



BLAYNEY SHIRE LOCAL  
INFRASTRUCTURE  
CONTRIBUTIONS PLAN 2022





Prepared for



By



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## Glossary of terms and abbreviations

Words and phrases used in this plan have the same meaning as the terms defined in the Blayney Local Environmental Plan 2012 or the Environmental Planning and Assessment Act 1979, except as provided for below.

**Bedroom** means any room or space within a dwelling capable of being used as or converted to a bedroom.

**Complying development** has the same meaning as in the [EP&A Act](#).

**Complying Development Certificate (CDC)** has the same meaning as in the [EP&A Act](#).

**Consent authority** has the same meaning as in the [EP&A Act](#) but also includes a registered certifier responsible for issuing a CDC.

**Council** means Blayney Shire Council.

**CSP** means Community Strategic Plan.

**Development** has the same meaning as in the [EP&A Act](#).

**Development application** has the same meaning as in the [EP&A Act](#).

**Development consent** has the same meaning as in the [EP&A Act](#).

**Dwelling** has the same meaning as in Blayney Local Environmental Plan 2012.

**DPE** means the Department of Planning and Environment

**EP&A Act** means the NSW Environmental Planning and Assessment Act 1979.

**EP&A Regulation** means the NSW Environmental Planning and Assessment Regulation 2021.

**ESA** means the Equivalent Standard Axles, which is a measure used to describe the life of a section of road.

**GFA** means gross floor area.

**Heavy haulage development** means any of the following developments that are defined in the Blayney Local Environmental Plan 2012:

- (a) extractive industry,
- (b) forestry,
- (c) landscaping material supplies,
- (d) industry,
- (e) mining,
- (f) rural industry,



(g) timber yards, and  
any other development that involves the movement of laden heavy vehicles

**LGA** means local government area.

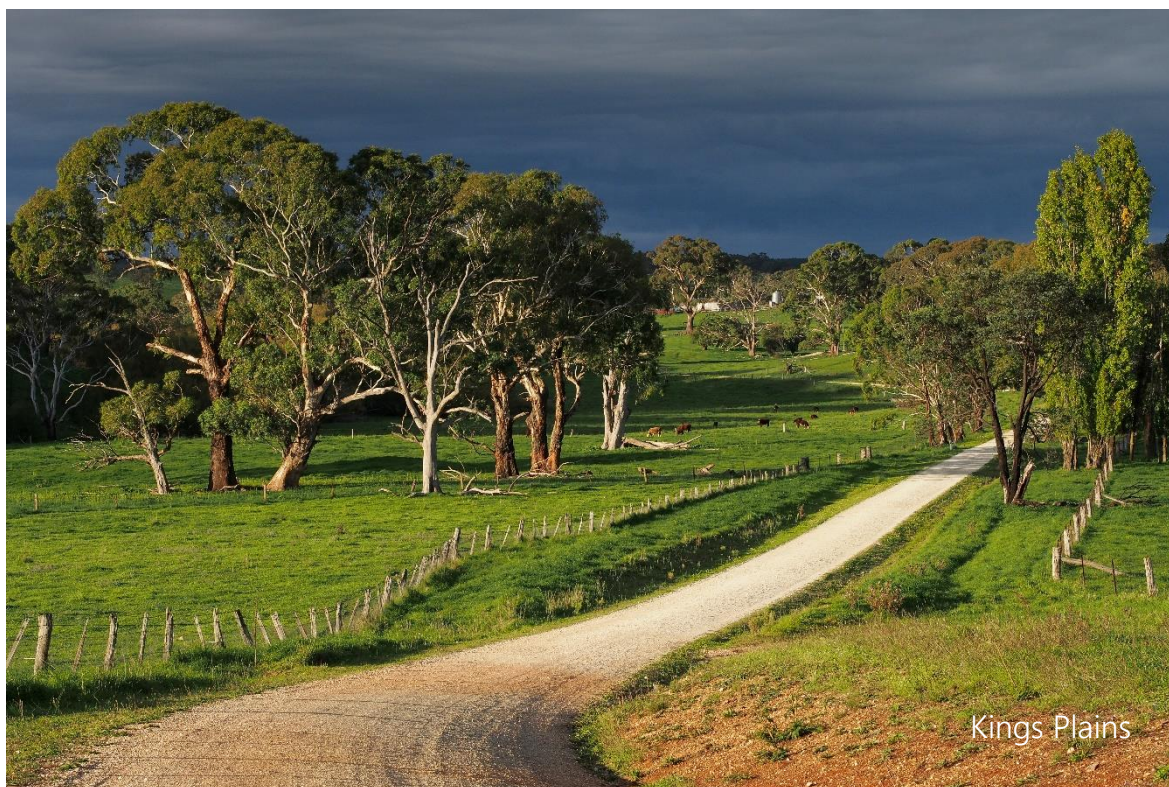
**Local infrastructure** means public amenities and public services that are traditionally the responsibility of local government, excluding water supply or sewerage services.

**Minister** means the Minister for Planning

**Planning agreement** has the same meaning as in [section 7.4](#) of the EP&A Act.

**Registered certifier** has the same meaning as in the [EP&A Act](#).

**Residential accommodation** has the same meaning as in Blayney Local Environmental Plan 2012.







## Plan summary

Future development in the Blayney Local Government Area (LGA) will create a need for and increase the demand for local infrastructure.

Developers of land will be required to make monetary contributions toward the provision, extension or augmentation of local infrastructure to meet those increased demands.

This will be done by contributions being imposed on developments under section 7.11 (s7.11) or section 7.12 (s7.12) of the Environmental Planning and Assessment Act 1979, in accordance with this plan.

This plan authorises a consent authority – including the Blayney Shire Council, a planning panel, or a registered certifier – to require contributions from developers of land to provide for extra local infrastructure needed by new development throughout the Blayney LGA.

Registered certifiers are responsible for calculating the contribution for complying development as shown in this plan and imposing a condition in the Complying Development Certificate (CDC). Details of the responsibilities of registered certifiers are included in section 3.5.

This plan also includes information on the following key matters:

Table 1: Key matters addressed in the plan

Matter	Section of plan
The contribution rates to be used in calculating contribution amounts	Table 2
The types of contributions that apply to different types of development	Sections 1.2 and 1.4
Development that is exempted from contributions or levies	Section 1.3
How to calculate a contribution amount for any individual development, including worked examples	Sections 2.1, 2.2, Appendix C
How contribution rates and amounts will be adjusted for inflation	Section 3.3
When contributions are to be paid	Section 4.1
The obligations and responsibilities of registered certifiers in imposing and arranging payment of contributions	Sections 3.5, 3.6
How to pay a contribution	Section 4.3
Alternative ways of settling a contributions obligation, other than by paying money	Sections 4.4, 4.5
Transitional arrangements for applications lodged but not yet determined when the plan commenced	Section 5.1



Matter	Section of plan
The infrastructure to be funded by the plan, including costs, location, staging and priority	Appendix A
How the s7.11 contribution rates were derived	Appendix B

## Summary of contribution rates

The contribution rates that apply to development are as shown below.

Table 2: Contribution rates for development types

Contribution type / Development type	Levy rate
S7.11 contributions	
Residential accommodation development resulting in additional dwellings or lots	\$9,296 per dwelling or lot
Heavy haulage development	\$0.52 per ESA per km of regional sealed road \$0.66 per ESA per km of local sealed road \$0.52 per ESA per km of local gravel road
S7.12 levies	
Where the proposed cost of carrying out the development:	
<ul style="list-style-type: none"> <li>is more than \$100,000 and up to and including \$200,000</li> </ul>	0.5% of than cost
<ul style="list-style-type: none"> <li>is more than \$200,000</li> </ul>	1.0% of that cost

Notes:

- (1) Refer to development exemptions in section 1.3
- (2) ESA means equivalent standard axles





## How to use this plan

To work out whether a development is subject to a contribution under this plan:

- Follow the steps in **Figure 2**. If the development meets the criteria for development, then the development is subject to a contribution under this plan.
- If the entire development is a type of development listed in section 1.3 then the development is exempted from contributions under this plan. If only a part of the development is a type of development listed in section 1.3 then only that part of the development is exempted contributions under this plan.

To calculate an estimated contribution for a certain development under this plan:

- Determine whether the proposed development is subject to development contributions- refer to section 1.2 of this plan.
- If the development is for residential accommodation or heavy haulage development, then calculate the s7.11 contribution by following the steps in section 2.1.
- For all other development calculate the s7.12 contribution by following the steps in section 2.2.
- If the development includes both residential accommodation and other development, then either a s7.11 or a s7.12 contribution will apply to the development. Follow the steps in section 1.4 and Figure 2 to determine the contribution that applies and the contribution amount.

If you wish to settle a contribution obligation that was imposed under this plan:

- Contact Council's customer service staff and request an adjusted (indexed) contribution amount.
- Pay the amount as per the requirements in section 4.3, or
- In the case of deferred payment, follow the requirements in section 5.5, or
- Propose an alternative settlement option as per the requirements set out in section 4.4.

To find out what infrastructure is planned to be provided using contributions collected under this plan:

- Refer to the works program and works location maps in Appendix A.





## 1 Is a contribution required?

### 1.1 Where this plan applies

This plan applies to all land in the Blayney LGA.

### 1.2 What development does this plan apply to?

Subject to section 1.3 of this plan, this plan applies to the following development types:

- (a) Residential accommodation development that will or is likely to require the provision of or increase the demand for local infrastructure within the Blayney LGA.
- (b) Heavy haulage development that will or is likely to accelerate the deterioration of the pavements on council roads.
- (c) Development that is not included in (a) or (b) above that has a proposed cost of development of more than \$100,000.

### 1.3 What development is exempted from contributions or levies?

The following development is exempt from s7.11 contributions or s7.12 levies identified in this plan:

- Residential accommodation development that either:
  - does not involve the creation of an additional developable lot or an additional dwelling, or
  - is not likely to result in a net increase in residents
- Affordable housing provided by a social housing provider
- Any development exempted by direction made by the Minister under s7.17 of the EP&A Act.

Applicants seeking an exemption should say how their development is consistent with the relevant exemption in their development application. If Council is satisfied the development is consistent with the relevant exemption, it will exclude the development from payment of a contribution. In the case of complying development, Council will need to verify any exclusions granted in writing.

### 1.4 What contribution type applies to different developments?

Residential accommodation developments identified in section 1.2(a) will be subject to condition requiring a contribution imposed under s7.11 of the EP&A Act. Refer to **Table 2** for the contribution rates that apply.

Heavy Haulage Developments identified in section 1.2(b) will be subject to condition requiring a contribution imposed under s7.11 of the EP&A Act. Refer to **Table 2** for the contribution rates that apply.

Other developments identified in section 1.2(c) will be subject to a condition requiring the payment of a levy under s7.12 of the EP&A Act. Refer to **Table 2** for the levy rates that apply.





Where a single development application comprises residential accommodation development and another type or types of developments, either a s7.11 contribution or a s7.12 levy will be imposed. The following method will be used to determine the type and amount of contribution:

- if application of a s7.12 levy to the whole development yields a higher contribution amount than application of a s7.11 contribution to the whole development, then a s7.12 levy calculated on the whole development shall be imposed; or
- if application of a s7.12 levy to the whole development yields a lower contribution amount than application of a s7.11 contribution on the whole development, then a s7.11 contribution shall be imposed.

**Figure 1** shows the process for determining if contributions apply to development under this plan, and if so, what type of contribution.

Note that any single development can only be the subject of either a section 7.11 contribution or a section 7.12 levy, not both.

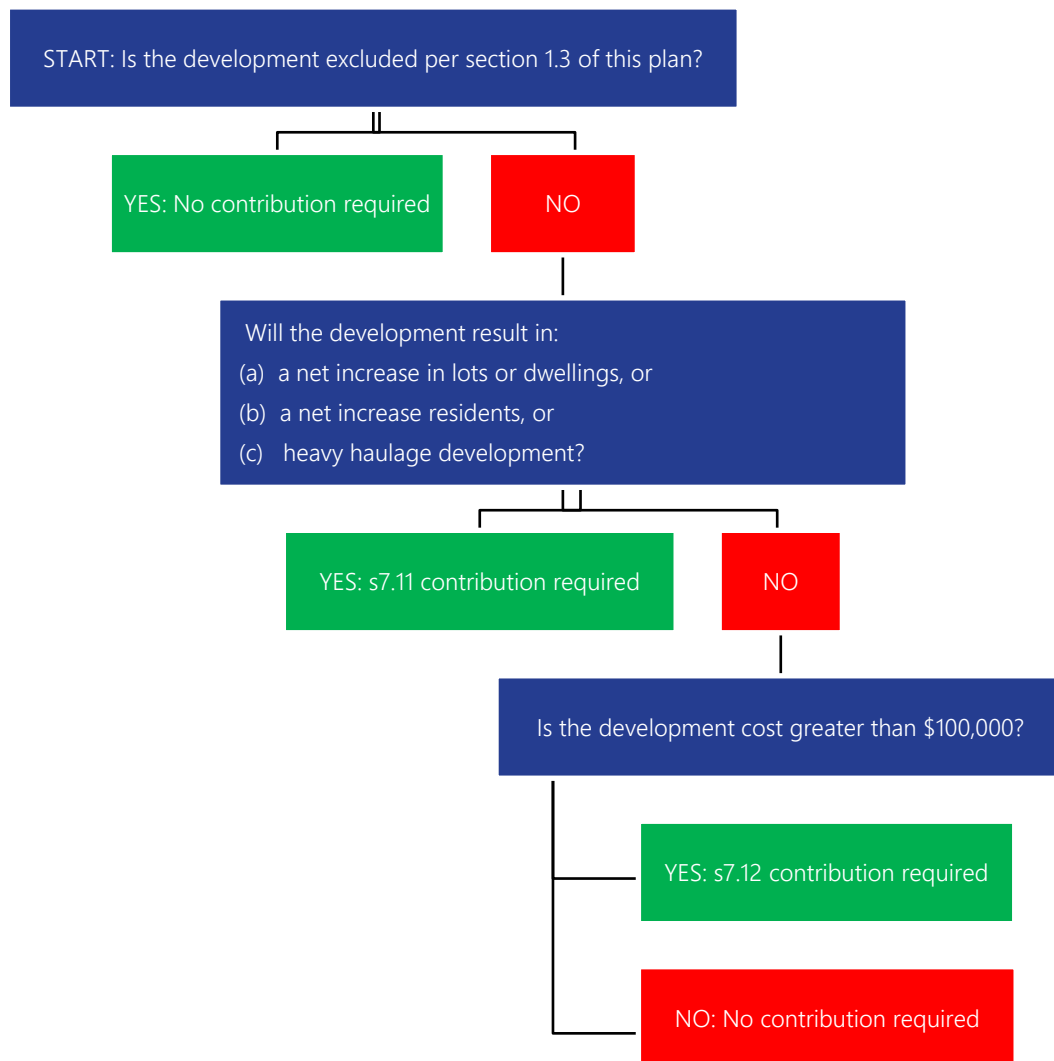


Figure 1 Process to determine when a contribution is required



Blayney bush regeneration

## 2 Calculating the contribution amount

### 2.1 Calculating a s7.11 contribution

#### Residential accommodation development

For the consent authority to impose a s7.11 contribution on residential accommodation development, the development must be likely to result in either:

- a net increase in developable lots, or
- a net increase in dwellings, or
- a net increase in the number of residents on the site.<sup>1</sup>

The determination of whether there is a net increase in the number of residents is based on the occupancy assumptions in **Table 3**.

For development sites that contain existing residential development or that have been subdivided for residential development, a credit for the existing infrastructure demand (based on the assumed existing population) will be applied to determine whether there is a net increase in population. The credit applied will be based on the rates shown in Table 3.

Table 3: Assumed occupancy rates for calculation of contributions and demand credits

Residential accommodation type	Assumed occupancy rate
Vacant allotments that have a dwelling entitlement	2.5 persons per dwelling
Attached dwellings, dual occupancies, dwelling houses, group homes, multi dwelling housing, residential flat buildings, rural workers' dwellings, secondary dwellings, semi-detached dwellings, seniors housing (independent living units), shop top housing	2.5 persons per dwelling
Boarding houses, co-living housing, hostels	1 person per bed

If there is a net increase in demand, then the monetary rate in **Table 2**, indexed in accordance with section 3.3, is used to determine the contribution amount. Council will publish the latest indexed s7.11 rates on its website.

The contribution amount is the difference between the contribution calculated for the proposed residential accommodation development and the credit contribution amount deemed to apply to any existing residential accommodation development, i.e.

$$\text{s7.11 contribution (\$)} = \$ \text{Contribution } Dev - \$ \text{Contribution } Credit$$

<sup>1</sup> Net increase in population means the number of residents on the site post development will likely be greater than the assumed existing number of residents on the development site.





Where:

**\$ Contribution *Dev*** is the \$ amount determined by multiplying the number of proposed dwellings or lots by the contribution rate shown in **Table 2**.

**\$ Contribution *Credit*** is the \$ amount determined by multiplying the number of existing dwellings or lots by the relevant contribution rate shown in **Table 2**.

The above amounts for boarding houses, co-living housing, hostels will be determined by the number of existing or proposed beds in these developments and converting the rate shown in **Table 2** from a per lot amount to a per person amount.

See worked examples in Appendix C that show how this applies in practice.

### Heavy haulage development

For a consent authority to impose a s7.11 contribution on developments that will transport materials or goods, the development must be likely to result in accelerated deterioration of the pavements that are part of the local road network.

The contribution that applies to a development is calculated using the rates shown in **Table 2**.

The formula for determining a contribution for heavy haulage development is:

$$\text{s7.11 contribution (\$)} = \frac{\$R_{life} \times ESA \times R_{length}}{R_{life}}$$

Where:

s7.11 contribution (\$) is the monetary contribution payable by the development for a period of time,

**\$*R<sub>life</sub>*** is the standard cost of road type per kilometre over the design life in dollars,

ESA is the number of ESAs generated by the development for a period of time (as recorded by a traffic classifier),

***R<sub>life</sub>*** is the assumed design life of a road in ESA

***R<sub>length</sub>*** is the length of sealed or unsealed road travelled by the development's laden heavy vehicles estimated at the time of the development application, in kilometres.

A more detailed description of the formula calculation is provided in Appendix B of this plan.

## 2.2 Calculating a s7.12 fixed development consent levy

The total levy amount imposed on any individual development is calculated by multiplying the applicable contribution levy by the proposed cost of the development.

That is:



$$s7.12 \text{ contribution } (\$) = \% \text{ Rate} \times \$\text{Cost } Dev$$

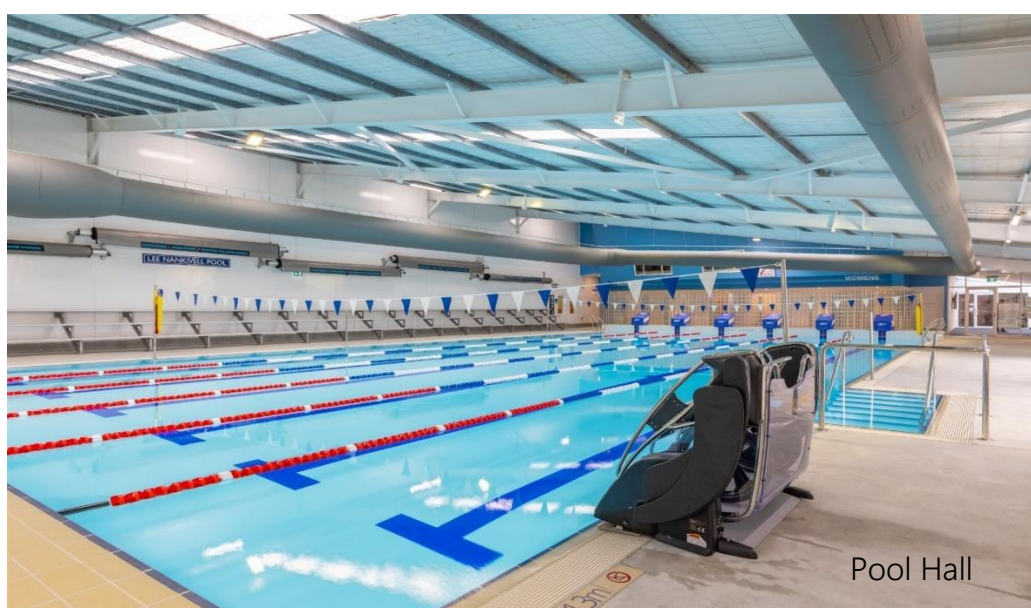
Where:

% Rate is the relevant rate that applies to the development as shown in **Table 2**.

\$ Cost Dev is the proposed cost of carrying out the development.

Section 7.12 levies are calculated as a percentage of the cost of development. Clause 208 of the EP&A Regulation sets out how the proposed cost of carrying out development is determined.

There is no allowance for assumed existing infrastructure demand (or credit) in the calculation of any s7.12 levy.





## 3 Imposing the contribution

### 3.1 Monetary contributions

This plan authorises the Council or a registered certifier, when determining an application for development or an application for a complying development certificate, and subject to other provisions of this plan, to impose a condition requiring either a monetary contribution under s7.11 or a levy under s7.12 of the EP&A Act on that approval for:

- the provision, extension or augmentation of local infrastructure to be provided by Council; and
- the recoupment of the previous costs incurred by Council in providing existing local infrastructure.

The condition will specify the contribution amount payable and how the contribution amount will be adjusted over time to address the effects of inflation.

### 3.2 Land contributions

This plan authorises the consent authority, other than a registered certifier, when granting consent to an application to carry out development to which this plan applies, to impose a condition under s7.11(1) of the EP&A Act requiring the dedication of land free of cost to Council for the provision, extension or augmentation of local infrastructure to be provided by Council.

A consent authority may exercise this authority where the land to be dedicated is land identified in the works schedule in Appendix A.

### 3.3 **S7.11 contributions will be imposed in accordance with indexed rates**

To ensure that the value of s7.11 contributions for the construction and delivery of infrastructure is not eroded over time by inflation or significant changes in land values, this plan authorises that contribution rates will be adjusted over time.

Council will - without the necessity of preparing a new or amending contributions plan - make changes to the s7.11 contribution rates set out in this plan to reflect quarterly movements in the Consumer Price Index (All Groups Index) for Sydney, as published by the Australian Bureau of Statistics. The base period for the adjustment of contribution rates in line with movements in CPI is the June 2022 quarter.

Council will publish the latest indexed s7.11 rates on its website.

### 3.4 **Cost Summary Reports must be provided before imposing s7.12 levies**

Where a s7.12 levy is required to be imposed under this plan, the development application or application for a CDC is to be accompanied by a Cost Summary Report prepared at the applicant's cost, setting out an estimate of the proposed cost of carrying out the development.





The Cost Summary Report is to be prepared in accordance with the format included in Appendix D.

The persons approved by the Council to provide an estimate of the proposed cost of carrying out development:

- where the applicant's estimate of the proposed cost of carrying out the development is less than \$1,000,000 – any building industry professional suitably qualified; or
- where the proposed cost of carrying out the development is more than \$1,000,000 – a quantity surveyor who is a registered member of the Australian Institute of Quantity Surveyors.

Council will validate all Cost Summary Reports before they are accepted using a standard costing guide or other generally accepted costing method. Should the costing as assessed by Council be considered inaccurate, Council may, at its sole discretion and at the applicant's cost, engage a suitably qualified person to review a Cost Summary Report submitted by an applicant.

### 3.5 Complying development

Registered certifiers are responsible for calculating the contribution for complying development as shown in this plan and imposing a condition in the complying development certificate requiring the contribution. Certifiers are to follow the following processes:

This plan requires that, in relation to an application made to a registered certifier for a CDC:

- the registered certifier must, if a CDC is issued, impose a condition requiring a monetary contribution, if a contribution is authorised by this plan; and
- the amount of the monetary contribution that the registered certifier must impose is the amount determined in accordance with this section and other relevant sections of this plan; and
- the terms of the condition be in accordance with this section.

#### Procedure for determining a s7.11 contribution amount

The procedure for a registered certifier to determine the amount of the s7.11 monetary contribution for complying development is as follows:

1. If, and only if specified in writing in the application for a CDC, the applicant has requested a credit under s7.11(6) of the EP&A Act ( i.e. '**\$ Contribution Credit**' that appears in the formula in section 2.1 of this plan), or an exemption of part or the whole of the development under section 1.3 of this plan, the registered certifier must:
  - (a) make a request in writing to the Council for the Council's advice on whether the request is granted, or the extent to which it is granted; and
  - (b) in calculating the monetary contribution, comply with the Council's written advice or if no such advice has been received prior to the granting of the CDC refuse the applicant's request.
2. Determine the contributions in accordance with the rates included in **Table 2** of this plan, as indexed quarterly and published on Council's website, accounting for any exempted development specified in section 1.3 and any advice issued by the Council under paragraph 1(b) above.



3. Subtract any infrastructure demand credit advised by the Council under paragraph 1(b) for any assumed local infrastructure demand relating to existing development.

### **Procedure for determining the section 7.12 levy amount**

1. Complying development for development other than residential accommodation subject to a s7.11 contribution, will be subject to a s7.12 levy under this plan.
2. Determine the section 7.12 levy in accordance with the Cost Summary Report prepared by or on behalf of the applicant under section 3.4 of this plan using the rates included in **Table 2** of this plan and taking consideration any exempt development specified in section 1.3.

### **Terms of a section 7.11 or 7.12 condition**

The terms of the condition requiring a section 7.11 contribution for complying developments are as follows:

#### Contribution

*The developer must make a monetary contribution to Blayney Shire Council in the amount of \$ [insert amount] for the purposes of the local infrastructure identified in the Blayney Shire Local Infrastructure Contributions Plan 2022.*

#### Indexation

*The monetary contribution must be indexed between the date of this certificate and the date of payment in accordance with the provisions of Blayney Shire Local Infrastructure Contributions Plan 2022. provisions Time for payment*

*The contribution must be paid prior to any work authorised by this complying development certificate commences, as required by section 156 of the Environmental Planning and Assessment Regulation 2021. Deferred payments may be accepted in certain circumstances and will need to be secured by bank guarantee. Refer to Blayney Shire Local Infrastructure Contributions Plan 2022 for Council's policy.*

#### Works in kind agreement

*This condition does not need to be complied with to the extent specified if any planning agreement or works in kind agreement is entered into between the developer and the Council.*

## **3.6 Construction certificates**

It is the responsibility of a registered certifier issuing a construction certificate for building work or subdivision work to ensure that each condition requiring the payment of a monetary contribution before work is carried out has been complied with in accordance with the CDC or development consent.

The registered certifier must ensure that the applicant provides a receipt (or receipts) 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 and expose the certifier to legal action.

The only exceptions to the requirement are where works in kind, material public benefit, dedication of land and / or deferred payment 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.



Millthorpe Park





## 4 Paying the contribution

### 4.1 When to pay

A monetary contribution is to be paid at the time specified in the condition in the approval.

Generally, the condition will provide for payment as follows:

- For development where no further approvals are required – before the development consent is issued.
- For development involving subdivision – the contribution must be paid prior to the release of the subdivision certificate (linen plan).
- For development not involving subdivision, but where a construction certificate is required the contribution must be paid prior to the release of the construction certificate.
- For works authorised under a CDC, the contributions are to be paid prior to any work authorised by the certificate commences, as required by clause 156 of the EP&A Regulation.

### 4.2 Indexation

A s7.11 monetary contribution amount required by a condition of development consent under this plan, will be indexed between the date of the consent and the date of payment in accordance with quarterly movements in the Consumer Price Index (All Groups Index) for Sydney as published by the Australian Bureau of Statistics.

Similarly, the proposed cost of carrying out development the subject of a s7.12 levy is to be indexed between the date of the consent and the date on which the contribution is paid in accordance with quarterly movements in the Consumer Price Index (All Groups Index) for Sydney as published by the Australian Bureau of Statistics.

### **Modification of consents**

If Council grants consent to a modification application under s4.55 or the EP&A Act and the applicant has already paid the original contribution, Council will only index the contribution required for the modified part of the development. If the original contribution has not been paid, Council will index the contribution for the whole development (including the modification).



### 4.3 How to pay

When applicants are required to pay their contributions, they should contact Council.

Council will provide a receipt to confirm the payment. A copy of the receipt can then be presented to a registered certifier to obtain a construction certificate.

### 4.4 Alternatives to monetary contributions

Applicants may offer to dedicate land free of cost or provide works in kind in full or part payment satisfaction of a monetary contribution. Council may choose to accept any offer but is not obliged to do so.

### 4.5 Works in kind and dedication of land

S7.11(5) of the EP&A Act allows a s7.11 contribution obligation to partly or fully satisfied by providing a material public benefit.

Council may, at its sole discretion, accept a material public benefit to satisfy a s7.11 condition if that material public benefit is an infrastructure item identified in this plan's works schedule included in Appendix A. Such a public benefit is regarded as 'works in kind'.

If a developer wishes to provide works in kind, then the developer can do so by:

- a. Offering to enter into a planning agreement to undertake the works. Planning agreements are the most appropriate mechanism for offers made prior to the issue of a development consent.
- b. If the developer has already received a development consent containing a s7.11 condition requiring a monetary contribution, the developer may offer to undertake works in kind through a works in kind agreement or offer to dedicate land through a land dedication agreement.

The decision to accept settlement of a contribution by way of works in kind or the dedication of land is at the sole discretion of Council.

### 4.6 Offers and agreements generally

Any offer for works in kind should be made in writing to the Council and should be made prior to commencement of any works proposed as part of that offer. Retrospective works in kind agreements will not be accepted.

Offers may be accepted by the Council under the following circumstances:

- Council will generally only accept offers of works or land that are items included in the schedule of local infrastructure in this plan.
- Council determines that the works in kind are, or the land to be dedicated is appropriate and meets a broad community need.



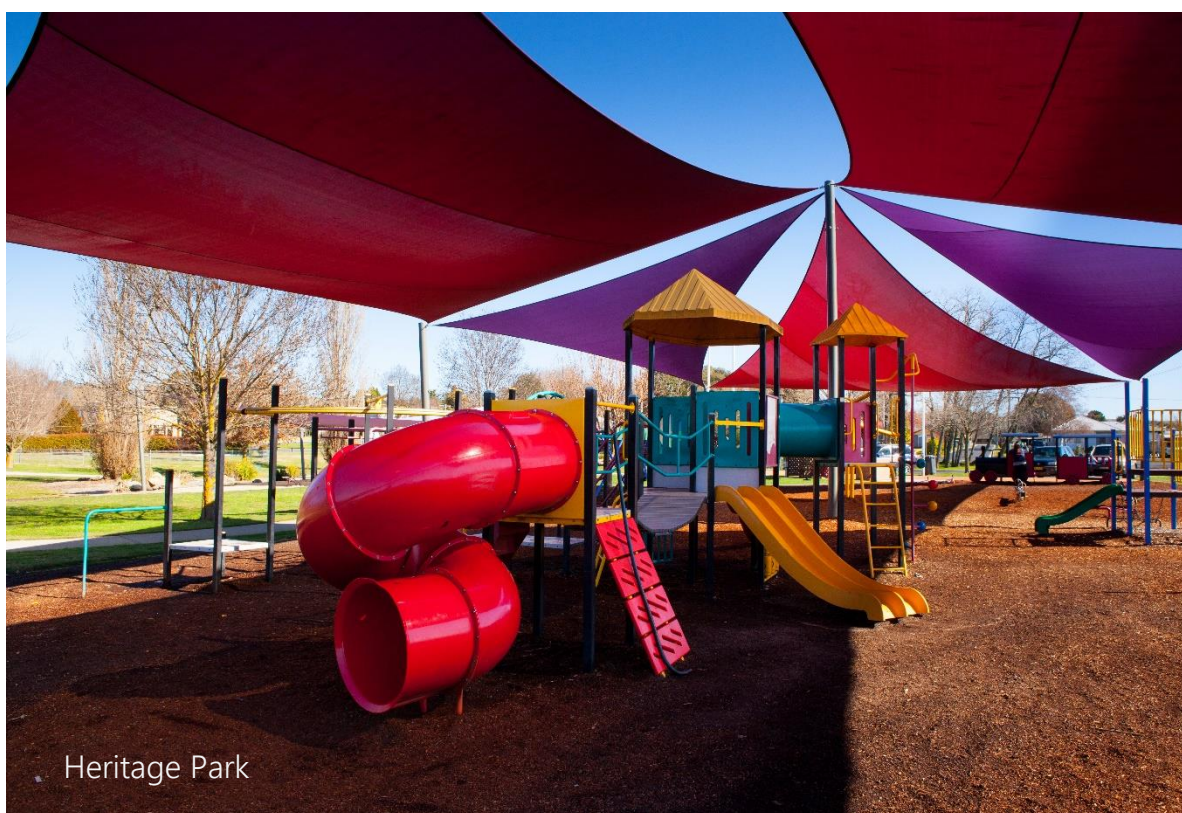
- Any offer for works in kind should, at a minimum, equate to the monetary value of the contribution otherwise required under this plan.

In assessing the request, Council will consider the following:

- Plans and cost estimates of the proposed works are to be prepared by suitably qualified professionals and submitted by the applicant.
- Land proposed to be transferred is to include a site contamination investigation report, remediation works if required and transfer of land fees.
- Ongoing maintenance costs.

Should an offer of works in kind or land dedication be accepted, Council will negotiate the following with the applicant:

- an acceptable standard for workmanship and materials
- frequency of progress works inspections
- the program for completion of the works or the dedication of land
- landscaping management plan
- an appropriate defects liability period.







## **5 Administrative matters**

### **5.1 Commencement and transitional arrangements**

This plan commenced on 13 January 2023.

This plan applies to any development application lodged or complying development certificate that was registered by Council on or after the date this plan commenced.

### **5.2 Relationship to other contributions plans**

This plan repeals the *Blayney Local Infrastructure Contributions Plan 2013*. The repeal of the plan does not affect any conditions of consent that were issued under any previous plans.

### **5.3 Modification of consents with contributions obligations**

The consent authority in its determination of any request to modify a development consent under s4.55 of the EP&A Act may, in addition to the specific modifications sought by the applicant, amend any contributions condition(s) imposed under s7.11 or s7.12 of the EP&A Act included in the development consent.

The consent authority may amend a contribution condition where the contribution calculated for the modified development under the relevant contributions plan is different from the contribution amount payable under the condition as approved in the development consent.

The relevant contributions plan is the plan under which the contributions condition was imposed, including a repealed contributions plan.

### **5.4 Use of contributions collected under this plan and repealed plans**

Council will allocate contributions to local infrastructure as provided in the works program in Appendix A. Council will pool contributions to deliver the works in an orderly and timely manner.

Council will generally use development contributions received under repealed plans for the same infrastructure purpose for which they were collected. Council may also use the contributions received under the repealed plans to fund the works program costs not apportioned to the new population between 2021 to 2036.

### **5.5 Deferred payments**

An applicant entitled to act on a development consent may apply in writing to Council to modify the condition to allow for the deferred or periodic payment of the contribution. Where Council agrees to a deferment, an applicant will be required to provide a bank guarantee from a recognised financial institution for the full amount of the contribution, or the outstanding balance.

Council is mindful of the need to stimulate housing development by the efficient creation of new housing lots in the Shire. Council will therefore consider proposals to defer the payment of part or all s7.11 contributions imposed on residential accommodation developments until the



point of sale of the residential allotments in the development. Acceptance of this type of proposal shall be subject to the following, and any other condition that may be appropriate:

- The applicant providing to Council a bank guarantee by a bank or a financial institution for the full amount of the contribution or the outstanding balance.
- Payment of contributions being made to the Council on an allotment by allotment basis within 30 days of the settlement of the first sale of each allotment.
- The contribution amount paid for each allotment shall be indexed from the date of development consent to the date of payment to reflect quarterly variations in the Consumer Price Index (All Groups Index) for Sydney as published by the Australian Bureau of Statistics.
- Payment of the indexed, total contribution amount for all the allotments shall be made in full within 36 months of the date of release of the subdivision certificate. Where payment is not received for all the allotments within the allotted time, Council will call on the bank guarantee to recoup the total amount that has not been paid.

## 5.6 Pooling of monetary contributions

This Plan authorises monetary contributions paid for different purposes in accordance with the conditions of various Development Consents authorised by this Plan and any other contributions plan approved by the Council from time to time (whether or not such a plan is one that is repealed by this Plan) to be pooled and applied progressively for those purposes.

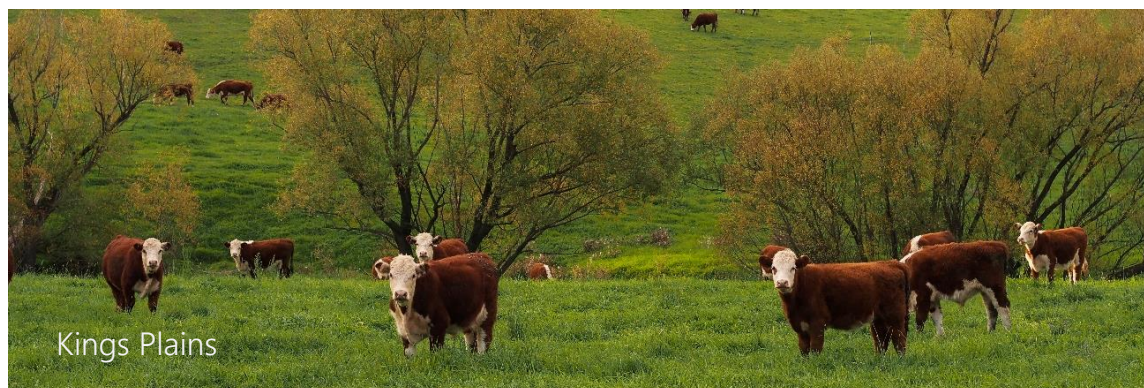
The priorities for the expenditure of pooled monetary contributions under this Plan are the priorities for works as set out in the works schedule to this Plan.

## 5.7 Life of this plan

This plan will operate until either Council has collected contributions for all works items in the works program, or the plan is repealed.

## 5.8 Review of the plan

Council will review this plan annually, or as required to address community needs, Council priorities and changes in relevant legislation.





## **APPENDIX A: INFRASTRUCTURE SCHEDULE AND LOCATION MAPS**



Blayney Shire Local Infrastructure Contributions Plan 2022

Item No.	Facility	Location	Works description	Report/source	Total Project Costs	Grant Funds Y/N	Total Estimated Council costs*	Nexus	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
B1 B2	Bridges	Mandurama Blayney	Belubula Way over Icelly Creek - repair	CAPEX Program	\$ 1,100,000	Y	\$ 110,000	Shire wide	8000	\$ 13.75	2022-2025
			Liscombes Cr - realignment	CAPEX Program	\$ 935,000	N	\$ 935,000	Shire wide	8000	\$ 116.88	2024-2027
R1a R1b R2 R3 R4 R5a R5b R6 R7a R7b R8 R9 R10 R11	Roads		Sub-total Bridges		\$ 2,035,000		\$ 1,045,000			\$ 130.63	
			Village Rd	CAPEX Program	\$ 959,028	N	\$ 1,054,931	Shire wide	8000	\$ 131.87	2023-2026
			Newbridge Rd realignment (Liscombes Creek)	CAPEX Program	\$ 200,000	N	\$ 220,000	Shire wide	8000	\$ 27.50	2024-2027
			Newbridge Road	CAPEX Program	\$ 2,000,000	N	\$ 500,000	Shire wide	8000	\$ 62.50	2024-2027
			Hobbys Yards Road	CAPEX Program	\$ 470,000	Y	\$ 200,000	Shire wide	8000	\$ 25.00	2022-2025
			Combining Lane & Mendham Lane initial sealing	CAPEX Program	\$ 200,000	Y	\$ 30,000	Shire wide	8000	\$ 3.75	2022-2024
			North and South Prescott St, North Harrow St initial sealing	CAPEX Program	\$ 150,000	Y	\$ 30,000	Shire wide	8000	\$ 3.75	2022-2024
			Browns Creek Rd	CAPEX Program	\$ 700,000	Y	\$ 385,000	Shire wide	8000	\$ 48.13	2023-2026
			Forest Reefs Road	CAPEX Program	\$ 1,298,040	Y	\$ 129,804	Shire wide	8000	\$ 16.23	2022-2025
			Mandurama Road	CAPEX Program	\$ 11,405,345	Y	\$ 6,843,207	Shire wide	8000	\$ 855.40	2023-2032
			Richards Lane	CAPEX Program	\$ 2,200,000	N	\$ 220,000	Shire wide	8000	\$ 27.50	2023-2026
P1 P2 P3 P4  P6 P10 P11 P12 P13 P14 P15 P16 P17 P18 P19 P20 P21 P22 P23 P23 P23 P24 P25 P26 P27 P28 P29 P30 P31 P32 P33 P34 P35 P36 P38	Footpaths		Dakers Oval Carpark	CAPEX Program	\$ 38,800	N	\$ 42,680	Shire wide	8000	\$ 5.34	2025-2028
			Hobbys Yards Road	CAPEX Program	\$ 6,360,000	Y	\$ 4,000,000	Shire wide	8000	\$ 500.00	2023-2032
			Sub-total Roads		\$ 25,981,213		\$ 13,655,622			\$ 1,706.95	
			Orange Rd / Millthorpe Rd - SP - Binstead St - Nestle staff entrance (AMS 3)	CAPEX Program	\$ 280,644	N	\$ 308,708	Shire wide	8000	\$ 38.59	2024-2027
			Charles St - FP - Adelaide St - Osman St (AMS 8)	CAPEX Program	\$ 51,142	N	\$ 56,256	Shire wide	8000	\$ 7.03	2024-2027
			Belubula River Walk - SP - Stage 4 - Charles St - Heritage park (AMS 9B)	CAPEX Program	\$ 471,200	Y	\$ 47,120	Shire wide	8000	\$ 5.89	2022-2025
			Hawke St - FP - Stringer Pl - Ewin St (AMS 21)	CAPEX Program	\$ 30,442	N	\$ 33,486	Shire wide	8000	\$ 4.19	2024-2027
			Ewin St - FP - Existing - Palmer Street (AMS 18)	CAPEX Program	\$ 18,265	N	\$ 20,092	Shire wide	8000	\$ 2.51	2024-2027
			Mt Errol St - FP - Polona St - Mt Errol St (Blayney 12)	CAPEX Program	\$ 69,083	N	\$ 75,991	Shire wide	8000	\$ 9.50	2026-2029
			Heritage Park - SP around park - Martha St - Adelaide St (Blayney 13)	CAPEX Program	\$ 255,865	N	\$ 281,462	Shire wide	8000	\$ 35.18	2026-2029
			Heritage Park - SP Extension Bird Viewing Platform - Lower Farm Ln (Blayney 27)	CAPEX Program	\$ 17,058	N	\$ 18,764	Shire wide	8000	\$ 2.35	2022-2024
			Plumb & Palmer Sts - FP - Stage 3 - 19A Palmer St - Fraps St (Blayney 11C)	CAPEX Program	\$ 410,000	N	\$ 50,000	Shire wide	8000	\$ 6.25	2022-2030
			Queen St (West Side) - FP - Lee Hostel - Stillingfleet St (Blayney A03)	CAPEX Program	\$ 18,358	N	\$ 20,194	Shire wide	8000	\$ 2.52	2027-2030
			Clarke St - FP to Presidents Walk - Existing - Presidents Walk (Blayney AMS 5)	CAPEX Program	\$ 70,061	N	\$ 77,067	Shire wide	8000	\$ 9.63	2027-2030
			Heritage Park (Adelaide St) - SP & Kerb Blasters - Stillingfleet St - Martha St (Blayney 2)	CAPEX Program	\$ 40,323	N	\$ 44,355	Shire wide	8000	\$ 5.54	2028-2031
			Mitchell St - FP - Napier St - Presidents Walk (Blayney 6)	CAPEX Program	\$ 40,323	N	\$ 44,355	Shire wide	8000	\$ 5.54	2028-2031
			Belubula River Walk - SP - Stage5 - Mitchell St - Napier Oval (Blayney AD2)	CAPEX Program	\$ 134,409	N	\$ 147,850	Shire wide	8000	\$ 18.48	2028-2031
			Gidchrist St - Lane St - Plumb St (Blayney A06)	CAPEX Program	\$ 37,634	N	\$ 41,397	Shire wide	8000	\$ 5.17	2028-2031
			Carcoar St - SP FP Upgrade - Church St - Ogilvy St (Blayney 10)	CAPEX Program	\$ 98,735	N	\$ 108,609	Shire wide	8000	\$ 13.58	2029-2032
			Amos Ave - FP - Carcoar St - Pigott Pl (AMS 22)	CAPEX Program	\$ 110,215	N	\$ 121,237	Shire wide	8000	\$ 15.15	2029-2032
			Adelaide St - Improved Rail Crossing - Construction - Railway Lane - Martha St (Blayney 18)	CAPEX Program	\$ 227,454	N	\$ 250,199	Shire wide	8000	\$ 31.27	2031-2034
			Adelaide St - Kerb blisters / Crossing (Blayney 25,26 & 17)	CAPEX Program	\$ 1,033,883	N	\$ 1,137,271	Shire wide	8000	\$ 142.16	2031-2034
			Somers Pl (Blayney AD8)	CAPEX Program	\$ 57,897	N	\$ 63,687	Shire wide	8000	\$ 7.96	2031-2034
			Main Street MasterPlan Projects	CAPEX Program	\$ 2,000,000	N	\$ 2,000,000	Shire wide	8000	\$ 250.00	2024-2029
			Railway station - FP - Naylor St - Railway Station (Carcoar 5)	CAPEX Program	\$ 48,013	N	\$ 52,814	Shire wide	8000	\$ 6.60	2030-2033
			Carcoar	CAPEX Program	\$ 118,839	Y	\$ 11,884	Shire wide	8000	\$ 1.49	2022-2025
			Combining St - FP & Footbridge - Showground Entrance - Icelly St (AMS 2)	CAPEX Program	\$ 16,638	Y	\$ 1,664	Shire wide	8000	\$ 0.21	2022-2025
			Combining St - FP Eulamore St - Showground Entrance (AMS 8)	CAPEX Program	\$ 58,849	N	\$ 64,734	Shire wide	8000	\$ 8.09	2026-2029
			Olive St (SE Vaide) FP - Silver St - Copper St (Mandurama 6)	CAPEX Program	\$ 41,355	N	\$ 45,491	Shire wide	8000	\$ 5.69	2031-2034
			Olive St (MWH) - Vehicle Calming at entries to Village - Mid Western Highway Nth - Sth (Mandurama 7)	CAPEX Program	\$ 585,867	N	\$ 644,454	Shire wide	8000	\$ 80.56	2031-2034
			Olive St (MWH) Relocate Ped Ref - Construction Olive St/Gold St Intersection (Mandurama 48)	CAPEX Program	\$ 248,000	N	\$ 272,800	Shire wide	8000	\$ 34.10	2023-2026
			Richards Lane	CAPEX Program	\$ 118,816	Y	\$ 11,882	Shire wide	8000	\$ 14.10	2022-2025
			Glenorie Road SP / Park St - Stage 1 - Blake St - Rail Overbridge (AMS 10A)	CAPEX Program	\$ 221,790	Y	\$ 22,179	Shire wide	8000	\$ 2.77	2022-2025
			Glenorie Road SP / Park St - Stage 2 - Rail Overbridge - Dog Run (AMS 10B)	CAPEX Program	\$ 116,529	Y	\$ 11,653	Shire wide	8000	\$ 1.46	2022-2025
			Elliott St - FP - Victoria St - Pym St (AMS AD1)	CAPEX Program	\$ 69,936	N	\$ 76,930	Shire wide	8000	\$ 9.62	2026-2029
			Crowson St - FP - Stage 3 (Inc SP in cut through to Park St) Pearce St - Montgomery St (Millthorpe 9C)	CAPEX Program	\$ 20,194	N	\$ 22,213	Shire wide	8000	\$ 2.78	2027-2030
			Crowson St - FP - Stage 1 - Unwin St - Stabback St (Millthorpe 9A)	CAPEX Program	\$ 117,993	N	\$ 129,132	Shire wide	8000	\$ 16.14	2027-2030
			Park St - FP - Existing - Richards Lane (Millthorpe AD08)	CAPEX Program							

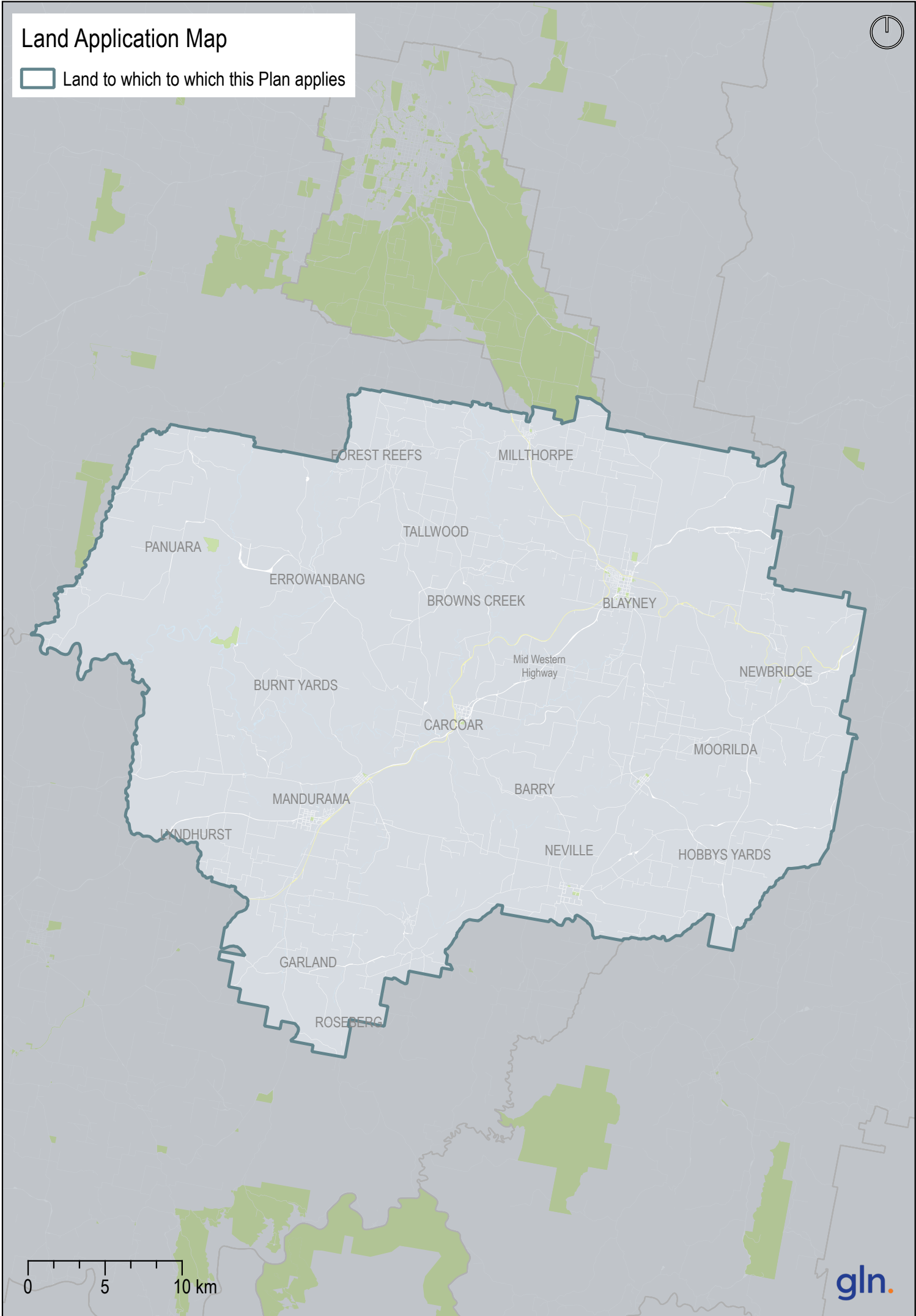
Blayney Shire Local Infrastructure Contributions Plan 2022

Item No.	Facility	Location	Works description	Report/source	Total Project Costs	Grant Funds Y/N	Total Estimated Council costs*	Nexus	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
P36		Millthorpe	Crowson St - FP - Stage 2 - Stabback St - Pearce St (Millthorpe 9B)	CAPEX Program	\$ 52,419	N	\$ 57,661	Shire wide	8000	\$ 7.21	2028-2031
P40		Millthorpe	Hawke St - FP - Crowson St - Victoria St (Millthorpe 5)	CAPEX Program	\$ 75,269	N	\$ 82,796	Shire wide	8000	\$ 10.35	2028-2031
P41		Millthorpe	Station St - SP - Existing - Railway Station (Millthorpe AD5)	CAPEX Program	\$ 13,777	N	\$ 15,155	Shire wide	8000	\$ 1.89	2029-2032
P42		Millthorpe	Church St / Stabback St - FP - Existing - Crowson St (Millthorpe AD3)	CAPEX Program	\$ 127,092	N	\$ 139,801	Shire wide	8000	\$ 17.48	2030-2033
P43		Millthorpe	Victoria St - FP - Boomerang St - Fleet St (Millthorpe AD6)	CAPEX Program	\$ 42,364	N	\$ 46,600	Shire wide	8000	\$ 5.83	2030-2033
P44		Millthorpe	Millthorpe Main Street Master Plan Projects (Pym and Victoria Street)	CAPEX Program	\$ 2,000,000	N	\$ 2,000,000	Shire wide	8000	\$ 250.00	2024-2029
P46		Newbridge	Trunkley St / Caloola St - Rail Overbridge - Pedestrian Rail Overbridge (AMS AD1)	CAPEX Program	\$ 41,976	N	\$ 46,174	Shire wide	8000	\$ 5.77	2031-2034
P47		Newbridge	Trunkley St / Caloola St to showground (AMS NW 01)	CAPEX Program	\$ 167,643	N	\$ 184,407	Shire wide	8000	\$ 23.05	2022-2025
P48		Newbridge	Blayney Street (AMS 3)	CAPEX Program	\$ 49,403	N	\$ 54,343	Shire wide	8000	\$ 6.79	2024-2027
P49		Neville	Carcoar St/Crouch St - FP - Public Hall - Park (Neville AMS 1)	CAPEX Program	\$ 93,000	N	\$ 102,300	Shire wide	8000	\$ 12.79	2025-2028
P50		Millthorpe	Blake Street	CAPEX Program	\$ 50,000	N	\$ 50,000	Shire wide	8000	\$ 6.25	2030-2033
			Sub-total Footpaths		\$ 9,968,153		\$ 9,095,156			\$ 1,136.89	
Parks and recreation											
OS1		Blayney	Heritage Park - Amenities Refurbishment	CAPEX Program	\$ 360,000	Y	\$ 50,000	Shire wide	8000	\$ 6.25	2022-2025
OS2		Blayney	Carrington Park - Amenities Refurbishment	CAPEX Program	\$ 90,000	Y	\$ 30,000	Shire wide	8000	\$ 3.75	2022-2025
OS3		Blayney	Napier Oval Kiosk	CAPEX Program	\$ 150,000	N	\$ 150,000	Shire wide	8000	\$ 18.75	2023-2026
OS4		Blayney	Heritage Park - shade sail renewal various	CAPEX Program	\$ 100,000	N	\$ 110,000	Shire wide	8000	\$ 13.75	2027-2030
OS5		Blayney	Frape St / Beaufort St Park	CAPEX Program	\$ 1,000,000	N	\$ 1,000,000	Shire wide	8000	\$ 125.00	2023-2025
OS6		Blayney	King George Oval Parking & Pedestrian Integration Project	CAPEX Program	\$ 1,045,000		\$ 104,500	Shire wide	8000	\$ 13.06	2022-2025
OS7		Blayney	Netball Court lights	CAPEX Program	\$ 140,000	Y	\$ 70,000	Shire wide	8000	\$ 8.75	2022-2025
OS8		Blayney	King George Oval lights	CAPEX Program	\$ 140,000	Y	\$ 70,000	Shire wide	8000	\$ 8.75	2022-2025
OS9		Blayney	King George Oval grandstand Improvements	CAPEX Program	\$ 300,000	Y	\$ 115,000	Shire wide	8000	\$ 14.38	2022-2025
OS10		Blayney	Belubula River Walk Stage 3	CAPEX Program	\$ 336,000	Y	\$ 211,600	Shire wide	8000	\$ 26.45	2022-2025
OS11		Millthorpe	Blake Street Community Space	CAPEX Program	\$ 100,000	Y	\$ 100,000	Shire wide	8000	\$ 12.50	2022-2025
OS12		Millthorpe	Millthorpe Community Open Space	CAPEX Program	\$ 1,000,000	N	\$ 1,000,000	Shire wide	8000	\$ 125.00	2025-2028
			Sub-total Parks and recreation		\$ 4,761,000		\$ 3,011,100			\$ 376.39	
Stormwater											
W1		Millthorpe	Stabback & Unwin Street	CAPEX Program	\$ 1,211,142		\$ 300,000	Shire wide	8000	\$ 37.50	2022-2025
C1		Blayney	Blayney Library - Stage 2	CAPEX Program	\$ 2,000,000	N	\$ 2,200,000	Shire wide	8000	\$ 275.00	2031-2034
Total Works											
					\$ 45,956,508		\$ 29,306,878			\$ 3,663.36	

\* includes 10% contingency

# Land Application Map

Land to which to which this Plan applies



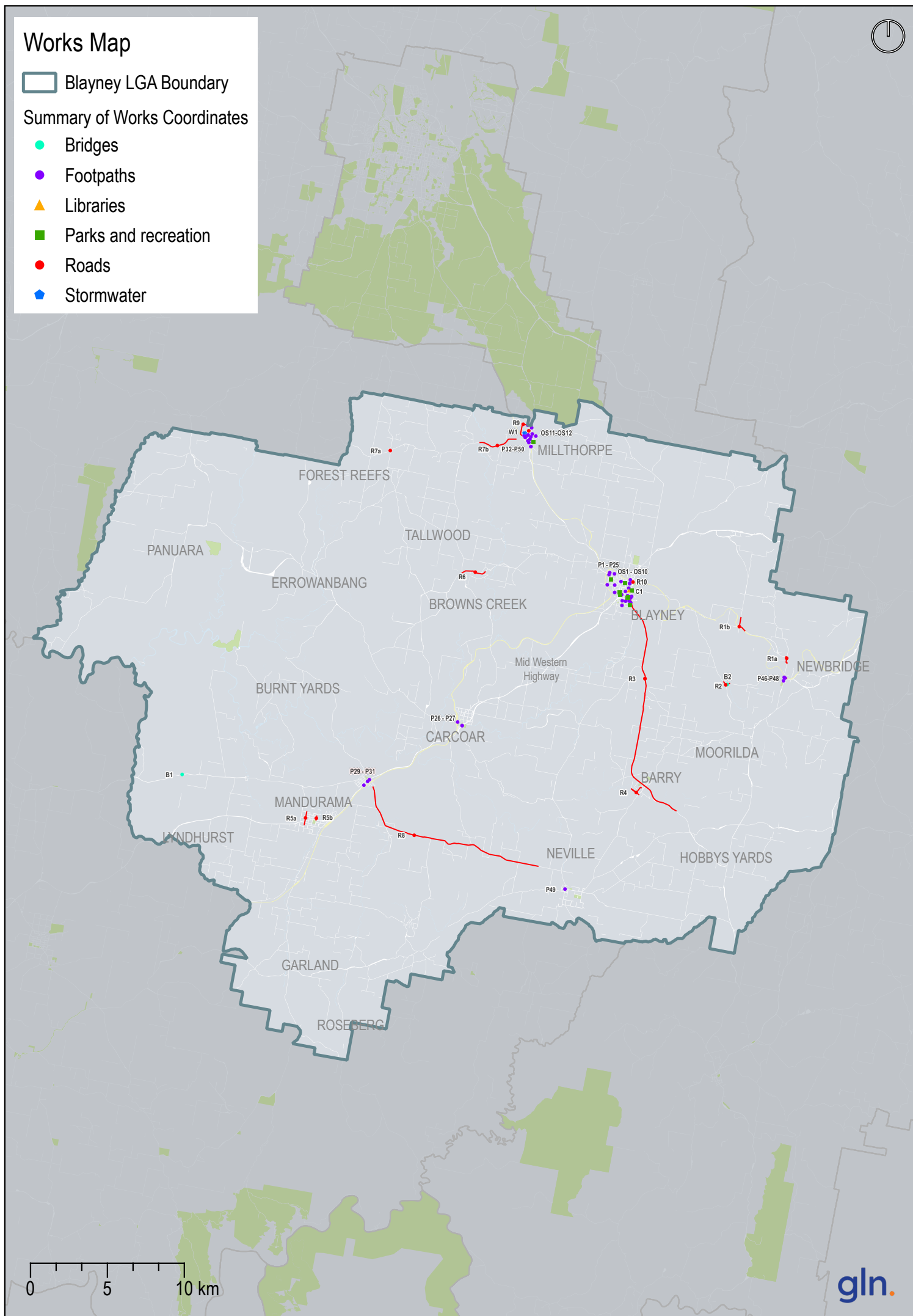


# Works Map

Blayney LGA Boundary

## Summary of Works Coordinates

- Bridges
- Footpaths
- Libraries
- Parks and recreation
- Roads
- Stormwater



# Blayney Works Map

Blayney LGA Boundary

Summary of Works Coordinates

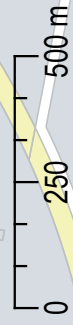
Footpaths

Libraries

Parks and recreation

Roads





Extent of road works

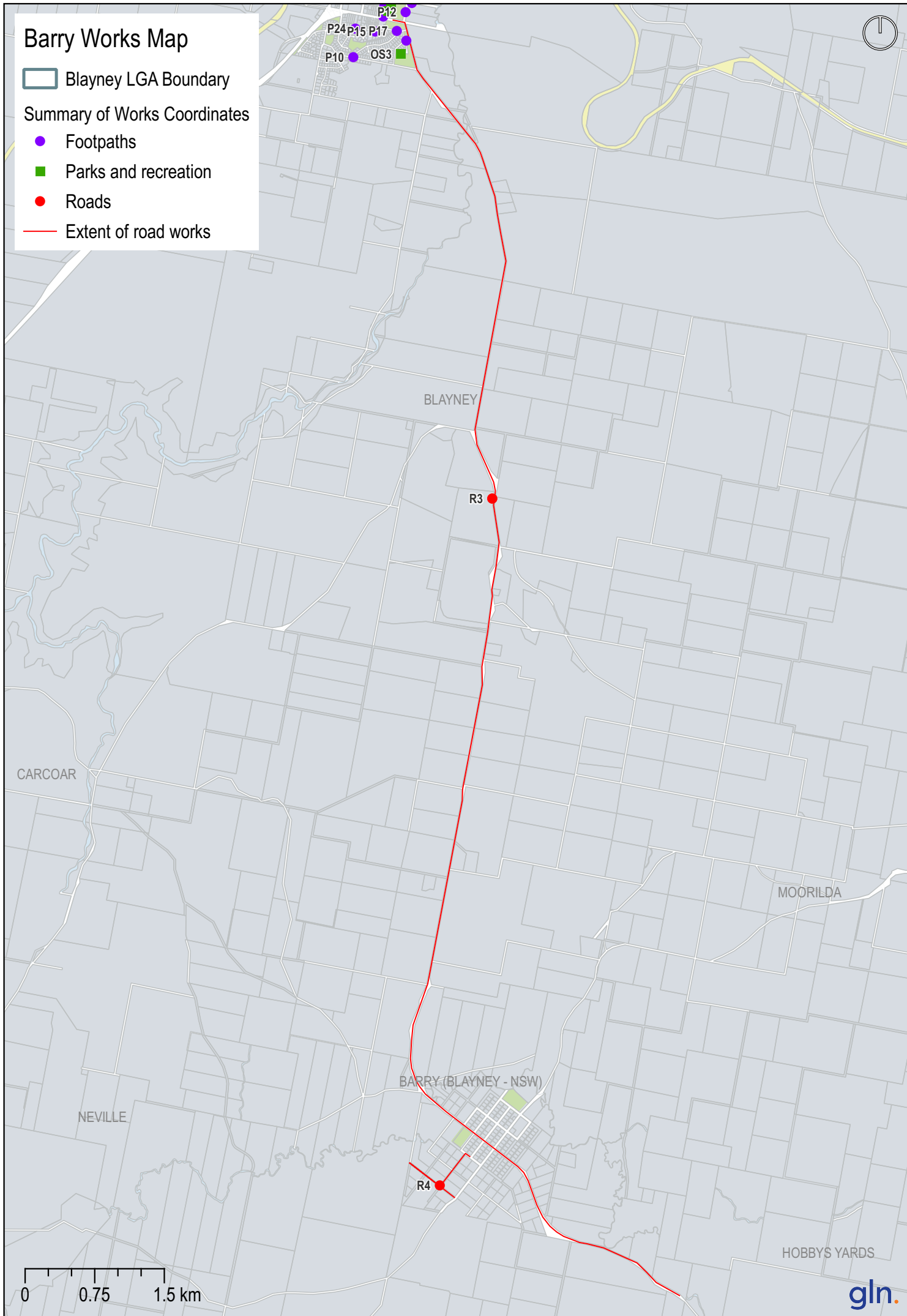


# Barry Works Map

 Blayney LGA Boundary


## Summary of Works Coordinates

-  Footpaths
-  Parks and recreation
-  Roads
-  Extent of road works






# Browns Creek Works Map

 Blayney LGA Boundary

Summary of Works Coordinates


 Roads

 Extent of road works


R6  
BROWNS CREEK

0 250 500 m


# Mandurama Works Map

 Blayney LGA Boundary

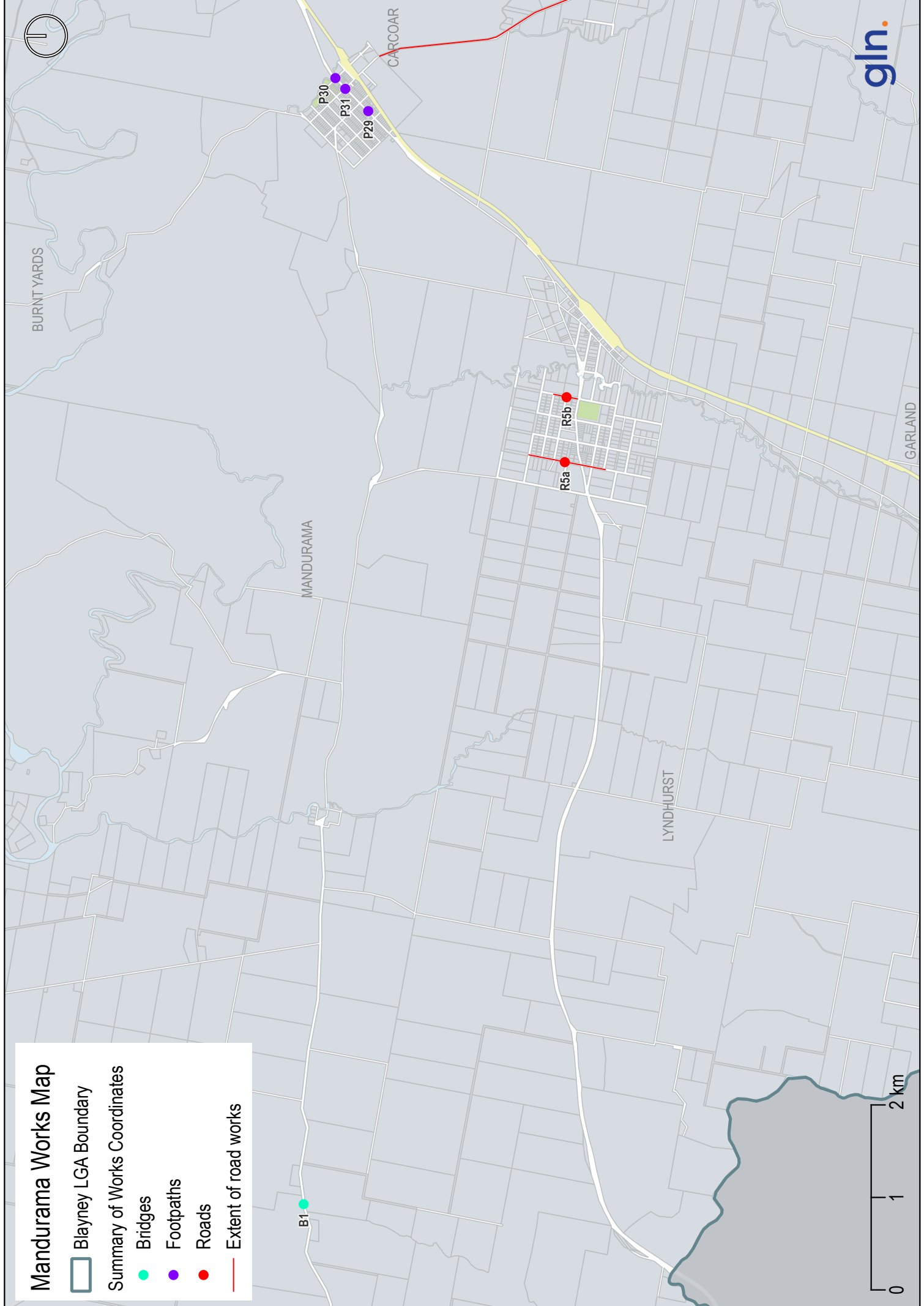
Summary of Works Coordinates

 Bridges

 Footpaths

 Roads

 Extent of road works



# Milthorpe Works Map

Blayney LGA Boundary

Summary of Works Coordinates

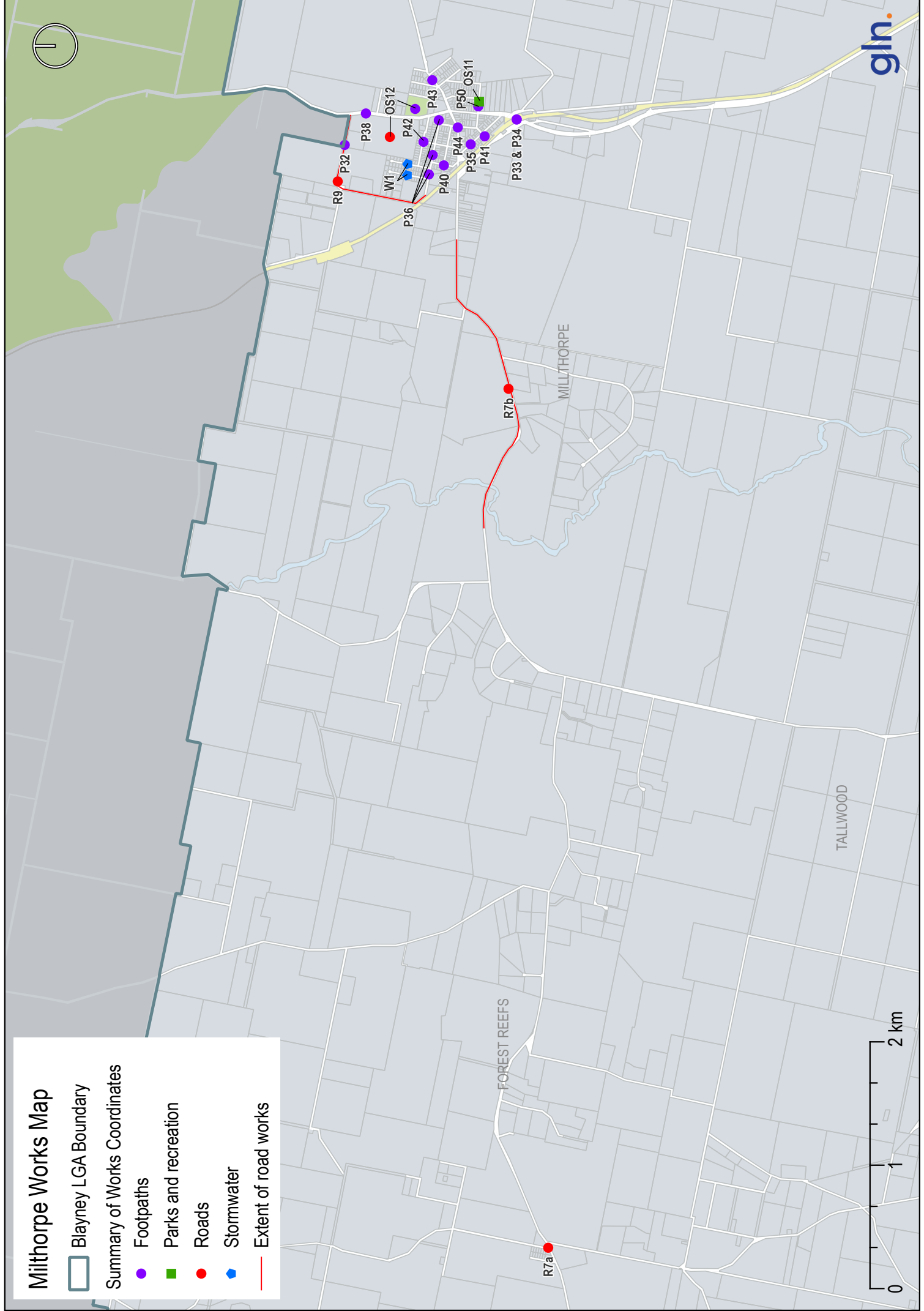
Footpaths

Parks and recreation

Roads

Stormwater

Extent of road works



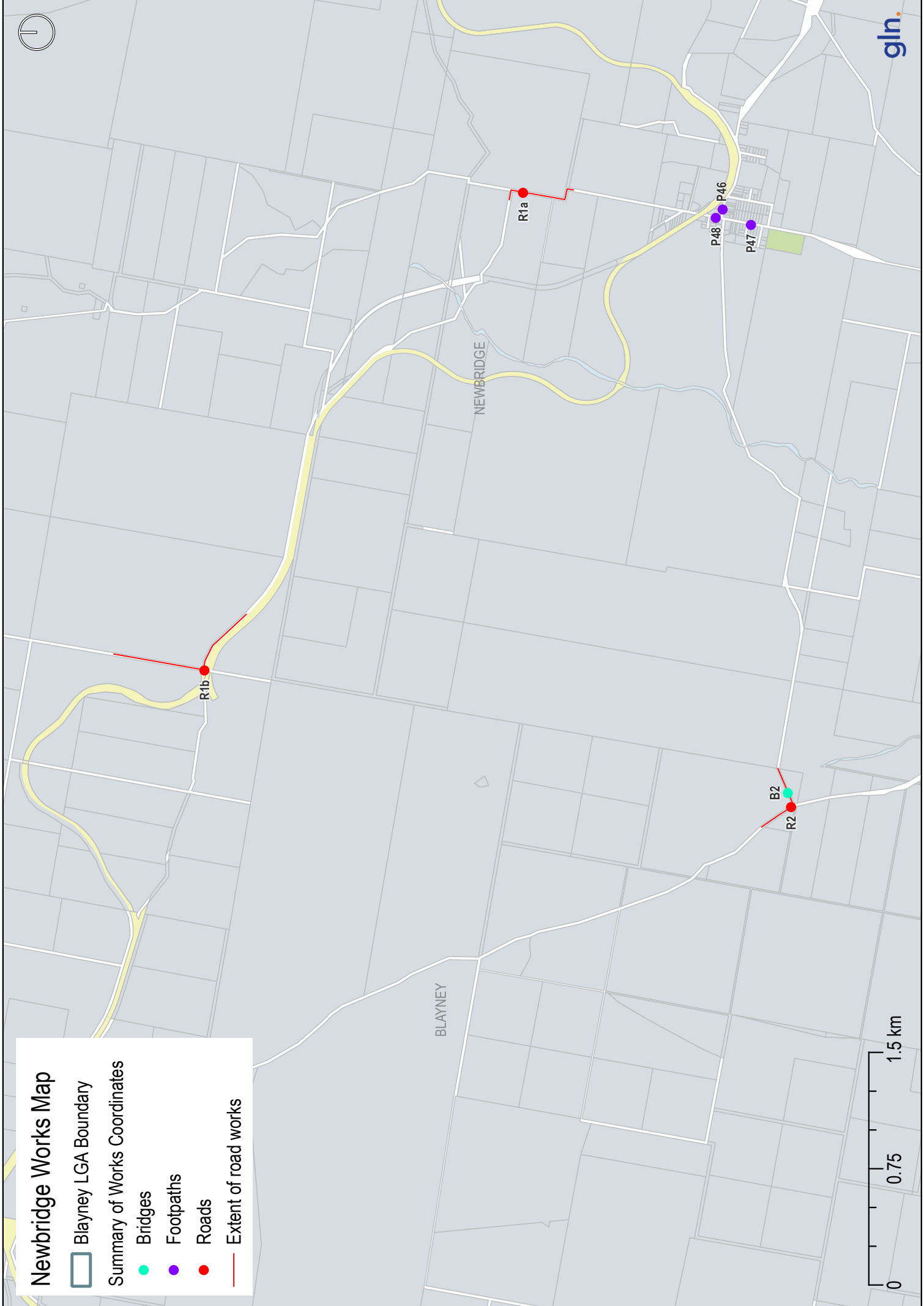




### Neville Works Map

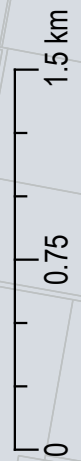
- Blayney LGA Boundary
- Summary of Works Coordinates
- Footpaths
- Roads
- Extent of road works

0 1 2 km



# Newbridge Works Map

- Blayney LGA Boundary
- Summary of Works Coordinates
  - Bridges
  - Footpaths
  - Roads
  - Extent of road works





## **APPENDIX B: INFRASTRUCTURE DEMAND AND THE CALCULATION OF THE CONTRIBUTION RATES**

## **B Local infrastructure demand**

Local infrastructure contributions are imposed on developers of land in a council area. The contributions of land, money or works by developers are required by a council to meet the extra demand for council services resulting from new development.

The contributions are imposed on developments through section 7.11 or section 7.12 conditions of consent. Understanding the nexus or relationship between new development and infrastructure is critical for determining s7.11 contributions which are fair and reasonable.

This section discusses the existing and future context for development in Blayney LGA and describes the relationship between anticipated development and the future infrastructure needs in Blayney LGA.

### **B1.1 Expected development**

#### **Settlement and population**

The area is the traditional lands of the Wiradjuri people. Blayney Shire has an area of 1,524km<sup>2</sup> located in the Central Tablelands of New South Wales, approximately 250km west of Sydney.<sup>1</sup> The area is known for its temperate climate, rural landscape, historic villages and supported by mining, value add manufacturing and agricultural industries.<sup>2</sup>

Blayney LGA had an estimated resident population of 7,500 residents in 2021, with the main settlement being Blayney.<sup>3</sup> Other communities include Millthorpe, Carcoar, Mandurama, Neville, Lyndhurst, Newbridge, Hobbys Yards and Barry.

Figure 1 provides a snapshot of the land use, employment, and demographics of Blayney LGA.

Population growth in Blayney has been modest in the past decade. The Blayney Shire Settlement Strategy 2020 forecasts the growth to continue with a projected population of 8,000 people by 2036.<sup>4</sup>

The population of Blayney LGA is aging. In 2021, 39.2% of the population was aged over 50 years. A function of the changing demographic profile is a transition in housing and accommodation needs.

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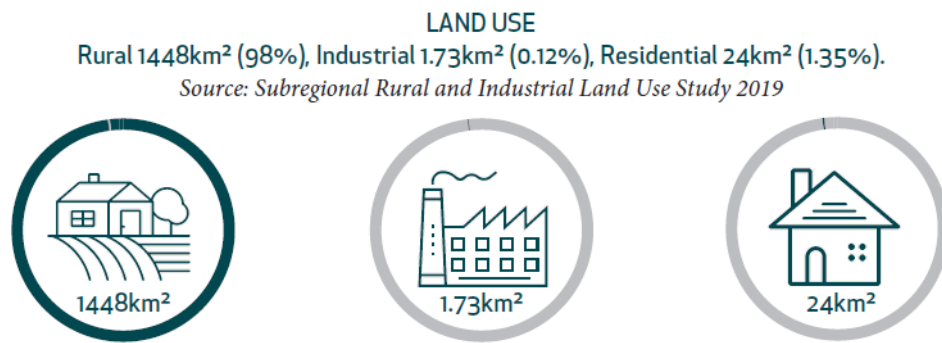
<sup>1</sup> BSC Local Strategic Planning Statement p10

<sup>2</sup> BSC Local Strategic Planning Statement p10

<sup>3</sup> ABS Census 2021, QuickStats accessed August 2022

<sup>4</sup> Blayney Shire Settlement Strategy 2020, page v and 52 population projection is from Department of Planning 2016. Blayney Shire average annual growth between 2006-2016 was approximately 1.5%

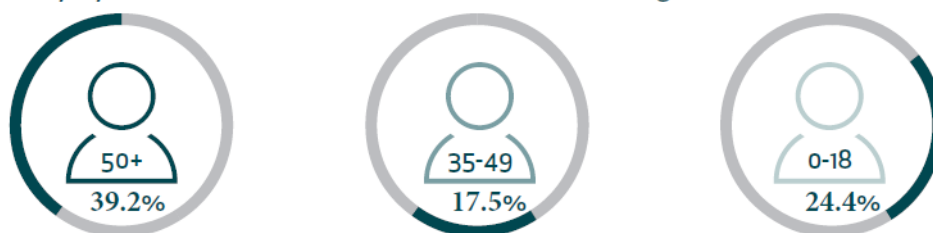




**LARGEST EMPLOYING INDUSTRIES IN BLAYNEY SHIRE**  
 Mining (661 employed, 22.6%), Agriculture, Forestry and Fishing (367 employed, 12.3%),  
 Manufacturing (356 employed, 11.9%), Education and Training (182 employed, 6.1%) and  
 Retail Trade (176 employed, 5.9%) \*.



**AGE DEMOGRAPHIC**  
 Blayney Shire is home to older workers, retirees and mature aged families with children.



Source: BSC Strategic Planning Statement, page 17 updated with ABC Census 2021 accessed August 2022. \*2021 Census information not available for employment industries.

Figure 1 Summary of land use, employment and demographic statistics

## Household occupancy rates

This plan authorises levying contributions on certain residential accommodation developments. The calculation of the contribution for such developments requires the per person rate to be converted to a per dwelling or per lot rate.

The conversion is based on an assumed occupancy rate for the dwellings to be supplied over the life of the plan. The assumed occupancy rate is the average household occupancy rate recorded for private occupied dwellings at the 2021 census – 2.5 persons per dwelling.<sup>5</sup>

### B1.2 Demand for infrastructure

Blayney LGA has continued to experience moderate population growth that requires future development. The development will create demand for local infrastructure provided by the Council.

Council has a long-term capital works program that will provide new and upgraded facilities designed to accommodate the needs of the existing and future population of Blayney.

The works that have been identified for delivery include:

- roads and traffic facilities
- footpaths
- parks and recreation facilities
- stormwater drainage

More detail on the types of facilities and the relationship of the infrastructure to development is described in the section below.

Further, Council will levy developments that use council roads for the haulage of materials and goods. Details on the relationship between road maintenance and haulage vehicles is described in the section B2.1.

### B1.3 Infrastructure strategies for residential accommodation developments

#### Roads, bridges, footpaths and stormwater

Council is responsible for the following transportation assets:

- regional and local roads - 786km
- bridges – 9,059m<sup>3</sup>
- kerb and gutter – 70km
- footpaths: at least 64,071m<sup>2</sup>

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<sup>5</sup> 2021 ABS Census QuickStats, accessed August 2022

Council's capital works program will focus on:

- bridge upgrades and repairs
- road upgrades and resealing
- provision of new footpaths in town centres
- upgrade or augmentation of stormwater infrastructure for public safety.

The works are driven by the total Blayney LGA population, not just new development. Therefore, the costs of these works are to be met by the total future population.

### **Parks and recreation**

Council provides numerous parks, sportsgrounds and garden facilities including:

- parks and reserves which provide play equipment, barbeques, seating, gardens and amenities
- showgrounds at Blayney and villages
- sports grounds associated with sporting activities

Council's capital works program will focus on upgrades and refurbishment of parks and garden amenities.

The works are driven by the Blayney LGA population as a whole, not just new development. Therefore, the costs of these works are to be met by the total future population.

### **Buildings and other structures**

Council provides a variety of community buildings including halls, centres, emergency buildings, waste centres and libraries. The works program includes the Stage 2 upgrade to the Blayney Library. The works are driven by the Blayney LGA population as a whole, not just new development. Therefore, the costs of these works are to be met by the total future population.

## **B1.4 Calculation of the contribution rate**

Section 7.11 contributions will be levied on residential accommodation developments that will result in a net increase in population. The contributions are calculated on a per person or per resident basis. The rate per person is then multiplied by the average household occupancy rate to attain a contribution rate per dwelling or lot.

The monetary contribution per person is calculated as follows:

$$\text{Contribution per person \$} = \frac{\text{\$ INF}}{P}$$

Where:

- \$INF = The estimated total \$ cost of all the Blayney LGA infrastructure items included in the works schedule, less funds received as government grants
- P = The total estimated resident population (in persons) that will demand the local infrastructure in 2036 (8,000)

The per dwelling or lot amount is determined by multiplying the per person contribution by the average occupancy rate of 2.5 persons per dwelling in section B1.1.

Worked examples for the calculation of contributions for various developments are provided in Appendix C.

## B 2.1 Heavy haulage developments

The Shire of Blayney from time to time receives applications for developments that involve the haulage of material using heavy vehicles. These heavy haulage developments can be located anywhere within the rural areas of the Shire.

Concentrated heavy vehicle movements generated by these developments are known to accelerate deterioration of road pavements that were designed to meet demands of rural rather than industrial development.

Councils are not generally able to impose additional fees, charges or rates to meet the extra costs associated with accelerated deterioration of roads caused by heavy vehicle movements from developments, except for development contributions imposed under the EP&A Act. Council therefore will require contributions from developments that generate significant heavy vehicle movements to meet the additional cost burden of providing and maintaining the affected roads.

### Works required because of heavy haulage development

The existing LGA road network, apart from the State highways and regional roads, has been generally designed to accommodate the needs generated by rural uses. Blayney Shire Council maintains the rural road types identified in Table 1 below.

Table 1 Blayney Shire road types

Road class category	Description	Road surface
1	Main Arterial	9.0m seal width
2	Shire Arterial	8.0m seal width
3	Main Collector	7.5m seal width
4	Collector	7.0m sealed/unsealed width
5	Access	6.0m sealed width
6	Road reserve/no dwelling access	No standard



Class '1' is part of the NSW State Highway network. These roads are maintained by Council with funding from the NSW Government and are therefore not part of this Plan.

Class '2' and '3' roads are Blayney Shire's arterial/collector roads. They are sealed (hereafter referred to as 'Rs' roads). Class '4' and '5' roads are local roads. They can also be sealed or unsealed (hereafter referred to as 'Ls' and 'Lg'). Class '6' type roads include, but are not limited to, Crown or Council Road Reserves with no formed road structure. These are not maintained by Council and therefore do not form part of this plan. The existing Shire road network is shown in Figure 2 and Figure 3.

For the purposes of this Plan:

- Type R roads may be used for haulage
- Type L roads may be used for haulage.

Blayney Shire may accommodate development in the future that will result in accelerated deterioration of the road network. Road surface deterioration is primarily caused by heavy vehicles. Higher numbers of heavy vehicles on roads means Council will need to find additional funds to meet the extra demands placed on the Shire's roads. These funds will be required to maintain the roads to an acceptable standard.

Council considers that it is appropriate for heavy haulage developments to make a reasonable contribution towards the maintenance of roads used for the haulage of goods and materials.



Figure 2 - Blayney Road Network

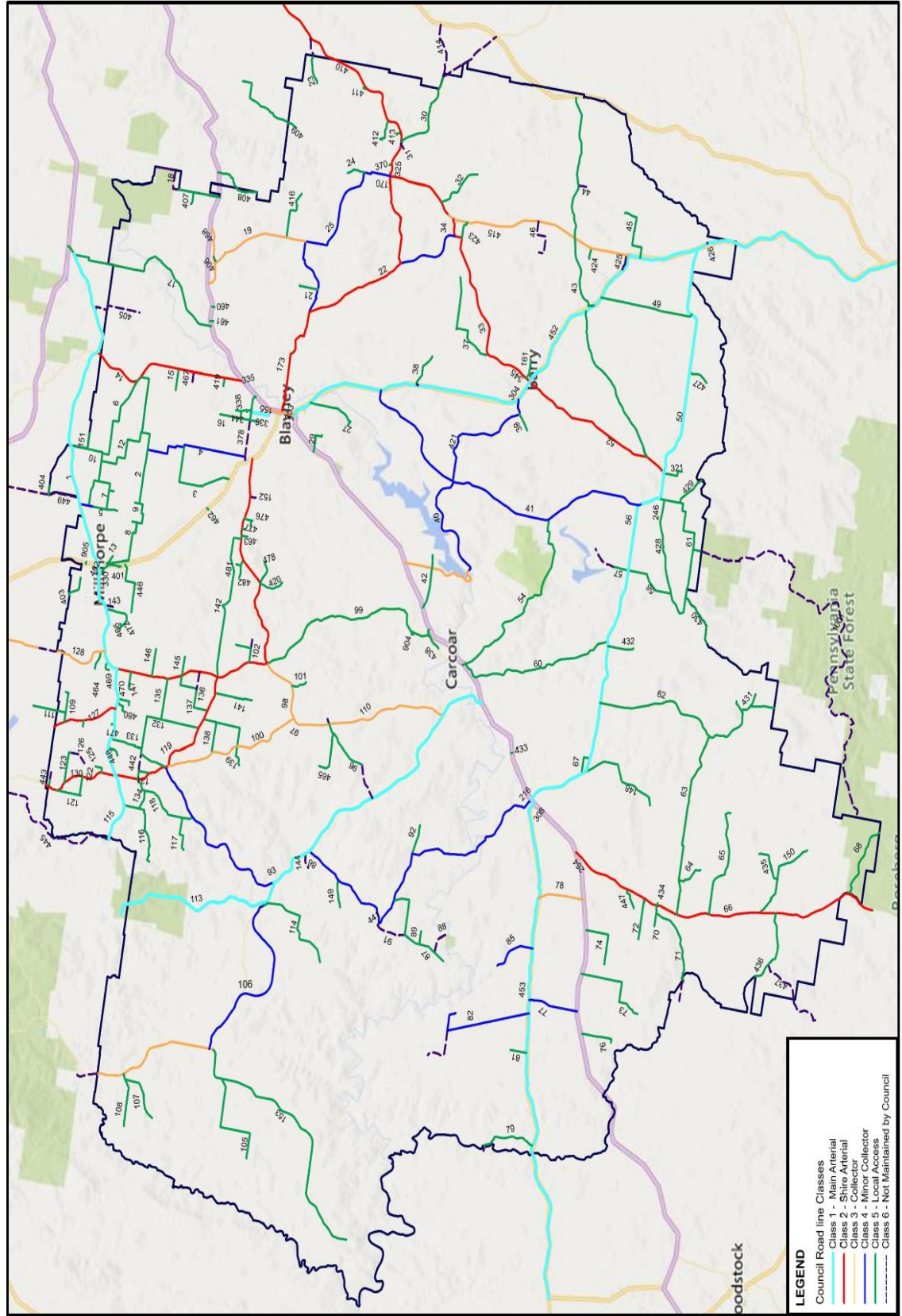
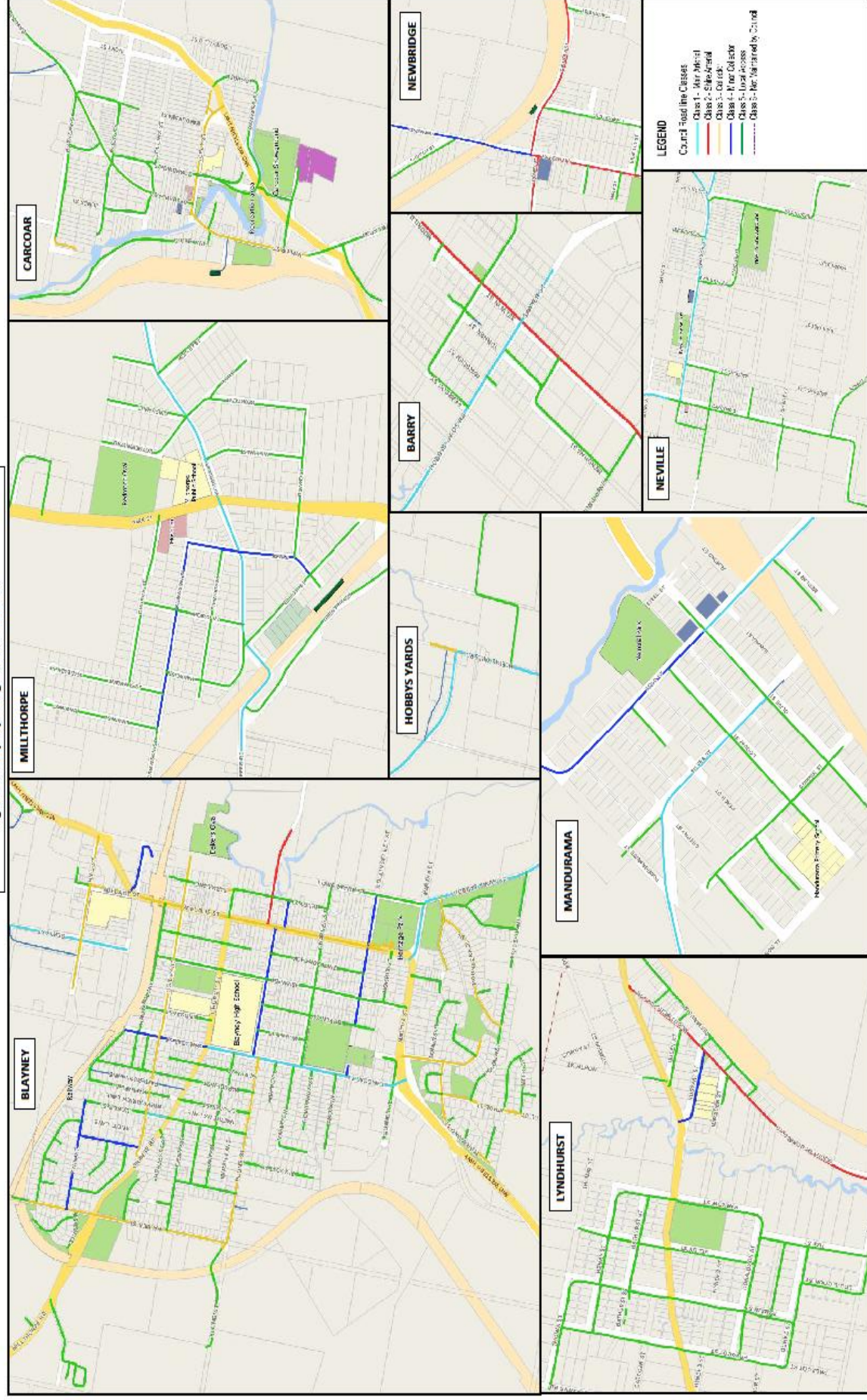




Figure 3 - Blayney Villages Road Network



## The impact of expected development on road maintenance

Council has a responsibility to maintain the Shire's road infrastructure to an acceptable standard to ensure roads:

- are kept to an appropriate level of safety for the road user
- remain trafficable for the duration of their design life.

The Austroads publication *Guide to Pavement Technology: Part 2 Pavement Structural Design (2010)* documents that the performance of road pavements is "influenced significantly by the heavy end of the traffic spectrum". This effectively means that there is little or no requirement to account for cars or light commercial traffic as far as pavement loadings is concerned. The only effect light vehicles have on the road is in terms of capacity. The performance and subsequent failure of pavements is determinate on heavy vehicle axle passes, the axle loading and the configuration of these axles.

Consequently, any additional heavy vehicle loadings on a public road that may occur due to heavy haulage development will accelerate the deterioration of that road's pavement. The consequence of this additional heavy traffic is that additional maintenance spending will be required due to the extra heavy traffic causing damage sooner. The additional maintenance burdens the road authority with increased monetary spending to maintain the road in a serviceable condition.

This contributions plan is premised on the principle that it is reasonable to expect that additional heavy vehicle users of the road infrastructure should contribute their share of the additional upkeep.

Based on a review of contribution plans from other NSW councils there are various methodologies used to derive a reasonable monetary contribution from heavy haulage developments towards road maintenance costs. The most common methods found are for the purposes of extractive industries and derive a contribution that is based on the amount of material hauled per kilometre of haul route. This method works well for uses where the heavy vehicles have access to a weighbridge. A method based on laden heavy vehicle movements is used in this plan. This is to enable Council to capture objective data on vehicles that may not require or have access to weighbridges.

## Design life of a standard road

In pavement design, the damage caused by different axle groups is dependent on the axle spacing, the number of tyres/wheels per axle, the load on the group and the suspension of the vehicle).<sup>6</sup> For design purposes axle groups are broken into 4 types namely:

- single axle with single wheels
- single axle with dual wheels
- tandem axles both with dual wheels
- tri-axles all with dual wheels.

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<sup>6</sup> Austroads 1992 and 2010



For simplicity, the damage to the pavement associated with any axle load is expressed as a 'standard axle'. The standard axle is a single axle with dual wheels that carries a load of 8.2 tonnes.<sup>7</sup> Loads that cause similar damage to a pavement as a standard axle are shown in Table 2.

Table 2 Axle load configurations

Axle configuration	Load (Kilo Newton)
Single axle, single tyre	53
Single axle, dual tyre	80
Tandem axle, dual tyre	135
Tri-axle, dual tyre	181
Quad-axle, dual tyre	221

For the purposes of design, all vehicle class configurations are converted to equivalent standard axles (ESA). The design life of a road pavement can also be expressed in ESA.

Appendix E of the *Austroads Pavement Design Guide* (2009) provides a methodology for the adoption of ESAs for axle group types in accordance with NSW conditions and road functional classes.

To use Austroads design tables, roads are provided with a functional class<sup>8</sup>, Blayney Shire will assume a functional class 3 road that is defined as:

A road whose main function is to form an avenue of communication for movements:

- between important centres and the Class 1 and Class 2 roads and /or key towns; or
- between important centres; or
- of an arterial nature within a town in a rural area.

Council uses the Austroads vehicle classification system<sup>9</sup> to identify heavy vehicle traffic numbers from traffic counters. From this classification system, ESAs for each vehicle class can be calculated using Table E4 in Appendix E of *Austroads Pavement Design Guide* (1992). The resulting total vehicle ESA for each class is provided in Table 3.

Table 3 Total vehicle ESA per vehicle class

Vehicle class	Vehicle type (Austroads classification)	ESA per vehicle
1	Car	0
2	Light vehicle with towing/ commercial van	0

<sup>7</sup> Austroads 1992 and 2010

<sup>8</sup> Roads Hierarchy Renewal and Maintenance Policy 25G

<sup>9</sup> A copy of the vehicle classification system is available from Council.

Vehicle class	Vehicle type (Austroads classification)	ESA per vehicle
3	Two axle truck	1.2
4	Three axle truck	1.6
5	Four axle truck	2.2
6	Three axle articulated truck	1.8
7	Four axle articulated truck	2.2
8	Five axle articulated truck	2.8
9	Six axle articulated truck	2.8 (average)
10	Seven+ axle articulated truck	3.4

For clarity, the above vehicles are assumed to be loaded. If higher order vehicle classes are used by the developer, those vehicles will be assumed to be class 10.

Using the information in Table 3 it is seen that a loaded class 10 vehicle has almost three times the impact of a class 3 vehicle on a road pavement.

The conversions in Table 3 are for the purposes of road design. *Austroads Pavement Design Guide* (1992 and 2010) provide methodologies for the design of both rigid and flexible pavements. Blayney Shire sealed roads are primarily flexible pavements with a sub-base, base and wearing surface of asphalt or bitumen.<sup>10</sup> The wearing surface is generally due for replacement every 10 -15 years at current traffic use.

Austroads Pavement Design Guides contain design tables where pavement design life can be expressed in accordance with design traffic loadings. So, a standard life of pavement can be expressed as ESAs. This means that the life of a pavement can be expressed as the total number of equivalent axles that should pass over it prior to replacement.

The standard life for the haul road types in Blayney expressed as ESA are:

- Rs roads: approximately 2,000,000 ESA over 20 years
- Ls roads: approximately 1,000,000 ESA over 25 years
- Lg roads: approximately 200,000 ESA over 9 years

All laden heavy vehicles on Blayney roads contribute to the deterioration of the road pavement. From the above design methodology, it is also the case that a road pavement has a finite life in terms of ESA. Due to the geographical location of Blayney Shire, there are limited haulage vehicles on the local road at present. Growth of heavy vehicle use on the local roads is limited to growth in the transportation of goods and haulage. Significant increases of heavy vehicles on Council's road

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<sup>10</sup> Blayney Shire Council sealed roads standard

network would only likely result from new or expanded heavy haulage development within or adjacent to the Blayney LGA.

Consequently, it is considered reasonable to expect heavy haulage development to contribute towards the maintenance per additional loaded vehicle on Shire roads.

### **Costs of maintaining rural roads over the design life**

Council's objective in the maintenance of the road network is to provide a functional and efficient network that services community expectations. Shire arterial roads are the highest order road that Council manages and form a key component of the local and wider road network. Local roads predominantly provide access to properties and supply linkages to higher order roads.

A key issue facing Council's road network is ageing infrastructure on narrow, substandard alignments that does not meet current industry or community standards, requiring progressive upgrading. This is particularly exacerbated by the requirement for these roads to carry freight that in turn deteriorates the asset further.

The local road network is predominantly unsealed pavements.<sup>11</sup> Many roads carry less than 50 vehicles per day but require maintenance to retain them in a serviceable condition. Additionally, unsealed roads in and near urban areas that carry greater traffic flows, generate dust nuisance close to residential development and therefore significant maintenance demand.

Council maintains the entire local road network and receives funding to maintain State roads. The local road network is approximately 786 kilometres.

All regional and local roads are funded by Council. Council may apply for and receive Commonwealth Government funding from time to time for upkeep of the local road network. The State highway roads (namely Mid-Western Highway and Millthorpe Road) are maintained by Council with funding from the NSW Government and are therefore exempt from this Plan.

The financial lifecycle of sealed road assets is made up of construction costs, maintenance costs and replacement of the wearing course over the period that the asset was designed to last. Similarly, the financial lifecycle of gravel / natural material road assets comprises of maintenance and gravel re-sheets over the life of the asset, with additional work required if there is significant adverse weather damage from time to time.

The anticipated costs for the various classes of roads are listed in Table 4.

Table 4 Total lifecycle costs for the Blayney road network per road type

Road type	Cost per kilometre	How often?
Arterial/regional Rs		
Rehabilitation	\$764,000	At 20 <sup>th</sup> year
Reseals	\$44,000	At 10 <sup>th</sup> year

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<sup>11</sup> Blayney Shire Council Transportation Asset Management Plan 2018 page 9

Road type	Cost per kilometre	How often?
Maintenance	\$12,600	Annual for life
Local Ls		
Rehabilitation	\$432,000	At 25 <sup>th</sup> year
Reseals	\$36,000	At 15 <sup>th</sup> year
Maintenance	\$8,400	Annual for life
Local Lg		
Resheet	\$48,000	At 9 <sup>th</sup> year
Grading	\$6,200	Annual for life

Source: Blayney Shire Council 2022

From this information the total cost of local sealed roads and gravel roads over their respective design lives can be approximated.

The total cost per kilometre of a Rs road is:

\$maintenance x 18 yrs + \$reseal (@ 10th year) + \$reconstruction (@20th year)

= (\$12,600 X 18) + \$44,000 + \$764,000

= \$1,034,800 per km

The total cost per kilometre of a Ls road is:

\$maintenance x 23 yrs + \$reseal(@ 15th year)+ \$reconstruction(@ 25th year)

= (\$8,400 X 23) + \$36,000 + \$432,000

= \$661,200 per km

The total cost per kilometre of a Lg road is:

\$maintenance x 8 yrs + \$resheet gravel(@ 9th year)

= (\$6,200 X 8) + \$48,000

= \$97,600 per km

### Calculation of a reasonable contribution

This contributions plan authorises that the monetary contributions from heavy haulage developments should be made on a periodic (quarterly) basis and should be per ESA for the total



distance of sealed and gravel roads in council's road network anticipated to be travelled by the development's laden heavy vehicles.

It has been shown that the life of a road can be expressed in total ESA loads that can pass over the pavement until the pavement deteriorates to the point of needing reconstruction. As mentioned previously the life of a typical regional road in Blayney is approximately 20 years and equivalent to 2,000,000 ESA, the typical local sealed road is 30 years and 1,000,000 ESA. The life of a gravel road is 9 years and equivalent to 200,000 ESA.

The calculation of the periodic contribution relating to any heavy haulage development is as follows:

$$\$C_{\text{Period}} = \frac{\$R_{\text{Life}} \times \text{ESA} \times R_{\text{Length}}}{R_{\text{Life}}} + \frac{\$L_{\text{Life}} \times \text{ESA} \times L_{\text{Length}}}{L_{\text{Life}}} + \frac{\$G_{\text{Life}} \times \text{ESA} \times G_{\text{Length}}}{G_{\text{Life}}}$$

Where:

$\$C_{\text{Period}}$	is the monetary contribution payable by the development for the preceding period (i.e. preceding quarter) in dollars
$\$R_{\text{Life}}$	is the standard cost of regional road per kilometre over the design life in dollars, being \$1,034,800
$\$L_{\text{Life}}$	is the standard cost of local sealed road per kilometre over the design life in dollars, being \$661,200
$\$G_{\text{Life}}$	is the standard cost of local gravel road per kilometre over the design life in dollars, being \$97,600
ESA	is the number of ESAs generated by the development in the preceding period (as recorded by the traffic classifier at the development exit)
$R_{\text{Life}}$	is the assumed design life of a sealed regional road, being 2,000,000 ESA
$L_{\text{Life}}$	is the assumed design life of a local sealed road, being 1,000,000 ESA
$G_{\text{Life}}$	is the assumed design life of a local gravel road, being 200,000 ESA
$R_{\text{Length}}$	is the total length of regional sealed road travelled by the development's laden heavy vehicles estimated at the time of the development application, in kilometres
$L_{\text{Length}}$	is the total length of local sealed road travelled by the development's laden heavy vehicles estimated at the time of the development application, in kilometres

$L_{gLength}$  is the total length of local gravel road travelled by the development's laden heavy vehicles estimated at the time of the development application, in kilometres

### Contribution rate for each type of road surface

The contribution rate per ESA per kilometre of road used can be expressed as follows:

$$\$R_{Rate} = \frac{\$R_{Life}}{R_{Life}}$$

Where:

$\$R_{Rate}$  is the monetary contribution rate for each road type (sealed or gravel) per ESA per kilometre of road type in dollars, and rounded to the nearest cent

$\$R_{Life}$  is the standard cost of each road type (regional sealed, local sealed or gravel) road per kilometre in dollars, being \$1,034,800 for Rs, \$661,200 for Ls, and \$97,600 for Lg respectively

$R_{Life}$  is the assumed design life of the equivalent standard road in ESA, being 2,000,000 ESA for Rs, , 1,000,000 ESA for Ls and 200,000 ESA for Lg, respectively

Using the formula the contribution rate for each road type is:

$\$R_{SRate}$  \$0.52 per ESA per kilometre

$\$R_{LSRate}$  \$0.66 per ESA per kilometre

$\$R_{LgRate}$  \$0.49 per ESA per kilometre

Worked examples on the calculation of contributions for heavy haulage developments are contained in Appendix C.

### Roadworks may be required to be undertaken in addition to contributions required under this plan

The Blayney road network has been constructed and is maintained by Council as necessary to ensure an acceptable standard of service. These roads may or may not be able to accommodate additional heavy vehicle loading generated by heavy haulage development at their current standard. New roads, or upgrades to sections of the existing road network may be required as part of carrying out of heavy haulage development to accommodate the extra heavy vehicles.

Where any development requires capital works to be undertaken to the road network, the requirement will be by way of a condition imposed on the development consent under section 4.17(1)(f) of the EP&A Act.

Therefore, where any development is of the type that generates heavy haulage trips, the development may be subject to a condition requiring periodic payment of monetary contributions for the maintenance of both:

- the section(s) of any new or upgraded road constructed by the developer under a section 4.17(1)(f) condition, and
- for the other sections of the road network likely to be used for haulage purposes.



## APPENDIX C: WORKED EXAMPLES

## Worked examples

### Worked example 1

Council has received an application to create 12 residential housing lots on the edge of Blayney. The subdivision will be on land that has an existing residential house building. As the development will create additional lots with the potential for housing, a s7.11 contribution will be required as a condition of consent.

Proposed development:

$$12 \text{ new residential lots} = 12 \times \$ 9,296 = \$ 111,549$$

Existing development:

$$1 \text{ residential lot} = 1 \times \$ 9,296 = \$ 9,295.78$$

$$\text{Total contribution} = \$ 111,549 \text{ less } \$ 9,296$$

$$= \$ 102,254$$

### Worked example 2

Council has received an application for the development of a supermarket and associated car park. The development is proposed to employ up to 30 staff and have 10,000m<sup>2</sup> GFA. The proposed cost of development is estimated as \$5 million.

As the development is non-residential, a s7.12 contribution levy will be required as a condition of development consent.

$$\begin{aligned} \text{Total s7.12 contribution} &= 1\% \times \$5,000,000 \\ &= \$50,000 \end{aligned}$$

### Worked example 3

A proposed development in the centre of Blayney proposes a shop with a GFA of 250m<sup>2</sup> and a residential dwelling above, on a vacant lot of land. The cost of the development is proposed as \$850,000. As the development has both residential and non-residential components, the council may decide which development contribution is applied in this case. Council officers decide that the residential dwelling will be levied.

Proposed development



1 residential dwelling	=	1	x	\$ 9,296	=	\$ 9,296
Existing development None (as vacant lot)	=	0				
Total contribution	=	\$ 9,296				

#### Worked example 4

An application is received by Council for a 2 bedroom secondary dwelling to be constructed at the rear of a dwelling in Millthorpe. As this will be an additional dwelling on the same lot, a section 7.11 contribution will be required as a condition of development consent.

Proposed development 1 residential dwelling	=	1	x	\$ 9,296	=	\$ 9,296
Existing development Primary dwelling (no credit)	=	0				
Total contribution	=	\$ 9,296				

## Haulage development

#### Worked example for Quarry A

It is proposed to extract sandstone from a quarry located within Blayney Shire.

The development application states that the quarry will be operational for approximately 20 years.

The distance travelled on Blayney roads as shown from the quarry to the nearest State road is approximately 20km of regional sealed road (Rs), 12km of Ls road and 5km of Lg road.

A condition requiring a section 7.11 contribution per ESA exiting the site consistent with the rates shown in Table X is imposed on the development consent.

A traffic classifier has been installed at a location in the vicinity of the quarry exit. The classifier is reviewed on a quarterly basis. The first quarter results have been extracted and are shown in

Table 1.

**Table 1 Quarry A traffic classifier results for 1st quarter of operation**

	Vehicle class				
	6	7	8	9	10
Standard ESA per vehicle	1.1	2.2	2.8	2.8	3.4
Number of vehicles for the period	7	13	40	15	0

Monetary contribution required for the quarter is calculated as follows:

$$\text{\$Rs} = \frac{\text{\$1,034,800} \times ((1.1 \times 7) + (2.2 \times 13) + (2.8 \times 40) + (2.8 \times 15) + (3.4 \times 0)) \times 20\text{km}}{2,000,000}$$

$$\text{\$Ls} = \frac{\text{\$661,200} \times ((1.1 \times 7) + (2.2 \times 13) + (2.8 \times 40) + (2.8 \times 15) + (3.4 \times 0)) \times 12\text{km}}{1,000,000}$$

$$\text{\$Lg} = \frac{\text{\$97,600} \times ((1.1 \times 7) + (2.2 \times 13) + (2.8 \times 40) + (2.8 \times 15) + (3.4 \times 0)) \times 5\text{km}}{200,000}$$

$$\begin{aligned} \text{Total contribution} &= \$1,969 + \$1,510 + \$464 \\ &= \text{\$3,943} \quad \text{for the quarter} \end{aligned}$$

#### Worked example for Quarry B

Quarry B is proposed near Shaw. The developer has advised that the extracted material is to be hauled in two directions. Half the material is to go north along local roads until it reaches the Mid Western Hwy and half is to go south-east along local roads to Neville-Trunckey Rd until it is out of the Shire.

A condition requiring a s7.11 contribution per ESA exiting the site consistent with the rates in Table X is imposed on the development consent.

A traffic classifier is again located in the vicinity of the quarry gate and shows the same result for the quarter as shown in the previous example.

There are two distinct routes to be used by the development. One north and the other south-east. The total road length and road type used to haul north and south-east are identified and the traffic is allocated on a 50% basis in each direction.

In the north direction  $L_s = 15\text{km}$  along local roads and  $L_g = 0$

$$\begin{aligned}\$North &= (\$0.66 \times 95 \times 15) + (\$0.49 \times 95 \times 0) \\ &= \mathbf{\$941} \quad \text{for the quarter}\end{aligned}$$

Note: 95 is half the total number of ESA for the quarter

A similar calculation is possible for the loads hauled south-east. The proportional calculation can be applied in any configuration that may arise.



## **APPENDIX D: COST SUMMARY REPORTS**

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Sub-total above carried forward	\$
Preliminaries and margin	\$
<b>Sub-total</b>	\$
Consultant Fees	\$
Other related development costs	\$
<b>Sub-total</b>	\$
Goods and Services Tax	\$
<b>TOTAL DEVELOPMENT COST</b>	\$

I certify that I have:

- inspected the plans the subject of the application for development consent or construction certificate;
- calculated the development costs in accordance with the definition of development costs in section 3.4 of the Blayney Shire Local Infrastructure Contributions Plan 2022 at current prices;
- included GST in the calculation of development cost.

Signed: \_\_\_\_\_

Name: \_\_\_\_\_

Position & Qualifications: \_\_\_\_\_

Date: \_\_\_\_\_

\*Acknowledgment to City of Sydney for use of the Cost Summary Report



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## Detailed Cost Report\*

Registered\* Quantity Surveyor's Detailed Cost Report  
(development cost in excess of \$500,000)

\*A member of the Australian Institute of Quantity Surveyors

DEVELOPMENT

COMPLYING DEVELOPMENT

APPLICATION NO.

APPLICATION NO.

CONSTRUCTION

DATE

CERTIFICATE NO.

APPLICANT'S NAME:

---

APPLICANT'S ADDRESS:

---

DEVELOPMENT NAME:

---

DEVELOPMENT ADDRESS:

---

### DEVELOPMENT DETAILS:

Gross Floor Area – Commercial	m <sup>2</sup>	Gross Floor Area – Other	m <sup>2</sup>
Gross Floor Area – Residential	m <sup>2</sup>	Total Gross Floor Area	m <sup>2</sup>
Gross Floor Area – Retail	m <sup>2</sup>	Total Site Area	m <sup>2</sup>
Gross Floor Area – Carparking	m <sup>2</sup>	<b>Total Carparking Spaces</b>	
<b>Total Development Cost</b>	\$		
<b>Total Construction Cost</b>	\$		
<b>Total GST</b>	\$		

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**ESTIMATE DETAILS:**

<b>Professional Fees</b>	\$	Excavation	\$
% of Development Cost	%	Cost per square metre of site area	\$ /m <sup>2</sup>
% of Construction Cost	%	Car Park	\$
<b>Demolition and Site Preparation</b>	\$	Cost per square metre of site area	\$ /m <sup>2</sup>
Cost per square metre of site area	\$ /m <sup>2</sup>	Cost per space	\$ /m <sup>2</sup>
<b>Construction – Commercial</b>	\$	Fit-out – Commercial	\$
Cost per square metre of site area	\$ /m <sup>2</sup>	Cost per square metre of commercial area	\$ /m <sup>2</sup>
<b>Construction – Residential</b>	\$	Fit-out – Residential	\$
Cost per square metre of residential area	\$ /m <sup>2</sup>	Cost per square metre of residential area	\$ /m <sup>2</sup>
<b>Construction – Retail</b>	\$	Fit-out – retail	\$
Cost per square metre of retail area	\$ /m <sup>2</sup>	Cost per square metre of retail area	\$ /m <sup>2</sup>

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I certify that I have:

- inspected the plans the subject of the application for development consent or construction certificate;
- prepared and attached an elemental estimate generally prepared in accordance with the Australian Cost Management Manuals from the Australian Institute of Quantity Surveyors;
- calculated the development costs in accordance with the definition of development costs in section 3.4 of the Blayney Shire Local Infrastructure Contributions Plan 2022;
- included GST in the calculation of development cost;

Signed: \_\_\_\_\_

Name: \_\_\_\_\_

Position & Qualifications: \_\_\_\_\_

Date: \_\_\_\_\_

\*Acknowledgment to City of Sydney for use of the Detailed Cost Report

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**Cost Summary Report**  
(Development Cost no greater than \$500,000)

**DEVELOPMENT**

**COMPLYING DEVELOPMENT**

**APPLICATION NO.**

**APPLICATION NO.**

**CONSTRUCTION**

**DATE**

**CERTIFICATE NO.**

**APPLICANT'S NAME:**

---

**APPLICANT'S ADDRESS:**

---

**DEVELOPMENT NAME:**

---

**DEVELOPMENT ADDRESS:**

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**ANALYSIS OF DEVELOPMENT COSTS:**

Demolition and alterations	\$	Hydraulic services	\$
Structure	\$	Mechanical services	\$
External walls, windows and doors	\$	Fire services	\$
Internal walls, screens and doors	\$	Lift services	\$
Wall finishes	\$	External works	\$
Floor finishes	\$	External services	\$
Ceiling finishes	\$	Other related work	\$
Fittings and equipment	\$	Sub-total	\$