

YASS SHIRE COUNCIL



SECTION 94 CONTRIBUTIONS PLAN

Amended August 2006

26 July, 2000

DATE	NAME OF PLAN	DETAILS OF PLAN OR AMENDMENT
26 July 2000	Yass Shire Council Section 94 Contribution Plan 2000 (Rural Roads & Plan Administration)	Strategy No. 2 – Rural Roads component still in force.
8 September 2004	Yass Valley Council Section 94 Contributions Plan 2004	Comprehensive new plan. This plan repealed Yass Shire Council Section 94 Contribution Plan 2000, excluding Strategy No. 2 – Rural Roads which is still in force.
12 April 2006	Amendment to Yass Shire Council Section 94 Contribution Plan 2000	Amendment relates to a stretch of Yass River Road (known as the Zig Zag).
9 August 2006	Amendment to Yass Shire Council Section 94 Contribution Plan 2000	Amendment to the contribution per base unit demand of roads on less than Category 1 standard.

STRATEGY No 2. RURAL ROADS

1. Strategy Outline

The Council is responsible for the provision of adequate all weather access to properties, including rural properties. With the potential for further rural subdivision and the development of rural land for a range of agricultural, industrial, tourist and other purposes, there will be an increased need to provide, maintain and in some instances augment, rural road access.

The provision and maintenance of rural roads requires careful management. This is due to the generally low levels of development likely to occur, as well as the sporadic nature of such development, and the location of which cannot be predicted with any certainty. In an attempt to meet Council's obligation to provide/ maintain access as well as to cater for new development, the following strategy has been prepared.

Essentially, this strategy divides the Shire into several precincts based on geographical regions. The contribution is based on three components being:

- A base contribution for road upgrading which is based on previous expenditure associated with the provision of roads;
- Additional embellishment costs required to bring the road up to the minimum standard and which is to be done within the next 10 years, and;
- Any special augmentation costs for road or traffic works which are essential for the road network in that precinct, such as bridges, intersection improvements and the like required in part as a consequence of development.

The works schedule for the Rural Roads Strategy will be undertaken on a priority basis based on providing and maintaining a road standard with a nominated design life of 20 years. Priorities need to be established within each of the precincts based on where development is most likely to occur and the needs of the road network. The work schedule would need to be progressively reviewed and updated as development occurs and priorities shift to ensure that works were undertaken within a reasonable time of the payment of contributions.

In this Strategy :

“Maintenance” refers to works required to preserve the road at a certain adopted acceptable standard, and generally means short term works such as pot hole filling which are interim measures to slow the deterioration of the road.

“Embellishment” generally refers to the upgrading of the road pavement whether by re-sheeting, widening, reconstruction or culvert construction to meet a minimum standard in the precinct.

“Augmentation refers to works which are required for the road network to operate efficiently and safely and includes such items as new bridges and major culverts, major upgrading of roads, rehabilitation, reconstruction and intersection upgrading.

The strategy seeks to establish the likely impact associated with the subdivision or other development of rural land for the erection of a dwelling house and the traffic associated with such development. The likely impact associated with such development is seen as a base unit measurement of demand created on rural roads. Other developments such as light industries and tourist development which may also be permissible in the rural zones but which have a much greater impact on road pavements, can be assessed as multiples of this base unit of demand. The increased impact would be assessed on the basis of the RTA’s Guidelines for Traffic Generating Development or a traffic study submitted with the particular development application. Extractive industries or other industries with a large component of heavy vehicle generation will be assessed on merit.

2. Objectives

2.1 The objectives of the Rural Roads Strategy are to :

- establish a reasonable and sustainable strategy for the provision and/or maintenance of a Shire wide rural road network required as a consequence of, and to service future development;
- provide reasonable all weather access.

3. Area of Application

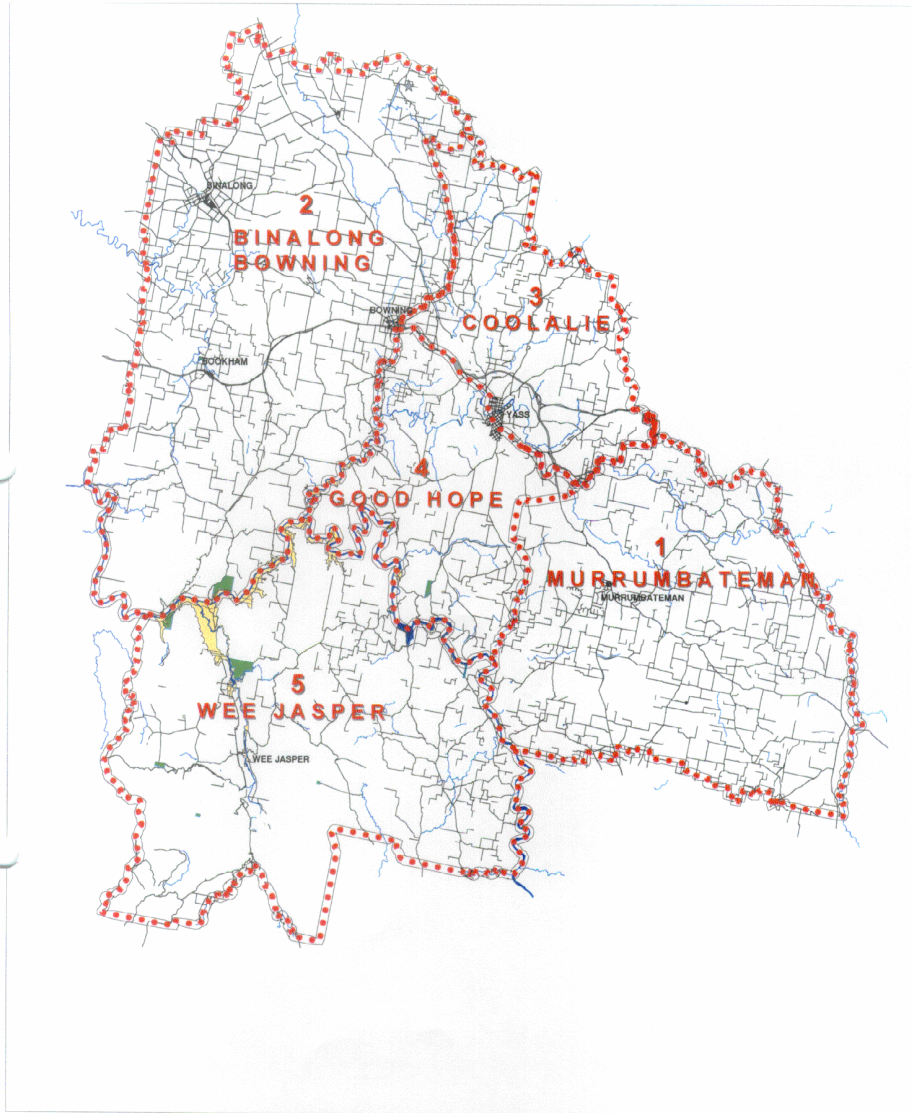
3.1 This Strategy applies to all rural areas of the Shire and covers all land outside Zone 2 and Zone 3 of Council’s LEP.

3.2 For the purposes of this Strategy, the Shire has been divided into “precincts” based on geographical areas refer to “Yass Shire Council Section 94 Precinct Plan”.

4. Life of this Strategy

4.1 This Strategy provides a rolling works schedule of prioritised works based on anticipated development over a 10 year period. Additional works which were not anticipated or not a priority may be added to the works schedule from time to time by way of amendment.

- 4.2** This Strategy is considered to have a a minimum life of 20 years and is expected to continue until there are major changes to development patterns or Section 94 legislation that justify consideration of a reviewed strategy. Notwithstanding, the Works Schedule will need to be periodically reviewed to ensure that it remains commensurate with the needs of each precinct and works within the schedule prioritised annually.



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5. Anticipated Growth and Types of Development

5.1 Population Growth and Development

This Strategy assumes a continued growth rate throughout the Shire over the next 10 years is based on:

- historical trends,
- confidence that the anticipated level of development will be maintained over the long term, and
- recognition of the attraction of the rural areas of the Shire for development.

Development in rural areas is likely to include subdivision (for concessional lots, rural residential development, rural weekenders and the like) as well as tourist development, rural industries and other development permissible in the zone. Such development may not necessarily be reflected in an increase in the population given that many of these forms of development relate to non-permanent residents or to employees/workers. However, such development will increase the wear and tear on rural roads and may require existing roads to be upgraded to accommodate the increased volumes and types of vehicles. Therefore, projected population increase is not the accurate measure of increased demand for rural roads. The average rate of subdivision in each precinct over the past 10 years has been:

PRECINCT		AVERAGE BLOCKS/YEAR
NO.	DESCRIPTION	
1.	Murrumbateman	82
2.	Binalong/Bookham	9.7
3.	Coolalie	25
4.	Good Hope	8.5
5.	Wee Jasper	7.7

The actual demand for rural roads cannot be accurately quantified due to the generally slow and erratic rate of development as well as the varying forms of rural development which may contribute to this increased demand. Nonetheless, the rural areas of the Shire will be subject to further development which will accelerate the deterioration of rural roads and create a demand for their improvement, embellishment and augmentation.

5.2 Development covered by this Strategy

The types of development covered by this Strategy include the following:

- Subdivision of rural land including concessional lots
- Rural residential development

- Tourist development
- Extractive industries, mines and quarries
- Other development permissible in the zone including unanticipated development such as SEPP1 applications.

Under this Strategy, a contribution will be levied :

- at the stage of subdivision for each new rural lot created, where such a lot is capable of accommodating a dwelling;
- for a development application proposing the erection of a new dwelling house on an existing lot (where the lot existed at the date on which this Plan came into force), but where no previous contribution for rural roads has been made;
- development applications proposing a “dual occupancy”;
- for other types of development in rural areas at a rate commensurate with traffic generation based on the base rate for a dwelling house.

6. Existing Rural Roads

6.1 General Description

Council currently finances the maintenance of a network of rural roads throughout the Shire. This network does not include:

- Private roads (sealed and unsealed);
- Crown Roads;
- National Highways - *Hume Highway and Barton Highway*
- State Roads - *Lachlan Valley Way and Burley Griffin Way*

The roads which are the responsibility of the Council are in varying states of repair and the Council has an ongoing role and commitment to maintaining these to an adopted minimum base standard.

6.2 What is a “Reasonable” Standard?

For the purposes of this Strategy, the adopted road construction standards are as listed in the following table. This table establishes the average annual daily traffic on six different categories of road throughout the rural areas of the Shire and the associated traffic. To accommodate this traffic, a minimum pavement width, pavement depth and width of seal for each road category has been established.

Category	AADT	Traffic	Pavement width (m)*	Pavement depth (mm)**	Seal Width (m)
1a	<100	2×10^3	5.5	140	Unsealed
1b***	<100	2×10^3	6	140	Sealed
2	100 – 200	2×10^4	7	180	6
3	300 – 500	5×10^4	8	190	6.5
4	500 – 1,000	1×10^5	9	200	7
5	1,000 – 2,000	5×10^5	10	220	8
6	>2,000	1×10^6	11	250	9

* Formation width and pavement width are the same measurement

** Assumes 90% design confidence and CBR = 9

*** Relates to rural residential development

For the purposes of this Plan, the base minimum standard of a rural road shall be Category 1. This means the approval of any subdivision on a road that is below this standard will require the road to be upgraded to this minimum standard.

7. Demand for Rural Roads

7.1 Assessment of Demand

For the purposes of this Strategy, the increase in demand will be measured in terms of increased traffic generation. The number of vehicles likely to be generated by a proposed development will be determined as part of the development application assessment. Unless substantiated by a Traffic Study submitted with the development application, the following traffic generation rates will apply:

Type of Development	Assessment of Demand
Subdivision of rural land including concessional lots	An average of 6 daily vehicle trips generating 0.1ESA's (equivalent standard axles) per day. This equates to 1 base unit of demand
Rural residential development	As above
Dual Occupancy	"1 base unit of demand" or proportion thereof based on expected traffic generation.
Tourist development	Based on Traffic Study
Extractive industries	Based on Traffic Study including specific information on the types of heavy vehicles, actual generation rates, traffic patterns and the like
Rural or agricultural industries	Based on RTA Guidelines where relevant or Traffic Study.
Other development permissible in the zone including unanticipated development	Based on RTA Guidelines where relevant or Traffic Study.

7.2 Unanticipated Development

The establishment of major new development in rural areas cannot be predicted with any certainty. Such developments may include intensive agriculture, tourist developments, extractive industries as well as other uses. However, while the Council has a strategy to attract such developments which create investment and new jobs, such developments are likely to have a significant impact and place additional demand on rural roads.

Depending on the volumes and type of vehicles associated with such development, it is likely that there will be increased wear and tear on such roads (requiring more frequent maintenance) and possibly the need for further embellishment or augmentation (such as upgrading the standard of the road pavement).

This Strategy recognises that unanticipated development may occur and attempts to establish a strategy for the consideration of such applications by the applicant and by the Council. The calculation of the development contribution will be based on consideration of the following factors:

- base line contribution rates established under this plan
- costs actually incurred by Council
- traffic generation and types of vehicles associated with the proposed development and as detailed in a Traffic Study (required as part of the development application)
- an assessment of the total number of heavy vehicles using the particular roads
- tonnage of material carried by vehicles
- length of the road, likely traffic routes and length of road used
- specific road improvements which may be necessitated by the proposed development (such as intersection improvements, drainage works and the like)
- other factors as may be relevant.

8. Nexus

8.1 Causal Nexus - What

Council is responsible for the provision, upgrading and maintenance of a network of rural roads throughout the Shire. While the Council must continue to meet the demand by existing users (including traffic which originates and has a destination outside of the Shire), new development and additional users of the network will create a need for new roads, improved facilities, and increased maintenance.

In particular, gravel roads require constant maintenance, upgrading and resheeting to strengthen the pavement. Increased volume of traffic on such roads causes increased wear and tear, diminishing the life of the road. This leads to maintenance being undertaken more

frequently or may, depending on the volume of traffic, require the upgrading of the road pavement (width and depth) to a higher category (see table in section 5.2 above). Such roadworks are required to ensure a reasonable road standard is maintained and to avoid accelerated deterioration of the road.

Similarly, sealed roads have a limited life which will be affected by increased volume of traffic. These roads will require rehabilitation to ensure a reasonable standard of road is maintained.

It is anticipated that new development, including subdivision, in rural areas:

- will place greater demands on the existing rural road network,
- may require maintenance and upgrading works to be undertaken more frequently, and in some instances, to a higher standard than that which currently exists;
- may require the provision of new, embellished or augmented roads which may be available but of insufficient capacity to cater for the anticipated increased demand.

This Strategy includes a prioritised schedule of works which are required as a consequence of anticipated development and population demand. The cost of the provision of these facilities will in part be met and/or recouped from new development in the rural areas of the Shire.

All new development in rural areas will be levied a contribution towards these works based on the anticipated additional demand created by such development. The contribution represents a reasonable share of those costs attributed to the traffic usage by specific development

8.2 Physical Nexus - Where

The location and timing of new development cannot be predicted with any certainty. However, recent trends and strategic planning by the Council indicates that the south eastern precinct of the Shire is likely to be subject of a greater number of development applications in the foreseeable future. However, this is not to deny that development will occur in other precincts of the Shire as well.

Contributions will be collected and spent within each respective precinct of the Shire. It is intended that parts of the network will be embellished and augmented commensurate with expected increase in demand.

Contributions will be collected from any development that :

- fronts an existing Shire maintained road or
- creates a new Shire road within the development

Any new road will require rehabilitation at the end of its life cycle (20 year

design life)

Contributions from a new development will be directed towards priorities as listed in the “Works Schedule” within the same precinct of collection. As the ‘new’ roads deteriorate and reach the end of their design life they will be required to be programmed for rehabilitation. It is anticipated that these works will be partly funded by S94 collections from elsewhere in the precinct at the time the works is required. The timing rehabilitation and/or upgrading works may be varied by Council in response to demands placed on the road network. This may include varying “Works Schedules” in response to the demands of a particular development. The need for variations would be considered at the time of development issuing development consent.

8.3 Temporal Nexus - When

The work schedule provides a prioritised list of works for each precinct which are to be undertaken on a rolling basis over the next 5 to 10 years. The review of this Strategy and of this Plan generally will also revise this work schedule and will incorporate other specific works as well as new areas where works are proposed to be carried out or where works have been carried out to satisfy increased traffic demand.

9. Contribution Rates

9.1 Identification of Land Acquisition Costs

This Strategy does not make provision for the acquisition of land required for the widening or deviation of roads or the construction of intersections. The Strategy therefore relates to the existing road network only and the provision of roads of appropriate construction within existing road corridors. Should land be required to new works, the Strategy would be amended to incorporate such additional costs.

9.2 Apportionment

This Strategy relates only to the share of the total road costs incurred by new development. The component relating to existing road users will be met by the Council from other funding sources.

Depending on the scale of the development, new development could have a minor or a major effect on the demand for improved rural road network. This Strategy is based on the cumulative demand by small development which has characterised rural development in the Shire in the past.

9.3 Existing Contributions

For the purposes of this Strategy, it is assumed that all contributions collected as a consequence of development consents issued prior to the adoption of this Contributions Plan, have been applied to rural roads in accordance with nexus established under the provisions of the previous Contributions Plan.

Funds held in trust at the commencement of this plan will be reallocated into the precincts identified under this plan on the basis of the precinct in which contributions were collected. This will be undertaken only where the development from which the contribution was collected and the roads for which the contributions were levied are both in the same precinct. If this situation is not the case then the funds will be expended in accordance with the plan under which they were collected.

Existing contributions that are reallocated to the designated precincts will be deemed to be part of this plan and directed towards the Work Schedules established for each respective precincts.

9.4 Other Subsidies and Grants

This Strategy makes no allowance for the provision of grants, subsidies or other funding which may become available for rural road works. Should such funding become available, it will be expended in accordance with the terms of the grant or subsidy or used for works for which section 94 contributions cannot be applied or for which contributions are insufficient to undertake.

9.5 Calculation of the Base Contribution Rate

The calculations used to derive the “base unit” contribution rates for each precinct are a sum of the following three components:

- Base contribution for rural road maintenance and upgrading (derived from past costs expended in each precinct over the past 10 years), plus;
- Embellishment costs estimated by Council to upgrade certain roads to a minimum standard within each precinct;
- Augmentation costs estimated by Council for specific works not addressed above.

Total Contribution per “base unit” of Demand

PRECINCT NAME	MURRUM/BATEMAN	BINALONG/BOWNING	COOLALIE	GOOD HOPE	WEE JASPER
NUMBER	1	2	3	4	5
Contribution	\$10,900	\$5,800	\$5,800	\$5,800	\$5,800

The contributions to be levied as shown in the above table are less than the calculated figures detailed in Appendix_1. These have been reduced in a bid to encourage development within the Shire. The rate for the Murrumbateman precinct has been set at 90% of contribution calculated for this precinct and the rate for other precincts has been set at 60% of the rate calculated for the Coolalie precinct .

The contribution in the Murrumbateman precinct is higher than the other precincts and reflects the higher growth rate and corresponding higher demand on the road network, in this precinct .

10. Works Schedule

10.1 The following table sets out the Works Schedule for the Rural Roads Strategy. The Work Schedule identifies the types of works which would be undertaken in each precinct and/or the principle emphasis for road works to be undertaken upon payment of contributions.

10.2 The timing of such works cannot be identified with any certainty and works will be undertaken at a rate commensurate with the rates of development (and payment of contributions). However, the Work Schedule establishes a priority of such works based on the identified works of highest demand. The priority for the proposed works and estimated timing for provision is identified in the following schedule. This is based on the following estimated time frames:

- Priority 1 – To be undertaken between years 1 – 3
- Priority 2 – To be undertaken between years 4 – 8
- Priority 3 – To be undertaken after year 9.

These time frames are estimates only and will be influenced by market forces and the rate of development in the area. However, they provide an outline of works and priorities.

PRECINCT		PRIORITY 1		
NO.	ROAD	WORKS	UPGRADE	SPECIFIC
1	Back Creek Road	Widen + Culverts	\$35,000	
1	Dicks Creek Road	Seal 2.5		\$300,000
1	Isabel Drive	Seal		\$200,000
1	Kaveney's Road	Seal		\$700,000
1	Keirs Road	Seal 2.0		\$300,000
1	Noyes Lane	Widen culvert resheet		\$200,000
1	Sibley Road	Resheet	\$20,000	
1	Yass River Road (Zig Zag)	XXX	XXX	XXX
2	Black Range Road	Widen + Floodway	\$50,000	
2	Glengarry Road	Resheeting	\$50,000	
2	Grogans Road	Widen + Resheet	\$20,000	
2	Hughstonia Rd	Rehabilitation		\$200,000
2	Lagoons Road	Culvert +gravel	\$15,000	
3	Fairy Hole Road	Culverts + Gravel	\$30,000	
3	Laverstock Road	Culvert +gravel + trees	\$35,000	
3	Wargeila Road	Widen Culverts Resheet		\$200,000
4	Euralie Road	Widen + Culverts	\$40,000	
4	Fifeshire Road	Resheeting	\$40,000	
4	Glenroy Road	Culverts + resheeting	\$50,000	
5	Doctors Flat Road	Bridge	\$25,000	\$ 50,000
5	Nottingham Rd	Widen resheet	\$35,000	

PRECINCT		PRIORITY 2		
NO.	ROAD	WORKS	UPGRADE	SPECIFIC
1	Bushs Lane	Culverts + resheeting		\$100,000
1	Butts Road	Resheeting	\$15,000	
1	Casuarina Lane	Seal		\$ 50,000
1	Clarkes Road	Culverts + resheeting	\$25,000	
1	Crisps Lane	Seal		\$150,000
1	Dog Trap Road	Culverts + widen + realign		\$320,000
1	Ginninderra Road	Culverts + resheeting		\$200,000
1	Glencoe Road	Culverts + resheeting	\$50,000	
1	Kaveney's Road	Seal		\$700,000
1	Keirs Road	Seal 2.0		\$300,000
1	Longrail Gully Road	Widen resheeting	\$40,000	
1	Noyes Lane	Widen culvert resheet		\$200,000
1	Spring Range Road	Seal 2.0		\$300,000
1	Tallagandra Lane	Realign culverts + causeway		\$300,000
2	Bendenine Road	Culverts + resheeting	\$70,000	
2	Bendenine Stock Route	Resheeting	\$30,000	
2	Bobbara Road	Resheeting	\$20,000	
2	Garryowen Road	Resheeting	\$10,000	
2	Walls Junction Road	Widen and Seal		\$200,000
3	Blackburn Road	Selected Rehabilitation		\$ 60,000
3	Blakney Creek Road	Selected Rehabilitation		\$ 40,000
3	Davis Lane	Culvert	\$ 5,000	
3	Faulder Avenue	Rehabilitation		\$200,000
3	Morton Avenue	Rehabilitation		\$200,000
4	Boambolo Road	Culverts + resheeting	\$40,000	
4	Good Hope Road	Rehabilitation		\$250,000
4	Gums Lane	Widen Resheeting	\$50,000	
5	Cavan Road	Resheet + culverts	\$50,000	
5	Doctors Flat Road	Bridge	\$25,000	\$ 50,000
5	Glenrock Road	Resheeting	\$18,000	
5	Hawthorn Road	Resheeting	\$20,000	
5	Longleys Road	Resheeting	\$10,000	
5	Mountain Creek Road	Resheet + 2km seal	\$50,000	\$200,000
5	Sawyers Gully Road	Culverts		\$ 30,000

PRECINCT		PRIORITY 3		
NO.	ROAD	WORKS	UPGRADE	SPECIFIC
1	Bungendore Road	Bridge		\$ 500,000
1	Dog Trap Road	Culverts + widen + realign		\$ 320,000
1	Kaveney's Road	Seal		\$ 700,000
1	McIntosh Circuit	Rehabilitation		\$ 250,000
1	Murrumbateman/ Yass River Road	Seal		\$ 300,000
1	Scrubby Lane	Seal		\$ 125,000
1	Tallagandra Lane	Realign culverts + causeway		\$ 300,000
1	Yass River Road	2 Bridges Seal + seal 3.0		\$1,200,000
2	Common Road	Culverts	\$20,000	
2	Crossleys Road	Culvert	\$10,000	
2	Tangmangaroo Road	Resheet	\$10,000	
3	Hardwicke Lane	Bridge		\$ 300,000
3	Yellow Creek Road	Seal		\$ 250,000
5	Coodravale Road	Resheet	\$10,000	
5	Esdale Road	Widen	\$15,000	
5	Mountain Creek Road	Resheet + 2km seal	\$50,000	\$ 200,000



11. Application of Rural Roads Section 94 – Contribution Plan, Amendment made 8th November, 2000

Report to Council Meeting of the 8th November, 2000.

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Section 94 contributions are levied on a development that creates a demand for services. This demand is created whenever a rural dwelling is constructed and was recognised in Council's recently adopted "Section 94 Contribution Plan" where it was identified that contributions would be levied:

- (a) at the stage of subdivision for each new rural lot created, where such a lot is capable of accommodating a dwelling;
- (b) for a development application proposing the erection of a new dwelling house on an existing lot (where the lot existed at the date on which this plan came into force), but where no previous contribution for rural roads has been made;
- (c) development applications proposing a "dual occupancy";
- (d) for other types of development in rural areas at a rate commensurate with traffic generation based on the base rate for a dwelling house.

Item (b) above indicates that full S94 contributions should be levied for the construction of dwellings in rural areas. This policy is supported by a recent court decision in favour of Yarrawlunla Shire Council where a developer challenged the application of Section 94 contributions on dwellings where there was a subdivision which only involved a boundary adjustment.

It is clear that the construction of a dwelling on an existing parcel constitutes the creation of a demand. Traditionally contributions have only been levied for subdivisions that have created additional blocks over and above their entitlement allowed by the LEP. Subdivisions are generally created by developers with a view to selling property for monetary gain and it has long been accepted that Section 94's are applicable to this form of development. The application of Section 94 to dwellings while providing the opportunity for a much needed revenue base could be viewed as being anti-development and too onerous for a purchaser of a property who intends to build their home.

Dwellings are sometimes constructed on existing parcels of land in remote locations which clearly create a demand on a lower standard Council access road. It would be difficult to argue that some contribution should not be made by the applicant in this instance due to the demand created.

It is suggested that dwellings should be subject to Section 94 contributions

(where no previous contributions has been made) but the level of contribution be dramatically reduced from the amount as specified in the Section 94 contribution plan and that the level of contribution for dwellings be 30% of that specified in the plan as tabulated below:

PRECINCT NAME	MURRUMB-ATEMAN	BINALONG/BOWNING	COOLALIE	GOOD HOPE	WEE JASPER
NUMBER	1	2	3	4	5
Adopted S94 Contribution	\$10,900	\$5,800	\$5,800	\$5,800	\$5,800
Proposed S94 for Dwellings	\$3,270	\$1,740	\$1,740	\$1,740	\$1,740

* Values as from section 9.5 of the Section 94 Contributions plan.

The proposed contribution would be applied to all dwellings in the rural area unless there has been a previous S94 road contribution made with relation to the parcel of land on which the dwelling is proposed to be erected.

It should be noted that this contribution will not remove the requirement to upgrade substandard roads. For example, if the road does not provide a suitable standard "all weather" access then the road will be required to be upgraded. This will generally always be the case where access is proposed via an existing Crown Road.

Resolution

That Section 94 contributions for dwellings on rural lots be 30% of the contributions as adopted in Section 9.5 of the Section 94 Contributions Plan for Rural Roads

12. Application of Rural Roads Section 94 Contributions Plan - Amendment 9 August 2006

This amendment changes the S94 Contributions plan for Rural Roads such that contributions per base unit of demand on roads less than Category 1 standard be \$50,000 per allotment throughout the LGA with the exception of Murrumbateman precinct and former Yarrowlumla and Gunning LGA's where a rate of \$75,000 per allotment will apply.

This will set a maximum contribution per allotment for developers.

Under the current plan

"...approval any subdivision on a road that is below this standard will require the road to be upgraded to a minimum standard".

The current contribution under this scenario is uncapped and requires developers to upgrade the

entire length of a 'substandard' road to which the development would access.

Resolution

Resolved that the proposed amendment to the Rural Roads Section 94 plan be adopted such that contributions per base unit of demand on roads less than Category 1 standard that are currently being maintained by Council be \$50,000 and \$75,000 in the Murrumbateman precinct and former Yarrawolumla and Gunning LGA's.

Any contribution received under this policy be expended on the road for which it was raised.