



**ENVIRONMENTAL PLANNING AND
ASSESSMENT ACT, 1979**

WAKOOL SHIRE COUNCIL

**SECTION 94 CONTRIBUTION
PLAN**

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1. INTRODUCTION

This plan is Developer Contribution Plan No. 1 - Shire of Wakool approved by Council pursuant to Section 94ab of the Environmental Planning and Assessment Act, 1979 and Clauses 41c to 41n of the accompanying Regulations.

This plan was approved by Council on the 17th August 2005 and applies from 17th August 2005. It may be amended by Council in the manner set out in Clause 41K Environmental Planning and Assessment Act Regulations, 1980.

This plan consists of this written instrument.

The Village Zone in the Local Environment Plan does not identify the existing services and amenities within the Shire and offers no guidance as to the need for upgrading and enhancing those services and amenities as the Shire develops. Section 94 of the Environmental Planning and Assessment Act makes provision for Council to require Developers to make payment towards provision of amenities or services conditional on approval to development.

The capacity of the community, through the end user of developed property, to pay for those services is a crucial part of the contribution plan.

This highlights the need to set contributions at a level that is consistent with the maintenance and enhancement of the existing amenity of the Shire and which the community can afford.

PART A – SUMMARY SCHEDULES

A.1 Executive Summary

Contributions are assessed by determining and listing the existing level of service and the number of users of that facility. The adequacy of that service is also considered so that a base level can be established.

The potential increase in the numbers in the user group is determined so that the existing service per user population can be maintained.

The basis on which the contribution is to be levied is determined having regard to the particular service being investigated. The cost of upgrading the service is then assessed and where appropriate a discounted rate is established. This discount applies where existing residents as well as the increased number of persons will enjoy the upgraded works.

Details of existing user groups have been obtained from the Bureau of Statistics and are based on Census Data.

The following areas have been identified as requiring contributions;

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- 1 Open Space and Parks and Gardens
- 2 Road works
- 3 Barham CBD car parking spaces or appropriate contributions in lieu of spaces not provided. Adequate car parking is available in the other Villages within the Shire and it is not proposed at this time to impose a levy on development in those areas. This is subject to review. Council will prepare an amended contribution plan when a need is established.
4. Community Facilities
- 5 Stormwater Drainage
6. *Flood Levees, Moulamein & Barham*

A.2 Summary of Works Schedule

1. Open Space

Open space requirements vary for the type of use and activity and include inter alia children's parks, organised parks, leisure parks, business parks, horticultural parks and gardens, and parks for organised sport. The need for the individual parklands will be dependant upon the demographic pattern within the Shire and the percentage and numbers of persons in the various age groups. For example as the aged population in the Shire increases there will be a need to provide open space specifically for that group i.e. bowling greens, leisure parks and the like. If on the other hand there is an increase in the infant and child population then there will be a need to provide services for children's tot lots and teenage organised parks. Where open space is provided then its use can change from time to time to cater for the change in the age group structure. The total amount of open space requirement is generally considered to be in the range of 3 - 5 hectare per thousand increase in population such range to be distributed amongst the various uses. This then can mean that open space may change from time to time between the various uses and the aim of Council will be to provide for that open space in terms of the Schedule set out below.

Contributions for open space development will be utilised to upgrade facilities within 5 years of receipt of the contribution.

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2. Road works

Rural Roads

Traffic generating development will require an upgrading of the road infrastructure in and around the villages within the Shire. Upgrading works may be carried out on local roads as each road reaches the end of its lifespan as determined by Council's Road Maintenance Improvement Program and Funding Strategy.

3. Car parking Spaces

Car parking spaces are to be provided in accordance with the Schedule set out in Item 6.5.

There may be situations where it may not be physically possible to provide on site car parking. Where for instance a redevelopment of an existing building is proposed on site car parking may not be available. Where this occurs a contribution is paid in lieu Council will need to purchase land in the vicinity of the greatest need in order to make this land available for car parks.

The shortage of car parking is not necessarily detrimental to the success of a proposed development. It is one of the many issues that must be considered when assessing the merits of a development proposal.

4. Community Facilities.

Wakool Council is in the process of preparing a social plan and it is anticipated that the social plan will be available within the next 6 months. The Social Plan will identify in more detail the needs of the community for the provision of facilities. The contribution table relating to community facilities will be upgraded when that plan becomes available. In the mean time the contributions towards community facilities will be in accordance with the provisions of this plan.

5. Stormwater facilities.

The Barham Stormwater Management Plan prepared by Willing and Partners identified the need to carry out remedial and construction work to ensure that stormwater discharging into the waterways is treated to an appropriate standard. Details of the background and works to be undertaken are set out in the management plan.

6. Flood Levees' Moulamein & Barham

Wakool Shire Council is in the process of upgrading flood levees surrounding Moulamein and Barham to provide a level of security from flooding in the urban area. It is appropriate that new development contributes to this level of safety and security. The extent of levee upgrading for Barham is still to be determined and the level of contribution will be set as costs and extent of works are known.

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A.3 Summary of Contribution Rates

1 Open Space and Parks and Gardens

Where the open space contribution is in the form of a monetary contribution or part monetary and part land contribution then the contribution will be determined using the following formula: $A \times C \times I$

where:

A = the land requirement per additional person generated by the development.

C = the average current en-globo value (\$ per square metre) of land to be acquired i.e. the value of unserviced land and

I = potential increase in population generated by the development.

2 Road works Urban

Where the development will increase traffic flow on the existing road network a levy will be payable as calculated in the following formula:

$$L = U \times Pt \times (1 + Pk) \times D \times DF$$

Where L = Levy in \$

U = Unit fee = \$23

Pt = Peak traffic flow generated

Pk = Percentage of heavy vehicles

D = Distance of Influence (To nearest Main Road or Urban Centre)

DF = Discount Factor = 25%

Rural

Pavement Replacement Contribution

Annual Contribution = **difference between the future annual maintenance cost and the current annual maintenance cost.**

Maintenance Contribution

Contribution = **Annual replacement cost x (1 – Pavement Life Factor)**

Upgrade contribution

Refer to sample calculation page 28

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3 Barham CBD car parking spaces

$$\text{Contribution} = C + \frac{(A \times V)}{P} \times D F$$

Where;

- A = the area of land to be required,
 V = the value of that land per unit area,
 C = the cost of works to construct the car park,
 P = additional workforce and/or visitors and
 D F = a discount factor for multiple uses.

4 Community Facilities

| Development Type | Proportion of Equivalent Tenement | Contribution Rate (\$) |
|--------------------------|--|-------------------------------|
| Residential Lot <600 sqm | 0.67 | 135 |
| Residential Lot >600 sqm | 1 | 202 |
| 1 – Bed Dwelling | 0.33 | 67 |
| 2 – Bed Dwelling | 0.67 | 135 |
| 3 – Bed Dwelling | 1 | 202 |

5 Barham Storm water drainage. \$210.00 per tenement.

6. *Flood Levee*

Moulamein – To be determined.
Barham – To be determined

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PART B – ADMINISTRATION AND ACCOUNTING

B.1 Name of the Plan

This plan is called the “Wakool Section 94 Development Contribution Plan 2004”

B.2 Purpose of the Plan

The objectives of this Plan are to improve the future amenity and environment of the Wakool Shire by -

- (a) identifying costs to the community of providing for services and amenities for future development.
- (b) making provisions for contributions to be made to cater for the increased cost as identified in (a).
- (c) promote a high standard of amenity and convenience of development by informing the public, owners and developers of Council's requirements for future development; and
- (d) promote orderly development of land within the Shire and to ensure that provision of services to that land is adequate.

B.3 Area the Plan Applies To

This plan applies to the whole of the Wakool Shire.

B.4 Relationship to Other Plans and Policies

This plan has been prepared under the provisions of Section 94 of the Environmental Planning and Assessment Act 1979 .The environmental planning instrument applying to the Shire of Wakool is -

Wakool Local Environmental Plan, 1992

This plan has been prepared to supplement the provisions of that plan. This plan is to be read in conjunction with Wakool Councils Contribution Plan for water head works and sewer head works, prepared under the provisions of Section 64 of the Local Government Act 1993.

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B.5 Preparation

This plan has been prepared by Brian Mitsch and Associates on behalf of the Wakool Shire Council. The preparation of the plan has been based on the Review of the Developer Contribution System and in particular with the contents of Appendix 2 from Appendix D of the 2nd edition of the Section 94 Contribution Plans Manual.

The plan has been placed on public exhibition for comment from the 11/05/2005 to 10/06/2005. The plan was adopted by Council on 17/08/2005.

The developer contributions for the supply and augmentation of Sewer and Water services is the subject of a separate contribution plan adopted by the Wakool Council

B.6 Deferred/Periodic Payments

Payments may be deferred for a period of up to twelve months from the date of the development consent or building approval providing the Council is supplied with a bank guarantee or similar for the equivalent amount of the required contribution.

PART C - STRATEGY PLANS

C.1 Nexus

DEMAND FOR ADDITIONAL AMENITIES AND SERVICES

C.1.1 Open Space and Parks and Gardens

The operation of the contribution plan will ensure that there is provision of adequate open space areas to meet the needs of all residents and provide opportunities to enhance the total environmental quality of the Shire. The plan will identify land which is now owned by the Council or which will be dedicated as a condition of development consent or subdivision approval to the Council for open space or public recreation purposes.

C.1.2 Road works

Road works within a development are part of that development scheme and must be provided by the developer.

The increased traffic flow onto the existing road network must be considered as part of the overall traffic planning and funds should be provided to ensure that the existing road system is not overtaxed. Where a development will add to the traffic movement on the existing road network then adequate provision must be made to cater for that increase. Funds should be made available to meet the cost of catering for the increased traffic movement. This cost will include initial upgrading costs and ongoing maintenance where required to ensure that the existing standards are not diminished.

C.1.3 Barham C.B.D Car parking spaces

Car parking spaces need to be provided within the commercial centre of Barham to avoid existing property owners and shop proprietors being disadvantaged by new traffic generating developments.

Existing parking standards should be maintained and, where the cost of such maintenance is attributable to increased demand by new development then, that external cost should become part of that development cost structure. Existing standards can be protected by requiring land to be set aside for car parking to service the new development or by providing funds for Council to purchase and develop suitable land for that purpose.

C.1.4 Community facilities.

Wakool Council is in the process of preparing a social plan and it is anticipated that the social plan will be available within the next 6 months. The contribution table for Community facilities will be upgraded when that plan becomes available. In the mean time the contributions towards community facilities will be in accordance with the provisions of this plan.

PART C - STRATEGY PLANS

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C.1.5 Storm Water Management.

The need to protect the river environment is clearly understood. The change of land use from a rural or open space to a predominately urban use changes the rate of run off by altering the run off co-efficient i.e. the introduction of impervious surfaces into a previously open space area will increase the rate of run off and the volume of run off from that site. Where existing storm water drainage system is inadequate to cater for this increase then the system will need to be upgraded. In addition there may be a need to upgrade existing discharge points into river with construction of suitable interception works or preferably to make provisions for off river discharge.

The Barham Stormwater Management Plan established the need to upgrade stormwater discharge facilities to ensure that water discharged into the waterways is treated to the appropriate standard before discharge.

C.1.6 Levee Works

Moulamein and Barham are located on the Murray/Edwards Rivers Floodplain and have been subject to flooding during past years. The flood levee system for both towns requires upgrading to provide the level of security from inundation expected in modern urban areas.

A flood study for Moulamein has been completed and the extent of works, costs and ongoing maintenance have been determined.

A similar flood study for Barham will be completed to determine extent of works, costs etc.

C.2 Population Increase and Expected Development in Wakool Shire

Wakool Shire is extremely limited to the availability of zoned industrial and residential land to attract investment from outside and service local agricultural diversification projects and attracting start up industries.

Poor long term planning has now created a “chicken and egg” position within the Shire, investment in intensive labour industries is suddenly placing pressures on labour attraction and the lack of suitable residential accommodation.

To develop employment and residential growth we must accept that the private sector will create the jobs and invest in the infrastructure but Council will need to accept new challenges in developing zoning requirements in all areas of the Shire to meet a demand into the future.

The current pace of change with project needs will outstrip current regulations in attracting further new investment unless a comprehensive review of industry requirements is allowed for in the Local Environmental Plan.

Good business sense will allow business to relocate or start up if there is available industrial land having a presence coupled with available labour, buildings, transport, local services, good schools etc.

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Investors follow each other- one success will bring further investment.

It is essential that investment has a streamlined, efficient system for dealing with local government. As Council operates along a state border, investors face a “bureaucratic nightmare” which add a further level of complexity to day to day business operations and adds to the costs of doing business.

Council, if it seeks population growth and employment opportunities requires a simpler and flexible regulatory process and visionary forward planning with zoning.

RESIDENTIAL and INDUSTRIAL GROWTH PATTERNS & PROJECTIONS.

WAKOOL, with potable water and sewerage servicing the area coupled with a possible major development employing approximately 30 people is providing impetus to enquiries which should stimulate growth creation.

Residential housing is now at a premium compared to the year 2000 and a requirement for a small parcel of zoned residential land should be identified for future growth.

Light industrial land should be zoned for the long term future:-this opinion is based on value adding possibilities or service industry to the dairy industry and anticipated development.

Expansion of dairy industry employment in the Wakool area will be dependent on unknown and known factors associated with dairy deregulation

TOOLEYBUC, has the ability to become the focal township for major developments in the horticulture and viticulture industries being developed in proximity to the area on both sides of the river.

Future growth in Tooleybuc will be highly dependent on the availability of zoned residential land.

Industry development may be limited in the foreseeable future in Tooleybuc but a small area should be zoned for light industry to gain advantage of any developments in service industries to the major players of the area.

MOULAMEIN, growth in Moulamein will be dependent on certain factors, eg, Shire amalgamations, labour intensive agriculture diversification, services needs, industrial and residential land availability.

Some activity to local industry is taking place including two current enquiries for industrial land; there is an urgent need for suitable zoned industrial land. With two major horticulture developments in close proximity to the township, there is a possibility of Moulamein requiring itinerant workers accommodation and possible permanent accommodation needs.

Moulamein must also consider becoming more tourism orientated and capture this market with more overnight accommodation and service businesses to attract overnight visitors and day trippers.

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BARHAM, is an attractive place to live and currently has a competitive price advantage over similar areas along the river but is failing to keep pace by the inability to offer residential or industrial land. Barham has been held back through the lack of forward planning which has now established an acute shortage of industrial and residential land to entice the investment trends within the current market climate.

With trend patterns of population and employment growth taking place along the river, a vision aimed towards long term growth is essential, visionary planning is an essential to enormous potential growth capabilities in Barham.

“Barham should not become a dormant rural town but with the acute shortage of current residential and industrial zoning and the lack of local private entrepreneurs this could become a distinct possibility”

Current industry expansion has potential to gain further flow on services to industry in the area and also to build on the economic advantage gained by current market prices and forces in neighbouring shires.

The lack of promotion of Barham into the key market areas of early retirees, the major area of new rural investment migrating from Metropolitan and provincial centres to safe inland towns is inhibiting population growth.

A perception of Barham as the key town of the Shire is that it has lacked progressive and proactive planning which in turn is inhibiting attraction of current market residential investment trends.

KORALEIGH, current and future projects have the ability to revitalise the area and may turn the town and the area around to providing impetus to future growth and better land use.

The private land give away not only attracted enquiries for the land but has provided enquiries for other ventures to the area.

The channel to piped water delivery across the irrigation trust area if achievable will also benefit the area as it will generate employment opportunities in better land use and diversification into intensive horticulture and viticulture projects.

MURRAY DOWNS - constraints to commercial and industrial development at Murray Downs may impact on the future of the area in providing employment opportunities.

Major developments are being mooted around the Murray Downs area that would be beneficial to the future growth and employment in the area but there are issues that need to be resolved prior to development taking place.

The investment for subdivision and industrial land around Murray Downs will require establishment by private enterprise, such development will require infrastructure to cope with any development it will be critical for Council to set aside funds in providing some infrastructure services in the area. This could come in the way of head works charges and connection fees on both industrial and residential land development

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It could be argued that Murray Downs is focussed on only the “Elite Residential Market” without consideration to a lower level market which currently has a larger market potential in the area

Expansion of the Industrial area is constrained by being privately owned land and any expansion will depend on the owner being prepared to sell and appropriate zoning to allow further development.

Should the anticipated growth pattern emerge over the next decade, a commercial precinct should also be zoned.

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C.3 Meeting Needs of the Population

C.3.1. Open Space

Existing services

Plan Nos 1 to 5 attached show the existing open space within the Villages of Barham, Moulamein, Tooleybuc, Wakool and Koraleigh respectively.

The four criteria used to assess a satisfactory open space system for the community are

- (i) Adequate area of open space for the identified activity.
- (ii) Adequate area of open space for the identified precinct.
- (iii) Distribution of open space facilities, and
- (iv) Suitable sized sites for the selected uses.

Table (C.3.1) below sets out ideal standards for the particular activities.

Standard for Recreation Activities

| Type of activity | Space requirements for activity per population | Ideal size of space for activity | Radius of area served | Recreation area wherein activity may be located |
|---|--|----------------------------------|-----------------------|---|
| Children's playground (with equipment) | 2000 m ² /1000 | 4000 m ² | 0.5Km | Playgrounds, Neighbourhood Parks, Community Parks |
| Field play areas for young children | 6000 m ² /1000 | 1.2 ha | 1 Km | Playgrounds, Neighbourhood Parks, Community Parks |
| Older children Adult field sports activities | 1 ha/1000 | 10 ha | 2.5 Km | Playing fields, Community Parks, District Parks |
| Tennis, outdoor basketball other court sports | 4000 m ² | 8000 m ² | 3 Km | Playing fields, Community Parks |
| Swimming | 1 outdoor pool /50,000 | 1.5 ha | 5 Km | Playing fields, Community Parks, District Parks |
| Major boating | 40 ha/50,000 | 40 ha+ | 30 Km+ | District Parks, Regional Parks |
| Hiking, Camping, Riding, Nature Study | 2.5 ha/1000 | 200-400 ha | 50 Km+ | Large District Parks, Regional Parks |
| Golfing | 1-18 hole/40,000 | 50-65 ha | 50 Km+ | Community Park, District Park |
| Parks and Gardens | 4000m ² /1000 | 2 ha | 0.5 Km | Regional Park |

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C.3.2 Road works

a) Urban

The impact of traffic flows is a function of the volume; proportion of heavy vehicles and vehicle speed.

The increase in peak traffic volume resulting from a development will be assessed using the following table - refer to Guide for Traffic Generating Development Issue 2.2 October 2002 section 3

TRAFFIC GENERATION RATES

| LAND USE CATEGORY | DAILY VEHICLE TRIPS PER 100m² GROSS FLOOR AREA (1) | EVENING PEAK HOUR VEHICLE TRIPS PER 100M² G.F.A. |
|--|---|---|
| Residential: Dwelling houses Home Units Housing for aged | 9 to 10 per dwelling 4 to 5 per dwelling 1 to 2 per dwelling | 1 per dwell 0.4 to 0.5 per dwell 0.1 to 0.2 per dwelling |
| Casual Accommodation: Motels Hotels | 3 per unit 220 per 100m ² (2) "licensed floor area" | 0.4 per unit 40 per 100m ² "licensed floor area" |
| Office & Commercial: | .10 per 100m ² floor area | 2 per 100m ² floor area |
| Retail: Shopping Centres Service Stations Motor Showrooms Car tyre retail outlets | 60 per 100m ² site area 30 per 100m ² site area --- 10 per 100m ² site area | 7 66 per 100m ² site area 0.7 per 100m ² site area 1 per 100m ² site area |
| Refreshments: Drive-in take-away Food outlets Restaurants Clubs | 500 70 90 per 100m ² (2) "licensed floor area" | 50 10 10 per 100m ² "licensed floor area" |
| Recreation: Squash Courts Tennis Courts Marinas | 20 per court (2) 45 per court 4 per berth | 3 per court 4 per court --- |
| Road Transport Terminals: | 5 | 1 |
| Industry: Factories Warehouses | 5 4 | 1 0.5 (3) |

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C.3.4 Public Facilities

Wakool Shire Council recognises that development within the Shire will impose stress and require resources to be allocated to the use for community facilities.

As a consequence Council will require those developments which impose added strain on existing resources a levy to upgrade the resources to meet the added demand.

Council is in the process of preparing a social plan which will identify more fully the needs for public facilities within the Shire. It is anticipated that the social plan will be available within the next 6 months. The contribution table for Community facilities will be upgraded when that plan becomes available. In the mean time the contributions towards community facilities will be in accordance with the provisions of this plan.

Community resources have been identified as child care centres, neighbourhood centres and aged person facilities.

All contributions are to be assessed on an equivalent tenement basis. Equivalent tenement has been identified as a standard residential lot capable of the erection of a three bedroom dwelling house.

Other forms of development are assessed on the basis of:

- Residential less than 600 square metres = 0.67ET
- One bedroom dwelling = 0.33ET
- Two bedroom dwelling = 0.67ET

Contribution rates have been determined as set out in Table C.3.4.1 below

| Development Type | Proportion of Equivalent Tenement | Contribution Rate (\$) |
|--------------------------|--|-------------------------------|
| Residential Lot <600 sqm | 0.67 | 135 |
| Residential Lot >600 sqm | 1 | 202 |
| 1 – Bed Dwelling | 0.33 | 67 |
| 2 – Bed Dwelling | 0.67 | 135 |
| 3 – Bed Dwelling | 1 | 202 |

Public facilities can vary depending on the population from small scale pre-school child minding centres to major community facilities. At the high extreme neighbourhood centres can include facilities for:

- youth activities
- school care (before and after school care)
- vacation care

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- early childhood centre
- Counselling and Welfare
- Aged Care Facilities
- Medical Facilities
- Meeting places for community interest groups, craft groups and play groups etc.

Whilst it is nice to have these facilities available to the community Council needs to be aware of the cost of maintaining and supporting such facilities once they are in place. The Department of Planning has indicated that a public facility having an area of 650 square metres would cater for a population of 5,500 people. Given the geographics of the Wakool Shire and the location of the urban centres of the Shire it would be difficult to justify the development of a single neighbourhood centre the magnitude described above.

Barham township has already an area available for community activities in the recently completed community centre in Murray Street. This centre provides a meeting place for community groups as well as an area for functions within the Shire. Provision should be made in the Contribution Plan to recover some costs associated with the development of that centre for future users.

Table C.4.3.2 below sets out the allocation of costs for possible public facilities to be developed in the centres of Barham, Moulamein, Tooleybuc and Wakool. The cost of the development of those facilities could, under the terms of this Section 94 Contribution Plan, be recovered in part.

TABLE C.4.3.2. – WAKOOL SHIRE COMMUNITY FACILITIES PROGRAM

| NO. | LOCATION | DESCRIPTION | ACQUISITION COSTS | DEVELOPMENT COSTS | TOTAL COST | COST/ET |
|-----|-----------|--|-------------------|-------------------|------------|---------|
| | Barham | Library Family Day Care Pre School Childcare Aged Care Facilities | TO | | | |
| | Moulamein | Aged Care Facilities Library | | BE | | |
| | Tooleybuc | Aged Care Facilities Library | | | DETERMINED | |
| | Wakool | Library | | | | |

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C.3.5 Stormwater Drainage

Existing services

The Barham Storm Water Management Plan provides background information and proposed program of works necessary to protect the river environment from adverse effect.

Development of urban centres has the effect of increasing surface runoff because of the increase in the percentage of impervious surfaces. The potential increase is shown on the following table which adopts the polynomial coefficients established for Deniliquin and district in the calculations. Table C.3.5.1 shows the potential run off for an undeveloped lot while table C.3.5.2 shows the variation in run off for a developed parcel of land on which 40 % of the surface area consists of impervious material. The increased run off needs to be catered for either on site, by means of strategically placed retention basins or where these cannot be provided, by an amplification of the stormwater drainage infrastructure.

Further details can be found by reference to the Barham Storm Water Management Plan.

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Table C.3.5.2

Runoff calculation Urban Property
Rational Method of Estimating Runoff

Sample Calculation
Natural Runoff

Variables to be entered are

- (i) Area
- (ii) Duration in minutes
- (iii) Percentage impervious
- (iv) Runoff coefficient impervious
- (v) Runoff coefficient pervious
- (vi) Coefficients from A.R. and R if >150 Km from Deniliquin

Coefficients from tables to be entered
Default Values are for Deniliquin

Property in natural state i.e before development

| Recur Int years | Area m ² | Duration min | R/fall Int mm/hr | % Imperv | % perv | Runoff Coeff Imperv | Runoff Coeff Perv | Runoff Volume Total l/sec | |
|-----------------------|------------------------|-----------------|------------------------|-------------|-----------|---------------------------|-------------------------|------------------------------------|------|
| 2 | 1000 | 20 | 35.2 | 1% | 99% | . | 9 | .2 | 2.02 |
| 5 | | | 46.1 | | | | | | 2.65 |
| 10 | | | 52.5 | | | | | | 3.02 |
| 20 | | | 61.4 | | | | | | 3.53 |
| 50 | | | 72.0 | | | | | | 4.14 |
| 100 | | | 80.5 | | | | | | 4.63 |

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Table C.3.5.2

Property after development

| Recur Int years | Area m ² | Duration min | R/fall Int mm/hr | % Imperv | % Runoff perv | Runoff Coeff Imperv | Runoff Coeff Perv | Runoff Volume Total l/sec |
|-----------------------|------------------------|-----------------|------------------------|-------------|---------------------|---------------------------|-------------------------|------------------------------------|
| 2 | 1000 | 20 | 35.2 | 40% | 60% | .9 | .2 | 4.69 |
| 5 | | | 46.1 | | | | | 6.15 |
| 10 | | | 52.5 | | | | | 7.00 |
| 20 | | | 61.4 | | | | | 8.19 |
| 50 | | | 72.0 | | | | | 9.60 |
| 100 | | | 80.5 | | | | | 10.73 |

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C3.6 Levee Works

The proposed works will provide a level of safety and security from inundation for the Urban Areas of Moulamein and Barham.

Development within those areas will gain the security expected in a modern urban area and it is appropriate that new development contributes to those associated costs.

Development outside the levee areas will be required, as part of the development, to pay for the full costs of extension of levees or other flood protection measures.

C.4. Contributions Rates

C.4.1 Open Space

Applicants will be required to provide a cash contribution for public purposes in accordance with adopted structure plans, development control plans, local environmental plans or draft local environmental plans in the course of exhibition. Council requires a contribution towards the cost of maintaining existing open space areas in lieu of the dedication of land for that purpose unless it is of the opinion that additional open space is necessary for the particular development.

The provision of open space will be assessed on the basis of the table (5.4.1) above. Applicants will be required to make a cash contribution equal to the value of any land that would be required for public purposes based on the table. The value of the contribution will be assessed on a pro rata basis using the En-Globo value determined by the Valuer General at the date of approval of the subdivision. This contribution will be accepted to cover councils cost in developing existing facilities.

Where the open space contribution is in the form of a monetary contribution or part monetary and part land contribution then the contribution will be determined using the following formula: $A \times C \times I$

where:

A = the land requirement per additional person generated by the development.

C = the average current en-globo value (\$ per square metre) of land to be acquired i.e. the value of unserviced land and

I = potential increase in population generated by the development.

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C.4.2 Road works

C.4.2.a) Urban

Where the development fronts onto an existing road and it is not subject to widening of the existing formation, then the developer / subdivider shall be required to construct, or suitably bond where it is not considered practical to undertake the road works, the kerb and gutter and half width road adjacent to the entire frontage of the property.

Such road works to be to a standard in accordance with Council's Road Design Criteria for developments as appropriate for the development. Such works shall not be commenced until detailed engineering plans have been submitted to and approved by Council.

Where the development fronts onto a major road, the extent of road construction overall will be limited to the equivalent of 6.5 metres of road pavement.

Where the development proposes to open the new road, including a service road, the developer shall be responsible for full width construction of the new roads, or the lodgement of a suitable bond to cover such construction where it is not practical to construct and isolated section of road. Such new road works shall not be commenced until detailed engineering plans have been submitted to and approved by Council.

Where the development will increase traffic flow on the existing road network a levy will be payable as calculated in the following formula:

$$L = U * P_t * (1 + P_k) * D * DF$$

Where L = Levy in \$

U = Unit fee = \$23

P_t = Peak traffic flow generated

P_k = Percentage of heavy vehicles

D = Distance of influence (to nearest main road or Urban Centre)

DF = Discount Factor = 25%

C.4.2.b) 1 Road works - Rural

The roads to be used by the development are assessed for structural adequacy and geometric standard to determine the upgrade works required to service the increased traffic.

The maintenance costs for the road structure, the type and the number and weight of vehicles is used to determine the ongoing maintenance contribution discounted for the degree of use by the other sectors of the community.

Contributions are determined by the output of the intensive development, the length of the road used to reach a Main Road, and the percentage of use attributable to the development.

The contribution has three components, the ongoing maintenance of the road asset to the existing standard, renewal of the pavement at the end of life and the initial upgrading to an improved standard.

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UNSEALED ROADS

For existing unsealed pavements the initial upgrading and the recurrent maintenance only are considered. The pavement renewal is carried out with the maintenance.

Upgrade

Existing unsealed pavements shall be assessed for structural adequacy related to the loads to be carried in poor weather conditions, either wet or very dry. Upgrade contributions are treated below.

Maintenance

The level of the maintenance contribution to be levied has been determined from an actual case. The annual cost of the maintenance and the output of the development are both known.

For limestone gravel pavements and prior stream gravel pavements 6.2 m wide the base maintenance cost is 5 c / tonne km at 2004 prices. **Contribution for unsealed road maintenance is 5c / tonne km in 2004 dollars to be indexed with the CPI.**

SEALED ROADS

Sealed roads have two components pavement replacement costs and surface maintenance costs. Only heavy vehicles are used in pavement life and maintenance calculations.

For single user routes the contribution to maintenance and replacement is full cost. For multiple user routes the contribution to ongoing maintenance and replacement is calculated on a heavy traffic % basis as follows.

Pavement Replacement Contribution

The Pavement replacement cost is the full replacement cost over the design life at current traffic levels expressed in ESA's (Equivalent Standard Axles).

Replacement cost varies but the Shire wide average for 7.4m wide seal is \$75,000 per km at 2004 values, the design life is 40 years.

| | | |
|-------------------------|---|---|
| Pavement Life Factor is | | <u>current number of ESA's (Nc)_i</u> |
| | | future number of ESA's (Nf) _i |
| where (Nc) | = | (Tc) _i x F _i for i = 1 to 5 |
| and (Nf) _i | = | (Tf) _i x F _i for i = 1 to 5 |
| Where (Tc) _i | = | Current number of heavy vehicle per type |
| (Tf) _i | = | Future number of heavy vehicle per type |
| F _i | = | ESA's per heavy vehicle type as below |

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| i | vehicle type | ESA factor Fi |
|---|------------------------|------------------|
| 1 | 2 axle 2 / 4 | 0.7 |
| 2 | 3 axle 2 / 4 4 | 1.1 |
| 3 | 4 axle 2 / 4 / 4 4 | 1.5 |
| 4 | 5 axle 2 / 4 4 / 4 4 | 2.0 |
| 5 | 6 axle 2 / 4 4 / 4 4 4 | 2.1 |

Note: For the purpose the future heavy vehicle number is taken as the existing heavy vehicles plus the additional calculated 6 axle vehicles attributed to the development. The calculation is based on a 26 tonne payload per 6 axle vehicle.

Pavement future life (years) = 40 x Pavement Life Factor

Annual replacement cost = $\frac{\text{Replacement cost (\$)}}{\text{Pavement future life (years)}}$

Contribution = Annual replacement cost x (1 – Pavement Life Factor)

Maintenance Contribution

For sealed pavements the base maintenance cost is calculated on the following:

Current annual maintenance costs per = Council's annual maintenance cost divided by sealed network kms

Future annual maintenance cost = current annual maintenance cost x $1 + (1 - \text{Pavement Life Factor})$

Annual Contribution = difference between the future annual maintenance cost and the current annual maintenance cost.

The Shire wide average for sealed road maintenance cost is \$850/km at 2004 values.

Contributions Toward Upgrades Or Improvements.

a. Works already on the 5 year program.

The contribution by the developer is difference between the cost of the improvements required for the development and the cost bring the road to the Council standard for that road should the development not exist.

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- b. Works not already on the 5 year program.

The contribution is the total cost of the improvements.

This contribution level may be discounted if the development is not the sole user of the road by 5% for each additional user to a maximum of 25 %.

The cost of upgrading the roads servicing a development is to be determined on an individual basis.

The sample calculation sheet below shows a worked example of contribution for rural road upgrades.

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S94 contribution calculation

| S94 DEVELOPER CONTRIBUTION - SEALED ROAD REPLACEMENT/ MAINTENANCE | | | | | |
|--|---------|----------------|------------------------|---|----------|
| ROAD REPLACEMENT | | | ROAD MAINTENANCE | | |
| Procedure based on vehicle types and volumes. All additional heavies are assumed as 6 axle type. | | | | | |
| Road name | Noorong | | Section | MR67 to end of seal | |
| Development DA | 33/99 | O'Brees pit | Length | 17 | |
| Traffic data | current | future | Development throughput | | |
| AADT | 79 | 80 | Annual product tonnes | 4900 | |
| % heavy vehicles | 15 | | equiv 6 axle units pa | 26 | 188 |
| additional heavies/day (trips) | | 1 | additional heavies pd | 1 | |
| Total heavies/day (trips) | 11.85 | 13 | | | |
| Vehicle types | % now | ESAs No. heavy | No. heavy | <i>these calculations</i> | |
| R 2 axle (i=1) | 10 | 2.18 | 1.185 | count trips full and empty | |
| A 3 axle (i=2) | 30 | 2.92 | 3.555 | assumes 26 tonne payload | |
| A 4 axle (i=3) | | 3.7 | 0 | assumes heavy vehicle type mix for rural work | |
| A 5 axle (i=4) | 0 | 4.17 | 0 | assumes 40 years as pavement design life | |
| A 6 axle (i=5) | 60 | 3.36 | 7.11 | calculates seasonal operation on annual basis | |
| B 8 axle (i=6) | 0 | 5.28 | 0 | | |
| B 9 axle (i=7) | 0 | 4.47 | 0 | | |
| Total heavy ESAs / day | | 36.8535 | 40 | | |
| Annual ESAs | | 13451.53 | 14718 | | |
| Pavement life factor | | 1 | 0.91 | Maintenance factor | 1.09 |
| Pavement life (years) | | 40 | 36.56 | | |
| | | | | current | future |
| Replacement cost \$/km | | 75000 | | Maint'nce cost \$/km | 850 |
| Replacement cost \$/km/year | | | 2051.53 | Maint'nce cost \$/km/a | 923.14 |
| Contribution % (1-life factor) | | | 8.60 | Contribution % | 8.60 |
| Contribution \$/km/a | | | 176.53 | Contribution \$/km/a | 73.14 |
| Contribution \$/tonne/km | | | 0.04 | Contribution \$/tonne/km | 0.01 |
| Contribution /tonne | | | 0.61 | Contribution /tonne | 0.25 |
| Contribution to sealed road repair and replacement | | | | \$/tonne | 0.87 |
| Contribution to unsealed @ 5 c/tonne.km | | | 24 | km | \$/tonne |
| | | | | Total | \$/tonne |
| | | | | | 2.07 |
| | | | | \$/cu m. | 3.31 |

C.4.2 b2 Bridges on Rural Roads;

Where development will create the need for the movement of heavy vehicles over Bridges on Rural Roads then an additional levy will apply based on the proportion of heavy vehicle movement generated.

This levy will be in accordance with the provisions of *Shire of Wakool Local Road Maintenance Improvement Program and Funding Strategy*.

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C.4.3 Barham C.B.D - Car parking Spaces –

This clause applies to the Central Business District of the Urban centre of Barham. Council in considering development within the Commercial centre of Barham will require the provision of off-street parking in accordance with the schedule set out below -

| <u>Land Use</u> | <u>Required accommodation for vehicles</u> |
|---|--|
| Dwelling house | One space |
| Residential Buildings | One space per unit plus an additional space for each 5*2 bedroom and one additional space for each 2*3 or more bedroom unit |
| Residential Flat Buildings & Dual Occupancy Buildings | One space per unit plus an additional space for each 5*2 bedroom and one additional space for each 2*3 or more bedroom unit bedroom flat. 1.5 spaces per two bedroom flat. Two spaces per three bedroom flat. |
| Commercial premises Offices, Professional Chambers, Shops | One carparking space for each 40m ² of GFA |
| Industry, Warehouse, Bulk Stores, Industrial Areas | One space per 300m ² GFA Visitor parking as required |
| Factory Units | 1.3 spaces per 100 square metres of gross floor area for each factory unit |
| Bowling Alleys, Squash Courts | Three spaces per lane or court |
| Licensed Hotel | One space per 3 square metres of public bar area plus one space per 6 square metres of public lounge and dining area plus one space per motel type accommodation unit plus one space per two employees |
| Motel | One space per unit plus one space per two employees 15 space per 100m ² GFA of restaurant/function room plus one space for every three seats if a public restaurant and/or function room is included |
| Licensed Club | One space per 6 square metres of public bar, lounge and dining room |

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Provided that where an existing development undergoes a change of use, that existing use be to consideration and the contribution charge to be adjusted accordingly.

Where the number of car parking spaces to be provided on site by the developer does not meet the criteria set out above then the contribution for car parking spaces will be assess using the following formula:

$$\text{Contribution} = C + \frac{(A \times V) \times D F}{P}$$

Where;

- A = the area of land to be required,
- V = the value of that land per unit area,
- C = the cost of works to construct the car park,
- P = additional workforce and/or visitors and
- D F = a discount factor for multiple uses.

C.4.4 Public Facilities

Wakool Council is in the process of preparing a social plan and it is anticipated that the social plan will be available within the next 6 months. The Social Plan will identify in more detail the nature and extent of the facilities that are needed within the Shire. The contribution table for community facilities will be upgraded when that plan becomes available. In the mean time the contributions towards community facilities will be in accordance with the provisions of this plan.

Contribution rates have been determined as set out in Table C.3.4.1 below

| Development Type | Proportion of Equivalent Tenement | Contribution Rate (\$) |
|--------------------------|--|-----------------------------------|
| Residential Lot <600 sqm | 0.67 | 135 |
| Residential Lot >600 sqm | 1 | 202 |
| 1 – Bed Dwelling | 0.33 | 67 |
| 2 – Bed Dwelling | 0.67 | 135 |
| 3 – Bed Dwelling | 1 | 202 |

C.4.5 Stormwater Drainage

The cost of this amplification has been assessed at \$ 210.87 per improved tenement. This is based on a total cost of the improvements of \$ 97,000 (table 6 Barham SWMP) and the existing 460 buildings (item 2.4 BSWMP).

Retention basins or similar devices that are provided within a development have the potential to reduce both the peak run off and also the total runoff from that development. Developers will be encouraged to make provision for these measures to reduce the load on the receiving waters.

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As part of that encouragement where the development will not increase peak run off then the levy will be reduce by 50%.

Where the containment measures result in both nil increase in peak runoff and nil increase in total run off the levy will be reduced by 75%.

C4.6 Levee Works

The cost for Moulamein has been assessed at \$598.96 per improved tenement. This is based on the interest component over 10 years for Councils share of costs ie \$833,000 capital cost with interest gives repayment over 10 years of \$115,000 and the existing 192 rateable properties.

However, these costs and associated developer contribution will be further assessed when firm costs and programs are known.

The costs for Barham will be similarly calculated when costs are known.

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C.5 Cost and Staging

TIMING OF CONTRIBUTIONS

Deferred payments will be acceptable subject to the agreement of Council and subject to suitable financial undertakings such as bank guarantees being lodged. Those bank guarantees to be held by Council pending completion of the works or satisfactory arrangements being made. Where works cannot be provided within a reasonable time then the provisions of the plan may be subject to a further review. If it is found that a particular service or facility for which funds have been accumulated is no longer required then Council will be in a position to refund such funds as might be appropriate less any costs in administration of the fund but including any interest that may be paid on that levy.

C.5.1. Open Space

Where open space contributions is in the form of dedication of land to the public the dedication will be required to be noted on the formal plan of subdivision such dedication to be made on registration of that plan. Where a contribution is required to be paid for open space provisions of the plan then such contribution will be required to be paid prior to the release of the formal plan of subdivision and the issue of the Subdivision Certificate pursuant to Section 109J of the Environmental Planning and Assessment Act 1979.

C.5.2. Road works

Urban Roads

Where a development involves the subdivision of land then the contribution for road works will be required to be lodged with Council prior to the issue of the Subdivision Certificate

Where road works are a requirement of development involving the erection of a building then the contribution will be required to paid prior to the issue of a notice pursuant to Clause 3.3 of the Building Code of Australia (Administration Provisions) Ordinance 1991. The occupation of a building prior to the issue of such notice and acceptance will constitute a contravention of Clause 4.1 of that Ordinance.

Rural Roads;

Levies associated with Development on Rural Roads will be assessed with the Development Application. Payments will be made annually based on that assessment.

Rural bridges on local roads

Levies associated with Development on Rural Roads will be assessed with the Development Application. Payments will be made annually based on that assessment.

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C.5.3. Barham C.B.D -Car parking Spaces

The provision of car parking spaces is a condition of the erection and use of the building. The levy will be required to be lodged with Council prior to the issue of the Notice pursuant to Section 3.3 of the Building Code of Australia (Administration Provisions) Ordinance 1991.

C.5.4. Community Facilities

Method of Payment

Payments of contributions are to be made at the following times:

- Subdivision of land – prior to release of the linen plan
- Development involving building construction – prior to the issue of a building approval.

Payments may be deferred subject to Council's approval from the date of development consent providing that an appropriate bank guarantee is lodged to cover the cost of same.

C.5.5 Stormwater Drainage

The stormwater drainage levy will be required to be paid as follows ,
in the case of development involving subdivision, prior to the issue of the Subdivision Certificate on the formal plan.

Where the development involves the erection of a building, stormwater drainage contributions will be required to be paid prior to the connection of the stormwater drainage for the site into Councils drainage lines.

The Barham Stormwater Management Plan prepared by Willing and Partners 2001 establishes the criteria for upgrading stormwater management in that Village.

C.5.6 Levee Works

Method of Payment

Payments of contributions are to be made at the following times:

- *Subdivision of land – prior to release of the linen plan*
- *Development involving building construction – prior to the issue of a building approval.*

Payments may be deferred subject to Council's approval from the date of development consent providing that an appropriate bank guarantee is lodged to cover the cost of same.

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C.6. Plan Administration

C.6.1 Amendments

This plan can be amended as set out in Clause 41K of the Environmental Planning and Assessment Act Regulations and only after the amendments have been exhibited.

C.6.2 Public Liaison

Prior to the amendment of this plan Council will call for submissions on the amendment from those who might be affected by the plan and will consider submissions made prior to any further amendments.

C.6.3 Accounting

Council will maintain separate accounting records in respect of each of the various Section 94 Contributions as listed in the headings above with details of contributions received and money expended for each service to be reported in the Annual Financial Statements.

C.6.4 Notification of expenditure to contributor

Council will maintain a register of the contributors to their Section 94 levies and where that money is spent on works include details in the Annual Financial Statement.

C.6.5 Expenditure/Source Relationship

Council will maintain a register of the source of the contributions in which contributions received for the various developments will be recorded.

C.6.6 Updating of contributions

There is a need to put in place a mechanism to update the quantum of contributions to keep pace with inflation. The Consumer Price Index provides an indication of the increased costs associated with development within New South Wales. It is proposed to adjust all contribution rates by the CPI to ensure that the contributions remain realistic.

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PART D – SUPPORTING DOCUMENTS

D.1 Reference Material

1. Population Projections – Land Use Table
2. Guidelines for Traffic Generating Development -Road Traffic Authority of N.S.W . – *Version 2.2 October 2002*
3. Barham Stormwater Management Plan - Willing and Partners
4. Wakool Social Plan - Wakool Shire Council
5. Road Maintenance Improvement *Program and* Funding Strategy - Wakool Council.
6. Wakool Shire Council – Economic Development Overview Report 28/1/2004
7. Wakool Shire Council – Industrial and Residential Land Summary – EDO
8. *Moulamein Levee Upgrade – Flood Study*
9. *Wakool Shire Council Management Plan*