



Section 94 Development Contributions Plan

Rural Roads Bulahdelah/
Stroud

Adopted 28 October 2014

RURAL ROADS BULAHDELAH AND STROUD S94 CONTRIBUTIONS PLAN

SUMMARY SCHEDULE

Contribution Rates for 2014-15 based on CPI of 104.8 are:

Bulahdelah \$5,480.95

Stroud \$5,512.27

OVERVIEW OF A RURAL ROAD CONTRIBUTION PLAN

Structure of This Plan

This is a Contribution Plan under Section 94 (S94) of the *Environmental Planning and Assessment Act 1979 (as amended)*. It will require certain types of development that occur in rural areas to pay contributions for the enhancement of rural roads.

The first three sections provide a general overview of this Plan:

- Section 1 introduces the purpose of a S94 Contribution Plan, what a plan must contain, and the reason for Council adopting it;
- Section 2 reviews the elements of this Plan and how they support the critical requirements of a S94 Contribution Plan;
- Section 3 provides information needed to implement, manage and administer a S94 Contribution Plan.

The appendices that follow provide specific data for this Plan:

- Appendix 1 reviews data used to formulate this Plan;
- Appendix 2 shows the derivation of contribution rates for this Plan;
- Appendix 3 shows the Catchment Boundary for this Plan
- Appendix 4 provides the Forward Work Program showing the enhancements that Council will provide during this Plan's life time and the timing of the enhancements.

Purpose of a Section 94 Rural Road Contribution Plan

Great Lakes Council maintains an extensive network of rural roads. As a result of rural settlement, new roads are created and traffic movements increase throughout the existing rural road network. In the past, public authorities have contributed substantial funds to construct, enhance and maintain these rural roads.

This pattern has changed in the last 10 years. The amount of funds given to Council from external sources to maintain roads has declined and this trend is expected to continue. The Roads and Maritime Services (RMS) has transferred responsibility for the maintenance and enhancement of many former main and arterial roads to Council.

Council has limited options to finance the maintenance and enhancement of its rural road network. One source of funds that is not tied to rate revenue and that is directly related the level of development is found in Council's ability to levy contributions under S94 of the Environmental Planning and Assessment Act 1979 (Act).

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Once a council prepares a contributions plan in accordance with the Act, and the current respective Environmental Planning and Assessment Regulations, contributions can be attached as conditions to the granting of development consent.

However, Section 94 is limited in its scope and practicality. Contributions can only be used for capital costs, not recurrent costs such as maintenance. In addition, a valid contribution plan must demonstrate:

- that there is a link, or *nexus*, between the anticipated development and the need to enhance or upgrade a service or facility;
- that the contribution level sought, or *quantum*, is related to the costs of providing the needed facility or service; and
- that the contributions that are collected are spent in accordance with an adopted work program.

There are three attributes of nexus that must be considered:

- causal nexus means that additional development must create a demand for additional facilities or services;
- physical nexus means that additional development must be physically related to additional facilities or services that are provided as a result of additional development; and
- temporal nexus means that additional development must benefit, within a reasonable time, from additional facilities or services that are provided as a result of additional development.

The quantum of contribution must be related to the cost of the facility or service provided. Through case law, cost is interpreted as the amount paid for the facility or service at the time it was provided. Cost may include facilities or services provided in anticipation of development, which is common in greenfield areas, or it can include the recoupment of costs incurred in the past.

Cost cannot be calculated using an historical cost that is indexed to account for inflation, and it cannot be calculated using a current replacement cost that is discounted to account for time or depreciation. Cost can include finance or interest components if they can be identified.

The contributions plan can require either the provision of the facility or service, or a payment of cash in lieu of providing the facility or service. A council may also accept a material public benefit or payment in kind, provided that it is required in the adopted work schedule.

Section 94 contributions cannot be used to overcome a backlog or shortfall in the provision of a service or facility; they can only be used to extend the current provision of service or standard of facility to accommodate growth.

Although Section 94 is limited in its scope, it is an equitable way of ensuring that the demand for new facilities and services that follows growth is met by those who will directly benefit from them. In this Plan's context, it will allow Council to enhance the rural road network in response to rural development or changes of use. It cannot, however, assist Council to maintain its rural road network.

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Why Levy Contributions?

In the past, Council has not chosen to levy contributions for rural roads under Section 94. However, a substantial amount of rural subdivision and widely-scattered settlement has occurred under environmental planning instruments that allowed small lot subdivision throughout the local government area. In many cases, these subdivisions are serviced by modest gravel roads that were constructed when vehicles were smaller, less powerful and were driven at lower speeds.

Residents of these rural areas have an expectation that Council will provide and maintain roads on which they depend for economic livelihood and social well-being. Incoming residents, who will purchase small rural lots that are yet to be subdivided, may have even higher expectations for rural roads than residents who have lived in these areas for some time.

In a time of decreasing funds on which to draw, Council may be able to modestly improve rural road standards to accommodate new growth and prevent rural road conditions from degrading further. The key will be to determine a plan that allows the modest amount of contributions that are likely to be collected to be spent quickly and in a way that will optimise the benefit to those developments that pay rural road contributions.

History of the Plan

Rural Roads Bulahdelah and Stroud	Adopted: 9 June 1998 Effective from: 17 June 1998
Amended with respect to indexation and some changes of payment rules	March 2003
Amended Clause 3.5 to clarify the rural development catchment area and types of development impacts applicable	6 December 2006
Amended Plan Catchment Map, Minor Amendments to <i>Additional Dwelling Units</i> Table, Payment of Contributions' Rules, Some Administration Processes and Added Indexed Contribution Rates for 2014-2015	Conditionally Adopted: 29 April 2014 Advertised & Exhibited: 6 May-6 June 2014 Adopted by Council: 28 October 2014 Effective Date: 1 January 2015

PLAN FORMULATION

Elements of a Contribution Plan

To ensure that this Plan is equitable, is understood by the community and meets the requirements of the Act, this section describes the elements on which this Plan is based and the methodology used to formulate it.

Plan Life Time

This element supports the establishment of temporal nexus so that contributions can provide benefit within a reasonable time.

Rural road enhancements are expensive. They cannot be provided in a piecemeal manner due to the substantial setup and operational costs for road construction crews and machinery.

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Contributions must be spent to provide benefit within a reasonable time, otherwise, the contributions must be returned. Given the nature of road enhancements, this Plan has extended its horizon to a 25 year plan life time. This will allow sufficient contributions to be collected to finance major enhancement projects. It will also provide benefit in what Council considers a reasonable time to those developments that are levied.

Anticipated Development

This element supports the establishment of causal nexus between anticipated development and the need to enhance rural roads.

In rural areas, people use personal vehicles on rural roads for transportation to work, to local town centres, to schools, hospitals, and to friends and neighbours, because there is a lack of public transport and because the distances that separate houses from other houses or town centres are too great for walking or bicycling. As the population grows, more vehicles will be used on rural roads.

In the Great Lakes area, growth in rural populations is largely the result of in-migration, rather than natural growth. Subdivision of land and increasing the intensity of dwellings create the opportunity to accommodate population growth.

Therefore, this Plan will levy development that creates additional rural lots by subdivision, including boundary adjustments. It will also levy development that creates a second or additional dwelling entitlement, whether for attached or detached dwellings, for any purpose including a *rural worker's dwelling*, as defined in the Model Provisions 1980. Rural worker's dwellings are included because residents will need to travel to town centres and use community and commercial facilities services that are only accessible by rural roads.

This plan will levy other rural developments, such as tourist facilities or educational establishments that have the potential to increase traffic generation. Contribution rates will be calculated using a factor, based on the ratio of expected daily traffic generation divided by daily traffic generated by a rural dwelling, multiplied by the contribution rate for one dwelling.

In addition, this Plan will levy changes in rural uses requiring development consent that have the potential to increase traffic generation when compared to levels that exist at the time the development application is made.

Rural Road Catchment

This element supports the establishment of physical nexus between the location of anticipated development and the rural roads that will service it.

It is important to identify the extent of the area in which an increasing population will use specific rural roads. The increase in demand for these rural roads will be caused by population growth that will generate more traffic along them.

The catchment in this Plan is based on the spatial area that is supported by a town or district centre providing commercial, community and social facilities and services. The catchment's focus is the town or district centre. The catchment's boundary is the extent to which a rural, village and township population is likely to use the rural road network to access and leave the town or district centre. In other words, the town or district centre is the obvious destination and origin of daily, weekly and periodic journeys.

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Development Trends During Plan Life

This definition supports the establishment of causal and temporal nexus in that anticipated development within the plan's life time are based on historic trends.

Council's environmental planning instruments generally restrict subdivision to lots greater than 80 ha because the minimum lot size is generally 40 ha. However, there has been a historical trend to approve rural subdivision under State Environmental Planning Policy No 1 to create lots smaller than 40 ha. Subdivision that creates lots smaller than 40 ha is usually attractive to people for rural living and amenity, not for agricultural uses that could sustain a family.

Council has reviewed the number of subdivision, dwelling and traffic-generating rural development applications that were made between 1986 and 1996. Council has also reviewed statistics for this Plan's catchment for population growth, households with vehicles, and age structure between 1986 and 1991. They are given in **Appendix 1** and show that:

- the total population in the catchment increased;
- the number of children age 12 and under, who must rely on adults to drive them to locations for social, recreational and possibly educational needs, rose in the catchment;
- the number of adults over 19, who are likely to own and drive vehicles, rose in the catchment;
- the number of households with one or more vehicles rose in the catchment.

People who settle in rural areas for lifestyle and amenity reasons must rely on their personal vehicles for access to commercial, community and social support services and facilities, particularly in raising children. Council believes that these circumstances will not change during this Plan's life time.

Contribution plans are generally formulated to anticipate absolute population growth within a plan life time. This plan will instead adopt the number of lots created between 1986 and 1996 as the anticipated number of lots to be created during this Plan's life time, given that:

- population growth will largely be accommodated through the subdivision of rural land,
- rural subdivision is likely to continue to be approved,
- past vehicle ownership and age structure trends are likely to continue during this Plan's life time.

Existing Road Standards in Catchment

This element supports the establishment of quantum so that the existing provision of rural road facilities can be extended to the incoming population.

Council has an extensive rural road network within this Plan's catchment. Many of the roads have been built and enhanced over many years and follow old Crown roads and reserves. Council has prepared a plan that identifies each road by a unique number. The roads that fall within this Plan's catchment are detailed in **Appendix 1**.

Each road has particular attributes with respect to formation and carriageway width, drainage, sight distances at curves and bends, intersection construction, bridges and

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causeways, and wearing surface. It would require extensive resources to fully record each road's attributes.

For this Plan, Council will adopt the position that all roads in the catchment are of a standard generally suitable for existing traffic generation that is caused by the existing population. There are no major works required to bring any road to a standard acceptable to Council. However, this does not imply that roads should not be upgraded in response to greater traffic generation caused by population growth.

Enhancements to Cater for Population Growth

This element supports the establishment of causal nexus to link population growth with enhancing the rural road network to increase safety and cater for increased traffic generation.

Anticipated population growth during this Plan's life time is likely to be substantially composed of individuals who have relocated from more urban environments with better (and safer) road networks. Their driving habits may not be wholly suited to the catchment's rural roads. In addition, rural settlement may create conflicts with existing rural agricultural uses, particularly between new residents and large vehicles used in dairying or intensive poultry production. Improving safety is the primary objectives of work identified in this Plan.

Roads that have unsafe attributes, such as poor sight lines, sharp curves, or unsafe intersections with other roads, can be progressively enhanced to improve their safety. Enhancements, such as right-hand turn storage lanes at intersections between arterial and minor roads, will improve safety for vehicles on both roads and thereby benefit a large proportion of motorists using arterial roads within the catchment. Planned improvements are identified in **Appendix 1**.

Council acknowledges that it would be inequitable to require new development to pay for the total costs of enhancements, primarily intersection right turn storage lanes, because of the component of existing traffic from rural agricultural uses. Therefore, Council will discount upgrading costs as reviewed in **Appendices 2 and 4**.

Forward Work Program

This element supports the establishment of physical and temporal nexus because it will direct funds to be spent on enhancements that will benefit all developments which pay contributions, and it will allow those contributions to be spent within this Plan's life time.

Contributions plans for rural roads are often administered so that the contribution from a particular development is spent on the road that provides direct access to that development. This creates a strong physical nexus. However in rural areas with modest growth, it creates two difficulties:

- it takes a long time to collect enough funds to economically enhance the road, sometimes longer than the expected plan life;
- it may not be logical to spend contributions on the road because of limited opportunities to enhance it effectively. Funds could be more effectively used elsewhere in the rural road network.

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The population in this Plan's catchment is expected to grow modestly during a 25 year plan life. To overcome these difficulties, this Plan's Forward Work Program is formulated to prioritise enhancements that improve intersection safety between arterial roads linking to the catchment centre and minor roads that generate traffic from rural settlement activity. This will result in enhancements to the rural road network that will benefit most catchment motorists who travel to the town or district centre along the catchment's rural road network.

The Forward Work Program is given in **Appendix 4**. The key to timing of projects will be available cash balances in this Plan's contribution account. Cash balances are used as a direct measure of the level of development, and therefore, potential increases in traffic generation that result from population growth. The advantage of using cash balances, as opposed to more commonly used parameters such as population level, estimated times, or traffic volume is that the cash balance is a direct measurement of the level of development activity.

The Forward Work Program will identify individual projects that detail:

- the work needed to enhance the safety of the rural road network;
- the current cost of the project;
- the priority of the project and its relative timing within this Plan's life time, based on the anticipated level of contributions from future development.

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ADMINISTRATION

Title

This plan may be referred to as the "Great Lakes Council Section 94 Contributions Plan: Rural Roads - Bulahdelah and Stroud". It has been prepared in accordance with Section 94 of the Environmental Planning and Assessment Act 1979 (as amended).

Commencement

The plan was adopted by Great Lakes Council under Clause 30 of the Environmental Planning and Assessment Regulation 1994 on 9 June 1998. It became effective on 17 June 1998. The current amended version of this Plan was adopted on 28 October 2014 and became effective on 1 January 2015.

Purpose

The purpose of the Plan is to establish reasonable contributions for the enhancement of rural roads shared equitably between new development and Great Lakes Council. These facilities are required as a consequence of increased demand generated by and/or intensification of rural, tourist, industrial and other "Non-Residential" developments and/or uses within this Plan's catchment.

Aims and objectives

This plan has five aims and objectives:

1. To ensure adequate funding is available to enhance rural roads;
2. To identify facilities that Council intends to provide;
3. To determine contribution rates;
4. To provide the community and development industry with early advice of the contributions that will be required for a particular development;
5. To manage and account for the collection and expenditure of contributions.

Land to which the Plan Applies

This plan applies to the catchment areas and boundaries as defined in "**S94 Plan: Rural Roads Bulahdelah District**" and "**S94 Plan: Rural Roads Stroud District**" respectively as defined within the "**Great Lakes 2013 Catchment Boundary**" Amended Maps in the **Bulahdelah and Stroud Appendix 3** respectively at the end of this Plan and is referred to as the *catchment* throughout this Plan.

Development in any zone that results in an increase in population or traffic will be levied. **This includes all village areas including the townships of Bulahdelah and Stroud.**

Relationship to Other Plans, Codes and Policies of Council

This Plan supersedes all prior policies and contributions plans for rural roads (other than plans addressing rural residential developments, specific named roads, or extractive industries) required as a consequence of development within the catchment.

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The Plan should be read in conjunction with Great Lakes Local Environmental Plan 2014, development control plans (excluding references to Section 94) and Council's codes and policies.

Types of Contributions

This plan allows three types of contributions to be made by applicants.

Land

A contribution may be accepted in the form of land which is of equivalent monetary value to the total contribution required if the land is part of a strategy for the provision of rural roads.

Council must be satisfied that land dedicated is suitable for the use intended. Suitability criteria are generally determined by Council's existing and emerging standards for road construction and classification. It is the applicant's responsibility to submit data that shows that the land is suitable using these criteria. Applicants intending to dedicate land should consult with Council's Planning Department before submitting plans for consideration.

Monetary

A contribution may be paid at the rate calculated under this Plan.

Material Public Benefits

Applicants may propose to provide a material public benefit (MPB), or works in kind, as a means of satisfying contribution requirements under this Plan. MPBs are not works required by other conditions of consent.

MPBs must be consistent with the adopted Forward Work Program in **Appendix 4**. Proposals for works that have not been identified in the program, or that are proposed at a time which would be inconsistent with the program, will not be accepted.

MPBs would normally be a physical work having benefit to the general community. They must directly benefit the development that is the subject of consent and assist Council in the provision of essential public facilities. Proposals for MPBs should be discussed with Council prior to lodging a development application.

Combinations of the three contribution types may be accepted by Council and would be assessed when the application is determined.

Concessions/Discounts/Exemptions/Variations/Credits to Contributions

The following points are taken directly from the Section 94 Practice Notes issued by the NSW Department of Planning (now known as NSW Planning and Infrastructure) in November 2005 and these are still required to be followed by all NSW Councils in the preparation, development and amendment of their Section 94 Development Contributions Plans.

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3.7.4.1 What are the mandatory conditions for Section 94 Contributions to apply?

"Section 94B(1) of the *EP&A Act* requires that a contribution can be imposed only if a development contributions plan so authorises the council. Further, the contribution can only be imposed if it is in accordance with that contributions plan."

3.7.4.2 What are valid adjustments to S94 Contributions for a development?

"There are essentially two ways that a section 94 (s94) contribution can be adjusted:

- adjustment of the **contribution rate** specified in a s94 development contributions plan
- adjustment of the amount payable under a condition of **development consent** between the time of the granting of consent and payment."

3.7.4.3 What exemptions may be considered?

"A council may elect to exempt particular types of development or class of development from the payment of development contributions on the basis of strategic planning, economic or social purposes.

While it is not possible to foresee every scenario, permitting the possibility of future requests for exemption being decided on their merits is reasonable – subject to some criteria being specified in advance to ensure equity. Council's policy on exemptions must be stated in the development contributions plan and, as far as possible, be specific about the types of facilities to be exempted. Alternatively, a council may state the criteria that will be used to determine an exemption or exclusion."

3.7.4.4 Implications of exemption of section 94 contributions

"Where exemptions are granted (or development is to be covered by a s94A plan), council should not factor this exempt development into the assessment of demand for the purposes of a s94 development contributions plan. Where the exempted development will create future demand, and the council intends to cater for this demand through provision of facilities (e.g. through the application of s94A levies), it must specify the amount of apportionment that will be applied to the development which is exempted."

3.7.4.5 Discounting contributions

"Discounting means reducing the calculated contribution rate in order to achieve a specific planning, social, economic or environmental purpose. It is extremely important for a council to consider the implications which discounting, and the consequent reduction in contributions, may have for the existing and/or the new community. Implications could include the delay in the provision of an identified facility or the provision of a facility of a lesser standard or capacity. Another implication is the creation of precedent. Where discounting has been actively employed, perhaps to encourage development, it is often difficult to shift the policy or defend a new policy in the face of past actions. Discounting should be used judiciously as it effectively means that existing ratepayers are subsidising future development. Council and the community must be made fully aware of the financial implications of discounting practices".

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Note: For further information on these matters please refer to a current copy of “Policy For Section 94 Development Contributions Assessment” available from Administration offices and/or the website of Great Lakes Council.

3.8 Payment of Contributions

Contributions are payable for:

- development applications involving subdivision — prior to the issue of the subdivision certificate and release of the final ("lined") plan of subdivision. The contribution rate will be updated at the time of lodgement of the final plan and payment of the contribution;
- development applications involving building work — prior to the issue of a construction certificate, subdivision certificate or complying development certificate, depending on which certificate applies. The contribution rate will be updated at the time of lodgement of the respective certificate application to allow the correct payment of the applicable contribution;
- development applications where no building approval is required and no subdivision is involved — prior to commencement of the proposed use or work. The contribution rate will be updated at the time of payment of the contribution.

3.9 Indexing of Contributions

The contributions must be paid prior to the issue of a construction certificate, subdivision certificate or complying development certificate, depending on which respective certificate applies.

Where any payment is made after the end of the financial year in which the consent was issued the amount payable will be changed in accordance with the CPI (All Groups Consumer Price Index, weighted average of 8 capital cities.) The CPI for the time of consent is that which applies to the December quarter prior to the financial year of consent. The CPI at time of payment is that which applies to the December quarter prior to the financial year of payment.

Indices for the years from 2002-13 are as follows.

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Index Date	For Financial Year	CPI
2001	2002-2003	75.4/135.4
2002	2003-2004	77.6/139.5
2003	2004-2005	79.5/142.8
2004	2005-2006	81.5/146.5
2005	2006-2007	83.8/150.6
2006	2007-2008	86.6/155.5
2007	2008-2009	89.1/160.1
2008	2009-2010	92.4/166.0
2009	2010-2011	94.3/169.5
2010	2011-2012	96.9/174.0
2011	2012-2013	99.8/179.4
2012	2013-2014	102.0
2013	2014-2015	104.8

3.10 Revision of the Plan

This plan may be revised if the extent or nature of proposed development varies and these variations lead to a change in demand for rural road facilities.

Costs for capital works are based on preliminary estimates. Changes to costs estimates, other than CPI indexing of construction costs, as a result of detailed design may also necessitate revision to this Plan.

Any revision of this Plan will be carried out in accordance with Section 94 of the EPA Act 1979 (as amended) and the then current respective Regulations.

3.11 Accountability

Council's accountability and management of the S94 Contributions Plan is set out in several documents, these being:

- a) Department of Planning Section 94 Contribution Plans Manual and Updates thereto; The Regulations to the Environmental Planning and Assessment Act 1979 and any Updates thereto;
- b) The Local Government Act 1993 (and any Amendments thereto); and
- c) Local Government Code of Accounting Practice and Financial Reporting.

Council is required by these documents to manage the S94 funds in a responsible manner, keeping sound financial records and ensuring that the fund money, plus any interest, is spent only on the project for which the funds were collected.

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3.12 Contributions Register

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

- The origin of each contribution by reference to the development consent to which it relates;
- The type of contribution received, e.g. money, land, works 'in kind'
- The amount of the contribution and the purpose(s) for which it was levied
- The name of the contributions plan the contribution is being levied under
- The date of receipt of the contribution

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

3.13 Annual Statement

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

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4. Appendices

Appendix 1: Bulahdelah Plan Catchment & Data Compilation

Plan Catchment

The Bulahdelah catchment area and boundaries are defined in the "**S94 Plan: Rural Roads Bulahdelah District - Great Lakes 2013 Catchment Boundaries**" Amended Map in **Appendix 3 at the end of this section of this Plan**. It defines the area in which catchment motorists will use rural roads to travel to and from Bulahdelah as their primary destinations. The Plan's catchment boundaries follow property boundaries which were updated in 2012. The following attributes support the choice of Bulahdelah as the catchment centre.

Local Centre

Bulahdelah is a local and district centre for this Plan's catchment. It provides a range of goods and services that are not generally available elsewhere in the catchment. It is likely that most residents, households or families would travel to Bulahdelah at least once a week, with many travelling daily, to purchase goods and use services such as banks, the post office, hotel/pub, cafes and fuel stations. Bulahdelah provides primary access to the Pacific Highway.

Employment

The major employment activities in this Plan's catchment are agriculture, particularly intensive poultry farming, forest products and tourism/recreation. Secondary employment activities are retailing and community services such as health and education. Most of these activities would require contact with Bulahdelah and other centres accessed by travelling on the Pacific Highway on a regular basis.

Recreation

Bulahdelah provides a range of recreation opportunities for catchment residents. Children and adolescents would use community sporting facilities. Adults and families would use the hotel/pub, cafes and sporting facilities.

Education and Community Health

Bulahdelah has a pre school and a central school for K-12. The Council and state authorities also provide services for health care in Bulahdelah.

Population Characteristics

The following population data illustrates population characteristics that support the causal nexus between population growth and traffic generation.

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Population Statistics for Bulahdelah

Population statistics from the Australian Bureau of Statistics census data from 1986 and 1991 for the collection districts that are contained in this Plan's catchment were used to identify population, households with vehicles, and age and family structure. The data is presented below in Table BA1.1.

Table BA1.1		Selected Census Data			
Selected Census Data: Bulahdelah	1986	1991	Diff	Annual Change	
Persons	1518	1583	65	0.84%	
Cars by Household					
No Car	38	52	14	6.47%	
1 or more cars	459	485	26	1.11%	
Age Structure					
Age 0-4	115	139	24	3.86%	
Age 5-12	171	182	11	1.25%	
Age 13-19	163	138	-25	-3.28%	
Age 19+	1069	1124	55	1.01%	
Total	1518	1583	65	0.84%	
%>19	70%	71%			
Households by Family Group					
1F	375	404	29	1.50%	
2F	14	6	-8	-15.59%	
3+F	0	0	0		
Group ¹	14	11	-3	-4.71%	
Lone Person	94	116	22	4.30%	

Note 1: 2 or more unrelated people, one of which is 14 years+

Source: ABS and Great Lakes Council

The data show that between 1986 and 1991:

- the population grew modestly, at a rate lower than the average rate of the Great Lakes Area (about 4.5% per year);
- the vast majority of households has at least one personal vehicle;

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- the number of children of primary and secondary school age, who will depend on parents and school buses for transportation to school and within the community, rose;
- about 70% of the population would be over the minimum age which entitles them to drive; and
- almost all households are composed of single persons or families which would reduce opportunities to share vehicle use.

Based on these data, Council considers it probable that existing residents of the Bulahdelah catchment have access to and would rely on personal vehicles for transportation of family for community, economic and social purposes. Public transport is unlikely to be expanded in scope during the next 10-15 years due to funding limitations and the inefficiency in servicing scattered rural settlement.

It is possible that the habits and needs of future residents could change. However, Council will assume that the data shown in Table BA1.1 will typify future residents during this Plan's life time.

Development Patterns

Council's register of development applications has been reviewed to determine the number of dwellings and subdivision lots approved between 1986 and 1996 in this Plan's catchment. These data are used to estimate the number of lots that are likely to be approved during this Plan's life time.

The data for dwellings could not be reviewed in sufficient detail to determine whether dwellings were approved on new lots or existing lots or portions with existing dwelling entitlements. Therefore, the number of subdivision lots created between 1986 and 1996 is used to estimate future development during this Plan's life.

The number of lots created is either:

- the number of lots in the development application less one; or
- where there is no indication of the number of lots in the development application, one.
- This is likely to underestimate the true number of lots created, however, there are not sufficient resources available to review each development application. Table BA1.2 shows dwelling and subdivision activity in the catchment.

Table BA1.2 Dwelling and Subdivision Activity, 1986 to 1996 in Bulahdelah Catchment

Bulahdelah District	No of Dwgs	No of Subd Lots	Rural Tourist/Extr Ind
BB	13	13	4
CR	1	1	1
EU	4	8	1
MA	21	7	2
MF	3	3	0
MY	15	11	0
NE	28	25	3
NW	0	0	0
RO	2	1	0
TB	18	0	0
TE	6	12	1
WB	2	6	0
Total	113	87	12

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Based on activity between 1986 and 1996, Council expects 87 lots to be created during this Plan's life time. Given that these lots will be created in rural areas within the catchment, Council expects that all of these lots will attract residents who use personal vehicles and whose primary destination will be Bulahdelah. Furthermore, Council expects that traffic generation will be more or less equal between all lots, based on the number of vehicles per household and family structure shown in Table BA1.1.

Although land use planning policies are changing to favour closer rural settlement, sufficient opportunity exists for creating rural lots by subdividing land that is greater than 80 ha or by using State Environmental Planning Policy No 1 to object to the 40 ha minimum lot size development standard. There is sufficient land within the catchment to allow the creation of 87 lots with an area of 40 ha or more, by following rural subdivision development standards in Great Lakes Local Environmental Plan 2014 or by using SEPP 1.

Existing Road Network

Existing Standard

Rural roads in this Plan's catchment are constructed at a variety of road standards, primarily associated with the time of their construction and the level of development, and therefore traffic, that they carry. This plan adopts the position that roads in the catchment are suitable for the traffic generated by the existing population. There are no major deficiencies.

Enhancement of Rural Roads

The roads shown in Table BA1.3 below have been surveyed. Based on anticipated growth, work and costs required to enhance their safety characteristics have been identified.

**RURAL ROADS BULAHDELAH AND STROUD
S94 CONTRIBUTIONS PLAN**

Table BA1.3 Enhancement of Rural Roads to Cater for Anticipated Growth

Road	Work	Total Cost	Discounted Cost ¹
Lakes Way/Violet Hill Road	Intersection RHT Storage Lane	\$80,000	\$80,000
Lakes Way/Boolambay te Road	Intersection RHT Storage Lane	\$50,000	\$50,000
	Widen bridge approaches	\$40,000	\$40,000
Lakes Way/Squires Hill Road	0.3 km; widen culvert to 600 mm	\$5,000	\$2,500
	0.9 km; straighten bends	\$10,000	\$10,000
	1.5 km; widen road	\$10,000	\$10,000
	1.8 km; general widening	\$20,000	\$20,000
Myall River Road	Upgrade intersection with Burdekins Road	\$10,000	\$10,000
	2.2 km; improve bend	\$5,000	\$5,000
	2.6 km; widen	\$5,000	\$5,000
Burdekins Road	0.4 km; install 450 mm culvert	\$5,000	\$5,000
Markwell Road		\$60,500	\$60,500
Plan Preparation Costs		\$4,000	\$4,000
Total Bulahdelah		\$304,500	\$304,500

No discount factor has been applied because Council considers that the catchment has good development potential and that contribution rates result in an equitable sharing of costs between existing and future development.

The total cost of enhancement during this Plan's life time would be \$244,000 in 1997 dollars. It would be financed by contributions levied on development applications that create additional lots or dwellings or increase the demand for Council infrastructure which is normally funded by Section 94 Contributions under this Plan.

Appendix 2: Bulahdelah - Derivation of Contribution Rates

Formula

The Base Contribution Rate is the rate for creating an additional lot or dwelling, or a change in use that creates an additional dwelling. The formula for determining the Base Contribution Rate is:

$$\text{Base Contribution Rate} = \frac{\text{Discounted Cost of Capital Works 1997}}{\text{Expected Number of Rural Lots}}$$

In 1997, the Base Contribution Rate for each additional rural lot or dwelling created will be \$3,500.00.

Apportionment

Council has adopted the position that the existing rural road network in the catchment is suitable for existing traffic levels generated by the existing population. In addition, enhancements are designed to continue the overall level of service now experienced and to accommodate future increases in traffic generation by improving road safety characteristics. Therefore, there is neither a backlog of capital work nor an increase in the existing service level that would require apportionment between the existing and future population.

Contribution Levels

Census data shown in Table BA1.1 shows that the catchment population in 1986 and 1991 was predominantly comprised of single family households that owned one or more personal vehicles. The Base Contribution Rate is based on the creation of a rural lot or dwelling that will accommodate one family. The contribution rate would be applied to each additional lot or dwelling type created.

Contribution rates for more intensive forms of "non-residential" development, such as rural tourist facilities, retail, commercial or industrial developments will be based on their traffic-generating potential compared to the Base Contribution Rate:

$$\text{Total Contribution Rate} = \frac{\text{Expected Vehicle Trips per Day}}{\text{Daily Rural Trip Generation}} \times \text{Base Contribution Rate}$$

Non-Residential Developments

Non-residential developments will pay contributions according to the extra traffic generated that is not already counted as part of trips attributed to a levy on residential developments. As a guiding principle, non-residential developments are levied for the number of additional one-way trips that are generated. A "return trip" to a development is therefore counted as two movements. Council estimates that of all trips that a development generates, 20% have not been attributed to a levy on residential development. As such, the major road contribution for a non-residential development will be charged for 0.4 one way trips per vehicle accessing the site per day.

Non-residential developments are encouraged to undertake a detailed Traffic Impact Assessment in accordance with Austroads guidelines to determine the estimated number of vehicles accessing a development per day.

In the absence of a Traffic Impact Assessment, Council will use the “one-way” trip rates contained in the latest version of the Council’s **Non-Residential Developments S94 One-Way Trips Table** (as contained in Appendix 5 below and available from Council’s website or administration offices) to estimate the number of additional “one-way” trips that a non-residential development generates.

Indexed Contribution Rate for Bulahdelah Rural Roads 2014-15

As mentioned above in 1997 the Base Contribution Rate for each additional Bulahdelah rural lot or dwelling created was \$3,500.00 (based on a CPI = 120.3).

Therefore the Contribution Rate for 2012-13 (based on CPI = 99.8 / 179.4) is determined by multiplying the CPI indexing factor of 179.4/120.3 by \$3,500.00, that is,

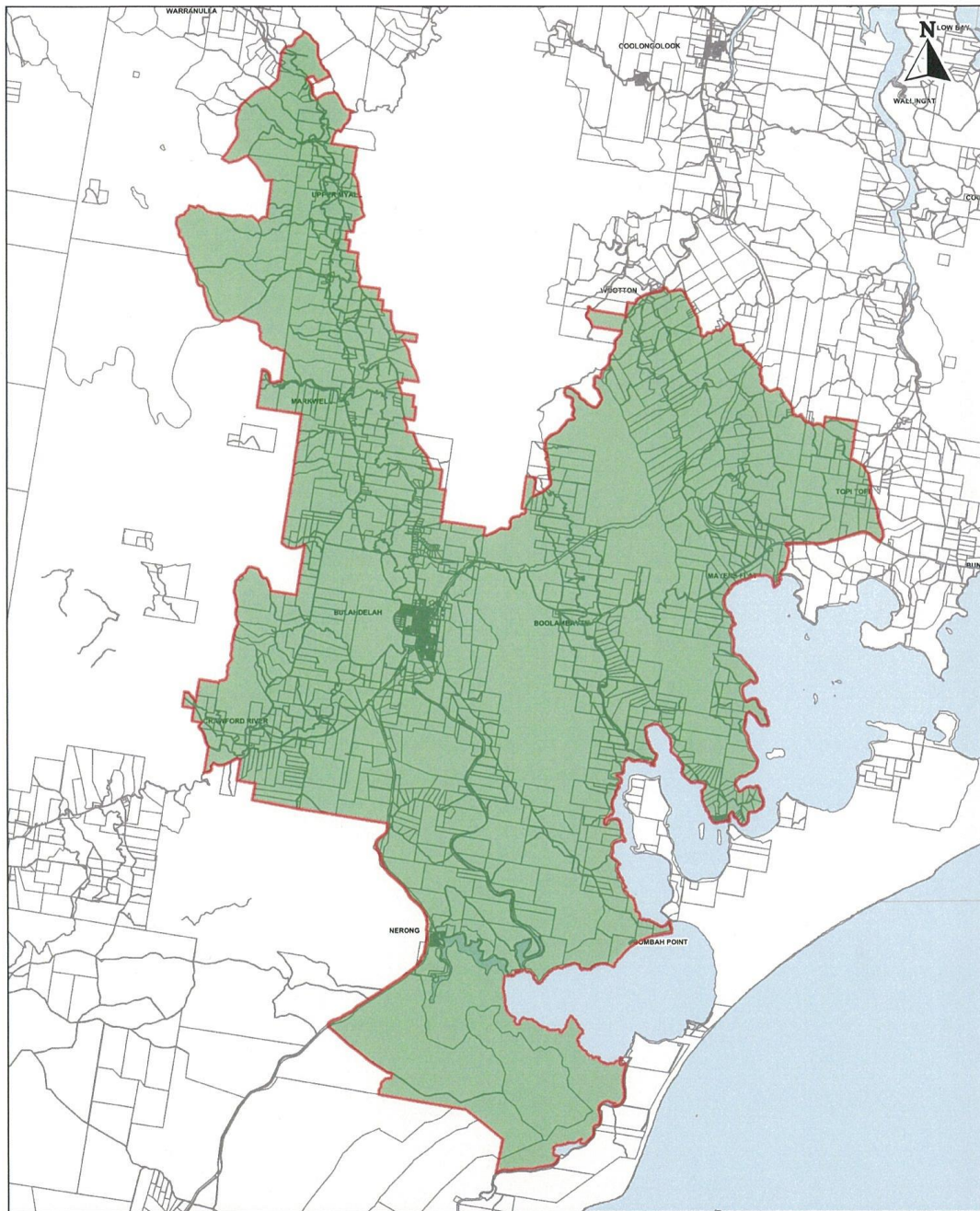
$$2012-13 \text{ Contribution Rate} = 179.4 / 120.3 \times \$3,500 = \$5,219.45$$

Therefore the CPI Indexed Contribution Rate for 2014-15 is calculated as follows:

$$\textbf{2014-15 Contribution Rate} = 104.8 / 99.8 \times \$5,219.45 = \textbf{\$5,480.95}$$

Appendix 3 - Bulahdelah - "S94 Plan: Rural Roads Bulahdelah District 2013 Catchment Boundaries" Amended Map

S94 Plan: Rural Roads Bulahdelah District - Great Lakes 2013 Catchment Boundary



Legend
 Rural Roads Bulahdelah District Section 94 Boundary Plan
 Cadastre

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Appendix 4: Bulahdelah - Forward Work Program

Rural Road s94: Bulahdelah		ALL WORKS TRIGGERED BY CASH FLOWS REACHING THE FUNDS AVAILABLE THRESHOLD												
	Cash Flows	THRESHOLDS	Activity Period 1	Activity Period 2	Activity Period 3	Activity Period 4	Activity Period 5	Activity Period 6	Activity Period 7	Activity Period 8	Activity Period 9	Activity Period 10	TOTAL SPENDING	
	Assume straight line, 10 years	Contr Collected	\$30,450	\$30,450	\$30,450	\$30,450	\$30,450	\$30,450	\$30,450	\$30,450	\$30,450	\$30,450		
Road	Work	<i>Funds Available</i>	\$30,450	\$60,900	\$41,350	\$57,800	\$88,250	\$118,700	\$69,150	\$84,600	\$75,050	\$105,500		
		Allocated in Plan												
Violet Hill Road	Intersection RHT Storage Lane	\$80,000						\$80,000					\$80,000	
Boolambayte Road	Intersection RHT Storage Lane	\$50,000		\$50,000									\$50,000	
	Widen bridge approaches	\$40,000							\$40,000				\$40,000	
Squires Hill Road	0.3km; widen culvert to 600mm	\$5,000										\$5,000	\$5,000	
	0.9km; straighten bends	\$10,000										\$10,000	\$10,000	
	1.5km; widen roads	\$10,000										\$10,000	\$10,000	
	1.8km; general widening	\$20,000										\$20,000	\$20,000	
Myall River Road	Upgrade intersection with Burdekins Road	\$10,000			\$10,000								\$10,000	
	2.2km; improve bend	\$5,000							\$5,000				\$5,000	
	2.6km; widen	\$5,000							\$5,000				\$5,000	
Burdikens Road	0.4km; install 450mm culvert	\$5,000							\$5,000				\$5,000	
Markwell Road	Frys Ck Bridge (inc. approach) + intersection with Markwell Back Rd.	\$60,500										\$60,500	\$60,500	
	<i>Plan Preparation</i>	\$4,000			\$4,000								\$4,000	
Discounted Total		\$304,500	\$0	\$50,000	\$14,000	\$0	\$0	\$80,000	\$15,000	\$40,000	\$0	\$105,500	\$304,500	
		surplus	\$60,900	\$10,900	\$27,350	\$57,800	\$88,250	\$38,700	\$54,150	\$44,600	\$75,050	\$0		

Appendix 5: Bulahdelah Non-Residential Developments S94 Trips Table

Non-Residential S94 Trip Table Final v1_9 - 18Nov2013.xlsx

Land Use	Size of Development	Average Daily Vehicle Trips (ADVT) To Be Used
Office and Commercial		
Commercial Premises (except those below)	All sizes	2 / 100m2 GLFA
Medical Consulting Rooms	All sizes	0.4 / staff + 0.3 / Appointment
Child Care Centres	All sizes	0.4 / Child
Retail		
Retail Shops/Shopping Centres	0-10,000 m2	24 / 100m2 GLFA
	10,001-20,000	16 / 100m2 GLFA
	20,001-30,000	13 / 100m2 GLFA
	30,001-40,000+	10 / 100m2 GLFA
Bulky Goods	All sizes	3.6 / 100m2 GLFA
Major Hardware / Building Supplies	All sizes	6.8 / 100m2 GLFA
Markets	All sizes	3.6 / stall
Restaurants	All sizes	12 / 100m2 GLFA
Drive-In Takeaway Food Outlets	All sizes	8 / 100m2 GLFA
Recreation and Tourist Facilities		
Multi-Sports Centres	All sizes	12 / 100m2 GLFA
Squash Courts	All sizes	0.8 / Court
Tennis Courts	All sizes	1.8 / Court
Bowling Greens	All sizes	12 / Bowling Green
Gymnasiums	All sizes	9 / 100m2 GLFA
Caravan Parks	All sizes	1 / Tenanted Site + 0.4 / Casual Site
Marinas	All sizes	0.5 per fixed berth + 0.3 per swing mooring
Boat Ramps	All sizes	0.2 / Boat Trailer Parking Space
Licensed Clubs / Hotels / Taverns	All sizes	8 / 100m2 GLFA
Industrial		
Road Transport Depots	All sizes	1 / 100m2 GLFA
Truck Fuel Stops	All sizes	24 / 100m2 GLFA
Factories	All sizes	1 / 100m2 GLFA
Warehouses	All sizes	0.8 / 100m2 GLFA
Plant Nurseries	All sizes	10 / 100m2 GLFA
Other		
Seasonal Usage of Facility	All sizes	See Note 3 below
Default Trips for Non-Specified Development	All sizes	0.4 one-way trips per vehicle accessing the site per day
Notes:		
1. Other Developments Not Shown Above -	A Recent Traffic Impact Assessment to be Submitted By An Accredited Professional.	
2. The above ADVT values are only the "Non-Residential portion" of the "One-way" Trips not already included in Residential Trips.		
3. Seasonal usage of a facility allows a discount calculated as (the number of days used per year / 365) to the above values		

APPENDIX 1: STROUD - PLAN CATCHMENT & DATA COMPILATION

Plan Catchment

The Stroud catchment area and boundaries are defined in the "**S94 Plan: Rural Roads Stroud District - Great Lakes 2013 Catchment Boundaries**" Amended Map in Appendix 3 at the end of this section of the Plan. It defines the area in which catchment motorists will use rural roads to travel to and from Stroud as their primary destinations. The Plan's catchment boundaries follow property boundaries which were updated in 2012. The following attributes support the choice of Stroud as the catchment centre.

Local Centre

Stroud is a local and district centre for this Plan's catchment. It provides a range of goods and services that are not generally available elsewhere in the catchment. It is likely that most residents, households or families would travel to Stroud at least once a week, with many travelling daily, to purchase goods and use services such as banks, the post office, hotel/pub, cafes and fuel stations.

Employment

The major employment activities in this Plan's catchment are agriculture, particularly intensive poultry farming, forest products and tourism/recreation. Secondary employment activities are retailing and community services such as health and education. Most of these activities would require contact with Stroud on a regular basis.

Recreation

Stroud provides a range of recreation opportunities for catchment residents. Children and adolescents would use community sporting facilities. Adults and families would use the hotel/pub, cafes and sporting facilities.

Education and Community Health

Stroud has a pre-school and a primary school. The nearest secondary or central school is in Bulahdelah. The Council and state authorities also provide services for health care in Stroud.

Population Characteristics

The following population data illustrates population characteristics that support the causal nexus between population growth and traffic generation.

Population Statistics for Stroud

Population statistics from the Australian Bureau of Statistics census data from 1986 and 1991 for the collection districts that are contained in this Plan's catchment were used to identify population, households with vehicles, and age and family structure. The data is presented below in Table SA1.1.

Table SA1.1 Selected Census Data

<i>Selected Census Data: Stroud</i>	1986	1991	Diff	Annual Change
Persons	996	1098	102	1.97%
Cars by Household				
No Car	35	32	-3	-1.78%
1 or more cars	318	347	29	1.76%
Age Structure				
Age 0-4	77	90	13	3.17%
Age 5-12	120	129	9	1.46%
Age 13-19	115	101	-14	-2.56%
Age 19+	684	778	94	2.61%
Total	996	1098	102	1.97%
%>19	69%	71%		
Households by Family Group				
1F	280	301	21	1.46%
2F	8	5	-3	-8.97%
3+F	0	0	0	
Group*	9	3	-6	-19.73%
Lone Person	56	74	18	5.73%

*2 or more unrelated people, one of which is 14 years+

Source: ABS and Great Lakes Council

The data show that between 1986 and 1991:

- the population grew modestly, at a rate lower than the average rate of the Great Lakes Area (about 4.5% per year);
- the vast majority of households has at least one personal vehicle;
- the number of children of primary and secondary school age, who will depend on parents and school buses for transportation to school and within the community, rose;
- about 70% of the population would be over the minimum age that entitles them to drive; and
- almost all households are composed of single persons or families which would reduce opportunities to share vehicle use.

Based on these data, Council considers it probable that existing residents of the Stroud catchment have access to and would rely on personal vehicles for transportation of family for community, economic and social purposes. Public transport is unlikely to be expanded in scope during the next 10-15 years due to funding limitations and the inefficiency in servicing scattered rural settlement.

It is possible that the habits and needs of future residents could change. However, Council will assume that the data shown in Table SA1.1 will typify future residents during this Plan's life time.

Development Patterns

Council's register of development applications has been reviewed to determine the number of dwellings and subdivision lots approved between 1986 and 1996 in this Plan's catchment. These data are used to estimate the number of lots that are likely to be approved during this Plan's life time.

The data for dwellings could not be reviewed in sufficient detail to determine whether dwellings were approved on new lots or existing lots or portions with existing dwelling entitlements. Therefore, the number of subdivision lots created between 1986 and 1996 is used to estimate future development during this Plan's life.

The number of lots created is either:

- the number of lots in the development application less one; or
- where there is no indication of the number of lots in the development application, one.

This is likely to underestimate the true number of lots created, however, there are not sufficient resources available to review each development application. Table SA1.2 shows dwelling and subdivision activity in the catchment.

Table SA1.2 Dwelling and Subdivision Activity, 1986 to 1996 in Stroud Catchment

<i>Stroud District</i>	<i>No of Dwgs</i>	<i>No of Subd Lots</i>	<i>Rural Tourist/Extr Ind</i>
BC		0	0
GI	15	9	0
GO	3	1	0
LI	7	4	0
MO	14	20	1
TR	1	2	0
Total	41	36	1

Based on activity between 1986 and 1996, Council expects 36 lots to be created during this Plan's life time. Given that these lots will be created in rural areas within the catchment, Council expects that all of these lots will attract residents who use personal vehicles and whose primary destination will be Stroud. Furthermore, Council expects that traffic generation will be more or less equal between all lots, based on the number of vehicles per household and family structure shown in Table SA1.1.

Although land use planning policies are changing to favour closer rural settlement, sufficient opportunity exists for creating rural lots by subdividing land that is greater than 80 ha or by using State Environmental Planning Policy No 1 to object to the 40 ha minimum lot size development standard. There is sufficient land within the catchment to allow the creation of 36 lots with an area of 40 ha or more, by following rural subdivision development standards in Great Lakes Local Environmental Plan 2014 or by using SEPP 1.

Existing Road Network

Existing Standard

Rural roads in this Plan's catchment are constructed at a variety of road standards, primarily associated with the time of their construction and the level of development, and therefore traffic, that they carry. This plan adopts the position that roads in the catchment are suitable for the traffic generated by the existing population. There are no major deficiencies.

Enhancement of Rural Roads

The roads shown in Table SA1.3 below have been surveyed. Based on anticipated growth, work and costs required to enhance their safety characteristics has been identified.

Table SA1.3 Enhancement of Rural Roads to Cater for Anticipated Growth

<i>Road</i>	<i>Work</i>	<i>Full Cost</i>	<i>Discounted Cost₁</i>
MR110/Nugra Lane	Intersection RHT storage lane widening	\$40,000	\$21,200
	3.1 km; widen road; remove tree	\$5,000	\$2,650
MR110/Greys Lane	Upgrade intersection	\$50,000	\$26,500
MR90/Washpool Road	RHT storage lane at intersection of Bucketts Way	\$50,000	\$26,500
MR90/Mill Creek Road	2.4 km; realign bends	\$40,000	\$21,200
MR90/Ribbons Road	Improve intersection sight distance at Bucketts Way	\$50,000	\$26,500
Plan Preparation Cost		\$4,000	\$2,120
Total Stroud		\$239,000	\$126,670

Discount factor of 47% applied in consideration of low development potential and Council's interest in ensuring an equitable sharing of costs between existing and future development.

The total cost of enhancement during this Plan's life time would be \$239,000 in 1997 dollars. Council will pay \$112,330 of the total cost and new development will contribute the balance of \$126,670. It would be financed by contributions levied on development applications that create additional lots or dwellings or increase the demand for Council infrastructure which is normally funded by Section 94 Contributions under this Plan.

Appendix 2: Stroud - Derivation of Contribution Rates

Formulae

The Base Contribution Rate is the rate for creating an additional lot or dwelling, or a change in use that creates an additional dwelling. The formula for determining the Base Contribution Rate is:

$$\text{Base Contribution Rate} = \frac{\text{Discounted Cost of Capital Works 1997}}{\text{Expected Number of Rural Lots}}$$

In 1997, the Base Contribution Rate for each additional rural lot or dwelling created was \$3,520.00

Apportionment

Council has adopted the position that the existing rural road network in the catchment is suitable for existing traffic levels generated by the existing population. In addition, enhancements are designed to continue the overall level of service now experienced and to accommodate future increases in traffic generation by improving road safety characteristics. Therefore, there is neither a backlog of capital work nor an increase in the existing service level that would require apportionment between the existing and future population.

Contribution Levels

Census data shown in Table SA1.1 shows that the catchment population in 1986 and 1991 was predominantly comprised of single family households that owned one or more personal vehicles. The Base Contribution Rate is based on the creation of a rural lot or dwelling that will accommodate one family. The contribution rate would be applied to each additional lot or dwelling type created.

Contribution rates for more intensive forms of "non-residential" development, such as rural tourist facilities, retail, commercial or industrial developments will be based on their traffic-generating potential compared to the Base Contribution Rate:

$$\text{Total Contribution Rate} = \frac{\text{Expected Vehicle Trips per Day}}{\text{Daily Rural Trip Generation}} \times \text{Base Contribution Rate}$$

Non-Residential Developments

Non-residential developments will pay contributions according to the extra traffic generated that is not already counted as part of trips attributed to a levy on residential developments. As a guiding principle, non-residential developments are levied for the number of additional one-way trips that are generated. A "return trip" to a development is therefore counted as two movements. Council estimates that of all trips that a development generates, 20% have not been attributed to a levy on residential development. As such, the major road contribution for a non-residential development will be charged for 0.4 one way trips per vehicle accessing the site per day.

Non-residential developments are encouraged to undertake a detailed Traffic Impact Assessment in accordance with Austroads guidelines to determine the estimated number of vehicles accessing a development per day.

In the absence of a Traffic Impact Assessment, Council will use the “one-way” trip rates contained in the latest version of the Council’s **Non-Residential Developments S94 Trips Table** (contained in Appendix 5 below and available from Council’s website or administration offices) to estimate the number of additional one-way trips that a non-residential development generates.

Indexed Contribution Rate for Stroud Rural Roads 2014-15

As mentioned above in 1997 the Base Contribution Rate for each additional Bulahdelah rural lot or dwelling created was \$3,520.00 (based on a CPI = 120.3).

Therefore the Contribution Rate for 2012-13 (based on CPI = 99.8 / 179.4) is determined by multiplying the CPI indexing factor of 179.4/120.3 by \$3,520.00, that is,

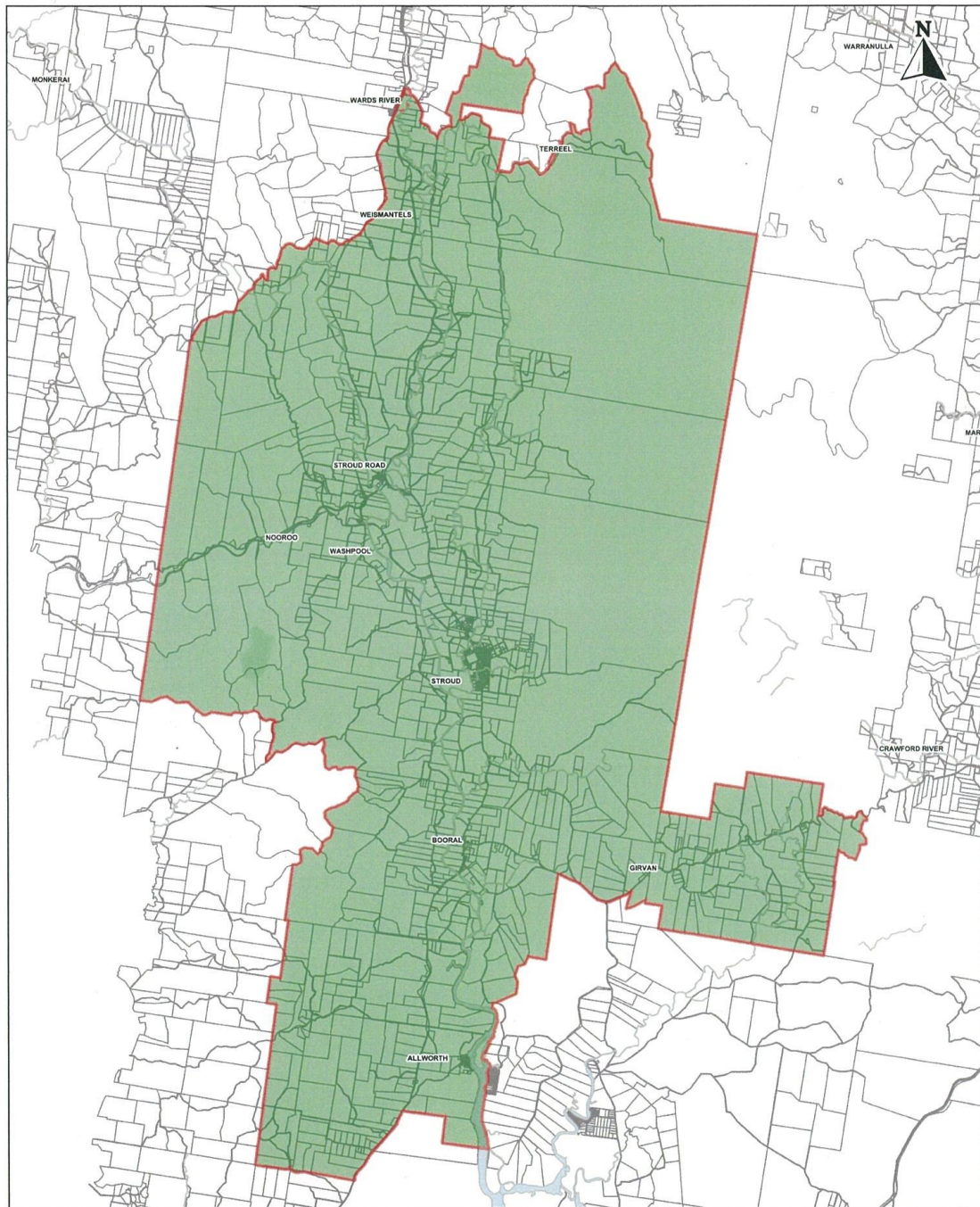
$$2012-13 \text{ Contribution Rate} = 179.4 / 120.3 \times \$3,520 = \$5,249.28$$

Therefore the CPI Indexed Contribution Rate for 2014-15 is calculated as follows:

$$\underline{\underline{2014-15 \text{ Contribution Rate}}} = 104.8 / 99.8 \times \$5,249.28 = \underline{\underline{\$5,512.27}}$$

Appendix 3: Stroud - "S94 Plan: Rural Roads Stroud District 2013 Catchment Boundaries" Amended Map

S94 Plan: Rural Roads Stroud District - Great Lakes 2013 Catchment Boundary



Legend

- Rural Roads Stroud District Section 94 Boundary Plan
- Cadastre

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Appendix 4: Stroud - Forward Work Program

Rural Road s94: Stroud		ALL WORKS TRIGGERED BY CASH FLOWS REACHING THE FUNDS AVAILABLE THRESHOLD											
			Activity Period 1	Activity Period 2	Activity Period 3	Activity Period 4	Activity Period 5	Activity Period 6	Activity Period 7	Activity Period 8	Activity Period 9	Activity Period 10	TOTAL SPENDING
	Cash Flows	THRESHOLDS											
	Assume straight line, 10 years	Contr Collected	\$12,667	\$12,667	\$12,667	\$12,667	\$12,667	\$12,667	\$12,667	\$12,667	\$12,667	\$12,667	
Road	Work	<i>Funds Available</i>	\$12,667	\$25,334	\$14,151	\$26,818	\$12,985	\$25,652	\$11,819	\$24,486	\$10,653	\$23,320	
		Allocated in Plan											
Nugra Lane	Intersection RHT lane widening	\$21,200		\$21,200									\$21,200
	3.1km; widen road; remove tree	\$2,650		\$2,650									\$2,650
Greys Lane	Upgrade intersection with MR 110	\$26,500				\$26,500							\$26,500
Washpool Road	RHT lane at intersection of Bucketts Way	\$26,500								\$26,500			\$26,500
Mill Creek Road	2.4km; re-align bends	\$21,200										\$21,200	\$21,200
Ribbons Road	Improve Bucketts Way sight distance	\$26,500						\$26,500					\$26,500
	<i>Plan Preparation</i>	\$2,120										\$2,120	\$2,120
Discounted Total		\$126,670	\$0	\$23,850	\$0	\$26,500	\$0	\$26,500	\$0	\$26,500	\$0	\$23,320	\$126,670
		surplus	\$12,667	\$1,484	\$14,151	\$318	\$12,985	(\$848)	\$11,819	(\$2,014)	\$10,653	\$0	

Appendix 5: Stroud - Non-Residential Developments S94 Trips Table

Non-Residential S94 Trip Table Final v1_9 - 18Nov2013.xlsx

Land Use	Size of Development	Average Daily Vehicle Trips (ADVT) To Be Used
Office and Commercial		
Commercial Premises (except those below)	All sizes	2 / 100m2 GLFA
Medical Consulting Rooms	All sizes	0.4 / staff + 0.3 / Appointment
Child Care Centres	All sizes	0.4 / Child
Retail		
Retail Shops/Shopping Centres	0-10,000 m2	24 / 100m2 GLFA
	10,001-20,000	16 / 100m2 GLFA
	20,001-30,000	13 / 100m2 GLFA
	30,001-40,000+	10 / 100m2 GLFA
Bulky Goods		
Major Hardware / Building Supplies	All sizes	6.8 / 100m2 GLFA
Markets	All sizes	3.6 / stall
Restaurants	All sizes	12 / 100m2 GLFA
Drive-In Takeaway Food Outlets	All sizes	8 / 100m2 GLFA
Recreation and Tourist Facilities		
Multi-Sports Centres	All sizes	12 / 100m2 GLFA
Squash Courts	All sizes	0.8 / Court
Tennis Courts	All sizes	1.8 / Court
Bowling Greens	All sizes	12 / Bowling Green
Gymnasiums	All sizes	9 / 100m2 GLFA
Caravan Parks	All sizes	1 / Tenanted Site + 0.4 / Casual Site
Marinas	All sizes	0.5 per fixed berth + 0.3 per swing mooring
Boat Ramps	All sizes	0.2 / Boat Trailer Parking Space
Licensed Clubs / Hotels / Taverns	All sizes	8 / 100m2 GLFA
Industrial		
Road Transport Depots	All sizes	1 / 100m2 GLFA
Truck Fuel Stops	All sizes	24 / 100m2 GLFA
Factories	All sizes	1 / 100m2 GLFA
Warehouses	All sizes	0.8 / 100m2 GLFA
Plant Nurseries	All sizes	10 / 100m2 GLFA
Other		
Seasonal Usage of Facility	All sizes	See Note 3 below
Default Trips for Non-Specified Development	All sizes	0.4 one-way trips per vehicle accessing the site per day
Notes:		
1. Other Developments Not Shown Above -	A Recent Traffic Impact Assessment to be Submitted By An Accredited Professional.	
2.	The above ADVT values are only the "Non-Residential portion" of the "One-way" Trips not already included in Residential Trips.	
3.	Seasonal usage of a facility allows a discount calculated as (the number of days used per year / 365) to the above values	