



# CITY WIDE INFRASTRUCTURE CONTRIBUTIONS PLAN 2020





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

## ACKNOWLEDGEMENT OF COUNTRY

Cessnock City Council acknowledges that within its local government area boundaries are the Traditional Lands of the Wonnarua people, the Awabakal people and the Darkinjung people.

We acknowledge these Aboriginal peoples as the traditional custodians of the land on which our offices and operations are located, and pay our respects to Elders past and present. We also acknowledge all other Aboriginal and Torres Strait Islander people who now live within the Cessnock Local Government Area.

### Disclaimer

While every reasonable effort has been made to ensure that this document is correct at the time of printing, Cessnock City Council, its agents and employees, disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance upon the whole or any part of this document.

### Document History

Revision	Date Adopted	Operational From	Description of Changes
1	N/A	Unknown	Original Draft – reported to Council on 5 February 2020.

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# 1 Introduction and Summary Schedules

## 1.1 Background

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 Contributions Plan aims to provide a basis for the levying and collection of development contributions for the provision of existing roads and traffic facilities, cycleways, 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 *Environmental Planning and Assessment Act 1979 (EP&A 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. This Contributions Plan has been developed in accordance with section 7.11 of the EP&A Act and its regulations, in order to ascertain an appropriate contribution rate, and to enable provision for Council to be able to impose contributions on development to which this Contribution Plan applies. This Plan has also been prepared in accordance with the Local Infrastructure Contributions Practice Note (2017) and Development Contributions Practice notes – July 2005.

In order for Council to be able to impose a condition of consent under section 7.11 of the EP&A Act, there must be a clear nexus between the proposed development and the demand created for the public amenities, facilities or services. Contributions will be sought where a nexus can be established between new development and the need for new infrastructure required to be delivered to cater for the needs of the demands generated by that new development. The Plan will enable appropriate and accountable financial management of income derived from development contributions in accordance with the provisions of Section 7.11 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*, and Part 4 of the *Environmental Planning and Assessment Regulation 2000*.



Council currently has a number of contribution plans which are outdated, and this new Contributions Plan aims to consolidate those plans into a citywide contributions plan, to replace the following Plans which are to be repealed in conjunction with this Contributions Plan being adopted. These Plans are:

- 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

By consolidating these Plans it will ease the burden and cost of administration and ensure consistency in the costs and apportionment rates set out in the Works Schedules. In addition to consolidating these plans, new contribution rates for Traffic Generating Development has been included in this Plan. These will be outlined further in this document.

The types of facilities and services that will be collected for under this Plan are categorised as follows:

- Open Space
- Sporting and Recreation Facilities
- Roads and Traffic
- Community Facilities
- Cycleways

This is not an exhaustive list and a contribution towards the costs to administer, manage and review this Plan will also be applied, in accordance with the Independent Pricing and Regulatory Tribunal (IPART) recommended costings for plan administration. Recoupment of the cost of preparing strategic documents/reports, by consultants that were required in order to develop this Plan, will be in addition to the administration cost of 1.5% of the total value of the plan.

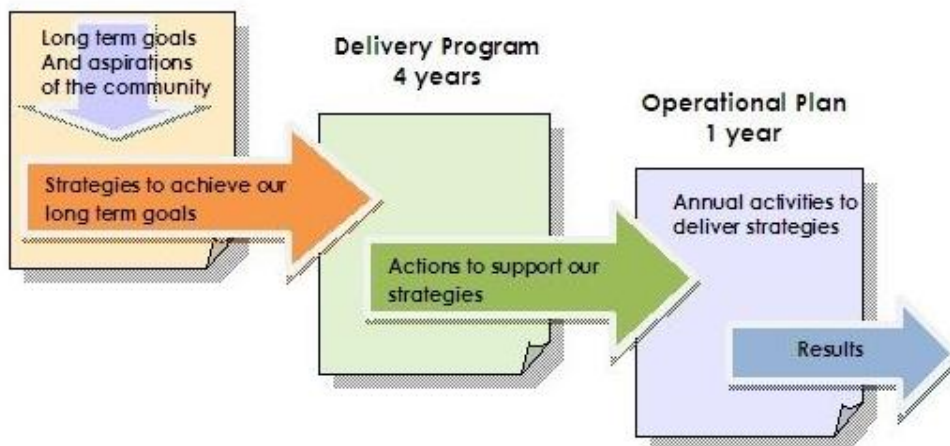
## **1.2 Integrated Planning Framework**

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.

## Community Strategic Plan 10 years



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
- Civic leadership and effective governance.

The Delivery Program 2017-2021 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 The Draft Cessnock Local Strategic Planning Statement (LSPS) 2036**

The Draft Cessnock Local Strategic Planning Statement (LSPS) 2036, is, at the time of preparing this Plan, on public exhibition. The Draft LSPS 2036 will inform local plans, including amendments to the Cessnock Local Environmental Plan 2011 and development standards in the Cessnock Development Control Plan 2011. The document will give effect to regional and district plans and will be used to identify where further strategic planning is needed for the LGA. The document outlines a vision for land use planning in the LGA to 2036 and details how population growth, employment, housing, the environment, heritage and other unique features of the LGA will be managed and prioritised in the future. Once adopted, the Draft LSPS 2036 will replace the City Wide Settlement Strategy 2010. The content of the Draft LSPS 2036 has informed the development of this Contributions Plan.

This Contributions Plan sets out:

- the relationship or nexus between the expected development in the area and the road infrastructure that is required to meet the demands of that development;
- the formulas to be used for determining the reasonable contributions required from expected development for the required infrastructure;
- the contribution rates applying to development affected by this Plan;
- a map showing the location of the infrastructure proposed to be provided under this Plan, supported by a Works Schedule setting out an estimate of their cost; and the administrative and accounting arrangements applying to contributions that are required by this Plan.





## 1.4 Summary of Contribution Rates

A property subject to an Application for Development Consent or Complying Development Certificate that falls within a Local Catchment (as follows) will be subject to the rates on this page. If not, it will fall within one of the District Catchments (see next page).

### LOCAL CATCHMENTS (includes local, district and regional contributions)

Avery's Village Local Catchment	
Open Space and Recreation Facilities	\$3,096.41
Community Facilities	1,551.14
Cycleway Facilities	1,258.51
Roads and Traffic	4,755.38
Plan Administration	99.71
<b>Total Contribution per lot/dwelling</b>	<b>\$10,761.15</b>

Nulkaba Local Catchment	
Open Space and Recreation Facilities	\$6,441.47
Community Facilities	1,747.63
Cycleway Facilities	1,382.98
Roads and Traffic	7,560.96
Plan Administration	163.52
<b>Total Contribution per lot/dwelling</b>	<b>\$17,296.56</b>

Government Road Local Catchment	
Open Space and Recreation Facilities	\$7,108.13
Community Facilities	1,747.63
Cycleway Facilities	1,382.98
Roads and Traffic	4,766.49
Plan Administration	162.60
<b>Total Contribution per lot/dwelling</b>	<b>\$15,167.83</b>

Bellbird North Local Catchment	
Open Space and Recreation Facilities	\$11,864.93
Community Facilities	1,747.63
Cycleway Facilities	1,382.98
Roads and Traffic	12,887.46
Plan Administration	244.12
<b>Total Contribution per lot/dwelling</b>	<b>\$28,127.12</b>

Millfield Local Catchment	
Open Space and Recreation Facilities	\$7,754.91
Community Facilities	1,061.72
Cycleway Facilities	3,986.73
Roads and Traffic	1,225.27
Plan Administration	209.25
<b>Total Contribution per lot/dwelling</b>	<b>\$14,237.88</b>

## DISTRICT CATCHMENTS (includes district and regional contributions)

Cessnock District Catchment	
Open Space and Recreation Facilities	\$6,441.47
Community Facilities	1,747.63
Cycleway Facilities	1,382.98
Roads and Traffic	1,131.49
Plan Administration	160.39
<b>Total Contribution per lot/dwelling</b>	<b>\$10,863.96</b>

Kurri Kurri District Catchment	
Open Space and Recreation Facilities	\$2,299.28
Community Facilities	1,551.14
Cycleway Facilities	1,258.51
Roads and Traffic	1,128.60
Plan Administration	93.46
<b>Total Contribution per lot/dwelling</b>	<b>\$6,330.99</b>

Branxton-Greta District Catchment	
Open Space and Recreation Facilities	\$4,055.87
Community Facilities	1,427.01
Cycleway Facilities	2,385.17
Roads and Traffic	1,128.60
Plan Administration	134.99
<b>Total Contribution per lot/dwelling</b>	<b>\$9,131.64</b>

Rural West District Catchment	
Open Space and Recreation Facilities	\$7,754.91
Community Facilities	1061.72
Cycleway Facilities	3,986.73
Roads and Traffic	1,128.60
Plan Administration	209.02
<b>Total Contribution per lot/dwelling</b>	<b>\$14,140.98</b>

## 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, Industry 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 that 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. These type of contributions are intended to be levied upon Traffic Generating Development which will result in additional road maintenance, upgrade or construction works. Such works would be required to ensure adequate maintenance, safety, efficiency, amenity and environmental standards are achieved on existing roads, and to ensure that upgraded and new road networks are constructed to a standard commensurate with the heavy vehicle usage generated by the development.
- 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 *[insert date1]* and commences on *[insert date2]*.

## 2.3 Repeals, Savings Provisions and Transitional Arrangements

The commencement of this Contributions Plan repeals 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 EP&A 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 covered by a Planning Agreement.

This Contributions Plan will also be applied to development located outside the Cessnock Local Government Area 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.

### **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 EP&A 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 Section 7.17 Directions

A Direction has been issued by the Minister for Planning under section 7.17 of the EP&A 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.
- Development for the sole purpose of disabled access.
- Development for the sole purpose of reducing the consumption of mains-supplied potable water, or reducing the energy consumption of a building.
- Development for the sole purpose of the adaptive re-use of an item of environmental heritage.
- Development other than the subdivision of land, where a condition under s7.11 of the Act has been imposed under a previous development consent relating to the subdivision of the land on which the development is proposed to be carried out.

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.



## 2.8 Allowance for Existing Development

Contributions will be imposed due to 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 Dwellings	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 EP&A Act. Further, Developers may offer to enter into a Planning Agreement with Council where they are willing and capable of delivering works outlined in the Works Schedule of this Plan ahead of time. Such offers will be considered by Council as a Works in Kind (where the agreed works are outlined in the Works Schedule of this Plan) or as a Material Public Benefit 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 Exemptions

The only exemptions allowed are those the subject of a direction from the Minister for Planning under Section 7.17 of the EP&A Act and those developments to which it is deemed a condition should be imposed under section 7.12 of the EP&A Act, rather than a condition under section 7.11 of the EP&A Act.

## 2.11 Obligations of Accredited Certifiers

Pursuant to clause 146 of the EP&A 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 EP&A Regulation.

## 2.12 Indexation

Pursuant to clause 25l of the Regulation, the proposed cost of carrying out development is to be indexed before payment 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.

The contribution rate 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.

### 2.12.1 Adjusting 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:

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

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.

## 2.13 Payment of monetary contributions

### 2.13.1 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:

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

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.

### 2.13.2 Time for payment

Contributions shall be paid at the indexed rate prior to issue of Construction Certificate or Complying Development Certificate, Subdivision Works Certificate or Subdivision Certificate (whichever comes first).

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.

### 2.13.3 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.

## 2.14 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 schedule 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 schedule 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 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 EP&A 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 debris, 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 this a valuation is required, the Valuer will be appointed by Council and paid for by the Applicant/Developer.

**c) Material Public Benefit**

See 2.15.

**d) Works in Kind**

See 2.15.

**2.15 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 Schedule. 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 Dept of Planning's 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 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 schedule; 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

<http://www.cessnock.nsw.gov.au/resources/file/BuildingDevel/SLUP/section94/2015/Planning%20Agreements%20-%20November%20Redo/Planning%20Agreement%20Policy.PDF>

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.

### **2.16 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 Schedule of this Plan. The priorities for the expenditure are outlined in 2.17 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.

### **2.17 How will the Council apply money collected under this Plan?**

Subject to s7.3 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 Schedule of this Plan will be required. For that reason, monies collected within each planning catchment will be pooled and applied accordingly.

## **2.18 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 EP&A Act is exempt from the Goods and Services Tax (GST).

## **2.19 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 EP&A 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.

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

Pursuant to clause 32(3) of the EPA 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.

## **2.21 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
- Special events (which generate an impact on the road network)
- Tourist Accommodation
- Any other traffic generating developed deemed to create an ongoing impact on the road network

This Plan may also apply to any other development type not listed if it is deemed applicable.

### 3.2 Mixed use developments

A single development application can only be subject to either a s7.11 contribution or a s7.12 levy, not both. Where a single development application comprises a mix of residential accommodation and other development (ie 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 applies. Where the gross floor area is a 50/50 split, s7.11 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)
- Manufactured Homes
- Tourist Accommodation

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. Secondary dwellings are subservient to a primary 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).

- **Tourist Accommodation**

The formulas used for calculation of contributions for tourist cabins/units under this plan are based on the following assumptions:

- Similar visitation patterns exist for day trip visitors and overnight visitors with 50% at weekends and 50% weekdays
  - Average overnight stay is 2.4 nights
  - Average room occupancy is 1.5 persons
- (source: Cessnock City Council Tourism section 94 Contributions Plan)*

Tourist accommodation contributes to the demand for local infrastructure, however occupancy rates for this type of accommodation is less than that of standard dwellings, at a rate of **1.5** people per dwelling. Therefore for tourist developments that include cabins/units where a commercial component is also a part of the development, this Plan will be 50% of all local infrastructure categories (half the dwelling/lot rate applicable to the relevant catchment).

Note: That where the proposed tourist development is a mixed use development (ie comprises a commercial component in addition to the accommodation component), then this Plan only applies if the cost of the tourist accommodation is greater than 50% of the overall cost of the development. If the commercial component is higher, then Council's 7.12 Levy Plan will apply.

- **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 Direction, 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 seniors housing is less than that of standard dwellings, at a rate of **1.5** 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 Background studies and strategies

### 4.1 Local Contributions Planning Framework

This Plan has been prepared in accordance with the requirements of the EP&A Act and the EP&A Regulation. In preparing this Plan, Council has had regard to Practice Notes and draft Practice Notes issued by the NSW Department of Planning, Industry and Environment. To achieve a modern contributions planning framework, and particularly to ensure equity across anticipated and unanticipated development, Council has developed a framework which has flexibility, and incorporates the use of the available mechanisms for Council to ensure a strategic and planned approach to infrastructure delivery to service the needs of the community as a result of new development.

### 4.2 Infrastructure demand and deficiencies analysis

This Contributions Plan will assist Council in reducing the burden of costs to ratepayers associated with providing and maintaining Council's recreation and open space assets, community facilities and roads and traffic assets by ensuring that the demand created by development is wholly funded through development.

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.

#### State and Regional Strategic Context

##### *Hunter Regional Plan 2036*

Council continues to implement the goals of the Hunter Regional Plan 2036. The plan's vision is to create a leading regional economy in Australia with a vibrant metropolitan city at its heart.

Cessnock and Kurri Kurri are identified as strategic centres located within the Greater Newcastle Metropolitan Area. Branxton and Huntlee are noted as centres of local significance.

#### Local Strategic Context

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.

##### a) Cessnock City Wide Settlement Strategy (2010)

The Cessnock City Wide Settlement Strategy (CWSS) was developed to provide strategic direction for incorporating the relevant outcomes and actions of the Lower Hunter Regional Strategy (2006) into Cessnock's Local Environmental Plan (LEP), which was later adopted in 2011. It sets out the strategic direction for land use planning within the Cessnock LGA.

## **b) 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.

## **c) 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.

## **d) 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 Schedule of this Plan.

## **e) 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 Schedule of this Plan.

## **f) 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 Schedule 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 Schedule of this Plan.

## **g) 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.

#### **h) 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 Schedule of this Plan.

#### **i) 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 Schedule of this Plan.

#### **j) 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.

#### **k) 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.

#### **l) 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.

#### **m) Disability Inclusion Action Plan 2017-2021**

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.



#### **n) 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 local government area. 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.

#### **o) 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 (eg bicycle and pedestrian) facilities.

The Land Use Objectives and Actions outlined in the CTTS have been considered when preparing the Works Schedules of this Contributions Plan.

#### **p) 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.

#### **q) 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 Local Government Areas (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.

#### **r) Draft Cessnock Local Strategic Planning Statement (LSPS) 2036**

Once adopted, the Draft LSPS will replace the City Wide Settlement Strategy (2010). It outlines a vision for land use planning in the LGA to the year 2036 and details how population growth, employment, housing, the environment, heritage and other unique features of the LGA will be managed and prioritised in the future. The findings and recommendations of the Draft LSPS 2036 have been considered when preparing this Plan.



## 5 Anticipated Population Growth

This part of the Plan broadly identifies the expected types of development in the Cessnock local government area (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 local government area. 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 s7.12 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.

The local government area 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 local government area (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 local government area covers approximately 1,950 square kilometres and is home to some 59,191 people (source: ABS Estimated Resident Population 2018). The main population centre is the town of Cessnock, with four distinct Planning Areas (called District Catchments for the purposes of this Plan) being:

- The Branxton-Greta District Catchment
- The Cessnock District Catchment
- The Kurri-Kurri District Catchment
- The Rural West District Catchment

With the opening of the Hunter Expressway in 2014, and its inclusion with the Greater Newcastle Metropolitan Plan, the Cessnock LGA is now more accessible to the Greater Newcastle, Lower Hunter and Upper Hunter areas. This new accessibility has resulted in an increased demand for housing in the LGA.

### 5.1 Existing Population Characteristics

The Cessnock City Wide Settlement Strategy 2010 (CCWSS) 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 NSW as a whole in many ways, it also differs in some important ways:

- It has a slightly higher proportion of children and older people 70+;
- 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.

## 5.2 Population Growth

The opening of the Hunter Expressway in 2014 has resulted in the Cessnock LGA becoming considerably more accessible to regional employment and to population centres in the Upper and Lower Hunter. The broader impact of the Expressway on the local economy and population remains an unknown quantity as the LGA slowly adjusts to its newfound accessibility. It is anticipated that the Expressway will encourage significant economic and urban growth that would otherwise have not occurred. This includes infill development as better accessibility to the Upper Hunter and Newcastle, combined with reasonably priced land, means the LGA is becoming more attractive to those persons wanting to live in lower maintenance, medium density development.

The recent growth experienced by the Cessnock LGA is second only to the Maitland LGA, the fastest growing LGA within the lower Hunter Region, with the Cessnock LGA achieving 20 per cent growth between 2006 and 2016. This growth has not occurred evenly across the LGA though, with some areas outperforming others. Figure 1 outlines the four (4) District Catchments (Planning Areas) used in this Plan and the average annual growth experienced in the decade between 2006 and 2016.

**Figure 1: Population Growth of District Catchments from 2006 to 2016 (10 Years)**

District Catchment	Percentage of Population Growth (annual average)	Years
Branxton-Greta	3.7	2006-2016
Cessnock & Surrounds	1.9	2006-2016
Kurri Kurri & Surrounds	1.6	2006-2016
Rural West	2.9	2006-2016

**Source:** ID.com.au

Based on 2016 Census data, Cessnock LGA contains a slightly lower proportion of residents who work within the LGA (44 per cent) compared to working outside the LGA (51 per cent). The location of remaining five per cent is identified as 'no fixed place of work'. As a result, there are several things that will impact on the future growth of the population in Cessnock. The continued growth of agricultural and leisure industries associated with the Hunter Valley wine industry is likely to be a key factor as well as perceived housing affordability in comparison to the wider Hunter Region. The Hunter Expressway also improves the connectivity of the Cessnock area with neighbouring councils, making Cessnock a viable place to live whilst working outside the area.

### 5.3 Housing Growth

At the time of writing this plan, it is estimated that the Cessnock LGA is home to some 59,191 people (*source: ABS Estimated Resident Population 2018 and .ID*). This an increase of 2.7% on the previous year. This ERP is markedly higher than the Department of Planning and Environment's (now DPIE) projected growth rate for the same period (1.8%).

When utilising ABS census data and data produced by .ID (demographic resources shown in Figure 2), analysis of the growth rate over the seven (7) years from 2011 to 2018 is an average of 1.7% per annum. Based on these estimates, the estimated population of the LGA in 2031 would be 72,162 persons (1.7% per annum x 13 years from 2018-2031 = 22.1% increase).

In 2017 the NSW Department of Planning and released its population, household and dwelling projections for the Cessnock LGA. This release predicts a total population for 2031 at 67,150 and a total number of dwellings at 26,600. These estimates have shown to be conservative and therefore for the purposes of this Plan and to ensure consistency with Council's Community Infrastructure Strategic Plan (CISP 2031: a Vision for the Future) and Recreation and Open Space Strategic Plan 2018 (ROSSP), the population predictions in those Plans as shown in Figure 2 (*source .ID*) have been used for the purposes of this Plan.

**Figure 2: Annual Average Change in Estimated Resident Population (ERP) LGA**

Totals	2011	2012	2013	2014	2015	2016	2017	2018	2031
Population	52,485	53,348	54,339	55,165	55,965	56,720	57,561	59,101	72,162
Households	20,985					22,734			26,727
Persons	2.6	2.5	2.5	2.5	2.5	2.6	2.6		2.7
<b>Change (increase)</b>		<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-2018</b>	<b>2018-31</b>
Population	1181	863	991	826	800	755	841	1540	13061
Av. Ann. Pop. Growth	2.3%	1.6%	1.9%	1.5%	1.5%	1.3%	1.5%	2.7%	<b>23% over 13 years</b>

**Source:** [profile.id.com.au/Cessnock/population-estimate](http://profile.id.com.au/Cessnock/population-estimate)

It should be noted that the predicted population numbers shown in Figure 2 does not include the predicted population of greenfield sites earmarked for development. The estimated resident population of those greenfield areas by 2031 is 23,820 persons (see Figure 3). It is therefore estimated that the total population including the population of these greenfield sites (excluding those covered under Planning Agreements), is more likely to be approximately 83,011 persons by the year 2031.

**Figure 3: District Catchments – population predictions as at 2031 (excludes those areas covered by Planning Agreements)**

District Catchment Name (consistent with CISP and ROSSP)	Projected Population of District in 2031 without URAs (source ABS census)	Estimated Resident Population in 2018 (source ID, ABS)	Projected Population in 2031 of URAs (source CISP & ROSSP)	Total Projected Population in 2031 including URAs (excludes Planning Agreement areas)	Apportionment Factor to new development  Percentage of Population as a result of new development 2031(approx.)
Cessnock District Planning Area	28,720	26,584	13,397	39,981	33%
Kurri District Planning Area	20,877	20,751	8,705	29,456	30%
Branxton-Greta District Planning Area	14,017	6,968	840	7,808	11%
Rural West District Planning Area	4,750	4,888	878	5,766	15%
<b>City Wide</b>	<b>68,364-72,103</b>	<b>59,191</b>	<b>23,820</b>	<b>83,011</b>	<b>29%</b>

**Source: Cessnock Recreation & Open Space Strategic Plan 2018 and Cessnock Community Infrastructure Strategic Plan 2016**

When adding the estimated resident population in 2018 for each of the District Catchments, together with the projected population of new development, gives a total projected population in 2031 of 83,011. Using this as a predicted population figure in 2031 and dividing it by the number of persons per dwelling at 2.9, gives a total estimated dwellings required to house the population of 2031 at 28,624 dwellings. As at 2016 the ABS Census of Population and Housing showed the estimated number of dwellings in the Cessnock LGA was 20,626. This means there will be a need for approximately 7,998 additional dwellings required to be constructed over a 15 year period between 2016 and 2031 to meet the needs of the increased population. This is in addition to those that will be delivered in areas covered by Planning Agreements.

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 Contributions Plan should be reviewed at a minimum every two years to ensure the items outlined within the Works Schedule and the estimated timing of the delivery of these items, reflect the latest population growth and housing delivery predictions.



Current data shows a record number of building approvals in the 2018-19 financial year with a 38.4% increase from 496 approvals in 2017-18. Albeit the population growth predictions and housing stock required to house this increase in the population over the life of this Plan is 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.

While those areas covered by Planning Agreements have been excluded in the totals in Figure 3, any further infill development within those areas (more than a single dwelling on a single lot) will be subject to the provisions of this Plan.





## 5.4 Occupancy Rates

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. The dwelling density or number of residents will be calculated on the average household size across the LGA based on Census data from 2001 to 2016, taking into consideration the new urban release areas. Current stats show the average occupancy rate is 2.65 persons per dwelling across the Cessnock LGA, however this differs slightly from population predictions from NSW Department of Planning in Figure 2. Census data is not a projection, and projections can be affected by a number of varying factors, therefore it is appropriate to consider both the actual numbers in the Census data and the projected population predictions. When considering the actual occupancy rate from 2001 to 2016, together with projected average occupancy rates of the new urban release areas of 2.9 (Bellbird North) to 3.2 persons per dwelling (Nulkaba), **an occupancy rate of 2.9 persons per dwelling has been adopted across the LGA for the life of this Plan.** See Figures 4 and 5.

*Figure 4: 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 5: Local Areas Household Size (Occupancy Rates)*

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*

## 6 Catchments

The Cessnock Local Government Area comprises over 50 townships and villages. This includes both gazetted suburbs and those that are for example, informally defined given a local or historical context. Given the limitations of smaller rural locality data (in terms of population size and the development of an analytical community profile), Census results 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.

### 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;
- Temporal nexus – the proposed public facility or service will be provided within a reasonable time to benefit those who contributed towards it.

### Apportionment

The works detailed within the Works Schedule 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 urban release areas).

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, eg 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.

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 formulae take 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:

### **TC x AF = C x O = Cost per lot/dwelling**

**P**

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)

## 6.1 How to Calculate Residential Contributions

New Urban Release Areas that are not the subject of existing Planning Agreements 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.

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

### 6.1.1 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.

Using the available demographic information it is possible to implement a methodology that could assist to forecast a Cessnock Local Government Area population to the year 2031, (15 years from the latest census data in 2016) for each of the four community planning areas. To do this, the following indicators have been used:

- ABS Estimated Resident Population 2018.
- An estimate of where future population growth may be evident, according to proposed urban release areas documented in the City Wide Settlement Strategy and the latest information available.
- Percentage of population within each of the four planning areas.
- Average household size of the Cessnock Local Government Area (as per existing contributions plans).

For the purposes of apportionment calculations in this Plan, a 10-15 year timeframe has been adopted (to the year 2031). The following table identifies the catchments and sub-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 apportionment factors will therefore reflect the proportion that of anticipated development within each catchment and sub-catchment, represented as a percentage of the total cost. 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.

### 6.1.2 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 catchment. The contributions collected within these catchments will be in addition to the City Wide Contributions.

The following four (4) **District Catchments** include the following suburbs and ABS resident population in 2018 as shown (*source: ID.com.au*):

#### a. Cessnock District Planning Area Includes:

Kitchener, Abernethy & Surrounds	1,519 persons
Cessnock, Aberdare, South Cessnock, Kearsley	5,964 persons
Allandale, Lovedale, Pokolbin, Mount View	1,619 persons
Bellbird, Bellbird Heights	2,994 persons
East Cessnock, Cessnock North	7,190 persons
Nulkaba	1,930 persons
West Cessnock, Vineyard Grove Area	5,368 persons
<b>Total ERP Cessnock District 2018</b>	<b>26,584</b>
<b>Projected ERP Cessnock District 2031</b>	<b>39,981</b>
<b>New Population for Cessnock District</b>	<b>13,397</b>
<b>Apportionment Rate for new Development</b>	<b>33%</b>

Cessnock District Catchment – please refer to Works Schedule for a list of works.

#### b. Kurri Kurri District Planning Area Includes:

Central Kurri Kurri Townships	7,992 persons
Cliftleigh, Heddon Greta	3,077 persons
Neath, Abermain, Weston and surrounds	7,791 persons
Buchanan, Mulbring and surrounds	1,891 persons
<b>Total ERP Kurri Kurri District 2018</b>	<b>20,751</b>
<b>Projected ERP Kurri Kurri District 2031</b>	<b>29,456</b>
<b>New Population for Kurri Kurri District</b>	<b>8,705</b>
<b>Apportionment Rate for new Development</b>	<b>30%</b>

Kurri Kurri District Catchment – please refer to works schedule for a list of works.

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

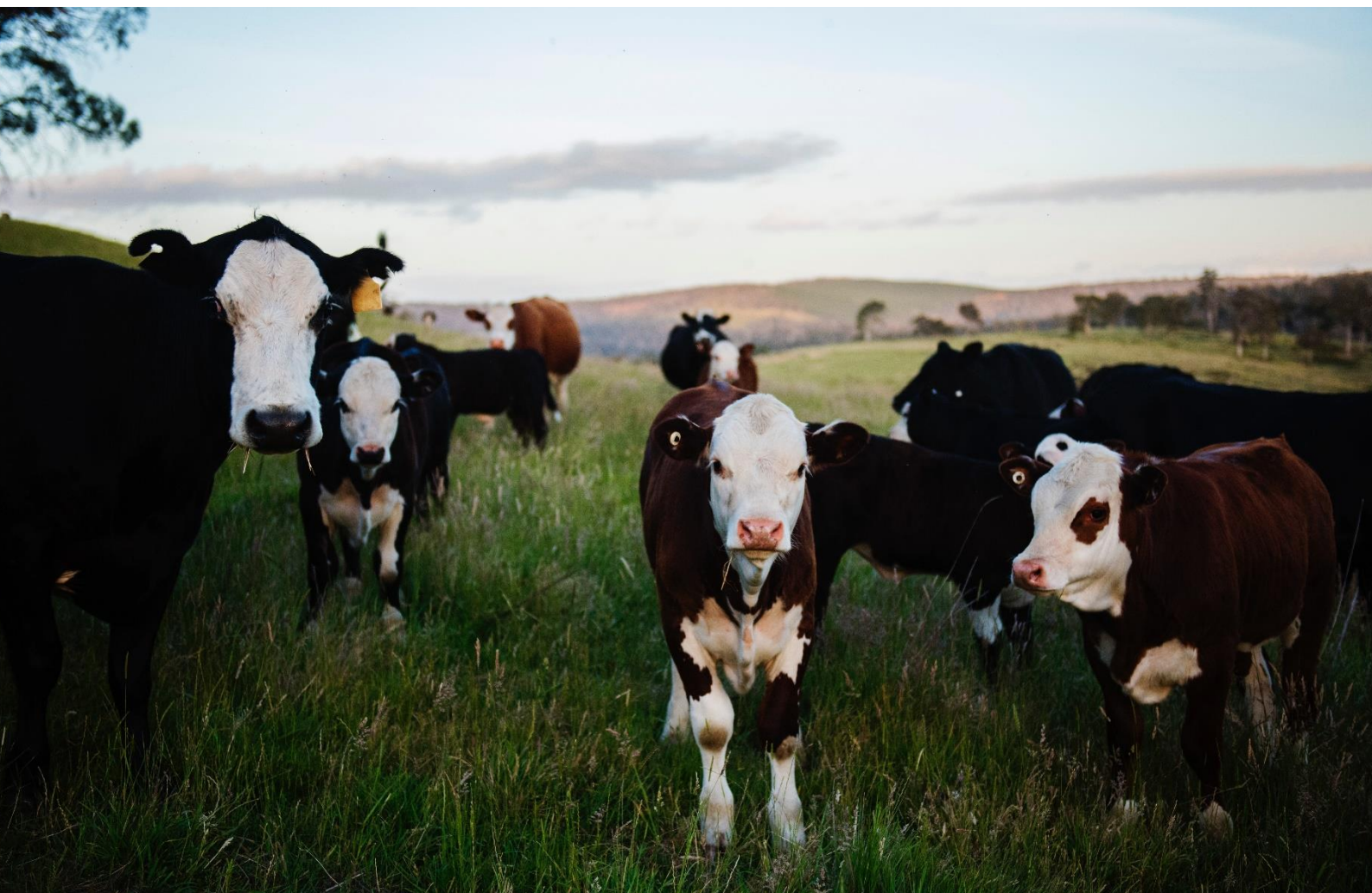
Branxton, Greta, North Rothbury	6,968 persons
<b>Total ERP Branxton-Greta District 2018</b>	<b>6,968</b>
<b>Projected ERP Branxton-Greta District 2031</b>	<b>7,808</b>
<b>New Population for Branxton-Greta District (excludes Huntlee development)</b>	<b>840</b>
<b>Apportionment Rate for new Development</b>	<b>11%</b>

Branxton District Catchment – please refer to Works Schedule for a list of works.

**d. Rural West District Includes:**

Millfield, Paxton, Ellalong and surrounds	3,653 persons
Wollombi, Laguna, Rural West	1,235 persons
<b>Total ERP Rural West District 2018</b>	<b>4,888</b>
<b>Projected ERP Rural West District 2031</b>	<b>5,766</b>
<b>New Population for Rural West District</b>	<b>878</b>
<b>Apportionment Rate for new Development</b>	<b>15%</b>

Rural West District Catchment – please refer to Works Schedule for a list of works.





## 6.2 Local 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 2% per annum for the past ten years. The majority of this growth has been within the Urban Release Areas (URAs) of Cliftleigh and Huntlee and to a lesser extent, new residential subdivisions located at Heddon Greta, Greta, Bellbird North and Bellbird Heights area. It is anticipated that these URAs will continue to develop over the next ten years, along with infill development at a much lesser rate.

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 Cliftleigh to Kurri Kurri 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 expected to house approximately 6000 residents.

Residents within the Cliftleigh to Heddon Greta 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 Cliftleigh to Heddon Greta 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 subdivisions at Cliftleigh, Avery's Village, Heddon Greta and Loxford. It should be noted that there are currently Planning Agreements in place for some of the new developments in this area and initial development covered by those Planning Agreements are excluded from this Contributions Plan, however, this Plan does apply to any further infill development of lots created within these areas (e.g. dual occupancy or other medium density development).

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 21000 residents. It should be noted that the Huntlee development crosses into the Singleton LGA, and due to the creation of residential lots within Huntlee being covered by a Planning Agreement, the projected population of Huntlee has not been included in the overall population growth for the City Wide Catchment, nor the Branxton-Greta District catchment. Only infill development within Huntlee, i.e. an increase in density over one dwelling on one lot will be subjected to contributions under this Plan.

Other new residential land developments are covered by existing Planning Agreements as shown in Figure 6. The estimated population covered by these existing Planning Agreements will not be subject to contributions under this Plan as the application of s7.11 (formerly s94) of the Act is excluded by those Planning Agreements. The infrastructure requirements of those lots covered by the Planning Agreements will be met by the developers, the details of which are available on Council's website.

**Figure 6: Areas covered by Planning Agreements as at 1.11.19 (not included in total population projections)**

Urban Release Area/Subdivision Name	Applicable District Catchment	Projected Population 2031
Bailey's Lane Abermain	Cessnock	70
Bellbird Heights	Cessnock	840
Kitchener 2/862493	Cessnock	170
Kitchener 65 Abernethy St	Cessnock	58
Cliftleigh Meadows	Kurri Kurri	2440
Kurri Autos Heddon Greta	Kurri Kurri	487
Huntlee (crosses into Singleton LGA)	Branxton	21000
Anvil Creek, Greta	Branxton	3820
Wyndham Street, Greta	Branxton	670
North Rothbury, 1443 Wine Country Drive	Rural West	290

**Source: Cessnock Recreation & Open Space Strategic Plan 2018**

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.

**Figure 7: Local Catchments (Urban Release Area) population predictions as at 2031 (excluding Planning Agreements)**

Urban Release Area/Subdivision Name	Applicable District Catchment	Projected Population 2031	Percentage of District Catchment	Apportionment Factor
Bellbird North	Cessnock	10150	25.38	
Government Rd, Cessnock	Cessnock	1305	3.26	
Kitchener (other)	Cessnock	642	1.60	
Nulkaba	Cessnock	1300	3.25	
<b>URA Total Estimate 2031</b>	<b>Cessnock</b>	<b>13,397</b>	<b>33%</b>	<b>33% (rounded)</b>
<b>ERP 2018 Total</b>	<b>Cessnock</b>	<b>26,584</b>	<b>66%</b>	<b>Council share</b>
<b>Catchment Total Estimate 2031</b>	<b>Cessnock</b>	<b>39,981</b>	<b>100%</b>	
Avery's Village	Kurri Kurri	2400	8.14	
Hydro Aluminium	Kurri Kurri	6000	20.36	
Hebburn Estate, Weston	Kurri Kurri	250	0.84	
Weston (other)	Kurri Kurri	55	0.18	
<b>URA Total Estimate 2031</b>	<b>Kurri Kurri</b>	<b>8,705</b>	<b>30%</b>	<b>30% (rounded)</b>
<b>ERP 2018 Total</b>	<b>Kurri Kurri</b>	<b>20,751</b>	<b>70%</b>	<b>Council share</b>
<b>Catchment Total Estimate 2031</b>	<b>Kurri Kurri</b>	<b>29,456</b>	<b>100%</b>	
Golden Bear, Rothbury	Branxton	840	10.75%	
<b>URA Total Estimate 2031</b>	<b>Branxton</b>	<b>840</b>	<b>11%</b>	<b>11% (rounded)</b>
<b>ERP 2018 Total</b>	<b>Branxton</b>	<b>6,968</b>	<b>89%</b>	<b>Council share</b>
<b>Catchment Total Estimate 2031</b>	<b>Branxton</b>	<b>7,808</b>	<b>100%</b>	
Congewai Creek 5, Millfield	Rural West	360	6.24	
Mount View Rd, Millfield	Rural West	398	6.90	
Paxton North	Rural West	120	2.08	
<b>URA Total Estimate 2031</b>	<b>Rural West</b>	<b>878</b>	<b>15%</b>	<b>15% (rounded)</b>
<b>ERP 2018 Total</b>	<b>Rural West</b>	<b>4888</b>	<b>85%</b>	<b>Council share</b>
<b>Catchment Total Estimate 2031</b>	<b>Rural West</b>	<b>5,766</b>	<b>100%</b>	
<b>TOTAL ESTIMATED POPULATION of URAS 2031 (excluding Planning Agreements)</b>	<b>LGA WIDE</b>	<b>23,820</b>		<b>30%</b>
<b>ERP 2018 TOTAL LGA</b>	<b>LGA WIDE</b>	<b>59,191</b>		<b>70%</b>
<b>TOTAL ESTIMATED 2031 POPULATION INCL URAS (excluding Planning Agreements)</b>	<b>LGA WIDE</b>	<b>83,011</b>		<b>100%</b>

Source: Cessnock Recreation & Open Space Strategic Plan 2018

The contributions collected within the local catchment areas shown in Figure 7, will be in addition to the City Wide Contributions and District Catchment Contributions.

For the purposes of calculating projected population growth as a result of new development, those areas covered by Planning Agreements have not been included. The apportionment factors shown reflect the proportion of anticipated development within each catchment and sub-catchment, represented as a percentage of the total cost.

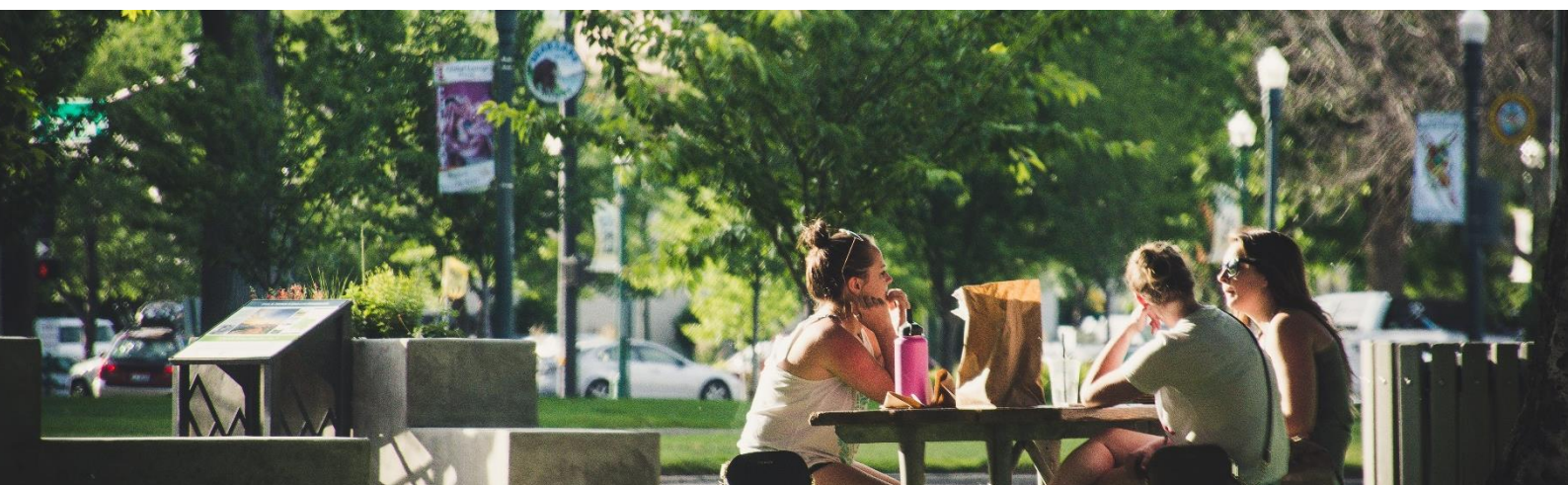
## 7 Open Space, Recreational & Sporting Facilities

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.
- Passive Park
  - Pocket Park – Local catchment
  - Civic Square – LGA wide catchment
  - Scenic – LGA wide catchment
  - Town Park – District Catchment
  - Utility – primarily for the purpose of protecting utility infrastructure – could be local, district or LGA wide.
  - Green Linkage – Local Catchment
- 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. To ensure development is only paying for its share of these facilities and not facilities needed to service the existing community, the apportionment factor of 30 per cent has been applied. This is based on the difference between the Estimated Resident Population of the Cessnock LGA in 2018 of 59,191 compared to the projected population of 72,103 in 2031 (an increase of 22% or 13,002 persons over 13 years).





## 8 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
- 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.
- 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 Schedule of the Plan. The CTTS also identifies a number of upgraded transport links throughout the LGA which have been considered when planning new urban release areas 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.





## 9 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 Local Government Area, 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.

## 10 Cycleways

The construction and maintenance 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.

## 11 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 the Land Value Base Index 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.

## 12 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 Plans requires the employment of one Contributions Planner at minimum but when 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 Schedule within this Plan be applied to the total increase in projected population growth across the LGA of Cessnock.

## 13 Traffic Generating Development

### 13.1 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.

## **13.2 Assessing the Impacts from Heavy Vehicle Traffic**

### **13.2.1 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.

### **13.2.2 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.

### **13.2.3 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.

### **13.2.4 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.

### 13.2.5 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 Class 3 road.

### 13.2.6 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:

### 13.2.7 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 =  $T \times L \times R$**

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

### **13.2.8 Derivation of contribution rate for Special Events Class 1 and 2 and other Traffic Generating Development**

The RMS Special Event Guide, chapter 3, describes in detail the process for Traffic and Transport management for Special Events. Class 1 and 2 events are deemed to have a significant impact on the traffic and transport network and thus, road pavements (a Class 1 event generally involves state or regional roads, Class 2 events generally involve local roads). The RMS Special Event Guide requires a Transport Management Plan (TMP) to form part of the development application process. In the case of Class 1 and 2 events, the TMP should include the nominated traffic route/s, class of vehicle, estimated number of movements and therefore a rate. Special Events Class 1 and 2 will be required to pay a proportion of all of the above criteria based upon the heavy vehicle Equivalent Standard Axle (ESA) impact on a Regional or Local road. The Contributions Methodology Formula for traffic generating Special Events Class 1 and 2 and other traffic generating development, is explained below and must form part of the Transport Management Plan submitted to Council:

- 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 (in the case of a heavy vehicle or, in the case of buses/coaches, determine the weight fully laden).
- g. Determine the length of the affected road/s under the care and control of Council.
- h. Determine the number of trips generated by the development
- i. Using a. to h. determine a rate per trip per kilometre

Once received, this information will then be assessed by Council as a component of the Development Application. If approved, 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 =  $N \times L \times R$**

N = number of trips

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

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

### 13.2.9 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 dockets, 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 e.g. Events:

- A Development Consent (Notice of Determination) will include a condition outlining that the applicant/operator report to Council prior to each event approved under that Consent:
  - Details of the development or event
  - 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 which must be paid prior to each event.

### 13.2.10 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 written notice.

## 14 Definitions and References

### 14.1 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 Act.



## 14.2 References

- 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)
- 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
- <https://everyonecanplay.nsw.gov.au/sites/default/files/2019-02/Everyone%20Can%20Play%20Guideline.pdf>
- 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



## 15 Works Schedules

### 15.1 Works Schedule: Open Space and Recreation

Project Number	Project	Costs	Apportionment Costs	Apportionment rate
<b>Open Space and Recreation</b>				
<b>Regional Facilities – LGA Wide</b>				
OS 1	Cessnock Indoor Sports Facility, upgrades to indoor facility	\$6,011,840.70	\$1,803,552.21	29%
OS 2	Rothbury, new bushfire facility	\$672,000.00	\$201,600.00	29%
OS 3	Millfield, new bushfire facility			
OS 4	Cessnock Regional Skate Park, upgrade of existing facilities	\$1,614,539.26	\$484,361.78	29%
OS 5	Cessnock Aquatic Centre, new facility at Turner Park	\$20,000,000.00	\$6,000,000.00	29%
OS 6	Chinamans Hollow/Peace Park, upgrades in accordance with masterplans (inclusive of upgrade to multipurpose court)	\$2,010,000.00	\$603,000.00	29%
OS 7	Kurri Kurri Central, upgrades in accordance with masterplans	\$1,365,000.00	\$409,500.00	29%
OS 8	Greta Central Oval, upgrades in accordance with masterplans (inclusive of upgrade to multipurpose court)	\$9,395,565.00	\$2,818,669.50	29%
OS 9	Miller Park, upgrades in accordance with masterplans	\$5,072,861.00	\$1,521,858.30	29%
OS 10	Turner Park, Cessnock, upgrades in accordance with masterplans	\$2,936,009.00	\$880,802.70	29%
	<b>TOTAL</b>	<b>\$45,808,663.26</b>	<b>\$13,742,598.98</b>	
<b>District Facilities</b>				
<b>Cessnock District Catchment</b>				
OS 11	Cessnock Aquatic Centre, upgrades to existing facility	\$1,098,700.00	\$362,571.00	33%
OS 12	TAFE, Cessnock, new district park	\$9,276,516.00	\$3,061,250.28	33%
OS 13	District Park in Bellbird North URA	\$9,276,516.00	\$3,061,250.28	100%

OS 14	District Amenity Building in Bellbird North URA	\$2,656,000.00	\$876,480.00	100%
OS 15	Carmichael Park, upgrades in accordance with masterplans, inclusive of upgrade to multipurpose court and floodlighting	\$1,294,597.00	\$427,217.01	33%
OS 16	Bridges Hill Park, upgrades in accordance with masterplans	\$2,945,875.00	\$972,138.75	33%
OS 17	Convent Hill, upgrades in accordance with masterplans	\$910,512.00	\$300,468.96	33%
OS 18	East End Oval, upgrades in accordance with masterplans	\$529,690.00	\$174,797.70	33%
OS 19	Mount View Park, upgrades in accordance with masterplans	\$4,225,341.00	\$1,394,362.53	33%
OS 20	31 Lindsay Street Cessnock Cessnock, new passive park	\$1,975,417.00	\$651,887.61	33%
OS 21	10 Newton Avenue Cessnock, new passive park	\$1,975,417.00	\$651,887.61	33%
OS 22	9 Mavis Street Cessnock, new local park	\$2,165,167.00	\$714,505.11	33%
OS 23	1A Doyle Street Cessnock, new passive park	\$1,975,417.00	\$651,887.61	33%
OS 24	4 Doyle Street, Cessnock, new passive park	\$1,975,417.00	\$651,887.61	33%
OS 25	19 Quarry Street, Cessnock, new local park	\$2,165,167.00	\$714,505.11	33%
OS 26	Manning Park, new local park/upgrade to existing	\$2,165,167.00	\$714,505.11	33%
OS 27	Jeffrey Park, Kearsley, upgrade to tennis courts	\$1,379,887.00	\$455,362.71	33%
OS 28	Aberdare, upgrade to existing cemetery	\$1,500,000.00	\$495,000.00	33%
OS 29	Cessnock, upgrade to existing cemetery	\$84,000.00	\$27,720.00	33%
OS 30	Rothbury, upgrade to existing cemetery	\$80,000.00	\$26,400.00	33%
OS 31	Poppethead Park, Kitchener (upgrade to multipurpose court)	\$300,000.00	\$99,000.00	33%
OS 32	District Sporting fields and infrastructure, Bellbird North URA	\$17,577,893.00	\$5,800,704.69	33%
	<b>TOTAL</b>	<b>\$67,532,696.00</b>	<b>\$22,285,789.68</b>	
<b>Rural West District Catchment</b>				
OS 33	Millfield Community Hall, upgrade to Hall and upgrade to multipurpose court	\$256,418.25	\$38,462.74	15%
OS 34	Millfield-Paxton, new skate park facility	\$424,400.00	\$63,660.00	15%

OS 35	46 McDonald Avenue, Paxton, new district park	\$9,276,516.00	\$1,391,477.40	15%
OS 36	Mount View Road, Millfield, new local park/upgrade to existing	\$2,165,167.00	\$324,775.05	15%
OS 37	Millfield Cemetery, upgrade to existing cemetery	\$75,000.00	\$11,250.00	15%
OS 38	Ellalong Cemetery, upgrade to existing cemetery	\$100,500.00	\$15,075.00	15%
OS 39	Wollombi Cemetery, upgrade to existing cemetery	\$90,000.00	\$13,500.00	15%
	<b>TOTAL</b>	<b>\$12,388,001.25</b>	<b>\$1,858,200.19</b>	
<b>Kurri Kurri District Catchment</b>				
OS 40	Kurri Kurri Aquatic Centre, upgrade to aquatic centre	\$1,100,000.00	\$330,000.00	30%
OS 41	Kurri Kurri Skate Park, upgrade of existing facilities	\$440,000.00	\$132,000.00	30%
OS 42	Abermain Skate Park, new facility	\$188,100.00	\$56,430.00	30%
OS 43	129 Cessnock Road, Neath, new local park	\$2,165,167.00	\$649,550.10	30%
OS 44	Margaret Johns Park, Kurri Kurri, new district park (inclusive of upgrade to multipurpose court)	\$730,000.00	\$219,000.00	30%
OS 45	Kurri Kurri Cemetery, upgrade to existing cemetery	\$2,200,000.00	\$660,000.00	30%
	<b>TOTAL</b>	<b>\$6,823,267.00</b>	<b>\$2,046,980.10</b>	
<b>Branxton-Greta District Catchment</b>				
OS 46	Branxton Aquatic Centre, upgrade to pool	\$335,000.00	\$36,850.00	11%
OS 47	Greta Skate Park, upgrade of existing facilities	\$460,000.00	\$50,600.00	11%
OS 48	North Rothbury Park, upgrades in accordance with masterplans	\$301,200.00	\$33,132.00	11%
OS 49	Local Park in Branxton, south of the New England Highway	\$2,165,167.00	\$238,168.37	11%
OS 50	Branxton Oval, upgrades to existing facilities	\$2,753,831.00	\$302,921.41	11%
OS 51	Branxton Cemetery, upgrades to existing facilities	\$161,000.00	\$17,710.00	11%
OS 52	Greta Cemetery, upgrades to existing facilities	\$245,000.00	\$26,950.00	11%
	<b>TOTAL</b>	<b>\$6,421,198.00</b>	<b>\$706,331.78</b>	
<b>Local Facilities</b>				

Bellbird North URA Local Catchment				
OS 53	7 local parks	\$16,992,579.00	\$16,992,579.00	100%
OS 54	Netball Courts	\$1,379,887.00	\$1,379,887.00	100%
OS 55	Multipurpose courts	\$609,673.00	\$609,673.00	100%
	<b>TOTAL</b>	<b>\$18,982,139.00</b>	<b>\$18,982,139.00</b>	
Avery's Village Local Catchment				
OS 56	Embellishment of parks and detention basin (500m x 2m wide concrete pathway and 5 sandstone block seating)	\$659,700.00	\$659,700.00	100%
Government Road Local Catchment				
OS 57	Embellishment of playground	\$300,000.00	\$300,000.00	100%

## 15.2 Works Schedule: Community Facilities

Project Number	Project	Costs	Apportionment Costs	Apportionment rate
<b>Community Facilities</b>				
<b>Regional Facilities – LGA Wide</b>				
CF 1	Cessnock City Libraries, branch upgrades	\$27,837,650.16	\$8,351,295.05	29%
CF 2	Cessnock Performing Arts Centre, repayment of interest	\$2,234,008.00	\$670,202.40	29%
	<b>TOTAL</b>	<b>\$30,071,658.16</b>	<b>\$9,021,497.45</b>	
<b>District Facilities</b>				
<b>Cessnock District Catchment</b>				
CF 3	Provision for Multipurpose Centre(s), new facility	\$9,409,957.12	\$3,105,285.85	33%
CF 3	Provision of Multipurpose Centre(s), land facility	192,000.00	63,360.00	
	<b>TOTAL</b>	<b>\$9,601,957.12</b>	<b>\$3,168,645.85</b>	
<b>Kurri Kurri District Catchment</b>				
CF 4	Provision for Multipurpose Centre, new facility	\$4,800,978.56	\$1,440,293.57	30%
CF 4	Provision of Multipurpose Centre(s), land facility	\$96,000.00	\$28,800.00	30%
	<b>TOTAL</b>	<b>\$4,896,978.56</b>	<b>\$1,469,093.57</b>	
<b>Branxton-Greta District Catchment</b>				
CF 5	Provision of Multipurpose Centre, fitout and carpark at Huntlee	\$961,875.56	\$105,806.31	11%



### 15.3 Works Schedule: Cycleways

Project Number	Project	Costs	Apportionment Costs	Apportionment rate
<b>Cycleways</b>				
<b>Regional Facilities – LGA Wide</b>				
1	New off-road path on Maitland Road (Cessnock/Neath) - David Street to Duffie Drive (2.550 km)			
2	New off-road path on Wine Country Drive (Cessnock/Nulkaba) - Dover Street to Nulkaba (1.444 km)			
3	New off-road path on Doyle/Church/Dover Streets (Cessnock) - Maitland Road to Wine Country Drive (1.420km)			
4	New off-road path - Richmond Vale Rail Trail (Cessnock Section) (16.130 km)			
5	New off-road path on Mulbring and Boundary Streets (Kurri Kurri) - Log of Knowledge Park to Margaret Johns Park (1.806 km)			
6	New off-road path along Appleton Ave (Weston) - Margaret Johns Park to Scott Street rail crossing (0.789 km)			
7	New off-road path along Scott Street and Kilne Street (Weston) - Scott Street off-road path to Cessnock Road (0.620 km)			
8	New off-road path along Main Street (Heddon Greta) - Heddon Street to Earp Street (0.665 km)			
9	New off-road path on Rawson/Alexandra/ Lang Streets from Victoria Street to Boundary Street (1.279 km)			
10	New off-road path on Maitland Road - Victoria Street to Doyle Street (0.135 km)			
11	New off-road path on Wine Country Drive from Lovedale Road to Broke Road (1.330 km)			

12	New off-road path on Wine Country Drive from Broke Road to Old North Road (7.520 km)			
13	New on-road connection through Neath along Cessnock Road from Northumberland Street to Duffie Drive (2.236 km)			
14	New on-road connection on Wine Country Drive - O'Connor's Road to Lovedale Road cycleway (2.600 km)			
15	New on-road connection on Maitland Road - David Street to Victoria Street (0.635 km)			
16	New on-road connection on Lang Street and Victoria Street from Heddon Street to Rawson Street (1.180 km)			
17	New on-road connection on Wine Country Drive from Old North Road to Thomas Street (4.640 km)			
	<b>TOTAL</b>	<b>\$14,738,195.00</b>	<b>\$4,421,458.50</b>	29%
<b>District Facilities</b>				
<b>Cessnock District Catchment</b>				
18	New off-road path on Cumberland Street - Aberdare Road to Maitland Road (0.970 km)			
19	New off-road path on Duffie Drive/Colliery Street - Aberdare Road to Maitland Road (2.333km)			
20	New off-road path on Aberdare Road/ Cessnock Road/Caledonia Street - Quarrybylong Street to Ellalong Street (2.870km)			
21	New off-road path on Dover Street - Church Street to Drain Oval (0.095km)			
22	New off-road path on McGrane Street - Church Street to Mount View Road (0.922km)			
23	New off-road path on Stephen Street/Ivan Street/Wollombi Road - Sports Avenue shared path to Wollombi Road/Alexander Street intersection (0.597km)			

24	New off-road path along Francis, Margaret and Campbell Streets (1.159km)			
25	New off-road path in Bellbird - Sparke, Doyle, Tennant, Ruby, Hetton and Kendall Streets (1.853km)			
26	New off-road path - URA to Mount View Road via Mount View Park (0.512 km)			
27	New off-road path - on O'Connors Road - URA to Wine Country Drive (0.374 km)			
28	New off-road path - Buttaba Avenue via O'Neill Park playground along Acadia/Edith Streets to Stephen/Ivan Streets (1.264km)			
29	New off-road path on South Avenue - North Avenue to Darwin Street (0.333km)			
30	New off-road path on Mulbring Street - Railway Street shared path to Aberdare Road (0.259km)			
31	New off-road path on Melbourne Street - Quarrybylong Street to Duffie Drive (1.752km)			
32	New off-road path on Old Maitland Road - Maitland Road to Council depot (0.982km)			
33	New off-road path on Kanowna Avenue from Alkira Avenue to Old Maitland Road (0.459km)			
34	New off-road path on Government Road - Anzac Avenue to URA (0.554 km)			
35	New off-road path on McGrane St/ Lightfoot Ave - Church St to Anzac Ave via Manning Park (includes 2 cycleway bridges) (0.650km)			
36	New off-road path on Vincent Street - Aberdare Road to Baddeley Park (1.080km)			
37	New off-road path on Anzac Avenue - Manning Park to Kanowna Avenue (0.962km)			

38	New off-road path on Halcyon Street - David Street to Koree Street (0.392km)			
39	New off-road path on Darwin Street - South Avenue to Wollombi Road (0.632km)			
40	New off-road path on South Avenue/ Aberdare Road - Darwin Street to Vincent Street (0.302km)			
41	New off-road path - Quorrobolong, Neath and David Streets (1.815km)			
42	New off-road path on Mount View Road - O'Shea Circuit to Oakey Creek Road (0.450km)			
43	New off-road path on Mount View Road - Wollombi Road to the Cessnock Civic Indoor Sports Centre (1.163km)			
44	New off-road path on West Avenue/North Avenue - Darwin Street to Wollombi Road (0.640km)			
45	New off-road path on Wollombi Road - Millfield Street to Doyle Street (0.101km)			
46	New on-road connection - Maclean Street/Nelson Street/Buckland Avenue (0.810km)			
47	New on-road connection on Cooper Street - North Avenue and Cumberland Street (0.255km)			
48	New on-road connection on Jurd Street - Church Street to Dixon Street (1.013km)			
49	New on-road connection on Dixon Street - Mavis Street to Maclean Street (0.685km)			
50	New on-road connection on laneway from Koree Street to Millfield Street (0.420km)			
51	New on-road connection on Victoria Street - Quarrybylong Street to Yango Street (0.391km)			

52	Extension of McDonalds Road cycleway to Oakey Creek Road (0.246km)			
53	New off-road path on Oakey Creek Road - McDonalds Road to Mount View Road (5.790km)			
54	New off-road path on Palmers Lane - McDonalds Road to Wine Country Drive (2.037km)			
55	New off-road path on Broke Road - McDonalds Road to Hermitage Road (5.640km)			
56	New off-road path on Hermitage Road - Broke Road to Deasys Road (cessnock Council section) (1.220km)			
57	New off-road path on Broke Road - Wine Country Drive to McDonalds Road (3.616km)			
58	New off-road path on McDonalds Road - Broke Road to Wine Country Drive (6.255km)			
59	New off-road path on Deasy's Road - McDonalds Road to Hermitage Road (5.400km)			
60	New off-road path on Old North Road - Wine Country Drive to Hermitage Road (8.700km)			
61	New off-road path on McDonalds Road - McDonalds Road cycleway to Broke Road (1.000km)			
62	New on-road connection on Broke Road - Hermitage Road to Singleton (1.500km)			
63	New off-road path on Abernethy Street/ Murray Street - Quorrobolong Road to Ferguson Street (2.874km)			
64	New off-road path on Cessnock Street - Stanford Street to Abernethy Street (0.700km)			
65	New off-road path on Richmond Street/ Stanford Street - Abernethy Street to Cessnock Street (0.972km)			



66	New off-road path on Ferguson Street/ Kearsley Road - Murray Street to Lake Road (1.944km)			
67	New off-road path on Lake Road - Kearsley Road to Allandale Street (0.645km)			
68	Lake Road to Caledonia Street - New off-road path on Allandale Street (0.477km)			
69	New off-road path on Caledonia Street - Allandale Street to Wilson Street (0.553km)			
70	New on-road connection on Quorrobolong Road - Baddeley Park to Stanford Street, Kitchener (3.200km)			
71	New on-road connection on Lake Road - Kearsley Road to Leggets Lane (7.420km)			
72	New on-road connection on Branxton- Toronto Road - Lake Road to Palmers Road (2.663km)			
73	New on-road connection from Leggets Lane along New St, North St, Vincent St, Child St and Palmer St (4.842km)			
74	New on-road connection on Leggets Lane - White Bridge Road to Lake Road (1.782km)			
75	New on-road connection on Quorrobolong Road - Abernethy Street to Sandy Creek Road (4.804km)			
76	New on-road connection on Caledonia Street - Wilson Street to Government Circuit (0.582km)			
	<b>TOTAL</b>	<b>\$12,075,800.00</b>	<b>\$3,985,014.00</b>	33%
<b>Rural West District Catchment</b>				
77	Great Wineries Walk off-road path - Millfield to Pokolbin (12.180km)			
78	New off-road path on Boundary Street - URA to Wollombi Road (0.290km)			
79	New off-road path on Bennett Street - Wollombi Rd to Millfield Rd (0.486km)			

80	New off-road path on Earps Road, McDonald Avenue and Anderson Avenue (1.226km)			
81	New off-road path on Wollombi Road - Bennett Street to Bligh Street (0.349km)			
82	New off-road path on Millfield Road/Helena Street - Bennett Street to Rugby Street (5.080km)			
83	New on-road connection on Ellalong Road Rugby Street - Wollombi Road to Helena Street (4.482km)			
84	New on-road connection on Middle Road - Wollombi Road to Millfield Road (4.009km)			
85	New on-road connection on Wollombi Road - Doyle Street, Bellbird to Bennett Street (5.500km)			
86	New on-road connection on Wollombi Road - First Avenue to Wollombi (24.321km)			
	<b>TOTAL</b>	<b>\$6,996,500.00</b>	<b>\$1,049,475.00</b>	<b>15%</b>
<b>Kurri Kurri District Catchment</b>				
87	New off-road path on McLeod Road - Northcote Street to Hunter TAFE (0.971km)			
88	New off-road path on Colliery Street/ Maitland Street - Heddon Street to Pokolbin Street (1.392km)			
89	New off-road path from Pokolbin Street to Tarro Street (0.165km)			
90	New off-road path on Heddon Street - Lang Street to Hopetoun Street (0.420km)			
91	New off-road path on Rawson Street - Victoria Street to Heddon Street (1.733km)			
92	New off-road path on Deakin Street - Heddon Street to Boundary Street (2.080km)			
93	New off-road path on Heddon Street - Lang Street to McLeod Road (0.733km)			

94	New off-road path on Lang Street - Alexandra Street to Hospital Road (0.961km)			
95	New off-road path on Averys Lane - URA to Main Street (0.756km)			
96	New off-road path on Young Street - Clift Street to Hunter TAFE (1.350km)			
97	New off-road path along former railway line - Main Street to Cliftleigh URA (3.222 km)			
98	New off-road path on Stanford Street - Neath Street to existing cycleway in Log of Knowledge Park (0.638km)			
99	New off-road path on Abermain Street - Stanford Street to Pelaw Main Public School (0.440 km)			
100	New on-road connection on Victoria Street/ Tarro Street - Rawson Street to Maitland Street (1.216km)			
101	New on-road connection on John Renshaw Drive - Buchanan Road to Maitland Street (3.500km)			
102	New on-road connection on Railway Street - Allworth Street to Victoria Street (0.350km)			
103	New on-road connection on Mulbring Road - Neath Street (Pelaw Main) to White Bridge Road (Mulbring) (4.564km)			
104	New on-road connection on Mitchell Avenue - Northcote Street to Government Road (1.482km)			
105	New on-road connection on Victoria Street - Northcote Street to Lang Street (0.731km)			
106	New off-road path on East Esplanade - Tenth Street to Fourth Street (0.630km)			
107	New off-road path - Fourth Street/Swanson Street to Chinamans Hollow (0.931km)			
108	New off-road path on Government Road - Mitchell Avenue to Cessnock Road (1.060km)			

109	New off-road path on Swanson/Station Street - Government Road to First Street (0.780km)			
110	New off-road path on Goulburn Street - Lismore Street to Cessnock Rd (0.830km)			
111	New off-road path on Armidale St - Goulburn St to Orange St (0.580km)			
112	New off-road path on Hospital Road - Lang Street to Appleton Avenue (0.924km)			
113	New on-road connection on Hart Road/ Gingers Lane/Frame Drive - Hunter Expressway to Lismore Street (4.67km)			
114	New on-road connection on Orange Street - Lismore Street to Cessnock Road (0.668km)			
115	New on-road connection on Tenth Street - Government Road to East Esplanade (0.480km)			
116	New on-road connection on Government Road - Mitchell Avenue to Hart Road (0.455km)			
117	New on-road connection on Station Street - First Street to Cessnock Road (0.105km)			
	<b>TOTAL</b>	<b>\$7,385,800.00</b>	<b>\$2,215,740.00</b>	30%
<b>Branxton-Greta District Catchment</b>				
118	New off-road path on Bridge Street/Drinan Street/Cessnock Road - Railway Street to the New England Highway (0.962 km)			
119	New off-road path on the New England Highway - Cessnock Road (Branxton) to Greta Park (Greta) (5.451 km)			
120	New off-road path on Dalwood Road - New England Highway to Spring Street (1.235 km)			
121	New off-road path on Wyndham Street - Evans Street to Sale Street (Greta) (0.832 km)			
122	New off-road path on West Street - High Street to URA (1.133 km)			

123	New off-road path on Elderslie Road - New England Highway to Singleton LGA (0.397 km)			
124	New off-road path on McMullins Road - Dalwood Road to Hillview Road (0.513 km)			
125	New off-road path on Station Street - New England Highway to Railway Street (0.687 km)			
126	New off-road path between urban release area along Camp Rd/ Mansfield Street to proposed Nelson Street cycleway (1.032 km)			
127	New off-road connection on Nelson Street - New England Highway to Greta Railway Station (0.962 km)			
128	New off-road path on Washery Road/ Morgan Street and Thomas Street, connecting to existing cycleway on Wine Country Drive (0.765 km)			
129	Upgrade on-road conditions on Railway Street, Branxton (0.492 km)			
	<b>TOTAL</b>	<b>\$4,910,500.00</b>	<b>\$540,155.00</b>	11%



## 15.4 Works Schedule: Road and Traffic Works

Project Number	Project	Costs	Apportionment Costs	Apportionment rate
<b>Road and Traffic Works</b>				
<b>Regional Facilities LGA Wide</b>				
1	Wollombi Rd, Maitland Rd to North Ave - 0.4 km	\$960,881.05	\$288,264.32	29%
2	Wine Country Dr, bridge St to 700 m south of Bridge st - 0.7 km	\$1,729,585.90	\$518,875.77	29%
3	Colliery Street / Duffie Drive Aberdare Rd to Maitland Rd - 2.35 km	\$2,832,070.48	\$849,621.14	29%
4	Sawyers Gully Rd / Hart Rd Traffic signals or roundabout	\$303,436.12	\$91,030.84	29%
5	South St / West Ave Roundabout	\$151,718.06	\$45,515.42	29%
6	O'Connors Road / Wine Country Drive Intersection, upgrade to traffic lights	\$1,374,545.00	\$412,363.50	29%
7	Tennant Street (between Bellbird North site access and Sparke Street), Road reconstruction (i.e. pavement strengthening and widening to two lanes)	\$2,279,384.00	\$683,815.20	29%
8	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	\$2,487,171.60	29%
9	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	\$957,162.00	29%
10	O'Connors Road (between Ingles Lane and Wine Country Drive), Road reconstruction (i.e. reconstruction and widening to two lanes)	\$10,853,139.00	\$3,255,941.70	29%
	<b>TOTAL</b>	<b>\$31,965,871.61</b>	<b>\$9,589,761.48</b>	
<b>District Facilities</b>				
<b>Cessnock District Catchment</b>				
11	Barrett St/Mt View Rd Left-in Left-out	\$40,458.14	\$13,351.19	33%

Local Road and Traffic Works				
Avery's Village Local Catchment				
12	Averys Lane, Clift St to subdivision - reconstruct with kerb and drainage	\$999,843.75	\$999,843.75	100%
13	Adams St - Heddon St to Stanford St - reconstruct road with kerb and drainage	\$423,773.43	\$34,495.16	8.14%
14	Stanford St - Main Rd to Clift St - reconstruct road with kerb and drainage	\$201,796.87	\$16,426.27	8.14%
15	Averys Lane - John Renshaw Dr to south end of subdivision - reconstruct to rural standards	\$1,513,476.56	\$1,513,476.56	100%
16	Averys lane - South connection to subdivision - construct single lane roundabout	\$213,007.81	\$213,007.81	100%
17	Averys Lane - within subdivision - 8 all weather bus stops	\$224,218.75	\$224,218.75	100%
	<b>TOTAL</b>	<b>\$3,576,117.17</b>	<b>\$3,001,468.29</b>	
Government Road Local Catchment				
18	Ferguson St, 20 locations traffic calming	\$118,963.73	\$17,844.56	15%
19	Government Road, reconstruct drainage, pedestrian/cycle and 2 bus shelters	\$1,320,497.40	\$1,320,497.40	100%
20	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%
21	Surrounding Street Network - reconstruct/remedial treatment	\$118,963.73	\$118,963.73	100%
	<b>TOTAL</b>	<b>\$1,736,870.45</b>	<b>\$1,635,751.28</b>	
Nulkaba Local Catchment				
22	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%

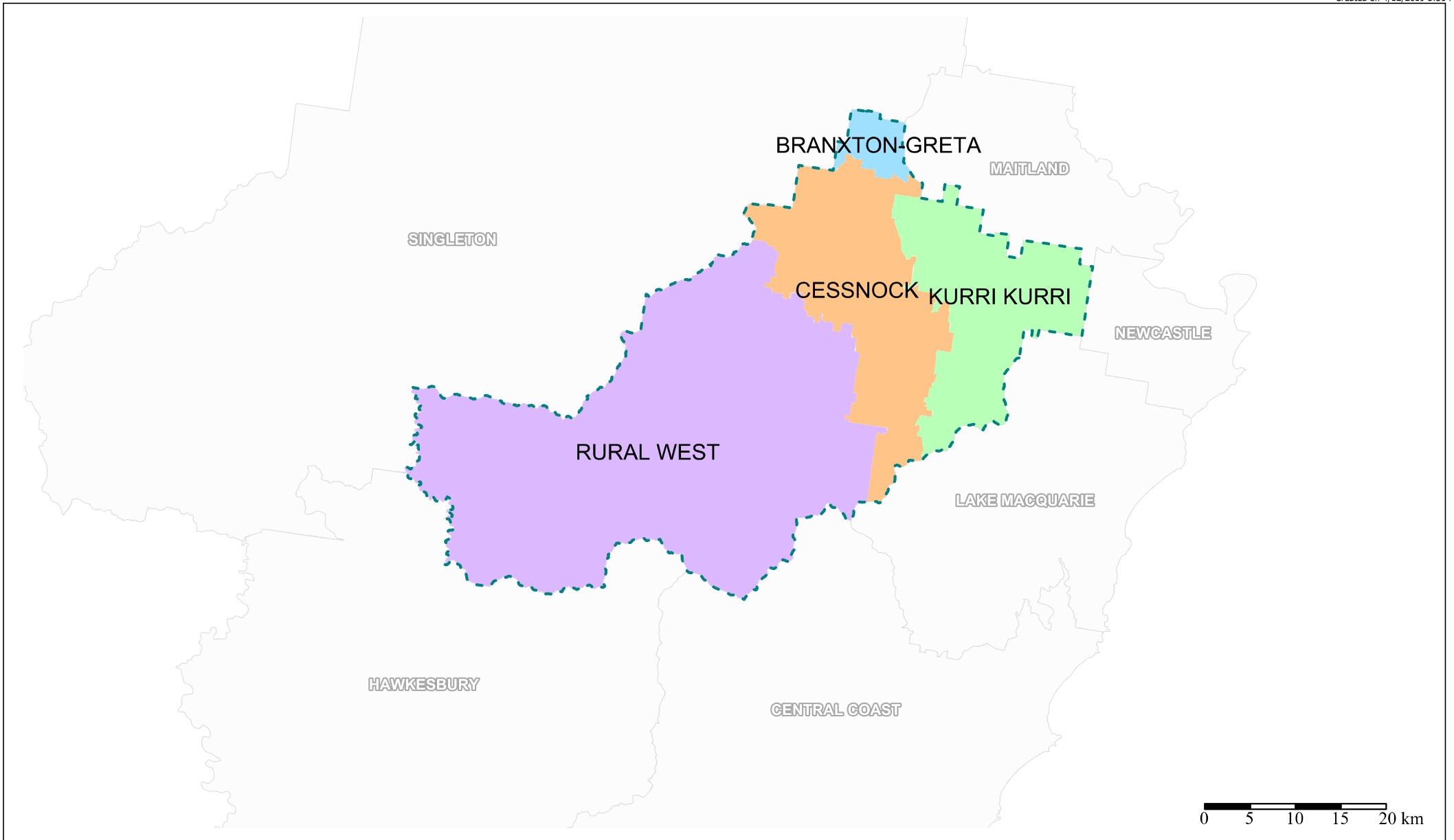
23	Rothbury St – Ivanhoe St to O'Connors Rd - Reconstruct incl. kerb and gutter drainage to manage the increased number of traffic movements from the new residential areas to the school.	\$324,036.80	\$324,036.80	100%
24	Wine Country Drive/O'Connors Rd & Fletcher St - 3 shelter sheds	\$98,104.39	\$98,104.39	100%
25	Fletcher St - Valley View Place to Wine Country Dr - reconstruct kerb and gutter drainage	\$407,133.97	\$407,133.97	100%
26	Valley View Place - reconstruct with drainage Fletcher St Northward for 275 m	\$420,301.86	\$420,301.86	100%
27	O'Connor's Rd and Wine Country Dr - intersection/upgrade to channelized right turn from Wine Country Dr into Fletcher St	\$696,490.67	\$696,490.67	100%
28	Austral St/Occident St/Wine Country Dr - reconstruct pavement and drainage to urban design standard	\$702,079.28	\$702,079.28	100%
	<b>TOTAL</b>	<b>\$2,882,173.57</b>	<b>\$2,882,173.57</b>	
<b>Millfield Local Catchment</b>				
29	Wollombi Road - one bus stop/shelter	\$30,000.00	\$12,000.00	40%
<b>Bellbird North Local Catchment</b>				
30	Wollombi Road - West Avenue to Maitland Road, road widening	\$6,681,678	\$3,274,022.22	49%
31	Wollombi Road - West Ave and Marketplace Entry, pedestrian facilities improvements	\$100,000	\$49,000.00	49%
32	Wollombi Road - Francis Street to West Avenue, road widening	\$6,249,981	\$4,187,487.27	67%
33	Wollombi Road / Westcott Avenue, intersection improvements	\$1,042,934	\$615,331.06	59%
34	Wollombi Road / Darwin Street, intersection improvements	\$1,374,545	\$907,199.70	66%
35	Wollombi Road / Mount View Road, intersection improvements	\$1,126,546	\$754,785.82	67%
36	Wollombi Road / Mount View Road, land acquisition	\$6,749	\$3,307.01	49%
37	Wollombi Road / Helen Street, right turn bays	\$50,888	\$40,201.52	79%
38	Wollombi Road / Miller Street, right turn bays	\$50,888	\$40,201.52	79%
39	Wollombi Road / Lyell Street, right turn bays	\$50,888	\$41,728.16	82%

40	Wollombi Road / Florence Street, right turn bays	\$50,888	\$41,728.16	82%
41	Wollombi Road / West Avenue, intersection improvements	\$1,345,084	\$1,049,165.52	78%
42	Wollombi Road / Darwin Street, land acquisition	\$22,218	\$9,109.38	41%
43	Wollombi Road / Hutton Street, intersection treatments	\$10,445	\$8,042.65	77%
44	Wollombi Road / Alexander Street, intersection improvements	\$593,542	\$457,027.34	77%
45	Wollombi Road / Campbell Street, intersection treatments	\$10,445	\$8,147.10	78%
46	Wollombi Road / Ivan Street / James Street, intersection improvements	\$1,224,487	\$967,344.73	79%
47	Wollombi Road / Chidgey Street / Michael Street, right turn bays	\$50,888	\$41,728.16	82%
48	Wollombi Road / Hickey Street / Francis Street, intersection improvements	\$1,224,487	\$1,016,324.21	83%
49	Wollombi Road / Desmond Street, right turn bays	\$50,888	\$43,254.80	85%
50	West Avenue - Wollombi Road to Miller Street, road widening	\$8,817,353	\$5,907,626.51	67%
51	Wollombi Road / Wangi Avenue / O'Neill Street, right turn bays	\$50,888	\$43,254.80	85%
52	West Avenue / Alfred Street, intersection treatments	\$10,445	\$8,147.10	78%
53	West Avenue / Lyell Street, right turn bays	\$50,888	\$36,639.36	72%
54	West Avenue / Miller Street, right turn bays	\$50,888	\$36,639.36	72%
55	West Avenue / North Avenue / South Avenue, intersection improvements	\$389,938	\$284,654.74	73%
56	Mount View Road / Condon Avenue, right turn bays	\$50,888	\$42,745.92	84%
57	Aberdare Road / Vincent Street / Snape street , intersection improvements	\$641,015	\$320,507.50	50%
58	North Avenue / Darwin Street, intersection improvements	\$733,624	\$447,510.64	61%
59	North Avenue / Keene Street / Cooper Street, pedestrian facilities improvements	\$75,000	\$69,000.00	92%
60	South Avenue / Darwin Street, intersection improvements	\$550,218	\$225,589.38	41%



61	Wollombi Road - Abbotsford Street to Francis Street, road widening	\$15,246,912	\$11,892,591.36	78%
62	Mount View Road - Wollombi Road to Oakey Creek Road, road reconstruction	\$1,250,000	\$812,500.00	65%
63	Mount View Road / Christy Road, intersection improvements	\$389,938	\$374,340.48	96%
64	Wollombi Road / Allandale Road, intersection improvements	\$88,491	\$53,979.51	61%
65	Relocation of utility services	\$2,100,076	\$1,512,054.72	72%
66	Wollombi Road / Abbotsford Street / Cox Street, intersection improvements	\$1,129,686	\$881,155.08	78%
67	Wollombi Road / Bellbird North Access, intersection improvements	\$1,042,534	\$646,371.08	62%
68	Abbotsford Street - Wollombi Road to Ruby Street, road widening	\$1,337,814	\$1,337,814.00	100%
69	Mount View Road / Oakey Creek Road, intersection improvements	\$389,938	\$378,239.86	97%
70	Tennant Street - Bellbird North site access to Sparke Street, road reconstruction	\$2,279,384	\$2,279,384.00	100%
	<b>TOTAL</b>	<b>\$57,994,386.50</b>	<b>\$41,145,881.73</b>	

## 16 Maps



Cessnock City Council  
62 – 78 Vincent Street  
Cessnock NSW 2325  
Telephone: 02 4493 4100  
Email: [council@cessnock.nsw.gov.au](mailto:council@cessnock.nsw.gov.au)

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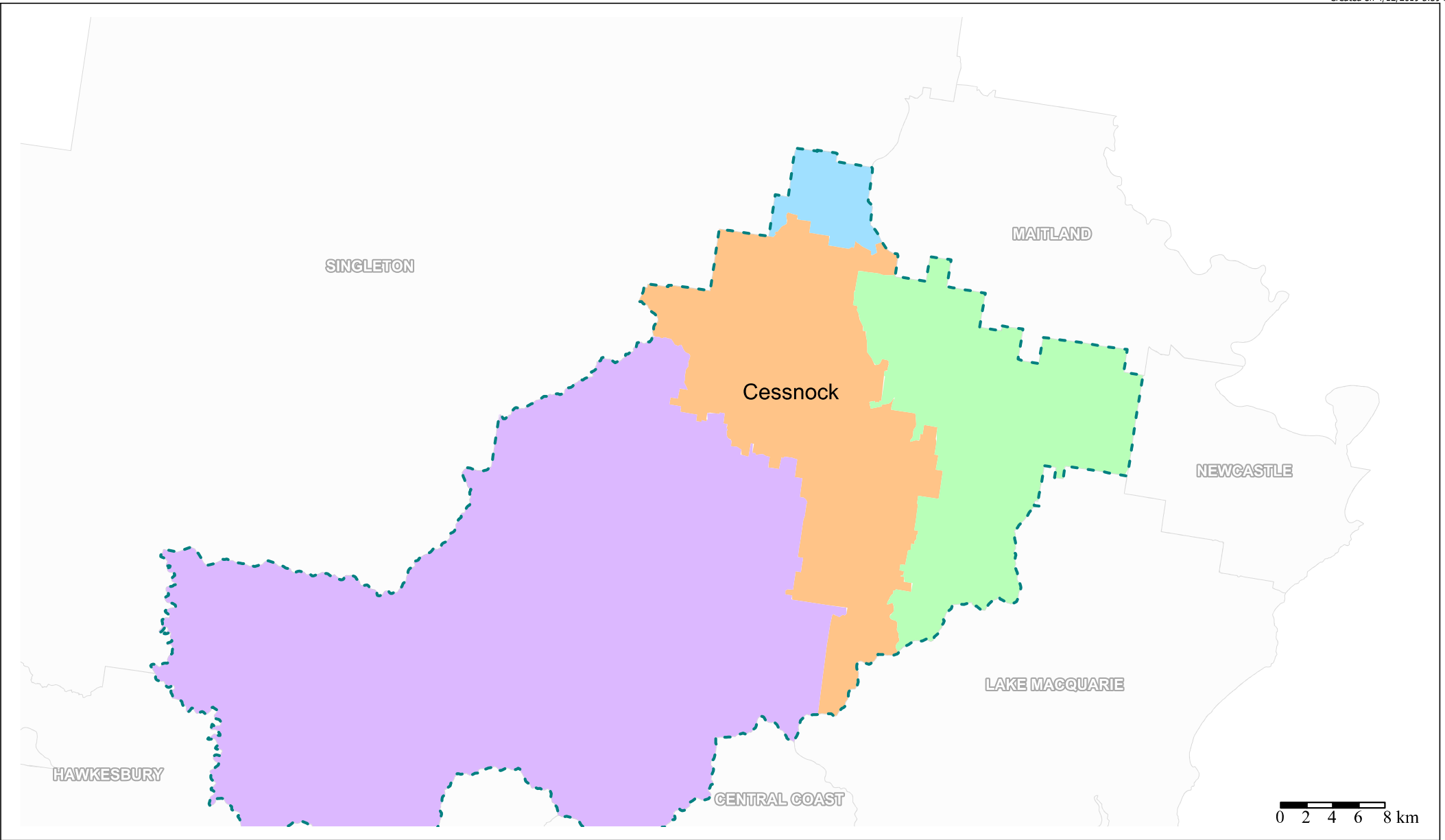
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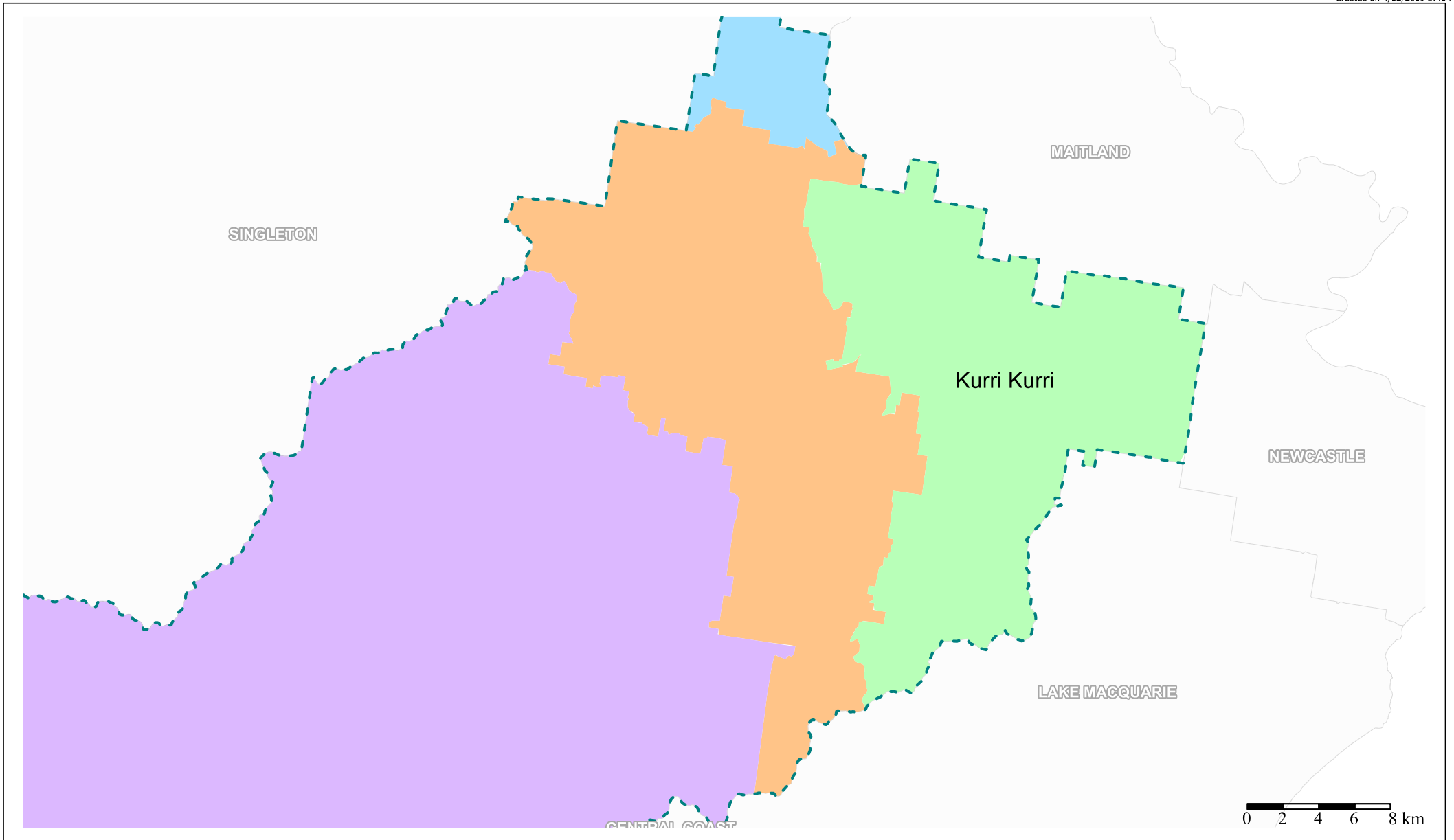
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Projection:

Date: 4/12/2019

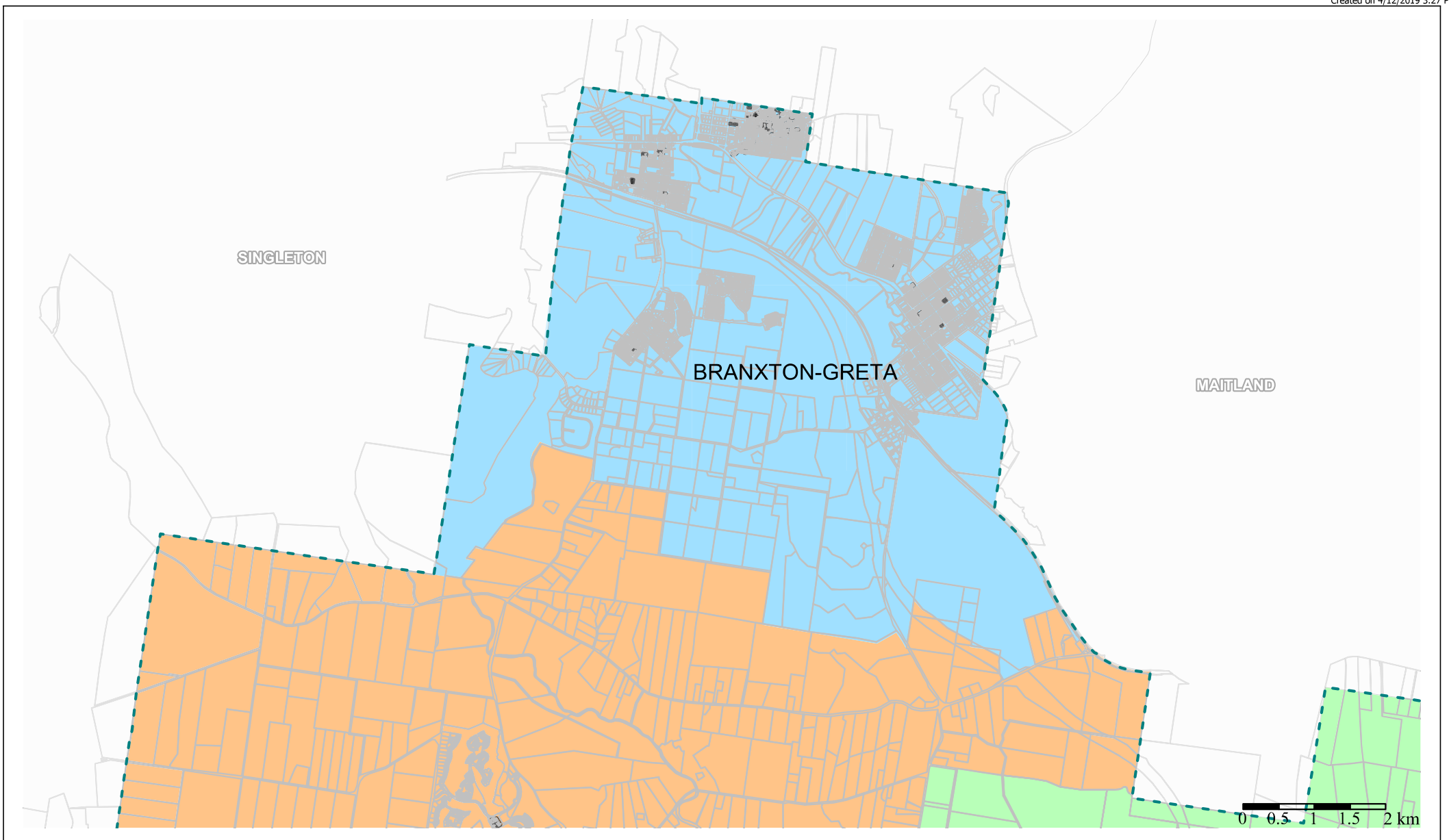
Drawn By: Karen Forsyth



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Map Scale: 1:288896 at A4





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Projection:

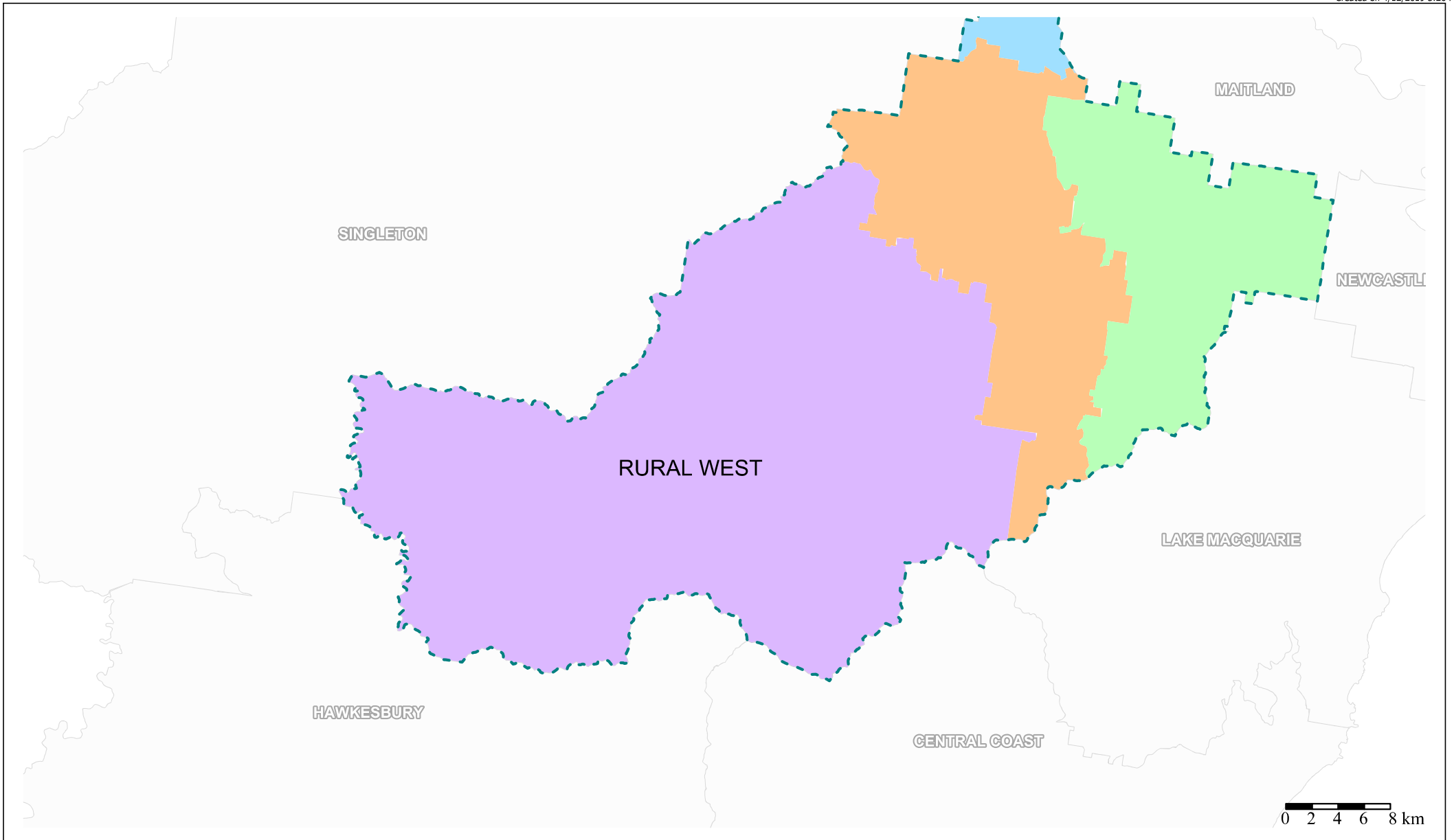
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Map Scale: 1:72224 at A4



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Map Scale: 1:400000 at A4



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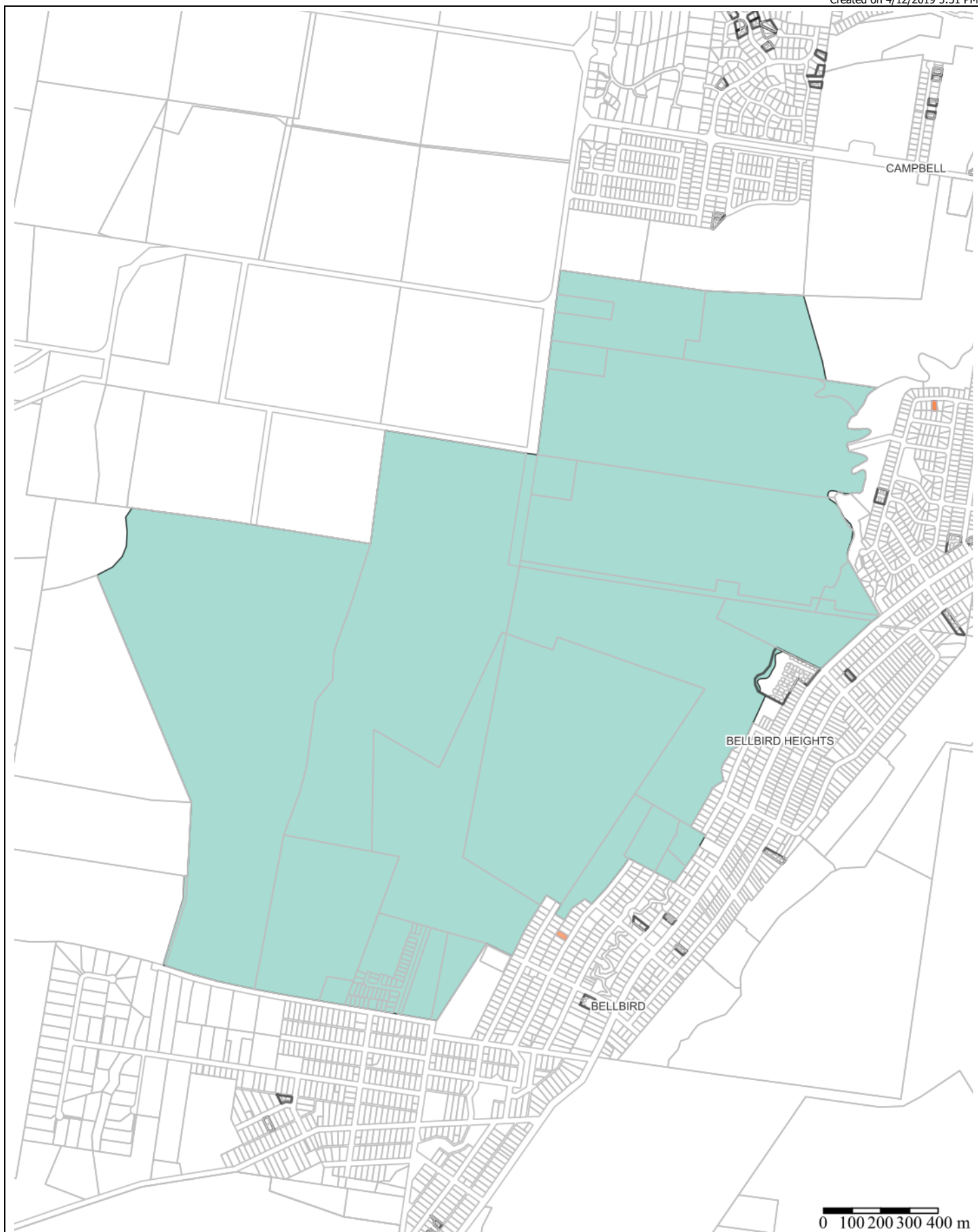
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Projection:

Date: 4/12/2019 5:50 PM

## Avery's Village Local Catchment

Map Scale: 1:36112 at A4



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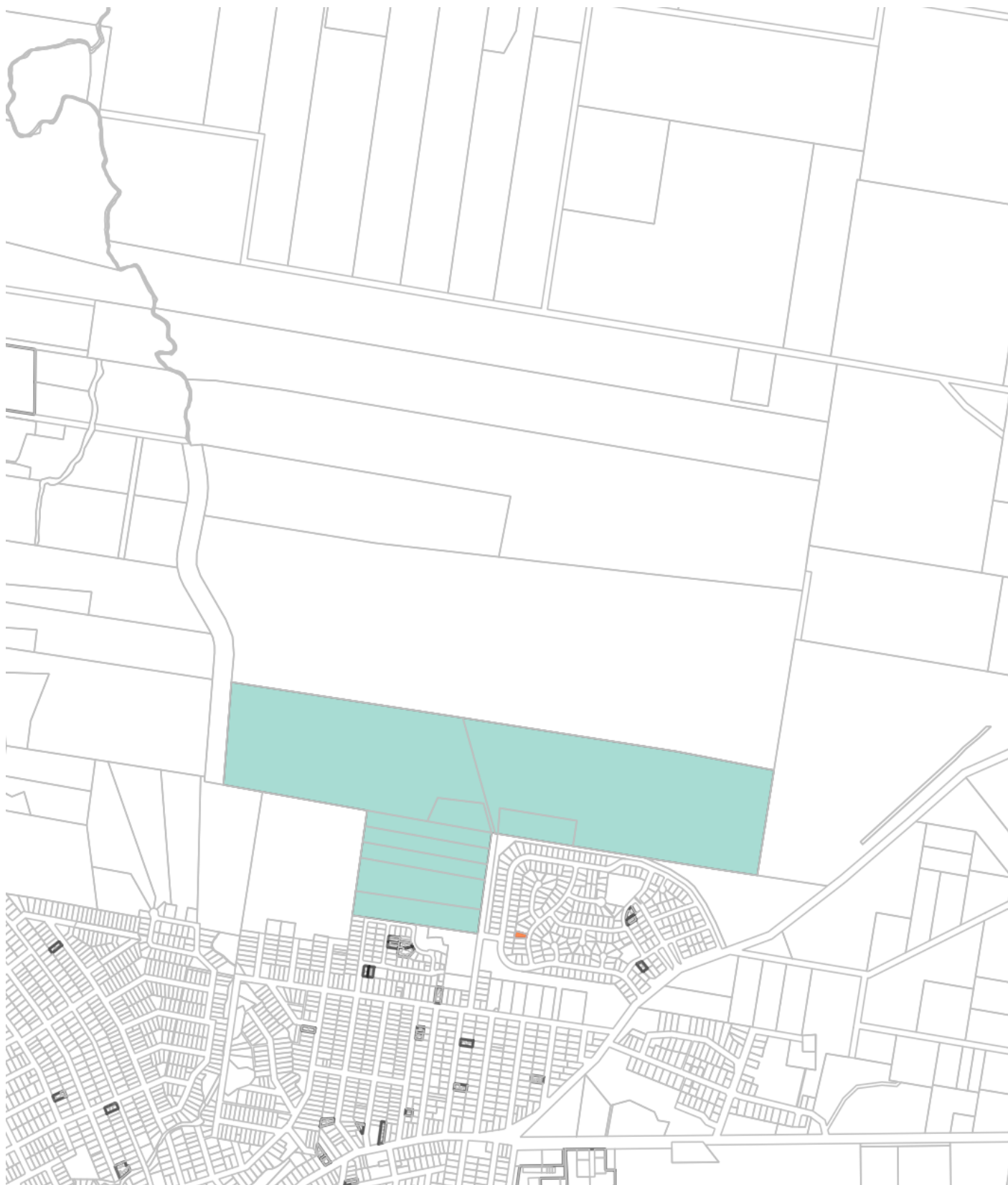
Projection:

Date: 4/12/2019 5:51 PM

## Bellbird North Local Catchment

Map Scale: 1:18056 at A4





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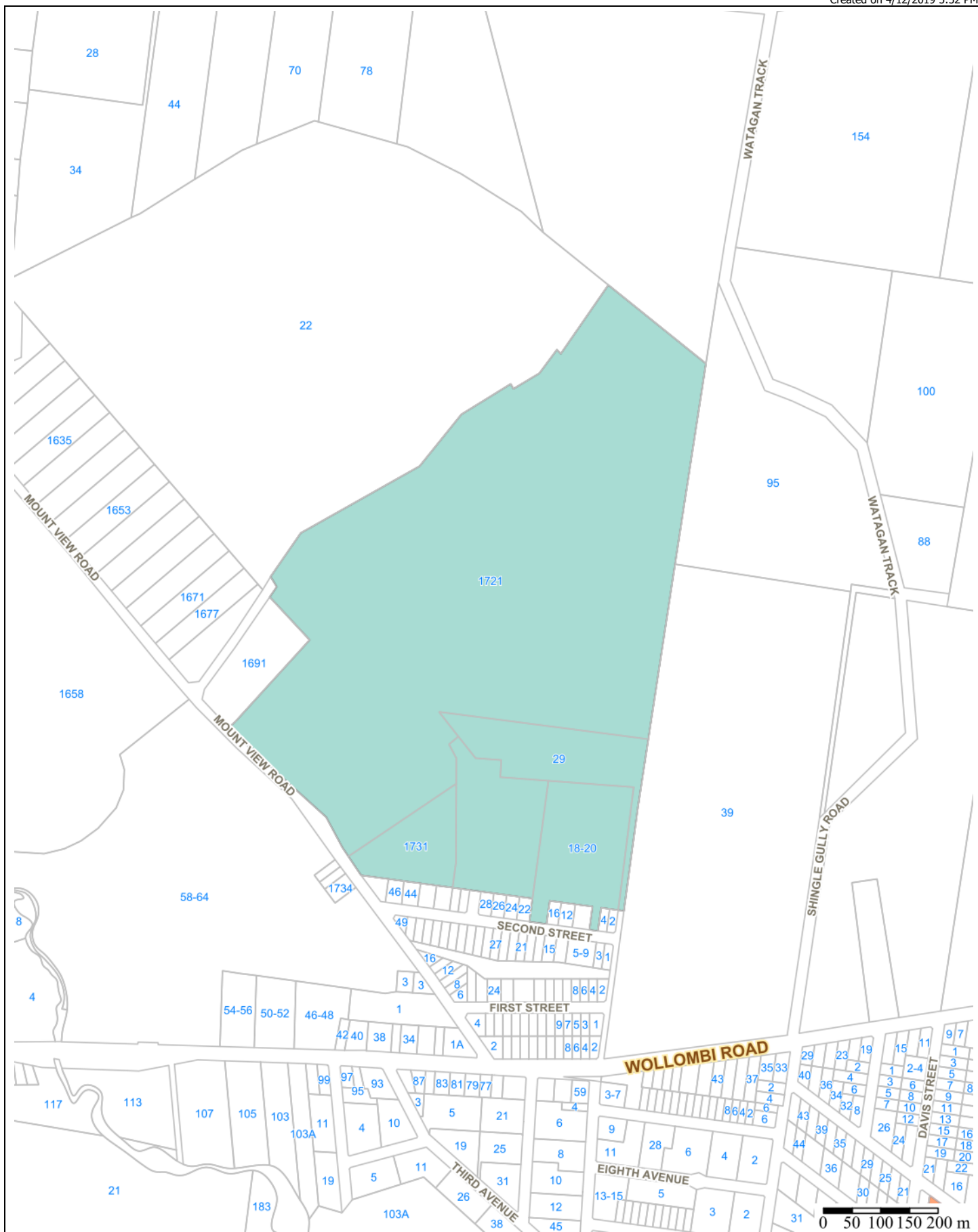
Projection:

Date: 4/12/2019 5:48 PM

## **Government Road Local Catchment**

Map Scale: 1:18056 at A4





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**nearmap**  
current: clear: change

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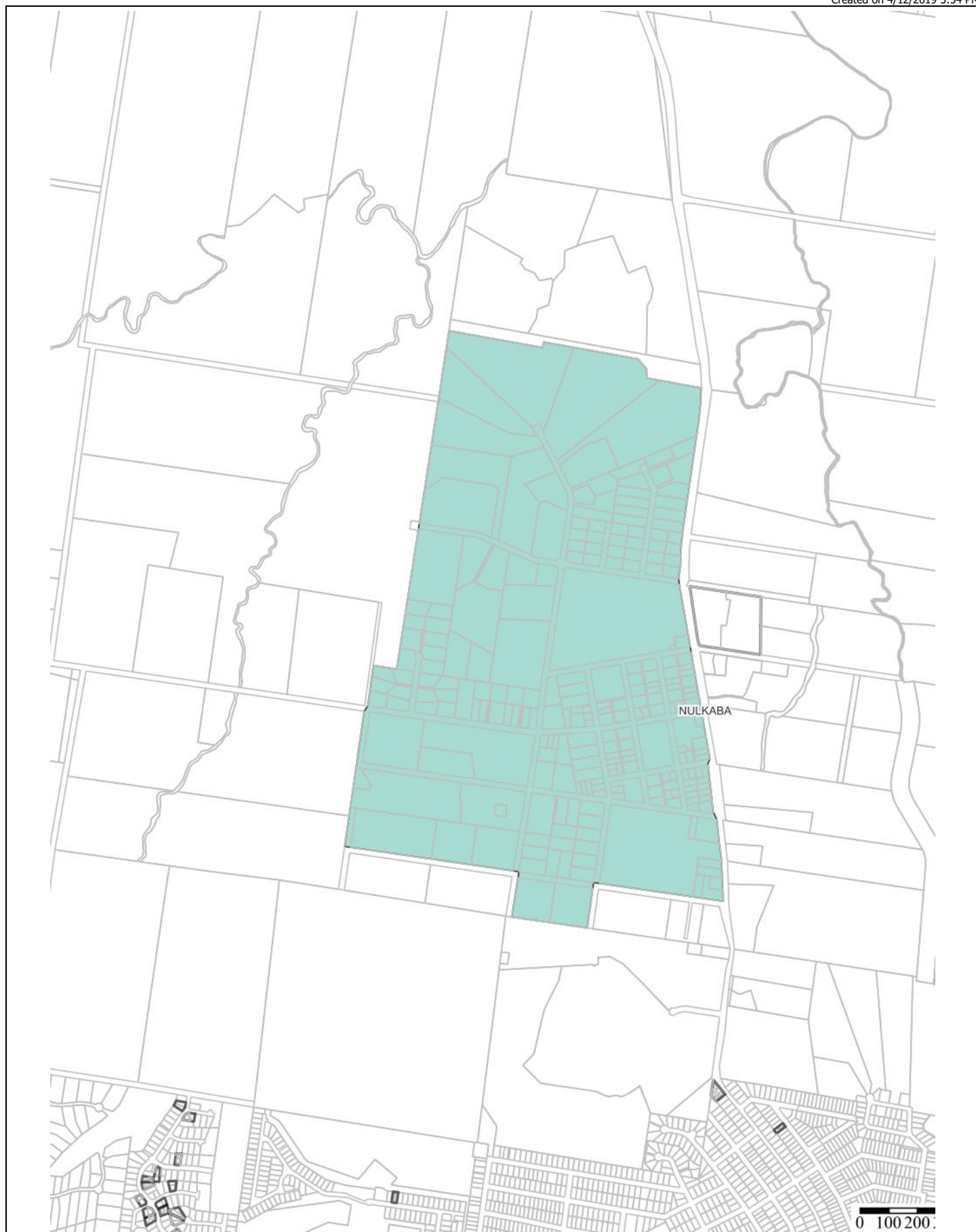
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Projection:

Date: 4/12/2019 5:52 PM

## Millfield Local Catchment

Map Scale: 1:9028 at A4



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## Nulkaba Local Catchment

Map Scale: 1:18056 at A4