



maitland

city council

2016 City Wide Infrastructure Contributions Plan

VERSION 4

ADOPTED [DATE OF COUNCIL ADOPTION]



2016 CITY WIDE INFRASTRUCTURE CONTRIBUTIONS PLAN

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2	Transitional Arrangements	21/12/16 to 18/01/17	24/01/17	02/02/17
3	Add Louth Park Catchment	05/01/17 to 16/02/17	28/02/17	08/03/17
4	Amend Extractive Industries (Haulage) Chapter	Subject to Council determination	Date of Council adoption	Date of Council adoption

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1. EXECUTIVE SUMMARY

1.1 BACKGROUND

Section 7.11 of the *Environmental Planning and Assessment Act 1979* authorises Council to require, through a condition or conditions of development consent (including Complying Development), development contributions towards the provision of public services and facilities required as a consequence of that development. In levying these Contributions there must be a clear nexus between the proposed development and the demand for such public services and facilities. Contributions may be in the form of cash payments, transfer or dedication of land to Council, or the provision of a Material Public Benefit or Works in Kind.

1.2 FUTURE DEVELOPMENT

Council's Community Strategic Plan 'Maitland +10' reflects the community's aspirations and goals for the future with a key theme relating to Section 7.11 Planning being to ensure our infrastructure is well planned, integrated and timely, meeting community needs now and into the future.

The City of Maitland has an estimated resident population of 75,170 (ABS 2014) and covers an area of 392 km². The LGA is characterised by large areas of flood prone land that has led to a dispersed urban development pattern, with each urban area having its own unique character and identity. Different urban areas or catchments may require different public facilities to cater for the needs of their residents.

In recent years Maitland has been among the 10 fastest growing local government areas in regional NSW with population increasing at an average rate of 2.2% per annum (ABS 2014). Figure 1 below demonstrates the growth trend over the period 2001-2014.

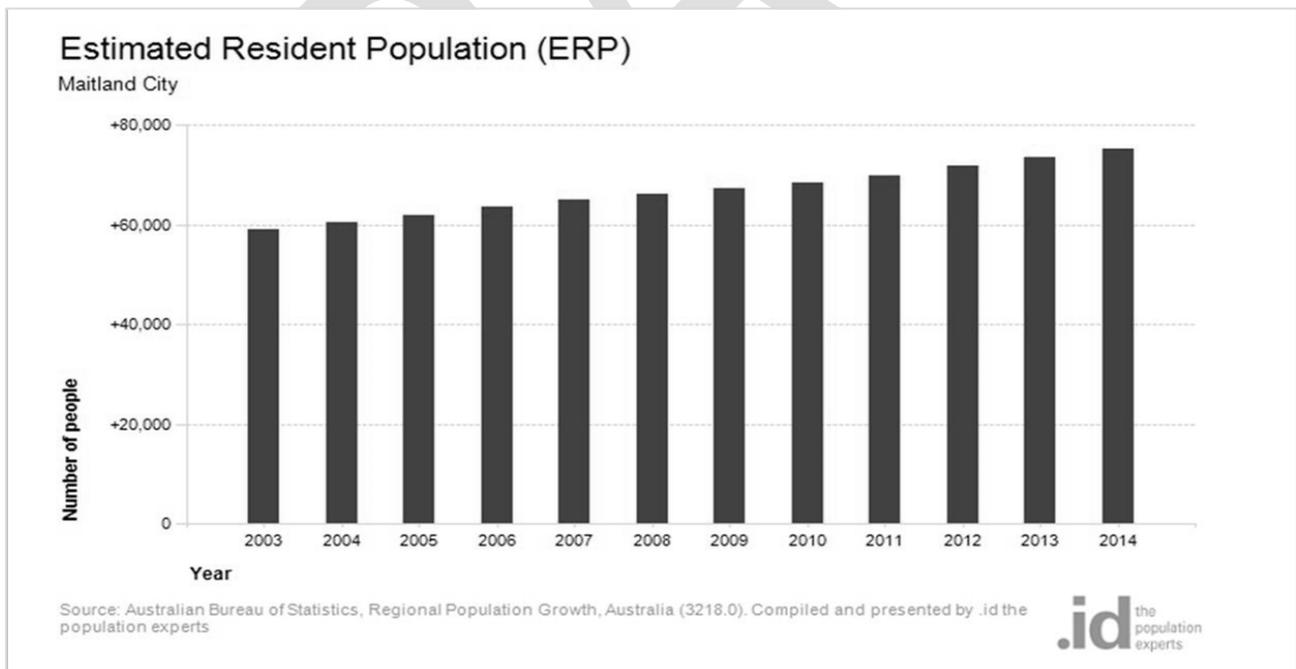


Figure 1: ERP 2001-2014

This growth rate is forecast to continue with a total population of 99,000 expected by 2026 with the majority of these new residents expected to be living in the new Urban Release Areas of Thornton North, Lochinvar, Farley, Anambah and Gillieston Heights. Approximately 18% of the population increase is expected to be attributed to infill development.

The Maitland Urban Settlement Strategy 2012 identifies the areas of population growth, with other planning documents specifying current levels of service and their adequacy in meeting resident demands, including:

- Review of Open Space and Recreation
- Community Services and Facilities Strategy
- Community Profile
- Maitland Integrated Land Use and Transport Study
- Maitland Bike Plan

This Contributions Plan identifies the likely public services and amenities required to be provided as a result of the increase in population in those areas. This demand forms the basis for levying contributions on new development.

The Infrastructure Contributions identified within this Plan may be a result of public services and amenities being fully developer funded, where they are directly required as a result of development, or part developer and part Council funded where the existing population may also require the provision of certain additional public services and amenities.

1.3 SERVICES AND AMENITIES

Council has identified that the expected residential development will generate demand for the following local infrastructure:

- Recreation and Open Space facilities
- Road and Traffic facilities
- Community facilities
- Cycleways/Shared Paths

New development will also generate the need for planning, administration and management activities associated with this Contributions Plan, in order to regularly review and update the identified works.

More detail on the demand for local infrastructure, the relationship of the infrastructure with the expected development and the strategies for the delivery of the infrastructure are included in Section 5 of this Plan. The costs and program of works associated with the above categories are shown in Section 6 of this Plan.

1.4 STRUCTURE OF THE PLAN

This Plan is arranged into six parts:

1. Executive Summary: A summary of the essential components of the Plan, including summaries of the actual contribution rates for each type of facility referred to in section 1.3 of this Plan and for the different types of development to which this Plan applies.
2. Introduction: Outlines the purpose and area to which the Plan applies.
3. Operation of the Plan: Describes the way in which the Plan applies and the timing of payments.
4. Administration of the Plan: Describes the management and administration of the Plan.
5. Strategy Plans: Provides the details of each category of public services and amenities in the Plan, including details of the nexus, catchments, standards of provision required, what will be provided and when, apportionment and calculation of contributions.
6. Supporting Documentation: Information which supports the contents of the Plan, including key demographic data, cost estimates and works schedules.

1.5 SUMMARY OF CONTRIBUTIONS RATES

Error! Reference source not found. and 2 below summarise the Development Contribution rates for the 2016 City Wide Section 7.11 Plan.

FACILITY	PER PERSON	1 BEDROOM DWELLING/UNIT	2 BEDROOM DWELLING/UNIT	3(+) BEDROOM DWELLING/LOT
Aquatics	\$438	\$657	\$876	\$1,183
Competition Netball Courts	\$101	\$152	\$202	\$274
Other Rec & OS Facilities	\$366	\$549	\$732	\$989
Multipurpose Centres	\$287	\$431	\$574	\$775
Libraries	\$277	\$416	\$554	\$749
Road & Traffic	\$1,451	\$2,177	\$2,902	\$3,919
Cycleways	\$259	\$389	\$518	\$699
Plan Management	\$79	\$119	\$158	\$214
TOTAL	\$3,258	\$4,890	\$6,516	\$8,802

Table 1: Summary of Contribution Rates

DEVELOPMENT TYPE	CONTRIBUTION AMOUNT
Development that generates heavy vehicle movements	\$0.115/t/km

Table 2: Summary of Road Haulage Contribution

Table 3 below summarises the Development Contribution rates for the Louth Park Catchment.

FACILITY	PER PERSON	1 BEDROOM DWELLING/UNIT	2 BEDROOM DWELLING/UNIT	3(+) BEDROOM DWELLING/LOT
City Wide Aquatics	\$438	\$657	\$876	\$1,183
City Wide Comp Netball Courts	\$101	\$152	\$202	\$274
City Wide Rec & Open Space	\$366	\$549	\$732	\$989
City Wide Multipurpose Centres	\$287	\$431	\$574	\$775
City Wide Libraries	\$277	\$416	\$554	\$749
City Wide Road & Traffic	\$1,451	\$2,177	\$2,902	\$3,919
City Wide Cycleways	\$259	\$389	\$518	\$699
Louth Park Rec & Open Space	\$1,289	\$1,934	\$2,578	\$3,481
Louth Park Road & Traffic	\$1,827	\$2,741	\$3,654	\$4,934
Plan Management	\$157	\$236	\$314	\$425
TOTAL	\$6,452	\$9,682	\$12,904	\$17,428

Table 3: Summary of Contribution Rates – Louth Park

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2. INTRODUCTION

2.1 WHAT IS THE NAME OF THIS PLAN?

This Plan is referred to as the 2016 City Wide Infrastructure Contributions Plan.

This Contributions Plan has been prepared in accordance with the provisions of Section 7.11 of the Environmental Planning and Assessment Act 1979, Part 4 of the Environmental Planning and Assessment Regulation 2000 and the Department of Planning's Local Infrastructure Contributions Practice Notes.

2.2 WHEN DOES THIS PLAN TAKE EFFECT?

This Contributions Plan takes effect on the [Date of Council Adoption]. Development Applications and applications for complying development certificates determined on or after this date will be subject to the provisions of this Plan as will rezoning applications for the purposes of Planning Agreements.

2.3 WHAT IS THE PURPOSE OF THIS PLAN?

The purpose of this Plan is to authorise the Council as the consent authority responsible for determining a development application and a registered certifier responsible for determining an application for a complying development certificate to grant development consent to proposed development subject to a condition under section 7.11 of the *Environmental Planning and Assessment Act 1979* requiring a monetary contribution or the dedication of land free of cost or a combination towards the provision, extension or augmentation of public amenities and public services required in connection with the development

Other purposes of this Plan are to:

- provide a comprehensive strategy for the assessment, collection, expenditure, accounting and review of developer contributions towards the provision of public services and amenities.
- enable the Council to recoup funds which it has spent in the provision of amenities and services in anticipation of development,
- identify the additional services and amenities required to meet the demands of the incoming population,
- provide an adequate level of public facilities and services in the Maitland LGA as development occurs and at a reasonable cost,
- ensure that the existing community is not burdened by the provision of public services and amenities which are needed (either partly or fully) as a result of ongoing development and re-development,
- ensure that contributions are fair and reasonable, and that amenities and services nominated under the Plan are provided in a timely and cost effective manner.

2.4 LAND TO WHICH THE PLAN APPLIES

This plan applies to all land within the Maitland Local Government Area.

Specific additional contributions will also apply to development within the Louth Park Urban Release Area for the provision of a playground and road works within that particular development catchment. Table 3 on Page 8 outlines the contribution rates for the Louth Park Catchment and Figure 2 on Page 10 illustrates the infrastructure contributions catchment for Louth Park.

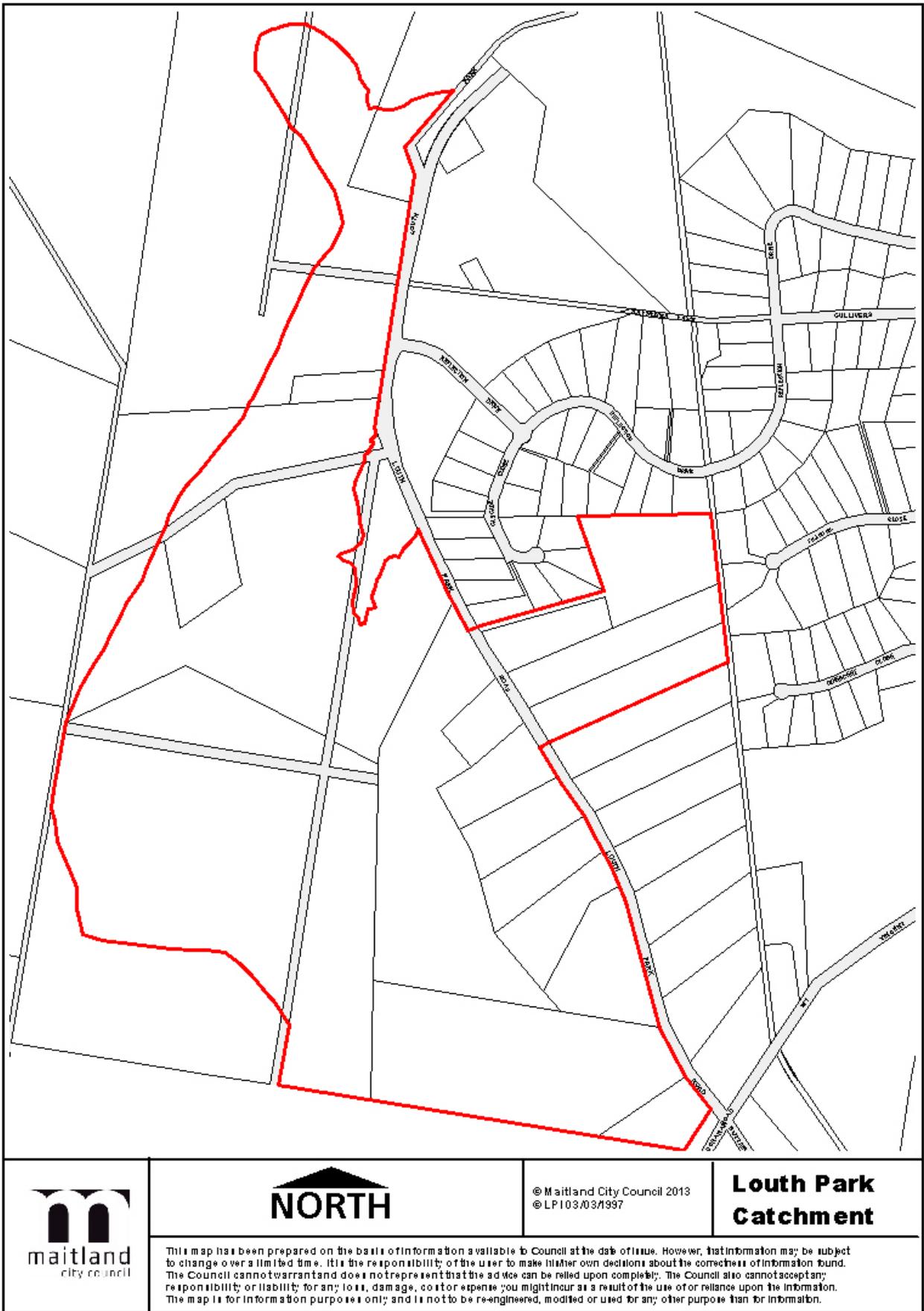


Figure 2: Louth Park Urban Release Area

This plan repeals the 2006 City Wide Section 94 Contributions Plan **except** insofar as the 2006 Plan provides for specific additional contributions to apply to development within the Gillieston Heights Catchment for the provision of specified services or amenities within that catchment identified in Section 1.4, Figure 1 and Schedule III of the 2006 Plan.

Table 4 below summarises the contribution rates applicable to the Gillieston Heights Section 7.11 Contributions Catchment:

FACILITY	PER PERSON	1 BEDROOM DWELLING/UNIT	2 BEDROOM DWELLING/UNIT	3(+) BEDROOM DWELLING/LOT
City Wide Aquatics	\$438	\$657	\$876	\$1,183
City Wide Competition Netball Courts	\$101	\$152	\$202	\$274
City Wide Recreation & Open Space	\$366	\$549	\$732	\$989
City Wide Libraries	\$277	\$416	\$554	\$749
City Wide Road & Traffic	\$1,451	\$2,177	\$2,902	\$3,919
City Wide Cycleways	\$259	\$389	\$518	\$699
Gillieston Heights Road & Traffic	\$2,023	\$3,035	\$4,046	\$5,058
Gillieston Heights Cycleways	\$282	\$423	\$564	\$706
Plan Management	\$136	\$204	\$272	\$339
TOTAL	\$5,333	\$8,002	\$10,666	\$13,916

Table 4: Summary of Contribution Rates Gillieston Heights

2.5 TO WHAT TYPES OF DEVELOPMENT DOES THIS PLAN APPLY?

In accordance with this Plan, contributions under Section 7.11 will be sought for the following types of development:

- subdivision of land (urban, rural and rural residential),
- medium density housing,
- expansion or redevelopment of existing residential development, (infill development) that includes either subdivision or additional housing stock (eg dual occupancies).
- Development that generates heavy vehicle movements (eg extractive industries, mining, agricultural industries, truck depots).

However, this Plan does not apply to development the subject of an existing development consent granted prior to 12 April 2016 on which a condition of consent was imposed as authorised by the Maitland Section 94 Contributions Plan City Wide 2006 as modified or proposed to be modified or substituted from time to time.

2.5.1 STATE ENVIRONMENTAL PLANNING POLICY (HOUSING) 2021 – SENIORS HOUSING

All new residential development intensifies the use of the existing resources and adds incrementally to the demand for public amenities and services.

In this regard, development for the purposes of housing for seniors or people with a disability approved under the provisions of SEPP (Housing) 2021, with the exception of development by Department of Housing, Local Government and community housing providers, will be levied infrastructure contributions under this Plan.

It is acknowledged, however that the occupancy rates within seniors living developments are significantly less than other residential dwelling developments. Subsequently, Section 7.11 contributions for developments approved under the SEPP (Housing) 2021 will be calculated based on the following occupancy rates available from the ABS 2006 Census of Population and Housing ,

1 bedroom dwelling	1.1 persons
2 bedroom dwelling	1.4 persons
3 bedroom dwelling	1.7 persons

The above rates will also apply to Secondary Dwellings (granny flats) where it can be demonstrated that the total floor area of the structure is 60sqm or less and it retains no more than 2 bedrooms. Where these requirements cannot be met contributions will be calculated based on the rates as detailed in Table 1 on Page 7 of this document.

Development of high-level residential care facilities eg nursing homes will not be levied infrastructure contributions under this plan but will be levied contributions under the Maitland City Council S7.12 Contributions Plan.

2.5.2 OTHER DEVELOPMENT NOT SPECIFIED IN THE PLAN

There may be other types of development not specified in this Plan that generate a need for new or augmented public services and amenities. In such instances Council may seek to negotiate with the developer to enter into a planning agreement or to provide a mutually agreeable facility(s) in lieu of a contribution to meet the additional needs as a result of the development.

2.5.3 DEVELOPMENT BY THE CROWN

Crown developments, where they provide an essential community service, in accordance with the current Practice Notes issued by the Department of Planning, Housing and Infrastructure, will not be charged a Section 7.11 contribution.

Any other development by the Crown for which development consent is required under the *Environmental Planning and Assessment Act 1979* that will contribute to the demands upon public services or facilities will be levied a contribution under this Plan, subject to standard Crown Consent provisions.

2.6 WHAT IS THE RELATIONSHIP TO OTHER PLANS AND POLICIES?

This Contributions Plan repeals the Maitland Section 94 Contributions Plan City Wide 2006 except insofar as the 2006 Plan provides for specific additional contributions to apply to development within the Gillieston Heights Section 7.11 Contributions Catchment for the provision of specified services or amenities within that catchment identified in Section 1.4 and Figure 1 of that Plan. A summary of the contribution rates applicable to development in the Gillieston Heights URA are shown on Page 11 of this Plan.

Council's Thornton North Section 94 Contributions Plan 2008, Lochinvar Section 94 Plan 2014 and Farley Section 94 Contributions Plan 2015 support the provisions of this Plan, identify additional contributions



specific for those release areas and run in parallel with this Plan - ie contributions within those areas will comprise both catchment and city wide contributions.

In accordance with Section 7.19 of the Environmental Planning and Assessment Act 1979, the amendment or repeal of the original plans (as amended) does not affect the previous operation of these plans, or anything duly done under the Plan. Therefore, development consents including a condition requiring Section 7.11 contributions levied under a previous plan will continue to be acted upon and the payment of those contributions still apply, including any indexation provisions.

This Plan generally levies contributions to meet the demand of the expected population following the public notice of its approval by Council. Contributions received under the provisions of repealed/amended contributions plans will be spent in accordance with the provisions of, and to meet the demand of, development identified in the repealed/amended plans.

This Plan is consistent with Council's Community Strategic Plan, Delivery Program, Maitland LEP 2011, and Maitland Local Strategic Planning Statement. Other planning controls apply to the land to which this Plan relates and should be referred to by prospective developers. These include:

- The Maitland City Wide Development Control Plan provisions - draft and adopted,
- All supplemental Section 7.11 Infrastructure Contributions Plans made to amend/support this Plan.

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3. OPERATION OF THE PLAN

3.1 HOW DOES THIS PLAN OPERATE?

In determining a development application to which this Plan applies, Council may impose a condition of consent under section 7.11 of the *Environmental Planning and Assessment Act 1979* requiring the payment of a monetary contribution and/or the dedication of land free of cost in accordance with the provisions of this Plan.

A complying development certificate that authorises development in respect of which a monetary contribution is required under this Plan must be issued subject to a condition under section 7.11 of the *Environmental Planning and Assessment Act 1979* requiring payment of the monetary contribution to the Council.

This plan authorises the Council to grant development consent to development subject to a condition requiring the dedication of land free of cost to the Council. Such a condition may be imposed towards the specific public amenities and services to meet the development itemised in the works schedule accompanying this Plan. Where practical, the proposed location of these public amenities and services are shown on the maps to which the works schedule relates.

3.2 TYPES OF CONTRIBUTIONS

There are a number of methods of payment of Section 7.11 infrastructure contributions:

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

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

The Act also provides for the Council to consider entering into a voluntary planning agreement at either a development application or rezoning process stage, which may be in lieu of, in addition to or instead of the payment of a monetary contribution under Section 7.11.

3.2.1 MONETARY CONTRIBUTION

This Plan identifies the monetary contribution required for the provision of public services and amenities, usually calculated on a per-person, per-bedroom, per-lot or tonnage basis. The contribution amount payable will be included as a condition of consent on any development approval issued. Details of how and when the amount will be adjusted will be included in the consent as detailed in this Plan.

3.2.2 WORKS IN KIND / MATERIAL PUBLIC BENEFIT

A works in kind (WIK) is the undertaking of a work or provision of a facility that is scheduled within a contributions plan, in lieu of the part or full payment of either a monetary contribution or the dedication of land that would normally apply. WIKs are generally offered and assessed as part of the development application process. Applicants seeking Council's acceptance of a WIK arrangement should initially discuss such a proposal with Council officers to determine Council's requirements.

A material public benefit (MPB) may be offered by the developer in part or full satisfaction of a condition requiring the payment of a monetary contribution or the dedication of land. A MPB may include the provision of work that is not scheduled within a contributions plan. Council may accept the provision of a material public benefit that is not nominated in the works schedule if it can be justified that the benefit is of equivalent or greater value to the community compared to that which has been identified under the Plan.

Such alternative development contribution arrangements may be negotiated with the Council in connection with the carrying out of development in the following circumstances:

Offer made to the Council as part of a development application

If an applicant does not wish to pay a monetary Section 7.11 contribution in connection with the carrying out of development, the applicant may include in a development application for the development a proposal to carry out the works towards which the contribution or levy would have been applied. The Council will consider the alternative arrangement as part of its assessment of the development application. If the Council agrees to the arrangement and grants consent to the application, it will impose a condition of consent requiring the works to be carried out. If the Council does not agree to the alternative arrangement, it may grant consent subject to a condition imposed under Section 7.11 requiring payment of the monetary contribution.

Offer made to Council following the granting of development consent

If development consent has been granted to the carrying out of development subject to a condition under Section 7.11 requiring payment of a monetary contribution towards the cost of public amenities and public services, the applicant may request in writing to the Council to provide a material public benefit in part or full satisfaction of the requirements of the relevant condition. The material public benefit may be the carrying out of work or another public benefit but not the payment of money or the dedication of land free of cost.

If the Council agrees to the applicant's request the applicant is required to comply with the alternative arrangement and is relieved of the obligation, in part or whole, as the case requires, to comply with the conditions imposed under Section 7.11. If the Council declines the applicant's request, the applicant will be required to comply with the requirements of the conditions imposed under Section 7.11. In either case, in deciding whether to agree to the applicant's request, the Council will have regard to the requirements of the Section 7.11 Practice Notes issued by the Department of Planning may consider matters such as, but not limited to, the following:

Criteria	Assessment
Infrastructure delivery	Any benefits of early delivery of the works to the surrounding area
Scope and Standard	Consistency of the works with the contributions plan
Design and cost	Consistency of the works with the estimated cost in the contributions plan



Financial Implications	Impact of accepting works instead of revenue, on forecast cash flow and the contributions plan works program
Timing	Impact on the contributions plan delivery program
Handover	Proposed dedication and ongoing management arrangements

The acceptance of a WIK agreement or a MPB will be at Council's absolute discretion.

Unless approved by Council, no credits will be recognised for in-kind works carried out by the developer that are in excess of the approved contribution. Where the value of the WIK, MPB or dedication of land is less than the value of the required contribution, the applicant will be required to settle the balance of the contribution by way of a monetary contribution and/or land dedication.

Applicants should refer to the Council's *Works in Kind/Material Public Benefits Policy* which has been prepared having regard to the current Practice Notes issued by the NSW Government.

3.2.3 PLANNING AGREEMENTS

An applicant may offer to enter into a voluntary planning agreement (VPA) with the Council in connection with a development application or a rezoning application that is made for the purposes of being able to subsequently make a development application.

Under a VPA the applicant may offer to pay money, dedicate land, carry out works, or provide other material public benefits for public purposes. The applicant's provision under a planning agreement may be additional to or instead of making contributions under Section 7.11 of the Act.

The offer to enter into a VPA together with the draft agreement will generally need to accompany the relevant development or rezoning application. The Council will publicly notify the draft VPA and explanatory note relating to the draft agreement along with the relevant application and will consider the VPA as part of its assessment of the relevant application. If the Council agrees to enter into the VPA, it may impose a condition of development consent requiring the VPA to be entered into and performed.

Applicants should refer to the Council's *Voluntary Planning Agreements Policy*, which has been prepared having regard to the Local Planning Agreements Practice Notes issued by the NSW Government.

3.3 WHEN ARE CONTRIBUTIONS REQUIRED TO BE MADE?

3.3.1 TIMING OF PAYMENTS

The timing of payment of contributions shall be as follows:

- Development applications involving subdivision – prior to the release of the Subdivision Works Certificate.
- Development applications involving building work – prior to the release of the Construction Certificate.
- Development involving both subdivision and building work (eg. Integrated housing developments) – prior to the release of the Construction Certificate, or the release of the Subdivision Works Certificate, whichever occurs first.
- Development applications where no construction certificate is required – prior to issue of an Occupation Certificate.
- Complying Development Certificates – prior to the commencement of any building work.

- Development applications for extractive industries – annually from the date of issue of the development consent.

Where an application is dealt with by an Accredited Certifier, other than the Council, the contribution must be paid before the building work or subdivision work authorised by the certificate commences.

The amount of any monetary contribution to be paid will be the contribution payable at the time of consent, and depending upon the time of payment will be subject to reasonable adjustment due to movements in the Consumer Price Index and/or changes to the rates indicated within this Plan (refer to Section 3.7).

3.3.2 POLICY ON DEFERRED OR PERIODIC PAYMENTS

Council at its complete discretion may consider the deferred payment or periodic payment of contributions.

A request for deferral or periodic payment shall be made in writing to Council, stating the proposed length of deferral, and may only be accepted where:

- there are valid reasons for the deferral or periodic payment,
- the deferral will not prejudice the efficiency and operation or cash flows of the Plan,
- the granting of the request for deferred payment will not prejudice the community needs or jeopardise the timely provision of works or land identified within the Plan,
- a suitable bank guarantee (or equivalent security) can be, and is, provided in the event that the request is accepted by Council,
- the periodic or deferred contributions are paid, including interest, at no cost to Council.

The conditions under which Council may accept **deferred payment** by way of a bank guarantee is that:

- the bank guarantee is issued by an Australian Bank,
- the bank guarantee is for a maximum period of twelve months,
- the amount of the bank guarantee is the sum of the total contribution or the amount of the outstanding contribution at the time of deferring payment, plus an amount equal to thirteen months interest,
- the bank unconditionally pays the guaranteed sum to Council if Council so demands in writing, no earlier than 6 months from the provision of the guarantee or completion of the work, whichever occurs first,
- the bank must pay the guaranteed sum without reference to the applicant or landowner or other person who provided the guarantee, and without regard to any dispute, controversy, issue or other matter relating to the development consent or the carrying out of development in accordance with the development consent,
- the bank's obligations are discharged when payment to the Council is made in accordance with the approved bank guarantee or when Council notifies the bank in writing that the guarantee is no longer required,
- Council's registration and release of bank guarantee fee is paid.

The conditions under which Council may accept **periodic payment** for a staged development are that:

- the instalments are paid before the work commences on each relevant stage of the development.
- the amount to be paid at each stage is to be calculated on a pro-rata basis in proportion to the demand for the relevant facility being levied by the overall development, including CPI if required.

3.4 COMPLYING DEVELOPMENT

In accordance with Section 7.21 of the *Environmental Planning and Assessment Act 1979*, registered certifiers must impose a condition requiring the payment to the Council of monetary contributions in accordance with this infrastructure contributions plan for any type of development listed within Section 2.5. The amount of the contribution is to be determined in accordance with the formulas contained in the Plan and the current contribution rates subject to any Ministerial direction given under section 7.17 of the *Environmental Planning and Assessment Act 1979*.

The conditions imposed must be consistent with Council's standard section 7.11 consent conditions and be strictly in accordance with this Infrastructure Contributions Plan. It is the professional responsibility of accredited certifiers to accurately calculate the contribution and to apply the section 7.11 contribution correctly.

3.5 CONSTRUCTION CERTIFICATES

A certifying authority must not issue a construction certificate for building work or subdivision works under a development consent unless it has verified that each condition requiring the payment of monetary contributions has been satisfied.

In particular the certifier must ensure that the applicant provides a receipt confirming that contributions have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council. Failure to follow this procedure may render such a certificate invalid.

The only exception to this requirement is where works in kind, material public benefit, dedication of land or deferred arrangement has been agreed by the Council. In such cases the Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

3.6 GOODS AND SERVICES TAX

Monetary Section 7.11 infrastructure contributions are exempt from the Federal Government Goods and Services Tax (GST)

3.7 REVIEW OF CONTRIBUTION RATES

To ensure that the value of contributions are not eroded over time by movements in the Consumer Price Index, land value increases, the capital costs of construction of facilities, and administration of the Plan or through changes in the costs of studies to support the Plan, the Council will index the contribution rates quarterly, with reviewed rates to apply following release of CPI indices by the Australian Bureau of Statistics for each quarter.

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

- Construction costs by the Consumer Price Index (All Groups – Sydney) as published quarterly by the Australian Bureau of Statistics.
- Land acquisition costs by reference to average land valuation figures, or specific valuations for parcels of land that are identified in the Section 7.11 Plan, as published by the Council.

- Changes in the capital costs of various studies, activities and the provision of services to administer and support the plan, by reference to actual costs incurred by Council.

In accordance with Clause 215(5)(b) of the *Environmental Planning and Assessment Regulation 2021*, the following sets out the means by which Council will index contribution rates that are set out in this Plan:

For changes to the *Consumer Price Index (Sydney All Groups)*, the contributions will be reviewed either annually or quarterly in accordance with the following formula:

$$C^A + \frac{\$C^A \times (CPI 2 - CPI 1)}{CPI 1}$$

Where:

$\$C^A$ is the contribution rate at the time of adoption of the Plan, expressed in dollars.

CPI 2 is the Consumer Price Index Number (Sydney All Groups) available at the time of the review.

CPI 1 is the Consumer Price Index Number (Sydney All Groups) at the date of adoption of the Plan, or its subsequent amendment (which was 108.9 at 31 December 2015).

If in the event that the CPI at the time of the review is less than the previous CPI, the contribution rates will remain the same.

For changes to land values, Council will publish at least on an annual basis the revised land index values that are to be used to change the base land values contained in the Plan, which will be determined in accordance with the following formula:

$$\$C^{LV} + \frac{\$C^{LV} \times (\text{Current LV} - \text{Base LV Index})}{\text{Base LV Index}}$$

Where:

$\$C^{LV}$ is the land values within the plan at the time of its adoption.

Current LV is the land value index as published by the Council, available at the time of the review.

Base LV is the land value index as published by the Council at the date of adoption of this plan.

3.8 ADJUSTMENT OF CONTRIBUTIONS AT THE TIME OF PAYMENT

Contributions will initially be calculated based on the contribution rates in this Plan at the time development consent is granted. If the contributions are not paid prior to any adjustment to the contributions rates, the contributions payable will be adjusted and the amount payable will be calculated on the basis of the contribution rates that are applicable at the time of the payment and not at the date of the approval of the development.

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

$$\$C^P = \$C^{DC} + \left[\frac{\$C^{DC} \times (\$C^Q - \$C^C)}{\$C^C} \right]$$



Where:

- $\$C^P$ is the amount of the contribution calculated at the time of payment.
- $\$C^{DC}$ is the amount of the original contribution as set out in the development consent.
- $\$C^Q$ is the contribution rate applicable at the time of payment.
- $\$C^C$ is the contribution rate applicable at the time of the original consent.

The current contribution rates are published by Council and are available from Council Offices.

3.9 REASSESSMENT OF CONTRIBUTIONS

Council may consider an application for the reassessment of the development contribution payable. This may result in the contribution being reduced or waived or modified.

Where a condition of development consent has already been imposed requiring the payment of a contribution, the applicant will need to lodge an application to review the consent in accordance with the *Environmental Planning and Assessment Act 1979*.

The request shall be in writing and provide sufficient information to satisfy Council of the inappropriate nature of the contribution and the implications to Council of reducing or waiving the contribution in the particular circumstances.

The instances in which Council may consider a reassessment may include the following:

- The applicant is a registered charity, church, hospital or community organisation,
- The development satisfies a broader planning objective, the achievement of which is considered by Council to be of greater importance or priority than making a contribution,
- It is considered that the contribution is unreasonable in the circumstances,
- The application involves the development of a heritage item, and
- Applications for Tourist Accommodation (eg bed and breakfast establishments) where the demand generated from the development can be justified to be less than a single dwelling house.

3.10 REVIEW OF THE PLAN

This Plan may be reviewed in full, or in respect of particular parts when considered appropriate having regard to the rate and type of development, cost of facility provision, and community response to service and facility provision.

At a minimum, annual reviews of the Plan will occur to review contribution rates, development rates and the costs of land and facilities. In the event that inflation rises sharply, the contribution rates may be reviewed quarterly by the CPI (Consumer Price Index) to reflect these market impacts.

3.11 FUNDING AND TIMING OF WORKS

The contributions made to Council under the Plan may fully or partially fund the public amenities and services identified in this Plan. The contribution rates have been determined on the basis of apportionment between the expected development and other sources of demand. In circumstances where public amenities and services are not fully funded by contributions, the remaining funds will be supplied from other Council sources. Strategy Plans for each amenity and service describe how specific apportionment rates have been determined.

Public amenities and services are required at the time demand is created, which may be before completion of development and before sufficient contributions are received. Council's ability to forward fund these services and amenities is very limited, and consequently their provision is largely contingent upon the availability of contributions.

To provide a strategy for the implementation of the services and amenities levied for in this Plan, and to use contributions in the most effective manner, the individual work schedules may be re-prioritised. This will take into account development trends, population characteristics, existing funds, funds from other sources (where required) and anticipated revenue flows.

Where possible, the strategies for the provision of the public amenities and services for which S7.11 contributions are being sought, have been related to thresholds of development in an attempt to ensure provision of funds commensurate with the demand for the facilities.

3.12 POOLING OF CONTRIBUTIONS

This Plan expressly authorises monetary Section 7.11 contributions paid for differing purposes to be pooled and applied (progressively or otherwise) for those purposes. The acceptance of an application to pool contributions will be at Council's absolute discretion and will have regard to the priorities for expenditure of contributions as shown in the Works Schedules.

Note: Unless otherwise determined by Council, the pooling provisions apply only to Section 7.11 funds being held by Council. This Clause does not authorise the offsetting of contributions levied and outstanding on a consent for differing purposes. Credits may only be applied in the category for which a 'Works in Kind' is being undertaken.

3.13 SAVINGS & TRANSITIONAL ARRANGEMENTS

A development application which has been submitted but not determined before this Plan took effect, shall be determined in accordance with this Plan except insofar as development which occurs in the Gillieston Heights catchment (subject to Clause 2.4).

Despite any other provision of this plan, Maitland Section 94 Development Contributions Plan City Wide 2006 continues to apply to and in respect of land which:

- a) has the benefit of an original development consent to develop the land that was granted before this plan took effect, and
- b) is the subject of a modification application or a development application relating to part or all of the land made after this plan takes effect, and
- c) if the modification application is approved or the development application is given consent, will or will continue to be developed in a manner that is not materially inconsistent with the development approved by the original development consent in so far as the demand for, and the cost to the Council of providing , public amenities and public services is concerned.

Contributions paid or payable under conditions of consent imposed under the Maitland Section 94 Development Contributions Plan City Wide 2006 are to be applied to the public amenities and services for which they were required to meet the demand of development identified in that plan.

4. ADMINISTRATION OF THE PLAN

4.1 MANAGEMENT COSTS OF THE PLAN

The administration and management of Section 7.11 is an expensive and time-consuming task for Council staff.

Council considers that the costs involved with administering Section 7.11 are an integral and essential component of the efficient provision of facilities generated by the development in the LGA. Accordingly, costs associated with the ongoing administration and management of the contributions plan will be levied on all applications occasioning a development contribution. These costs will appear as a separate element in the contributions schedule and the method of calculation is described in Section 5.6 of this Plan. Fees collected will cover the implementation, review, monitoring and updating procedures set out in the Plan. In addition, studies are undertaken to determine the design and costings of works as well as to review the development and demand assumptions of the contributions plan.

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

4.2 EXPLANATION OF CONTRIBUTION FORMULAE

Council applies a contribution formula to each public amenity and service for the purpose of calculating the contribution rate applicable for that service or amenity. The formulae take into consideration the cost of the works to be undertaken, the cost to Council of acquiring land on which to undertake these works (if applicable), any existing contributions that have previously been paid and the total projected population relevant to the facility:

$$\text{Contribution} = \frac{C - E}{P} \times AF$$

Where:

- C = total cost of providing the facility including land and capital costs, and costs to be recouped (if applicable).
- E = any existing contributions which have already been made for this facility.
- P = projected population increase or the anticipated increase in the number of lots over the life of the plan.
- AF = apportionment factor.

4.3 ALLOWANCES FOR EXISTING DEVELOPMENT

As Section 7.11 contributions can only be levied where development will result in an increased demand for public amenities and services, contributions will not be sought in relation to demand generated for existing (or approved) development. Thus 'credits' will be granted in relation to demand generated by existing development at the following rates:

- Dwelling houses 3(+) bedrooms and single vacant allotments = 2.7 persons or 1 lot credit
- Other dwellings (eg medium density) = 2.0 persons per dwelling

4.4 WHAT ARE THE OCCUPANCY RATES

For the purposes of this Plan the following occupancy rates have been adopted:

- 2.7 persons per three bedroom (or more) separate dwelling, multi-unit dwelling or allotment,
- 2.0 persons per two bedroom dwelling/other multi-unit housing (medium density, flats etc),
- 1.5 persons per one bedroom multi-unit housing (medium density, flats etc),
- Specific rate for Seniors Living – see section 2.5.1,
- Secondary Dwelling (granny flat) – same rate for Seniors Living, provided that the structure is no greater than 60sqm in floor area and retains no more than 2 bedrooms. Where these requirements cannot be met the rates will apply as shown in Table 1 on Page 7 of this Plan.

Further explanation regarding how these rates have been determined is provided in Section 6.2 of this Plan.

For the purposes of this Plan, where applications for dwellings refer to a 'study', 'office' or 'sewing room', such rooms will be considered as a bedroom for the basis of calculating the contributions required.

4.5 ESTIMATED LAND VALUES

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

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

5. STRATEGY PLANS

5.1 INTRODUCTION

This section of the Plan establishes the relationship (nexus) between the expected types of development in the Maitland LGA and the demand for additional public services and facilities to meet the needs of that development.

The concept of nexus is often referred to in the following terms:

Causal Nexus – ‘what’: This is a demonstration that the anticipated development actually creates a need or increases the demand for a particular public facility.

Spatial or physical nexus – ‘where’: Spatial nexus requires that the proposed public facility be located so as to serve the needs of those who created the demand for it.

Temporal nexus – ‘when’: Temporal nexus seeks to ensure that the public facility will be provided in a timely manner to benefit those who contributed towards it.

The proposed public facilities identified in this plan are considered reasonable and are required to satisfy the expected demands of the anticipated types of development in Maitland. In general, the needs and increased usage of public facilities likely as a consequence of new development will exceed the capacity of existing public facilities in the area. It will therefore be necessary for new and augmented public facilities to be provided to cater for the anticipated demand of likely development.

The details establishing the nexus between the expected types of development in Maitland and the demand for additional public facilities are set out in this part of the Plan under the headings of Recreation & Open Space, Community Facilities, Road & Traffic Facilities, Cycleways/Shared Paths, and Plan Management & Administration. Table 5 below identifies the types of facilities deemed necessary to meet the needs of the new population.

Category	Types of Facilities
Recreation & Open Space	<ul style="list-style-type: none"> • Park lands and sportsgrounds • Aquatics Facilities
Community Facilities	<ul style="list-style-type: none"> • Multipurpose Community Facilities Floor Space • Libraries Floor Space
Road & Traffic Facilities	<ul style="list-style-type: none"> • Arterial, Sub-Arterial and Distributor Roads – traffic facilities, intersection works and road upgrading • Extractive Industries – road upgrades
Cycleways/Shared Paths	Bicycle trunk route/recreational paths
Plan Management & Administration	Management of Infrastructure Contributions

Table 5: Types of Facilities

Details regarding the approximate location, timing and estimated costs for each of the facilities are set out in the work schedules and where possible in the accompanying maps attached to this Plan, to the extent to which they can be determined at the time of adoption of the Plan. Many of these works will be subject to more detailed planning in conjunction with comprehensive subdivision planning and assessment.

5.2 RECREATION & OPEN SPACE

5.2.1 INTRODUCTION

Council is committed to ensuring that appropriate quality and quantity of open space and recreation opportunities are provided throughout the Maitland Local Government Area (LGA) as new development occurs. These areas support community life by providing places for social interaction, recreation, leisure, sporting activity, exercise, rest, and relaxation. It is important that all residents have equal access to good quality open space that creates a sense of place and enhances feelings of social attachment and cohesion, identity and belonging.

Council's open space system includes provision for playing fields, playgrounds, informal recreation areas, neighbourhood parks, passive recreation areas, youth spaces and aquatic facilities. Demand for open space is high in Maitland. This reflects the value placed on this asset by the community and the pressure to meet current demand and provide for future communities as the city continues to grow. To ensure that an adequate supply of open space is available to meet the needs of the expected population Council has undertaken a number of strategic studies to inform the planning and provision of open space, recreation areas and aquatics. They include:

- City Wide Contributions Plan 2006-2016 – Review of Open Space and Recreation (2007)
- Draft Maitland Review of Open Space (2011)
- Maitland Youth Spaces Strategy (2012)
- Off Leash Dog Exercise Area Strategy (2013)
- Maitland Aquatic and Feasibility Study (2012)

For the preparation of the 2016 City Wide Contribution Plan Council has drawn from the findings of the above studies together with the 'Recreation and Open Space Planning Guidelines for Local Government' (2010) prepared by the Department of Planning and review and assessment by Council Officers.

5.2.2 NEXUS

Council in undertaking its planning for the provision of open space and recreation areas to meet the needs of the new incoming population has drawn on the information contained in the above studies. A demographic / needs based approach combined with the use of comparative recreation planning benchmarks has been used to guide the level of provision warranted by the expected population. The recreation planning benchmarks developed for the City of Maitland as documented in City Wide Contributions Plan 2006-2016 – Review of Open Space and Recreation (2007) reflect the leisure behaviour patterns of the City. A comparison of benchmarks developed by other local government authorities was also undertaken.

The review includes an analysis of the likely demand for outdoor sporting facilities, open space and aquatic facilities required by the expected population under this Plan. Specifically:

- Relevant policies and plans.
- The existing social profile.
- The existing open space and recreation facilities and their capacity to offset the demand of the incoming population.
- Population Projections.
- Identification of open space and recreation requirements to meet the need of the incoming population.

- The identification of open space and recreation facilities that are warranted by the new community identified as being the reasonable responsibility of Council.

The review of the existing open space, outdoor recreation facilities and aquatics identified that there is no existing capacity to offset the demand required by the incoming population. The need for additional recreation and open space facilities under this Plan will be met by a combination of new facilities on land yet to be dedicated to Council and/or improvements to existing facilities on land already owned by Council. Facilities will be provided throughout the LGA in locations where they can effectively meet the needs of the contributing population.

5.2.3 CONTRIBUTION CATCHMENT

The major growth areas within Maitland are located in the west and the east of the City, the central sector of the City is projected to remain the lowest population area in the City of Maitland. Given the dispersed distribution of the growth this Plan will levy on a city-wide basis taking into account the following factors:

- Although the anticipated incoming population of Thornton North has been included in the calculation for City Wide 'Other Rec and OS Facilities', Council is unable to levy this contribution in the Thornton North Section 7.11 Plan as that Plan currently operates under a \$30,000 cap. To include the Recreation and Open Space City Wide Contribution would result in the state government imposed cap being breached. This situation will be monitored, and adjustments made to the plan should circumstances allow in the future.
- All Urban Release Area (URA) Plans are required to contribute to the provision of competition netball courts in Maitland Park proportionately based on anticipated population in the URA. This is in addition to providing practice courts within their URA site. Farley and Thornton North have not been included in the calculation in this City Wide Plan for competition netball courts as they make a contribution within their own URA Plans. Lochinvar is however included in the calculation as that Plan does not include a contribution towards competition netball courts in Maitland Park.
- The Louth Park Urban Release Area (URA) forms a catchment in this Plan. The lot yield in the catchment is anticipated to be 330 however this plan will only account for 278 of those lots with the remaining lots to be accounted for in Council's subsequent S7.11 Plan. Development within the URA is required to contribute to the provision of competition netball courts in Maitland Park and 'Other Recreation & Open Space Facilities' proportionately based on the 278 lots anticipated under this Plan. The expected increase in population will also result in an increased demand for recreation and open space facilities within the Louth Park catchment. Based on the standards adopted in the Review of Open Space and Recreation, the provision of 1 local playground is warranted to cater for this demand and will be funded by development within the catchment.

5.2.4 FACILITIES STRATEGY

General guiding principles adopted for the design and spatial distribution of future open space and recreation infrastructure proposed for the new incoming population include:

- **Benefits are the driver of provision** – There is a need for different forms and functions of open space to meet the required range of community benefits and needs.
- **Diversity** - a diversity of opportunities and experiences across the network and within each space is required to meet needs of an increasingly diverse population. By identifying the primary function and landscape setting type of a space it is easy to identify gaps and opportunities to diversify open space.
- **Flexibility** - open spaces will be fit-for-purpose, and future provision.

- **Environmental attributes** – some leisure experiences are dependent on specific types of environmental conditions that may be easily eroded by urban development.
- **Convenience and equitable distribution** – open space needs to be close to the population it is designed to serve, to motivate people to use it and provide a raft of well-being benefits.
- **Inclusion** - Universal design and access into open space will ensure all people will benefit from open space.
- **Viability and sustainability** – the viability and sustainability of open space is determined by size, quality, distribution, co-location of facilities and the space, as well as by its design.
- The model of open space provision should vary depending on settlement type and density.
- **Partnerships** – where Council works in partnership with other (including State Government and community organisations) to jointly fund, deliver and manage open space and recreation facilities.

The open space and recreation facilities required by the new population that are the reasonable responsibility of Council which will be apportioned to the developer by way of a contribution for the purposes of S7.11 will include:

Local Playgrounds

A local playground will generally be a minimum of 0.5 hectares in size, containing playground equipment, picnic facilities, seating and landscaping. A local playground will be provided for approximately every 955 people and to be located within 400 - 500 metres of the majority of residences.

Neighbourhood Parks

A neighbourhood park should be greater than 0.5 hectares and less than 1.8 hectares in size. It contains more features and facilities than a local playground and generally caters for a more diverse age group. It can be linked to the neighbourhood sportsground. A neighbourhood park is to be provided for every 3,860 people.

Sportsgrounds

- **Neighbourhood – Minimum 5ha**
A neighbourhood sportsground is designed to support team sports training and competition. A neighbourhood sportsground will contain a double playing field and associated facilities such as lighting, car parking and landscaping.
- **District Sportsground – 5-10ha**
Designed to cater for organised formal sport, should be within 2 kilometres or a 5 minute drive from the majority of residences and include multipurpose playing fields, floodlighting, irrigation, amenities and services, cycle ways or associated linkages, picnic and seating facilities and associated car parking.

Sporting Facilities / Off Road Trails

In addition to sporting fields, there are a number of other sporting facilities and off road trails to be provided, including netball and tennis courts and cricket practice nets. These facilities should be co-located and or link to with Neighbourhood or District Sportsgrounds

Aquatic Facility

Council currently provides aquatic facilities at a rate of one facility per 35,000 people.

5.2.5 APPORTIONMENT

There is a direct relationship between the increased demand for recreation and open space facilities and the expected increase in population across the LGA. The additional recreation and open space facilities to be provided under this Plan will therefore be fully funded from Section 7.11 (i.e. 100% apportionment).

5.2.6 CALCULATION OF CONTRIBUTIONS

a) Background

The costs of new recreation and open space facilities are comprised of capital costs for the construction and/or embellishment of the various types of recreation facilities as outlined above, plus costs to acquire additional land, except where works will involve improvement/augmentation of existing facilities on land already owned by Council. Further details on the capital and land costs adopted for this Plan are provided in the Work Schedules in Section 6.3 of this Plan.

b) Calculations for Aquatics

For the expected population increase of 20,354 people capital improvements to Aquatics Facilities will be provided.

The contribution formula for Aquatics is:

$$\frac{C}{P}$$

Where:

C = Capital and Land Costs of Facility.
P = Benefiting number of people.

$$\frac{\$8,916,334}{20,354}$$

= **\$438 per person**

= **\$1,183 per lot** (based on the assumed occupancy of 2.7 persons per lot)

c) Calculation for Competition Netball Courts Maitland Park

For the expected population increase of 12,304 people (excludes Thornton North and Farley) competition netball facilities will be provided in Maitland Park.

The contribution formula is:

$$\frac{C}{P}$$

Where:

C = Capital Costs of Facility.
P = Benefiting number of people.

$$\frac{\$1,250,630}{12,304}$$

= **\$101 per person**
= **\$274 per lot** (based on assumed occupancy of 2.7 persons per lot)

d) Calculations for Other Recreation and Open Space Facilities

For the expected population increase of 20,354 people the facilities detailed in work schedules will be provided.

The contribution formula for Recreation and Open Space Facilities is:

$$\frac{C}{P}$$

Where:

C = Capital and Land Costs of Facility.
P = Benefiting number of people.

$$\frac{\$7,452,634}{20,354}$$

= **\$366 per person**
= **\$989 per lot** (based on the assumed occupancy of 2.7 persons per lot)

e) Calculations for Louth Park Local Playground

For the expected population increase of 891 (330 lots) the local playground will be provided. The total cost to deliver the playground is \$1,148,698. However, this has been reduced proportionately to \$967,664 based on the 278 lots to be delivered under this plan. The remaining cost will be accounted for in the subsequent S7.11 Plan.

The contribution formula for the playground is:

$$\frac{C}{P}$$

Where:

C = Capital and Land Costs of Facility.
P = Benefiting number of people.

$$\frac{\$967,664}{750}$$

= **\$1,289 per person**
= **\$3,481 per lot** (based on the assumed occupancy of 2.7 persons per lot)



5.3 COMMUNITY FACILITIES

5.3.1 INTRODUCTION

Community facilities and services fulfil a range of key functions in local communities. They provide places from which services are delivered, as well as offering venues where people can come together for small group activities, social or cultural occasions, recreation, or support. As a result, community facilities are known to be important in creating a sense of place and community. Well designed and managed facilities can host a range of activities and cater to a wide demographic in a way that is flexible and adaptable to changing community needs over time.

Maitland has and will continue to experience over the next 15 - 20 years, significant population growth placing increasing demands and pressures on existing community facilities and services. To meet the challenge of managing the growth projected for Maitland, Council commissioned 'The Community Facilities and Services Strategy' (2012). The intent of the Community Facilities and Services Strategy is to provide a strategic framework for the provision of community facilities and services to ensure the timely provision of a full range of community facilities and services appropriate to the current and changing needs of the community for the next 15 – 20 years.

The types of community facilities and services covered by this Strategy include:

- Community centres and halls,
- Specific target group facilities including for youth and senior citizens,
- Libraries,
- Child Care Centres.

For the preparation of the 2016 City Wide Infrastructure Contributions Plan, Council has drawn on the findings of the 'Community Facilities and Services Strategy' (2012) and its review and assessment by Council Officers.

Historically, geographic location has not been a limiting factor in the provision of community and facilities and services in Maitland due to its compact structure and well established transport network. However, significant growth in the west and the east of the city has resulted in a more dispersed area with significant distances between settlements. This geographic distribution and associated population projections has resulted in a planning approach that recognises and responds to facility catchments.

5.3.2 NEXUS

Council has provided a network of community facilities in areas throughout the city, which generally meet the needs of the current population. The 'Community Facilities and Services Strategy' (2012) and the review undertaken by Council Officers in preparation of the Plan found that existing community facilities are well utilised and are operating at capacity (i.e. no practical spare capacity). Council will therefore need to provide additional community facilities space, commensurate with the projected growth within the developing and infill areas of the city.

For the purposes of this Plan the community facilities identified as being the reasonable responsibility of Council will include:

- Multipurpose Community Centres – 'built infrastructure' that includes a variety of spaces and associated grounds used for community purposes.
- Libraries – 'built infrastructure' providing a destination point for leisure, learning and social activities.

No provision will be made for dedicated child care centres, youth and senior citizen centres as it is not seen as desirable to have a single purpose built facility, rather it is proposed that where possible community facilities will be clustered to form a community hub which will allow for the integration of services, programs and activities within a multipurpose space.

5.3.3 CONTRIBUTIONS CATCHMENT

The major growth areas within Maitland LGA are in the east and the west of the city, the central sector of the city is projected to remain the least populated area in the City of Maitland. Given the geographic distribution of the growth areas and planned infill the concept of levying for community facilities on a catchment basis was examined. In defining catchment boundaries, the sectors identified in Councils 'Maitland Urban Settlement Strategy (MUSS) was used. Table below provides a summary of the anticipated development based on the MUSS sectors.

WESTERN			CENTRAL			EASTERN		
Suburb	Lots	Pop.	Suburb	Lots	Pop.	Suburb	Lots	Pop.
Anambah URA	1111	3,000	Gillieston Heights	700	1,890	Chisholm (Thornton Nth)	1481	4,000
Lochinvar URA	1111	3,000	Infill	271	732	Louth Park	278	750
Farley URA	1500	4,050				Infill	543	1,466
Infill	543	1,466						

Table 6: Anticipated Development - MUSS Sectors

Following a rigorous assessment of the catchment scenario it was determined that the difference between levying on a single city wide basis as compared to catchments was not significant enough to warrant this approach. Rather, for the purposes of this plan, the specific facilities will be levied on a city wide basis taking into account the following factors:

- a) The levies for community facilities identified in this Plan will not apply to the Farley, Lochinvar, and Anambah URA and the Gillieston Heights land yet to be rezoned for residential purposes. The Lochinvar Section 94 Contribution Plan (2014) captures levies for multipurpose community centres and library facilities. In the same way, the Farley Section 94 Contributions Plan 2015 captures levies for a multipurpose community centre and library facilities. Upon rezoning Anambah and the new Gillieston Heights catchment will have their own S7.11 Contributions Plan.
- b) The levies identified in this Plan for multipurpose community centres will not apply to the Thornton URA as the Thornton North Section 94 Contributions Plan (2008) levies for these facilities. However, the levies identified in this Plan for library facilities to service the Eastern Catchment will apply to the Thornton North URA.

The population numbers used in the calculation of contributions below take into account the above considerations.



5.3.4 FACILITIES STRATEGY

The Community Facilities and Services Strategy (2012) and the review undertaken by Council Officers have identified that Council's role in the development of community services and facilities will encompass a range of activities and functions. Resulting from this work the following facilities are proposed:

FACILITIES
Multipurpose Community Centre Floorspace - Rutherford (Pro Rata Contribution – refer to apportionment table below)
Rutherford Library (Pro Rata Contribution – refer to apportionment table below)
Note A pro rata contribution from the Farley URA towards a Library facility for the Western Catchment is listed in the adopted Farley S7.11 Contribution Plan 2015.
Multipurpose Community Centre – Central
Maitland Branch Library (Pro Rata Contribution – refer to apportionment table below)
Multipurpose Community Centre - East Maitland (Pro Rata Contribution – refer to apportionment table below)
Thornton Branch Library (Pro Rata Contribution – refer to apportionment table below)

Table 7: Community Facilities

The general guiding principles adopted for the design and spatial distribution of future community infrastructure proposed for the developing and infill areas of the city include:

- Multipurpose facilities – that can be used by a variety of groups for a range of activities throughout the day and evening hours,
- Higher order infrastructure – with future facility planning focussing on larger, better appointed, centrally located and more multipurpose facilities rather than smaller, single purpose ones,
- Shared use infrastructure – with community infrastructure being used by different groups and also funded jointly,
- Activity centres/main street design with community facilities seen as an integral component of activity centres (town, local, neighbourhood centres) with a strong street presence and high visibility,
- Flexibility – ensuring that planning and design enables growth and adaption of facility design and size to ensure facilities are able to evolve with changing needs,
- Partnerships – where Council works in partnership with others (including State Government and community organisations) to jointly fund, deliver and manage community facilities,

5.3.5 APPORTIONMENT

In order to determine levels of provision and ultimately the contribution rate, the potential incoming population has been calculated together with the community facilities required to service this population. In apportioning the additional community facilities required to service the new incoming population consideration has been given to the capacity of the existing facilities to support the new population and the identification of additional floor m² required. The apportionment of floor m² attributed to each facility by catchment to offset the needs of the new incoming population is shown in Table 8 below.

CATCHMENT FACILITY TYPE	FLOOR AREA REQUIRED TO SERVICE END POPULATION (M2)	EXISTING FLOOR AREA (M2)	ADDITIONAL FLOOR AREA REQUIRED (M2)	APPORTIONMENT %
Western				
Library	800	400	400	50%
Multipurpose Community Centre	1,055	640	415	39%
Central				
Library	1,200	670	530	44%
Multipurpose Community Centre	800	466	334	42%
Eastern				
Library	1,000	275	725	73%
Multipurpose Community Centre	600	462	138	23%

Table 8: Community Facility sqm Apportionment

Table 9 below outlines the population distribution used to establish the costs associated with the provision of multipurpose community centre and library floorspace within the Plan.

FACILITY TYPE	EXPECTED POPULATION UNDER THIS PLAN	COMMENTS
Multipurpose Community Centre	4,414	Excludes Thornton North, Farley, Anambah, Lochinvar & Gillieston Heights URA. Includes Louth Park and all Infill
Library	10,304	Excludes Lochinvar, Anambah & Farley URA. Includes Thornton North, Louth Park, Gillieston Heights and all infill.

Table 9: Community Facility Estimated Population

5.3.6 CALCULATION OF CONTRIBUTION

a) Calculation for Multipurpose Floor Space

$$\frac{C}{P}$$

Where:

C = Capital Costs of Facility.
P = Benefiting number of people.

$$\frac{\$1,267,524}{4,414}$$



- = \$287 per person
- = \$775 per lot (based on the assumed occupancy of 2.7 persons per lot)

b) Calculation for Library Floor Space

$\frac{C}{P}$

Where:

- C = Capital Costs of Facility.
- P = Benefiting number of people.

$\frac{\$2,859,690}{10,304}$

- = \$277 per person
- = \$749 per lot (based on the assumed occupancy of 2.7 persons per lot)

DRAFT

5.4 ROAD AND TRAFFIC FACILITIES

5.4.1 INTRODUCTION

Ongoing development in the Maitland LGA will result in the need to upgrade local and arterial road facilities. This part of the Plan has taken data from specific locality based traffic studies, where they are available, such as investigation areas in the Maitland Urban Settlement Strategy, or in the absence of such specific information, Council's general road infrastructure planning works to determine the demand for upgraded traffic facilities generated by the expected population growth in the LGA. Some assumptions have been made regarding the potential number of future lots within development catchments and this data will be refined when planning for such areas is advanced.

Over time other localities may be examined and, where appropriate, contributions towards the provision of road infrastructure may be determined. Such works will particularly flow from Council's Citywide Road and Traffic Study currently under review. Such contributions would then be incorporated into future amendments to the Contributions Plan.

5.4.2 SUB-ARTERIAL AND COLLECTOR ROAD NETWORK TRAFFIC FACILITIES

a) Nexus

Standard and Level of Service

New development generates additional traffic throughout Council's local and district road network. To accommodate this increased local traffic, many roads will need improvement in standard. A range of options are available to Council, and these are based on maintaining existing levels of service.

In determining appropriate works, current Australian Standards and Council's *Manual of Engineering Standards* have been used. Publications such as the *Guide to Traffic Generating Developments, Rural and Urban Guide to Geometric Design* published by the RMS and AUSTRROADS, has also been used in assessing the road standard required.

Network

The sub-arterial and collector network is approximately 220km and represents a third of the overall road network in the LGA. These roads are typically used by all as a direct conduit to other residential destinations and/or services throughout the city. As a result of both specific developments and the cumulative effect from all development, these particular roads will need to be brought up to a standard, either geometrically, strength wise or both, during the life of the City Wide Section 7.11 Plan. The current standard of this sub arterial network varies across the city. Determination of the appropriate standard is often multi-dimensional, however an approach in appropriate apportionment that is equitable for both the existing and potential residents is outlined below.

Citywide Road Works

During the life of this Plan the population is expected to increase by approximately 23%. The following general apportionment is for those roads, intersections and other infrastructure not specifically listed in other parts of the Plan.

- I. For the subject road network and other roads directly in a development catchment, where pavement depth, traffic facility or width is currently adequate but will need strengthening, additional traffic facilities or widening solely due to the forecast growth of a particular

development, 100% of upgrade will be apportioned to new development. This is a reasonable approach as there is a direct relationship between the need for expansion and upgrading of the facilities and development in the locality. Typically, these roads will require thickening, widening, new traffic facilities or new pavement material.

- II. For the subject road network containing roads that are near the end of their design life and are not subject to 1. above. The new design criteria will incorporate the expected growth under this Section 7.11 plan and the cost will be apportioned 77% to existing residents and 23% to new residents.
- III. This apportionment will be applied to those roads within the subject road network which will require substantial capital works. Existing residents have already enjoyed and paid for the road. Demand for these works arises from both the existing and future populations. It does not include normal routine maintenance interventions but will include treatments that extend the life of the road. This apportionment ensures equity with respect to the notion of user pays. The design criteria used in construction will include the growth factor that the Section 7.11 plan stipulates and be constructed accordingly. Typically, this includes all roads in the arterial and sub arterial network that naturally fall due for reconstruction, rehabilitation or reseal during the life of this Plan.
- IV. For roads where existing standards are able to cater for expected growth and are not due for a new set of design criteria (i.e. roads that are not due for reconstruction during the life of the Plan), 100% of capital renewal works and intervention will be apportioned to existing residents and therefore funded by Council outside of Section 7.11.
- V. A contribution to capital renewal and resurfacing is also required on the subject road network. This work is required to preserve the wearing surface and integrity of the road between capital works. Similarly to 2. above, cost apportionment is 77% to existing residents, 23% to new residents.

b) Contributions Catchment

The contributions for traffic facilities on the sub-arterial and collector road network have been determined on a single citywide basis as well as a specific contributions catchment for the Louth Park Urban Release Area. Figure 2 on Page 10 of this Plan shows the area which makes up the Louth Park catchment.

c) Facilities Strategy

A specific works program of road and traffic facilities has been developed and is shown in Section 6.3.3 and 6.3.4 of this Plan. Works required in the Louth Park Catchment are detailed Section 6.3.6.

The works include specific intersection and/or bridge works as well as general road upgrading (pavement strengthening, widening, etc) collectively described as capital improvements. Capital renewal works, resurfacing and resealing, have also been factored into the road works schedules where such works can be reasonably attributed to demand generated by new development.

The timing of the provision of the traffic management facilities in the Plan will be dependent upon funds becoming available and population growth.

d) Apportionment

As described above, differing apportionments apply for the provision of traffic management facilities and costs have been apportioned with existing road users as appropriate and as detailed above. For works located in the Louth Park Catchment it is reasonable to apportion full costs to that particular catchment. In all other cases costs have been apportioned with existing road users, as appropriate and detailed above.

e) Calculation of Contributions

The following formulas are used to calculate contributions.

Council's Contribution:

$$= \text{Traffic Facilities Total Cost} \times \frac{\text{End Population} - \text{Growth in Population}}{\text{End Population}}$$

New Development Contribution

$$= \text{Traffic Facilities Total Cost} \times \frac{\text{Growth in Population}}{\text{End Population}}$$

Council has estimated unit costs to upgrade rural and urban roads that fall under the subject road network. The sub-network of roads described above, the proposed works, costs and apportionment is detailed in the Work Schedules in Section 6.3.4 of this Plan.

5.4.3 EXTRACTIVE INDUSTRIES HEAVY HAULAGE

a) Nexus

~~In December 1993 the Council reviewed its policy for the calculation of the annual road maintenance contribution applicable to extractive industries. Council subsequently adopted a revised policy in this regard. This revised policy has been reviewed and the following contribution calculations provide for an appropriate approach to the levying of a contribution associated with the increased impact resulting from extractive industries.~~

Roads have a design life after which they need reconstruction. Heavy vehicles can significantly reduce the life of a road. Developments that generate heavy vehicle movements lead to an increased burden on the existing road system. The additional heavy vehicular axle loadings on roads result in faster deterioration of the road pavement and surface, and reduction in road asset life. To keep the roads at a serviceable level there is a need to increase expenditure on maintenance, repairs and rehabilitation work, beyond that which would be required without the development. The extent of this increased expenditure depends on the amount of heavy vehicular traffic generated by the development.

Council will seek road haulage contributions from developments that generate heavy vehicle movements as a significant and integral component of their operations. Examples include heavy vehicles used to haul large quantities of goods or materials, such as those associated with mines, extractive industries, or agricultural industries.

The basis of the calculation has regard to the average annual road maintenance costs and the length of roads likely to be used by vehicles associated with extractive industries the development. The increased maintenance costs are related to the number of vehicle movements, the capacity of vehicles

and the tonnage of material carried. The calculation for the increased impact is related to both sealed and unsealed roads.

b) Contribution Catchment

Contributions are applied to existing approved and future extractive industries. Road haulage contributions are applicable to the local road network under Council's care and control within the Maitland LGA. This excludes National highways, State roads and privately owned roads within the LGA.

The roads over which individual contributions are calculated will be determined on a development specific basis, based on the actual roads to be utilised for each development.

c) Facilities Strategy

As the location of future extractive industries development cannot be accurately predicted, it is not possible to determine with certainty, the extent, location or timing of works which are likely to be required as a consequence of that development.

However, the following policy has been established by the Council as an appropriate methodology for the assessment of infrastructure contributions likely to be associated with future applications. for extractive industries.

d) Apportionment

Average Road Maintenance Costs

Council relates the contributions to the basic average road maintenance costs on a citywide basis for sealed and unsealed roads. The basic cost is indexed each year in accordance with the Roads Cost Index applying to each year ending 30 June. The cyclic nature of road maintenance, after initial construction, includes activities ranging from pothole repair and heavy patching to surface resealing and rehabilitation. These pavement costs over the past five years are shown in Table 3 below.

YEAR	ACTUAL ROAD COSTS (\$M)
2010-2011	5.1
2011-2012	6.4
2012-2013	5.4
2013-2014	4.8
2014-2015	5.7
5 Year Total	27.4
5 year Average	5.48
Network Length	680km
Average Road Cost per km	\$8,059 per year

Table 3: Average Road Maintenance Costs

Road Lengths

The lengths of road to which the maintenance contribution will apply are the lengths of sealed (Ls) road over which loaded vehicles from the development travel to reach an urban or rural sub-arterial road (usually a main road or highway) which is capable of carrying the additional loaded traffic without the need for increased maintenance attention.

These road lengths will be multiplied by the adjusted average annual maintenance costs and would be specific to each development, its location and access routes.

Maintenance Cost Increase.

It is generally true that road pavement performance is affected only by the heavy vehicle end of the traffic spectrum. The increased deterioration can reasonably be attributed to the increase in heavy vehicle loading from a proposed traffic generating development. The increase in road maintenance, and hence in Council's expenditure is related to the ratio of heavy vehicle movements generated by the development to the existing heavy vehicle movements on the road prior to development.

If the number of heavy vehicles initially on the road is expressed as Vi and the total number of heavy vehicles (entering and leaving) from a traffic generating development is Vd, then the increased ratio of damage, and hence the additional maintenance expenditure may be expressed by the ratio of:

$$\frac{Vd}{(Vi + Vd)}$$

This figure should be multiplied by the length of road travelled (Ls) and the adjusted average annual maintenance cost.

The maintenance contribution, per year therefore becomes:

Maintenance contribution (Cs) for sealed pavements

$$Cs = \frac{Ms \times Ls \times Vd}{(Vd + Vi)} \text{ (dollars per year)}$$

Method of measurement

The method of determining the initial numbers of heavy vehicles on the road should be by traffic count over a minimum period of one week, prior to the commencement of the development and prior to setting the maintenance contribution rate.

Traditionally, the method of assessing heavy vehicle movements generated by a development has been to utilise the projected movements provided as part of the EIS accompanying the proposed development application. This practice has, in the past, lead to some concerns regarding the reliability of the movements adopted for the purpose of calculating contributions.

In order to overcome this uncertainty and establish some reliability in the basis for contribution calculations, a relationship has been established between the volume of material extracted and vehicle movements generated. Surveys undertaken by Council on contract haulage have indicated a relationship 1:1.3 for stockpile (or solid volume) to in truck volume. On this basis, for an average truck size of 10m³ a solid volume of 7.7m³ would be extracted, resulting in a total of two truck movements (one outward, one return).

For an annual extraction of (Z) cubic metres of in situ volume, the average annual daily number of truck movements (Vd) would be:

$$Vd = \frac{Z \times 1 \times 2}{7.7 \times 365} \text{ Truck movements per day average annual basis}$$

$$Vd = 0.000712 \times Z \text{ Truck movements per day average annual basis}$$

Thus, the contribution rate for sealed roads is therefore

$$Cs = \frac{0.000712 \times Z \times \$8,059 \times Ls}{(0.000712 \times Z + Vi)} \text{ (dollars)}$$

$$Cs = \frac{\$5.74 Ls \times Z}{(0.000712 \times Z + Vi)} \text{ (dollars)}$$

Where

Z = Extracted in situ volume in cubic metres

Vi = Initial average daily heavy vehicle traffic volume on the subject road

Ls = Length of seal on the subject road

Measurement Procedures

It is proposed that the volume of extracted material may be determined by one of the three options detailed below (in decreasing order of preference), option c) will only be accepted under specially approved circumstances.

- Volumetric survey, certified by a registered surveyor.
- An annual statement of the volume of material extracted, derived from company records and certified correct by the company's auditor.
- If by means beyond the control of the developer, the volume cannot be obtained through the above avenues, subject to the bona-fides of those reasons being acceptable to Council, the volume as stated in the EIS for the development may be used.

In any case the volume of extracted material is to be submitted to Council by the 31 July each year, covering extraction for the preceding twelve month period (or part thereof in the first year) to June 30 of that year. The cost of determining the extracted volume shall be borne by the developer.

For the purpose of this Plan, the contributions collected for haulage will go towards all necessary works of carriageway construction and maintenance, including pavement, associated culverts, bridges, drainage, signs, line marking, noise attenuation measures, landscaping, safety and traffic management measures, including bus bays, pedestrian crossings and footpaths associated with the haulage route.

e) Calculation of Contribution

The contribution shall be paid annually from the date of development consent, or quarterly from the date of development consent, whichever is stated in the consent.

It is proposed that the following be adopted as Council's method of determining routine road maintenance contributions for extractive industries.

Contribution rate for Sealed Roads:

$$C_s = \frac{\$5.74 L_s \times I_y \times Z}{(0.000712 \times Z + V_i)} \text{ (dollars)}$$

Where:

- I_y = is the Road Cost Index, as issued by the Roads and Traffic Authority of NSW, for each year after 30 June
- L_s = the length of sealed road over which maintenance is contributed and which is measured from site entry to the nearest main road or highway as route of travel
- V_i = the average daily volume of heavy vehicles on the length of road, prior to the commencement of the development
- Z = the total measured volume of extracted material for one year of maintenance contribution

The contributions rate for heavy haulage has been calculated based on the following:

1. Determine the design Equivalent Standard Axles (ESA) per applicable vehicle (classes 3-12) for affected local roads.

$$dESA = \frac{365 \times AADT \times ESA \times DL \times DF}{NoHr}$$

Where:

- dESA = is the design ESA
- AADT = is the annual average daily traffic count for heavy vehicles over Council's haulage routes.
- ESA = is the average ESA per class of heavy vehicle
- DL = is the design life in years
- DF = is the directional distribution factor
- NoHR = is the number of haulage routes used to determine the ESA and AADT

2. Estimate the cost to reconstruct/maintain one lane for one kilometre for the above ESA, which is based on the capital cost, maintenance cost and whole of life cost for Council's haulage routes.
3. Calculate the reconstruction/maintenance cost per ESA per km by dividing the outcome from Step 2 by the outcome from Step 1.

$$= \frac{\$M}{\$km \times dESA}$$

Where:

- $\$km$ = is the cost of maintenance per ESA per km
- dESA = is the design ESA calculated in step 1
- $\$M$ = is the cost to reconstruct/maintain one lane for one kilometre

4. Determine the heavy haulage vehicle ESA (to be provided by the applicant through the approval process).

5. Calculate the reconstruction/maintenance cost per typical heavy haulage vehicle per km by multiplying the outcome from Step 3 by the outcome from Step 4.

$$\text{\$HVkm} = \text{\$km} \times \text{hvESA}$$

Where:

\\$HVkm = is the maintenance cost per typical heavy vehicle

\\$km = is the cost of maintenance per ESA per km as calculated in step 3

hvESA = is the heavy vehicle ESA.

6. Determine the typical load per typical heavy haulage vehicle (assumed at 15 tonnes).

7. Calculate the reconstruction/maintenance cost per tonne per km by dividing the outcome from Step 5 by the outcome from Step 6.

$$\text{\$tkm} = \frac{\text{\$HVkm}}{t}$$

Where:

\\$tkm = is the maintenance cost per tonne per km

\\$HVkm = is the maintenance cost per typical heavy vehicle as calculated in Step 5

t = is the typical load per typical heavy vehicle.

8. Determine the administration on-cost applicable relating this Plan, i.e. the preparation, implementation and administration as a proportion of the calculated cost of reconstruction/maintenance (calculated at 2.79%).

9. Calculate the total contribution rate by multiplying the outcome from Step 8 by the outcome from Step 7.

$$\text{\$CR} = \text{\$tkm} \times (100\% + \text{\$PA})$$

Where:

\\$CR = is the contribution rate per tonne per kilometre

\\$tkm = is the maintenance cost per tonne per km indexed in accordance with Producer Price

\\$PA = is the cost of administrating the Plan
Index Road and Bridge Construction, calculated annually at the time of payment

Based on the above, the contribution rate set out below will apply to this development type across the entire Maitland LGA. Notwithstanding the above, Council will accept a variation to the below contribution rate where it is justified by a Traffic and Transport Economic Study that has been prepared to the satisfaction of Council.

Heavy Haulage Contribution Rate

\\$0.115/t/km

5.5 CYCLEWAYS/ SHARED PATHS

5.5.1 INTRODUCTION

Cycleway Planning in the Maitland LGA commenced in 1982 with approximately 60kms of cycleways being constructed since that time at an estimated cost of \$1m. While this infrastructure has been welcomed, there remains a need to rationalise the cycleways network to connect residents and local communities. The Maitland Bicycle Plan and Strategy 2014 sets the framework for delivery of this infrastructure to provide enhanced connectivity to the trunk route.

Council remains committed to the development of a safe and practical cycleway network for the Maitland LGA. Additional residential, rural residential and industrial developments will increase the demand for cycleways to be constructed within new development areas as well as providing linkages to the bicycle trunk routes and hub locations. The linkages to the trunk routes will be off-road cyclist/pedestrian shared paths in the majority of cases. Further works will also be required to upgrade the existing trunk routes to meet increased demands and current design standards.

The primary purpose of this part of the Contributions Plan is to collect funds to build the core of a comprehensive cycleway network capable of serving the entire community. The Bike Plan prioritises the bicycle trunk routes using a simple merit based ranking system. The system assesses construction costs, population serviced and safety to determine the importance of a particular bicycle route. The highest priority routes provide safe and affordable bicycle facilities to the largest parts of the community, and it is therefore considered reasonable to levy citywide contributions towards the provision of such routes.

In addition to Section 7.11 infrastructure contributions, Council intends to fund cycleway infrastructure from its own revenue funds, State Government grant applications and the Federal Cycle Connect Program.

5.5.2 NEXUS

While it can be demonstrated that demand for the cycleway network is increasing with each development, the purpose of this part of the Plan is to establish an equitable means of servicing the overall needs of the population. The Plan establishes that the demand linked to new developments is to be serviced from contributions while other sources of funds are to be used to service the remaining facilities required.

The Strategy is seen as an integral part of the city's transportation system and recognises the bicycle as an alternative to motor vehicles and buses and in some cases is the only transport option for some sections of the community. A well developed and comprehensive cycleway network can supplement the public transport system, particularly in local areas for short journeys, thus providing a cheap and efficient means of transport for the community in general.

It is recognised that the Strategy covers a network of routes that are available to all cyclists to use, irrespective of their residence location. Whilst usage for certain segments will be generally limited to that of local residents, other segments passing through established areas will be significantly utilised by up-stream new development or by general city-wide users. For this reason, differing apportionments have been established as described below.

In summary the Strategy proposes that:

- cycleways within future development areas are to be well designed, included in DCPs where appropriate and be constructed at no cost to Council,
- cycleways that link future development areas to the Bicycle Trunk Route Network or hub locations, and that are required **solely** as a result of that development, are to be well designed shared paths, included in DCPs where appropriate, constructed at no cost to Council and funded through S7.11 Planning.

In all other cases the trunk route network will function as a citywide system with costs for the network apportioned over the entire population.

5.5.3 CONTRIBUTION CATCHMENT

While certain elements of the cycleway network are located within different catchments or sectors, the cycleway system that contributions are being sought for under this Plan effectively lead to the creation of a citywide trunk route system. On this basis it is proposed that contributions be calculated on a single citywide catchment and that this applies equitably to all new development.

5.5.4 FACILITIES STRATEGY

As cycleways are primarily located on public land (including roads and footpaths), it is considered appropriate that Section 7.11 Contributions should be sought to implement the capital cost components of the Bike Plan. It is also reasonable to require a minor contribution towards the annual capital renewal of the network, which is likely to be required as a result of increasing demand for use of the facilities.

Council's current schedule of Unit Rates was used to calculate estimated costs for cycleway infrastructure (initial capital and annual capital renewal works). The series of citywide bicycle trunk routes that apply to this Plan, proposed works and estimated costs are shown in Cycleways Work Schedule in Section 6.3.5 of this Plan.

5.5.5 APPORTIONMENT

During the life of this Plan the population is expected to increase by approximately 23%. The Plan recognises the need to apportion the costs of the network over the entire population as the demand for the provision of these facilities is as a result of both the existing and future population. Accordingly, Council will be responsible for 77% of the costs of the identified works, whilst contributions will be sought for the remaining 23%. This apportionment applies to all lots on a citywide basis.

Contribution to annual capital renewal works will also be required on the bicycle trunk routes. These works are required to preserve the wearing surface and integrity of the routes over the design life of the routes. Annual capital renewal works undertaken on bicycle trunk routes are a function of use. Surface repair works will increase from greater use brought about by new development. Annual renewal works are estimated at \$1.00 and \$0.50 per square metre for concrete and asphalt surfaces respectively. Apportionment is based on equity use, being 77% existing and 23% from new development.

5.5.6 CALCULATION OF CYCLEWAY CONTRIBUTIONS

The contribution formula for city wide cycleways is,

$$\frac{C \times AF}{P}$$

Where:

- C = Capital & Maintenance Costs of Facility.
- AF = Apportionment Factor.
- P = Benefiting No of People.

$$\frac{\$22,903,181 \times 0.23}{20,354}$$

= **\$259 per person**

= **\$699 per lot** (based on the assumed occupancy of 2.7 persons per lot)

DRAFT

5.6 PLAN MANAGEMENT AND ADMINISTRATION

5.6.1 NEXUS

The Administration of Section 7.11 is an expensive task. Council employs staff to coordinate the implementation of the Plan and associated works, as well as the financial accounting of contributions received. In addition, consultant studies may be commissioned in order to determine design and costing of works and to review the development and demand assumptions of the contributions plan.

Council considers that the costs involved with the administering Section 7.11 are an integral and essential component of the efficient provision of facilities demanded by development throughout the Maitland LGA. The new population should therefore pay a reasonable contribution towards the costs associated with the management and administration of the Plan.

At the time of the preparation of this Plan, it was determined that 2.5% of all infrastructure contributions payable over the life of the Plan is a reasonable contribution towards Plan Management and Administration functions.

5.6.2 CONTRIBUTION CATCHMENT

Plan administration and management is based upon a single citywide catchment and contributions have therefore been applied on this basis.

5.6.3 FACILITIES STRATEGY

The Plan aims to provide funds to ensure the efficient management of the Section 7.11 planning and financial processes within Council. These processes will be ongoing throughout the life of the Plan.

Council staff accountable for facility/service planning and delivery will be involved in reviewing and updating the Plan. This may include review of the works schedules or the latest information on community needs to ensure that facility planning is current and appropriate. This may also include engaging specialist consultants (eg planning and valuation specialists) to carry out studies.

6. SUPPORTING DOCUMENTATION

6.1 REFERENCES

The following reference documents have informed the drafting of this Plan:

- Development Contributions Practice Notes, NSW Planning & Environment.
- Maitland Section 94 Development Contributions Plan City Wide 2006, Maitland City Council.
- Revised Maitland Urban Settlement Strategy 2012, Maitland City Council.
- Citywide Contributions Plan (2006-2016) Review of Open Space and Recreation.
- Draft Maitland Review of Open Space (2011).
- Maitland Youth Spaces Strategy (2012).
- Off Leash Dog Exercise Area Strategy (2013).
- Maitland Aquatic Feasibility Study (2012).
- Community Facilities and Services Strategy (2012).
- City Wide Contributions Plan 2015 Community Facilities and Open Space Requirements.
- Maitland Bike Plan and Strategy 2014, Maitland City Council.
- Maitland Citywide Road and Traffic Study 2011, URaP.
- Census 2011, Australian Bureau of Statistics.
- Maitland Community Profile 2011, Profile ID/Maitland City Council.

6.2 DEMOGRAPHICS

6.2.1 EXISTING POPULATION DEMOGRAPHICS

A demographic analysis of the Maitland population is undertaken using information from the Australian Bureau of Statistics (ABS) 2011 Census of Population and Housing. This information is used in conjunction with available land supply data and historical growth rates in Maitland to gain key insights into the level of demand for services and facilities, Maitland's residential role and function and how it is likely to change in the future.

The Maitland LGA continues to experience one of the largest inland growth rates in NSW. According to the ABS, the official Estimated Resident Population at 30 June 2014 was 75,170. This represents an increase in population of 11,665 since 2006 at an average rate of 1,458 people per year or around 2%.

The median age in Maitland according to the Census data was 36. An analysis of age groups indicates that Maitland has a relatively young age structure when compared with the NSW State and Regional average although recent changes in demographic structure show an increase in the elderly age groups. The major differences between the age structure of Maitland City and Regional NSW respectively as follows:

- A larger percentage of 'Young workforce' (12.8% compared to 10.4%).
- A larger percentage of 'Parents and homebuilders' (21.0% compared to 19.5%).
- A larger percentage of 'Babies and preschoolers' (7.5% compared to 6.3%).
- A larger percentage of 'Primary schoolers' (10.1% compared to 9.0%).

Dwelling Type is an important determinant of Maitland's residential role and function. A greater concentration of higher density dwellings is likely to attract more young adults and smaller households with occupiers often renting. Larger, detached or separate dwellings are more likely to attract families and prospective families. The residential built form often reflects market opportunities or planning policy, such as building denser forms of housing around public transport nodes or employment centres.

Figure 3 below clearly indicates that separate houses are currently the dominant dwelling type in Maitland as compared to the state trend which has a significantly higher rate of medium to high density housing. Council's current focus on delivering more affordable housing in Central Maitland is expected to impact on this statistic with an increase in medium to high density housing over the life of this S7.11 Plan.

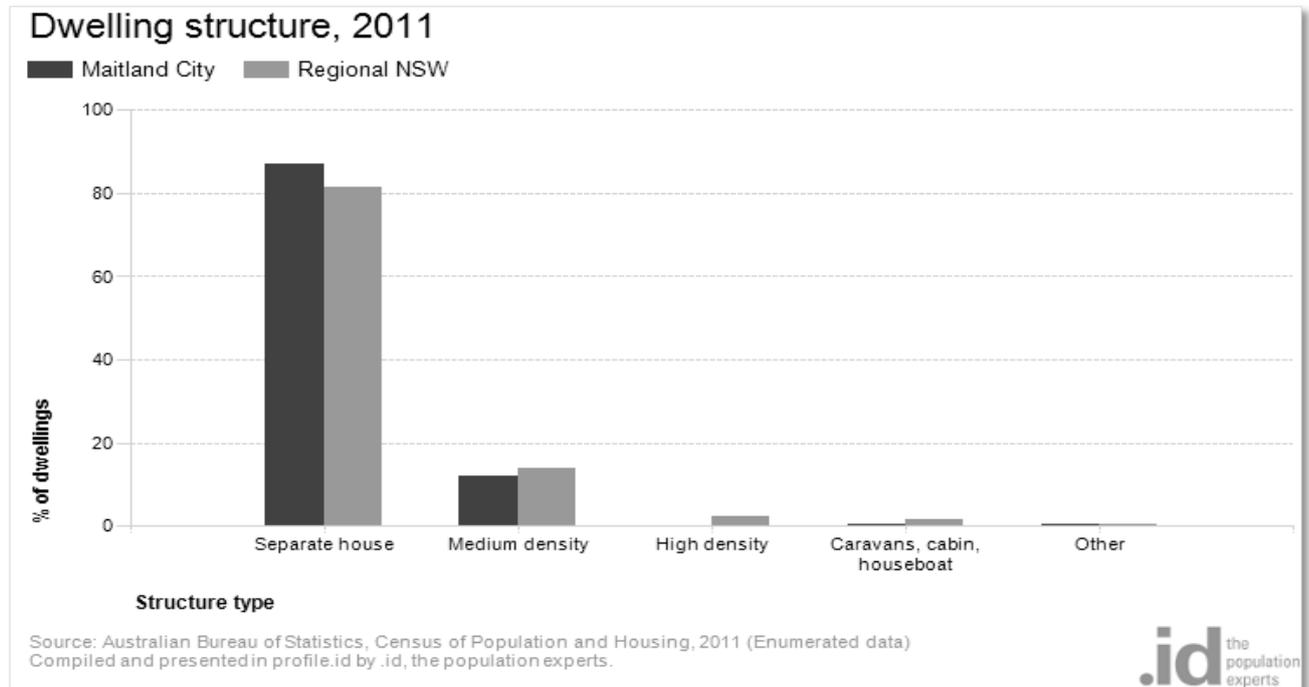


Figure 3: Dwelling Structure

The total number of dwellings in Maitland increased by 2,555 during the 2006 and 2011 Census periods as detailed below:

- Separate house (+1,936 dwellings).
- Medium density (+537 dwellings).
- Other (+59 dwellings).

The largest changes in the number of persons usually resident in a household in Maitland between 2006 and 2011 were:

- 2 persons (+819 households).
- 1 person (+675 households).
- 3 persons (+349 households).
- 4 persons (+185 households).

While Figure 4 below highlights the change in household size that has occurred in Maitland over the Census period the average occupancy rate remains stable at 2.7.

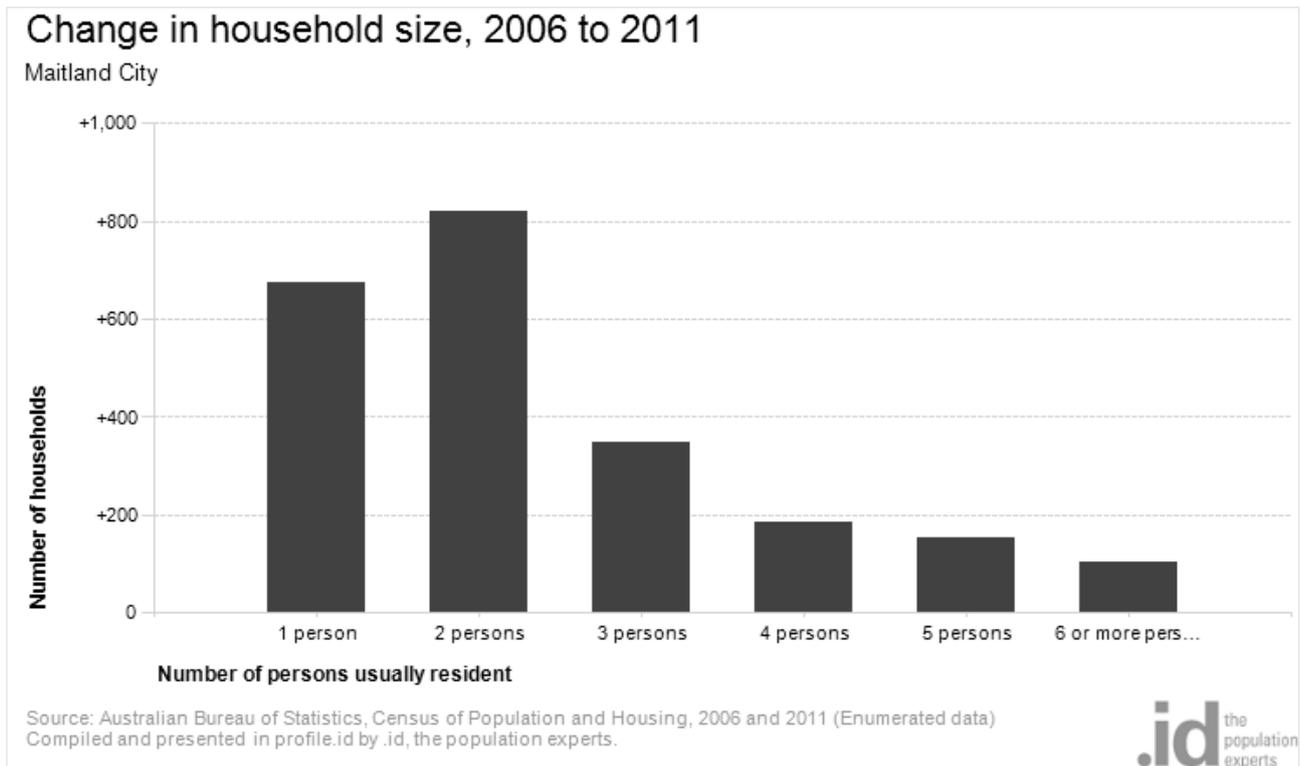


Figure 4: Change in Household Size 2006-2011

Demographic projections for the Hunter Region suggest that the ongoing trend towards an aging population will continue over the next 25 years, with the proportion of the population aged over 65 years increasing and a forecast reduction in the proportion of youth and children. However, the 2011 Census indicates that Maitland has a lower proportion of people at the post-retirement age when compared with Regional NSW and 35% of households in Maitland are made up of couples with children when compared with 27% in Regional NSW.

Table 10 below details the change in household size that has occurred in Maitland since 1986:

YEAR	POPULATION	DWELLINGS	OCCUPANCY RATE
1986	44,273	14,071	3.1
1991	46,844	15,288	3.0
1996	49,847	17,475	2.8
2001	56,492	19,475	2.9
2004	61,142	22,300	2.7
2006	64,792	23,906	2.7
2011	69,646	24,834	2.8
2012	71,866	26,971	2.7
2013	73,442	27,480	2.7
2014	75,170	28,187	2.7

Table 10: Occupancy Rates

While earlier years saw a decrease in household size the occupancy rate remained steady at around 2.7 people per household over the 2001, 2006 and 2011 Census periods. One reason for this is likely to be the influence of newly developing urban release areas where occupancy rates are actually higher such

as Chisholm (3) and Aberglasslyn (3.2) as well as established areas with a high proportion of younger families such as Ashtonfield (3) and Thornton (3). This balances out with lower occupancy rates across other areas of the LGA to provide the average rate across the LGA.

To determine an appropriate occupancy rate for the purposes of this plan, data provided in the ABS 2011 Census of Population and Housing Community Profile has been used. Based on this analysis, an average occupancy rate of 2.7 people per separate house or lot or 3 bedroom multi-unit dwelling has been assumed. The occupancy rate for smaller multi-unit housing (excluding seniors living and granny flats) is assumed to be 2.0 people per dwelling.

6.2.2 POPULATION PROJECTIONS

Forecasting the size and characteristics of the future population is a complex matter, and predictions are generally more suitable for use in short-term planning compared with long-range projections.

Population change is determined by two key factors - births/deaths and migration and is more accurately calculated at a large spatial scale. At the micro scale, population is more greatly influenced by local development and factors such as migration, which are difficult to control and record.

In 2006, the Maitland Urban Settlement Strategy adopted a medium growth population projection (2% pa) that was based on trends in Maitland and the region over the previous 6 years and regional population projections. Indicators which supported this projection included:

- Department of Urban Affairs and Planning Population Projections 1991-2021,
- Lower Hunter Regional Strategy,
- Estimates of regional residential land supplies, and
- Trends in dwelling approvals.

In reviewing the projected population growth rate, Council has considered new information including the 2011 Census of Population and Housing, the NSW Department of Planning and Infrastructure projections 2011-2036 and ABS Regional Population Growth 2001-2011.

The Lower Hunter Regional Strategy (LHRS) is predicated on a population increase of 160,000 from 2006 to 2031. Whilst the document does not specifically forecast population for each local government area, Maitland has and will play an important strategic role.

The NSW Department of Planning and Environment is currently gathering evidence about the Hunter region to help inform the development of a new draft Regional Growth Plan. At the time of writing, a discussion paper – *The Lower Hunter over the next 20 years* – had been released to inform the development of the new Growth Plan.

It has been considered inappropriate to simply project forward the growth rates experienced in the Maitland LGA during the past Census period because there must be some allowance for the expected on-going increase in demand for new housing in the Maitland LGA.

To highlight this demand dwelling approval and construction figures for the years 2009-2015 demonstrate a significant increase in dwellings over that period reversing the downward trend experienced during the period 2006-2008. These recent figures indicate that a medium growth rate of 2-2.5% will be maintained in the short to mid-term.

In making this projection, it is acknowledged that the rate of new residential development in the Maitland LGA has been high in recent years and the number of people per dwelling has been relatively stable @ 2.7. It is also acknowledged that the rate of dwelling construction is a less than perfect basis

for estimating future population growth as the market for residential land tends to be cyclical and varies depending on a wide range of factors such as:

- The First Home buyers Grant
- Changes to the tax regime
- Fluctuating interest rates
- Employment factors

Despite this inherent variability, there is sufficient evidence to suggest that the rate of population growth in the Maitland LGA will be sustained due to the following factors:

- The reduction in the supply of available residential land in Sydney, on the Central Coast and in the Lower Hunter generally
- The availability of greenfield development sites and englobo land in the Maitland LGA
- Continuing industrial and commercial development in the Maitland LGA
- Relative affordability of the local housing market and competition between several housing companies and development corporations

As stated above, a medium growth rate of 2.0-2.5% is projected for the Maitland LGA. This is the Council's best estimate, however it is not finite and should be used with caution as a planning tool. Regular revisions will be undertaken through local demographic and population modelling.

6.2.3 EXPECTED TYPES OF DEVELOPMENT IN MAITLAND

Residential

The Maitland LGA comprises of a number of established urban centres and new urban release areas. The more established areas of East Maitland, Telarah, Thornton and Rutherford have been identified for possible urban consolidation or redevelopment due to greater accessibility to public transport, community facilities and infrastructure. Central Maitland has also been identified for urban consolidation with a focus on affordable housing and the redevelopment of upper floors of commercial development for residential unit housing.

Development continues in the urban release areas of Gillieston Heights, Thornton North/Chisholm, West Rutherford and Aberglasslyn all of which have been levied contributions under previous or stand-alone S7.11 Plans. The release of land in Lochinvar and Farley will see the trend continuing in Greenfield areas for single dwelling houses and duplex style developments with a small percentage of larger medium density unit developments over the next 10-20 years.

Good design outcomes are a key principle for new development within the region with new release areas based on Neighbourhood Planning Principles which have been established within the LHRS. For new release areas, a target of 12 dwelling per hectare has been set within the LHRS. However, research on current uptake suggests 10 dwellings per hectare for the Maitland LGA is being achieved.

Some rural residential development has taken place around the suburbs of Aberglasslyn, Largs, Windella and Lochinvar with potential for further larger lot development in Greta, Mt Harris, Bolwarra and Louth Park, generally on the outskirts of the LGA boundary.

Commercial/Industrial

Maitland is increasingly being recognised as key location in the Lower Hunter region for employment generating development because of its proximity to Newcastle by road and rail, the Port of Newcastle, Newcastle Airport, the M1 and the junction of the New England and Pacific Highways.

There has been substantial industrial development in the Rutherford and Thornton industrial areas over the past 10 years with potential for further expansion of these sites as well as Anambah into the future. A significant change in the local industrial market has been the incursion of quasi retail and bulky good uses in industrial areas such as the Harvey Norman complex in Rutherford, the Bunnings Warehouse at Telarah and the Masters Home Improvement store in the Anambah Business Park. These developments are likely to be precursors for further non-industrial land uses on well-located and highly visible sites.

The main commercial centres are identified as Maitland CBD and Greenhills Shopping Centre with smaller regional centres located in Rutherford, Telarah, East Maitland, Tenambit, Morpeth, and Thornton. In addition to these new town centres are proposed for Chisholm and Lochinvar to support the incoming population of these Greenfield areas over the next 10 - 20 years.

The Maitland CBD is currently undergoing a major transformation. The Levee shared zone was officially opened in October 2015 marking the completion of the major works for Component One. Work on Component Two is due for completion in 2016 and will include the construction of the new Riverlink Building connecting High Street to the banks of the Hunter River. The completed project will include the creation of public open space, new amenities, cafés, footpath and cycleway upgrades along the Riverside Walk and improved access to the CBD via laneway improvements.

Tourist Development

Maitland's close proximity to surrounding vineyards, beaches and forests, and its reputation for historic places and antique galleries, makes it a diverse location with a plethora of unique attractions, physical attributes, accommodation options, shopping and dining opportunities within the Hunter region.

There has been interest in the redevelopment of land for resort style development and tourist facilities over recent years and it is expected that similar style developments will evolve in the future, placing additional demands on Council's road networks and public recreation and community facilities.

Extractive/Agricultural Industries

The Hunter River and the surrounding floodplains are dominant features within the Maitland LGA. In the past, industries have been developed around the river systems comprising mostly gravel, sand and soil extraction. Similarly the surrounding floodplains are regularly used for turf farming, which in itself is classified as designated development due to the potential environmental impacts upon the river, groundwater, and soil quality.

Both industries and other similar activities have the potential to generate significant traffic movements on local roads. A traffic study shall be required to be prepared in conjunction with the Development Application to determine the appropriate levy required to be paid towards road improvements in the locality. Further information on how heavy haulage will contribute to the upkeep of the road network can be viewed in Section 5.4.3 of this Plan.

6.3 WORK SCHEDULES

DRAFT

6.3.1 RECREATION & OPEN SPACE

AQUATICS

Item No	Description of Facility	Location	Est. Capital Cost	Est. Land Cost	Total Cost	Timing / Staging
1	Aquatics Facility	Maitland Park	\$8,916,334	\$0	\$8,916,334	10 years

Table 11: Work Schedule - Aquatics

COMPETITION NETBALL COURTS

Item No	Description of Facility	Location	Est. Capital Cost	Est. Land Cost	Total Cost	Timing / Staging
2	Competition Netball Courts	Maitland Park – Stage 1	\$312,658	\$0	\$312,658	2017-2018
3	Competition Netball Courts	Maitland Park – Stage 2	\$937,973	\$0	\$937,973	2024-2025
TOTAL			\$1,250,631	\$0	\$1,250,631	

Table 12: Work Schedule – Competition Netball Courts

RECREATION & OPEN SPACE FACILITIES

Item No	Description of Facility	Location	Est. Capital Cost	Est. Land Cost	Total Cost	Timing/ Staging
4	Floodlighting	Maitland Park	\$637,095	\$0	\$637,095	2019-220
5	Drainage/Irrigation/Turf	Rutherford – Max McMahon Playing Fields	\$705,471	\$0	\$705,471	2018-2019
6	Land Acquisition	Maitland Park	\$0	\$121,811	\$121,811	2023-2024
7	Local Playground	Heritage Park - Stockade Hill - East Maitland	\$519,563	\$0	\$519,563	2018-2019
8	Local Playground	Rathluba	\$567,381	\$0	\$567,381	2017-2018
9	District Sportsground	Anambah Sportsground	\$2,355,204	\$0	\$2,355,204	2022-2024
10	Skate Park	Thornton	\$577,205	\$0	\$577,205	2019-2020
11	Passive Recreation Area	Maitland Park	\$397,629	\$0	\$397,629	2020-2021
12	Passive Recreation Area	Lorn	\$769,605	\$0	\$769,605	2021-2022
13	Passive Recreation Area	Morpeth	\$801,671	\$0	\$801,671	2020-2021
TOTAL			\$7,330,824	\$121,811	\$7,452,635	

Table 13: Work Schedule – Recreation & Open Space Facilities



6.3.2 COMMUNITY FACILITIES

Item No	Description of Facility	Location	Est. Capital Cost	Est. Land Cost	Total Cost	Timing / Staging
14	Multipurpose Centre Floor Space Pro Rata	Rutherford Community Centre	\$376,242	\$0	\$376,242	2019-2021
15	Library Floor Space Pro Rata	Rutherford Library	\$293,572	\$0	\$293,572	2019-2021
16	Multipurpose Centre Floor Space Pro Rata	Central Maitland	\$244,453	\$0	\$244,453	2023-2025
17	Library Floor Space Pro Rata	Maitland Branch Library	\$460,597	\$0	\$460,597	2023-2025
18	Multipurpose Centre Floor Space Pro Rata	Eastern District	\$646,839	\$0	\$646,839	2022-2024
19	Library Floor Space Pro Rata	Thornton Branch Library	\$2,105,521	\$0	\$2,105,521	2022-2024
TOTAL			\$4,127,224	\$0	\$4,127,224	

Table 14: Work Schedule - Community Facilities



6.3.3 BRIDGES – INTERSECTIONS

Item No	Description of Works and Location	Estimated Cost	Land Acquisition	Total	Percentage of Dev Cost	Cost Levied Under this Plan
20	Chelmsford Drive/Metford Road - Roundabout	\$1,204,163	\$111,862	\$1,316,025	23%	\$302,686
21	Dunmore Road/Paterson Road - Intersection Works	\$756,714	\$658,013	\$1,414,727	23%	\$325,388
22	Intersection upgrades East Maitland to support Hunter Expressway - Brisbane Street, High Street, Victoria Street, Mitchell Drive, Chisholm Road	\$2,632,050	\$0	\$2,632,050	23%	\$605,371
23	Ken Tubman Drive/Bulwer Street - Roundabout	\$1,816,115	\$0	\$1,816,115	23%	\$417,707
24	Maitland Vale Road/Tocal Road - Intersection Works	\$987,019	\$0	\$987,019	23%	\$227,016
25	Intersection - Green/South Streets, Telarah	\$901,080	\$1,924,013	\$2,825,093	23%	\$649,771
26	Bridge Works Mt Dee Road	\$3,290,063	\$329,006	\$3,619,069	23%	\$832,387
27	Bridge Works Louth Park Road	\$2,961,057	\$296,106	\$3,257,163	23%	\$749,147
Total		\$14,548,261	\$3,319,000	\$17,867,261		\$4,109,474

Table 15: Work Schedule - Bridges/Intersections



6.3.4 ROAD & TRAFFIC FACILITIES

Item No	Name	Suburb	Between	Length (m)	Width (m)	Proposed Treatment	Year	Total Estimate	Apportioned 23%
28	ABERGLASSLYN ROAD	ABERGLASSLYN	ABERGLASSLYN TO MELVILLE FORD BRIDGE	485	7	Recon & Widen(B)	4 to 6	\$497,678	\$114,466
29	ABERGLASSLYN ROAD	ABERGLASSLYN	CH 2506 OAKHAMPTON TO 3060 H/NO 302	554	6.7	Recon & Widen(B)	7 to 10	\$568,482	\$130,750
30	ABERGLASSLYN ROAD	ABERGLASSLYN	CH 3060 H/NO 302 TO 3709 ABERGLASSLYN	649	6.5	Rehab & Widen(A)	1 to 3	\$416,228	\$95,734
31	ALLAN WALSH DRIVE	MAITLAND	CHURCH TO KEN TUBMAN	500	8	Recon & Widen(B)	4 to 6	\$513,070	\$118,006
32	ALLANDALE ROAD	ALLANDALE	BOUNDARY TO OLD NORTH	695	8	Rehab & Widen[C]	7 to 10	\$1,337,189	\$307,553
33	ALLANDALE ROAD	ALLANDALE	NEW ENGLAND HWY TO BOUNDARY	1000	8	Rehab & Widen[C]	7 to 10	\$1,924,013	\$442,522
34	ANAMBAH ROAD	ANAMBAH	CH 1380 CULVERT TO 2200 H/NO 223	1095	7.4	Recon & Widen(B)	4 to 6	\$1,123,624	\$258,433
35	ANAMBAH ROAD	ANAMBAH	CH 3735 CULVERT TO 4420 DRIVEWAY QUARRY	685	6	Recon & Widen(B)	4 to 6	\$702,906	\$161,669
36	APRIL CIRCUIT	BOLWARRA HEIGHTS	BDY 24 TO CADET CLOSE	272	7.2	Recon(A)	4 to 6	\$383,777	\$88,268
37	AVERY STREET	RUTHERFORD	ALEXANDRA to COS	200	12	Recon(B)	4 to 6	\$461,763	\$106,206
38	BLAXLAND STREET	EAST MAITLAND	CURTIN to PAGE	179	8.8	Recon(B)	1 to 3	\$413,278	\$95,057
39	BLAXLAND STREET	EAST MAITLAND	CURTIN to PAGE	179	8.8	Rehab & Widen(B)	1 to 3	\$183,679	\$42,245
40	BLIGH STREET	TELARAH	SOUTH to BROOKS	181	10.3	Recon(B)	7 to 10	\$417,896	\$96,117
41	BRISBANE STREET	EAST MAITLAND	WILLIAM to BANKS	115	10.2	Recon(B)	1 to 3	\$265,514	\$61,069
42	BRISBANE STREET	EAST MAITLAND	HIGH TO PARK	150	10.2	Recon[C]	1 to 3	\$577,204	\$132,756
43	BRUNSWICK STREET	EAST MAITLAND	CHARLES to LAWES	168	14.6	Recon[C]	1 to 3	\$646,469	\$148,688
44	BRUNSWICK STREET	EAST MAITLAND	FIELDSEND to CHARLES	245	13.9	Recon[C]	1 to 3	\$942,767	\$216,838
45	BRUNSWICK STREET	EAST MAITLAND	NEW ENGLAND HWY to ROUS	310	14.1	Rehab(B)	4 to 6	\$318,104	\$73,162
46	BULWER STREET	MAITLAND	ELGIN to WEST	177	9.1	Recon(X)	1 to 3	\$1,269,849	\$292,066
47	BULWER STREET	MAITLAND	WEST to KEN TUBMAN	56	9.1	Recon(X)	1 to 3	\$192,401	\$44,252
48	CAPPER STREET	TELARAH	SOUTH to BROOK	171	9.7	Recon(A)	1 to 3	\$241,271	\$55,492
49	CELEBES STREET	ASHTONFIELD	SOUTH SEAS TO NORFOLK	375	8.8	Recon(A)	1 to 3	\$529,104	\$121,694
50	DENTON PARK DRIVE	RUTHERFORD	PROGRESSIVE	357	5.3	Recon(B)	7 to 10	\$824,247	\$189,576
51	DEVONSHIRE STREET	MAITLAND	HIGH to ABBOTT	357	5.3	Rehab(A)	7 to 10	\$228,958	\$52,660
52	DUCKENFIELD ROAD	MILLERS FOREST	PP JR4 1826 TO 1985 MILLERS BOUNDARY	541	5	Rehab & Widen(A)	4 to 6	\$346,964	\$79,803
53	DUCKENFIELD ROAD	DUCKENFIELD	MILLERS BOUNDARY TO 2451 DUCKENFIELD WHARF	466	5.3	Rehab & Widen(A)	4 to 6	\$298,863	\$68,738



54	DUCKENFIELD ROAD	BERRY PARK	4134 EALES BRIDGE TO 4461 MIDDLE BRIDGE	327	5.5	Rehab & Widen(A)	4 to 6	\$209,717	\$48,236
55	DUCKENFIELD ROAD	BERRY PARK	4461 MIDDLE BRIDGE TO 5829 H/NO 223	1368	5.3	Rehab & Widen(A)	4 to 6	\$877,350	\$201,790
56	DUCKENFIELD ROAD	DUCKENFIELD	2451 DUCKENFIELD WHARF TO 4134 EALES BRIDGE	1683	5	Rehab & Widen(A)	7 to 10	\$1,079,372	\$248,256
57	ELGIN STREET	MAITLAND	KEN TUBMAN to HIGH	215	9.1	Recon[C]	1 to 3	\$827,326	\$190,284
58	EURIMBLA STREET	THORNTON	GOVERNMENT to RAILWAY	262	10.5	Recon[C]	7 to 10	\$1,008,183	\$231,883
59	FIELDSEND STREET	METFORD	METFORD to TURTON	423	6.4	Recon(B)	1 to 3	\$976,629	\$224,626
60	FIELDSEND STREET	EAST MAITLAND	TURTON to MIDDLETON	319	13	Recon(B)	4 to 6	\$736,512	\$169,398
61	FITZROY STREET	EAST MAITLAND	RILEY to OLD NEWCASTLE RD	315	5.5	Rehab(B)	1 to 3	\$323,234	\$74,343
62	GILLIES STREET	RUTHERFORD	BROOKS to PARKES	171	8.5	Recon(A)	1 to 3	\$241,271	\$55,492
63	GILLIES STREET	RUTHERFORD	SOUTH to BROOKS	171	8.6	Recon(A)	1 to 3	\$241,271	\$55,492
64	GLENARVON ROAD	LORN	0 BELMORE TO 634 MEADS	634	5.5	Rehab & Widen(B)	4 to 6	\$650,573	\$149,633
65	GLENARVON ROAD	LORN	634 MEADS TO 1259 DAWSONS	625	5.5	Rehab & Widen(B)	4 to 6	\$641,338	\$147,507
66	GLENARVON ROAD	LORN	0 BELMORE TO 992 HICKS	992	5.5	Rehab & Widen[C]	4 to 6	\$1,908,621	\$438,984
67	GREGORY ROAD	LOCHINVAR	ROBERT to STATION	400	5.4	Recon(B)	7 to 10	\$923,526	\$212,411
68	HANNAN STREET	MAITLAND	HIGH to SEMPILL	314	6.5	Recon(B)	7 to 10	\$724,968	\$166,743
69	HARVEY ROAD	RUTHERFORD	ENRIGHT to NEW ENGLAND	405	10.4	Rehab(A)	7 to 10	\$259,742	\$59,739
70	HARVEY ROAD	RUTHERFORD	LOGAN to ENRIGHT	96	10.2	Rehab(A)	7 to 10	\$61,568	\$14,161
71	HINTON ROAD	PHOENIX PARK	1245 LAWLERS TO 2245 HUNTER RIVER	1000	8	Rehab & Widen(A)	7 to 10	\$641,338	\$147,507
72	HINTON ROAD	PHOENIX PARK	600 H/NO 60 TO 1245 LAWLERS	645	8	Rehab & Widen(A)	7 to 10	\$413,663	\$95,142
73	HUNTER STREET	EAST MAITLAND	PIERCE to HIGH	111	14.4	Recon(B)	7 to 10	\$256,279	\$58,944
74	JOHN STREET	TELARAH	HOMEVILLE LN TO BLIGH STREET	270	11	Recon[C]	7 to 10	\$1,038,967	\$238,963
75	JOHN STREET	TELARAH	GILLIES TO HOMEVILLE LN	320	11	Rehab & Widen[C]	7 to 10	\$615,684	\$141,607
76	KENSINGTON ROAD	BOLWARRA	BAYSWATER to BOLWARRA	582	8.1	Rehab(B)	7 to 10	\$597,214	\$137,360
77	LANG DRIVE	BOLWARRA HEIGHTS	0 PATERSON TO 330	330	6.1	Rehab & Widen(B)	4 to 6	\$338,626	\$77,883
78	LANG DRIVE	BOLWARRA HEIGHTS	330 TO 635 CULVERT	305	6	Rehab & Widen(B)	7 to 10	\$312,973	\$71,984
79	LANG DRIVE	BOLWARRA HEIGHTS	635 CULVERT TO 1599 TOTAL	964	6.1	Rehab & Widen(B)	7 to 10	\$989,199	\$227,516
80	LAWES STREET	EAST MAITLAND	ALLIANCE to BRUNSWICK	215	14.2	Recon(B)	1 to 3	\$496,395	\$114,169
81	LAWES STREET	EAST MAITLAND	MELBOURNE TO WILLIAM	260	14.2	Recon(B)	1 to 3	\$600,292	\$138,068
82	LAWSON AVENUE	WOODBERRY	DALWOOD to FREWIN	383	12.2	Recon(B)	4 to 6	\$884,277	\$203,384
83	LAWSON AVENUE	WOODBERRY	WOODBERRY to DALWOOD	367	13	Recon(B)	4 to 6	\$847,335	\$194,888



84	LOGAN ROAD	RUTHERFORD	HARVEY to REGIMENT	264	10.2	Rehab(B)	7 to 10	\$270,901	\$62,308
85	LOGAN ROAD	RUTHERFORD	VENTURA to HARVEY	237	10.1	Rehab(B)	7 to 10	\$243,195	\$55,933
86	LOUTH PARK ROAD	LOUTH PARK	BRIDGE to TRAPPAUD	647	5.2	Rehab & Widen(B)	7 to 10	\$663,913	\$152,699
87	LOUTH PARK ROAD	LOUTH PARK	STD KM - NORTH END to BRIDGE	357	5.5	Rehab & Widen(B)	7 to 10	\$366,332	\$84,258
88	LUSKINTYRE ROAD	LUSKINTYRE	4836 PYWELLS TO 5210 CULVERT	374	5.5	Rehab & Widen(B)	1 to 3	\$383,777	\$88,268
89	LUSKINTYRE ROAD	LUSKINTYRE	5210 CULVERT TO 5984 KNOCKFIN	400	8	Rehab & Widen(B)	1 to 3	\$410,456	\$94,406
90	LUSKINTYRE ROAD	LUSKINTYRE	6470 CULVERT TO 6900 H/NO 694	430	8	Rehab & Widen(B)	1 to 3	\$441,240	\$101,485
91	LUSKINTYRE ROAD	LUSKINTYRE	7500 H/NO 753 TO 8150 CULVERT	709	8	Rehab & Widen(B)	1 to 3	\$727,534	\$167,332
92	LUSKINTYRE ROAD	LUSKINTYRE	8780 H/NO 862 TO 9139 CULVERT	359	8	Rehab & Widen(B)	1 to 3	\$368,384	\$84,727
93	LUSKINTYRE ROAD	LAMBS VALLEY	10650 H/NO 1065 TO 11925 MAITLAND VALE	1275	8	Rehab & Widen(B)	4 to 6	\$1,308,329	\$300,916
94	LUSKINTYRE ROAD	LUSKINTYRE	2424 PYWELLS TO 3070 H/NO 306	646	6	Rehab & Widen(B)	4 to 6	\$662,887	\$152,465
95	LUSKINTYRE ROAD	LUSKINTYRE	5984 KNOCKFIN TO 6470 CULVERT	486	6.1	Rehab & Widen(B)	4 to 6	\$498,704	\$114,703
96	LUSKINTYRE ROAD	LOCHINVAR	650 H/NO 93 TO 950	300	6	Rehab & Widen(B)	4 to 6	\$307,842	\$70,805
97	LUSKINTYRE ROAD	LUSKINTYRE	6900 H/NO 694 TO 7500 H/NO 753	600	6	Rehab & Widen(B)	4 to 6	\$615,684	\$141,607
98	LUSKINTYRE ROAD	LOCHINVAR	0 WINDERMERE TO 650 H/NO 93	650	6.5	Rehab & Widen(B)	7 to 10	\$666,991	\$153,407
99	LUSKINTYRE ROAD	LUSKINTYRE	1938 BRIDGE TO 2424 PYWELLS	486	6.4	Rehab & Widen(B)	7 to 10	\$498,704	\$114,712
100	LUSKINTYRE ROAD	LUSKINTYRE	8150 CULVERT TO 8780	630	6	Rehab & Widen(B)	7 to 10	\$646,469	\$148,688
101	MAITLAND VALE ROAD	ROSEBROOK	11235 H/No 1124 PROGRESSIVE	1185	5.5	Rehab & Widen(B)	1 to 3	\$1,215,976	\$279,675
102	MAITLAND VALE ROAD	HILLSBOROUGH	12420 CULVERT(12485) TO HILLSBOROUGH(13420)	1035	6	Rehab & Widen(B)	1 to 3	\$1,062,055	\$244,273
103	MAITLAND VALE ROAD	ROSEBROOK	8995 H/No 902 TO 10085 H/No 1014 PROGRESSIVE	1090	5.5	Rehab & Widen(B)	1 to 3	\$1,118,493	\$257,252
104	MAITLAND VALE ROAD	LAMBS VALLEY	17415 H/No TO 17990 LUSKINTYRE	575	6	Rehab & Widen(B)	4 to 6	\$590,031	\$135,708
105	MCFARLANES ROAD	BERRY PARK	BEND TO H/NO 1171	805	8	Rehab & Widen(B)	7 to 10	\$826,043	\$189,991
106	MCFARLANES ROAD	BERRY PARK	CULVERT TO H/NO 321	660	8	Rehab & Widen(B)	7 to 10	\$677,253	\$155,767
107	MCFARLANES ROAD	BERRY PARK	H/NO 171 TO CULVERT	390	8	Rehab & Widen(B)	7 to 10	\$400,195	\$92,046
108	MCFARLANES ROAD	BERRY PARK	H/NO 321 TO BERRY PARK BOUNDARY	893	8	Rehab & Widen(B)	7 to 10	\$916,343	\$210,759
109	MCFARLANES ROAD	BERRY PARK	RAYMOND TERRACE TO BEND	880	8	Rehab & Widen(B)	7 to 10	\$903,004	\$207,691
110	MCFARLANES ROAD	BERRY PARK	3628 BOUNDARY TO 4390 DUCKENFIELD	762	7	Rehab & Widen(B)	4 to 6	\$781,919	\$179,842
111	METFORD ROAD	METFORD	CHELMSFORD TO FIELDEND	750	7	Recon(B)	7 to 10	\$1,731,612	\$398,272
112	METFORD ROAD	TENAMBIT	MAIZE TO RIBEE	700	7	Recon(B)	7 to 10	\$1,616,171	\$371,718



113	MORPETH ROAD	RAWORTH	BRUSH FARM RD - PROGRESSIVE	300	7	Recon(B)	4 to 6	\$692,645	\$159,308
114	MOUNT DEE ROAD	MAITLAND	CH 320 TO BRIDGE	400	6.1	Rehab & Widen(B)	4 to 6	\$410,456	\$94,406
115	MOUNT PLEASANT STREET	MAITLAND	CULVERT to NEW ENGLAND	233	12.1	Recon(B)	1 to 3	\$537,954	\$123,730
116	NARANG STREET	EAST MAITLAND	CUMBERLAND to HUNTER	150	13.8	Recon(B)	7 to 10	\$346,322	\$79,655
117	NARANG STREET	EAST MAITLAND	HUNTER to LINDESAY	214	13.6	Recon(B)	7 to 10	\$494,087	\$113,640
118	NARANG STREET	EAST MAITLAND	MAIZE TO POOL	240	11	Recon(B)	4 to 6	\$554,116	\$127,447
119	OAKHAMPTON ROAD	OAKHAMPTON	4680 KEZIA TO 5020 BOUNDARY	340	6.8	Rehab & Widen(B)	1 to 3	\$348,888	\$80,242
120	OAKHAMPTON ROAD	OAKHAMPTON	4095 LEVEL CROSSING TO 4680 KEZIA(4670)	585	6.8	Rehab & Widen(B)	4 to 6	\$600,292	\$138,068
121	OAKHAMPTON ROAD	OAKHAMPTON	3600 NTH WILLARDS TO 4075 LEVEL CROSS	475	7	Rehab & Widen(B)	7 to 10	\$487,417	\$112,105
122	OAKHAMPTON ROAD	OAKHAMPTON	945 H/No 93 TO 1520 SCOBIES(1510)	575	6	Rehab & Widen(B)	7 to 10	\$590,031	\$135,708
123	OLD NORTH ROAD	LOCHINVAR	2030 H/No 203 TO 3120 H/No 324	1090	7.3	Rehab & Widen(B)	4 to 6	\$1,118,493	\$257,252
124	PAGE STREET	EAST MAITLAND	HUGHES to BLAXLAND	159	8.4	Recon[C]	4 to 6	\$611,836	\$140,722
125	PAGE STREET	EAST MAITLAND	HUGHES to BLAXLAND	159	11	Rehab & Widen[C]	4 to 6	\$305,918	\$70,361
126	PATERSON ROAD	BOLWARRA HEIGHTS	DUNMORE - 2420 P/POLE 1Q7/ 1520	360	6.5	Rehab & Widen(B)	4 to 6	\$369,411	\$84,963
127	PATERSON ROAD	BOLWARRA	NO 74 to BOLWARRA ROAD	230	12	Rehab & Widen(C)	7 to 10	\$442,523	\$101,781
128	PHOENIX PARK ROAD	LARGS	3890 UNICOMB(3960) TO 4650 HUNTER	760	7.3	Rehab & Widen(B)	1 to 3	\$779,867	\$179,369
129	PHOENIX PARK ROAD	PHOENIX PARK	2500 LEVEE TO 3130 LEVEE	630	6.7	Rehab & Widen(B)	7 to 10	\$646,469	\$148,688
130	PHOENIX PARK ROAD	LARGS	3130 LEVEE TO 3890 UNICOMB(3960)	760	7.3	Rehab & Widen(B)	7 to 10	\$779,867	\$179,369
131	REABILITATION PROGRAM	CITYWIDE	VARIOUS	VAR	VAR	Program	1 to 10	\$17,957,458	\$4,130,215
132	REGIMENT ROAD	RUTHERFORD	LOGAN to BUFFIER	218	11	Recon(B)	4 to 6	\$503,322	\$115,763
133	REGIMENT ROAD	RUTHERFORD	WOLLOMBI to BRIGANTINE	150	10.1	Recon(B)	7 to 10	\$346,322	\$79,655
134	REGIMENT ROAD	RUTHERFORD	H/N 105 to BRIGANTINE	453	11	Rehab(B)	4 to 6	\$464,842	106,914
135	RESEAL PROGRAM	CITYWIDE	VARIOUS	VAR	VAR	Program	1 to 10	\$12,826,756	\$2,950,153
136	RICHARDSON STREET	EAST MAITLAND	BRUNSWICK to ULTIMO	165	15	Recon(B)	1 to 3	\$380,955	\$87,621
137	RICHARDSON STREET	EAST MAITLAND	ULTIMO to BRISBANE	161	14.4	Recon(B)	1 to 3	\$371,719	\$85,495
138	SECOND AVENUE	RUTHERFORD	WEBLANDS to FOURTH	400	8.4	Recon(B)	1 to 3	\$923,526	\$212,411
139	SEMPILL STREET	MAITLAND	Court House to Hannan St	72	6.5	Recon(B)	7 to 10	\$166,235	\$38,236
140	SOUTH SEAS DRIVE	ASHTONFIELD	ADELE (EAST END) to AIRLIE (EAST END)	277	12.2	Rehab[C]	7 to 10	\$355,301	\$81,718
141	SOUTH SEAS DRIVE	ASHTONFIELD	AIRLIE (EAST END) to ADELE WEST	148	12.1	Rehab[C]	7 to 10	\$189,836	\$43,662



142	ST ANDREWS STREET	MAITLAND	HIGH to CAROLINE	78	7	Recon(B)	7 to 10	\$180,088	\$41,420
143	TAYLOR AVENUE	THORNTON	BUNBURY to SHARP	289	11.5	Recon(B)	4 to 6	\$667,248	\$153,467
144	TAYLOR AVENUE	THORNTON	SHARP to HAUSSMAN	234	10.5	Recon(B)	4 to 6	\$540,263	\$124,260
145	TENAMBIT STREET	EAST MAITLAND	PATERSON to RAYMOND TERRACE	180	13.3	Recon(B)	7 to 10	\$415,587	\$95,586
146	THOMAS COKE DRIVE	THORNTON	JOHN ARTHUR to TAYLOR	215	9.4	Recon(B)	1 to 3	\$496,395	\$114,169
147	THOMAS COKE DRIVE	THORNTON	SPORTS ENTRANCE to WELWIN	170	11	Recon(B)	1 to 3	\$392,499	\$90,276
148	TOTAL	BOLWARRA HEIGHTS	LANG DRIVE to CULVERT	355	9	Rehab & Widen(B)	1 to 3	\$364,280	\$83,786
149	TRAPPAUD ROAD	SOUTH MAITLAND	607 PENDER TO 1133 CULTIVATION	526	5.7	Rehab & Widen(C)	7 to 10	\$1,012,031	\$232,769
150	TRAPPAUD ROAD	SOUTH MAITLAND	CULTIVATION TO LOUTH PARK	454	5.5	Rehab & Widen(C)	7 to 10	\$873,502	\$200,907
151	TURTON STREET	EAST MAITLAND	FIELDSEND to MIDDLETON	212	4.9	Rehab(B)	7 to 10	\$217,542	\$50,034
152	VERDANT DRIVE	EAST MAITLAND	STRONACH to MOLLY MORGAN	321	10.3	Rehab(B)	1 to 3	\$329,391	\$75,761
153	WEBLANDS STREET	RUTHERFORD	MELBEE to ARTHUR	208	7.2	Recon(B)	1 to 3	\$480,234	\$110,453
154	WOLLOMBI ROAD	RUTHERFORD	GREEN TO UNDERPASS	450	8	Rehab & Widen(B)	1 to 3	\$461,763	\$106,206
155	WOLLOMBI ROAD	BISHOPS BRIDGE	BRIDGE TO CITY BOUNDARY	926	8	Rehab & Widen(B)	4 to 6	\$950,206	\$218,549
156	WOODBERRY ROAD	MILLERS FOREST	2859 ALNWICK TO 4195 RAYMOND TERRACE	1336	7.8	Rehab & Widen(B)	1 to 3	\$1,370,924	\$315,312
157	WOODBERRY ROAD	MILLERS FOREST	815 BRIDGE TO 1743 H/NO 244	928	8	Rehab & Widen(B)	1 to 3	\$952,258	\$219,020
	TOTAL							\$110,576,256	\$25,432,558

Table 16: Work Schedule - Capital Pavement Works



6.3.5 CYCLEWAYS/SHARED PATHS

Item No	Location	Type	Description	Length	Total Cost	Apportioned 23%
158	Aberglasslyn 1	Off Road	Along Hunter River (Between Willow Tree Close - Aberglasslyn Road)	990	\$651,432	\$149,829
159	Aberglasslyn 2	On Road	Aberglasslyn Road (Between Hunter River - Denton Park Drive)	2300	\$393,492	\$90,503
160	Aberglasslyn 3	On Road	Denton Park Drive (Between Weblands Street - Aberglasslyn Road)	180	\$30,795	\$7,082
161	Aberglasslyn 4	On Road	Waratah Close (Between Silky Oak Road - Kelly Circuit)	130	\$22,241	\$5,115
162	Aberglasslyn 5	Off Road	Vikki Avenue (Between Niven Parade - Kelly Circuit)	970	\$638,272	\$146,802
163	Aberglasslyn 6	On Road	Anambah Road (North of New England Highway)	3680	\$629,586	\$144,804
164	Aberglasslyn 7	Off Road	McKeachies Drive (Between Aberglasslyn Road - Redgum Circuit)	440	\$289,526	\$66,589
165	Ashtonfield 1	On Road	The Boulevard (South of Stronach Avenue)	300	\$51,325	\$11,804
166	Ashtonfield 2	Off Road	Metford Road (Between Molly Morgan Drive - South Seas Drive)	550	\$361,907	\$83,237
167	Ashtonfield 3	Off Road	South Seas Drive (Between New England Highway - Metford Road)	1920	\$1,263,384	\$290,578
168	Ashtonfield 4	Off Road	Norfolk Street (Between Celebes Street - Tasman Close)	400	\$263,205	\$60,537
169	Ashtonfield 5	Off Road	Dumaresq Parade (West of McLeod Avenue)	620	\$407,968	\$93,831
170	Bolwarra 1	Off Road	Paterson Road (Between Bolwarra Road - Tocal Road)	1120	\$736,974	\$169,504
171	Bolwarra 2	On/Off Road	Patterson Road (South of Bolwarra Road)	1220	\$208,722	\$48,006
172	East Maitland 1	Off Road	Day Street (Between Morpeth Road - Victoria Street)	1100	\$723,814	\$166,478
173	East Maitland 2	On Road	William Street/Brisbane Street/Richardson Street (Between Day Street - Chisholm Road)	2380	\$407,178	\$93,650
174	East Maitland 3	On Road	High Street (Between Hodge Street - Brisbane Street)	1770	\$302,817	\$69,649
175	East Maitland 4	On Road	Cumberland Street/Hodge Street (Between Morpeth Road - High Street)	1020	\$174,505	\$40,136
176	East Maitland 5	On Road	Lindesay Street (Cumberland Street - High Street)	630	\$107,782	\$24,789
177	East Maitland 6	On Road	Fieldsend Street/Turton Street (Between Brunswick Street - Chelmsford Drive)	1220	\$208,722	\$48,006
178	East Maitland 7	On Road	Morpeth Road (Between Jenna Drive - Highlands Crescent)	1490	\$254,914	\$58,631



179	Largs 1	On Road	Paterson Road (Between Largs Avenue - Cabarita Close)	260	\$44,482	\$10,231
180	Largs 2	On Road	Largs Avenue (Between Paterson Road - High Street)	890	\$152,264	\$35,021
181	Maitland 1	On Road	Belmore Road (Between High Street - The Esplanade)	330	\$56,457	\$12,985
182	Maitland 2	On Road	High Street (Between Belmore Road - New England Highway)	1690	\$289,131	\$66,501
183	Maitland 3	On Road	Church Street (Between High Street - Steam Street)	600	\$102,650	\$23,611
184	Maitland 4	On Road	Elgin Street (Between High Street - Athel D'ombrain Drive)	680	\$116,337	\$26,758
185	Maitland 5	On Road	Victoria Street (Between High Street - Athel D'ombrain Drive)	660	\$112,915	\$25,970
186	Maitland 6	On Road	Athel D'ombrain Drive (Between Elgin Street - Old Rose Street)	630	\$107,782	\$24,789
187	Maitland 7	On Road	Smyth Field (East of James Street)	340	\$58,168	\$13,379
188	Maitland 8	On Road	High Street Railway Station Access Road	150	\$25,662	\$5,904
189	Maitland 9	Off Road	New England Highway/Les Darcy Drive (Between Maitland Railway Station - High Street Railway Station)	1190	\$783,035	\$180,096
190	Maitland 10	Off Road	Elgin Street/Park Street (Between Les Darcy Road)	1420	\$934,378	\$214,908
191	Maitland 11	On/Off Road	Mount Dee Road	1250	\$213,854	\$49,186
192	Morpeth 1	On Road	Morpeth Road (Between Tank Street - Steamer Street)	660	\$112,915	\$25,970
193	Morpeth 2	Off Road	Tank Street (Between Morpeth Road - Canterbury Drive)	690	\$454,029	\$104,425
194	Morpeth 3	On Road	Swan Street (Between Tank Street - Edward Street)	1230	\$210,432	\$48,398
195	Morpeth 4	On Road	Edward Street (Between Swan Street - Duckenfield Road)	600	\$102,650	\$23,611
196	Raworth 1	On Road	Brushfarm Road (Between Pitnacree Road - Morpeth Road)	2870	\$491,009	\$112,932
197	Raworth 2	On Road	Morpeth Road (South of Raworth Avenue)	560	\$95,807	\$22,036
198	Rutherford 1	On Road	Fairfax Street (Between Denton Park Drive - Dunkley Street)	980	\$167,662	\$38,562
199	Rutherford 2	Off Road	East of Fairfax Street (Between Joshua Close - Dunkley Street)	800	\$526,410	\$121,076
200	Rutherford 3	Off Road	Weblands Street (Between Budgeree Drive - Vindin Street)	1020	\$671,173	\$154,370
201	Rutherford 4	On Road	Avery Street (Between Aberglasslyn Road - Treasure Street)	1220	\$208,722	\$48,006
202	Rutherford 5	Off Road	Aberglasslyn Road (Between Avery Street - Alexandra Avenue)	1330	\$875,157	\$201,287
203	Rutherford 6	On Road	Racecourse Road (Between Bradmill Avenue - New England Highway)	2300	\$393,492	\$90,503



204	Rutherford 7	On Road	Harvey Road/Logan Road (Between New England Highway - Ventura Close)	740	\$126,602	\$29,116
205	Rutherford 8	On Road	Arthur Street/Ventura Close (Between Weblands Street - Brigantine Street) and Clayton Crescent	1230	\$210,432	\$48,398
206	Rutherford 9	On Road	Brigantine Street (Between Regiment Roads)	1190	\$203,589	\$46,826
207	Rutherford 10	On/Off Road	New England Highway (Between Arthur Street - Wollombi Road) and Wollombi Road	310	\$53,036	\$12,198
208	Rutherford 11	On Road	Woodberry Street (Between Arthur Street - Melbee Street)	210	\$35,927	\$8,265
209	Rutherford 12	On Road	Bunning Avenue (Between Dunkley Street - Alexandra Avenue)	340	\$58,168	\$13,379
210	Telarah 1	On Road	Young Street/Macarthur Street/George Street (Between New England Highway and South Street)	1080	\$184,770	\$42,496
211	Telarah 2	Off Road	Lismore Street (Between William Street - Green Street)	160	\$105,282	\$24,214
212	Telarah 3	On Road	New England Highway/Johnson Street/High Street (Between Aberglasslyn Road - Ledsam Street)	1460	\$249,782	\$57,451
213	Tenambit 1	On Road	Goldingham Street (Between Blackley Avenue - Collinson Street)	750	\$128,312	\$29,513
214	Tenambit 2	On Road	Laurie Drive/Jenna Drive	470	\$80,409	\$18,495
215	Tenambit 3	Off Road	Goldingham Street (Between Stanton Drive - Blackley Avenue)	600	\$394,808	\$90,805
216	Tenambit 4	Off Road	Canterbury Drive (Between Tank Street - Stanton Drive)	850	\$559,311	\$128,641
217	Thornton 1	On/Off Road	Karuah St (Between Haussman Dr - Thornton R) and Haussman Dr (Between RTR - Government Rd)	2210	\$378,094	\$86,963
218	Thornton 2	Off Road	South of Taylor Avenue	290	\$190,824	\$43,891
219	Thornton 3	On/Off Road	Holford Crescent/Welwin Crescent	490	\$83,831	\$19,283
220	Thornton 4	On Road	Thornton Road (South of Karuah Street)	1260	\$215,565	\$49,581
221	Thornton 5	On Road	Government Road (North of Avarid Close)	670	\$114,626	\$26,363
222	Walka Waterworks 1	Off Road	Waterworks Road	1760	\$1,158,102	\$266,365
223	Cycleway Renewals	On/Off Road	Various	6000	\$2,632,050	\$605,371
224	Walka Waterworks 2	On Road	Sempill Street / Oakhampton Road	1780	\$304,528	\$70,041
	Total				\$22,903,181	\$5,267,730

Table 4: Work Schedule - Cycleways/Shared Paths



6.3.6 LOUTH PARK CATCHMENT WORKS

Item No	Description of Facility	Location	Est. Capital Cost	Half Width Rd Const	Est. Land Cost	Total Cost	Timing / Staging
225	Local Playground	2 Eldon Drive, Louth Park	\$434,697	\$216,440	\$316,527	\$967,664	278 lots
226	Relocation of Electricity Poles	Louth Park Road, Louth Park	\$1,371,619			\$1,371,619	100 lots

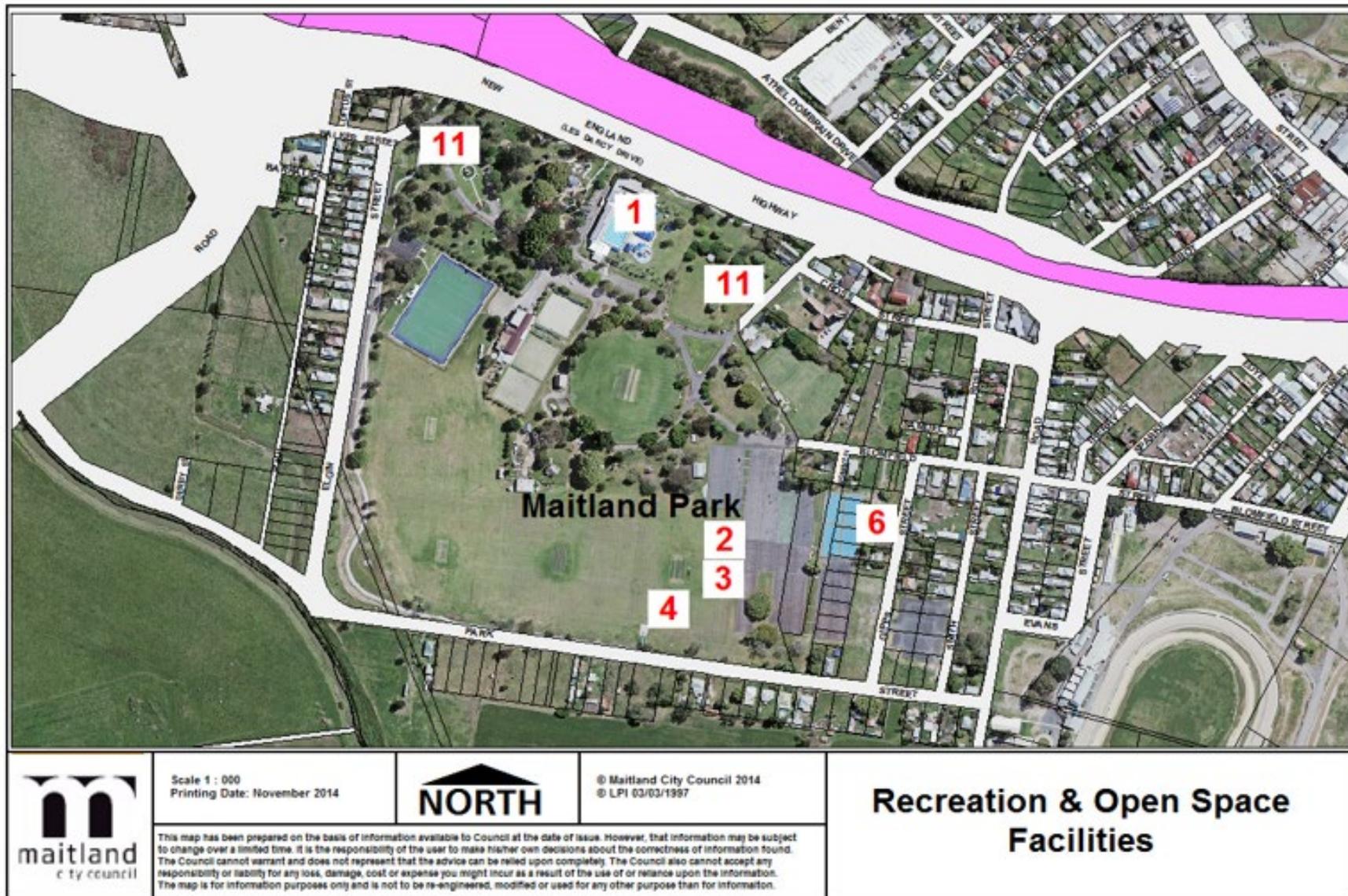
Table 18: Work Schedule – Louth Park Catchment

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6.4.1 RECREATION & OPEN SPACE FACILITIES – MAITLAND PARK



Map 1: Rec & Open Space Facilities - Maitland Park



6.4.2 RECREATION & OPEN SPACE FACILITIES – RUTHERFORD



Map 2: Rec & Open Space Facilities – Rutherford – Max McMahon Fields



6.4.3 RECREATION & OPEN SPACE FACILITIES – STOCKADE HILL



Map 3: Rec & Open Space Facilities - Stockade Hill



6.4.4 RECREATION & OPEN SPACE FACILITIES – RATHLUBA PLAYGROUND



Map 4: Rec & Open Space Facilities - Rathluba



6.4.5 RECREATION & OPEN SPACE FACILITIES – ANAMBAH SPORTSGROUND



Map 5: Rec & Open Space Facilities - Anambah



6.4.6 RECREATION & OPEN SPACE FACILITIES – THORNTON SKATE PARK



Map 6: Rec & Open Space Facilities – Thornton Skate Park



6.4.7 RECREATION & OPEN SPACE FACILITIES – LORN



Map 7: Rec & Open Space Facilities - Lorn



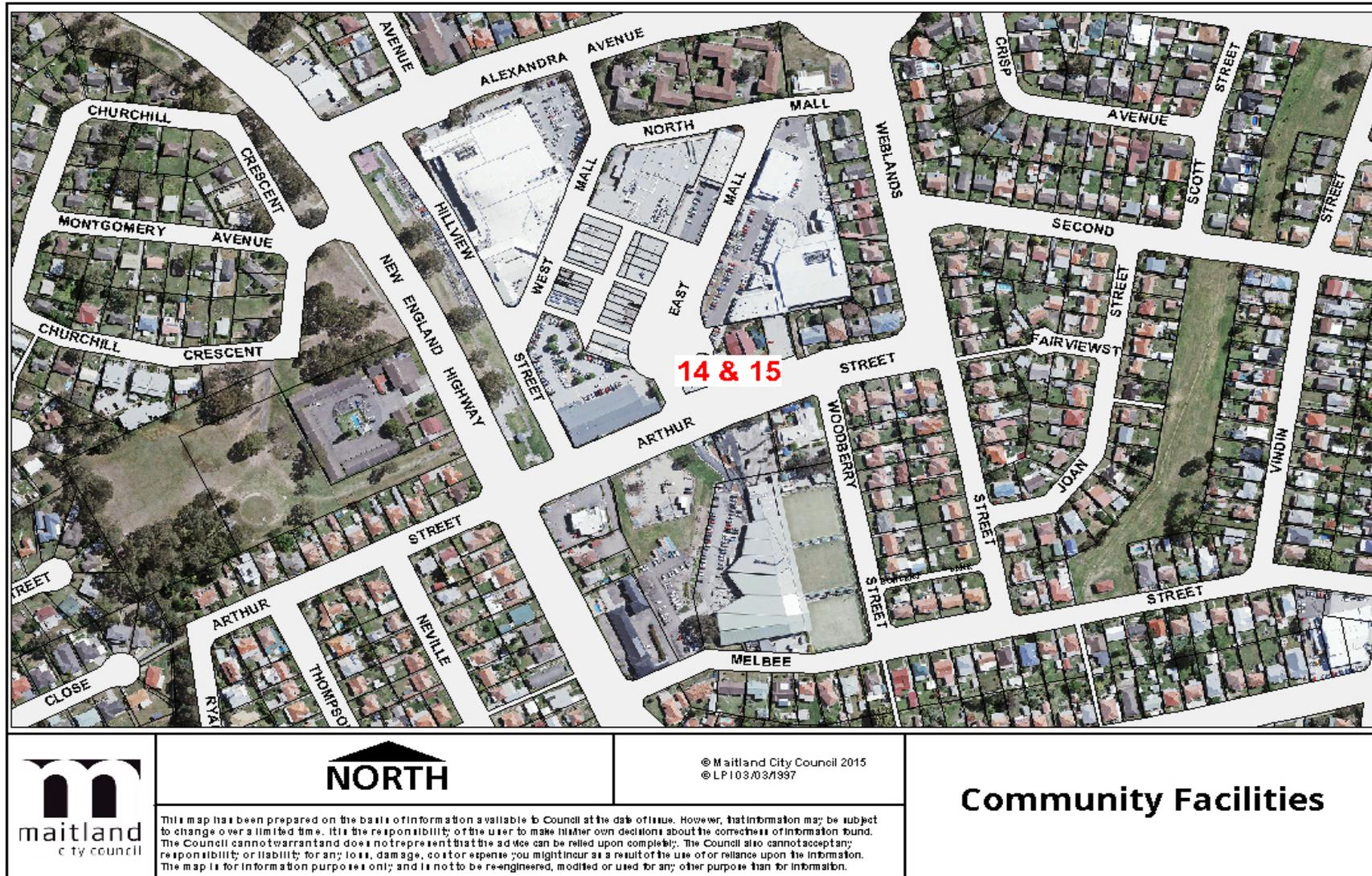
6.4.8 RECREATION & OPEN SPACE FACILITIES – MORPETH



Map 8: Rec & Open Space Facilities - Morpeth



6.4.9 COMMUNITY FACILITIES – RUTHERFORD



Map 9: Community Facilities - Rutherford



6.4.10 COMMUNITY FACILITIES – CENTRAL MAITLAND



Map 10: Community Facilities - Central Maitland



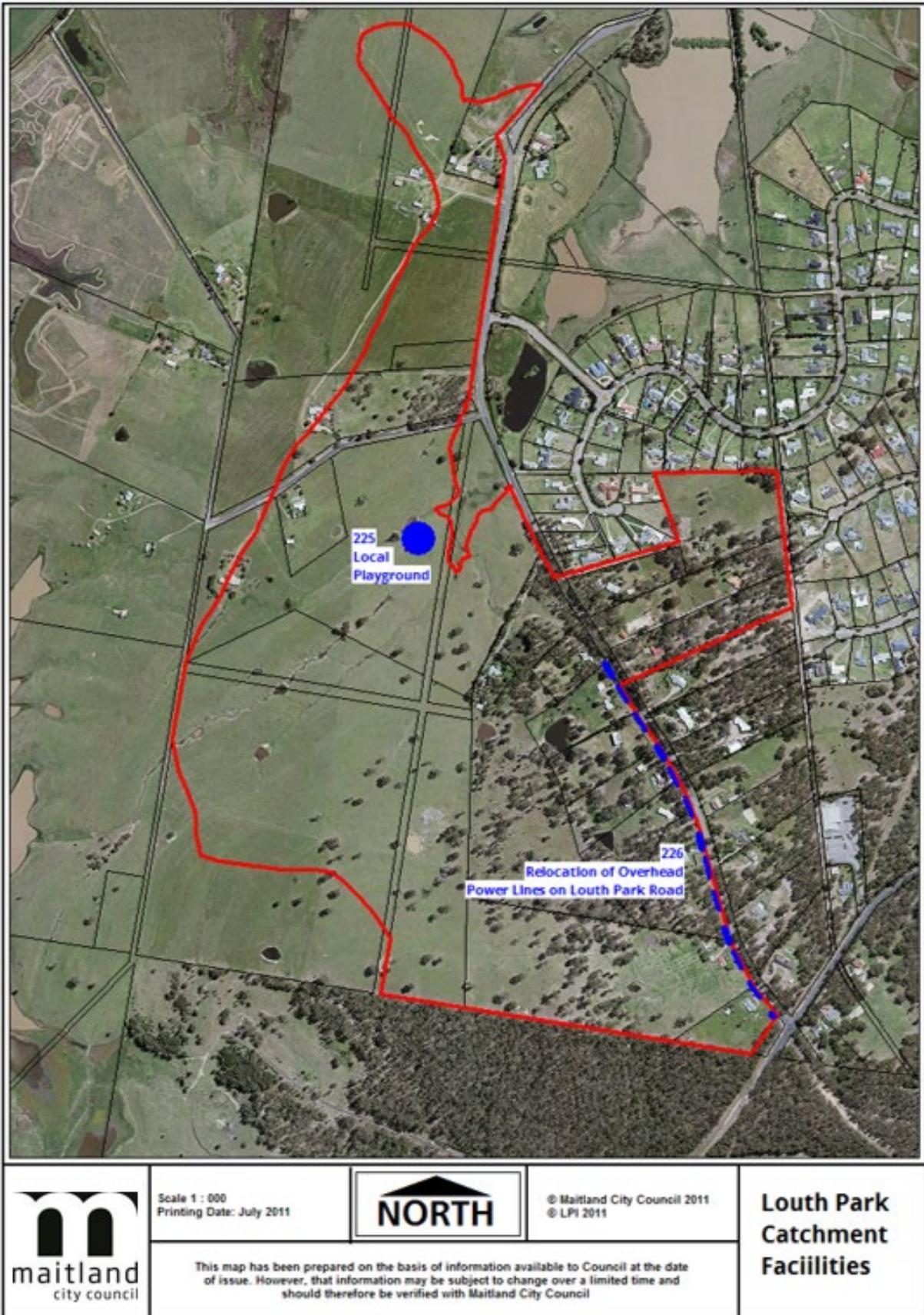
6.4.11 COMMUNITY FACILITIES - THORNTON



Map 11: Community Facilities - Thornton



6.4.12 LOUTH PARK CATCHMENT FACILITIES



Map 12: Louth Park Catchment Facilities

