



# CITY WIDE INFRASTRUCTURE CONTRIBUTIONS PLAN 2020



**AMENDED 2022**



*Image: Mount Yengo, located in Yengo National Park, is of great significance to local Aboriginal peoples.*

## ACKNOWLEDGEMENT OF COUNTRY

Ngayan marrungku paran wiyen Wanarruwa mirumalikan para ani parrakupa, ngatan ngayan marrung wiyen Ngarrakay paranpa, yurakaykal, pangaykal ngatan kumpakal.

Cessnock City Council acknowledges Wonnarua people as the traditional custodians of the land and we pay our respects to Elders past, present and future.

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### Document History

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1	N/A	N/A	Original Draft – reported to Council on 5 February 2020
2	20 May 2020	1 July 2020	Adopted Plan.
3	N/A	N/A	Drafted Amended Plan – reported to Council on 16 March 2022

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# 1 Introduction and summary schedules

## 1.1 Introduction

This plan authorises contributions to be imposed on developments under section 7.11 of the *Environmental Planning & Assessment Act* (the Act).

There are particular requirements that must be met in order for a consent authority to impose section 7.11 contributions on developments. These include the following:

- Contributions can only be imposed if the consent authority considers that the development will or is likely to require the provision of or increase the demand for public amenities and public services within the area (s7.11(1)).
- Contributions toward recoupment of facilities can only be imposed if the facilities were provided in preparation for or to facilitate the carrying out of development in the area and the development will benefit from the provision of those public amenities or public services (s7.11(3)).
- Contributions that are imposed must be reasonable (s7.11(2) and (4)), and a developer may appeal to the Land and Environment Court on the grounds that contributions imposed on a development are unreasonable in the particular circumstances of the case (s7.13(3)).

These requirements mean that any section 7.11 contributions plan should show that the contribution rates are reasonable by explaining the relationship between the anticipated developments and the infrastructure included in the plan that is needed to meet the demands of those developments.

So that the contributions that are imposed are reasonable, the section 7.11 contribution rates in this plan have been calculated having regard to the principles of nexus and fair cost apportionment. This has included consideration of whether the infrastructure serves existing or new populations or both.

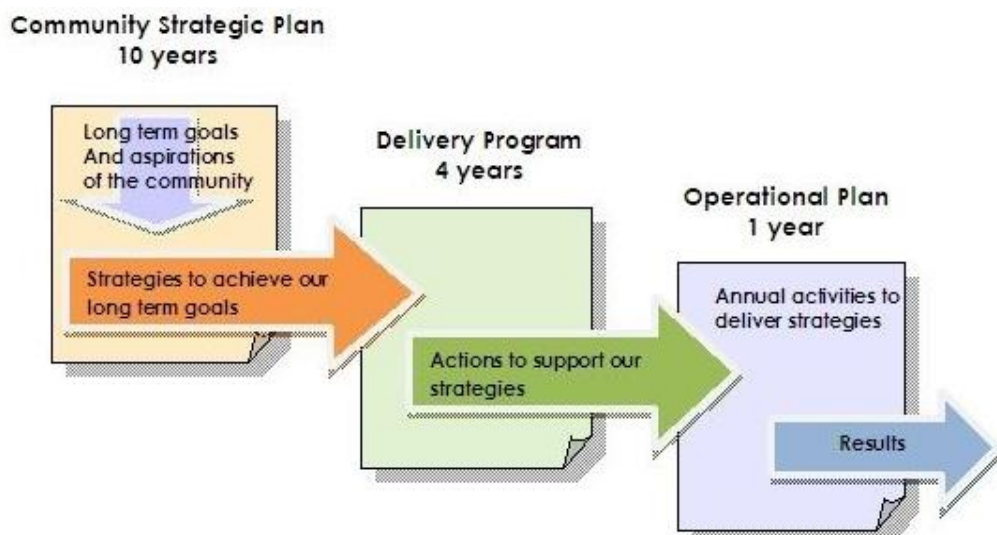
This section explains the expected development in the Cessnock LGA, the infrastructure necessary to support this development, and the way in which the section 7.11 contribution rates have been calculated.

## 1.2 Integrated Planning Framework

This contributions plan aims to be consistent with Council's Delivery Program and annual operational plans, which will support our community's strategic direction. Council's planning framework is determined by the Integrated Planning and Reporting (IP&R) requirements of the *Local Government Act 1993*. The IP&R framework includes three levels of planning:

- The first tier includes the Community Strategic Plan. This sets out the community's goals and objectives for the next 10 years. It is a high level plan that focuses on key directions and outcomes rather than specific actions.
- The Community Strategic Plan is supported by a Resourcing Strategy and Delivery Program. This is the second tier of the planning framework. The Resourcing Strategy looks at the finances, assets and human resources that will be required to deliver our long-term goals and includes an Asset Management Strategy. The Delivery Program sets a course of action to progressively achieve these goals in four-year increments associated with each elected Council's term of office.
- The final tier of the planning framework is the Operational Plan. This is an annual plan that provides detailed actions and costing for the works which will be carried out each year.

The following diagram shows how the three documents, the Community Strategic Plan, Delivery Plan and Operational Plan are connected.



The Community Strategic Plan – Cessnock 2027 is the highest level plan prepared by Council. The purpose of that plan is to identify the community’s main priorities and aspirations and identify strategies to achieve them. The plan is underpinned by extensive consultation with the community which contributed to the development of the following community desired outcomes:

- a connected, safe and creative community;
- a sustainable and prosperous economy;
- a sustainable and healthy environment;
- accessible infrastructure, services and facilities; and
- civic leadership and effective governance.

The Delivery Program 2022-2026 is a statement of how Council aims to achieve the outcomes developed by the community in the Community Strategic Plan Cessnock 2027. The Delivery Program is adopted for a four year period to coincide with the local government elections.

Council’s Annual Operational Plan is developed to implement the operational activities that will achieve the longer term plans set out in the Delivery Program and Community Strategic Plan.

The content of Council’s Community Strategic Plan Cessnock 2027, has informed the development of this contributions plan, which is aimed to integrate with Council’s Delivery Program and Operational Plans. This contributions plan will be used to assist in the funding of local infrastructure and services as prioritised in the Delivery Program and Operational Plans, relevant to recreation and sporting facilities, open space, community facilities, roads and traffic facilities, as outlined in the works schedules of this contributions plan.

### 1.3 How to Calculate Contribution Rates

This plan applies a contribution formula to each public facility and service for the purpose of calculating the contribution rate applicable for that item. The formula takes into consideration the cost of the works to be undertaken, the cost to Council of acquiring the land (if applicable) and the total projected population that will be benefit from that item:

$$\frac{TC \times AF}{P} = C \times O = \text{Cost per lot/dwelling}$$

Where TC = Total Cost of Facility (including land and capital AND costs to be recouped where applicable)

Where AF = Apportionment Factor

Where P = Number of People Benefitting (projected increase)

Where C = Cost Per Person

Where O = Occupancy Rate (2.9 persons)

#### Example:

Total Cost of Works within Catchment by Facility Type	\$100,000 (TC)
Multiplied by the percentage of increase in Population in that Catchment	30%
Divided by the Population for that Catchment	500 persons
Per person rate for that Catchment and Facility Type	= \$60 per person
Multiplied by the average number of persons per Household	2.9
<b>TOTAL COST PER LOT/DWELLING</b>	<b>= \$174</b>



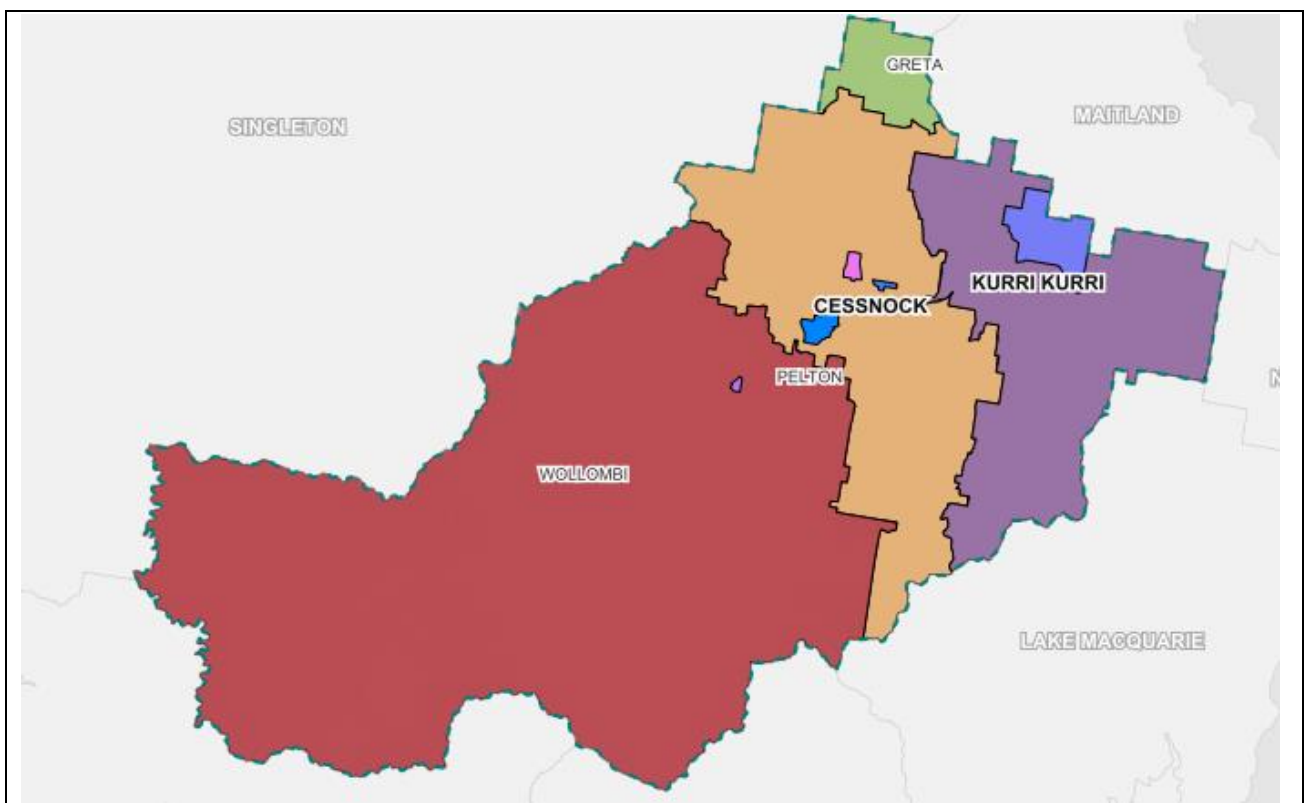
## 1.4 Summary of Contribution Rates

New Urban Release Areas (URA) are shown as Local Catchments. When calculating applicable contributions under this plan, locality should be determined in order to ascertain the correct catchment. If a property falls within a local catchment, then Local, District and Regional contributions will all apply. If the property is located outside a Local Catchment, then only District and Regional contributions will apply. i.e. If a property is **located within the table titled Local Catchments** under 1.4 of this plan (Summary of Contribution Rates) then that contribution rate includes local, district and regional contributions. If a property is **not located within one of the Local Catchments**, then the contributions shown under the table titled District Contributions under 1.4 of this plan will be applicable.

### Example:

1. Identify whether the existing lot is located within one of the local catchments. If it is then the Local, District and Regional contribution that lot lies within is applicable.
2. If the existing lot does is not located within one of the local catchments, then only the District and Regional Contributions are applicable.

The smaller coloured areas highlighted on the map are Local Catchments, the 4 main coloured areas are District Catchments. Maps of each Local Catchment are shown at the end of this plan. If you need assistance in determining the appropriate catchment, you may ask by emailing [Contributions@cessnock.nsw.gov.au](mailto:Contributions@cessnock.nsw.gov.au)



PLEASE NOTE: A property, subject to an Application for Development Consent or Complying Development Certificate that is located within a Local Catchment (as follows) will be subject to the rates on this page. If property does not fall in to one of the Local Catchments, it will fall within one of the District Catchments (see next page). Secondary dwellings are 50% of the per lot/dwelling rate where they meet the provisions of Clause 3.3 of this plan.

## LOCAL CATCHMENTS (includes local, district and regional contributions) per lot/dwelling rate

<b>Kurri Kurri to Maitland Local Catchment</b>	
Open Space and Recreation Facilities	\$7,032.557
Community Facilities	603.56
Cycleway Facilities	6,363.02
Roads and Traffic	1,484.36
Drainage	336.33
Plan Administration	245.47
<b>Total Contribution per lot/dwelling</b>	<b>\$16,065.297</b>

<b>Nulkaba Local Catchment</b>	
Open Space and Recreation Facilities	\$7,438.34
Community Facilities	1,152.95
Cycleway Facilities	7,110.28
Roads and Traffic	3,196.81
Plan Administration	313.49
<b>Total Contribution per lot/dwelling</b>	<b>\$19,211.87</b>

<b>Government Road Local Catchment</b>	
Open Space and Recreation Facilities	\$12,224.21
Community Facilities	1,152.95
Cycleway Facilities	7,110.28
Roads and Traffic	4,958.19
Plan Administration	298.66
<b>Total Contribution per lot/dwelling</b>	<b>\$25,744.29</b>
<b>Government Road Local Catchment area will remain at \$20,000 per lot/dwelling</b>	

<b>Bellbird North Local Catchment</b>	
Open Space and Recreation Facilities	\$13,055.25
Community Facilities	1,152.95
Cycleway Facilities	7,110.28
Roads and Traffic	12,539.72
Plan Administration	380.30
<b>Total Contribution per lot/dwelling</b>	<b>\$34,238.50</b>
<b>Bellbird North Local Catchment area will remain at \$30,000 per lot/dwelling as per the Ministerial Direction</b>	

<b>Millfield Local Catchment</b>	
Open Space and Recreation Facilities	\$20,345.58
Community Facilities	3,206.61
Cycleway Facilities	2,715.65
Roads and Traffic	1,397.63
Plan Administration	222.58
<b>Total Contribution per lot/dwelling</b>	<b>\$27,888.05</b>
<b>Millfield Local Catchment area will remain at \$20,000 per lot/dwelling</b>	

These contributions are capped at \$20,000 in accordance with the *Act and Environment Planning and Assessment Regulations* (Regulations) apart from Bellbird North Local Catchment which is capped at \$30,000 by Ministerial Direction.

The rates on this page should be used if the subject property does not fall in to one of the Local Catchments. Secondary dwellings are 50% of the per lot/dwelling rate where they meet the provisions of Clause 3.3 of this plan.

### DISTRICT CATCHMENTS (includes district and regional contributions) per lot/dwelling rate

<b>Cessnock District Catchment</b>	
Open Space and Recreation Facilities	\$7,438.34
Community Facilities	1,152.95
Cycleway Facilities	7,110.28
Roads and Traffic	1,323.19
Plan Administration	294.75
<b>Total Contribution per lot/dwelling</b>	<b>\$17,319.51</b>

<b>Kurri Kurri District Catchment</b>	
Open Space and Recreation Facilities	\$6,532.39
Community Facilities	603.56
Cycleway Facilities	6,363.02
Roads and Traffic	1,319.02
Plan Administration	231.50
<b>Total Contribution per lot/dwelling</b>	<b>\$15,049.49</b>

<b>Branxton-Greta District Catchment</b>	
Open Space and Recreation Facilities	\$4,063.16
Community Facilities	1,685.00
Cycleway Facilities	6,856.24
Roads and Traffic	1,319.02
Plan Administration	215.72
<b>Total Contribution per lot/dwelling</b>	<b>\$14,139.14</b>

<b>Rural West District Catchment</b>	
Open Space and Recreation Facilities	\$2,996.81
Community Facilities	3,206.61
Cycleway Facilities	2,715.65
Roads and Traffic	1,319.02
Plan Administration	208.27
<b>Total Contribution per lot/dwelling</b>	<b>\$10,446.36</b>

Maps of these areas can be found at the end of this plan.



## 2 Administration and Operation of the Plan

### 2.1 Purpose

The purposes of this plan are:

- To authorise the consent authority (the Council, an Accredited Certifier or the NSW Department of Planning and Environment) to impose, as a condition of development consent, a requirement that the applicant, dedicate land, undertake works, or pay a contribution (or a combination of these) to be determined in accordance with this plan.
- To require a certifying authority (Council or an Accredited Certifier) to impose, as a condition of issuing a Complying Development Certificate for development to which this plan applies, a requirement that the applicant pay to the Council a contribution determined in accordance with this plan.
- To enable Council to require the payment of a contribution to be applied towards the provision, extension or augmentation of public amenities or public services (or towards recouping the cost of their provision, extension or augmentation).
- To provide the necessary framework for the efficient and equitable determination and collection of developer contributions to cater for the demand created by the development, toward the cost of providing public amenities, facilities and services, roads and traffic works (including culverts and bridges) and to include the maintenance and upgrades of those roads utilised by heavy vehicles associated with developments which generate a significant amount of heavy vehicle movements.
- To ensure the operation of traffic generating development does not adversely impact on the local road network.
- To authorise the Council, or the consent authority, to impose as a condition of consent, a requirement that the applicant pay to the Council an on-going contribution for traffic generating development determined in accordance with this plan.
- To apportion the cost of works required to be undertaken as a result of the demand generated by new development.
- To govern the application of contributions paid to the Council under a condition of consent, authorised by this plan.

## 2.2 Commencement

This was adopted by Council on 20 May 2020 and commences on 1 July 2020.

## 2.3 Repeals, Savings Provisions and Transitional Arrangements

The commencement of this contributions plan repealed the following contributions plans:

- Residential Section 94 Contributions Plan
- Bellbird North Section 94 Contribution Plan 2010
- Mount View Road Millfield Precinct Section 94 Contribution Plan 2011
- Government Road Precinct, Cessnock Section 94 Contribution Plan 2010
- Averys Village, Heddon Greta Section 94 Contribution Plan 2013
- Section 94 Contributions Plan Extension of Operations at Black Hill Quarry Parish of Stockrington 1995
- Nulkaba Section 94 Contributions Plan

A Development Application which has been submitted prior to the adoption of this plan, but not determined, shall be determined in accordance with the provisions of the contributions plan which applies at the date of determination of the application.

Where a Development Application was lodged and determined under the provisions of a previous contributions plan, the contributions payable will be in accordance with the provisions of the contributions plan in operation at the time the application was determined.

In the case of modifications under section 4.55 or 4.56 of the Act the original consent conditions will apply, however any increase in the yield or size of the development to what was originally approved, will be subject to the provisions of this plan.

## 2.4 Land to which this Plan applies

This plan applies to all land within the City of Cessnock Local Government Area (LGA) unless specifically excluded by a planning agreement.

This contributions plan will also be applied to development located outside the Cessnock LGA where it can be demonstrated that traffic generating development routes will impact on the road network within the Cessnock LGA on an ongoing basis. For example, where a Development Application for a mine or extractive industry in an adjoining LGA is found to utilise the Cessnock LGA road network on an ongoing basis. In such cases Council, after considering the potential ongoing impact on the road pavements, will impose a condition requiring the developer/operator to pay haulage levies in accordance with this plan.

## 2.5 Development to which this plan applies

This plan applies to all types of land subdivision. This plan also applies to residential accommodation and traffic generating development as described below.

### 2.5.1 Residential Accommodation

This plan applies to all residential Development Applications for development consent and Complying Development Certificates. Residential development types are as defined in the *Cessnock Local Environmental Plan 2011* but excludes those development types outlined further in 2.7 of this plan.

### 2.5.2 Traffic generating development

This plan applies to non-residential traffic generating development that will create an ongoing impact on Council's road transport network.

For the purposes of this plan, the contributions for "road transport network" is deemed to include all necessary works of carriageway construction and maintenance, including pavement, associated culverts, bridges, drainage, signs, line-marking, noise attenuation measures, landscaping, safety and traffic management measures.

## 2.6 Authority for the imposition of development contributions

Section 7.11 of the Act provides the basis for levying development contributions. Section 7.11 of the Act permits Council to require the dedication of land free of cost, the payment of a monetary contribution, or both, if a development for which consent is sought will or is likely to require the provision of or increase the demand for public amenities and public services within the LGA.

This plan applies to all applications for development consent and Complying Development Certificates required to be made by or under the Act in respect of development on land to which this plan applies. This plan applies to all forms of non-residential development that will involve heavy vehicle traffic that will impact upon the condition of, or contribute to the need for maintenance of Council's existing or future road transport network.

Contributions will be levied according to the estimated increase in impact generated by the development. An amount equivalent to the contribution attributable to an existing lawful development on the site of the proposed new development will be allowed for in the calculation of contributions.

This plan authorises Council, or the consent/certifying authority, to grant consent to development or complying development to which this plan applies, subject to a condition requiring the applicant to pay to the Council a contribution for traffic generating development in accordance with this plan, provided that the consent authority does not also impose a condition pursuant to s7.12 of the Act for the same development.



## 2.7 Exemptions

A Direction has been issued by the Minister for Planning under section 7.17 of the Act that limits local development contributions. This plan does not apply to development identified in any applicable Ministerial directions issued under s7.17 of the Act as exempt from levies under s7.11 of the Act as stated below:

- Development for the purposes of any form of seniors housing as defined in State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 that is provided by a social housing provider as defined in that Policy.

This plan also does not apply to:

- Development for the purpose of a single dwelling on a single allotment where a contribution under Section 7.11 (formerly known as Section 94) of the Act was paid upon creation of the lot (registration of the subdivision).
- An application for demolition (where there is no replacement building or development).
- An application for or on behalf of Council for community infrastructure, such as but not limited to, libraries, community facilities, recreation areas, recreation facilities and carparks.
- Any development undertaken by the Crown.
- Tourist accommodation.



## 2.8 Allowance for Existing Development

S7.11 contributions calculations are based on the estimated increase in demand. Therefore, an amount equivalent to the contribution attributable to any authorised development, existing on the site of a proposed new development, will be allowed for in the calculation of contributions. In assessing the contribution of existing approved development, the following occupancy rates will be used:

*Table 1: Assumed occupancy rates for calculating contributions and credits*

Development Type	Assumed Occupancy Rate	Credit for this development type
Torrens title lot/single dwelling	2.9 persons	Lot/single dwelling credit
Secondary dwellings, seniors' living	1.6 persons	Contributions paid for existing authorised development will be assessed and compared against those contributions applicable to intensification of use.

Where a development does not fall within any of the items noted above, Council would determine the credit on the basis of the likely demand that the existing development would create.

## 2.9 Unanticipated Development

On occasion, development may occur which is complex, and which requires a tailored infrastructure delivery solution. In addition, development may be proposed at a time not anticipated by a contributions plan (e.g. rezoning stage) or of a type not specified in the contributions plan, with the result that the infrastructure demands of that development will not be met through this plan. In such situations planning agreements may be appropriate and can exclude the application of s7.11 or s7.12 of the Act.

Developers may offer to enter into a planning agreement with Council where they are willing and capable of delivering works outlined in the works schedules of this plan ahead of time. Such offers will be considered by Council as a Works in Kind (WIK) (where the agreed works are outlined in the works schedules of this plan) or as a Material Public Benefit (MPB) Agreement (where the agreed works/cash offered are not outlined in the plan). Offers to enter into these types of agreements will be considered and negotiated in accordance with the relevant Council policies.

## 2.10 Obligations of Accredited Certifiers

Pursuant to clause 146 of the Regulation, a certifying authority must not issue a Construction Certificate for building or Subdivision Works Certificate for subdivision work under a Development Consent unless it is satisfied of compliance with any condition requiring the payment of a contribution before work is carried out in accordance with the consent.

This plan requires a certifying authority (Council or an accredited certifier) to issue a Complying Development Certificate in respect of development to which this plan applies subject to a condition requiring the applicant to pay to Council a contribution calculated in accordance with this plan.

The certifying authority must cause the applicant's receipt for payment of the contributions to be provided to the Council at the same time as the other documents required to be provided under clause 142(2) of the Regulation.

## 2.11 Indexation

### 2.11.1 Adjusting contribution amounts

Section 7.11 contribution amounts imposed on consents will be indexed and adjusted quarterly in accordance with the Sydney Consumer Price Index (CPI) applicable to each quarter. The CPI is published by the Australian Bureau of Statistics (ABS). Please refer to the ABS website [www.abs.gov.au](http://www.abs.gov.au) for information regarding the CPI.

Pursuant to clause 251 of the Regulation, the proposed cost of carrying out development is to be indexed before payment of a section 7.12 contribution to reflect quarterly variations in the *Consumer Price Index All Group Index Number for Sydney* between the date the proposed cost was determined by the Council and the date the contribution is required to be paid.

### 2.11.2 Adjusting section 7.11 contribution rates

To ensure that the value of contributions are not eroded over time by movements in the Consumer Price Index, land value increases, the capital cost of construction of facilities and administration of the plan, or through changes in the costs of studies to support the plan, Council will apply indexation to the contribution rates quarterly.

The contribution rates will be reviewed and subsequently indexed by reference to the following specific indices:

- Construction cost by the Consumer Price Index (All Groups – Sydney) as published quarterly by the Australian Bureau of Statistics.
- Land acquisition costs by reference to CPI or specific valuations for parcels of land that are identified in this plan.
- Changes in the capital costs of various studies, activities and the provision of services to administer and support the plan, by reference to actual costs incurred by Council.

The formula governing indexation of the contribution rates is as follows:

$$\text{IR (Indexed Rate)} = \$\text{CA} + \frac{\$ \text{CA} \times [\text{Current Index} - \text{Base Index}]}{\text{Base Index}}$$

Where:

**CA** = the initial contribution rate at the time of adoption of the plan, expressed in dollars

**Current Index** = the most recent quarterly *Consumer Price Index All Group Index Number for Sydney* prepared by the ABS at the time the contribution is paid or, an invoice for heavy haulage contributions is issued.

**Base Index** = the *Consumer Price Index All Group Index Number for Sydney* prepared by the ABS at the date of adoption of the plan or its subsequent amendment.

Note: In the event that the *CPI All Groups Index Number for Sydney* is less than the previous *CPI All Groups Index Number for Sydney*, the current index shall be taken as not less than the previous index.

## 2.12 Payment of monetary contributions

### 2.12.1 Adjustment of Contributions at Time of Payment

Contributions will initially be calculated at the time consent is granted, however, if contributions are not paid prior to any adjustment to the contribution rates, the contributions payable will be adjusted and the amount payable will be calculated on the basis of the contribution rates that are applicable at the time of payment, and not the date the consent is granted.

Adjustments to the contributions payable will be made in the following manner:

$$\text{Contribution Payable} = \$\text{CD} \times \frac{\text{CPI}_2}{\text{CPI}_1}$$

Where:

**CP** = the amount of the contribution payable calculated at the time of payment.

**CD** = the amount of the original contribution as set out in the development consent or Complying Development Certificate.

**CPI<sub>1</sub>** = the *Consumer Price Index Number (Sydney All Groups)* applicable at the date of development consent.

**CPI<sub>2</sub>** = the *Consumer Price Index Number (Sydney All Groups)* applicable at the date of payment.

### 2.12.2 Time for payment

The timing requirement will be set out in the condition, in accordance with the following policy:

- A Development Application involving construction – prior to the issue of a Construction Certificate;
- A Development Application involving subdivision – prior to the issue of a Subdivision Works Certificate Or Subdivision Certificate (whichever comes first);
- A Development Application involving building construction and subdivision (i.e. dual occupancies) – prior to the issue of either a Construction Certificate or Subdivision Certificate;
- A Complying Development Certificate – before any building or subdivision work authorised by the certificate commences

A contribution for traffic generating development required to be paid by a condition authorised by this plan must be paid to the Council at the time specified in the condition. If no time is specified, contributions must be paid to Council in accordance with terms specified in any invoice issued by Council in respect of contributions.

Contributions will be indexed from the date of consent to the time of payment where applicable.

### 2.12.3 Policy on deferred or periodic payment

The Council does not allow deferred or periodic payment of contributions authorised by this plan, unless specifically approved by resolution following consideration at a Council meeting. The decision to accept a deferred or periodic payment is at the sole discretion of Council. In considering such a request, Council must consider any detrimental effect on the financial implications and/or the timing of delivery of items in the plan that may occur as a result of deferring or allowing periodic payment of contributions.

All requests to Council for deferred or periodic payments should be made in writing based on prior consultation with Council staff and forwarded to Council prior to the determination of a Development Application by Council.

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

- Is the sum of the total contributions or the amount of the outstanding contributions at the time of deferring payment, plus an amount equal to thirteen (13) months interest;
- Requires the bank to pay the guaranteed amount unconditionally to Council where it so demands in writing not earlier than 6 months (or a term otherwise determined by Council) from provision of the guarantee or completion of the development or stage of the development to which the contribution or part relates;
- Prohibits the bank from having recourse to the applicant or other person entitled to act upon the consent or having regard to any appeal, dispute, controversy, issue or other matter relating to the consent or the carrying out of development in accordance with the consent, before paying the guaranteed amount;
- Provides that the bank's obligations are discharged when either the payment is made to Council according to the terms of the bank guarantee, the related consent lapses or if Council otherwise notifies the bank in writing that the bank guarantee is no longer required; and
- The applicant pays interest to the Council at the commercial interest rate on the total contribution required under this plan on and from the date when the contribution would have been payable in accordance with this plan.

## 2.13 Types of Contributions

There are a number of different methods of payment of s7.11 development contributions as follows:

- Monetary Contributions
- Dedication of land
- Material Public Benefit
- Works in Kind

Where a developer negotiates a material public benefit, works in kind or the dedication of land in lieu of paying any part of the monetary contribution required under this plan, the applicant must still pay Council's reasonable costs for the management of the plan (plan management and administration contributions).

The Act also provides for the Council to consider entering into a planning agreement at either the rezoning or Development Application stage, which may be in lieu of, or in addition to, the payment of a monetary contribution under s7.11 of the Act.

#### **a) Monetary Contribution**

This plan identifies the cash contribution required for the provision of public services and amenities, usually calculated on a per-dwelling or per-lot basis. In the case of traffic generating development, a rate per tonne per kilometre may be applied for haulage levies, or a rate per vehicular movement for other traffic generating development. The contribution amount payable will be included as a condition of consent on any development approval issued. Details of how and when the amount will be adjusted will be included in the consent is detailed in this plan.

#### **b) Dedication of Land**

This plan authorises the Council to consent to the carrying out of development subject to a condition imposed under s7.11 of the Act, requiring the dedication of land *free of cost* to the Council.

Such a condition may be imposed where the land is reasonably required towards the provision, extension or augmentation of a public amenity or public service as itemised in the works schedules accompanying this plan, in order to meet the demands generated by development. The proposed location of those public amenities and services are shown on the maps that relate to the works schedules to the extent to which their precise location can be identified at the time of the preparation of this Plan.

The amount of land that the Council may require to be dedicated free of cost under s7.11 of the Act is based on an equivalence between the market value of the land determined in accordance with the *Land Acquisition (Just Terms Compensation) Act, 1991* and the monetary s7.11 contribution that could have been sought in relation to the same development in relation to the acquisition of the land. In other words, the Council will require the dedication free of cost of an area of land the value of which equals the monetary s7.11 contribution that could have been sought in relation to the same development.

In some cases, the area of land required to be dedicated may exceed the reasonable dedication that could be required from an applicant under s7.11 for example, where a development is staged. In such cases consent will usually not be granted to the development, giving rise to the need for the relevant public amenity or service unless prior arrangements, to the satisfaction of the Council, exist for the dedication of the land to the Council. The prior satisfactory arrangements may include an offer by the landowner to transfer the whole of the land to the Council on terms satisfactory to the Council or other satisfactory arrangements for the acquisition of the land by the Council. The satisfactory arrangements may be set out in a planning agreement under Section 7.4 of the Act or otherwise and may entail the use of any monetary s7.11 contributions collected elsewhere towards the acquisition of the land.

The amount of land that the Council may require any individual development to be dedicated free of cost under this plan is determined by the following formulas:



### **Recreation & Open Space – Dedication of Land**

$$\text{Dedication (m}^2 \text{ / person)} = \frac{L}{P}$$

Where:

L = Total Open Space and Recreation land requirements

P = Total projected resident population

### **Community Facilities Land – Dedication of Land**

$$\text{Dedication (m}^2 \text{ / person)} = \frac{L}{P}$$

Where:

L = Total Community Facilities land requirements

P = Total projected resident population

Council may accept the dedication of land in lieu of, or as an offset against, making a cash contribution towards the acquisition of land, provided such a proposal forms part of a Development Application to Council.

Where land identified for acquisition in the plan falls within land the subject of a Development Application, the land will be required to be dedicated free of cost in accordance with Section 7.11(1)(a) of the Act, and detailed above. A monetary contribution will only be required where additional land above and beyond that available within the land the subject of the Development Application is required or if no land identified for acquisition falls within the land the subject of the Development Application.

All costs of dedication are to be borne by the applicant. The land must be dedicated in a condition approved by Council, held in separate title, cleared of all rubbish and free of any contamination, and suited for its intended public purpose.

In considering whether to accept the provision of land as a partial offset of contributions under this plan, Council shall have regard to the following:

- Purpose of the land - whether it forms an identified high quality bushland linkage, drainage line, active or passive recreation, multiple use potential;
- Needs of the community for the land, and whether or not the land is identified for open space or recreation purposes in an adopted Development Control Plan or Recreation and Open Space Strategy;
- Whether the land is to be provided in a location and in a manner which will serve the needs of the community who contribute towards it;
- Cost to convert land to proposed use;
- Future maintenance and management costs.

Council's objective is to ensure that the funds Council receives for land acquisition from Section 7.11 contributions are equivalent to the amount required to fund the purchase of all the land identified for acquisition in the plan. The estimated value of the land to be acquired used for determining contribution rates is the value of the land identified for acquisition assuming that the land concerned is available for immediate development and services are available. The value so assigned does not necessarily represent the current market value of any particular parcel of land. Costs associated with land acquisition are also included in the determination of contribution rates. The costs include administration, valuation, negotiations, survey, legal and conveyancing, and are included in Part 12 of this plan, i.e. Plan Management and Administration.

When land is to be acquired, the current market value of this land would be assessed at the time of acquisition or determination of compensation with regard to current market conditions, the availability of services, appropriate heads of compensation and the provisions of the *Land Acquisition (Just Terms*

*Compensation) Act, 1991*. Council staff will determine whether or not an independent valuation from a registered Land Valuer is required. If it is determined that a valuation is required, the valuer will be appointed by Council and paid for by the applicant/developer.

**c) Material Public Benefit**

See 2.14.

**d) Works in Kind**

See 2.14.

## **2.14 Alternatives to payment of contributions (Planning Agreements, Works in Kind, Material Public Benefits)**

If an applicant for development consent seeks to make a contribution towards the provision of public infrastructure and facilities other than by payment of a contribution, the applicant may adopt one of the following procedures:

**a) Offer made to Council as part of a Development Application**

The applicant may offer to enter into a voluntary planning agreement with the Council under s7.14 of the Act in connection with the making of a Development Application. Under the planning agreement, the applicant may offer to pay money, dedicate land, carry out works, or provide other material public benefits for public purposes. Those purposes need not relate to the impacts of the applicant's development nor to the items listed in the works schedules but should not be wholly unrelated (see DPE Planning Agreement Practice Note February 2021). The applicant's provision under a planning agreement may be additional to, or instead of, paying a contribution in accordance with a condition of development consent authorised by this plan. This will be a matter for negotiation with the Council. The offer to enter into the planning agreement together with a copy of the draft agreement should accompany the relevant Development Application. The Council will publicly notify the draft planning agreement and an explanatory note relating to the draft agreement along with the Development Application and will consider the agreement as part of its assessment of that application. If the Council agrees to enter into the planning agreement, it may impose a condition of development consent under s7.4 of the Act requiring the agreement to be entered into and performed. If the Council does not agree to enter into the planning agreement, it may grant consent subject to a condition authorised by this plan requiring the payment of a contribution. Applicants should refer to any current policy of the Council in respect of planning agreements and the Department of Planning and Environment's current Development Contributions Practice Notes.

**b) Offer made to Council after a Notice of Determination has been issued**

If development consent has been granted to the carrying out of development subject to a condition authorised by this plan to pay a contribution, the applicant must comply with the condition unless it is modified under s4.55 or s4.56 of the Act. If the applicant does not wish to pay the contribution the applicant may make an application to the Council under s4.55 or 4.56 of the Act to modify the consent by substituting for the condition requiring payment of the contribution for a condition requiring a voluntary planning agreement to be entered into. If the Council approves the modified application, the applicant will be bound by the substituted condition and the planning agreement. If the Council does not approve the application, the applicant will remain bound by the condition authorised by this plan requiring payment of the contribution. In assessing the s4.55 or s4.56 application, the Council will have regard to the requirements of the current Development Contributions Practice Notes and Council's Planning Agreement Policy.

As an alternative to a planning agreement offer, or payment of the required contribution, Council may accept an offer by the applicant to provide an “in-kind” contribution/s (i.e. the applicant completes part or all of work/s identified in the plan) or through provision of another material public benefit in lieu of the applicant satisfying its obligations under this plan. Council may accept such alternatives in the following circumstances:

- The value of the works to be undertaken is at least equal to the value of the contribution that would otherwise be required under this plan; and
- The standard of the works is to council’s full satisfaction; and
- The provision of the material public benefit will not prejudice the timing or the manner of the provision of public facilities included in the works schedules; and
- Other as appropriate in the circumstances.

The matters to be addressed and the procedures to be followed in making an application to Council for “works-in-kind” or “material public benefit” are set out in the Cessnock City Council Planning Agreement Policy which can be found on Council’s website: <https://www.cessnock.nsw.gov.au/Plan-build/Planning/Planning-controls>

In the case of Council agreeing to enter into these types of agreements, Council will require the developer to enter into a written legal agreement for the provision of the works. The developer will be responsible for all legal costs associated with the negotiation and preparation of the agreement, including Council’s legal costs.

## **2.15 Pooling of contributions paid to Council**

This plan expressly authorises contributions paid for different purposes to be pooled and applied (progressively or otherwise) for those purposes, i.e. contributions paid to the Council under a condition authorised by this plan will be pooled and applied by the Council progressively towards meeting the cost of works outlined in the works schedules of this plan. The priorities for the expenditure are outlined in 2.16 of this plan.

This plan expressly authorises loaning and borrowing between catchments and categories within this plan, provided that it can be demonstrated that the money can be repaid within the life of this plan and that it will not jeopardise the delivery of other items shown in the works schedules of this plan.

## **2.16 How will the Council apply money collected under this plan?**

Subject to 57.3 of the Act and section 2.16 of this plan, the priorities for expenditure will be aligned with Council’s 4 year delivery program and annual operational plans. As the rate of commencement and completion of new subdivisions is variable and unpredictable, it is difficult to ascertain when certain works contained within the works schedules of this plan will be required. For that reason, monies collected within each planning catchment will be pooled and applied accordingly.

## **2.17 GST**

At the time this plan was made, the position of the Australian Taxation Office (ATO) was that the payment of development contributions made under the Act is exempt from the Goods and Services Tax (GST).

## **2.18 Accountability and access to information**

Council is required to comply with a range of financial accountability and public access to information requirements in relation to section 7.11 contributions. These are addressed in Divisions 5 and 6 of Part 4 of the Regulation and include:

- maintenance of, and public access to, a contributions register;
- maintenance of, and public access to, accounting records for contributions receipts and expenditure;
- annual financial reporting of contributions; and
- public access to contributions plans and supporting documents.

These records are available for inspection free of charge at Council's Administration Building.

## **2.19 Review of Plan without the need for public exhibition**

Pursuant to clause 32(3) of the Regulation, Council may make certain minor adjustments or amendments to the plan without prior public exhibition and adoption by Council. Minor adjustments could include minor typographical corrections and amendments to rates resulting from changes in the indexes adopted by this plan.

## **2.20 Obligation of any person or company operating a development to which a condition of consent applies in accordance with this plan**

Any person or company operating a development to which a condition of consent applies in accordance with this plan, is legally obligated to operate that development in accordance with that consent.

## 3 Anticipated Development Types

### 3.1 Development to which this plan applies

This plan relates, but is not limited to, the following development in all catchments and sub-catchments:

- Subdivision of land (where the subdivision would facilitate a potential increase in the number of dwellings permitted on that land)
- Boundary adjustment/realignment (which creates an additional lot or lots on which a dwelling may be erected)
- Residential accommodation (where contributions were not paid at subdivision stage)
- Dual occupancy development
- Villa, townhouse and other medium density development
- Residential flat development
- Secondary dwellings
- Purpose built bed and breakfast accommodation (incl. short term rental accommodation)
- Manufactured homes, as defined in *SEPP36 – Manufactured Home Estates*
- Mixed use developments
- Residential accommodation units in an aged care facility
- Extractive industry
- Mining
- Recycling and waste facilities
- Any other traffic generating developed deemed to create an ongoing impact on the road network

### 3.2 Mixed use developments

A single Development Application can only be subject to either a 57.11 contribution or a 57.12 levy, not both. Where a single Development Application comprises a mix of residential accommodation and other development (i.e. developments comprising both residential accommodation and commercial development, the component that represents 51% or more of the share of the gross floor area (GFA) of the proposed development shall inform which contribution method that applies. Where the gross floor area is a 50/50 split, 57.11 contributions will apply, as set out in this plan.

### 3.3 Contribution Rate Reductions

For certain development types that have a lesser impact on the demand for local infrastructure, facilities or services, a lower contribution rate will apply. These development types are:

- Secondary dwellings (as defined in *ARHSEPP*)
- Residential units within retirement/aged care villages (unless approved in accordance with *SEPP Seniors Housing and People with a Disability*)

Contribution rate reductions apply to the following development for the reasons set out below:

- **Secondary Dwellings and Manufactured Homes**

Secondary dwellings are also recognised as a form of affordable housing to be incentivised, consistent with the aims and objectives outlined in *State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP)* secondary dwellings are subservient to a principal dwelling, as defined in the *ARHSEPP*. On the basis of these figures, and occupancy rates of a 1 and 2 bedroom secondary dwelling and a manufactured home of 1 or 2 bedrooms, is estimated to be 1.6 to 2.1 persons, therefore the contribution rate will be 50% of all local infrastructure categories (half the dwelling/lot rate applicable to the relevant catchment).

To qualify for the 50% discount a secondary dwelling must:

- a) Meet the definition of secondary dwelling, as provided in clause 19 of the *State Environmental Planning Policy (Affordable Rental Housing) 2009*; and
- b) Comply with the total floor area provisions, as outlined in clause 22(3)(d) of the *State Environmental Planning Policy (Affordable Rental Housing) 2009*
- c) Or meet the definitions and provisions of any legislative updates to a) and b).

- **Aged Care Units - Housing for Seniors or People with a Disability**

Seniors' housing is defined under the *Seniors Housing SEPP* as: residential accommodation that is, or is intended to be, used permanently for seniors or people with a disability consisting of:

- a) a residential care facility
- b) a hostel
- c) a group of self-contained dwellings, or
- d) a combination of these

but does not include a hospital.

The Ministerial Directions, issued on 14 September 2007 under Section 7.17 of the Act, exempts payment of a contribution for development carried out under the *Seniors Housing SEPP* where undertaken by a social housing provider. The SEPP sets out the recognised social housing providers that will be exempt from contributions. Seniors' housing contributes to the demand for local infrastructure, however occupancy rates for self-contained dwellings in seniors housing developments is less than that of standard dwellings, at a rate of 1.6 people per dwelling. Therefore for seniors housing that is not subject to the Ministerial Direction, the contribution rate will be 50% for all infrastructure categories (half the standard dwelling/lot rate applicable to the relevant catchment).

Note: This plan does not apply to residential care facilities, which unless exempt in accordance with the *Seniors Housing SEPP* (i.e. undertaken by a Social Housing Provider) may be subject to Councils 7.12 plan that authorises fixed development consent levies under Section 7.12 of the Act.



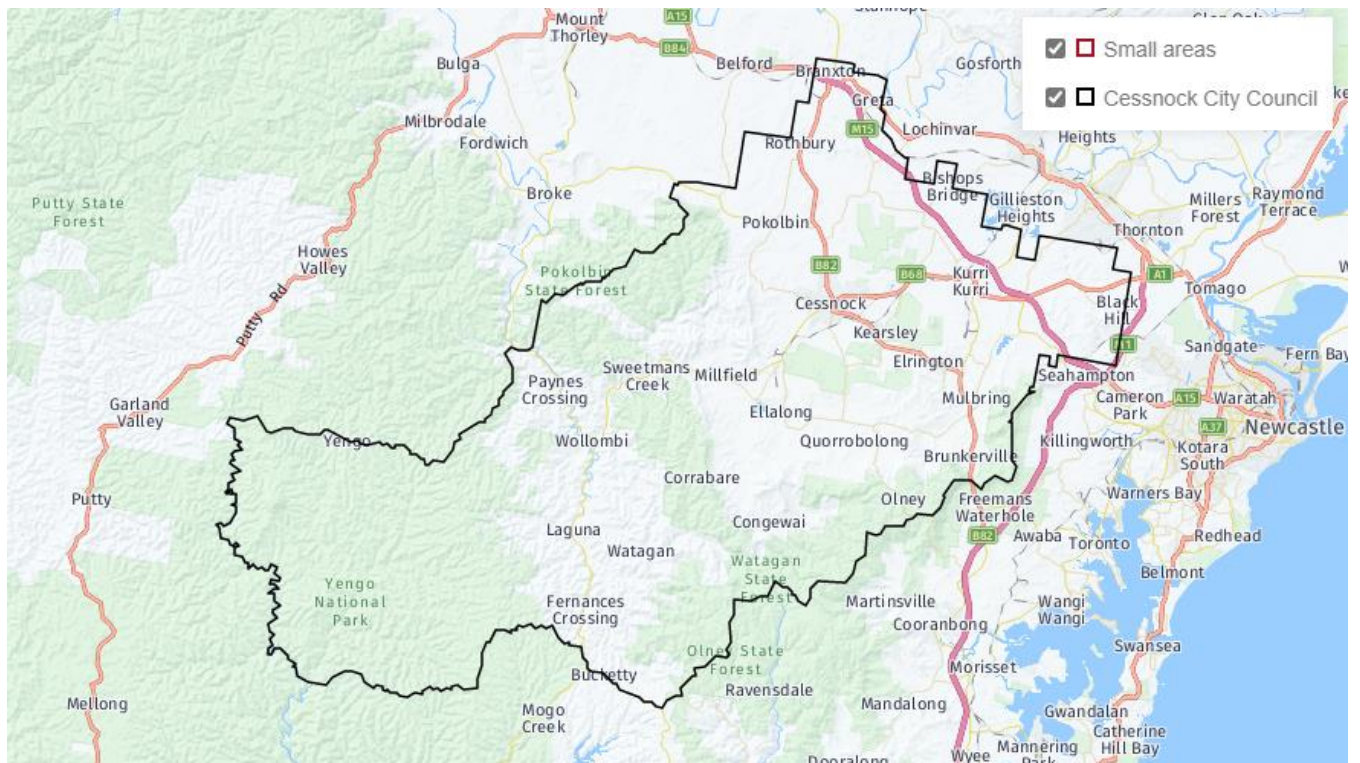
## 4 Anticipated Population Growth

This part of the plan broadly identifies the expected types of development in the Cessnock LGA that are linked to the demand for additional public amenities and public services proposed to be funded by contributions. The relationship is based upon current demographic information together with key trends in residential and traffic generating development expected in the LGA. To cater for the increased demand for public facilities and services as a result of new development, Council proposes to carry out the works shown in the works schedules of this plan, which are in addition to the works identified in Councils 57.12 contributions plan. The works schedules identify the public amenities or services to be provided, recouped, extended or augmented by contribution monies derived by this plan. The delivery of these works will be prioritised in line with Council’s 4 Year Delivery Program and annual operational plans.

### 4.1 Location context

The LGA known as the City of Cessnock is located in the Hunter Valley, NSW, about 120 kilometres north of Sydney and in handy proximity to Newcastle (40 kilometres to the west). The Cessnock LGA is bounded by Maitland City in the north, the City of Newcastle and Lake Macquarie City in the east, the Central Coast Council area and Hawkesbury City in the south and the Singleton Council area in the west. The LGA of Cessnock falls within the growing tourist area of the Hunter Valley and is renowned for its wineries, with wine production and associated tourist activities being the major economic forces behind past population growth and land development within the LGA.

The LGA covers approximately 1,950 square kilometres and is home to some 63,113 people (source: .id, ABS Estimated Resident Population 2021). The main population centre is the town of Cessnock, with four distinct Planning Areas (called District Catchments for the purposes of this plan).



Compiled and presented in profile.id by .id (informed decisions).

## 4.2 Existing Population Characteristics

The Cessnock City Local Strategic Planning Statement (LSPS), identifies the challenge of providing infrastructure and services for a population that is sparsely populated and spatially set apart. While the population of the Cessnock LGA is similar to that of regional NSW in many ways, it also differs in some important ways:

- it has a slightly higher proportion of children in the 5-9 year age group and adults in the 30-34 year age group and the median age is 38;
- it has a slightly higher proportion of one parent family households, and low proportion of group households;
- it is relatively culturally homogeneous and has low proportions of both indigenous people and people from non-English speaking backgrounds;
- it has relatively lower proportions of residents in the higher household income brackets, significantly lower average weekly household income, and higher rates of unemployment;
- it has lower proportions of people with university qualifications and employed in professional and managerial occupations, and higher rates with no qualifications working in lower skilled occupations;
- it has very high rates of home ownership and slightly higher rates of vehicle ownership; and
- a very high proportion of its housing stock is separate houses, with very low proportions of medium density dwelling types, at 10% in 2016, compared to a regional NSW average of 17%.

**Table 1: Household type comparison with Regional NSW 2016 and 2011 Census data**

Household type							
Cessnock City - Total households (Enumerated)	2016			2011			Change
Households by type	Number	%	Regional NSW %	Number	%	Regional NSW %	2011 to 2016
Couples with children	5,825	28.2	25.4	5,712	30.1	26.7	+113
Couples without children	5,067	24.6	27.0	4,863	25.6	27.7	+204
One parent families	2,914	14.1	11.0	2,672	14.1	11.3	+242
Other families	209	1.0	0.9	167	0.9	0.9	+42
Group household	523	2.5	3.1	467	2.5	3.0	+56
Lone person	4,827	23.4	25.5	4,343	22.9	25.6	+484
Other not classifiable household	1,095	5.3	5.1	582	3.1	2.8	+513
Visitor only households	166	0.8	2.0	193	1.0	2.0	-27
<b>Total households</b>	<b>20,626</b>	<b>100.0</b>	<b>100.0</b>	<b>18,999</b>	<b>100.0</b>	<b>100.0</b>	<b>+1,627</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing 2011 and 2016](#). Compiled and presented by [.id](#) (informed decisions).

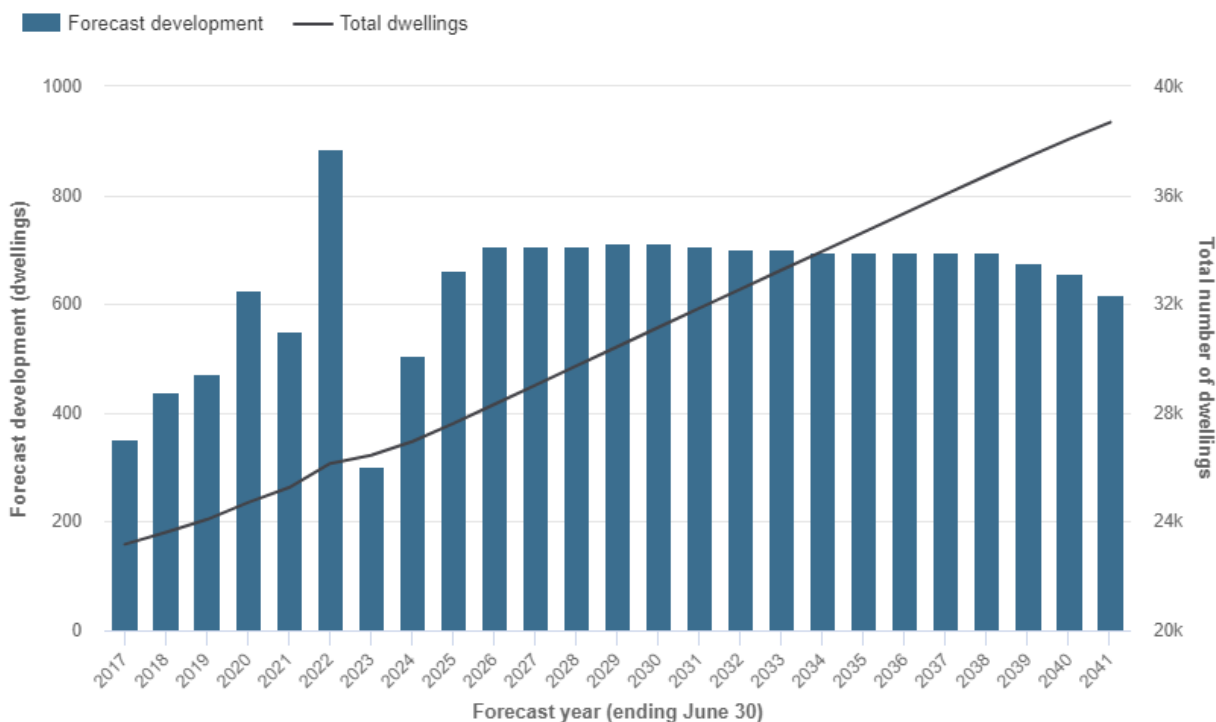
### 4.3 Population Forecasts

While it is important to consider the past, it is vitally important to plan for the future and to identify the needs of the growing population. In the preparation of this plan, Council engaged a specialist demographics consultant, .ID (Informed Decisions), to prepare a population forecasting module. The data from this module has been used extensively in updating this plan since its inception date of 1 July 2020, and it is also publicly available on the following website: [Home | Cessnock City Council | Population forecast \(id.com.au\)](http://Home | Cessnock City Council | Population forecast (id.com.au))

Graph 1: Forecast residential development 2017-2041 (year ending June 30)

#### Forecast residential development

Cessnock City Council



Source: Population and household forecasts, 2016 to 2041, prepared by .id (informed decisions), September 2021.

This graph indicates that the highest level of forecast development in the Cessnock LGA will occur in the 2022 financial year, followed by a short lull, after which residential development is expected to rise and remain relatively stable from 2025 to 2041.

Although a 10 year timeframe has been adopted for the life of this plan (2021-2031) as 20 years is too long for the purposes of planning local infrastructure considering changes in costs, and other factors over a 20 year period, this graph is a good indicator of the solid residential growth our LGA is likely to experience over the next 20 years.

The Estimated Resident Population (ERP) for Cessnock City Council population forecast for 2021 is 63,113, and is forecast to grow to 79,947 by 2031. This is an increase of 26.7%. It is anticipated that the data provided by .ID will be updated once the 2021 ABS Census Data becomes available. For the purposes of this plan and determining demand from new development, we look at the total population from the figures available when amendments to this plan were commenced in 2021 to the anticipated end date of the plan, in the year 2031.

Population growth predictions and housing stock required to house this increase in the population over the life of this plan make it difficult to predict due to differing projections, the impact of any future population growth diminishes the existing population's enjoyment and standard of public facilities and infrastructure unless additional facilities (or augmentation of existing facilities) are provided to meet the additional demand.

The rate of residential development and development staging is very difficult to predict as it is dependent upon a number of key factors including supply and demand, infrastructure constraints, the political environment and the state of the economic market at any given time. Therefore this plan should be reviewed at a minimum every two years to ensure the items outlined within the works schedules and the estimated timing of the delivery of these items, reflect the latest population growth and housing delivery predictions.

#### 4.4 Housing Demand

The ABS estimates the resident population for the Cessnock LGA in 2021 to be 63,114 (*source: Forecast.id.com.au/Cessnock*).

Housing demand can be represented in different ways. At its simplest, housing demand can be expressed as the number of new dwellings needed to meet the projected population growth in projected dwelling demand. In 2019, the Department of Planning and Environment released updated population and implied dwellings projections. Based on this revised figures, an additional 9,250 households will be required to house our growing population to 2036. This equates to around 460 new dwellings per annum. This is a higher figure than previously indicated by both the DPE and SGS Economics and Planning (SGS Economics and Planning, 2017) that projected that growth was likely to remain between 300-400 dwellings per annum. There has been increased development activity across Cessnock from 2018. However, it is not known whether this will be sustained or if it is an aberration.

A demographic analysis in 2021 by .id (Informed Decisions) have forecast that an additional 6600 dwellings will be built between 2021 and 2031, as shown in Table 2 below:

*Figure 2: Anticipated change in dwelling numbers forecast for the years 2021-2031*

Forecast dwelling numbers						
Cessnock City Council	2021		2031		Change in no. of dwellings between 2021 and 2031	
Catchment	Number	%	Number	%	Number	%
Branxton - Greta District	3,082	12.2	4,343	13.6	+1,261	+40.9
Cessnock District	10,989	43.5	13,947	43.8	+2,958	+26.9
Kurri Kurri District	8,872	35.1	10,828	34.0	+1,956	+22.0
Rural West District	2,307	9.1	2,732	8.6	+425	+18.4
<b>LGA Totals</b>	<b>25,250</b>		<b>31,850</b>		<b>6600</b>	

*Source: Population and household forecasts, 2016 to 2041, prepared by .id (informed decisions), Sept 2021.*

It is important to note that the forecast dwelling numbers in Table 5 are prepared by .ID based on a predicted average household size of 2.51 persons per dwelling in the year 2031. If using a calculation of 2.9 persons per dwelling, as is adopted by this plan, the forecast total increase in the number of dwelling across the LGA would be 5804 dwellings.

#### 4.5 Household size

The dwelling density or number of residents living in a dwelling is known as household size. Table 3 shows the population and number of dwellings per 5 year period. This provides the average household size across the LGA based on Census data from 2001 to 2016. This data shows that the average occupancy rate in 2016 was 2.65 persons per dwelling across the Cessnock LGA, however Council data for URAs shows a higher density, with a household size of 2.9 for Bellbird North, and 3.4 for Cliftleigh, therefore it is appropriate to consider both the actual numbers in the Census data and the projected population predictions.

The majority of future housing development in the Cessnock LGA will be in the URAs (shown as Local Catchments in this plan). This data is important as the contribution which may be levied for any development proposal will be calculated on the basis of the number of dwellings or lots, unless stated otherwise in this plan. This plan does not calculate by number of bedrooms. When considering the actual occupancy rate from 2001 to 2016, together with the average household size of the new URAs of 2.9 (Bellbird North) to 3.4 persons per dwelling (Cliftleigh), **an average household size of 2.9 persons per dwelling has been adopted across the LGA for the life of this plan.**

*Figure 3: Cessnock LGA Population and Household Size (5 year intervals ABS data)*

Cessnock LGA Population and Household Size (based on existing Census Data)			
Year	Population	No. of Dwellings	Average Persons/Household
2001	45,071	16,516	2.72
2006	46,206	17,732	2.68
2011	50,840	20,901	2.6
2016	55,560	22,675	2.6

Source: 2016 Census Quick Stats – Cessnock LGA

*Figure 4: Local Areas Household Size*

Cessnock LGA Population and Household Size (based on existing Census Data)				
Area	Year	Population	No. of Dwellings	Average Persons/Household
Nulkaba	2016	696	234	3.1
Bellbird	2016	2032	808	2.7
Cliftleigh	2016	888	278	3.4
North Rothbury	2016	898	342	2.9

Source: 2016 Census Quick Stats – Cessnock LGA

## 4.6 Housing Demand

The last Census data in 2016 shows that in Cessnock LGA, 9.6% of the dwellings were medium or high density, compared to 17% in Regional NSW. The demand until now has clearly been for separate housing with that dwelling type forming 89.3% of the private dwellings in the LGA in 2016. Table 5 has been compiled to show this data.

*Figure 5: Dwelling types in Cessnock Local Government Area 2011-2016*

Dwelling structure							
Cessnock City – Dwellings	2016			2011		Change	
Dwelling type	Number	%	Regional NSW %	Number	%	Regional NSW %	%
Separate house	20,241	89.3	80.2	19,010	90.9	81.5	+1,231
Medium density	2,167	9.6	14.3	1,723	8.2	14.0	+444
High density	3	0.0	2.5	0		2.2	+3
Caravans, cabin, houseboat	60	0.3	1.7	109	0.5	1.7	-49
Other	59	0.3	0.7	40	0.2	0.5	+19
Not stated	148	0.7	0.7	22	0.1	0.2	+126
<b>Total</b>	<b>22,678</b>	<b>100.0</b>	<b>100.0</b>	<b>20,904</b>	<b>100.0</b>	<b>100.0</b>	<b>+1,774</b>

*Source: Australian Bureau of Statistics, [Census of Population and Housing 2011](#) and [2016](#). Compiled and presented by [.id](#) (informed decisions).*

Interestingly, the Cessnock Housing Preferences study showed that there is an unmet demand for more compact dwellings in the Cessnock LGA. While most residents prefer to live in detached housing, both the survey preference and the simulation results indicated that a significant share of households would prefer more compact forms of housing (semi-detached dwellings, villas, duplex, or apartments), than is currently available in Cessnock. (source: Cessnock Local Housing Strategy, adopted 19 May 2021).



## 4.7 Demographics of future population

The forecast age groups of Cessnock City Council is a function of the current age of the population (people aging each year, being born and dying) as well as the age of people migrating into and out of the area. This in turn is driven by location (fringe, city centre, regional or rural) the existing housing stock (separate dwellings, medium or high density), the amount and type of new residential development (same as existing stock, or diversifying) and where the area is in a cycle of change. Identifying the population by age helps Council to determine where the demand for new infrastructure will be highest.

A summary of the forecasted population by 5 year age groups is shown in Table 6 and compared for the years 2021 to 2031.

*Figure 6: Actual age profile for Cessnock in 2021 compared to forecast age profile for 2031 (5 year age groups)*

Forecast age structure - 5 year age groups				
Cessnock City Council - Total persons	2021		2031	
Age group (years)	Number	%	Number	%
0 to 4	4,341	6.9	5,539	6.9
5 to 9	4,579	7.3	5,741	7.2
10 to 14	4,351	6.9	5,445	6.8
15 to 19	3,821	6.1	4,914	6.1
20 to 24	4,049	6.4	5,071	6.3
25 to 29	4,339	6.9	5,505	6.9
30 to 34	4,340	6.9	5,733	7.2
35 to 39	4,060	6.4	5,450	6.8
40 to 44	3,785	6.0	5,151	6.4
45 to 49	3,876	6.1	4,770	6.0
50 to 54	3,832	6.1	4,475	5.6
55 to 59	3,651	5.8	4,457	5.6
60 to 64	3,748	5.9	4,203	5.3
65 to 69	3,251	5.2	3,729	4.7
70 to 74	2,854	4.5	3,410	4.3
75 to 79	2,001	3.2	2,710	3.4
80 to 84	1,213	1.9	2,083	2.6
85 and over	1,022	1.6	1,561	2.0
Total persons	63,113	100.0	79,947	100.0

*Source: Population and household forecasts, 2016 to 2041, prepared by .id (informed decisions), Sept 2021.*

In 2031, the age structure forecasts for Cessnock City Council indicate that the highest percentage of people by age is in the 5-9 year age group, accompanied by the 30-34 year age group. This indicates that young families are residing in the LGA. Knowledge of how the age structure of the population is changing is essential for planning age-based facilities and services, such as child care, recreation and aged care.

Figure 7: Population all ages (by area)

<b>Population – all ages</b>						
<b>Cessnock City Council</b>	<b>2021</b>		<b>2031</b>		<b>Change between 2021 and 2031</b>	
<b>Area</b>	<b>Number</b>	<b>%</b>	<b>Number</b>	<b>%</b>	<b>Number</b>	<b>%</b>
Cessnock City Council	63,113	100.0	79,947	100.0	+16,833	+26.7
Allandale - Lovedale - Pokolbin - Mount View	2,192	100.0	3,238	100.0	+1,046	+47.7
Bellbird - Bellbird Heights	3,001	100.0	3,303	100.0	+302	+10.1
Bellbird North	65	100.0	4,338	100.0	+4,273	+6,573.9
Branxton - Greta - North Rothbury	7,953	100.0	11,130	100.0	+3,176	+39.9
Buchanan - Mulbring & Surrounds	1,871	100.0	1,975	100.0	+104	+5.6
Central Kurri Kurri Townships	7,859	100.0	8,124	100.0	+265	+3.4
Cessnock CBD - Aberdare - South Cessnock - Kearsley	5,771	100.0	5,857	100.0	+86	+1.5
East Cessnock - Cessnock North	7,128	100.0	7,726	100.0	+599	+8.4
Kitchener - Abernethy & Surrounds	1,586	100.0	1,660	100.0	+74	+4.7
Kurri Kurri - Maitland Corridor	5,041	100.0	9,158	100.0	+4,117	+81.7
Millfield - Paxton - Ellalong & Surrounds	3,840	100.0	4,462	100.0	+622	+16.2
Neath - Abermain - Weston & Surrounds	8,044	100.0	8,788	100.0	+744	+9.3
Nulkaba	2,182	100.0	3,238	100.0	+1,057	+48.4
West Cessnock - Vineyard Grove Area	5,339	100.0	5,629	100.0	+290	+5.4
Wollombi - Laguna - Rural West	1,242	100.0	1,320	100.0	+78	+6.3

Source: Population and household forecasts, 2016 to 2041, prepared by .id (informed decisions), Sept 2021.

Table 7 clearly shows that the majority of growth during the anticipated life of the plan will in the URAs of Bellbird North, the Kurri Kurri to Maitland corridor, Nulkaba and the Branxton-Greta-North Rothbury area, which includes the Huntlee development.

## 5 Catchments

The Cessnock LGA is deemed to be a significant regional growth area within NSW. It has experienced a growth rate at an average of approximately 2% per annum for the past ten years. The majority of this growth has been within the URAs of Cliftleigh and Huntlee and in more recent years the new residential URAs located at Heddon Greta, Greta, Bellbird North and Bellbird Heights area, have commenced development. It is anticipated that these URAs will continue to develop over the next ten years, along with infill development at a much lesser rate.

Given the limitations of smaller rural locality data (in terms of population size and the development of an analytical community profile), areas within this plan will be grouped into four geographical catchments, known as District Catchments. This ensures alignment with both the CISP 2031: *A Vision for the Future – Community Infrastructure Strategic Plan (2016)* and the ROSSP *Cessnock Recreation and Open Space Strategic Plan (2018)*, as amended.

The following information sets out the geographical areas for which contributions will be collected under this plan:

### 5.1 Citywide Catchment

Facilities and infrastructure items within the City Wide Catchment are deemed to be regional level facilities and are therefore anticipated to be utilised by the wider population of the Cessnock LGA. For some facilities/items that have already been delivered, e.g. the Cessnock Performing Arts Centre, contributions are being recouped to repay loans based on a percentage of anticipated use generated by proposed new development over the life of the plan. It is anticipated that most proposed new developments will be subject to City Wide Contributions as well as the applicable District Catchment contributions and if applicable, the Local Catchment Contributions.

The LGA wide Works and Facilities that are being collected for under this plan are set out the City Wide Catchment category of the works schedules of this plan.

Using the available demographic information provided by .ID (Informed Decisions), it is possible to implement a methodology that could assist to forecast a Cessnock LGA population to the year 2031, for each of the four district planning areas (District Catchments).



## 5.2 District Catchments

Facilities and infrastructure items within this catchment are deemed to be district level facilities and are therefore anticipated to be utilised by the populations within each wider catchment. The following four (4) **District Catchments** include the following suburbs:

**a) Cessnock District Planning Area Includes:**

Kitchener, Abernethy & surrounds  
 Cessnock, Aberdare, South Cessnock, Kearsley  
 Allandale, Lovedale, Pokolbin, Mount View  
 Bellbird, Bellbird Heights  
 Bellbird North  
 East Cessnock, North Cessnock  
 West Cessnock, Vineyard Grove  
 Nulkaba

**b) Kurri Kurri District Planning Area Includes:**

Central Kurri Kurri Townships  
 Cliftleigh, Heddon Greta  
 Neath, Abermain, Weston and surrounds  
 Buchanan, Mulbring and surrounds

**c) Branxton-Greta District Includes:**

Branxton, Greta, North Rothbury

**d) Rural West District Includes:**

Millfield, Paxton, Ellalong and surrounds  
 Wollombi, Laguna, Rural West

Table 8 shows the expected population growth during the anticipated life of the plan and the breakdown by the four (4) Planning Areas known as District Catchments.

*Figure 8: Forecast Population Growth of LGA (by District Catchments) from 2021 to 2031 (10 Years shown in percentages)*

<b>Population: Forecast change in numbers of residents from 2021 to 2031</b>						
<b>Cessnock City Council</b>	<b>2021</b>		<b>2031</b>		<b>Change in population between 2021 and 2031</b>	
<b>Area</b>	<b>Number</b>	<b>%</b>	<b>Number</b>	<b>%</b>	<b>Number</b>	<b>%</b>
Branxton - Greta District	7,953	100.0	11,130	100.0	+3,176	+39.9
Cessnock District	27,264	100.0	34,991	100.0	+7,727	+28.3
Kurri Kurri District	22,815	100.0	28,045	100.0	+5,230	+22.9
Rural West District	5,082	100.0	5,782	100.0	+700	+13.8
<b>LGA Totals</b>	<b>63,114</b>		<b>79,947</b>		<b>16,834</b>	<b>+26.7</b>

Source: Population and household forecasts, 2016 to 2041, prepared by [id](#) (informed decisions), Sept 2021.



## 5.3 Local Catchments

Cessnock LGA has 17 URAs:

1. Anvil Creek
2. Avery's Village
3. Bellbird North
4. Bellbird Heights
5. Cessnock BC5
6. Cliftleigh
7. Government Road
8. Heddon Greta
9. Huntlee
10. Kitchener
11. Millfield CC5
12. Mount View Road Millfield
13. Nulkaba BC10
14. Paxton
15. Rose Hill
16. Valley View Place
17. West and Wyndham Street



URAs at Rose Hill, Paxton and Kitchener are developed to capacity. In the 2020-2021 period Avery's Village, Huntlee and West and Wyndham Street Greta had the highest number of dwellings approved. The URA of Huntlee and Cliftleigh had the highest number of subdivision certificates issued indicating that there will be substantial dwelling construction in these areas in the coming years. This is a trend that has continued the past few years with Cliftleigh and Huntlee consistently having the highest number of subdivision certificates issued since 2017, along with Avery's Village and West Wyndham Street. Source: Cessnock City Council Annual Development Monitoring Report 2020-2021.

The majority of population growth over the life of this plan is expected to occur in the URAs, these primarily being Huntlee (with a projected population of 21,000, including that portion of Huntlee which is in Singleton LGA), Bellbird North (with a projected population of 10,150); and the Kurri-Kurri to Maitland growth corridor (which includes Avery's Village and the redevelopment of the former Aluminium Smelter site at Loxford, commonly known as Kurri Hydro). The Avery's Village development is currently underway and once complete, will result in a total population of approximately 2400 people over a 10 to 15 year timeframe. The Kurri Hydro site is expected to give rise to a significant land release, including approximately 160ha of industrial land and 180ha of residential land. This development once completed, it is expected to house approximately 6,000 residents

Not all URAs are individual Local Catchments for the purposes of this plan. The main following areas are identified as Local Catchments within this plan:

### **5.3.1 Kurri-Kurri to Maitland Corridor**

Residents within the Kurri-Kurri to Maitland growth corridor have good access to the Hunter Expressway but are also separated by the Expressway from Kurri Kurri and the public facilities and services already located there. For this reason it is anticipated that District and Regional level facilities in Kurri Kurri may be utilised within the wider planning hub of Kurri Kurri, which includes the Kurri-Kurri to Maitland growth corridor, however local facilities will no doubt be required to meet the demands generated by new development closer to where the local demand is created in the new URAs at Cliftleigh, Heddon Greta and Loxford. It should be noted that the Cliftleigh Meadows development is covered by a planning agreement and therefore only infill or medium density development in that area will be applicable while that planning agreement is in force.

### **5.3.2 Bellbird North**

Bellbird North URA is a master planned, 240 hectare community with land sizes from 450m<sup>2</sup> to 800m<sup>2</sup>. It is an 18 minute drive to the Hunter Valley vineyards and 56 minutes to Newcastle. Being a new URA it is lacking in infrastructure and although development has started, Council has revised the timing for the infrastructure needs for this area, based on the growing demand. It is anticipated that approximately 150-200 lots per year will be released until this area is fully developed, with a projected population of 10,150 people by the year 2041.

### **5.3.3 Millfield**

Development is underway within the Millfield URA, with the first release of land sizes in the Millfield Rise development ranging from 750-1000 square metres in size. It features large homesite blocks and offers a semi-rural lifestyle while only being a 15 minute drive from Cessnock.

### **5.3.4 Nulkaba**

This URA includes Valley View Place and Nulkaba BC10 developments. The Nulkaba Urban Investigation Area (NUIA) was identified in Council's Urban Growth Management Plan (UGMP). This area has been considered in the preparation of this plan.

### **5.3.5 Huntlee**



The Huntlee town development is situated to the south of the Branxton town centre. This development is underway and once complete, is expected to house approximately 21,000 residents (which include part of the area crossing into Singleton LGA). It should be noted that the Huntlee development is covered by an existing planning agreement and Stage 1 is well underway with approximately 1000 registered lots at the time of preparing this plan.

### 5.3.6 Government Road, East Cessnock

Development is yet to commence in this URA is yet to commence however it is anticipated that once development it will be home to a population of 1305 persons.

### 5.3.7 Existing Planning Agreements

Some other new residential land developments are also covered by existing planning agreements. It should be noted that some development types under these planning agreements, such as infill development (including dual occupancy or multi housing) or commercial and industrial development may be subject to contributions under this plan or Council's section 7.12 Levy Contributions Plan.

Many local facilities and local infrastructure items are of benefit primarily to the residents living within these new areas, and in these cases those facilities and items of infrastructure should be provided by the developer as a condition of development consent. However where there are multiple landowners within an URA, or a local facility/item is best located outside the URA, where it will benefit the wider community, then it may be appropriate to include these local facilities in a contributions plan. In the case of local facilities/item within a URA with multiple landowners, then it is appropriate to apportion 100% of the cost to new development. When a local facility or item of infrastructure is best located outside the URA and will therefore service the wider local community, it will be apportioned accordingly.

## 5.4 Population of the Local Catchments

Table 9 identifies the Local and District Catchments used in this plan and summarises the population growth (by catchment) expected as a result of the development on both the subject land and elsewhere in the LGA. The portion of that anticipated development within each catchment and sub-catchment, is represented as a percentage of the total.

*Figure 9: Population of Local Catchment Areas (within District Catchments) from 2021 to 2031 (forecast 10 year increase shown in percentages)*

Cessnock City Council	2021	2031	10 year Increase	
Urban Release Area	Number	Number	Number	%
Cessnock LGA	63,113	79,947	+16,833	+26.7
Kurri Kurri - Maitland Corridor (Kurri-Kurri)	5,041	9,158	+4,117	+81.7
Millfield (Rural West)	3,840	4,462	+622	+16.2
Bellbird North (Cessnock)	65	4,338	+4,273	+6,573.9
Government Rd, East Cessnock (Cessnock)	0	1,305	+1305	
Nulkaba (Cessnock)	2,182	3,238	+1,057	+48.4

Source: *id (Informed Decisions and Cessnock Annual Development Monitoring Report 2022-2021)*

## 6 Nexus

Nexus is one of the key principles which underpin the development contributions system along with reasonableness, apportionment and accountability. Nexus refers to the relationship between the proposed development and the demand for public facilities and services created by the development. A contribution levied must be for an increased demand for a public facility or service that is caused by the development. There are three aspects to nexus:

- causal nexus – the proposed development creates a need or increases the demand for a particular public facility or service;
- spatial or physical nexus – the proposed public facility or service will be located to serve the needs of those who created the demand for it; and
- temporal nexus – the proposed public facility or service will be provided within a reasonable time to benefit those who contributed towards it.

Greenfield development relies on the construction of significant amounts of infrastructure. New residential development in the Cessnock LGA will result in a demand for the provision of a range of Council-provided open space, shared pathways/cycleways, roadworks and drainage, recreational and sporting facilities to meet the needs of the new population. Infrastructure requirements to meet these needs are detailed within the works schedules of this plan based on the demand from new development.

## 7 Apportionment

The works detailed within the works schedules of this plan have been designed to meet the demands of the future development of the LGA. For the purposes of this plan, facilities and infrastructure items have been deemed to be applicable to one of three levels of catchments, being the City Wide Catchment (applicable to the whole LGA), District Catchment (based on Planning Areas) and Local Catchments (based on greenfield or URAs).

Consideration has been given to the existing infrastructure, the quality of that infrastructure, and whether or not it adequately meets the needs of the existing population. If it does, and it is deemed a new facility/item of infrastructure is only required to meet the needs of the future population, then it is appropriate that that facility/item of infrastructure be funded through future development. In those cases, 100 per cent of the cost of the facility/item of infrastructure will be apportioned to new development.

In cases where it is deemed that a new or augmented facility/item of infrastructure is not fully attributable to new development, e.g. where facilities and traffic routes require upgrades to also cater for the existing population (in addition to new development), then the facility/item of infrastructure will be apportioned accordingly. For most facilities the apportionment rate is obtained by comparing the percentage of existing population to the total projected population for that catchment, i.e. the percentage of existing population that is served by the facility will be borne by Council, the percentage attributable to new development is the Apportionment Factor that will be borne by development.

## 8 Infrastructure requirements

In order to achieve long-term financial sustainability for our region we need to ensure that those who benefit from our resources also contribute to the wellbeing of our community. It is therefore vital that ratepayers are not burdened by the costs of infrastructure generated by new development. This plan aims to provide a basis for the levying and collection of development contributions for the provision of existing roads and traffic facilities, shared pathways, community facilities, recreation and sporting facilities, open space and the like. In the case of traffic generating development, this plan also aims to provide a basis for the levying and collection of contributions for ongoing road maintenance and upgrades.

Section 7.11 of the Act enables Council to levy contributions on development to assist in the cost of provision of public amenities, facilities and services that are required as a result of demand created by that development. Because of past decisions to release additional land ahead of need and other factors, infrastructure, costs and sequencing have become a problem in several areas. In these areas, Council may have a further role to help overcome these infrastructure blockages. This plan will assist Council in reducing the burden of costs to ratepayers associated with providing Council's recreation and open space assets, community facilities and roads and traffic assets by ensuring that the demand created by development is funded through development.

### 8.1 Open space and recreation

Cessnock City Council supports the provision of open space, recreational and sporting activities to local communities, recognising that they play an important role in encouraging community interaction, physical health and mental wellbeing. In support of these benefits, Council will continue to maintain the role of facilitating the provision of recreation and sporting facilities, along with open space, for local residents of the LGA. In 2018 Council adopted the Recreation and Open Space Strategic Plan (ROSSP) which was developed to provide a long term strategic direction for the future provision and management of recreation facilities, programs and services in the Cessnock LGA. The ROSSP aims to identify the recreational needs of the community, the opportunities which currently exist and appropriate actions to meet the demands of the future population of the LGA. The ROSSP has recently been amended and this plan has been prepared in accordance with the ROSSP as amended.

The types of recreation, sporting and open space areas identified in this plan are based on the Recreation and Open Space hierarchy set out in the ROSSP. Following are the standards of hierarchy and where they sit in relation to being classified as LGA Wide, District or Local Catchments for the purposes of this plan:

- Undeveloped Open Space – land acquired or zoned for open space purposes to protect its assets, or to be embellished in the future to meet community demand – could be local, district or LGA wide.
- Local Park – Local catchment
- District Park – District catchment
- Regional Park – LGA wide catchment
- Local Sportsground – Local catchment
- District Sportsground – District catchment
- Regional Sportsground – LGA wide catchment
- Specialised Sport Facility – usually either District or LGA wide catchment.

Council is one of the many providers of recreation assets, programs and services to our community. The commercial sector, State and Federal Governments and adjacent councils also play a role in providing recreational opportunities for local residents. Residential development across the LGA will result in the demand for the provision of a range of Council provided open space, recreational and sporting facilities to meet the needs of the new population.

## 8.2 Roads and Traffic

Council plans to operate and maintain the road transport network to achieve the following strategic objectives:

- ensure the road transport network is maintained at a safe and functional standard as set out in its Asset Management Plans;
- improve Roads, Bridges and Footpaths; and
- ensure efficient use of Council's road network.

The Cessnock LGA Traffic and Transport Strategy - Technical Report (CTTS), sets the framework for Cessnock LGA's transport network over a period of 25 years. The Strategy identifies several key policy positions that aim to reduce the need for private motorised transport, encourage active transport (walking and cycling) and improve the efficiency of public transport. To do this it is proposed to:

- locate new development in accessible locations within existing centres, near recreation facilities and near public transport hubs;
- ensure centres are designed to encourage walking and cycling and improve access to public transport;
- prioritise active transport infrastructure investment (such as pathways) in major centres;
- provide a common and legible cycleway network;
- prioritise pedestrian movement over other modes of transport in centres;
- provide end of trip facilities in residential, retail and commercial developments;
- safe cycling routes are provided within 1km of all public schools;
- walking and cycling programs are used to encourage higher levels of active transport usage; and
- bus service times and frequency support access to jobs, education and important services.

For the purposes of this plan and due to unforeseeable economic factors that may affect the delivery of development covered by this plan, only short term and medium term works identified within the CTTS have been incorporated into the works schedules of the plan. The CTTS also identifies a number of upgraded transport links throughout the LGA which have been considered when planning new URAs and aims to ensure these are linked with recreation and open space areas.

Where the need for infrastructure only arises as a result of new development and the provision thereof will essentially only service the future residents of a particular development area, the provision of such infrastructure will be 100% apportioned to the new development.

## 8.3 Community facilities

Community facilities that are considered within this plan are defined as indoor spaces used to engage people in social, welfare, cultural, arts or healthy lifestyle related activities and programs. In the preparation of this plan, the findings and outcomes of the Community Infrastructure Strategic Plan (CISP) have been heavily relied upon. The CISP found that with an increased population forecast for the Cessnock LGA, there will need to be a more current and effective model implemented in terms of the design and delivery of community facilities. Future community facilities will need to be multi-purpose in design, be sustainable and financially viable, offer flexible spaces and accommodate a variety of activities to ensure they are well used within the community. In planning the needs of future communities in regards to community facility requirements, this plan's vision is to have strategically located, accessible, sustainable facilities that are multi-purpose in design and be places to connect communities, promote community wellbeing and engagement.

Cessnock Performing Arts Centre (CPAC) opened in 2008 and it is expected the CPAC loan will be discharged 29 June 2023. The original cost of the CPAC was included in contribution plans being repealed and replaced by this plan, however only the amount outstanding on the original loan is carried forward to this plan.

## 8.4 Shared Pathways/Cycleways

The construction of cycleways/shared pathways that may be required for the safety of cyclists, pedestrians, prams, wheelchairs and motorised disability scooter users are included in this plan. Shared pathways are required to ensure that residents in towns and villages are removed from being in close proximity to traffic, and therefore assist in improving their environmental and physical safety and social wellbeing.

The Cessnock Cycling Strategy 2016, sets Council's direction and framework to establish a bicycle friendly environment within the LGA over the next 20 years. The Strategy builds on the Cessnock City Council Bicycle Plan 1995, which proposed a number of actions designed to encourage and support cycling in the Cessnock area. A number of documents were reviewed in the process of preparing the Cycling Strategy. Some of the key documents reviewed include:

- Hunter Regional Transport Plan 2014 - sets out the direction for transport in the region with a strong focus on cycling through a number of programs including the Connecting Centres Cycling Program.
- Cessnock City Council Community Strategic Plan 2023 - identifies five outcomes to achieve the community vision of being "thriving, attractive and welcoming".
- NSW Bike Plan 2010 - a visionary document that aims to make NSW "one of the world's best places to ride a bike."

With an anticipated increase of an additional 6600 dwellings between 2021 to 2031, primarily coming from URAs, Council has identified the need to support shared pathway links between these areas and existing urban areas. This will enhance the liveability of the LGA and its future residents.

## 8.5 Land dedication

Land values adopted in the contributions plan are based on englobo land values.

In considering a land value for a particular facility identified in the works schedules, the whole of the land has been considered and any land values as shown in the plan is reflective of value when considering influencing factors including location, topography, aspect, servicing and access.

If land is intended to be dedicated to Council, it shall be dedicated free of cost by the developer at the time of subdivision and only following agreement by Council. For any land not shown in the plan that is identified for acquisition by Council, an independent land valuation will be undertaken by Council at the developer's cost, and this will be used as a basis for any land value not stated within the plan.

## 9 Plan Administration

Council is responsible for providing the resources, and the cost of those resources, required to prepare contributions plans, provide for the ongoing administration of plans, negotiate planning agreements and revise existing plans. The management and administration of contribution plans requires the employment of one Contributions Planner at minimum but when contribution plans are being reviewed, new systems are being developed and implemented (for the management of contributions) and planning agreements are being negotiated, there may be a need for additional staffing requirements or for consultants to be engaged to assist with the workload. Council is also required to provide office facilities and provide a system for which to manage the collection and allocation of funds collected under this plan.

Costs associated with the ongoing administration and management of the contributions plan will be levied on all applications occasioning a development contribution. Fees collected will cover the implementation, review, monitoring and management procedures set out in the plan. When studies are required to determine the design and costings of works as well as to review the development and demand assumptions of the contributions plan, these costs will be recouped or recovered through the plan.

Where a planning agreement, WIK or MPB Agreement is negotiated between a developer and the Council, the Plan Administration Contribution will still apply. This amount will cover plan review costs and also Council's costs associated with negotiating the agreement and supervision work undertaken.

The services provided by the employees dedicated to the management and administration of funds collected under this plan is attributable to the increase in demand for public amenities and services created by new development. The services are provided for the management and administration of all contributions plans. It is considered reasonable and equitable that a management charge should apply with regards to the management and administration of the contributions plans.

It is therefore reasonable that an administration fee of 1.5% of the cost of the total value of the works schedules within this plan be applied to the total increase in projected population growth across the LGA of Cessnock.

Costs included in this plan for management and administration are determined based on the IPART benchmark allowance of 1.5% of the cost of works included in this plan. (Reference: Independent Pricing and Regulatory Tribunal of New South Wales (2014), *Local Infrastructure Benchmark Costs*, page 63).



## 10 Traffic Generating Development

### 10.1 Background and Nexus

Traffic generating development typically accelerates the deterioration of the road surfaces. Council, prior to development, could have budgeted to maintain the road at a certain level of service. As a result of the development there is a need for continual and considerable expenditure by Council to maintain, repair and, where necessary, undertake reconstruction of the roads. For all road pavements, performance is influenced only by the heavy end of the traffic spectrum. No account need be taken of cars and light commercial vehicles as far as loadings are concerned (Austroads – “Pavement Design – A Guide to the Structural Design of Road Pavements”).

The principle of seeking a payment of contributions for road pavement damage is well documented by case law. The landmark case of *Collin C Donges & Associates Pty Limited v Baulkham Hills Shire Council* established guidelines for levying extractive industries for road maintenance and repair. In accordance with this judgement, Council will require a contribution for the cost of maintenance, repair and reconstruction of roads.

The Cessnock LGA Traffic and Transport Strategy 2018 outlines in detail the methodology for determining local road infrastructure works to cater for future development, however it does not consider the impact from heavy vehicles used in traffic generating development. Heavy vehicles cause the greatest impact on unsealed roads because of the lower design life for such roads, which is not sufficiently offset by the lower reconstruction costs.

The basis of the calculation has regard to reconstruction costs and the average annual road maintenance costs and the length of roads likely to be used by vehicles associated with traffic generating development. The increased maintenance costs are calculated on the basis of the average cost per kilometre to bring a Residential Class 3 sealed road up to the required standard for the development. The impact is calculated on the equivalent standard axle (ESA) loading on the road per vehicle as a proportion of the total loadings on the road. This is then converted to a total cost per tonne (1000 kilograms) per kilometre. The designated travel route will form the length of road upon which the contribution will be levied.

It is well established that damage to road surfaces is caused by heavy vehicles and is to be measured by equivalent standard axles (ESAs). It is also widely accepted that the damaging effect of a 4 axle vehicle on road pavement is non-linear (e.g. double the load causes 16 times the damage:  $2 \times 2 \times 2 \times 2$ ). One ESA is equivalent to approximately 8.2 tonnes and has the same damaging effect on road pavement as around 550,000 car axles (of 0.3 tonnes), or 4,500 car axles transmitting 1.0 tonne.

Assuming an average car weighs 1,300kg (500kg on one axle and 800kg on the other), one ESA is the equivalent in pavement damage of around 9,500 average cars. The ESA of a 4 axle articulated truck is 1.5; while the ESA of a 5 axle articulated truck is 2.0. Consequently, the approximate number of cars needed to do the same road damage as a standard 5 axle articulated truck is around 19,000. This load equivalency results in high potential levels of damage to roads from heavy vehicles. Therefore, a section 7.11 contribution is reasonable for new traffic generating development or traffic generating development that expands production to cover the increased level of road deterioration. Such a development contribution is appropriate for new construction, maintenance and rebuilding of any road that is regularly used by traffic generating development.

The extent of this reduced road life and increased maintenance depends entirely on the amount of heavy vehicular traffic generated by the development. Therefore, this has a major impact on Council’s financial resources which, in effect, without a contribution from the development, would burden the existing community with providing the extra financial resource needed by Council to maintain the existing level of service for the road network as a result of the development.

## 10.2 Assessing the Impacts from Heavy Vehicle Traffic

### 10.2.1 Purpose of Road Haulage Contributions

Council derives its income from a number of sources including rates, fees and charges, government grants, loans, return on investments and contributions from developers. Although a large proportion of funds are currently allocated to road works, substantially more is required to maintain our roads and bridges to an acceptable standard. All councils have felt the escalating costs of road maintenance over recent years. This plan seeks to impose contributions on traffic generating development in order to compensate for the accelerated wear caused by heavy vehicle traffic that is a consequence of development.

### 10.2.2 Developments to which Traffic Generating Contributions Apply

Traffic generating contributions apply to all developments where material is to be transported over roads under the care and control of Council by heavy vehicles, or alternatively, where it is deemed that a proposed development will have an ongoing effect by heavy vehicles on a road under the care and control of Council.

### 10.2.3 Effect of Traffic Generating Development on Road Network

Development that creates significant impact on the road pavement due to heavy vehicles will cause accelerated pavement damage in accordance with the 'fourth power rule.' This means that twice the axle load causes 16 times the damage. Heavy haulage attributable to a development therefore renders the development liable to contribute. With respect to damage to road pavements, there is no finite amount. There is ongoing damage and consequential rehabilitation cost. Each ESA causes damage and incurs cost by shortening the life of the pavement. This cost is additional to the normal wear and tear. Each ESA, therefore, should incur a levy.

### 10.2.4 Contributions to be spent on maintenance of road pavements

Maintenance and/or upgrade works will be undertaken on those roads impacted by traffic generating development. This will generally be those roads subject to damage by the development in question and is not predictable. For that reason, when a condition is imposed on a traffic generating development that requires contributions to be paid, these will be allocated to the route or roads nominated in a Traffic Study undertaken by the Applicant, unless Council staff have evidence that traffic generated by the development is having a detrimental effect on the pavement of roads outside the nominated route in the Traffic Study.

### 10.2.5 Calculation of Contribution Rates Equivalent Standard Axle (ESA)

This is the basic unit of measurement of a heavy vehicle with respect to the pavement damage it causes. One ESA is equal to a dual tyred, single axle transmitting a load of 80kN or 8.2 tonnes. Other loadings are computed on the fourth power rule, that is, twice the load will be 16 times the ESAs and 16 times the pavement damage. Components of the contribution rate depend on:

- The cost of reconstructing a road pavement
- The number of ESAs in the life of the pavement between reconstructions
- Hence the cost of damage done by one ESA
- The number of tonnes of payload represented by one ESA

The cost of road pavement reconstruction from Council's recent experience is typically \$1,500,000/km for a typical road.

### 10.2.6 Methodology

The basic aim of the methodology used is to determine the cost of reconstructing/and or maintaining the affected road/s. This will give a replacement cost per Equivalent Standard Axle (ESA). This ratio will form the basis of calculations to determine the cost in dollars per single heavy vehicle.

When submitting a development proposal to Council for consideration and determination, a Development Application will need to contain supporting written documentation which elaborates upon the development's specific attributes. One section of the written documentation will need to contain the following data for Council to consider:

- mapping which depicts the nominated vehicle public road network to service the development proposal;
- estimate of total vehicle movements (both laden and unladen) generated by the development proposal;
- estimate of the total amount of material imported and exported by the proposal over the life of the development;
- detail on the type and classification of vehicles (ie coaches/buses/semi-trailers and other heavy vehicles) proposed to service the event; and
- conversion of those vehicles to ESAs.

A traffic generating development will be required to pay a rate based upon the heavy vehicle Equivalent Standard Axle (ESA) impact on a Regional or Local road. The proponent/applicant of a traffic generating development will be required to submit the following details in order to determine a rate:

#### **10.2.7 Derivation of contribution rate for heavy haulage**

- a. Determine the design Equivalent Standard Axles (ESA) for the affected roads.
- b. Use Council's base cost of \$1,500,000 (cost to reconstruct/maintain one lane for one kilometre for the above ESA).
- c. Calculate the reconstruction/maintenance cost per ESA per km by dividing the outcomes of a. by b.
- d. Determine ESA of a typical heavy vehicle (assumed at 2.6 ESA)
- e. Calculate the reconstruction/maintenance cost per ESA per km by multiplying the outcomes of c. by d.
- f. Determine the typical load.
- g. Determine the length of the affected road/s under the care and control of Council.
- h. After determining a. to g., determine a cost/km
- i. Multiply the outcome of h. by the tonnage extracted each quarter.

The proponent/applicant will be required to submit this information with the Development Application as part of their Traffic and Transport Management Plan and/or Traffic Impact Assessment. This rate will then be assessed by Council. If approved by Council, a condition of consent will be imposed on the development, outlining the rate per tonne/km to be paid and the reporting requirements.

**Contribution to be paid each quarter = T x L x R**

T = tonne of extracted/processed material

L = length of haulage route as set in condition of consent

R = Contribution rate (cents) per tonne, adjusted annually with CPI – Sydney All Groups

### Calculation of a contribution rate for typical extractive industry developments

The following assumptions are made:

- The base cost for a Class 3 local council road is \$1.5million per kilometre
- The life of a Class 3 road in ESA is 760,000 over 25 years
- The standard truck used by extractive/quarry industries is a Class 4 - truck and dog trailer with 2.6 ESA per vehicle and a maximum capacity of 25 tonne

The cost per ESA per kilometre is:

$$\begin{aligned} \$/\text{ESA}/\text{km} &= \$1,500,000 \text{ per km} \div 760,000 \text{ ESA} \\ &= \$1.97/\text{ESA}/\text{km} \end{aligned}$$

With a standard vehicle of 2.6 ESA the cost per vehicle per km is:

$$\begin{aligned} \$/\text{truck}/\text{km} &= \$1.97 \times 2.6 \text{ ESA per km} \\ &= \$5.12/\text{truck}/\text{km} \end{aligned}$$

A standard payload of 25 tonne per vehicle derives the contribution per tonne as:

$$\begin{aligned} \$ \text{ contribution rate} &= \$5.12 \text{ per km} / 25 \text{ tonne} \\ &= \$0.205 \text{ per tonne per km} \end{aligned}$$

Council will also levy an amount equivalent to 1.5% of the derived costs per tonne (or cost per ESA) of material hauled, consistent with section 12 of this plan.

The plan administration component is \$0.003 per tonne per km and make the contribution rate \$0.208 per tonne per km. The equivalent contribution rate in ESA is \$2.00 per ESA per km.

Worked example:

The heavy vehicles carrying extractive material from a new quarry need to travel 3.2km from the quarry to the nearest State highway. The most recent quarterly return of material hauled is 9,500 tonne. The contribution for the quarter would be:

$$\begin{aligned} \text{Total contribution } \$ &= \$0.208 \times 9,500 \text{ t} \times 3.2 \text{ km} \\ &= \$6,323.20 \end{aligned}$$

## 10.2.8 Invoicing

Invoicing for heavy haulage development:

- Contributions must be paid on a quarterly basis at the applicable indexed rates based upon the formula listed in the development consent.
- The s7.11 contribution is calculated from true certified copies of weighbridge docket, log books, diary entries and/or other returns or records that show the true quantities of hauled/extracted and/or processed material transported from an extraction site.
- The applicant/operator or consenting assignee is to supply to Council each quarter for the duration of the development consent for the development's operation, the records of the transported material and/or traffic route. Upon receipt of this information, Council will, as soon as it can conveniently do so, issue to the applicant (or operator) an invoice for the contribution amount to be paid to Council within 30 days of the date of invoice.

### Invoicing for other traffic generating development

A Development Consent (Notice of Determination) will include a condition outlining that the applicant/operator report to Council as approved under that Consent:

- Details of the development
- ESA's (determined by class of vehicle) x number of trips x length of traffic route/s Council

will then issue an invoice based on the abovementioned details,

### Where weighbridge tickets are not available

There may be developments where heavy vehicles are not subject to, or not able to be weighed to provide tickets for the determination of contributions. In such cases, the development consent may require the installation of a traffic counter/classifier to determine the number of vehicle movements.

The contributions will then be determined using the cost per ESA per kilometre of \$2.00.

Worked example:

A development for a concrete recycling plant in the LGA needs to travel 2.8km (in each direction) from the site to the nearest State Highway. A traffic classifier has been set up at the entry to count the number of truck movements into and out of the site. The trucks arrive loaded with concrete waste and leave loaded with the recycled material to be used as road base. It has been established that the trucks are similar to those used for extractive industry. Council has received a summary from the developer for the most recent quarter showing the number of truck movements was 230. The contribution for the quarter would be:

Total contribution \$ =	$\$2.00 \times 230 \times 2.8 \text{ km}$
	\$1,288.00

### Audit

In regard to traffic generating development, Council has by condition of consent:

- The right to inspect the original records relating to the transport of imported material to and export of extracted or processed material from a development; and/or
- The right to inspection the original records relating to the number of vehicular trips generated by a development.



Original records that may be requested for inspection include:

- The extraction site/zone from which material was extracted and/or processed;
- Date and time of import/export/transport of material to/from the development;
- Monthly quantity and nature of material imported/exported/transported to/from a development;
- Daily number and type (including registration number) of laden trucks and/or trailers;
- The amount of bus/coach trips generated by a tourism development; and/or
- Quarterly payment date and amount of traffic generating contributions made to Council.

All operators of traffic generating development will be expected to keep all necessary information to verify the above matters. Council's inspection of original records will be requested by way of prior ten days' notice.





## 11 Background studies and strategies

The following plans and strategy documents have been considered when analysing deficiencies in local infrastructure and the demand for facilities and services required as a result of new development.

### 11.1 Hunter Regional Plan 2036 and the draft Hunter Regional Plan 2041

The HRP 2036 provides the overarching strategic framework to guide the NSW Government's land-use planning priorities and decisions in the Hunter Region. The NSW Government's vision for the Hunter is: 'the leading regional economy in Australia with a vibrant new metropolitan city at its heart.' To achieve this vision the Government has set four goals for the region:

1. The leading regional economy in Australia
2. A biodiversity-rich natural environment
3. Thriving communities
4. Greater housing choice and jobs.

The draft HRP 2041 sets out strategies for how government and stakeholders would work together to achieve its 7 key objectives which centre on jobs, housing, green infrastructure and net zero emissions. Both the goals and objectives of these Hunter Regional Plans have been considered in the preparation of this this plan.

### 11.2 Greater Newcastle Metropolitan Plan 2036 (GNMP)

The Greater Newcastle Metropolitan Plan 2036 (GNMP) sets out strategies and actions that will drive sustainable growth across Cessnock City, Lake Macquarie City, Maitland City, Newcastle City and Port Stephens communities, which together make up Greater Newcastle. Cessnock is partly within the metro frame category that is expected to provide local housing and job opportunities, and will be designed to maintain the green outlooks, improve access to open space and retain its identity. The GNMP 2036 sets out strategies and actions to capitalise on investment in aviation, transport, education, health and tourism that will drive sustainable growth across the Greater Newcastle area and identifies environmental strategies that are addressed throughout this LSPS. The plan also assists to achieve the Hunter Regional Plan 2036 vision to be a leading regional economy in Australia. The strategic and actions of the GNMP have been considered in the preparation of this plan.

### 11.3 Cessnock Local Strategic Planning Statement 2036 (LSPS)

The Cessnock Strategic Planning Statement 2036 (LSPS) is the local strategic land-use document that sets out how Council will manage land use across Cessnock. It is informed by the Community Strategic Plan and has a direct relationship with the Local Environmental Plan and the Development Control Plan. It is also a mechanism to implement regional strategic land-use priorities established under the HRP and the GNMP at a local level. The LSPS identifies Planning Priorities and Principles relating to urban growth. The Cessnock Urban Growth Management Plan 2036 (the UGMP) is an "immediate action" of the LSPS, and, is a supplementary strategy to help inform the logical sequencing of urban growth for the LGA. The UGMP Planning Principles complement the LSPS Planning Priorities and principles. Both the UGMP planning principles and the LSPS Planning Priorities will be considered when deciding how, when and where development will occur to meet the needs of our growing community. These priorities have been considered in the preparation of this plan.

### 11.4 Cessnock Urban Growth Management Plan (UGMP)

The Urban Growth Management Plan (UGMP) is a supplementary plan to help inform the logical sequencing of growth across our area. The UGMP has identified that the development of greenfield land for new residential housing estates will accommodate most of our growth for the foreseeable future as there is already at least a 20-year supply of zoned residential land available. The eight principles of the UGMP have been considered in the preparation of this plan.

## 11.5 Cessnock Housing Strategy

Council's Housing Strategy articulates Council's role in supporting the delivery of housing to meet the needs of our diverse community. Land supply for housing is a key responsibility of Council. However, new greenfield development primarily delivers land for detached dwellings which does not reflect the diversity of the housing needs of our community. Once the land is zoned for residential purposes Council has very limited control of what type of housing is built. Infill housing, which is new housing within an existing urban area, tends to be more diverse. Secondary dwellings, dual occupancies and medium density development tend to be more common in established areas than new greenfield areas. The GNMP 2036 requires all Lower Hunter councils to contribute to the 60% infill target to provide new dwellings within existing urban areas. If realised, many of the projected 400-500 dwellings needed to accommodate the growth of our community will be provided in areas other than greenfield areas and not only as detached dwellings but as a range of diverse housing typologies. So, ensuring that there is an appropriate balance between greenfield opportunities and encouraging infill development is important. The findings of the Cessnock Housing Strategy have been considered in the preparation of this plan.

## 11.6 Other relevant studies

In addition to the following strategic documents, Council has undertaken considerable recent strategic planning for the LGA, including the adoption of strategies/masterplans for each of the principle urban centres – Cessnock, Kurri Kurri and Branxton.

### **Cessnock Annual Monitoring Report 2020-2021**

The Annual Monitoring Report shows that most of the residential development occurred in the URAs. Avery's Village, Huntlee and West and Wyndham Street, Greta were the most active URAs for the number of DA's approved in the financial year 2020-2021. Over 35% of residential development occurred outside the URAs. The Greater Newcastle Metropolitan Plan (GNMP) has a target of 60% of development occurring as infill housing and 40% as greenfield, split across the whole of the GNMP area. It is expected that more infill would occur in denser areas such as Newcastle and Lake Macquarie. In 2020 – 2021 Cessnock had 64% of development occur in URAs (greenfield). 36% of residential development occurring outside a URA, either as infill development or on rural land. The findings of this Report have been considered in the preparation of this plan.

### **Community Infrastructure Strategic Plan – 2031: A vision for the Future**

The Community Infrastructure Strategic Plan provides the strategic direction for community facilities across the Cessnock LGA. Community facilities that are considered within the plan are defined as indoor spaces used to engage people in social, welfare, cultural, arts or healthy lifestyle related activities and programs.

### **Council's Long Term Financial Plan**

The Long Term Financial Plan is a financial projection that quantifies the cost of Council's services over a period of 10 years. It is more comprehensive than a budget and includes, in addition to financial statements, a written commentary, sensitivity analysis and scenario options. It examines the impact of

Council's revenue, operational and capital expenditure forecasts, taking into account assumptions for economic factors and changes to service delivery levels.

### **Recreation and Open Space Strategic Plan 2018 (ROSSP) as amended**

The Recreation and Open Space Strategic Plan assists Council to plan and manage the future development and maintenance needs of recreation and open space facilities throughout the Cessnock LGA. The trends/recommendations included in the ROSSP have been considered in the preparation of the works schedules of this plan.

### **Cessnock City Council Skate & BMX Facilities Needs Assessment 2020 (2011)**

The Cessnock City Council Skate & BMX Facilities Needs Assessment 2020 (Skate & BMX Needs Assessment) aims to provide recommendations regarding the current and future needs of skate parks and their users in the Cessnock LGA. The Skate & BMX Needs Assessment analyses current skate and BMX facilities, participation rates, user demand, demographic projections and includes a number of key recommendations which have been considered in the preparation of the works schedules of this plan.

### **Aquatic Needs Analysis (2014) and Cessnock Aquatic Centre Feasibility and Design Report (2016)**

The Cessnock Aquatic Needs Analysis aims to provide Council with recommendations regarding the current and future needs of aquatic facilities and their uses in the Cessnock LGA. The Analysis considers current facility provision, participation, user demand, demographic projections and developed the key recommendations which have been considered in the preparation of the works schedules of this plan.

The Cessnock Aquatic Centre Feasibility and Design Report was prepared in 2016 to identify a preferred site and facility mix for a proposed new Cessnock Aquatic Centre to cater for the needs of the future population. The Report identifies Turner Park, Aberdare, as the preferred site and the preferred facility mix to include an indoor 25m pool, outdoor 51m pool, learn to swim pool, leisure pool, warm water program pool, water play, gym, kiosk, retail and administration areas. The recommendations of this Report has been considered in the preparation of the works schedules of this plan.

### **Cessnock Economic Development Strategy 2013-2017**

The Cessnock Economic Development Strategy articulates the objectives and directions for economic development within the Cessnock LGA and provides the strategies and actions to achieve sustainable growth. Strategy 5 is to ensure that the Cessnock LGA is an attractive place to live, work and invest. This includes expanding the range of recreation and leisure facilities available in the Cessnock LGA to meet the needs of the growing population and identifies actions under which these new facilities will be achieved. These actions are all relevant to recreation in the Cessnock LGA and have been considered as part of this plan.

### **Cessnock CBD Masterplan (2012)**

The Cessnock CBD Masterplan is a long term strategy that aims to establish the Cessnock CBD as a Centre that is safe, connected, inclusive, celebrates its history, has strong community heart and promotes healthy lifestyle. The Masterplan recommends a number of actions relating to recreation and open space which have been considered in the preparation of the works schedules of this plan.

### **Cessnock Commercial Precinct Project (2017)**

The Cessnock Commercial Precinct Project was conceptualised to deliver a Public Domain Plan and Development Control Plan for the Cessnock Commercial Precinct to implement the strategic recommendations of the Cessnock CBD Masterplan and the Hunter Regional Plan.

Key initiatives identified during the project have been considered in the preparation of the works schedules of this plan.

### **Kurri Kurri District Strategy (2018)**

The Kurri Kurri District Strategy and Commercial Centre Masterplan encourages increased density in accessible and unconstrained areas of the Kurri Kurri District by prioritising the delivery of infill housing opportunities. The Strategy is supplemented by two masterplans for the Kurri Kurri and Weston town centres.

The Strategy proposes a number of recommendations within Kurri Kurri and Weston which have been taken into consideration in the preparation of this plan.

### **Cessnock Cycling Strategy (2016)**

The Cessnock Cycling Strategy sets Council's direction and framework to establish a bicycle friendly environment within the LGA over the next 20 years.

Much of the proposed and existing cycleway network connects with or utilises recreation and open space areas. It is therefore important that the recreation and open space network integrates with the cycleway network to encourage active modes of transport between and within parks and sportsgrounds. The strategic objectives of this Strategy has been considered in the preparation of this plan.

### **Pedestrian Access and Mobility Plan (2016)**

The aim of the Pedestrian Access and Mobility Plan (PAMP) is to provide a plan to improve pedestrian safety and to encourage walking within the Cessnock LGA. High priority routes were defined, and a comprehensive field audit was conducted to catalogue issues with local footpaths, kerb ramps, bus stops and walking environments. A number of recommended works link pedestrians to key recreational areas and facilities in the towns of Cessnock, Kurri Kurri and Branxton and their surrounding areas.

### **Disability Inclusion Action Plan (DIAP)**

The Disability Inclusion Action Plan identifies actions for Council to promote and achieve equality for residents and visitors to the Cessnock LGA.

The goals and actions of the Disability Inclusion Action Plan have been considered in the development of this plan.

### **Cessnock Health and Wellbeing Plan 2017-2021**

The Cessnock Health and Wellbeing Plan 2017-2021 provides Council with strategic direction for how it can play its part in improving the health status of residents living within the LGA. The aim of the plan is to provide Council with localised actions that encourage healthy environments, liveable communities and wellbeing. The aims of the Cessnock Health and Wellbeing Plan have been considered in the development of this plan.

### **Cessnock LGA Traffic and Transport Strategy 2018 – Technical Report**

The Traffic and Transport Strategy (CTTS) is the blueprint for the city's transport network over the next 25 years, with a particular focus on expected accelerated growth in the LGA. It provides a plan to keep Cessnock moving in the event this accelerated growth is achieved. The CTTS also aims to improve and future-proof the city's transport network, and provide Council and its residents with a vision for transport that improves access to housing, jobs and services.

The CTTS guides transport policy and investment decisions, ensuring transport funding is allocated in ways that deliver maximum benefits for the residents of the LGA and its visitors. It also highlights requirements for new or improved road infrastructure and provides guidance on provision for new or improved public transport and active transport (e.g. bicycle and pedestrian) facilities. The land use objectives and actions outlined in the CTTS have been considered when preparing the works schedules of this plan.

#### **Bellbird s94 Contributions Assessment 2019 – TTPP Transport Planning**

Ken Hollyoak of TTPP had been previously engaged by Council in 2015 to review the roads and traffic component within the Bellbird North s94 Contributions Plan. In preparation of this plan, Ken Hollyoak was engaged to review his 2015 report and prepare an updated assessment of the roads and traffic works required as a result of the demand generated by the proposed Bellbird North development.

#### **Draft Kurri-Kurri to Maitland Corridor Plan**

This plan is currently in draft form and the content has been considered in the preparation of this plan.

#### **Branxton Subregional Land Use Strategy and Structure Plan (BSLUS) – adopted June 2016 and the Branxton Town Centre Public Domain Plan and Implementation Plan**

The BSLUS aims to guide future development within the Branxton subregion (the Subregion) encompassing land within both the Cessnock and Singleton LGAs, through a period of increasing growth and change. This growth will influence the future role and function of the Subregion's traditional settlements at Branxton and Greta. It demonstrates Cessnock and Singleton Councils' integrated approach to planning and managing the delivery of new housing, jobs, services and facilities to realise benefits for communities across the whole Subregion. The findings and recommendations of the BSLUS and the Branxton Town Centre Public Domain Plan and Implementation Plan, have been considered when preparing this plan.

#### **Cessnock Off Leash Dog Exercise Area Plan 2021**

The aim of the Off Leash Dog Exercise Area Plan is to guide the provision, improvement and management of Off Leash Dog Exercise Areas (OLDEA) within the Cessnock LGA. For the purposes of this plan, an OLDEA is a designated public area in which dog owners can exercise dogs without a leash. The key objectives of the plan are to:

- Balance the needs of dog owners with the needs of the general community
- Determine the adequacy of existing OLDEA's, both in supply and condition;
- Identify gaps and ensure equitable distribution across Council's four Planning Areas; and
- Plan for OLDEA's in line with current needs, expected population growth and ownership trends

These objectives have been considered in the preparation of this plan.



## Definitions and References

### 12.1 Definitions

In addition to those definitions outlined below, words and expressions used in this plan have the same meaning as the Act and *Cessnock City Council Local Environmental Plan 2011*, unless otherwise defined in this plan.

**ABS** means the Australian Bureau of Statistics.

**Act/The Act** means the *Environmental Planning and Assessment Act 1979*.

**Council** means Cessnock City Council.

**Development contributions** means a development contribution required to be paid by a condition of development consent imposed pursuant to section 7.11 of the Act.

**Extractive industry** means:

- the winning of extractive material; or
- an undertaking, not being a mine, which depends for its operation on the winning of extractive material from the land on which it is carried on, and

Includes any stockpiling, washing, crushing, grinding, milling or separating into sizes of that extractive material on that land.

**Extractive material** means sand, sandstone, gravel, clay, turf, soil, rock, stone or similar substances that are not minerals under the Minerals Act.





**Industry** means:

- any manufacturing process within the meaning of the *Factories, Shops and Industries Act 1962*; or
- the breaking up or dismantling of any goods or any article for trade or sale or gain or as ancillary to any business.

**Levy** means a contribution under section 7.11 of the Act authorised by this plan.

**LGA** means local government area.

**Operator** means the registered owner or company operating the mine or extractive industry from time to time.

**Public facility** means a public amenity or public service.

**Regulation** means the *Environmental Planning and Assessment Regulation 2000*.

**Residential development** includes any dwelling or dwelling house as defined in the local environmental plan applying to the subject land.

**Rural industry** means handling, treating, process or packing of primary products and includes the servicing in a workshop of plant or equipment used for rural purposes in the locality. This also includes agricultural industry.

**Contributions plan/local infrastructure plan** means a development contributions plan made pursuant to section 7.11 of the *Environmental Planning and Assessment Act 1979*.



## 12.2 References

In addition to the background studies and strategy documents already described in this plan, the following reference documents have been considered in the preparation of this plan:

- Cessnock City Council 2021-2022 Capital Works Program
- Cessnock City Council 2021-2022 Operational and Delivery Plan
- Cessnock LGA Signage Strategy
- Greater Cessnock Jobs Strategy 2021
- Cessnock Trails Strategy 2020
- NSW Planning & Environment "Local Infrastructure Contributions Practice Note January 2019"
- Development Contributions – Practice Notes Issued July 2005, Department of Planning (formerly Department of Infrastructure Planning and Natural Resources)
- NSW Planning & Environment, Research & Demograph, Population Projects
- Section 94E Ministerial Direction (Local Infrastructure Contributions) 2012
- 2031: A Vision for the Future – Community Infrastructure Strategic Plan (2016)
- Cessnock City Council Library Facilities 2017 – 2037, A Needs Analysis
- Schreiber Hamilton Architecture Concept Design for Cessnock Performing Arts Centre (CPAC)
- Bellbird North Sporting & Community Facilities QS 2018 – Rider Levett Bucknall
- Hills Shire Council, Contributions Plan No.6 – Extractive Industries 2009
- Deniliquin Development Contributions Plan 2007
- Appeal No.10521 of 1994 Land & Environment Court of NSW, Manaldo –v Baulkham Hills Shire Council, 1995
- Appeal No.10064 of 1997 Land & Environment Court of NSW, Neville Francis Diamond –v Baulkham Hills Shire Council, 1998
- Appeal No.10501 & 10502 of 1987 Land & Environment Court of NSW, Collin C Donges & Assoc. Pty Ltd v Baulkham Hills Shire Council [1989] NSWLEC 39 (4 May 1989)
- Study of Section 94 Contributions made for the Provision of Roads, Traffic Facilities and Parking – Stage 1 Report, prepared by Stapleton & Hallam for Western Sydney Regional Organisation of Councils, September 1991
- ABS 2016, Census and Quick Stats, 2018 ERP <<http://www.abs.gov.au/AUSSTATS>>
- BITRE 2013, Yearbook 2013: Australian Infrastructure Statistics, Statistical Report, BITRE, Canberra, ACT.
- National Transport Commission 2012, Heavy vehicle charges. Report to the Standing Council of Transport and Infrastructure, NTC, February 2012
- NSW Minerals Council, Submission to IPART – Benchmark Costs for Local Infrastructure Contributions, November 2013
- NSW Department of Planning "Everyone Can Play" Guidelines
- RMS Guide to traffic generating developments, revised October 2002, Issue 2.
- Austroads Research Report, Pavement Wear Assessment Method for PBS Vehicles 2011
- RMS Guidelines: Traffic & Transport Management of Special Events | Version 3.5 July 1, 2018

## 13 Works schedules

### 13.1 Works schedules: Open Space and Recreation

Project Number	Project	Costs	Apportionment Costs	Apportionment rate	Anticipated year of delivery date
<b>Open Space and Recreation</b>					
<b>Regional Facilities – LGA Wide</b>					
OS 1	Cessnock Indoor Sports Facility, upgrades to indoor facility	\$2,226,595.00	\$594,500.87	26.7%	2027 - 2031
OS 2	Rothbury, new bushfire facility	\$907,200.00	\$242,222.40	26.7%	2027 - 2031
OS 3	Millfield, new bushfire facility	\$907,200.00	\$242,222.40	26.7%	
OS 4	Cessnock Regional Skate Park, upgrade of existing facilities	\$1,614,539.26	\$431,081.98	26.7%	2027 - 2031
OS 5	Cessnock Aquatic Centre, new facility at Turner Park	\$20,000,000.00	\$5,340,000.00	26.7%	2027 - 2031
OS 6	Chinamans Hollow/Peace Park, upgrades in accordance with masterplans (inclusive of upgrade to multipurpose court)	\$6,486,750.00	\$1,731,962.25	26.7%	2027 - 2031
OS 7	Kurri Kurri Central, upgrades in accordance with masterplans	\$1,355,785.00	\$361,994.60	26.7%	2027 - 2031
OS 8	Greta Central Oval, upgrades in accordance with masterplans (inclusive of upgrade to multipurpose court)	\$9,395,565.00	\$2,508,615.86	26.7%	2024 - 2027
OS 9	Miller Park, upgrades in accordance with masterplans	\$4,326,262.00	\$1,155,111.95	26.7%	2027 - 2031
OS 10	Turner Park, Cessnock, upgrades in accordance with masterplans	\$3,523,210.00	\$940,697.07	26.7%	2027 - 2031
OS 11	Carmichael Park, upgrades in accordance with masterplans, inclusive of upgrade to multipurpose court and floodlighting	\$1,294,597.00	\$345,657.40	26.7%	2027 - 2031
OS 12	Cessnock Regional Tennis facility	\$1,079,568.00	\$288,244.66	26.7%	2027 - 2031
OS 13	Cessnock Regional Netball facility	\$2,429,541.00	\$648,687.45	26.7%	2027 - 2031
OS 14	Carmichael Park, BMX facility	\$500,000.00	\$133,500.00	26.7%	2027 - 2031
OS 15	Cessnock Sportsground/Baddeley Park, upgrades to masterplan	\$11,104,462.00	\$2,964,891.35	26.7%	2027 - 2031
	<b>TOTAL</b>	<b>\$67,151,274.26</b>	<b>\$17,929,390.23</b>		
<b>District Facilities</b>					
<b>Cessnock District Catchment</b>					
OS 16	Cessnock Aquatic Centre, upgrades to existing facility	\$493,220.00	\$139,581.26	28.3%	2024 - 2027
OS 17	TAFE, Cessnock, new district park	\$5,306,823.00	\$1,501,830.91	28.3%	2027 - 2031



OS 18	District Park in Bellbird North URA	\$9,276,516.00	\$2,625,254.03	28.3%	2027 – 2031
OS 19	District Amenity Building in Bellbird North URA	\$2,560,171.00	\$724,528.39	28.3%	2027 – 2031
OS 20	East End Oval, upgrades in accordance with masterplans	\$715,081.00	\$202,367.92	28.3%	2027 – 2031
OS 21	19 Quarry Street, Cessnock, new local park	\$1,427,538.00	\$403,993.25	28.3%	2027 – 2031
OS 22	Manning Park off leash exercise area	\$144,000.00	\$40,752.00	28.3%	2027 – 2031
OS 23	George Jeffrey Park, Kearsley, upgrade to tennis courts	\$553,500.00	\$156,640.50	28.3%	2024 – 2027
OS 24	Aberdare, upgrade to existing cemetery	\$2,025,000.00	\$573,075.00	28.3%	2027 – 2031
OS 25	Cessnock, upgrade to existing cemetery	\$316,679.00	\$89,620.16	28.3%	2027 – 2031
OS 26	Rothbury, upgrade to existing cemetery	\$59,523.00	\$16,845.01	28.3%	2027 – 2031
OS 27	Poppethead Park, Kitchener upgrades in accordance with masterplan	\$300,000.00	\$84,900.00	28.3%	2027 – 2031
OS 28	District Sporting fields and infrastructure, Bellbird North URA	\$14,270,249.00	\$4,038,480.47	28.3%	2027 – 2031
OS 29	Mount View Park, upgrades in accordance with masterplans	\$4,225,341.00	\$1,128,166.05	28.3%	2027 – 2031
OS 30	Bellbird North Off Leash Dog Exercise Area (to ideally be located within district sports precinct)	\$240,000.00	\$67,920.00	28.3%	2027 – 2031
OS 31	Bridges Hill Off Leash Dog Exercise Area	\$144,000.00	\$40,752.00	28.3%	2027 – 2031
OS 32	Hall Park Off Leash Dog Exercise Area	\$144,000.00	\$40,752.00	28.3%	2024 – 2027
OS 33	Bellbird North URA Skate Spot/Node	\$244,530.00	\$69,201.99	28.3%	2027 – 2031
OS 34	Bridges Hill Skatepark, construction of new facility	\$472,500.00	\$133,717.50	28.3%	2027 – 2031
	<b>TOTAL</b>	<b>\$42,918,671.00</b>	<b>\$12,078,378.44</b>		
<b>Rural West District Catchment</b>					
OS 35	Millfield Community Hall, upgrade to Hall and upgrade to multipurpose court	\$148,800.00	\$20,534.40	13.8%	2027 – 2031
OS 36	46 McDonald Avenue, Paxton, new district park	\$6,450,948.00	\$890,230.82	13.8%	2027 – 2031
OS 37	Millfield Cemetery, upgrade to existing cemetery	\$116,596.00	\$16,090.25	13.8%	2027 – 2031
OS 38	Ellalong Cemetery, upgrade to existing cemetery	\$176,816.00	\$24,400.61	13.8%	2027 – 2031
OS 39	Wollombi Cemetery, upgrade to existing cemetery	\$59,180.00	\$8,166.84	13.8%	2027 – 2031
OS 40	Ellalong off leash dog exercise area	\$240,000.00	\$33,120.00	13.8%	2027 – 2031
	<b>TOTAL</b>	<b>\$7,192,340.00</b>	<b>\$992,542.92</b>		
<b>Kurri Kurri District Catchment</b>					
OS 41	Kurri Kurri Aquatic Centre, upgrade to aquatic centre	\$702,857.00	\$160,954.25	22.9%	2024 – 2027
OS 42	Kurri Kurri Skate Park, upgrade of existing facilities	\$594,000.00	\$136,026.00	22.9%	2027 – 2031
OS 43	Abermain Skate Park, new facility	\$244,530.00	\$55,997.37	22.9%	2027 – 2031

OS 44	Margaret Johns Park, Kurri Kurri, new district park (inclusive of upgrade to multipurpose court)	\$5,306,823.00	\$1,215,262.47	22.9%	2027 - 2031
OS 45	Kurri Kurri Cemetery, upgrade to existing cemetery	\$2,970,000.00	\$680,130.00	22.9%	2027 - 2031
OS 46	Cliftleigh off leash dog exercise area	\$144,000.00	\$32,976.00	22.9%	2027 - 2031
OS 47	Cliftleigh Skate park	\$472,500.00	\$108,202.50	22.9%	2027 - 2031
OS 48	District Sporting fields and infrastructure at Hydro	\$17,577,893.00	\$4,025,337.50	22.9%	2027 - 2031
	Land component – 8.4 ha - to be dedicated free of charge	0.00	0.00	N/A	
	<b>TOTAL</b>	<b>\$28,012,603.00</b>	<b>\$6,414,886.09</b>		
<b>Branxton-Greta District Catchment</b>					
OS 49	Branxton Aquatic Centre, upgrade to pool	\$452,250.00	\$180,447.75	39.9%	2024 – 2027
OS 50	Greta Skate Park, upgrade of existing facilities	\$472,500.00	\$188,527.50	39.9%	2027 - 2031
OS 51	Branxton Oval, upgrades to existing facilities	\$1,421,996.00	\$567,376.40	39.9%	2027 - 2031
OS 52	Branxton Cemetery, upgrades to existing facilities	\$486,545.00	\$194,131.46	39.9%	2027 - 2031
OS 53	Greta Cemetery, upgrades to existing facilities	\$252,819.00	\$100,874.78	39.9%	2027 - 2031
	<b>TOTAL</b>	<b>\$3,086,110.00</b>	<b>\$1,231,357.89</b>		
<b>Local Facilities</b>					
<b>Bellbird North URA Local Catchment</b>					
OS 54	7 local parks	\$16,992,579.00	\$16,992,579.00	100%	2027 - 2031
OS 55	Land component for local parks	\$1,680,000.00	\$1,680,000.00	100%	2027 - 2031
OS 56	Netball Courts	\$1,379,887.00	\$1,379,887.00	100%	2027 - 2031
OS 57	Multipurpose courts	\$609,673.00	\$609,673.00	100%	2027 - 2031
	<b>TOTAL</b>	<b>\$20,662,139.00</b>	<b>\$20,662,139.00</b>		
<b>Kurri Kurri to Maitland Local Catchment</b>					
OS 58	Embellishment of parks and detention basin (500m x 2m wide concrete pathway and 5 sandstone block seating)	\$659,700.00	\$659,700.00	100%	2020 - 2024
<b>Government Road Local Catchment</b>					
OS 59	Embellishment of playground	\$1,864,263.00	\$1,864,263.00	100%	2027 - 2031
OS60	Land component – 0.5 ha	\$289,378.00	\$289,378.00	100%	2027 - 2031
		<b>\$2,153,641.00</b>	<b>\$2,153,641.00</b>		
OS 61	Mount View Road, Millfield, new local park	\$1,864,263.00	\$1,864,263.00	100%	2027 - 2031
OS 62	Land component – 0.5 ha	\$289,378.00	\$289,378.00	100%	2027 - 2031
		<b>\$2,153,641.00</b>	<b>\$2,153,641.00</b>		

### 13.2 Works schedules: Community Facilities

Project Number	Project	Costs	Apportionment Costs	Apportionment rate	Anticipated year of delivery date
<b>Community Facilities</b>					
<b>Regional Facilities – LGA Wide</b>					
CF 1	Cessnock City Libraries, branch upgrades	\$9,738,780.02	\$2,600,254.27	26.7%	2027 – 2031
CF 2	Cessnock Performing Arts Centre, repayment of interest	\$980,775.00	\$261,866.93	26.7%	2020 – 2024
CF 3	Cessnock Performing Arts Centre, upgrades to building	\$370,061.00	\$98,806.29	26.7%	
	<b>TOTAL</b>	<b>\$11,089,616.02</b>	<b>\$2,960,927.48</b>		
<b>District Facilities</b>					
<b>Cessnock District Catchment</b>					
CF 4	Provision for 2 Multipurpose Centres (1 located at Bellbird North and 1 located within Cessnock District Catchment location to be identified)	\$10,054,202.74	\$2,845,339.38	28.3%	2027 – 2031
CF 5	Provision for 2 Multipurpose Centre, land acquisition (1 located at Bellbird North and 1 located within Cessnock District Catchment location to be identified)	\$192,000.00	\$54,336.00	28.3%	2027 – 2031
		<b>\$10,246,202.74</b>	<b>\$2,899,675.38</b>		
<b>Rural West District Catchment</b>					
CF 6	Provision for Multipurpose Centre, new facility located at Bellbird North. The facility has been identified for cross catchment use for Rural West	\$5,027,101.37	\$693,739.99	13.8%	2027 – 2031
CF 7	Provision for Multipurpose Centre, land acquisition at Bellbird North	\$96,000.00	\$13,248.00	13.8%	2027 – 2031
		<b>\$5,123,101.37</b>	<b>\$706,987.99</b>		
<b>Kurri Kurri District Catchment</b>					
CF 8	Provision for Multipurpose Centre, new facility	\$5,027,101.37	\$1,151,206.21	22.9%	2027 – 2031
CF 9	Provision of Multipurpose Centre(s), land facility	\$96,000.00	\$21,984.00	22.9%	2027 – 2031
	<b>TOTAL</b>	<b>\$5,123,101.37</b>	<b>\$1,173,190.21</b>		
<b>Branxton-Greta District Catchment</b>					
CF 10	Provision of Multipurpose Centre, fitout and carpark at Huntlee	\$3,756,248.26	\$1,498,743.06	39.9%	2027 - 2031



### 13.3 Works schedules: Shared Pathways/Cycleways

Project Number	Project	Costs	Apportionment Costs	Apportionment rate	Anticipated year of delivery date
<b>Cycleways</b>					
<b>Regional Facilities – LGA Wide</b>					
CW 1	New off-road path on Maitland Road (Cessnock/Neath) - David Street to Duffie Drive (2.50 km)	\$3,153,000.00	\$841,851.00	26.7%	2027 – 2031
CW 2	New off-road path - Richmond Vale Rail Trail (Cessnock Section) (14.4 km)	\$26,193,534.00	\$6,993,673.58	26.7%	2027 – 2031
CW 3	New off-road path on Mulbring and Boundary Sts (Kurri Kurri) - Log of Knowledge Park to Margaret Johns Park (1.806 km)	\$1,832,000.00	\$489,144.00	26.7%	2020 – 2024
CW 4	New off-road path along Appleton Ave (Weston) - Margaret Johns Park to Scott Street rail crossing (0.789 km)	\$685,000.00	\$182,895.00	26.7%	2027 – 2031
CW 5	New off-road path along Scott Street and Kilne Street (Weston) - Scott Street off-road path to Cessnock Road (0.620 km)	\$727,000.00	\$194,109.00	26.7%	2027 – 2031
CW 6	New off-road path along Main Road (Heddon Greta) - Heddon Street to Earp Street (0.665 km)	\$659,000.00	\$175,953.00	26.7%	2020 – 2024
CW 7	New off-road path on Rawson/Alexandra/Lang Streets (Kurri Kurri) from Victoria Street to Boundary Street (1.279 km)	\$1,347,000.00	\$359,649.00	26.7%	2027 – 2031
CW 8	New off-road path on Maitland Road(Cessnock) - Victoria Street to Doyle Street (0.132 km)	\$144,000.00	\$38,448.00	26.7%	2027 – 2031
CW 9	New off-road path on Wi)ne Country Drive (Lovedale to Pokolbin) from Lovedale Road to Broke Road (1.330 km)	\$1,880,000.00	\$501,960.00	26.7%	2027 – 2031
CW 10	New on-road connection along Cessnock Road (Neath) from Northumberland Street to Duffie Drive (2.236 km)	\$2,116,000.00	\$564,972.00	26.7%	2027 – 2031
CW 11	New on-road connection on Lang Street and Victoria Street (Kurri Kurri) from Heddon Street to Rawson Street (1.180 km)	\$1,290,000.00	\$344,430.00	26.7%	2027 – 2031
CW 12	Kookaburra Trail (1.4 km)	\$773,000.00	\$206,391.00	26.7%	2027 – 2031
CW 13	Kitchener Dam Loop Trail (0.9 km)	\$500,000.00	\$133,500.00	26.7%	2027 – 2031
CW 14	Hunter River Nature Walk (0.9 km)	\$500,000.00	\$133,500.00	26.7%	2027 – 2031
	<b>TOTAL</b>	<b>\$41,799,534.00</b>	<b>\$11,160,475.58</b>		

District Facilities

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CW 15	New off-road path on Duffie Drive/Colliery Street (Cessnock) - Aberdare Road to Maitland Road (2.33 km)	\$3,014,000.00	\$852,962.00	28.3%	2020 – 2024
CW 16	New off-road path on Aberdare Road/ Cessnock Road/Caledonia Street (Cessnock to Kearsley) - Quarrybylong St to Ellalong Street (2.870 km)	\$2,908,000.00	\$822,964.00	28.3%	2027 – 2031
CW 17	New off-road path on McGrane Street (Cessnock) - Church Street to Mount View Road (0.922 km)	\$1,106,000.00	\$312,998.00	28.3%	2027 – 2031
CW 18	New off-road path on Stephen St/Ivan St/Wollombi Rd (Cessnock) - Sports Ave shared path to Wollombi Rd/Alexander St intersection (0.597 km)	\$788,000.00	\$223,004.00	28.3%	2027 – 2031
CW 19	New off-road path along Francis, Margaret and Campbell Streets (Cessnock) (1.159 km)	\$1,467,000.00	\$415,161.00	28.3%	2027 – 2031
CW 20	New off-road path in Bellbird - Sparke, Doyle, Tennant, Ruby, Hetton and Kendall Streets (1.853 km)	\$2,502,000.00	\$708,066.00	28.3%	2027 – 2031
CW 21	New off-road path - URA to Mount View Road (Cessnock) via Mount View Park (0.512 km)	\$2,814,000.00	\$796,362.00	28.3%	2027 – 2031
CW 22	New off-road path - Buttaba Ave (Cessnock) via O’Neill Park playground along Acadia/Edith Sts to Stephen/Ivan Sts (1.264 km)	\$1,364,000.00	\$386,012.00	28.3%	2027 – 2031
CW 23	New off-road path on South Avenue (Cessnock) - North Avenue to Darwin Street (0.333 km)	\$314,000.00	\$88,862.00	28.3%	2027 – 2031
CW 24	New off-road path on Mulbring Street (Cessnock) - Railway Street shared path to Aberdare Road (0.259 km)	\$311,000.00	\$88,013.00	28.3%	2027 – 2031
CW 25	New off-road path on Melbourne Street (Cessnock) - Quarrybylong Street to Duffie Drive (1,752 km)	\$2,434,000.00	\$688,822.00	28.3%	2027 – 2031
CW 26	New off-road path on Kanowna Avenue (Cessnock) from Alkira Avenue to Old Maitland Road (0.459 km)	\$839,000.00	\$237,437.00	28.3%	2027 – 2031
CW 27	New off-road path on Government Road (Cessnock) - Anzac Avenue to URA (0.554 km)	\$959,000.00	\$271,397.00	28.3%	2027 – 2031
CW 28	New off-road path on Vincent Street (Cessnock) - Aberdare Road to Baddeley Park (1.080 km)	\$3,488,000.00	\$987,104.00	28.3%	2020 - 2025
CW 29	New off-road path on Darwin Street (Cessnock) - South Avenue to Wollombi Road (0.632 km)	\$598,000.00	\$169,234.00	28.3%	2027 – 2031

CW 30	New off-road path on South Avenue/Snape Street/Aberdare Road (Cessnock) - Darwin Street to Vincent Street (Extend to Cumberland St) (0.302 km)	\$304,000.00	\$86,032.00	28.3%	2027 – 2031
CW 31	New off-road path - Quarrybylong, Neath and Gallagher Streets (Cessnock) (1.815 km)	\$1,777,000.00	\$502,891.00	28.3%	2027 – 2031
CW 32	New off-road path on Mount View Road (Cessnock) - O’Shea Circuit to Oakey Creek Road (0.450 km)	\$432,000.00	\$122,256.00	28.3%	2027 – 2031
CW 33	New off-road path on Mount View Road (Cessnock) - Wollombi Road to the Cessnock Civic Indoor Sports Centre (1.163 km)	\$1,114,000.00	\$315,262.00	28.3%	2027 – 2031
CW 34	New off-road path on West Avenue/North Avenue (Cessnock) - Darwin Street to Wollombi Road (0.640 km)	\$1,036,000.00	\$293,188.00	28.3%	2027 – 2031
CW 35	New off-road path on Maitland Road (Cessnock) – Cumberland Street to Doyle Street (0.101 km)	\$121,000.00	\$34,243.00	28.3%	2020 - 2024
CW 36	New on-road connection - Maclean Street/Nelson Street/Buckland Avenue (Cessnock) (0.810 km)	\$1,123,000.00	\$317,809.00	28.3%	2027 – 2031
CW 37	New on-road connection on Cooper Street (Cessnock) - North Avenue and Cumberland Street (0.255 km)	\$1,096,000.00	\$310,168.00	28.3%	2027 – 2031
CW 38	New on-road connection on Jurd Street (Cessnock) - Church Street to Dixon Street (1.013 km)	\$1,394,000.00	\$394,502.00	28.3%	2027 – 2031
CW 39	New on-road connection on Dowlan Lane laneway from Victoria Street to Cumberland Street (Cessnock) (0.420 km)	\$518,000.00	\$146,594.00	28.3%	2027 – 2031
CW 40	New off-road: Extension of McDonalds Road (Pokolbin) cycleway to Oakey Creek Road (0.246 km)	\$411,000.00	\$116,313.00	28.3%	2027 – 2031
CW 41	New off-road path on Oakey Creek Road (Pokolbin) - McDonalds Road to Mount View Road (5.790 km)	\$6,250,000.00	\$1,768,750.00	28.3%	2027 – 2031
CW 42	New off-road path on Broke Road (Pokolbin) - McDonalds Road to Hermitage Road (5.640 km)	\$6,763,000.00	\$1,913,929.00	28.3%	2027 – 2031
CW 43	New off-road path on Hermitage Road (Pokolbin) - Broke Road to Deasys Road (Cessnock Council section) (1.220 km)	\$4,026,000.00	\$1,139,358.00	28.3%	2027 – 2031
CW 44	New off-road path on McDonalds Road (Pokolbin) - Broke Road to Wine Country Drive (6.255 km)	\$7,559,000.00	\$2,139,197.00	28.3%	2020 – 2024
CW 45	New off-road path on McDonalds Road (Pokolbin) - McDonalds Road cycleway to Broke Road (1 km)	\$1,551,000.00	\$438,933.00	28.3%	2020 - 2024

CW 46	New on-road connection on Broke Road (Pokolbin) - Hermitage Road to Singleton (1.5 km)	\$1,605,000.00	\$454,215.00	28.3%	2027 – 2031
CW 47	New off-road path on Cessnock Street (Kitchener) - Stanford Street to Abernethy Street (0.700 km)	\$675,000.00	\$191,025.00	28.3%	2027 – 2031
CW 48	New off-road path on Richmond Street/ Stanford Street (Kitchener) - Abernethy Street to Cessnock Street (0.972 km)	\$1,199,000.00	\$339,317.00	28.3%	2027 – 2031
CW 49	New off-road path on Ferguson Street/ Kearsley Road (Abernethy) - Murray Street to Lake Road (1.944 km)	\$2,416,000.00	\$683,728.00	28.3%	2027 – 2031
CW 50	New off-road path on Caledonia Street (Kearsley) - Allandale Street to Wilson Street (0.553 km)	\$768,000.00	\$217,344.00	28.3%	2027 – 2031
	<b>TOTAL</b>	<b>\$67,044,000.00</b>	<b>\$18,973,452.00</b>		
<b>Rural West District Catchment</b>					
CW 51	New off-road path on Boundary Street - URA to Wollombi Road (0.290 km)	\$391,000.00	\$53,958.00	13.8%	2027 – 2031
CW 52	New off-road path on Bennett Street (Millfield) - Wollombi Rd to Millfield Rd (0.486 km)	\$503,000.00	\$69,414.00	13.8%	2027 – 2031
CW 53	New off-road path on Earps Road, McDonald Avenue and Anderson Avenue (Paxton) (1.226 km)	\$157,400.00	\$21,721.20	13.8%	2027 – 2031
CW 54	New off-road path on Wollombi Road(Millfield) - Bennett Street to Bligh Street (0.349 km)	\$530,000.00	\$73,140.00	13.8%	2027 – 2031
	<b>TOTAL</b>	<b>\$1,581,400.00</b>	<b>\$218,233.20</b>		
<b>Kurri Kurri District Catchment</b>					
CW 55	New off-road path on McLeod Road (Kurri Kurri) - Northcote Street to Hunter TAFE (0.971 km)	\$1,190,000.00	\$272,510.00	22.9%	2027 – 2031
CW 56	New off-road path on Colliery Street/ Maitland St (Standford Merthyr) - Heddon Street to Pokolbin Street (1.392 km)	\$1,903,000.00	\$435,787.00	22.9%	2027 – 2031
CW 57	New off-road path on Heddon Street (Kurri Kurri) - Lang Street to Hopetoun Street (0.420 km)	\$428,000.00	\$98,012.00	22.9%	2027 – 2031
CW 58	New off-road path on Rawson Street (Kurri Kurri) - Victoria Street to Heddon Street (1.733 km)	\$1,919,000.00	\$439,451.00	22.9%	2020 – 2024
CW 59	New off-road path on Deakin Street(Kurri Kurri) - Heddon Street to Boundary Street (2.080 km)	\$2,337,000.00	\$535,173.00	22.9%	2027 – 2031

CW 60	New off-road path on Heddon Street (Kurri Kurri) - Lang Street to McLeod Road (0.733 km)	\$1,147,000.00	\$262,663.00	22.9%	2027 – 2031
CW 61	New off-road path on Lang Street (Kurri Kurri) - Alexandra Street to Hospital Road (0.961 km)	\$1,118,000.00	\$256,022.00	22.9%	2027 – 2031
CW 62	New off-road path on Averys Lane (Heddon Greta) - URA to Road (0.756 km)	\$940,000.00	\$215,260.00	22.9%	2027 – 2031
CW 63	New off-road path on Stanford Street (Pelaw Main) - Neath St to existing cycleway in Log of Knowledge Park (0.638 km)	\$661,000.00	\$151,369.00	22.9%	2027 – 2031
CW 64	New off-road path on Abermain Street (Pelaw Main) - Stanford Street to Pelaw Main Public School (0.440 km)	\$507,000.00	\$116,103.00	22.9%	2027 – 2031
CW 65	New on-road connection on Mitchell Avenue (Weston to Kurri Kurri) - Northcote Street to Government Road (1.482 km)	\$2,534,000.00	\$580,286.00	22.9%	2027 – 2031
CW 66	New on-road connection on Mitchell Street (Kurri Kurri) - Northcote Street to Lang Street (0.731 km)	\$821,000.00	\$188,009.00	22.9%	2027 – 2031
CW 67	New off-road path on East Esplanade (Weston) - Tenth Street to Fourth Street (0.630 km)	\$925,000.00	\$211,825.00	22.9%	2027 – 2031
CW 68	New off-road path - Fourth Street/Swanson Street (Weston) to Chinamans Hollow (0.931 km)	\$1,149,000.00	\$263,121.00	22.9%	2027 – 2031
CW 69	New off-road path on Government Road (Weston) - Mitchell Avenue to Cessnock Road (10.60 km)	\$1,065,000.00	\$243,885.00	22.9%	2027 – 2031
CW 70	New off-road path on Swanson/Station Street (Weston) - Government Road to First Street (0.780 km)	\$811,000.00	\$185,719.00	22.9%	2020 – 2024
CW 71	New off-road path on Goulburn Street (Abermain) - Lismore Street to Cessnock Rd (0.830 km)	\$1,022,000.00	\$234,038.00	22.9%	2027 – 2031
CW 72	New off-road path on Armidale St (Abermain) - Goulburn St to Orange St (0.580 km)	\$734,000.00	\$168,086.00	22.9%	2027 – 2031
CW 73	New off-road path on Hospital Road (Weston) - Lang Street to Appleton Avenue (0.924 km)	\$1,096,000.00	\$250,984.00	22.9%	2020 – 2024
CW 74	New on-road connection on Hart Road/ Gingers Lane/Frame Drive (Loxford through to Weston and Abermain) - Hunter Expressway to Lismore Street (4.67 km)	\$5,115,000.00	\$1,171,335.00	22.9%	2027 – 2031
CW 75	New on-road connection on Orange Street (Abermain) - Lismore Street to Cessnock Road (0.668 km)	\$887,000.00	\$203,123.00	22.9%	2027 – 2031



CW 76	New on-road connection on Tenth Street (Weston) - Government Road to East Esplanade (0.480 km)	\$655,000.00	\$149,995.00	22.9%	2027 – 2031
CW 77	New on-road connection on Government Road (Weston) - Mitchell Avenue to Hart Road (0.445 km)	\$553,000.00	\$126,637.00	22.9%	2027 – 2031
CW 78	New on-road connection on Station Street (Weston) - First Street to Cessnock Road (0.105 km)	\$136,000.00	\$31,144.00	22.9%	2027 – 2031
CW 79	New on-road connection from Leggets Lane (Mulbring) along New St, North St, Vincent St, Child St and Palmer St (4.842 km)	\$4,525,000.00	\$1,280,575.00	22.9%	2027 – 2031
	<b>TOTAL</b>	<b>\$34,178,000.00</b>	<b>\$8,071,112.00</b>		
<b>Branxton-Greta District Catchment</b>					
CW 80	New off-road path on Bridge St/Drinan St/Cessnock Rd (Branxton) - Railway St to the New England Highway (0.962 km)	\$1,037,000.00	\$413,763.00	39.9%	2020 – 2024
CW 81	New off-road path on Dalwood Road (Branxton) - New England Highway to Spring Street (1.235 km)	\$1,607,000.00	\$641,193.00	39.9%	2027 – 2031
CW 82	New off-road path on Wyndham Street (Greta) - Evans Street to Sale Street (Greta) (0.832 km)	\$1,349,000.00	\$538,251.00	39.9%	2027 – 2031
CW 83	New off-road path on West St (Greta) - High St to URA (1.133 km)	\$1,069,000.00	\$426,531.00	39.9%	2027 – 2031
CW 84	New off-road path on Elderslie Road (Branxton) - New England Highway to Singleton LGA (0.397 km)	\$422,000.00	\$168,378.00	39.9%	2027 – 2031
CW 85	New off-road path on McMullins Road (Branxton) - Dalwood Road to Hillview Road (0.513 km)	\$822,000.00	\$327,978.00	39.9%	2027 – 2031
CW 86	New off-road path on Station Street (Branxton) - New England Highway to Railway Street (0.687 km)	\$874,000.00	\$348,726.00	39.9%	2027 – 2031
CW 87	New off-road path between urban release area along Camp Rd/ Mansfield St (Greta) to proposed Nelson Street shared path (1.032 km)	\$1,169,000.00	\$466,431.00	39.9%	2027 – 2031
CW 88	New off-road connection on Nelson Street (Greta) - New England Highway to Greta Railway Station (0.962 km)	\$2,297,000.00	\$916,503.00	39.9%	2027 – 2031
CW 89	New off-road path on Washery Road/ Morgan Street and Thomas Street (Huntlee/North Rothbury) , connecting to existing cycleway on Wine Country Drive (0.765 km)	\$1,030,000.00	\$410,970.00	39.9%	2027 – 2031
CW 90	Upgrade on-road conditions on Railway St, Branxton (0.492 km)	\$649,000.00	\$258,951.00	39.9%	2027 – 2031
CW 91	Pathway on High Street to Greta Central Oval (1200)	\$1,372,000.00	\$547,428.00	39.9%	2027 – 2031
	<b>TOTAL</b>	<b>\$13,697,000.00</b>	<b>\$5,465,103.00</b>		

### 13.4 Works schedules: Road and Traffic Works

Project Number	Project	Costs	Apportionment Costs	Apportionment rate	Anticipated year of delivery date
<b>Road and Traffic Works</b>					
<b>Regional Facilities LGA Wide</b>					
RW 1	West Ave, Maitland Rd to North Ave - 0.4 km	\$960,881.05	\$256,555.24	26.7%	2027 - 2031
RW 2	Wine Country Dr, bridge St to 700 m south of Bridge st - 0.7 km	\$1,729,585.90	\$461,799.44	26.7%	2027 - 2031
RW 3	Colliery Street / Duffie Drive Aberdare Rd to Maitland Rd - 2.35 km	\$4,700,000.00	\$1,254,900.00	26.7%	2027 - 2031
RW 4	Oakey Creek Road (between Mount View Road and Ingles Lane), Road reconstruction (i.e. pavement strengthening and widening to two lanes)	\$8,290,572.00	\$2,213,582.72	26.7%	2027 - 2031
RW 5	Ingles Lane (between Oakey Creek Road and O'Connors Road), Road reconstruction (i.e. construction of two lanes and pavement sealing, including intersections)	\$3,190,540.00	\$851,874.18	26.7%	2027 - 2031
RW 6	O'Connors Road (between Ingles Lane and Wine Country Drive), Road reconstruction (i.e. reconstruction and widening to two lanes)	\$10,853,139.00	\$2,897,788.11	26.7%	2027 - 2031
	<b>TOTAL</b>	<b>\$29,724,717.95</b>	<b>\$7,936,499.69</b>		
<b>District Facilities</b>					
<b>Cessnock District Catchment</b>					
RW 10	Barrett St/Mt View Rd Left-in Left-out	\$40,458.14	\$14,160.35	28.3%	2027 - 2031
<b>Local Road and Traffic Works</b>					
<b>Kurri Kurri to Maitland Local Catchment</b>					
RW 11	Averys Lane, Heddon St to subdivision - reconstruct with kerb and drainage	\$999,843.75	\$999,843.75	100%	2024 - 2027
RW 12	Adams St - Heddon St to Stanford St - reconstruct road with kerb and drainage	\$423,773.43	\$346,222.89	81.70%	2024 - 2027
RW 13	Stanford St - Main Rd to Clift St - reconstruct road with kerb and drainage	\$201,796.87	\$164,868.04	81.70%	2024 - 2027
RW 16	Averys Lane - within subdivision - 8 all-weather bus stops	\$224,218.75	\$224,218.75	100%	2024 - 2027
	<b>TOTAL</b>	<b>\$1,849,632.80</b>	<b>\$1,735,153.43</b>		
<b>Government Road Local Catchment</b>					

RW 17	Ferguson St, 20 locations traffic calming	\$118,963.73	\$17,844.56	15%	2027 – 2031
RW 18	Government Road, reconstruct drainage, pedestrian/cycle and 2 bus shelters	\$1,320,497.40	\$1,320,497.40	100%	2020 – 2024
RW 19	Anzac Ave, Subiaco St, Yilgarn Ave, Carroll Ave, Comfort Ave, Kanowa Ave. Approx 30 locations - Traffic calming, refuges, line marking, stop signs kerb blisters	\$178,445.59	\$178,445.59	100%	2027 – 2031
RW 20	Surrounding Street Network - reconstruct/remedial treatment	\$118,963.73	\$118,963.73	100%	2027 - 2031
	<b>TOTAL</b>	<b>\$1,736,870.45</b>	<b>\$1,635,751.28</b>		
<b>Nulkaba Local Catchment</b>					
RW 21	Ivanhoe St - Rothbury to Branxton St - Reconstruct incl. kerb and gutter drainage to manage the increased number of traffic movements from the new residential areas to the school	\$234,026.60	\$234,026.60	100%	2024 - 2024
RW 22	Rothbury St – Ivanhoe St to O’Connors Rd - Reconstruct incl. kerb and gutter drainage to manage the increased number of traffic movements from the new residential areas to the school.	\$324,036.80	\$324,036.80	100%	2024 - 2027
RW 23	Wine Country Drive/O’Connors Rd & Fletcher St - 3 shelter sheds	\$98,104.39	\$98,104.39	100%	2020 - 2024
RW 24	Fletcher St - Valley View Place to Wine Country Dr - reconstruct kerb and gutter drainage	\$407,133.97	\$407,133.97	100%	2020 - 2024
RW 25	Valley View Place - reconstruct with drainage Fletcher St Northward for 275 m	\$420,301.86	\$420,301.86	100%	2024 - 2027
RW 26	Wine Country Dr - intersection/upgrade to channelized right turn from Wine Country Dr into Fletcher St	\$696,490.67	\$696,490.67	100%	2024 - 2027
RW 27	Austral St/Occident St/Wine Country Dr - reconstruct pavement and drainage to urban design standard	\$702,079.28	\$702,079.28	100%	2024 - 2027
	<b>TOTAL</b>	<b>\$2,882,173.57</b>	<b>\$2,882,173.57</b>		
<b>Millfield Local Catchment</b>					
RW 28	Wollombi Road - one bus stop/shelter	\$30,000.00	\$12,000.00	40%	2024 - 2027
<b>Bellbird North Local Catchment</b>					
RW 29	Wollombi Road - West Avenue to Maitland Road, road widening	\$6,681,678	\$3,274,022.22	49%	2027 - 2031
RW 30	Wollombi Road - West Ave and Marketplace Entry, pedestrian facilities improvements	\$100,000	\$49,000.00	49%	2027 - 2031
RW 31	Wollombi Road - Francis Street to West Avenue, road widening	\$6,249,981	\$4,187,487.27	67%	2027 - 2031
RW 32	Wollombi Road / Westcott Avenue, intersection improvements	\$1,042,934	\$615,331.06	59%	2027 - 2031
RW 33	Wollombi Road / Darwin Street, intersection improvements	\$1,374,545	\$907,199.70	66%	2027 - 2031

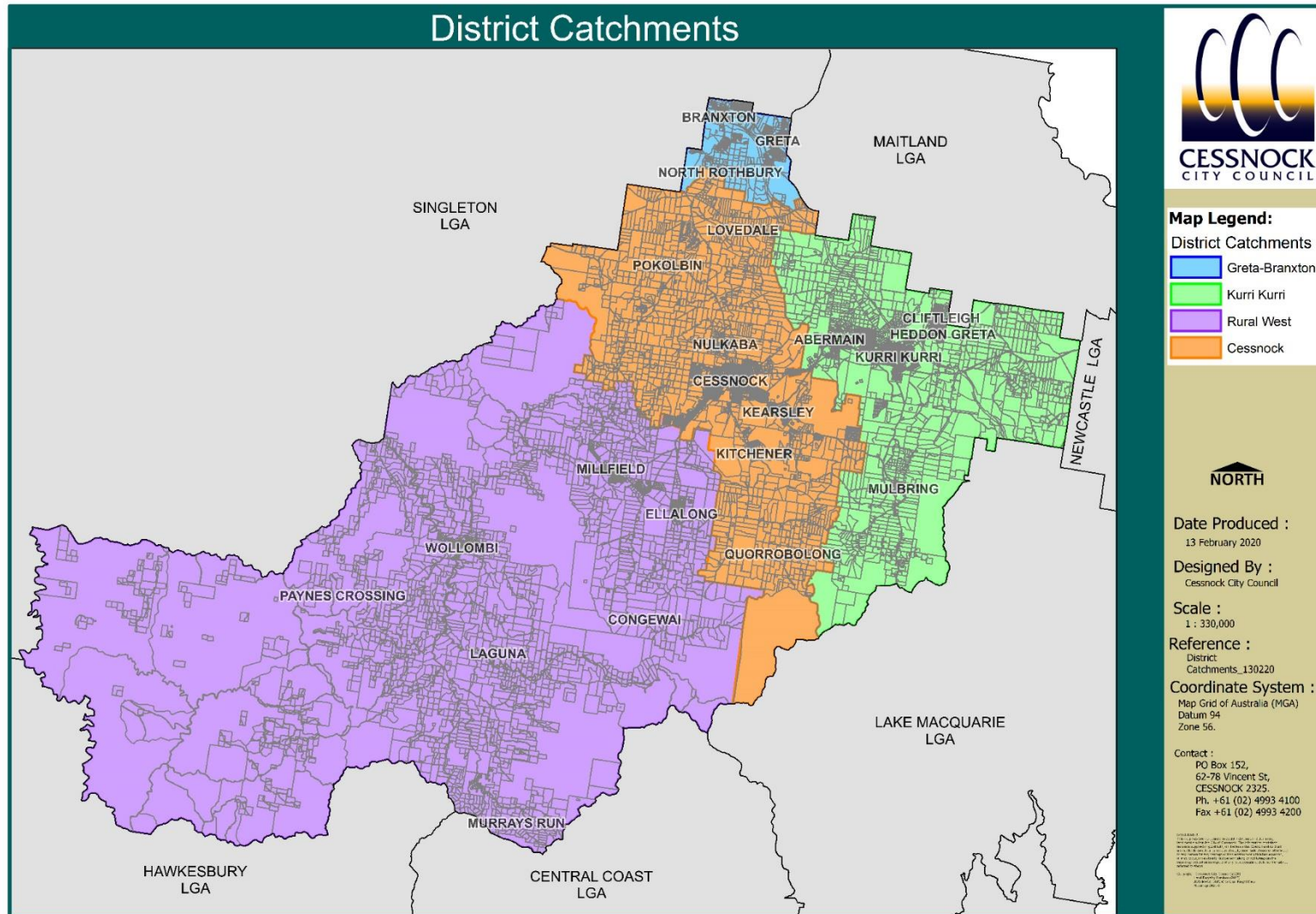
RW 34	Wollombi Road / Mount View Road, intersection improvements	\$1,126,546	\$754,785.82	67%	2027 - 2031
RW 35	Wollombi Road / Mount View Road, land acquisition	\$6,749	\$3,307.01	49%	2027 - 2031
RW 36	Wollombi Road / Helen Street, right turn bans	\$50,888	\$40,201.52	79%	2027 - 2031
RW 37	Wollombi Road / Miller Street, right turn bans	\$50,888	\$40,201.52	79%	2027 - 2031
RW 38	Wollombi Road / Lyell Street, right turn bans	\$50,888	\$41,728.16	82%	2027 - 2031
RW 39	Wollombi Road / Florence Street, right turn bans	\$50,888	\$41,728.16	82%	2027 - 2031
RW 40	Wollombi Road / West Avenue, intersection improvements	\$1,345,084	\$1,049,165.52	78%	2027 - 2031
RW 41	Wollombi Road / Darwin Street, land acquisition	\$22,218	\$9,109.38	41%	2027 - 2031
RW 42	Wollombi Road / Hutton Street, intersection treatments	\$10,445	\$8,042.65	77%	2027 - 2031
RW 43	Wollombi Road / Alexander Street, intersection improvements	\$593,542	\$457,027.34	77%	2027 - 2031
RW 44	Wollombi Road / Campbell Street, intersection treatments	\$10,445	\$8,147.10	78%	2027 - 2031
RW 45	Wollombi Road / Ivan Street / James Street, intersection improvements	\$1,224,487	\$967,344.73	79%	2027 - 2031
RW 46	Wollombi Road / Chidgey Street / Michael Street, right turn bans	\$50,888	\$41,728.16	82%	2027 - 2031
RW 47	Wollombi Road / Hickey Street / Francis Street, intersection improvements	\$1,224,487	\$1,016,324.21	83%	2027 - 2031
RW 48	Wollombi Road / Desmond Street, right turn bans	\$50,888	\$43,254.80	85%	2027 - 2031
RW 49	West Avenue - Wollombi Road to Miller Street, road widening	\$8,817,353	\$5,907,626.51	67%	2027 - 2031
RW 50	Wollombi Rd / Wangi Avenue / O'Neill Street, right turn bans	\$50,888	\$43,254.80	85%	2027 - 2031
RW 51	West Avenue / Alfred Street, intersection treatments	\$10,445	\$8,147.10	78%	2027 - 2031
RW 52	West Avenue / Lyell Street, right turn bans	\$50,888	\$36,639.36	72%	2027 - 2031
RW 53	West Avenue / Miller Street, right turn bans	\$50,888	\$36,639.36	72%	2027 - 2031
RW 54	West Avenue / North Avenue / South Avenue, intersection improvements	\$389,938	\$284,654.74	73%	2027 - 2031
RW 55	Mount View Road / Condon Avenue, right turn bans	\$50,888	\$42,745.92	84%	2027 - 2031
RW 56	Aberdare Road / Vincent Street / Snape street, intersection improvements	\$641,015	\$320,507.50	50%	2027 - 2031
RW 57	North Avenue / Darwin Street, intersection improvements	\$733,624	\$447,510.64	61%	2027 - 2031
RW 58	North Avenue / Keene Street / Cooper Street, pedestrian facilities improvements	\$75,000	\$69,000.00	92%	2027 - 2031
RW 59	South Avenue / Darwin Street, intersection improvements	\$550,218	\$225,589.38	41%	2027 - 2031
RW 60	Wollombi Rd - Abbotsford St to Francis St, road widening	\$15,246,912	\$11,892,591.36	78%	2027 - 2031
RW 61	Mount View Road - Wollombi Road to Oakey Creek Road, road reconstruction	\$1,250,000	\$812,500.00	65%	2027 - 2031
RW 62	Mount View Road / Christy Road, intersection improvements	\$389,938	\$374,340.48	96%	2027 - 2031

RW 63	Wollombi Road / Allandale Road, intersection improvements	\$88,491	\$53,979.51	61%	2027 - 2031
RW 64	Relocation of utility services	\$2,100,076	\$1,512,054.72	72%	2027 - 2031
RW 65	Wollombi Road / Abbotsford Street / Cox Street, intersection improvements	\$1,129,686	\$881,155.08	78%	2027 - 2031
RW 66	Wollombi Road / Bellbird North Access, intersection improvements	\$1,042,534	\$646,371.08	62%	2027 - 2031
RW 67	Abbotsford St - Wollombi Rd to Ruby St, road widening	\$1,337,814	\$1,337,814.00	100%	2027 - 2031
RW 68	Mount View Road / Oakey Creek Road, intersection improvements	\$389,938	\$378,239.86	97%	2027 - 2031
RW 69	Tennant Street - Bellbird North site access to Sparke Street, road reconstruction	\$2,279,384	\$2,279,384.00	100%	2027 - 2031
	<b>TOTAL</b>	<b>\$57,994,386.50</b>	<b>\$41,145,881.73</b>		

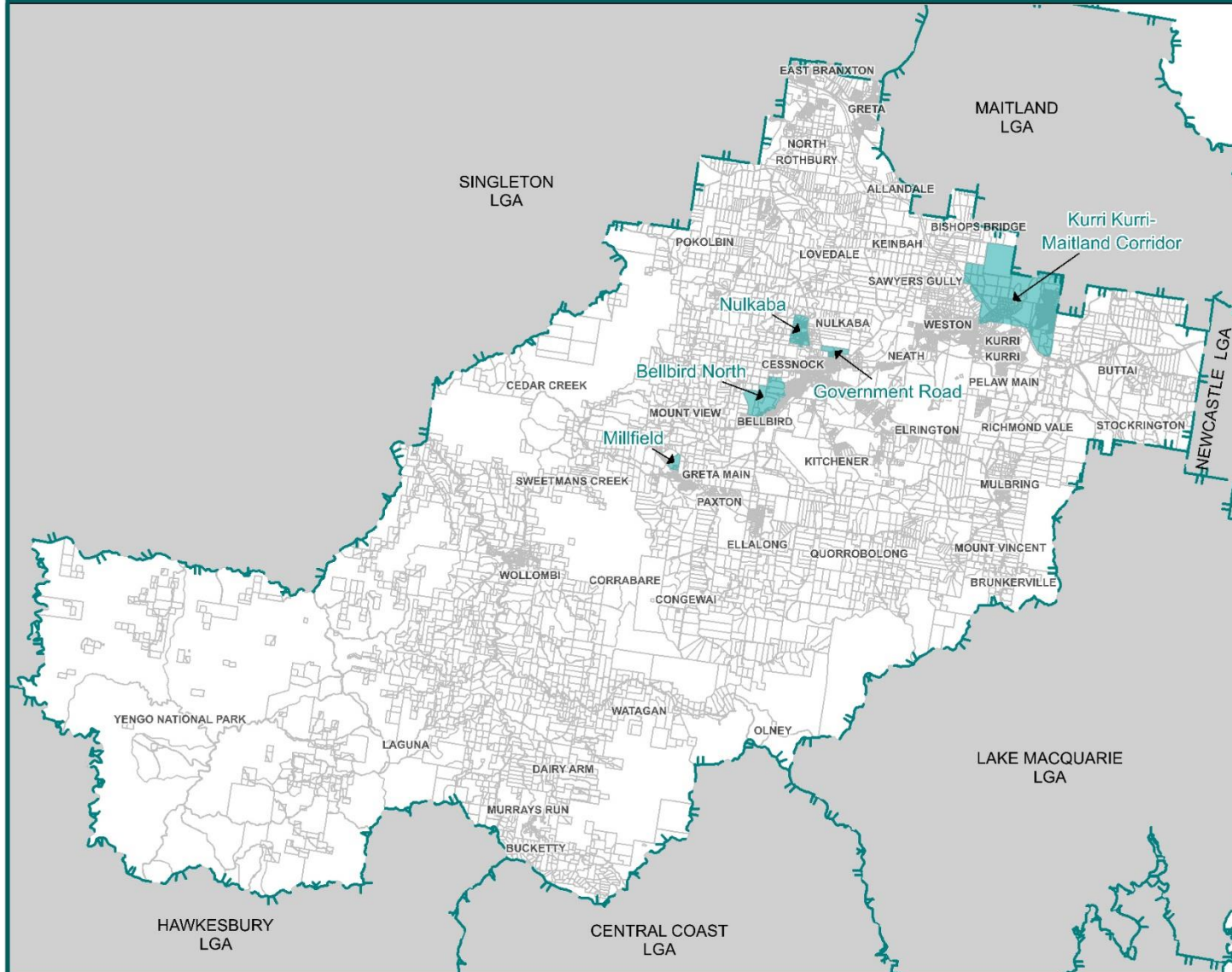
### 13.5 Works schedules: Drainage works

Kurri Kurri to Maitland Local Catchment					
DW 1	Clift St, Heddon Greta	\$1,300,000.00	\$1,062,100.00	81.70%	2020 - 2024





# Local Catchments



### Map Legend:

Local Catchments



Date Produced :

10 March 2020

Designed By :

Cessnock City Council

Scale :

1 : 330,000

Reference :

Local Catchments\_100320

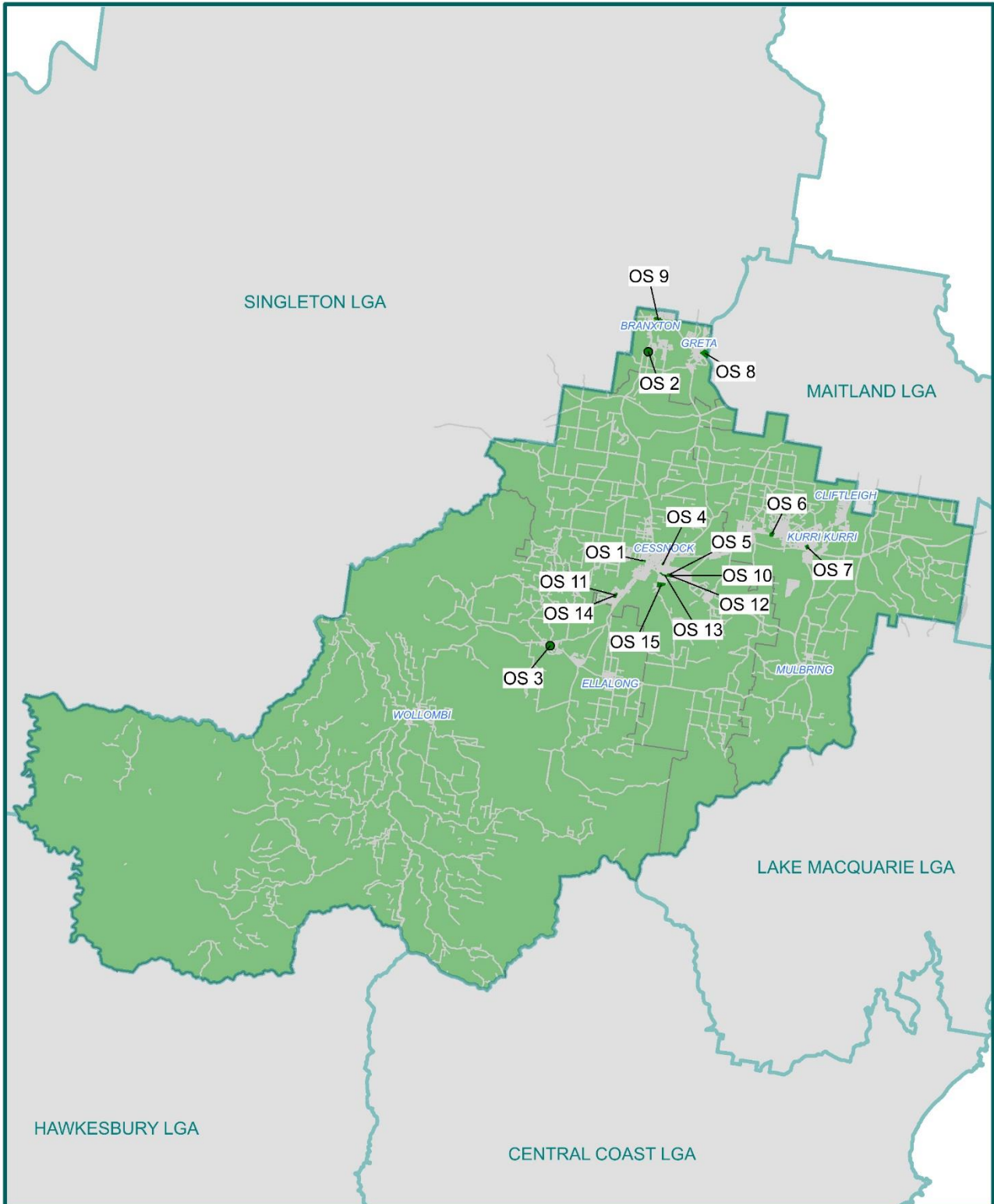
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## Regional Catchment - LGA Wide Open Spaces & Recreation



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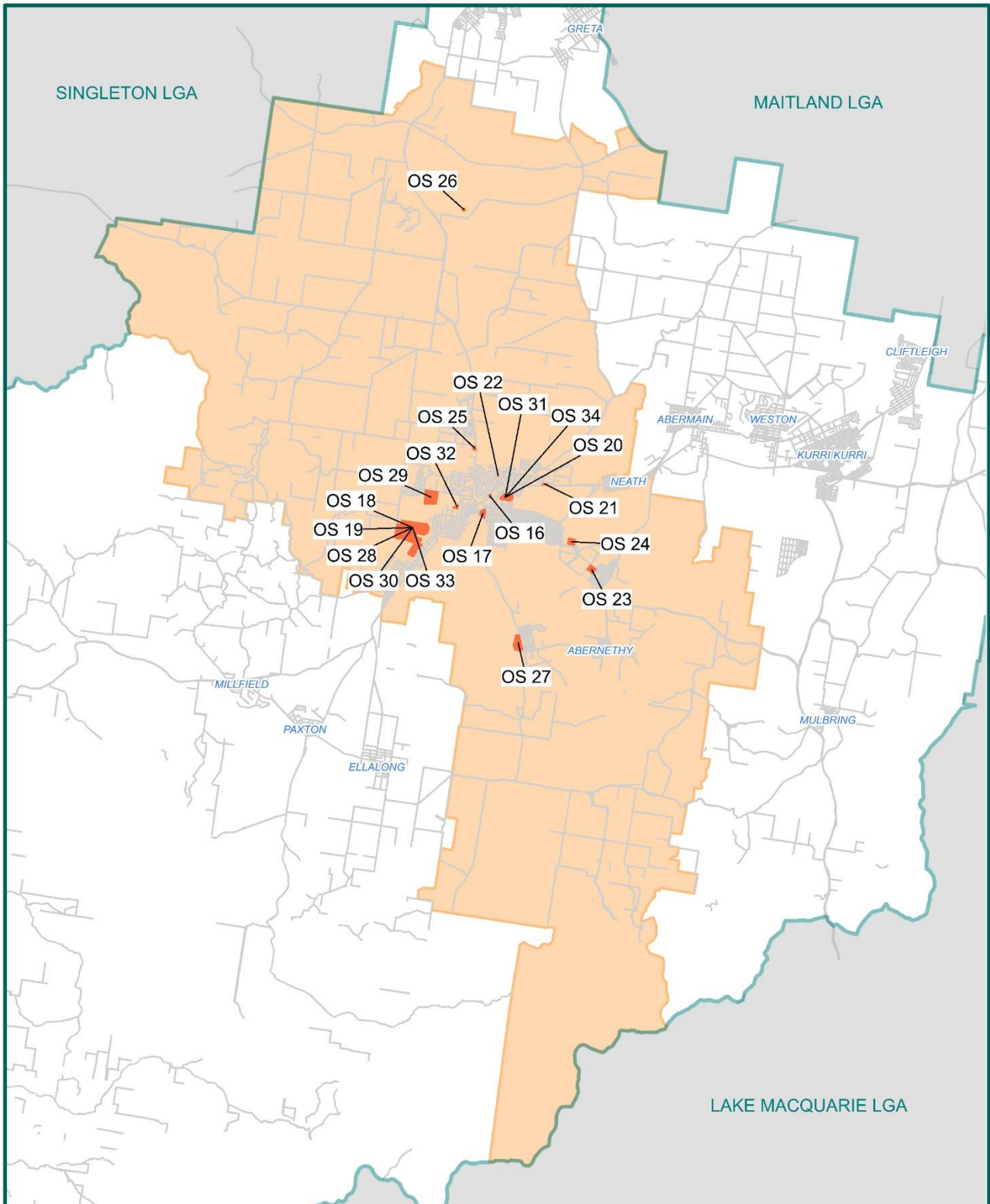


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## District Catchment - Cessnock Open Spaces & Recreation



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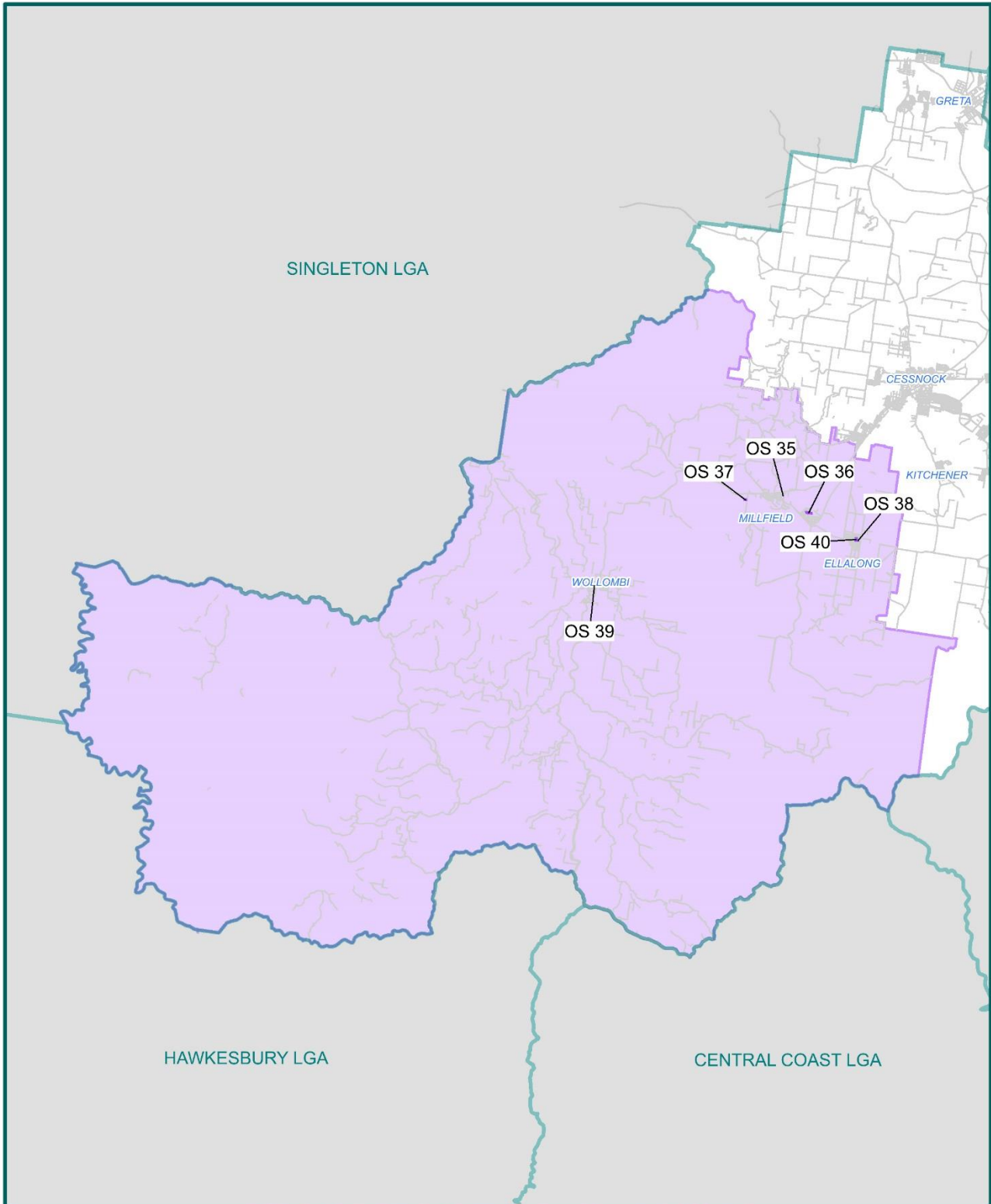
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## District Catchment - Rural West Open Spaces & Recreation



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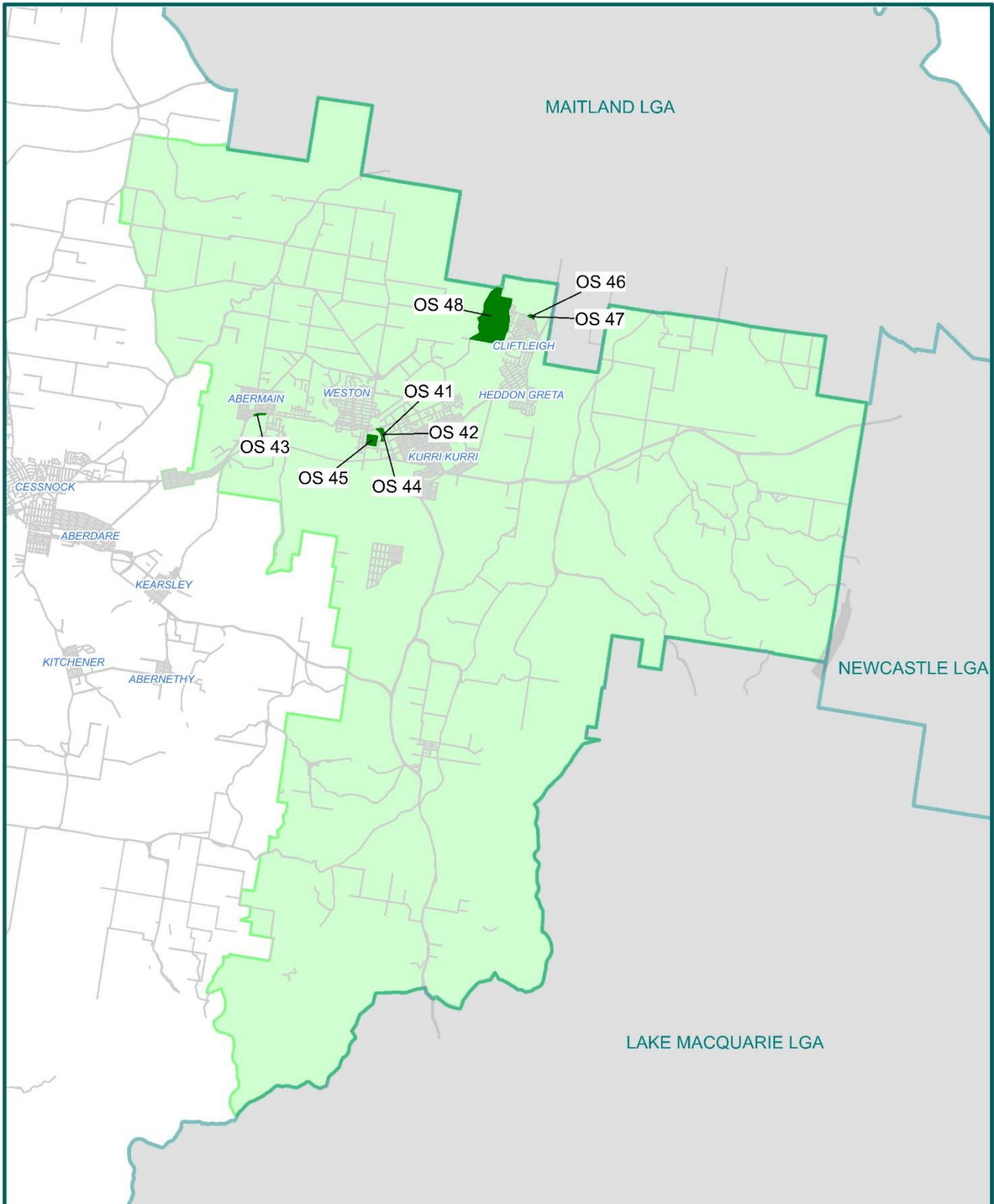
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## District Catchment - Kurri Kurri Open Spaces & Recreation



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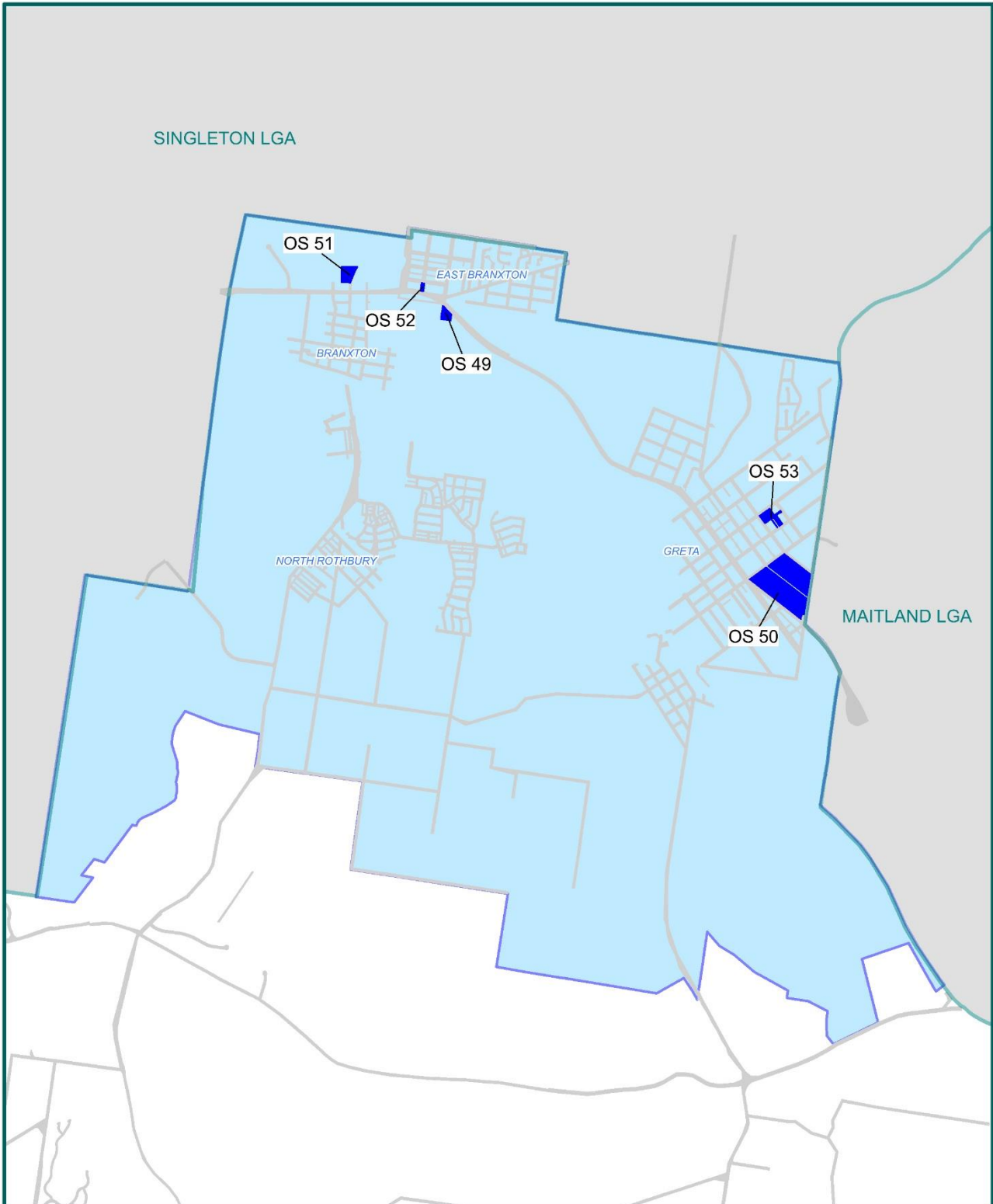
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## District Catchment - Branxton-Greta Open Spaces & Recreation



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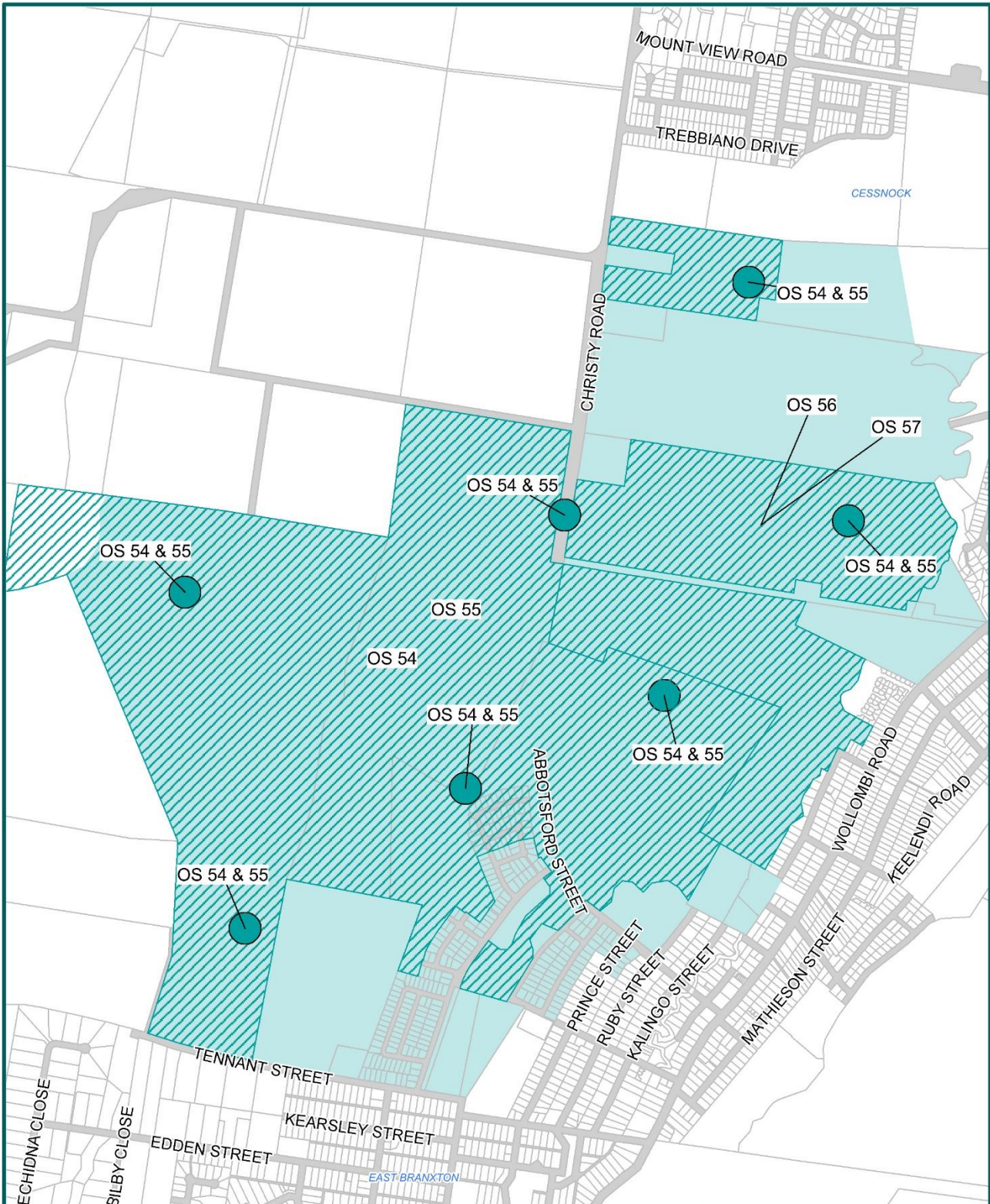


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## Local Catchment - Bellbird North Open Spaces & Recreation



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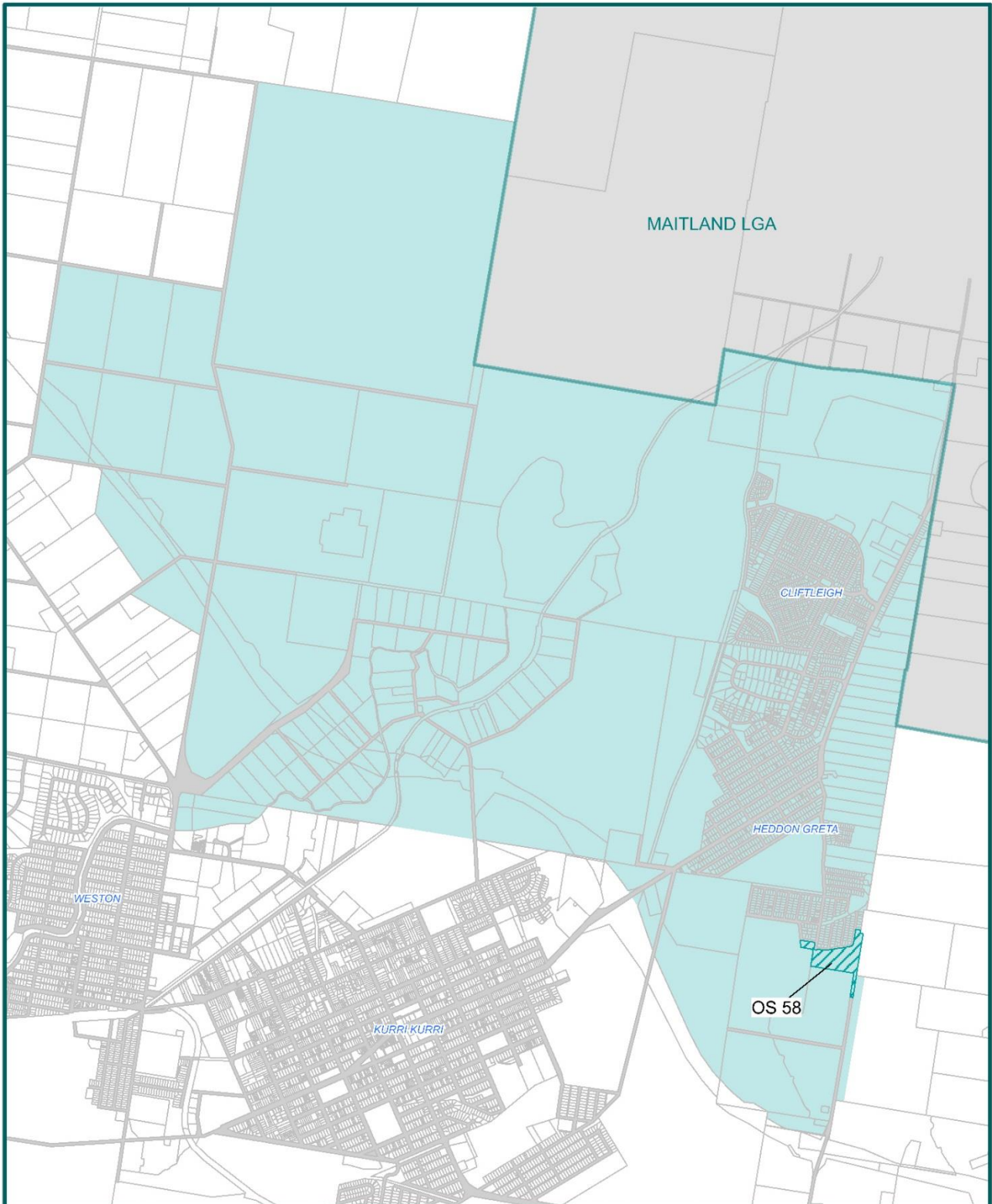


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## Local Catchment - Kurri Kurri-Maitland Corridor Open Spaces & Recreation



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Development Contributions\_Local\_Kurri Kurri-Maitland Corridor.wor

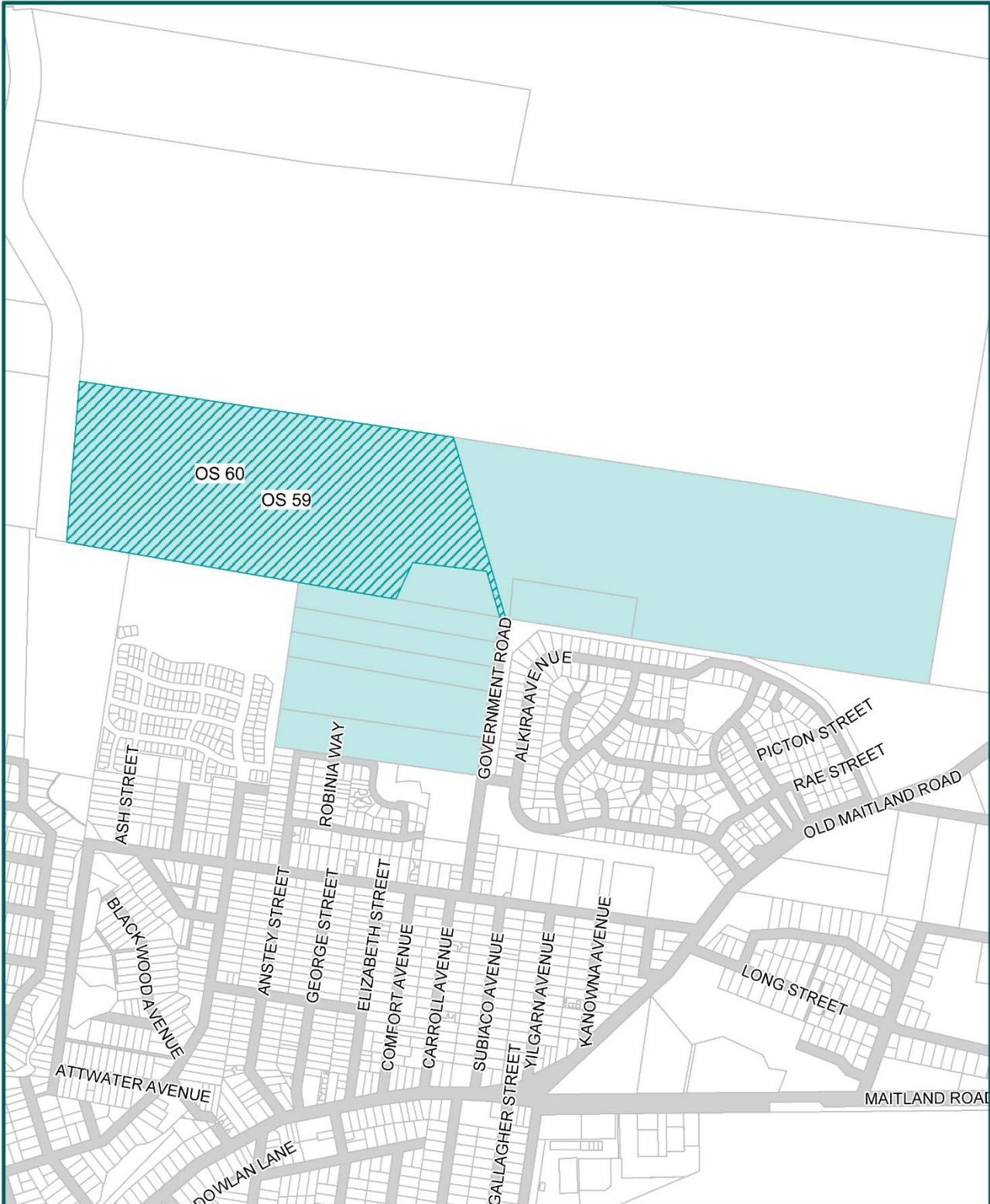
**Coordinate System:**  
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## Local Catchment - Government Road Open Spaces & Recreation



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Development Contributions\_Local\_Government Road.wor

**Coordinate System:**  
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Datum 94  
Zone 56.

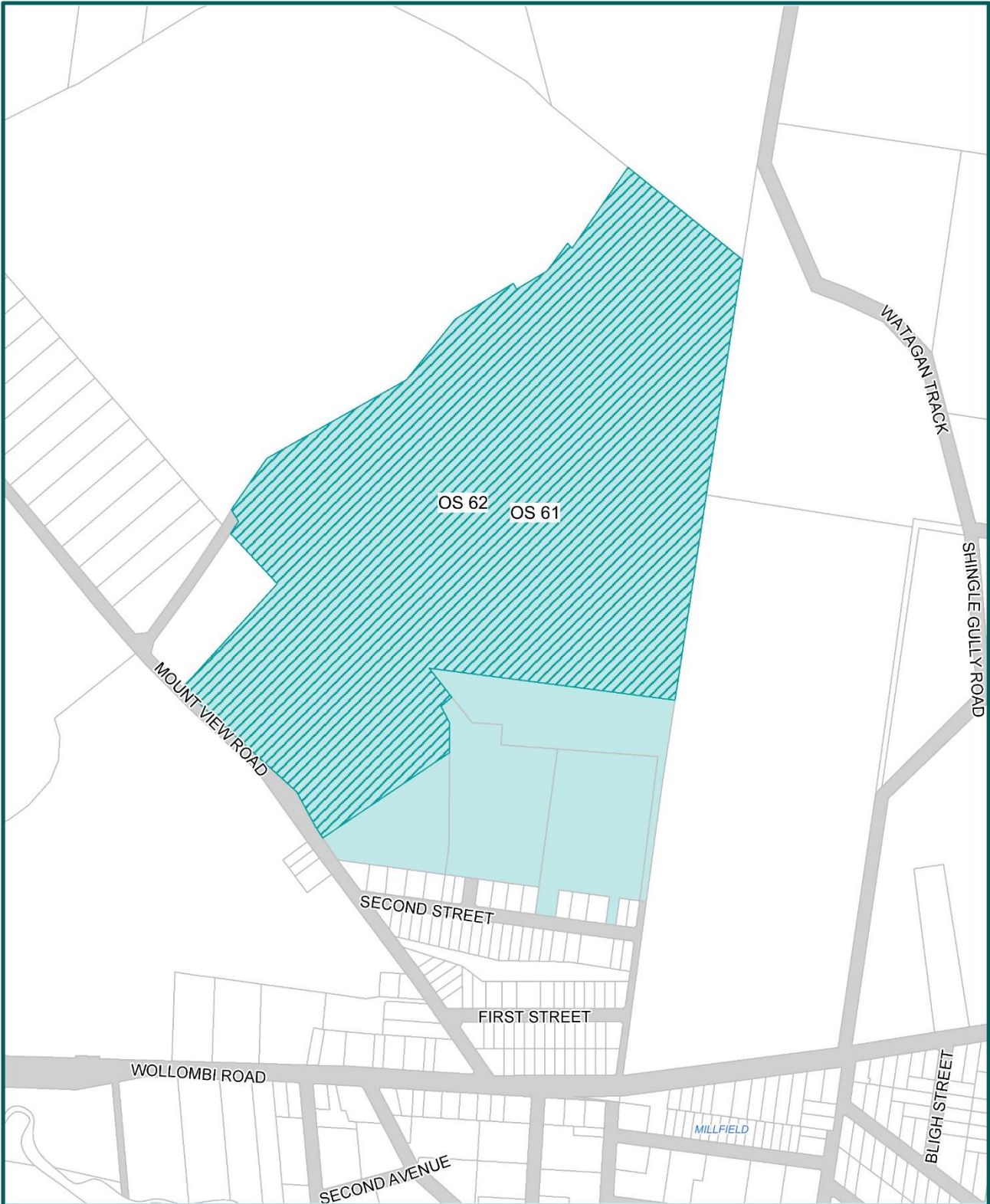


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## Local Catchment - Milfield Open Spaces & Recreation



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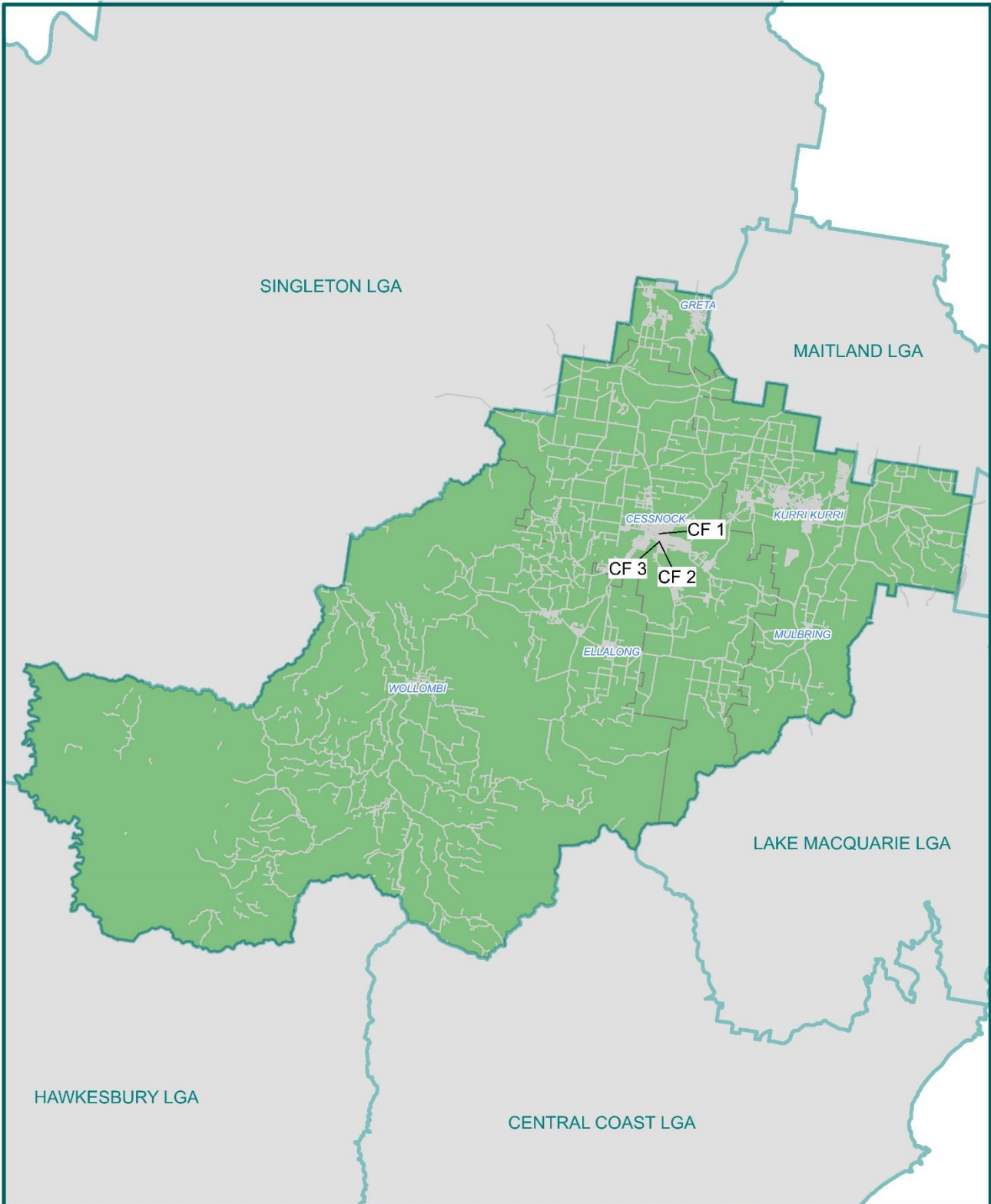
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## Regional Catchment - LGA Wide Community Facilities



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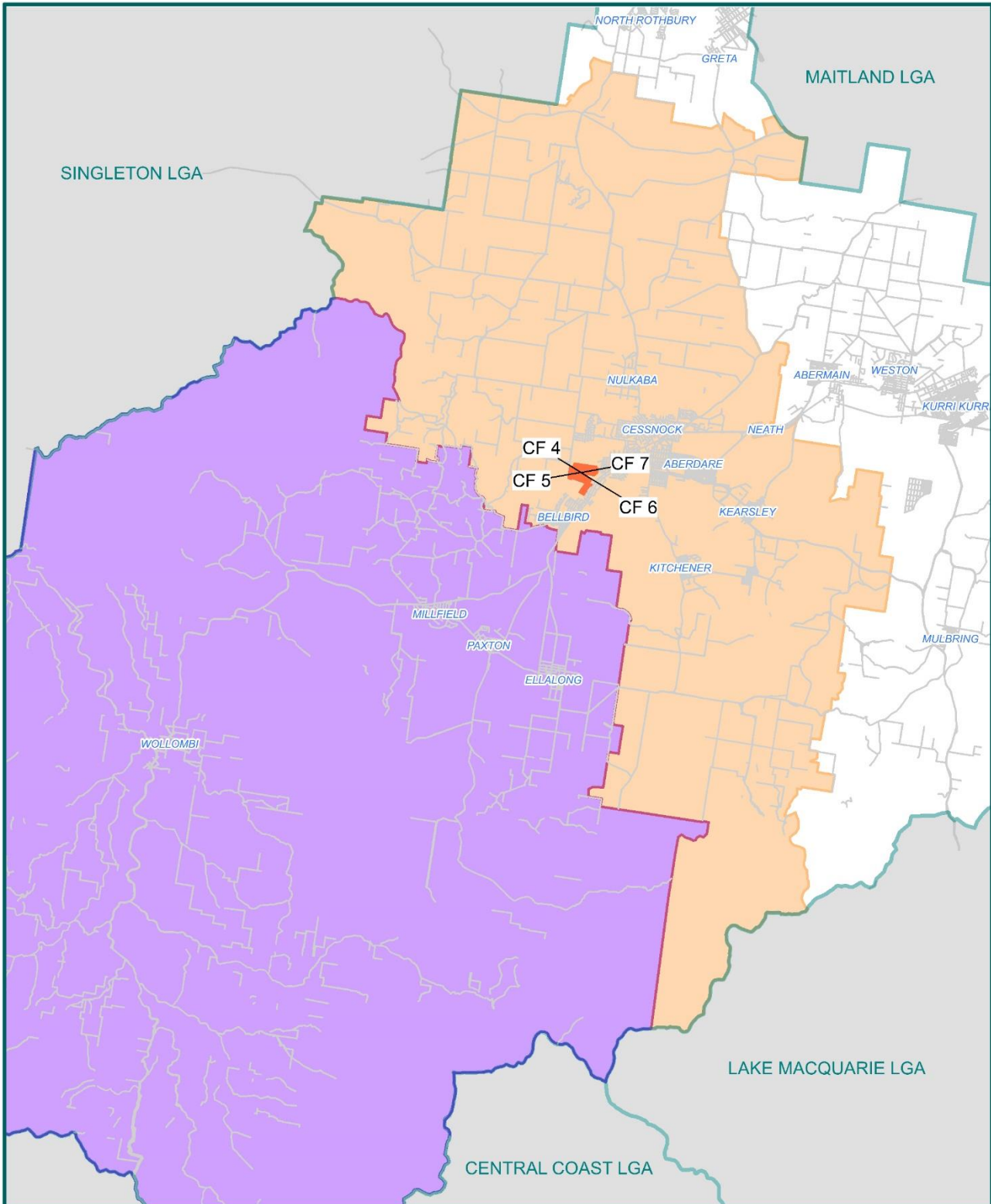


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## District Catchment - Cessnock & Rural West Community Facilities



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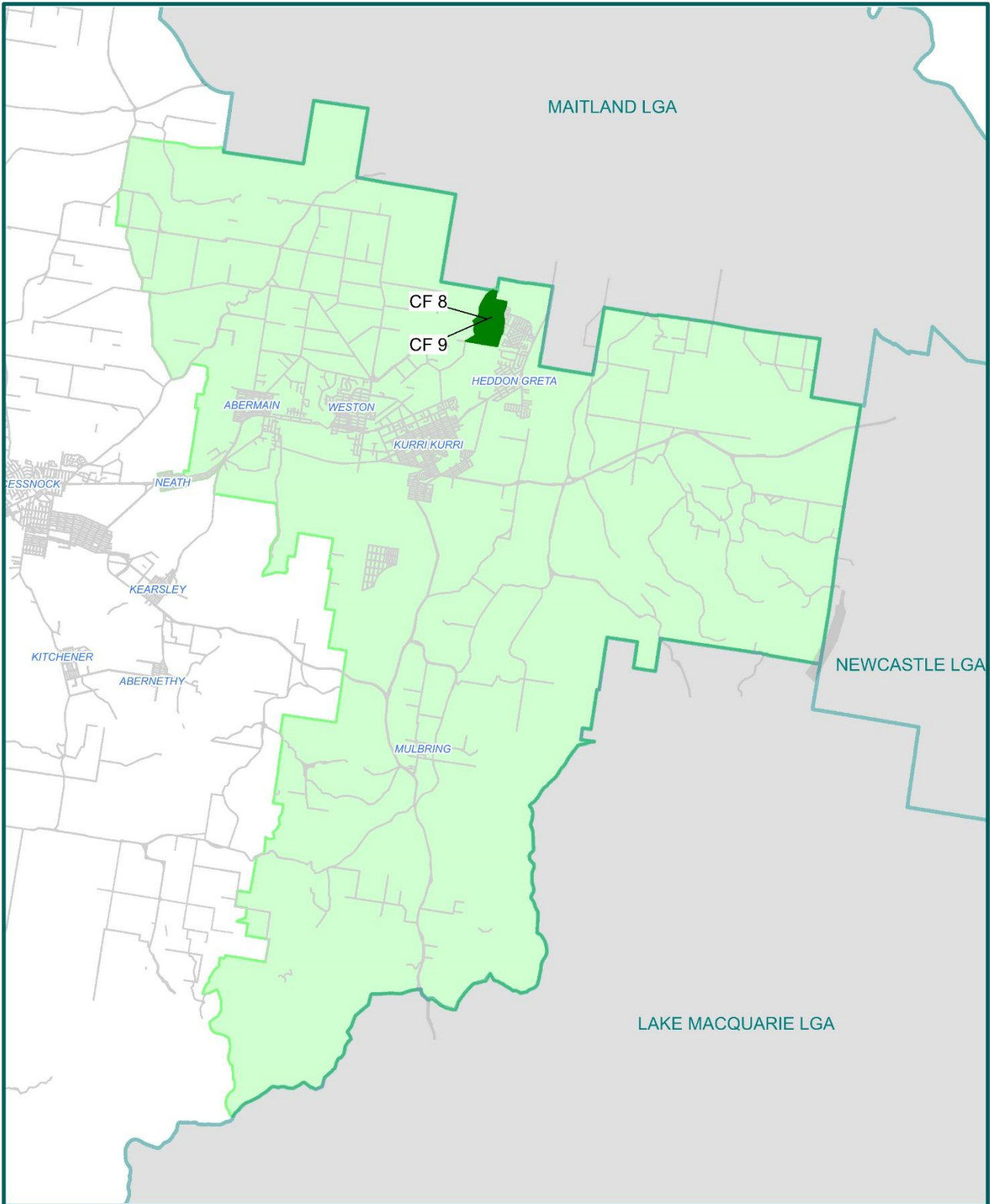
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## District Catchment - Kurri Kurri Community Facilities



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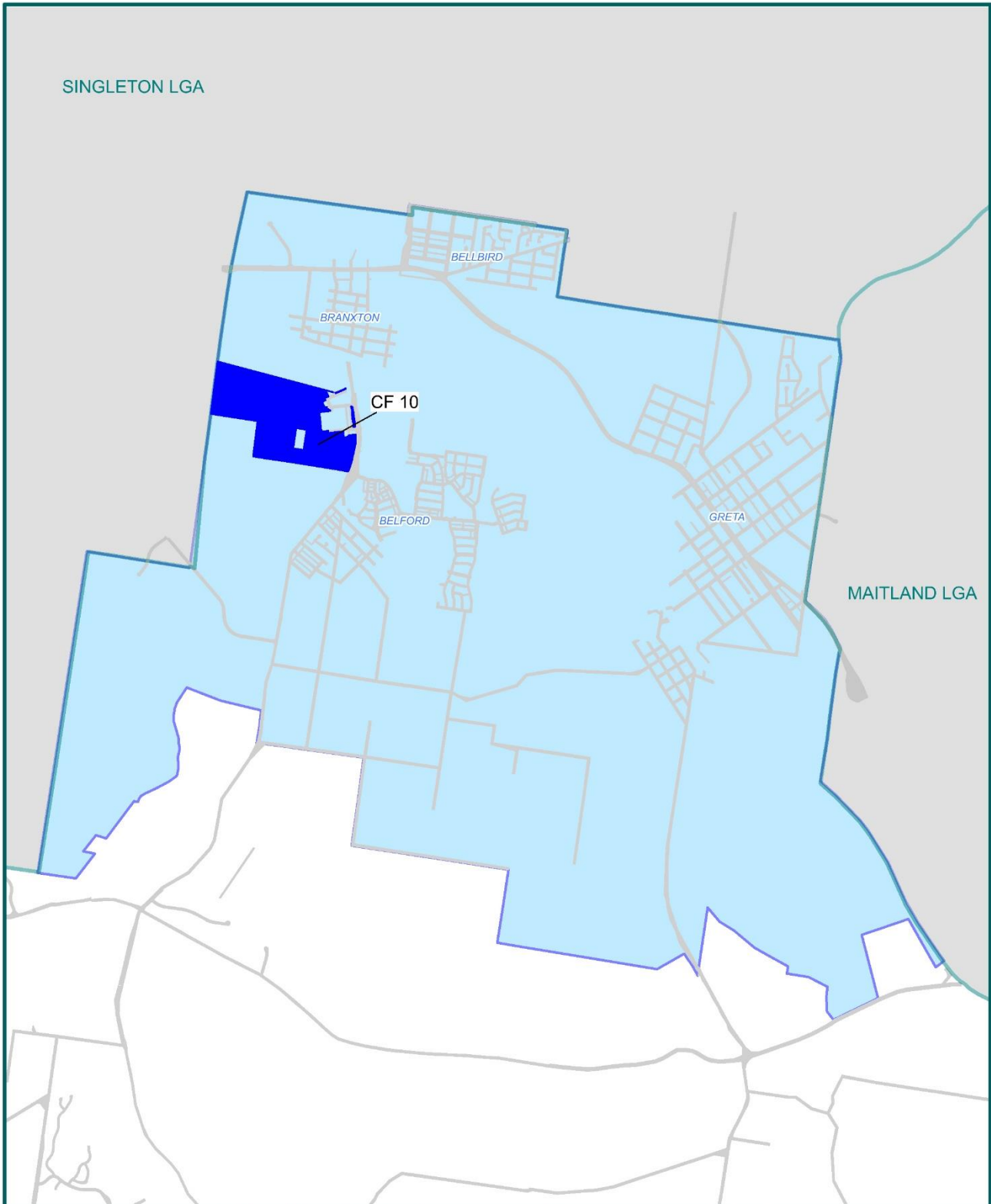
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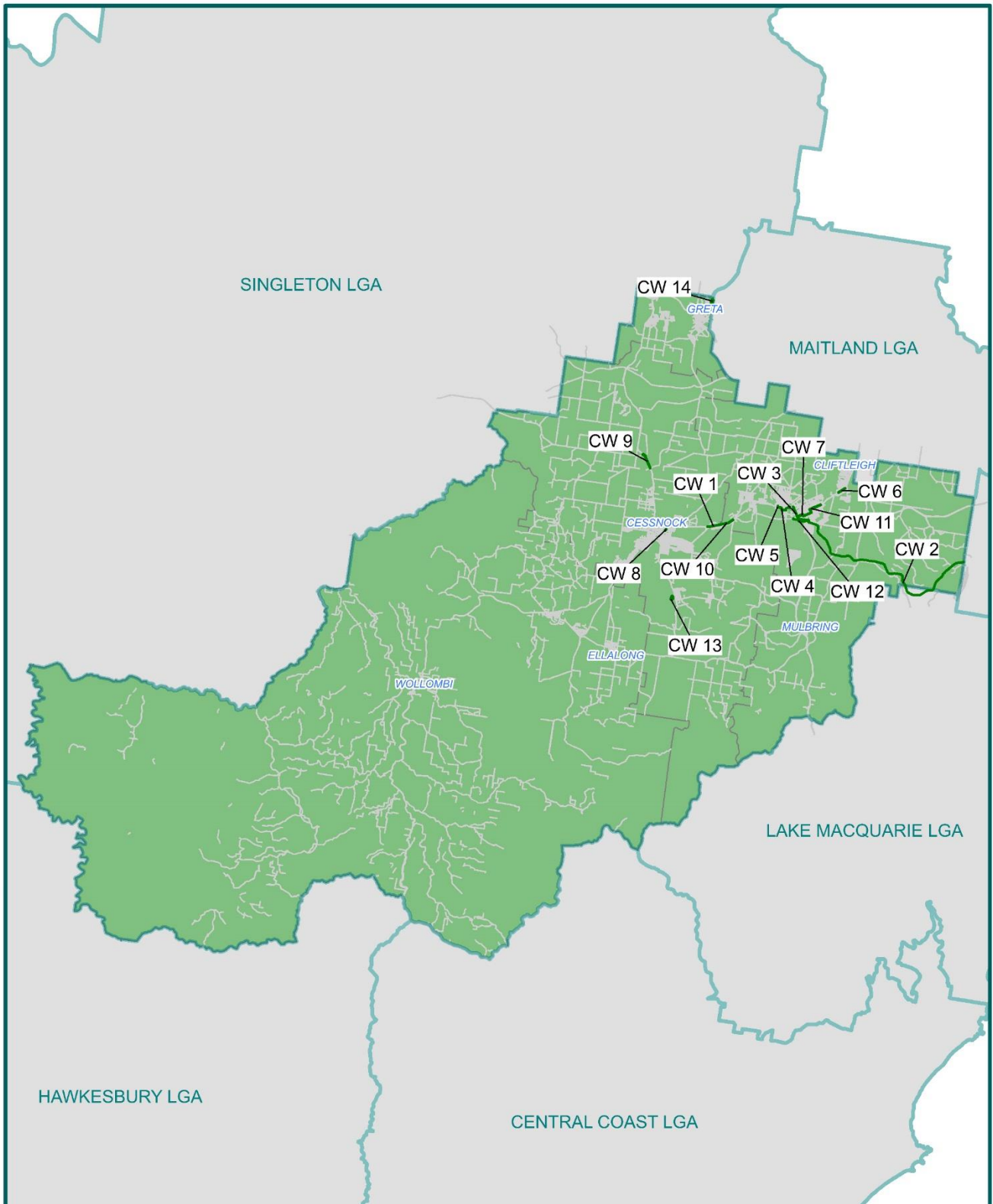


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## Regional Catchment - LGA Wide Shared Pathways



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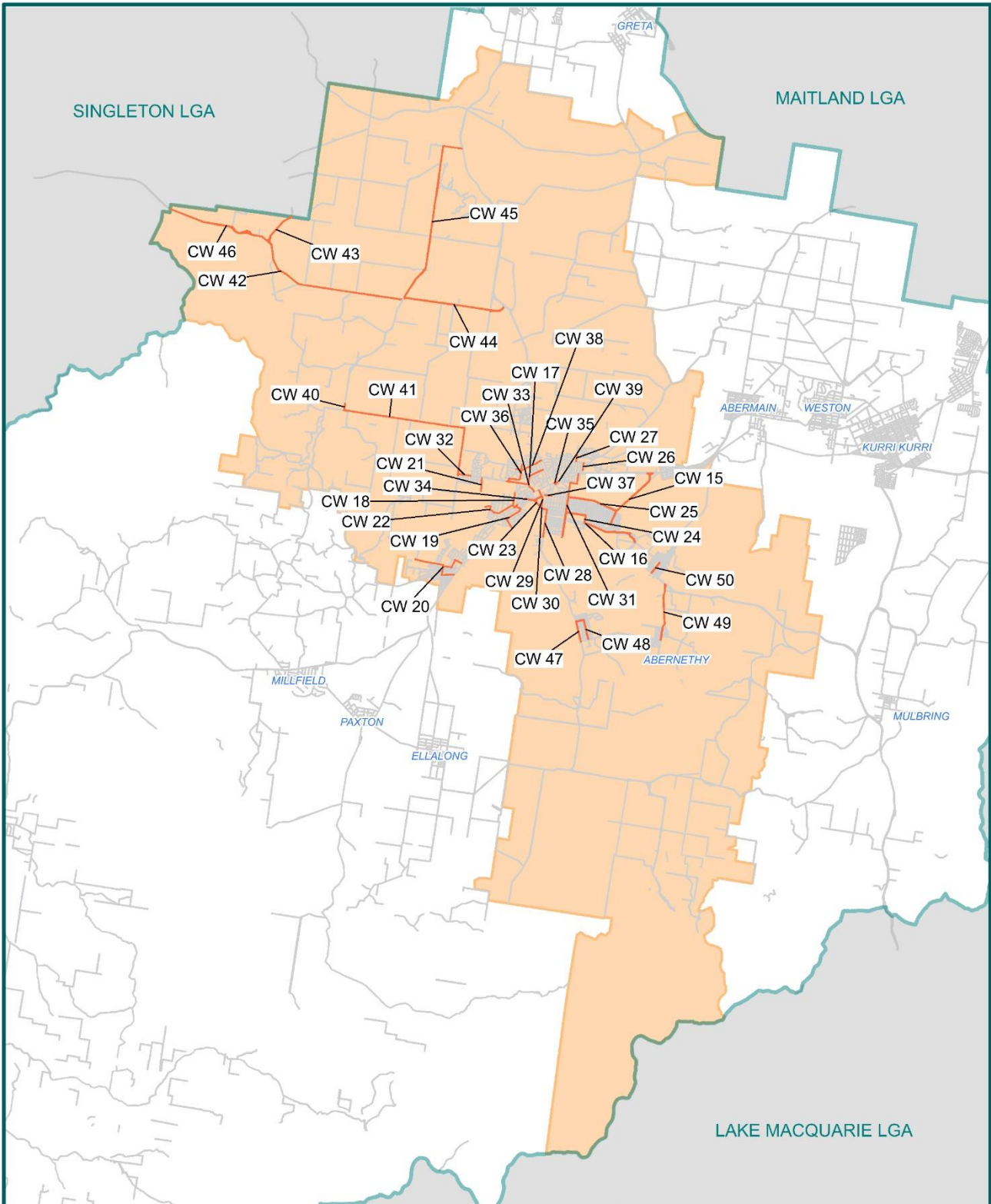
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## District Catchment - Cessnock Shared Pathways



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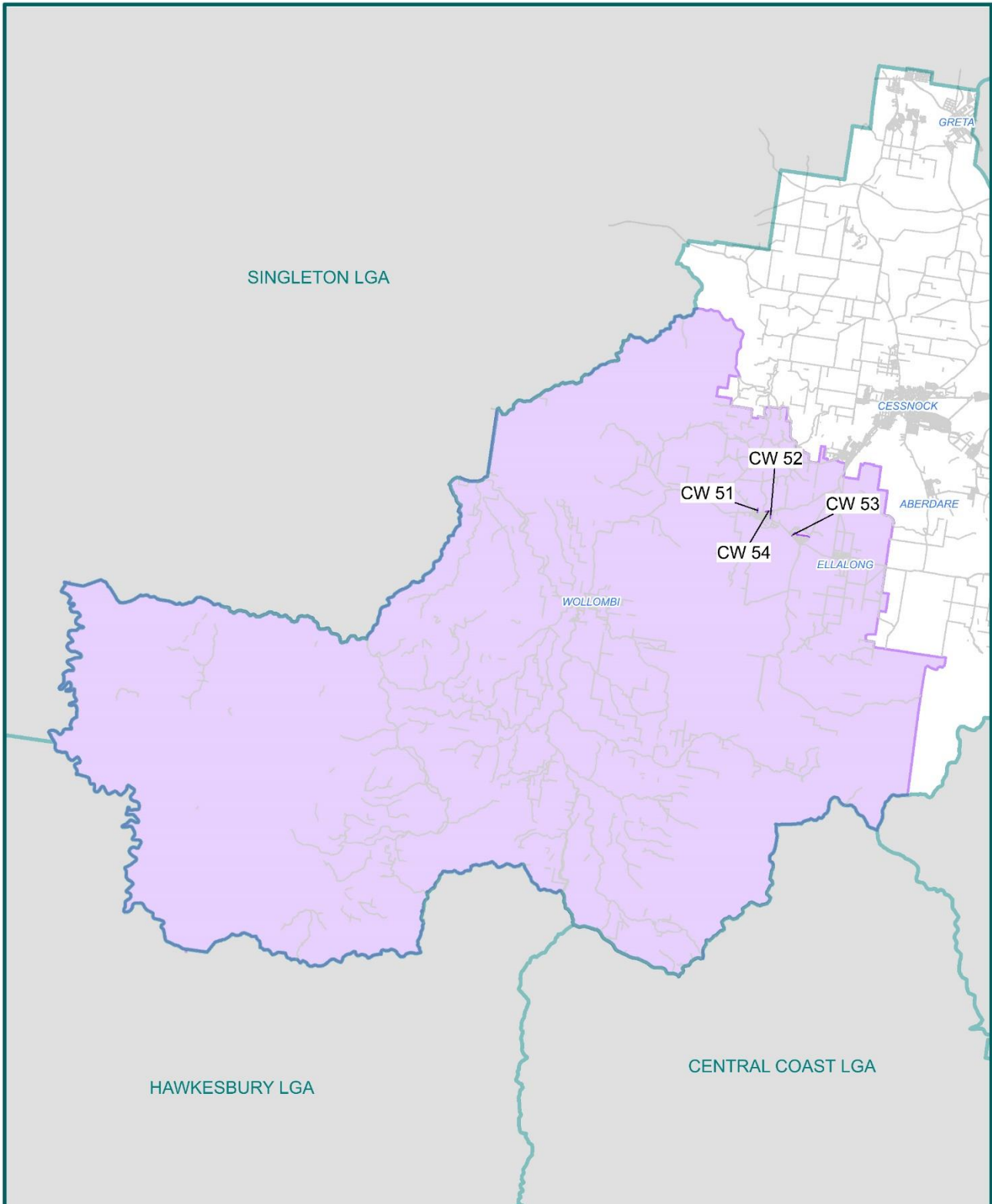
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## District Catchment - Rural West Shared Pathways



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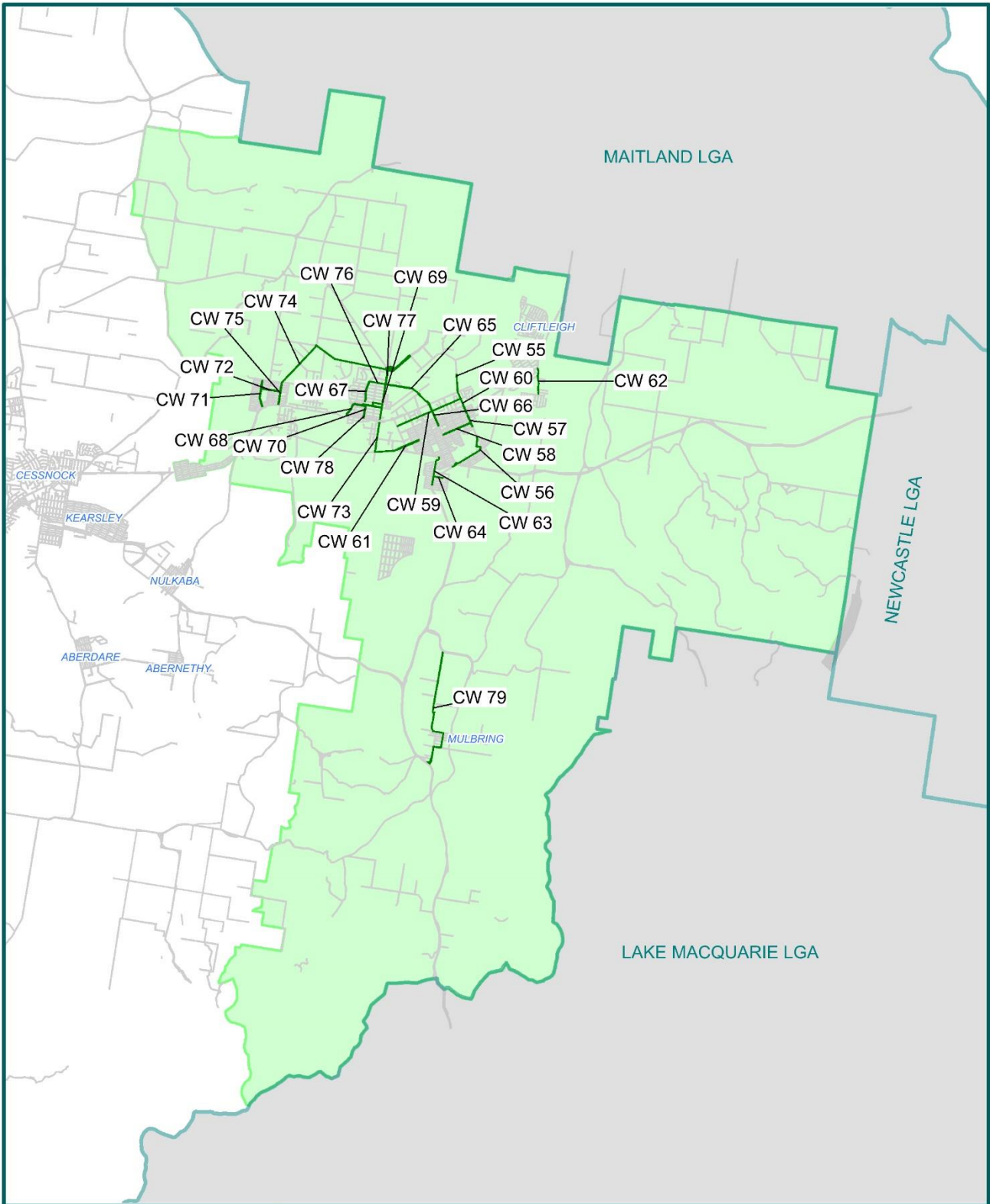
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## District Catchment - Kurri Kurri Shared Pathways



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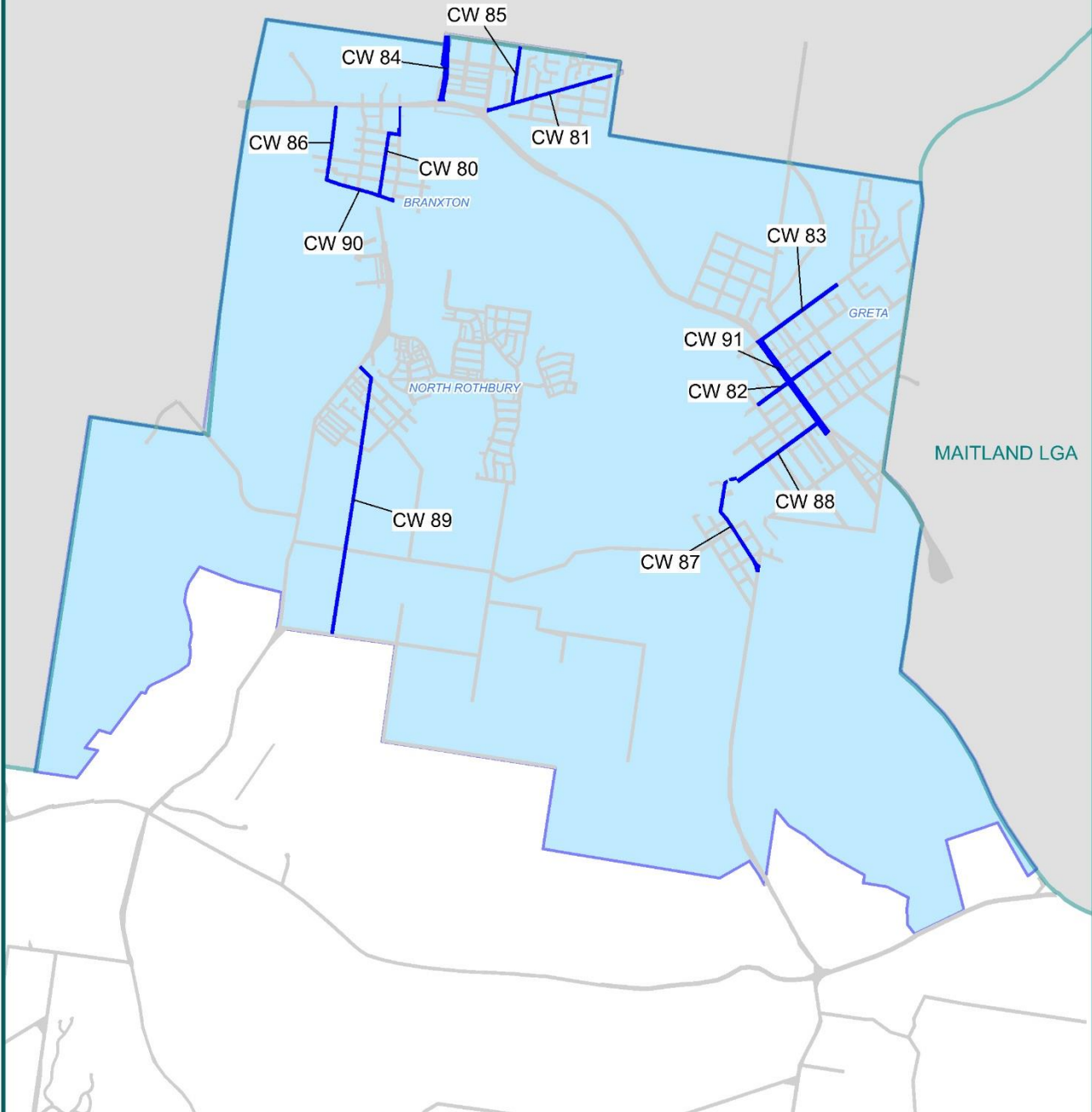


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SINGLETON LGA



MAITLAND LGA

## District Catchment - Branxton-Greta Shared Pathways



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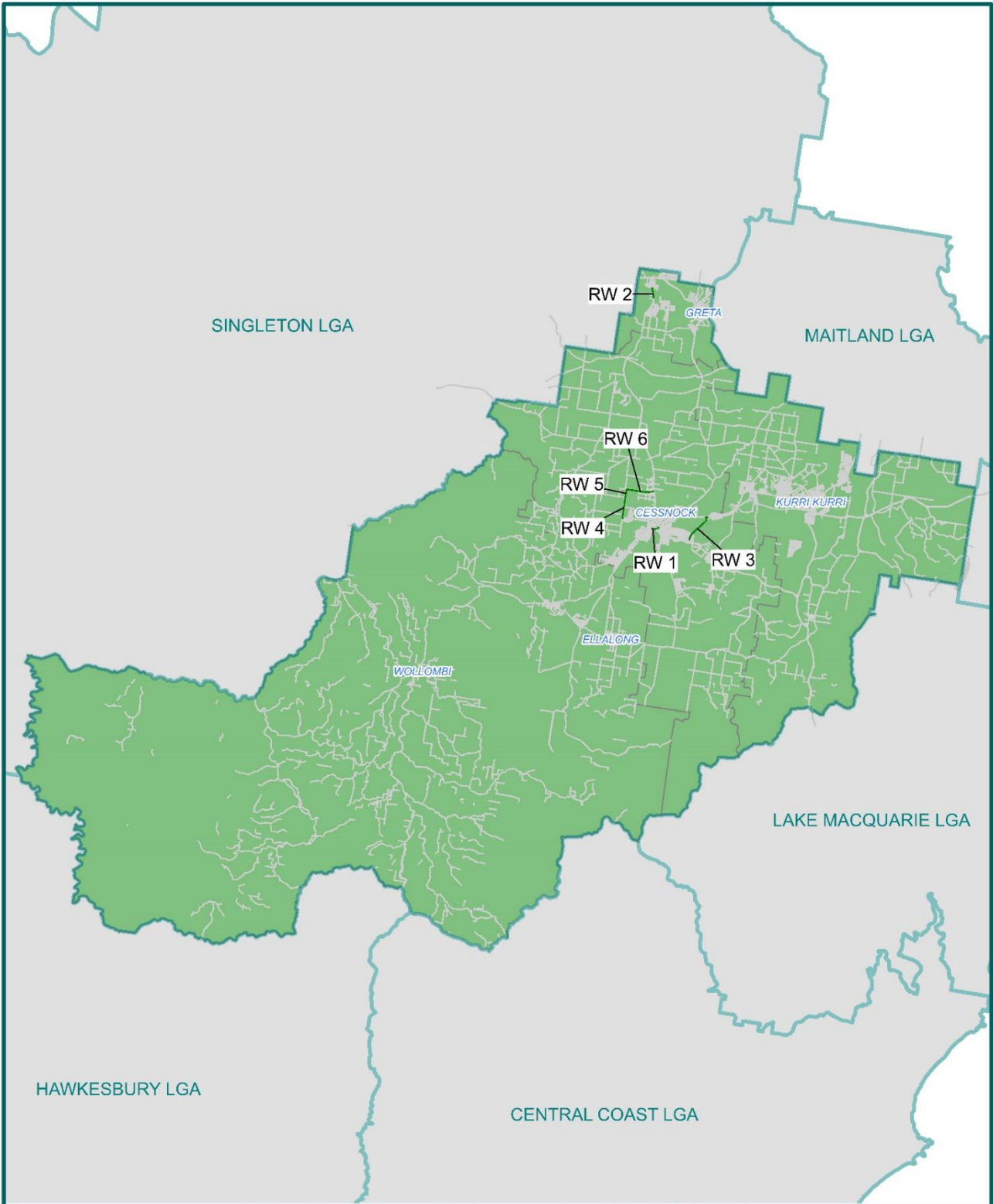


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## Regional Catchment - LGA Wide Roads & Traffic Works



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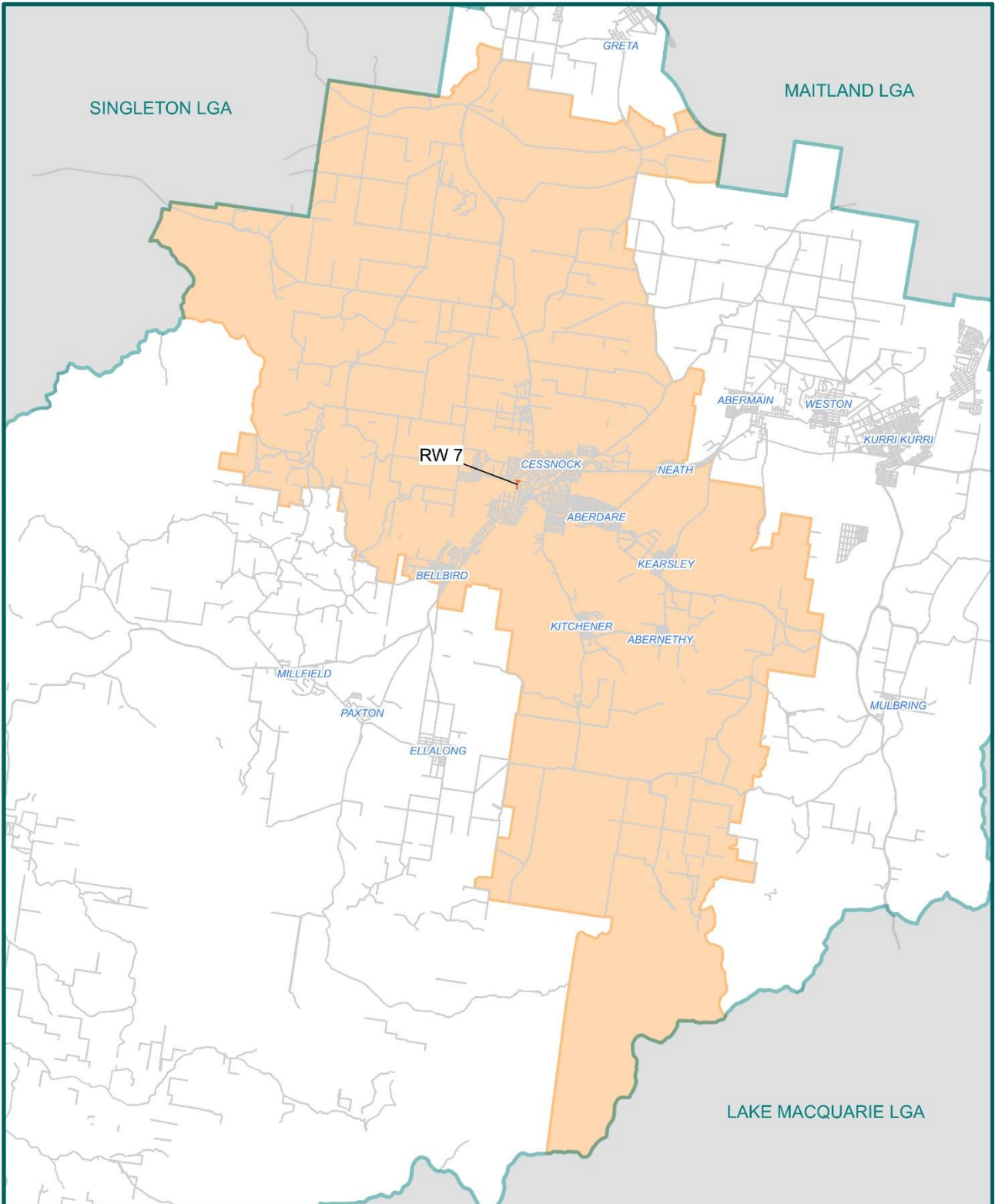
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## District Catchment - Cessnock Roads & Traffic Works



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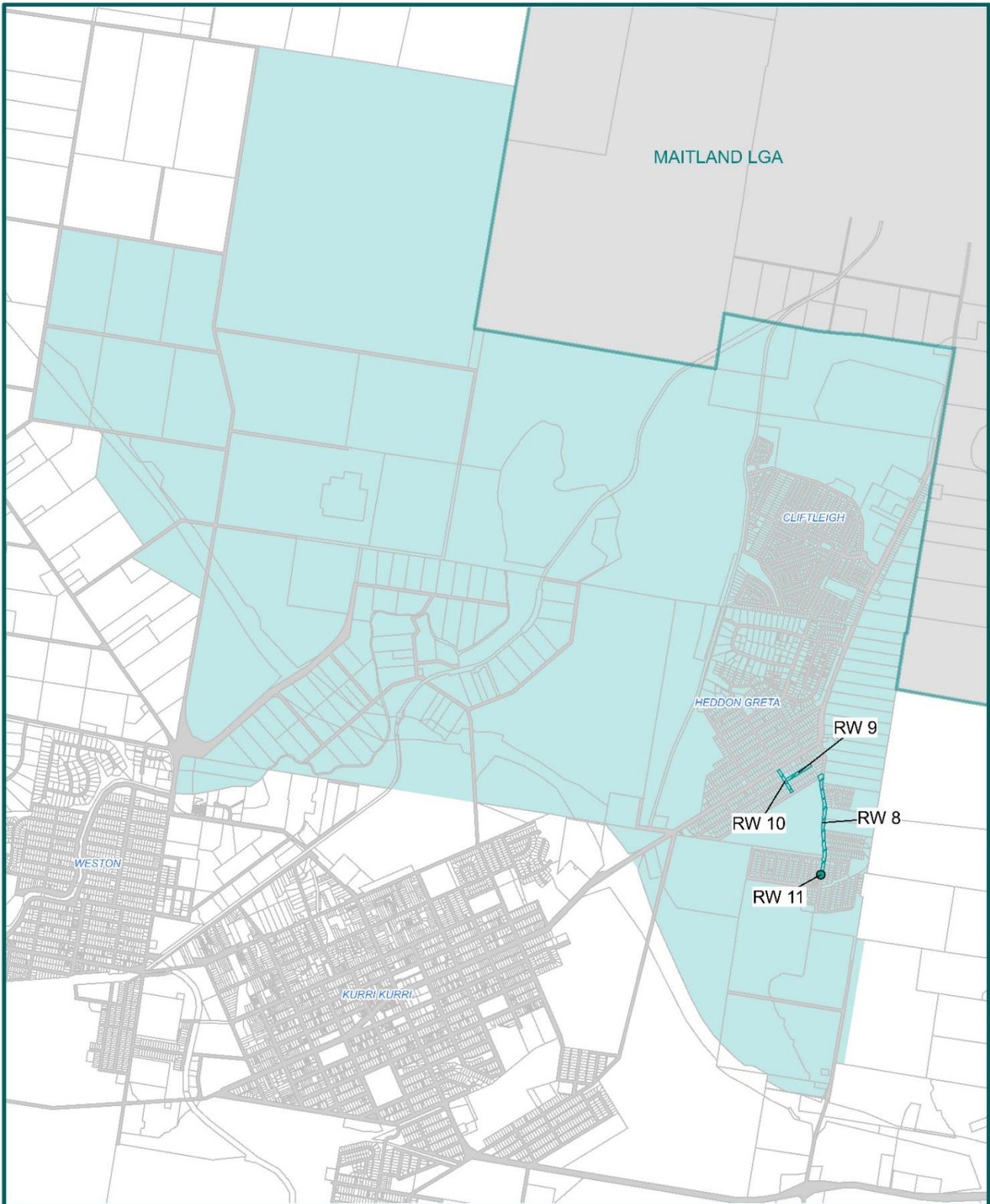


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## Local Catchment - Kurri Kurri-Maitland Corridor Roads & Traffic Works



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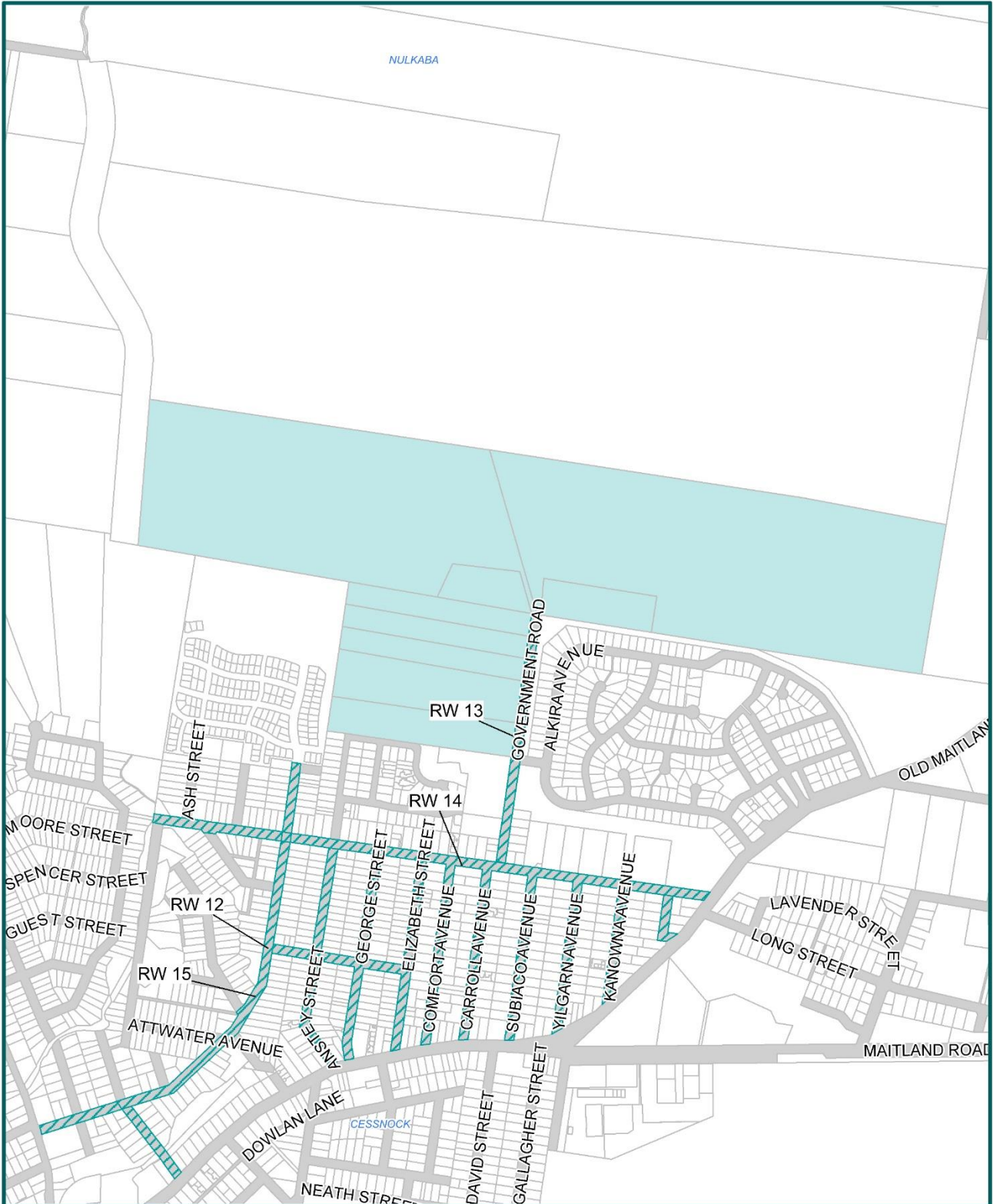


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## Local Catchment - Government Road Roads & Traffic Works



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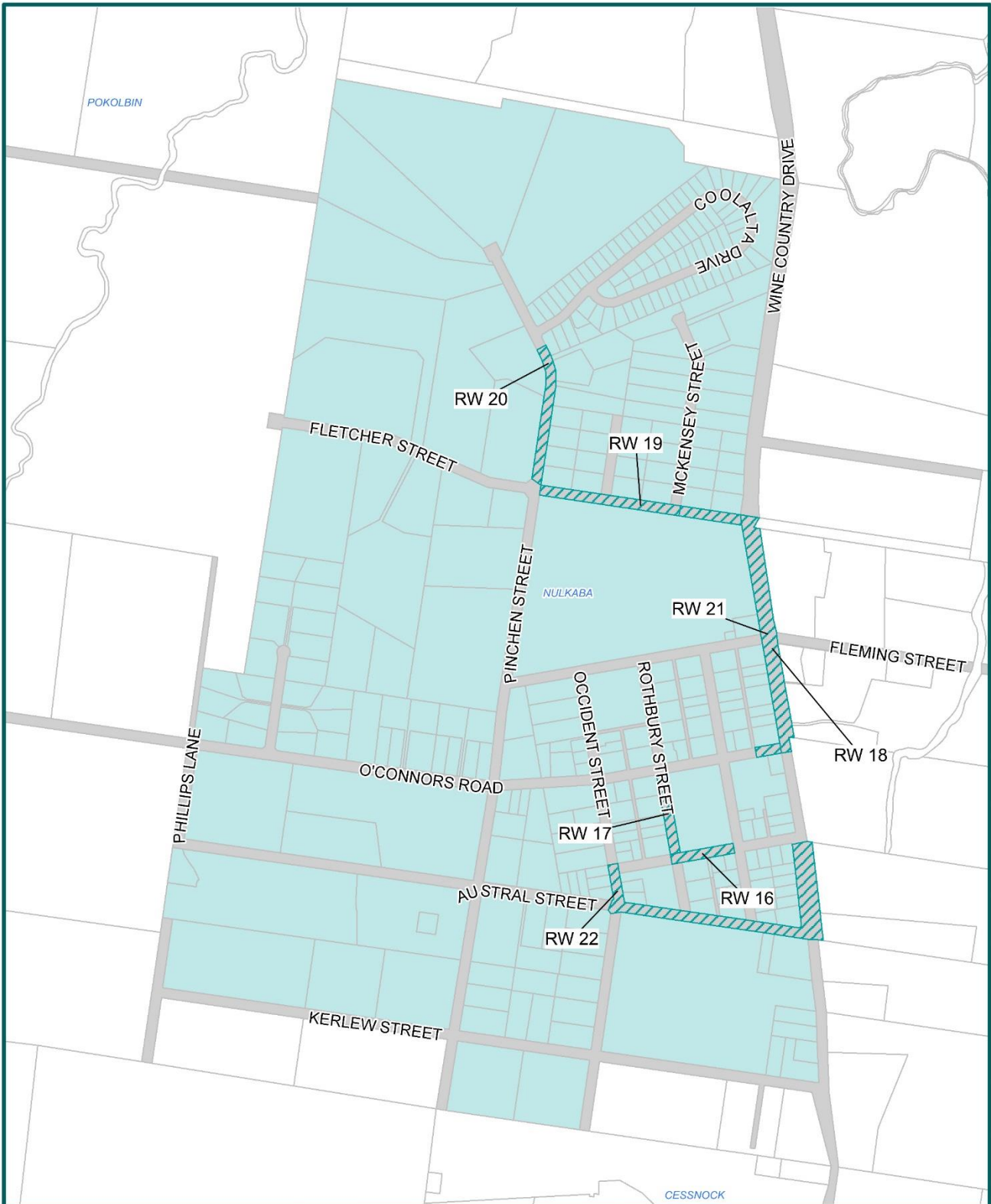


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## Local Catchment - Nulkaba Roads & Traffic Works



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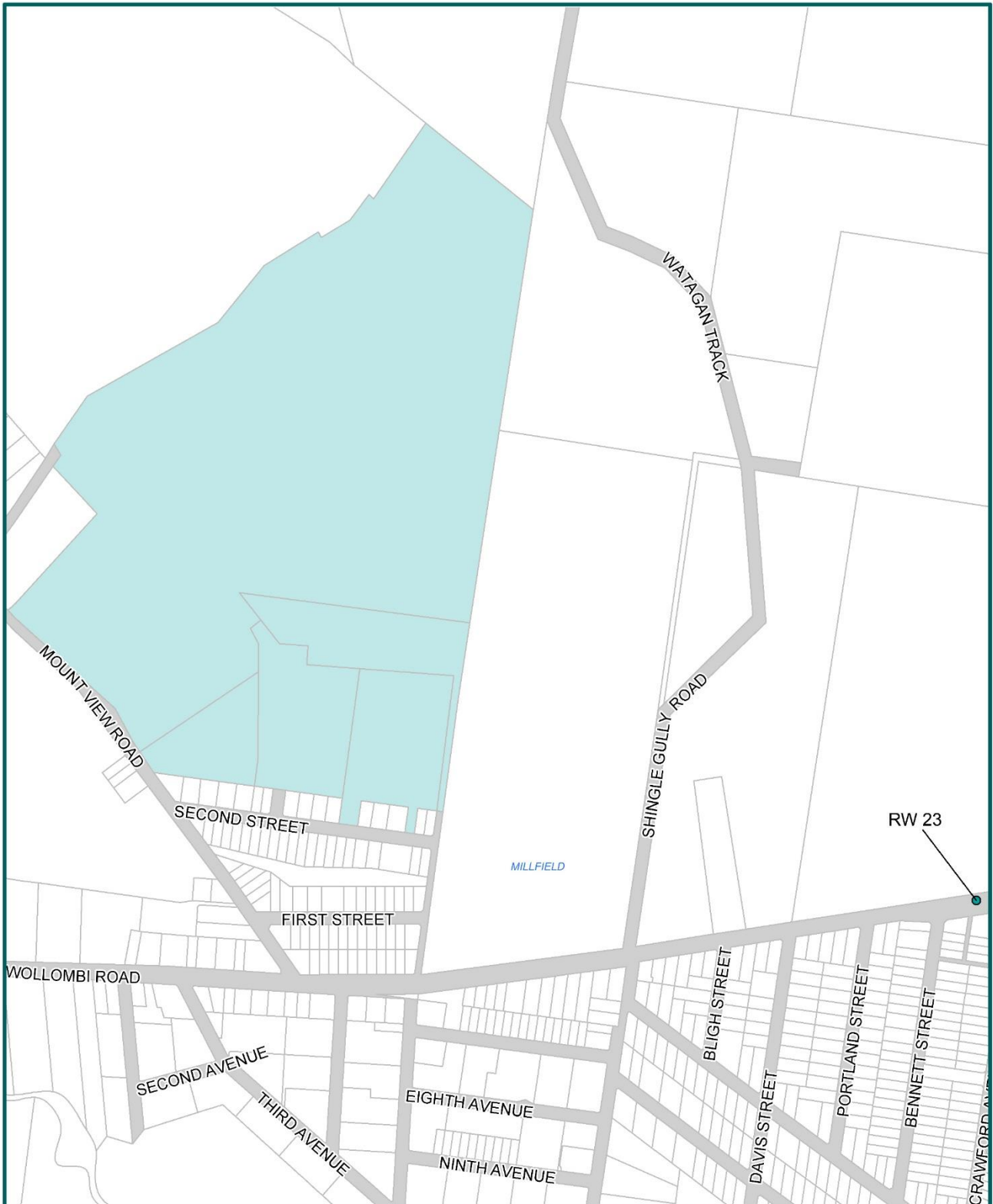
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## Local Catchment - Millfield Roads & Traffic Works



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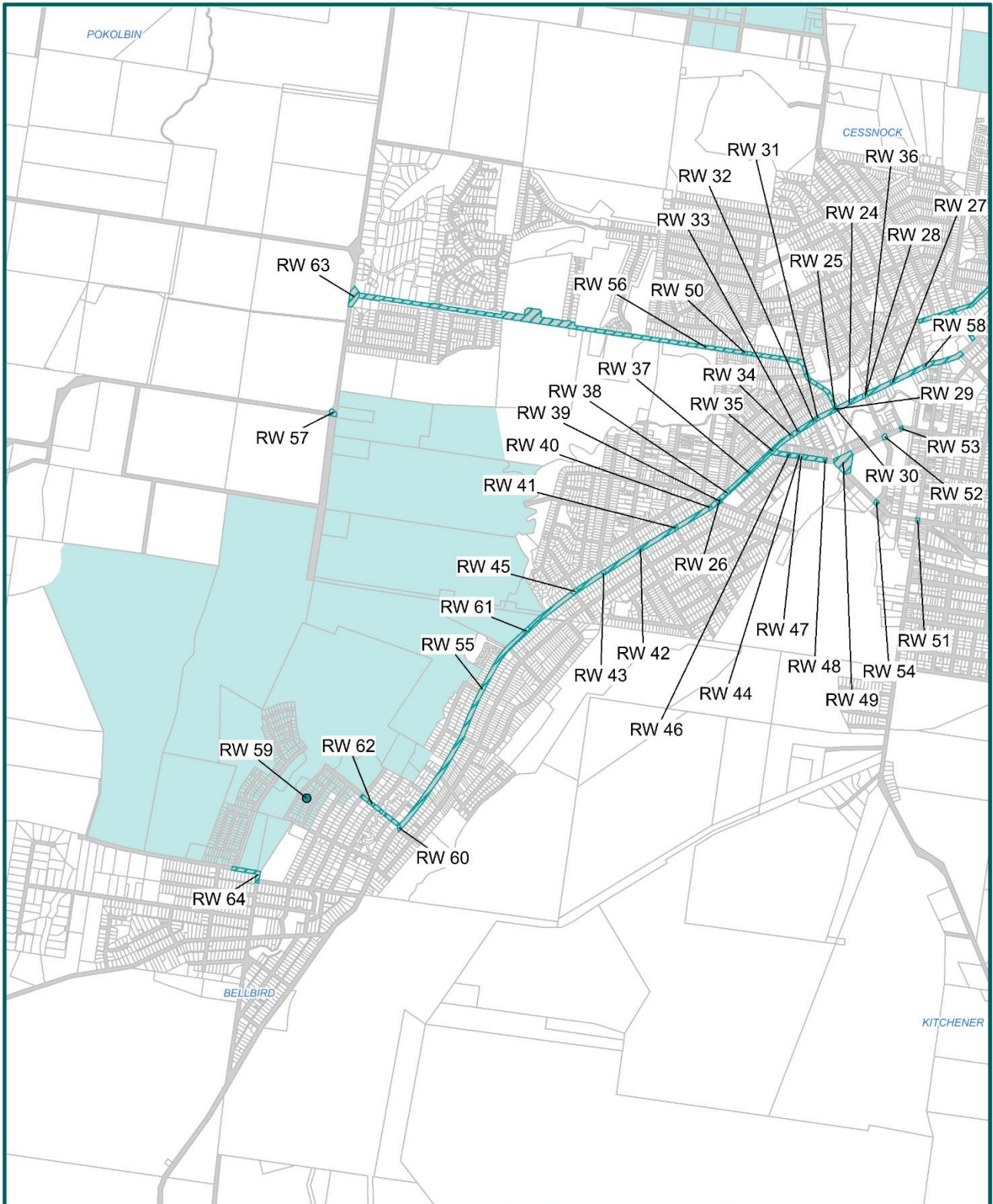


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## Local Catchment - Bellbird North Roads & Traffic Works



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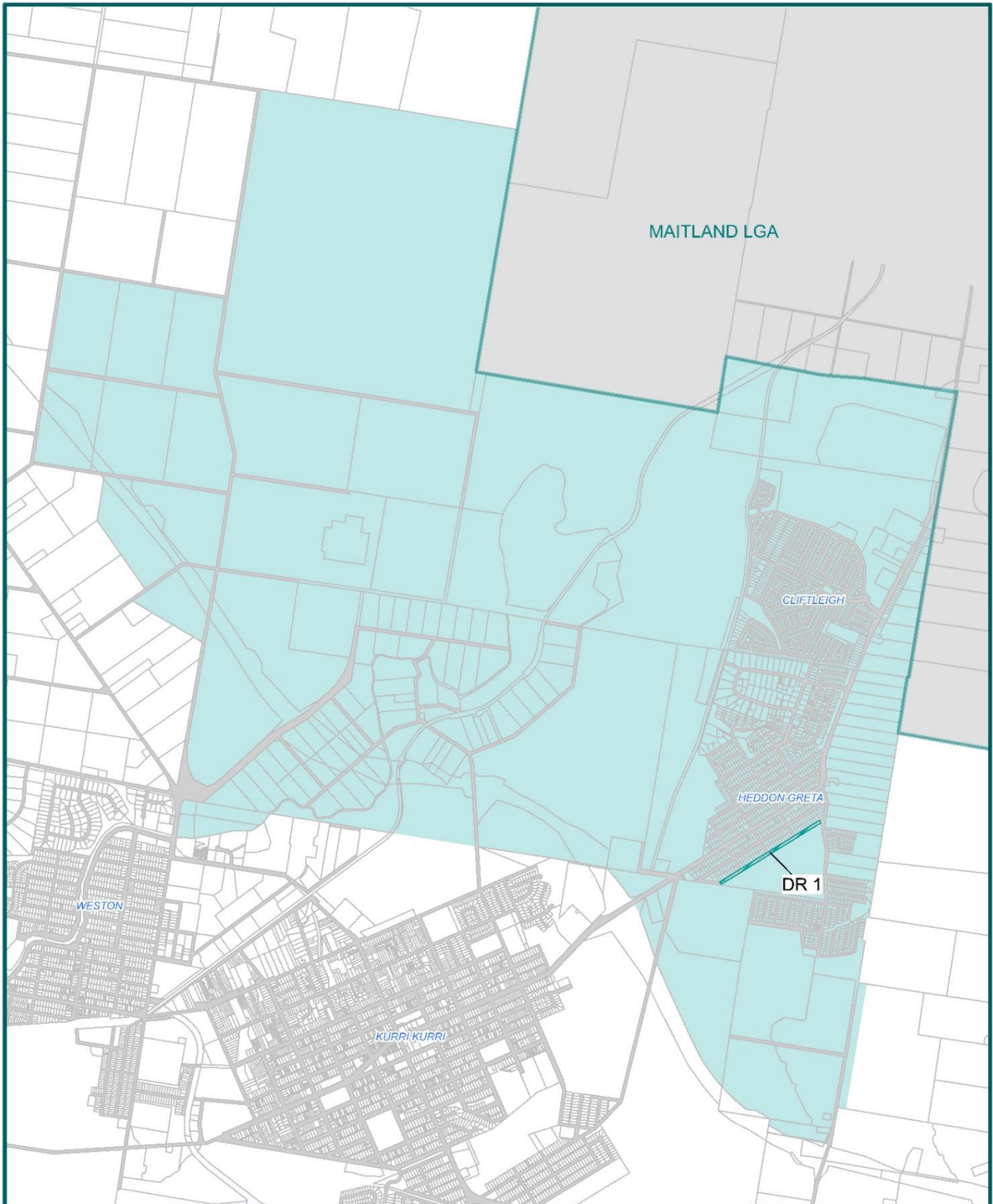
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## Local Catchment - Kurri Kurri-Maitland Corridor Drainage



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