

WALCHA COUNCIL



SECTION 94

CONTRIBUTION PLAN

RURAL ROADS

ADOPTED BY COUNCIL ON 26 FEBRUARY 1997 - MINUTE NO 177/97

PART A - INTRODUCTION

1. Citation

This plan may be referred to as the Walcha Council Section 94 Contribution Plan for Rural Roads, 1996.

It has been prepared in accordance with the requirements of Section 94AB of the Environmental Planning and Assessment Act, 1979.

2. Purpose

The purpose of this plan is to enable the levying of developer contributions for work on rural public roads which will be required as a consequence of increased traffic volumes generated by development within the Walcha Shire.

3. Aims and Objectives

The aims and objectives of this plan are

- a) to provide a basis for levying developer contributions
- b) to establish a nexus between anticipated development and contributions sought and
- c) to provide developers with early advice as to the amount of contribution which will be required for a particular development.

4. Relationship

This plan enables the levying of Section 94 charges for developments permissible under the Walcha Local Environment Plan, 1996, the Interim Development Order No 1, 1972 and other relevant Development Control Plans and Council Codes.

5. Land to Which Plan Applies

This plan applies to all land within the Walcha Shire.

PART B - ASSESSMENT OF CONTRIBUTIONS

6. Assessment of Contributions

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Assessment of the amount of Section 94 contribution for rural public roads shall be based on the increase in traffic generated by the development.

This is referred to as the nexus between the development and the Section 94 levy.

Developments which involve the subdivision of land will also be subject to Section 94 contributions. However, those subdivisions which create or maintain viable agricultural holdings shall not be subject to Section 94 contributions.

All other developments which do not generate an increase in the volume of traffic using the road network will not be subject to a Section 94 contribution.

7. Formula for Contribution

The formula for calculating contributions shall be based on two traffic measures

1. the increase in the number of vehicles per day using the road measured in terms of the increase in the Average Annual Daily Traffic (AADT) and
2. the increase in the number of heavy vehicles using the road measured in terms of the increase in the number of Equivalent Standard Axles (ESA).

Contributions will be in two parts

Enhancement - a one off contribution towards the cost of upgrading the standard of the road to ensure the level of service defined by Council's Road Hierarchy Plan is maintained. This part shall apply to all developments and shall be based on the increase in AADT caused by the development.

Maintenance/Rehabilitation - an annual contribution towards the cost of maintaining and rehabilitating the pavement based on the increased rate of deterioration caused by the ongoing use of the roads by heavy vehicles. This part shall only apply to developments that increase the ESA loading on the road network by more than 5 percent per year.

8. Discount Rates

Council may discount contribution rates by a specified factor. The purpose of this discount may vary but will relate to factors such as Council's desire to encourage a particular type of development or to make a contribution rate less onerous.

Where a developer feels that a contribution rate is unreasonable as determined by this plan, Council will consider requests to discount the rates. Such requests must be supported by a

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detailed analysis of the impact of the increased traffic loading on Council's rural public road network.

Council will also consider a request to discount the contribution rates where it can be shown that the contribution imposed by Council will have a significant impact on the viability of the development.

The decision as to whether to discount rates rests solely with the Council.

PART C - DETERMINATION OF CONTRIBUTION RATES

9. Road Hierarchy

All rural roads within the Walcha Shire have been classified into one of four categories based on a number of clearly defined and measurable criteria. This classification defines where a road is placed in Council's Road Hierarchy which in turn determines

- the standard of road provided
- the maintenance effort
- the level of service and
- the design standards for the road

The criterion used in classifying roads which is of most relevance to the determination of Section 94 contributions is the AADT.

The Road Hierarchy also forms the basis for the replacement cost of the road and the design life of each road.

Schedule A details the Road Hierarchy classifications and the data for each class of road relevant to the calculation of Section 94 contributions.

Schedule C lists all roads in the shire and their Road Hierarchy Class.

10. Enhancement Rate

Council's rural road network has undergone continuous improvement over many years to the point where the current standard of road is consistent with the traffic volumes using the road.

Future developments which generate an increase in traffic will lead to the need to upgrade a road's classification and therefore its physical characteristics eg width, alignment etc.

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Council believes it is reasonable for developers to contribute to the cost of this upgrade based on the proportion of traffic volume generated by their development.

Using data from Schedule A, the cost to upgrade a kilometre of road from its current class of say, Class X, to the next class, Class Y, is given by the following formula

$$C_u = \{(R_y \times W_y) - (R_x \times W_x)\} \times 1,000$$

where

C_u	=	Cost per kilometre to upgrade the road from Class X to Class Y
R_x	=	Replacement cost of Class X road
R_y	=	Replacement cost of Class Y road
W_x	=	Pavement width of Class X road
W_y	=	Pavement width of Class Y road

The basic contribution rate per kilometre is given by the formula

$$L_{eb} = \frac{C_u \times V_d}{V_x}$$

where

L_{eb}	=	Basic contribution rate per kilometre
C_u	=	Cost per kilometre to upgrade
V_d	=	Increase in daily traffic volume caused by the development
V_x	=	Maximum traffic volume for a Class X road

The value of V_x , the increase in traffic volume caused by a development, will obviously depend on the nature of the development. For major developments, Council will require the developer to carry out a rigorous assessment of the effect the development will have on traffic on Council's roads. For minor developments, Council will assist the developer to prepare an assessment.

Council believes that the rate calculated by the above formula should be reduced to account for the ongoing rate income generated by the land and the additional flow on income to Council from the increased activity in the local community. However, the amount of this reduction should also be a function of the immediate impact of the development on the road measured by the duration of the development and the size of the increase in traffic generated by the development. Therefore the final rate per kilometre to be levied on a developer will be

$$L_e = R_f \times L_{eb}$$

where

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L_c	=	Rate per kilometre to be levied on the developer for enhancement
R_f	=	Reduction factor given in Schedule B
L_{eb}	=	Basic contribution rate

This analysis will be carried out for all roads and sections of roads affected by a development. However, Section 94 contributions will not apply to Regional or Classified Roads.

Schedule D contains Tables which give the result of the above formulae for each class of road. Worked examples using these tables are also given in Schedule E.

11. Maintenance/Rehabilitation Rate

Developments which generate a significant increase in the number of heavy vehicle movements will cause accelerated deterioration of the road network.

Council believes it is reasonable for a developer to contribute to the cost of the additional ongoing maintenance and rehabilitation required as a result of this accelerated deterioration.

The extent of this accelerated deterioration can be measured by the increase in Equivalent Standard Axles caused by the development.

The proportional loss of pavement life caused by a development is given by the following formula

$$P_1 = \frac{A_d - A_e}{A_e}$$

where

P_1	=	Proportional loss of pavement life caused by the development
A_d	=	Estimated number of ESA per year from the development
A_e	=	Existing ESA for the road or section of road
A_c	=	Existing ESA for the activity currently being carried out on the land on which the development is proposed

The ESA shall be calculated using the methods detailed in Austroads 1992 Road Design Manual.

Using data from Schedule A, the rehabilitation rate to be levied on a developer will be

Gravel Roads

$$L_r = M_g \times W_p \times P_1 \times 1000$$

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Sealed Roads

$$L_r = (M_s + R_s) \times W_p \times P_l \times 1000$$

where

L_r	=	Rate per kilometre to be levied on developer for rehabilitation
M_g	=	Annual cost of gravel road maintenance
W_p	=	Pavement width
P_l	=	Proportional loss of pavement life
M_s	=	Annual cost of sealed road maintenance
R_s	=	Annual cost of sealed road rehabilitation

The above calculation should be carried out for all roads and sections of roads affected by the development. However, Section 94 contributions will not be levied on Regional or Classified roads.

The rehabilitation component shall not be applied to developments where P_l is less than 0.05.

The rehabilitation component of the levy shall be calculated using the above formula at the end of each year using the actual ESA generated by the development for that year.

PART D - PAYMENT OF CONTRIBUTIONS

12. Payment of Contributions

Contributions may be settled by one or a combination of the following methods

- monetary contributions
- provision of a material public benefit, ie works 'in kind'.

13. Time for Payment of Contributions

Contributions shall be paid as follows

Development Applications involving subdivision	Prior to the release of the Plan of Subdivision
Development Applications involving	Prior to the release of the Building Approval

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building	
Development Applications for other developments	As specified in the Conditions of Development Consent

14. Deferred and Periodic Payments

Council may consider deferral or periodic payment of contributions upon application in writing. The applicant will be required to support the application with valid reasons for the request and the decision to defer or allow periodic payments shall be entirely at the discretion of the Council.

Where Council agrees to defer contributions the following conditions will apply

1. A bank guarantee will be required to be lodged for the full value of the contribution. The applicant will be responsible for any charges involved in servicing the guarantee.
2. The amount of the contribution will be indexed by the Consumer Price Index so that the value of the contribution does not diminish over time. Indexing will be calculated from the date on which the payment was due to the date of payment.

Where Council agrees to allow periodic payments similar conditions will apply.

15. Provision of Material Benefits

The decision to accept the provision of a material public benefit or works 'in kind', in lieu of monetary contribution shall be at the discretion of Council.

Factors the Council may take into consideration include

- the extent to which the material benefit satisfies the purpose for which the contribution was sought.

PART E - ACCOUNTABILITY

16. Accounting for Contributions

All Section 94 contributions received shall be held and disclosed as a restricted asset in accordance with the requirements of AAS 27.

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All contributions shall be spent for the purpose for which they were levied and on the particular roads for which they were calculated. All contributions shall be spent by the end of the next financial year following the date on which the contribution was received.

Interest will be calculated on funds held and credited as appropriate.

17. Contribution Register

As required by Clause 33 of the Environmental Planning and Assessment Regulation 1994, Council will maintain a register of all contributions received. The register will contain

- details sufficient to identify each development consent for which a Section 94 condition has been imposed.
- the nature and extent of the Section 94 contribution and the purpose for which it was levied
- the contribution plan under which the contribution was levied
- the date of the receipt of the contribution

The Register will be available for public inspection, free of charge, during normal office hours.

18. Annual Statement

As required by Clause 35 of the Environmental Planning and Assessment Regulation 1994, Council will produce an annual statement of contributions received including the detail required by the Regulations.

19. Review of Plan

With the exception of the Schedules attached to this plan, amendments to this plan shall be carried out in accordance with Clause 31 of the Environmental Planning and Assessment Regulation 1994.

The Schedules attached to this plan will be included in Council's Management Plan and will be reviewed and adjusted each year as part of the annual review of Council's Management Plan.

Approved Council Meeting 26th February 1997 - Minute No. 177/97

SCHEDULE A

PARAMETERS USED FOR CALCULATING THE ENHANCEMENT COMPONENT OF SECTION 94 RATES

Road Class(X)	Description	AADT	Formation Width	Pavement Width	Pavement Surface	Shoulders Width	Design Speed	Average Frequency of Drainage Structures Overlapping	Ramps Allowed/Width	Replacement Cost	Design Life
(X)		(V)	(W)	(m)		(m)	(km/hr)	(yrs)	(m)	(R)	(Lp)
			(m)							(\$/m ²)	(yrs)
A	Regional	>200	9.4	7.0	Sealed	1.2	>80	10	No	50	50
B	Local Primary	200	8.4	6.0	Sealed	1.2	>70	10	No	45	50
C	Local Secondary	75	6	5.0	Unsealed	1.2	50 - 70	2	Yes / 6.0	30	100
D	Access	25	6	4.0	Unsealed	1.2	40 - 60	1	Yes / 4.0	25	100

PARAMETERS USED FOR CALCULATING THE MAINTENANCE COMPONENT OF SECTION 94 CONTRIBUTION RATES

Road Class	Description	Pavement Width	Annual Cost of Gravel Road Maintenance	Annual Cost of Sealed Road Maintenance	Annual Cost of Sealed Pavement Rehabilitation	Design Life of Pavement
		(W/p)	(Mg)	(Mc)	(Rc)	(Lp)
		(m)	(\$/m ²)	(\$/m ²)	(\$/m ²)	(yrs)
B	Local Primary	6.0	0.35	0.33	0.30	50
C	Local Secondary	5.0	0.24	0.33	0.15	100
D	Access	4.0	0.10	0.32	0.15	100

SCHEDULE B

REDUCTION FACTORS FOR THE ENHANCEMENT COMPONENT OF SECTION 94 RATES

<i>Increase in Daily Traffic Volume (V_d)</i>	<i>Life of Development (L_d)</i>	<i>Reduction Component (R_f)</i>
<5	All	0.000
5-<10	All	0.015
10-<15	Less than 1 year 1 year or more	0.020 0.025
15-<25	Less than 1 year 1 year or more	0.025 0.030
25 or more	Less than 1 year 1 year to less than 5 5 years or more	0.030 0.035 0.040

where L_d = Estimated life of the development
 L_p = Design life of road

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SCHEDULE C

ROAD CLASSIFICATIONS

Road No	Road Name	Description	Sealed Length , Formed , and Surfaced Length	Unsealed Length Only	Total Length	Road Class
Regional Roads						
6060	Uralla	Northerly from the Oxley Highway to the shire boundary	15.10		15.10	A
6070	Thunderbolts Way	Southerly from Fitzroy Street (SH11), Walcha to Shire boundary south of Nowendoc.	65.04	16.00	81.04	A
6080	Topdale	Westerly from Thunderbolts Way to Hams Corner.	2.62	10.93	13.55	A
Total (Regional Roads)			82.76	26.93	109.69	
Local Roads						
6302	Abbotsley	Northerly from Emu Creek Road to 200m from "Abbotsley" (Por 100).		2.56	2.56	D
6304	Aberbaldie	South westerly from Gloucester Road to Niangala Road at "Aberbaldie".	20.06		20.06	B
6306	Aerodrome	Southerly from Oxley Highway at 2km west of Walcha to Aerodrome.	0.56	3.11	3.67	B
6308	Baringa	Easterly from Glen Morrison to St. Leonards Road.		8.31	8.31	D
6310	Bark Hut	Easterly from Winterbourne Road to 9th ramp.		10.14	10.14	D
6312	Bergen	North westerly from Trunk Road 73 at 7.2km to Uralla Shire boundary.	0.93	11.52	12.45	C

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6314	Bishops	South westerly from Nowendoc Road at 14.9km to ramp at "Ferndell" house.	4.24	4.24	D
6316	Blomfields	Westerly from Kangaroo Flat to lots 33 & 34 Yarrowitch Park Estate.	5.03	5.03	D
6318	Blue Mountain	Northerly from Winterbourne Road to Uralla Shire Boundary.	11.67	11.67	C
6320	Brooklyn	Easterly and southerly from Moona Road to "Bulimba Downs" boundary ramp.	6.80	6.80	D
6322	Brooks	Westerly from Aberaldie Road to "Tablelands" - shed on top of hill.	0.96	0.96	D
6324	Brookside	Northerly from Oxley Highway at 25.5km east of Walcha.	0.49	0.49	D
6326	Brookvale	Ohio Road to ramp	0.35	0.35	D
6328	Bukeiro	Northerly from Moona Road to boundary ramp at "Jiskadale".	3.26	3.26	D
6330	Campfire	Southerly from Woolbrook Railway gates to "Campfire".	24.87	25.12	B/D
6332	Careys	Northerly from Oxley Highway to "Noyumboon" boundary gate.	1.22	1.22	D
6334	Cells River	Southerly from Oxley Highway through Enfield State Forest to the western boundaries of Lots 1/3, D.P. 735649.	4.00	4.00	D
6336	Chandlers	Easterly from Up River Road to Oxley Highway at Yarrowitch School.	2.71	3.04	C
6338	Chinnocks	South easterly from Moona Road to second gate in "Ti Tree Springs".	5.80	5.80	D
6340	Cleveland	South westerly from Lakes Road to "Cleveland" boundary ramp.	3.26	3.26	D
6342	Clonmel	North westerly from Kangaroo Flat Road to "Clonmel" gate.	9.33	9.33	D
6344	Cooplacurripa	South easterly from Nowendoc to Shire Boundary.	8.79	8.79	C
6346	Darjeeling	North westerly from intersection of Fitzroy Street and Towers Street to Uralla Road.	3.36	3.36	B
6348	Daruka	Oxley Highway to gate.	0.28	0.28	D
6350	Earles	Northerly from Tia Diggings Road to "The Pinnacle" gate.	4.00	5.53	D
6352	East Lynne	South westerly from Moona Road to Oxley Highway at 17.7km east of Walcha. Maintained from Blake's old house to Moona Road and from Oxley Highway to L. Partridge's turnoff	3.66	3.66	D
6354	Emu Creek	From Jamieson Street, Walcha, north easterly to Winterbourne/Old Brookmount Road intersection.	9.40	9.40	B
6356	Enfield North	North easterly from Oxley Highway at 41.4 km east of Walcha to "Enfield North" ramp.	3.85	3.85	D
6358	Enfield Park	Oxley Highway to end.	0.50	0.50	D
6360	Englefield	Westerly from Glen Morrison Road to Niangala Road.	11.68	11.68	C

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6362	Eulabah	Southerly from Flags-Niangala Road to second gate past Eulabah house.	1.90	1.90	D
6364	Eulo	Southerly from Glen Morrison to Glenbrook Road intersection.	3.10	9.87	D
6366	Flags-Niangala	Westerly from Gloucester Road at the Flags to Shire Boundary and to Niangala.	13.65	13.65	C
6368	Florida	Southerly from Table Top Road to "Kambala" boundary ramp.	3.25	3.25	D
6370	Geraldine	South westerly from Niangala Road to gate at house.	10.64	10.64	D
6372	Glen Morrison	Southerly from Gloucester Road to Eulo Road - Baringa Road intersection.	11.41	11.41	C
6374	Glenbrook	Northerly from Eulo Road to "Glenbrook" boundary ramp.	0.69	0.69	D
6375	Glenroy	Southerly from Kangaroo Hills Road	1.20	1.20	D
6376	Hartford	South easterly from Oxley Highway at 8.1 km east of Walcha to gate past S. Lisle's house.	12.84	12.84	D
6378	Hazeldene	From Winterbourne Road westerly to Blue Mountain Road.	3.80	9.80	D
6380	Hognos Woolshed	Southerly from Nundle Shire Boundary to Shamrock. (excl. section in Nundle Shire).	5.18	11.18	D
6382	Hurricane Gully	Westerly from Niangala Road to "Campfire".	5.69	5.69	D
6384	Kangaroo Flat	North easterly from Oxley Highway at 56.8 km east of Walcha to "Benditi" boundary gate.	25.70	27.05	C/D
6386	Kangaroo Hills	Westerly from Wollun Road near railway gates to "Kangaroo Hills" boundary gate.	2.42	2.42	D
6388	Kilburnie	Westerly from Niangala Road to Campfire Road.	4.34	4.34	D
6390	Lakes	South easterly from Gloucester Road at Oorundumby to Nowendoc at Brackendale.	14.47	14.47	C
6392	Logie	Easterly from Nowendoc Road to Tops Road.	1.75	1.75	D
6394	Lymington	Southerly from Eulo Road to house.	0.81	0.81	D
6396	Mandaloo	South westerly from St. Leonards Road to "Salway" boundary gate.	3.02	3.02	D
6398	McNabs	Part of old Oxley Highway to "Tiara".	1.29	1.29	D
6400	Merlin Downs	Southerly from Rubys Nob Road to 2nd gate.	2.19	2.19	D
6402	Millbank	Eulo Road to gate.	0.40	0.40	D
6404	Mirani	North easterly from Trunk Road 73 at 12.0 km to "Woodburn" boundary ramp.	6.91	6.91	D

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6406	Mitchell Hill	North easterly from Oxley Highway at 55.5 km east of Walcha to "Subiaco" boundary ramp.	5.89	5.89	D
6408	Moona	Easterly from Emu Creek Road to Moona.	3.69	26.32	C/D
6410	Moonganna	Westerly from Trunk Road 73 at 12 km north of Walcha to "Moonganna" boundary ramp.	1.80	2.77	D
6412	Mooraback	North easterly from Kangaroo Flat Road to Old Dog Gate.	4.00	5.62	D
6414	Morton	Westerly from Up River Road to "Morton" boundary ramp.	1.42	1.42	D
6416	Niangala	Southerly from Oxley Highway at 20.0 km west of Walcha to Shire Boundary at Niangala.	2.98	40.44	B/D
6418	Niangala Stock Route	Southerly from Niangala Road to Stock Reserve gate.	8.29	8.29	D
6420	Nine Mile Church	Easterly from Nowendoc Road at 14.5 km to "Fernhill" boundary ramp.	8.61	8.61	D
6422	Nowendoc	Southerly from Oxley Highway at 3.0 km east of Walcha to Gloucester Road at Nowendoc.	19.06	65.67	B/C/D
6424	Nuggety Gully	North easterly from Tops Road to bottom ramp.	4.68	4.68	D
6426	Nundle	Southerly from Hams Corner to Nundle Shire.	6.18	6.18	C
6428	Oaklands	Northerly from Oxley Highway at 47.2 km east of Walcha to "Oaklands" boundary gate.	12.78	12.78	D
6430	Ohio	North from Plumbtree Street 200m from "Ohio" woolshed.	4.03	4.03	D
6432	Ohio North	Northerly from Trunk Road 73 at 3.2 km to ramp at "Ohio North" homestead.	2.26	2.26	D
6434	Oklahoma	South easterly from Moona Road to 3rd ramp.		2.58	D
6436	Old Brookmount	Easterly from junction of Emu Creek Road and Winterbourne Road to "Glendower" boundary.	12.70	12.70	D
6438	Oorawilly	Northerly from Hazeldene Road to "Oorawilly" boundary gate.	1.70	1.12	D
6440	Pine Hills	South westerly from Campfire Road to Parry Shire Boundary.		1.70	D
6442	Pinedale	Oxley Highway to gate.		1.28	D
6444	Queenscaim	Englefield Road to gate.		2.00	D
6446	Range View	Oxley Highway to end.		0.72	D
6448	Reedy Creek	Easterly from Niangala Road to 2nd gate.		2.20	D
6450	Riverglade	North easterly from Oxley Highway at 32.8 km east of Walcha to		3.18	D

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		Ramp at shed.				
6452	Rosedale	Eulo Road to gate.			0.77	D
6454	Rowleys Creek	Northerly from Moona Road to "Rowleys Creek" boundary ramp.		2.10	2.15	D
6456	Ruby Hills	Southerly from Oxley Highway at 11.3 km west of Walcha to Scrubby Gully Road at "Ruby Hills".		2.51		D
6458	Rubys Nob	Easterly and south easterly from Nundle Road to ramp at "Gerraween".	0.99	8.18		D
6460	Saleyards	Northerly from Oxley Highway at 3.2 km west of Walcha to Darjeeling Road.				B
6462	Sams Flat	Southerly from Tia Diggings Road "Redbank" boundary gate.		5.38		D
6464	Scrubby Gully	South westerly from Oxley Highway at 4.8 km west of Walcha to Niangala Road at "Boxley".		14.06		C/D
6466	Sillwood Close	Southerly from Aberaldie Road to Leah's subdivision.	0.30			D
6468	Springvale	Westerly from Up River Road to "Springvale" boundary gate.			2.58	D
6470	St Leonards Creek	Southerly from Gloucester Road to ramp at Mandaloo Road intersection.		16.41		C/D
6472	Strathleigh	Easterly from Surveyors Creek Road to "Strathleigh" boundary ramp.		1.49		D
6474	Sunnyside	Easterly from Oaklands Road to "Sunnyside"			0.78	D
6476	Surveyors Creek	Easterly from Campfire Road at Woolbrook to Niangala Road.		4.88		D
6478	Table Top	Easterly from Winterbourne Road to "Paradale" boundary gate.		3.40	5.14	D
6480	Tia Diggings	Easterly from Nowendoc Road to Oxley Highway at 35.4 km.		14.20		C
6482	Tia Falls	Northerly from Oxley Highway at 36.2 km east of Walcha to Tia Falls.		5.18		D
6484	Tia PO	Northerly from Tia Diggings Road to yards.		0.96		D
6486	Tops	Northerly from Nowendoc to rejoin Nowendoc Road.		8.71		D
6488	Upper Yarrowitch River	Southerly from Oxley Highway at 48.3 km east of Walcha ramp into Enfield State Forest.		10.73		D
6490	Uruga	Northerly from Hazeldene Road to "Uruga" boundary ramp.		3.51		D
6492	Walcrow-Mummel	South easterly from Tops Road to 2nd ramp.		0.58		D
6494	Weabonga	Southerly from Geraldine Road to the Parry Shire Boundary.		0.98		D
6496	Weenganimbee	North westerly from Winterbourne Road to 1st gate.		2.06		D
6498	Wild Cattle Creek	Westerly from Topdale Road to boundary ramp into Nowendoc State Forest.		2.65		D

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6500	Willow Tree	Southerly and westerly from Scrubby Gully Road to ramp at "Willow Tree" boundary.	1.34	1.34	D
6502	Winterbourne	From Brookmount Station north east to "Cheyenne" boundary ramp.	19.87	23.90	C/D
6504	Wirrabilla	Westerly from Glen Morrison Road to 3rd ramp and bridge in "Wirrabilla".	1.70	1.70	D
6506	Wirraway	Southerly from Oxley Highway at 41.0 km east of Walcha to 3rd Ramp.	2.30	2.30	D
6508	Wollun	Northerly from Oxley Highway at Uralla Shire Boundary.	10.02	10.78	B
6510	Woolbrook	Southerly from Oxley Highway to Parry Shire Boundary at MacDonald River bridge, Woolbrook.	0.76	1.22	B
6512	Yarrobindi	Easterly from Oaklands Road to "Yarrobindi" boundary ramp.	2.71	2.71	D
6514	Yarrowitch Church	Oxley Highway to end.	0.29	0.29	D
6516	Yarrowitch PO	Northerly from Oxley Highway to Yarrowitch Post Office.	0.43	0.43	D
Total (Local)			69.27	733.37	
Total (Regional and Local)			152.03	843.06	

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SCHEDULE D

TABLE 1 - ENHANCEMENT RATES FOR CLASS D ROADS
(DOLLARS PER KILOMETRE)

Increase in Daily Traffic Caused by the Development	Life of Development (yrs)		
	Less than 1 year	1 year to less than 5 years	5 or more years
(V/d)	(\$/km)	(\$/km)	(\$/km)
1	\$ -	\$ -	\$ -
2	\$ -	\$ -	\$ -
3	\$ -	\$ -	\$ -
4	\$ -	\$ -	\$ -
5	\$ 150.00	\$ 150.00	\$ 150.00
6	\$ 180.00	\$ 180.00	\$ 180.00
7	\$ 210.00	\$ 210.00	\$ 210.00
8	\$ 240.00	\$ 240.00	\$ 240.00
9	\$ 270.00	\$ 270.00	\$ 270.00
10	\$ 400.00	\$ 500.00	\$ 500.00
11	\$ 440.00	\$ 550.00	\$ 550.00
12	\$ 480.00	\$ 600.00	\$ 600.00
13	\$ 520.00	\$ 650.00	\$ 650.00
14	\$ 560.00	\$ 700.00	\$ 700.00
15	\$ 750.00	\$ 900.00	\$ 900.00
16	\$ 800.00	\$ 960.00	\$ 960.00
17	\$ 850.00	\$ 1,020.00	\$ 1,020.00
18	\$ 900.00	\$ 1,080.00	\$ 1,080.00
19	\$ 950.00	\$ 1,140.00	\$ 1,140.00
20	\$ 1,000.00	\$ 1,200.00	\$ 1,200.00
21	\$ 1,050.00	\$ 1,260.00	\$ 1,260.00
22	\$ 1,100.00	\$ 1,320.00	\$ 1,320.00
23	\$ 1,150.00	\$ 1,380.00	\$ 1,380.00
24	\$ 1,200.00	\$ 1,440.00	\$ 1,440.00
25	\$ 1,500.00	\$ 1,750.00	\$ 2,000.00
26	\$ 1,560.00	\$ 1,820.00	\$ 2,080.00
27	\$ 1,620.00	\$ 1,890.00	\$ 2,160.00
28	\$ 1,680.00	\$ 1,960.00	\$ 2,240.00
29	\$ 1,740.00	\$ 2,030.00	\$ 2,320.00
30	\$ 1,800.00	\$ 2,100.00	\$ 2,400.00

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SCHEDULE D

TABLE 2 - ENHANCEMENT RATES FOR CLASS C ROADS

Increase in Daily Traffic Caused by the Development	Life of Development (yrs)		
	Less than 1 year	1 year to less than 5 years	5 or more years
(Vd)	(\$/km)	(\$/km)	(\$/km)
1	\$ -	\$ -	\$ -
2	\$ -	\$ -	\$ -
3	\$ 72.00	\$ 72.00	\$ 72.00
4	\$ 96.00	\$ 96.00	\$ 96.00
5	\$ 160.00	\$ 200.00	\$ 200.00
6	\$ 192.00	\$ 240.00	\$ 240.00
7	\$ 224.00	\$ 280.00	\$ 280.00
8	\$ 256.00	\$ 320.00	\$ 320.00
9	\$ 288.00	\$ 360.00	\$ 360.00
10	\$ 320.00	\$ 400.00	\$ 400.00
11	\$ 352.00	\$ 440.00	\$ 440.00
12	\$ 384.00	\$ 480.00	\$ 480.00
13	\$ 416.00	\$ 520.00	\$ 520.00
14	\$ 448.00	\$ 560.00	\$ 560.00
15	\$ 600.00	\$ 720.00	\$ 720.00
16	\$ 640.00	\$ 768.00	\$ 768.00
17	\$ 680.00	\$ 816.00	\$ 816.00
18	\$ 720.00	\$ 864.00	\$ 864.00
19	\$ 760.00	\$ 912.00	\$ 912.00
20	\$ 800.00	\$ 960.00	\$ 960.00
21	\$ 840.00	\$ 1,008.00	\$ 1,008.00
22	\$ 880.00	\$ 1,056.00	\$ 1,056.00
23	\$ 920.00	\$ 1,104.00	\$ 1,104.00
24	\$ 960.00	\$ 1,152.00	\$ 1,152.00
25	\$ 1,200.00	\$ 1,400.00	\$ 1,600.00
26	\$ 1,248.00	\$ 1,456.00	\$ 1,664.00
27	\$ 1,296.00	\$ 1,512.00	\$ 1,728.00
28	\$ 1,344.00	\$ 1,568.00	\$ 1,792.00
29	\$ 1,392.00	\$ 1,624.00	\$ 1,856.00
30	\$ 1,440.00	\$ 1,680.00	\$ 1,920.00

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SCHEDULE D

TABLE 3 - ENHANCEMENT RATES FOR CLASS B ROADS

Increase in Daily Traffic Caused by the Development (Vd)	Life of Development (yrs)		
	Less than 1 year	1 year to less than 5 years	5 or more years
	(\$/km)	(\$/km)	(\$/km)
1	\$ -	\$ -	\$ -
2	\$ -	\$ -	\$ -
3	\$ -	\$ -	\$ -
4	\$ -	\$ -	\$ -
5	\$ 30.00	\$ 30.00	\$ 30.00
6	\$ 36.00	\$ 36.00	\$ 36.00
7	\$ 42.00	\$ 42.00	\$ 42.00
8	\$ 48.00	\$ 48.00	\$ 48.00
9	\$ 54.00	\$ 54.00	\$ 54.00
10	\$ 80.00	\$ 100.00	\$ 100.00
11	\$ 88.00	\$ 110.00	\$ 110.00
12	\$ 96.00	\$ 120.00	\$ 120.00
13	\$ 104.00	\$ 130.00	\$ 130.00
14	\$ 112.00	\$ 140.00	\$ 140.00
15	\$ 150.00	\$ 180.00	\$ 180.00
16	\$ 160.00	\$ 192.00	\$ 192.00
17	\$ 170.00	\$ 204.00	\$ 204.00
18	\$ 180.00	\$ 216.00	\$ 216.00
19	\$ 190.00	\$ 228.00	\$ 228.00
20	\$ 200.00	\$ 240.00	\$ 240.00
21	\$ 210.00	\$ 252.00	\$ 252.00
22	\$ 220.00	\$ 264.00	\$ 264.00
23	\$ 230.00	\$ 276.00	\$ 276.00
24	\$ 240.00	\$ 288.00	\$ 288.00
25	\$ 300.00	\$ 350.00	\$ 400.00
26	\$ 312.00	\$ 364.00	\$ 416.00
27	\$ 324.00	\$ 378.00	\$ 432.00
28	\$ 336.00	\$ 392.00	\$ 448.00
29	\$ 348.00	\$ 406.00	\$ 464.00
30	\$ 360.00	\$ 420.00	\$ 480.00

SCHEDULE E

WORKED EXAMPLES

1. Land Subdivision - Agriculturally Viable Lots Only

Clause 6 specifically excludes a land subdivision of any size from attracting a Section 94 levy provided the subdivision only creates lots which maintain their agricultural viability.

2. Land Subdivision Creating Rural Residential Allotments

As the new lots are not agriculturally viable this type of subdivision would attract a Section 94 levy.

- Distance to nearest Regional or Classified Road - 4 kms on Class D roads and 9 kms Class C road
- Life of Development $L_d > 5$ years
- Increase in traffic volume assessed to be $V_d = 8$ vehicles per day

Enhancement Levy

For the Class D road -

From Schedule D, Table 1

$$L_e = \$240 \text{ per km}$$

For the Class C road -

From Schedule D, Table 2

$$L_e = \$256 \text{ per km}$$

The total enhancement levy to be paid will be

$$\begin{aligned} L_e &= (L_{e\text{ClassD}} \times \text{Length of Class D}) + (L_{e\text{ClassC}} \times \text{Length of Class C}) \\ &= (240 \times 4) + (256 \times 9) \\ &= \$3,264 \end{aligned}$$

Maintenance/Rehabilitation Levy

As the increase in heavy vehicles is negligible this Levy would not apply.

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3. Farmstay

- Increase in traffic volume assessed to be $V_d = 1$ vehicles per day

Enhancement Levy

From Schedule B the reduction factor for $V_d = 1$ is 0.000. Therefore the Enhancement Levy will be \$0.00.

Maintenance/Rehabilitation Levy

As the increase in heavy vehicles is negligible this Levy would not apply.

4. New Home

- Increase in traffic volume assessed to be $V_d = 4$ vehicles per day

Enhancement Levy

From Schedule B the reduction factor for $V_d = 4$ is 0.000. Therefore the Enhancement Levy will be \$0.00.

Maintenance/Rehabilitation Levy

As the increase in heavy vehicles is negligible this Levy would not apply.

5. Development

Hauling product through the shire
Class D Road 12 km (all unsealed)
Class C Road 22 km (all unsealed)
Class B Road 17 km, (8.5 sealed and 8.5 unsealed)
Increase in Traffic Volume - $V_d = 50$ vehicles per day
Increase in ESA - $A_d = 14,600$ ESA per year
Estimated Life of Development - $L_d = 10$ years
ESA for Current Land Activity - $A_c = 50$ ESA per year

Enhancement Levy

For the Class D road -

From Schedule A, $R_y = 30$, $W_y = 5$, $R_x = 25$, $W_x = 4$ and $V_x = 25$

Therefore $C_u = \{(30 \times 5) - (25 \times 4)\} \times 1000$

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$$= \$50,000 \text{ per km}$$

$$\begin{aligned} \text{and } L_b &= \frac{50,000 \times 50}{25} \\ &= \$100,000 \text{ per km} \end{aligned}$$

From Schedule B, $V_d > 25$, $L_d = 10$ so $R_f = 0.040$

$$\begin{aligned} \text{Therefore } L_e &= 0.040 \times 100,000 \\ &= \$4,000 \text{ per km} \end{aligned}$$

For the Class C road -

From Schedule A, $R_y = 45$, $W_y = 6$, $R_x = 30$, $W_x = 5$ and $V_x = 75$

$$\begin{aligned} \text{Therefore } C_u &= \{(45 \times 6) - (30 \times 5)\} \times 1000 \\ &= \$120,000 \text{ per km} \end{aligned}$$

$$\begin{aligned} \text{and } L_b &= \frac{120,000 \times 50}{75} \\ &= \$80,000 \text{ per km} \end{aligned}$$

From Schedule B, $R_f = 0.040$

$$\begin{aligned} \text{Therefore } L_e &= 0.040 \times 80,000 \\ &= \$3,200 \text{ per km} \end{aligned}$$

For the Class B road -

From Schedule A, $R_y = 50$, $W_y = 7$, $R_x = 45$, $W_x = 6$ and $V_x = 200$

$$\begin{aligned} \text{Therefore } C_u &= \{(50 \times 7) - (45 \times 6)\} \times 1000 \\ &= \$80,000 \text{ per km} \end{aligned}$$

$$\begin{aligned} \text{and } L_b &= \frac{80,000 \times 50}{200} \\ &= \$20,000 \text{ per km} \end{aligned}$$

From Schedule B, $R_f = 0.040$

$$\begin{aligned} \text{Therefore } L_e &= 0.040 \times 20,000 \\ &= \$800 \text{ per km} \end{aligned}$$

The total enhancement levy to be paid will be

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$$\begin{aligned} L_e &= (L_{e\text{ClassD}} \times \text{Length of Class D}) + (L_{e\text{ClassC}} \times \text{Length of Class C}) \\ &\quad + (L_{e\text{ClassB}} \times \text{Length of Class B}) \\ &= (4,000 \times 12) + (3,200 \times 22) + (800 \times 17) \\ &= \$132,000 \end{aligned}$$

Maintenance/Rehabilitation Levy

For the Class D road -

$$A_e = 2,000$$

$$\begin{aligned} \text{Therefore } P_l &= \frac{14,600 - 50}{2,000} \\ &= 7.28 \end{aligned}$$

From Schedule A, $M_g = 0.10$, $W_p = 4$

$$\begin{aligned} \text{Therefore } L_f &= 0.10 \times 4 \times 7.28 \times 1000 \\ &= \$2,912 \text{ per km} \end{aligned}$$

For the Class C road -

$$A_e = 4,400$$

$$\begin{aligned} \text{Therefore } P_l &= \frac{14,600 - 50}{4,400} \\ &= 3.31 \end{aligned}$$

From Schedule A, $M_g = 0.24$, $W_p = 5$

$$\begin{aligned} \text{Therefore } L_f &= 0.24 \times 5 \times 3.31 \times 1000 \\ &= \$3,972 \text{ per km} \end{aligned}$$

For the Class B road -

$$A_e = 7,700$$

$$\begin{aligned} \text{Therefore } P_l &= \frac{14,600 - 50}{7,700} \\ &= 1.89 \end{aligned}$$

For the gravel section -

From Schedule A, $M_g = 0.35$ and $W_p = 6$

$$\text{Therefore } L_f = 0.35 \times 6 \times 1.89 \times 1000$$

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$$= \$3,969 \text{ per km}$$

For the sealed section -

From Schedule A, $M_s = 0.33$, $R_s = 0.30$ and $W_p = 6$

$$\begin{aligned} \text{Therefore } L_f &= (0.33 + 0.30) \times 6 \times 1.89 \times 1000 \\ &= \$7,144 \text{ per km} \end{aligned}$$

The total rehabilitation levy to be paid will be

$$\begin{aligned} L_r &= (L_{r\text{ClassD}} \times \text{Length of Class D}) + (L_{r\text{ClassC}} \times \text{Length of Class C}) \\ &\quad + (L_{e\text{ClassBGrav}} \times \text{Length of Gravel Class B}) \\ &\quad + (L_{e\text{ClassBSeal}} \times \text{Length of Seal Class B}) \\ &= (2,912 \times 12) + (3,972 \times 22) + (3,969 \times 8.5) + (7,144 \times 8.5) \\ &= \$216,788 \text{ per annum} \end{aligned}$$

By way of comparison, the ESA for this development is equivalent to transporting 160,000 tonnes of product per year, and the above contribution would be equivalent to \$0.027 per tonne per kilometre.

