towards road improvement was desirable. The Council in both instances approved the applications without the requirement to contribute to road improvement. Council, when considering the first application, resolved that the Policy and Resources Committee should consider whether a policy should be adopted.

Section 90 of the Environmental Planning and Assessment Act sets out the matters which Council shall take into consideration when determining an application. Included in the list are:

(b) the impact of the development on the environment;

(j) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect of that traffic on the movement of traffic on that road system;

(o) the existing and likely future amenity of the neighbourhood.

These provisions clearly give Council the power to impose conditions relating to the improvement in road conditions. In fact, Council has now for a number of years imposed a condition on all rural subdivisions requiring a road improvement levy currently set at $1,500 per new lot.

Council when adopting road standards for a particular road does so with the knowledge of existing development and possible future development then predictable. Obviously many of the roads within the Lismore City area were constructed at a time when major traffic generation along the roads was not expected.

It is in these instances that the Act has given Council the power to impose road improvement conditions on a development that in itself would generate traffic beyond that previously predicted.

It can be argued that Council in determining the zoning of certain lands should have taken into consideration the likely uses and that where a road is not capable of handling additional traffic, the zone should be amended to ensure that only suitable development occurs. Such a course of action would have a negative effect on development and would add to confusion because at some time in the future the road would possibly be upgraded and there would be pressure for a change of zone.

Adoption of a policy that called for a contribution towards upgrading would allow for progressive improvement. The problem, however, would be determining the actual proportion of the costs that would be attributable to the traffic generated by the particular development and the financing of any proportion of the work that is required beyond that contributed by the developer. The applicant generally objects when a condition is imposed that is not common to all developments or is not known at the time of lodging the application.

ACTING CHIEF PLANNER'S REPORT

SUBJECT: ROAD IMPROVEMENT LEVIES

One alternative would be to impose a flat levy on all development other than dwellings based on the likely additional traffic generation and for these funds to be applied to road improvement. The other alternative would be for the City Engineer to identify those roads which are substandard and the cost of upgrading them and public announcement made that any developer would be required to contribute to the upgrading. This would be difficult to administer and open to abuse. In residential areas a flat levy imposed on all development that generates traffic such as new subdivisions and residential flats calculated to provide sufficient funds to upgrade roads in the neighbourhood would appear to be the best avenue open to Council. Determination of the amount of levy would present the most difficulty. In the recent cases before Council the costs were determined as -

(a) In Donnans Road - road improvements $1000 per flat unit or $400 per person

(b) In Barham Street - road improvements $1380 per lot or $385 per person

In the case of Donnans Road it was proposed that the developer meet half the cost.

The two cases quoted would possibly be extremes and until further data on road improvement needs is available it would be wise to adopt a figure considerably less than those quoted.

The rural road contribution is equivalent to $375 per person.

Experience has also shown that it is wisest to start with a low amount until the principle is accepted and then gradually increase the amount until a substantial contribution towards the new works is received. This course was followed in the case of the Rural Roads Improvement and Water and Sewerage Levies.

It is recommended that:

1. Council adopt as policy -

   (a) Developers be required to contribute by way of a levy towards the improvement of the road system so as to be able to handle the additional traffic generated by the development within the neighbourhood.

   (b) In the case of urban subdivisions and residential flat developments the levy be calculated on the basis of the assessed number of persons which it is likely could occupy the development.

2. That before adoption of the above policies public notice of Council's intention be given for 14 days and submissions be invited and considered by Council.

ACTING CHIEF PLANNER'S REPORT

SUBJECT: ROAD IMPROVEMENT LEVIES

3. That for 1982 the urban road improvement levy be: 83 82

(a) for each single dwelling lot - $400 — $450 / 495 /

(b) for each residential flat unit after the first - $100 for the second unit
$250 for each additional unit

For obvious reasons this report should remain confidential until adopted by Council.

(R. G. Heap)
ACTING CHIEF PLANNER

14th April, 1982

P.H. for Jonathan 1993
5/4/95

LISMORE CITY COUNCIL

SECTION 94 - CONTRIBUTIONS PLAN

RURAL ROADS

NB Not Urban

1993

Prepared for and in Association with Lismore City Council
by Ray Sargent and Associates Pty Ltd,
Consulting Engineers, Lismore

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1.0 INTRODUCTION:

This Contribution Plan assesses the contributions payable under Section 94 of the Environmental Planning and Assessment Act 1979 (as amended) and Part 4 of the Regulation under that Act.

The guidelines contained in the "Section 94 Contributions Plans Manual" April 1992 published by the N.S.W. Department of Planning have been utilised in the preparation of this plan.

Past trends and estimates of new development indicate that population and housing will continue to grow at significant rates within the Lismore City area, to satisfy demand for various forms of urban housing, rural housing and special housing needs such as university accommodation. Forecasts contained in Council's draft Residential Strategy Review of September 1991, updated by Preliminary A.B.S. 1991 Census data indicate that the population over the ten year period 1991 - 2001 will have increased by over 10,000 persons, being a growth rate of some 2.2% per annum.

The additional population will place a commensurate extra demand upon community services facilities including the rural roads. This demand will need to be met by a provision or upgrading of rural road facilities as development occurs.

2.0 WHERE DOES THIS PLAN APPLY?

This Plan applies to all development on land outside the Lismore City boundary and within the area of the City of Lismore Local Government Area. The area includes all villages and rural lands. but not urban!!

3.0 AIMS AND OBJECTIVES OF THE PLAN:

The aims and objectives of this Plan are:-

(1) To present Council's strategy for the provision of adequate rural roads to serve the traffic generated by development.

(2) To provide sufficient funds to upgrade rural roads as required to provide adequate standard roads.

(3) To allow expansion of the development in accordance with Council's LEP.

4.0 RELATIONSHIP TO OTHER PLANS & POLICIES:

This Plan replaces all previous policies concerning the requirements for provision and upgrading of Rural Roads.

The Plan is part of a package of contribution plans prepared for a variety of public services and facilities which are required to be provided or augmented to meet the needs of new residential and other forms of development with the City of Lismore Local Government Area.

5.0 WHEN DID THE PLAN COME INTO FORCE:

The provisions of the Contribution Plan came into force on ..... (date of Council Resolution)

6.0 EXPECTED DEVELOPMENT AND POPULATION:

Estimates of the expected population and additional dwellings as derived from population projections and land supply information contained in Council's Interim Residential Strategy Review (Urban Residential and Villages) prepared in September 1991 and is summarized as follows for all rural and village areas:

1991	- Population	15091
	- Houses	5203
2001	- Population	18830
	- Houses	6650

7.0 EXISTING SERVICES PROVIDED:

The existing rural road network within the Council area is as indicated on the attached plan, Figure 1.

The present standard of each road varies from 2 lane sealed roads in good condition to single lane gravel roads in poor condition. A register of all roads and their condition is held by Council.

8.0 STATEMENT OF STANDARD OF FACILITY OR SERVICE TO BE PROVIDED:

Council's policy for the standard of roads are as set out below with all pavements designed for a 25 year life.

AVG. ANNUAL DAILY TRAFFIC COUNT

TIME PERIOD.

Traffic Volume (AADT)	Width & Type of Trafficable Surface (W1 OR W2)	Formation Width	Estimated Cost/Formation Width Area	Design Speed For Alignment
Over 7,000	7.5m bitumen	9.5m	$200,000/km $22/sqm	100km
1,000 to 7,000	6.5m bitumen	8.5m	$180,000/km $21/sqm	80km
550 to 1,000	6.0m bitumen	8.0m	$160,000/km $20/sqm	80km
150 to 550	5.5m bitumen	7.5m	$140,000/km $19/sqm	60km
50 to 150	3.6m bitumen	6.0m	$100,000/km $17/sqm	40km
Up to 50	5.0 gravel	5.0m	$65,000 $13/sqm	40km

Note: Estimation and measurement of AADT should take into consideration the mix of vehicle types and consequent effect on AADT. If current traffic count information is not available from Council a traffic growth factor of 5% P.A. shall be used.

Road alignment and pavements are to be designed in accordance with the RTA standards.

The design of the pavement is to be in accordance with M.R. Form 76. In particular the cover to subgrade will be assessed from Fig 5.2(a) (copy attached - as Figure 2)

Traffic generation figures provided by the Traffic Authority of NSW Policies Guidelines and Procedures for Traffic Generating Developments are to be adopted.

Development located with a segment of gravel road pavement requiring upgrading or improvement works shall be imposed under section 90 of the E.P.& A. Act 1979 (as amended) and will appear as a condition on the consent notice.

9.0 AUGMENTATION REQUIRED DUE TO DEVELOPMENT:

Augmentation to Rural Roads is required due to the increase in traffic flows and type of vehicles on roads resulting from new development. For example, The Traffic Authority of NSW suggests a figure of 6.7 AADT/dwelling/day is generated from rural dwellings and for village residences. Therefore, for the purpose of the calculations in this plan an equivalent tenement or allotment or multiple occupancy dwelling/allotment shall generate 6.7 vehicle movements per day. Council will consider a submision to reduce this figure where it can be substantiated for the type of development.

Increased traffic has two effects on rural roads, namely:

(a) Contributes to a requirement for a higher standard road width and alignment to ensure adequate safety and amenity.

(b) Contributes additional axle loadings which, either requires additional pavement thickness to provide the same design pavement life or, effectively shortens pavement life for a set pavement thickness (because a given pavement thickness has the capacity of a given number of Equivalent Standard Axles (ESA) over its design life).

Any development which causes an increase in heavy vehicles as a percentage of total traffic flow would also cause a shortening of pavement life and subsequent cost.

Future augmentation works should take into consideration any deficiencies in the current road standards. The upgrading of an existing deficiency to cater for existing traffic is a cost Council will need to meet.

10.0 METHODS OF CALCULATING CONTRIBUTIONS:

10.01 CALCULATION OF SECTION 94 CONTRIBUTION FOR COMMON TYPES OF DEVELOPMENT
(e.g. Residential, Commercial etc.)

Due to the large variety in existing road standards which exists throughout the Council Area and the variety in size, type and location of rural developments, it is proposed to calculate contribution for Rural Roads on an individual basis based on the merits of the case. It is proposed to levy contributions on new development as based on the following formula:

$$C = A + P + Z$$

where

C = Contribution per Equivalent Tenement (ET). A minimum levy of $2,280/ET will apply to all development on the basis of likely urban road use as well as the rural road use.

A = Share of Contribution required for widening works resulting from the development.

P = Share of Contribution required due to reduced pavement life due to development.

Z = Shared cost of realignment works required from anticipated development. Bridges may be included in this item or shall be part of a section 90 of the E.P. & A. Act 1979 (as amended) condition. The formula shall be :

$$\frac{E1 \times \text{Rehabilitation Cost of Bridge/Realignment, etc.}}{E1 + Eo}$$

The road on which the contribution is calculated is determined as that connecting the development to Lismore by the shortest route. The entire length of this route will be utilised in calculating the contribution.

To properly assess the contribution taking into account changing road conditions, the route is broken into logical segments delineated by either a change in road type or traffic volume. The contributions calculated for each segment are then totalled to determine the total contribution. Typically, road segments closer to Lismore will attract lesser contributions per km per equivalent tenement due to the dilution effect of increasing traffic volume.

The A, P and Z contributions above are the totals of A1, P1 and Z1 contributions calculated for each road segment, in accordance with the following:

The factor A is calculated as follows:

$$A1 = \frac{(W1 - W2) \times L \times S \times 1000}{E}$$

A1 = Contribution per ET for road segment 1

W1 = Road bitumen width (m) required for predicted total traffic flow from anticipated development plus existing traffic in catchment area for segment 1.

W2 = Road bitumen width (m) required for existing (1992) population for segment 1.

Note: This width may be different to that which presently actually exists. It is estimated from existing development, the traffic generation guidelines and the standards of Council as indicated in Section 8.0 above.

L1 = Length of road segment 1 (km).
Segments to terminate at Lismore urban centre or a location by further assessment

S = Cost per square metre for construction of road at current rates. (Reference Cl. 8)

E = Total number of additional Equivalent Tenements in catchment area for life of the plan. (i.e. additional ET's which will contribute to widening, reference cl 8, OR total ET's from the catchment likely for this segement of road).

The factor P1 is calculated as follows:

$$P1 = \frac{L1 \times R\,(1 - Eo \times Ho)}{(E1.H1 + Eo.Ho)} \Big/ E1$$

where,

Eo = Existing ET's

E1 = Proposed increase in ET's

L1 = Length of road segment in km. Segments to terminate at the Lismore urban centre or by further assessment.

R = Rehabilitation cost/km (Reference Cl. 8)

H1 = Percentage of Heavy Vehicles - by development only

Ho = Percentage of Heavy Vehicles prior to the development - Existing.
Residential development generates approx. 3% heavy vehicle component. Other examples - Richmond Hill Road 3.5% heavy vehicle component - Lismore-Bangalow Road 8.0% heavy vehicle component.

The cost of the reduced Pavement Life is calculated based on the following criteria:

- All roads have a design pavement life of 25 years.

- The costs for rehabilitation of any pavement needs to be acquired during the 25 year design life.

- Because the pavement life is shortened by the additional traffic imposed by any new development within the catchment area, the rehabilitation works will need to be undertaken prior to the designed life of 25 years and therefore there will be a shortfall in funds acquired.

- This shortfall in funds (or the Cost of the Reduced Pavement Life) will need to be contributed to allow for the rehabilitation works to be undertaken at the time they are required (i.e. at the time of the shortened pavement life).

10.02 CALCULATION OF SECTION 94 ROAD CONTRIBUTION FOR HEAVY HAULAGE DEVELOPMENT
(e.g. Gravel Quarries, Cane Haulage, Timber Haulage and the like)

Cost of road rehabilitation is $100,000 - $140,000/km for Council Roads and $160,000 - $200,000/km for State/Regional Roads.

The heavy haulage uses one lane with full load and is likely to return on the same road empty.

Therefore coasts attributable are:-

E.S.A - Single axle with dual wheels (8.2t) - produces payload of 5t.

Minor Council Road (5x10^4 E.S.A. single Lane Road Rated)	3.6m bitumen	$100,000x100% / 5x10^4x5t	= $0.40/t/km
Major Council or Minor Main Road (10^5 E.S.A. Rated)	5.5m bitumen	$140,000x70% / 10^5x5t	= $0.20/t/km
Main Road (5x10^5 E.S.A. Rated)	6.0m/6.5m bit	$160,000x70% / 5x10^5x5t	= $0.04/t/km
State Road (10^6 E.S.A. Rated)	7.5m bitumen	$200,000x70% / 10^6x5t	= $0.03/t/km

11.0 THE EXTENT TO WHICH FACILITIES ARE TO BE PROVIDED BY COUNCIL:

Council will provide the cost of the system which is not recoverable from existing rural road users or chargeable to new development under section 94 E.P. & A. Act 1979 (as amended).

12.0 OTHER TYPES OF CONTRIBUTIONS ACCEPTABLE:

Generally, only monetary contributions are acceptable. However, Council will consider a credit of the cost of rural roads constructed by the developer for Council. This will only be considered provided prior arrangements and signed agreement between the Developer and Council is entered into prior to commencement of works.

13.0 INDEXING FACTORS:

All costs are to be updated annually by utilizing current CPI index for Sydney for past costs. Current construction rates are to be adopted for future works.

14.0 REVIEW TIMETABLE:

Any material change in the plan with the exception of the annual adjustment of contributions as specified in Section 4.3 will require the amendment of the plan in accordance with Section 94AB of the Environmental Planning and Assessment Act 1979.

The Contributions Plan and Contribution Rates will be reviewed annually, taking into account changes in population and building growth trends, construction costs, CPI increases and design criteria.

Council may permit the short term transfer of funds between categories of funds and between contribution plan funds in order to enable works to be undertaken on a priority basis subject to the following requirements:

* Full details of the transfer and subsequent reimbursement of funds to be recorded including interest.

* Transferred funds are to be returned to relevant categories by future contributions.

* There must be a reasonable expectation based on anticipated development that future contributions will be obtained to enable reimbursement of the category from which monies have been transferred.

* The purpose for which contributions are transferred is a purpose identified in the Works Program of Council.

* Transfer of contributions will not delay or threaten provision of any amenity or service identified in the Works Program.

* Transfer of funds between Section 94. Accounts and other funds will not be permitted.

ROAD IMPROVEMENT LEVY

		RURAL per Lot.	URBAN per Lot
Council adopted on 7/5/79		$300	—
1981		$475	NIL
1982	Council 21/4/82 adopted	$1,500	$400
1983		$1,750	$450
84		$1,925	$495.
85		$2100	$550
86		?	?
87		$2,440	$650
88		$2,670	$710
89		$2,860	$760
90		$3,100	$820
91		$3,350	$900
92		$3,690	$1,000
1993		$3,800	$1,030.
July 1993	Section 94 plans adopted by Council.		
1994	By calculation - min. $2,280		$2,250 -

Comment

1994 - Calculation for Malvern Rd M.O. would be in the order of $9,400 per dwelling - based on nearby D.A. approvals granted this year.

Johnathon

Attached are copies of rural road improvement levy reports etc.

Refer to 1979 – 94 summary to see annual increases.

Dick Smith

17/2/94.