



CESSNOCK CITY WIDE \$7.11 INFRASTRUCTURE CONTRIBUTIONS PLAN



RESIDENTIAL



Journey Through Time, created by local school students and artist Steven Campbell.

Acknowledgement of Country

Cessnock City Council acknowledges that within its local government area boundaries are the traditional lands of the Wonnarua people, the Awabakal people and the Darkinjung people. We acknowledge these Aboriginal peoples as the traditional custodians of the land on which our offices and operations are located, and pay our respects to Elders past and present. We also acknowledge all other Aboriginal and Torres Strait Islander people who now live within the Cessnock Local Government Area.

Contents

Amendment table	<u>6</u>
Executive statement	<u>8</u>
Overview	<u>9</u>
Summary of contributions	<u>10</u>
Plan application area - District and local catchments	<u>11</u>
Introduction	<u>16</u>
Name of this plan	<u>17</u>
Commencement of this plan	<u>17</u>
Purpose of this plan	<u>17</u>
Land to which the plan applies	<u>17</u>
Plan application area	<u>18</u>
Summary of contributions	<u>19</u>
Assumed occupancy rates	<u>20</u>
Development to which this plan does not apply	<u>20</u>
Operation of this plan	<u>20</u>
Relationships with other plans	<u>20</u>
Savings and transitional arrangements	<u>21</u>
Administration of the plan	<u>22</u>
How will contributions be imposed	<u>23</u>
Methods of payment	<u>23</u>
Alternatives to payment of contributions	<u>24</u>
Timing of payment	<u>24</u>
Deferred or periodic payments	<u>25</u>
Indexation of contributions	<u>25</u>
Credits for existing development	<u>25</u>
Monitoring of the plan	<u>26</u>
Accounting and management of funds	<u>26</u>



Infrastructure contributions	<u>28</u>	Definitions	<u>48</u>
Works schedule	<u>30</u>		
Bellbird North local catchment	<u>31</u>	References	<u>52</u>
Government Road local catchment	<u>32</u>		
Nulkaba local catchment	<u>33</u>	Works schedule	<u>56</u>
Loxford local catchment	<u>34</u>	Open space and recreational facilities	<u>58</u>
Huntlee local catchment	<u>35</u>	Community facilities	<u>66</u>
Nexus	<u>38</u>	Cycleway facilities	<u>70</u>
Demographics	<u>38</u>	Roadworks and drainage facilities	<u>76</u>
Apportionment	<u>38</u>		
How to calculate residential contributions	<u>39</u>	Mapping	<u>88</u>
Traffic generating development	<u>40</u>		
Developments to which Traffic Generating Contributions Apply	<u>42</u>		
Impact of Traffic Generating Development on Road Network	<u>42</u>		
Contributions to be spent on maintenance of road pavements	<u>42</u>		
Calculation of Contribution Rates Equivalent Standard Axle (ESA)	<u>42</u>		
Methodology	<u>43</u>		
Derivation of contribution rate for heavy haulage	<u>43</u>		
Calculation of a contribution rate for typical extractive industry developments	<u>44</u>		
Invoicing	<u>45</u>		



AMENDMENT TABLE

Amendment table

REVISION	ADOPTION DATE	DATE CAME INTO EFFECT	AMENDMENT DETAILS
0	20 May 2020	1 July 2020	Adoption of new plan
1	15 June 2022	1 July 2022	Amendments to the works schedule
2	15 October 2025	3 November 2025	Complete review of plan including works schedule



EXECUTIVE STATEMENT

Executive statement

Overview

The Cessnock Local Government Area (Cessnock LGA) covers approximately 1,950 square kilometres of the Hunter Valley region of New South Wales and is approximately 120 kilometres north of Sydney and 40 kilometres west of Newcastle.

The Cessnock LGA is experiencing substantial growth. By 2035, it is expected that Cessnock's LGA population will have grown to approximately 94,500 people. Urban development is rapidly expanding within the growth corridor between Cessnock, Kurri Kurri and Maitland, and within the LGA's urban release areas. New and upgraded infrastructure across Cessnock LGA to support growth will be required and this will require additional funding and investment.

As there is a level of unpredictability regarding the precise timing and level of development that will actually occur within the LGA, new and augmented infrastructure needs to be planned, programmed, funded and delivered in order to sustain the development that is anticipated.

The additional population and employment growth will generate new demand for a range of local infrastructure that Council will need to provide by way of roads, open space, community facilities and cycleways. Contributions collected through development throughout the LGA will be a key source funding for this new and upgraded local infrastructure.

Section 7.11 of the *Environmental Planning and Assessment Act 1979* (Act) provides the basis for levying local infrastructure contributions, including the dedication of land and/or the payment of monetary contributions. The Plan requires local infrastructure contributions to be levied if new development will increase for infrastructure within the LGA.

This plan authorises a Consent Authority to impose a condition requiring the payment of local infrastructure contributions to Council, including contributions in respect of Traffic Generating Development, provided that the Consent Authority does not also impose a condition pursuant to Section 7.12 of the Act for the same development.

In order to impose a condition of consent under Section 7.11 of the Act, nexus must be established between the proposed development and the demand created for public infrastructure.

This plan relates to:

- Urban Release Areas within the LGA, these areas are referred to as local catchment areas in this plan;
- Traffic Generating Development within the LGA; and
- Residential District catchment areas within the LGA;

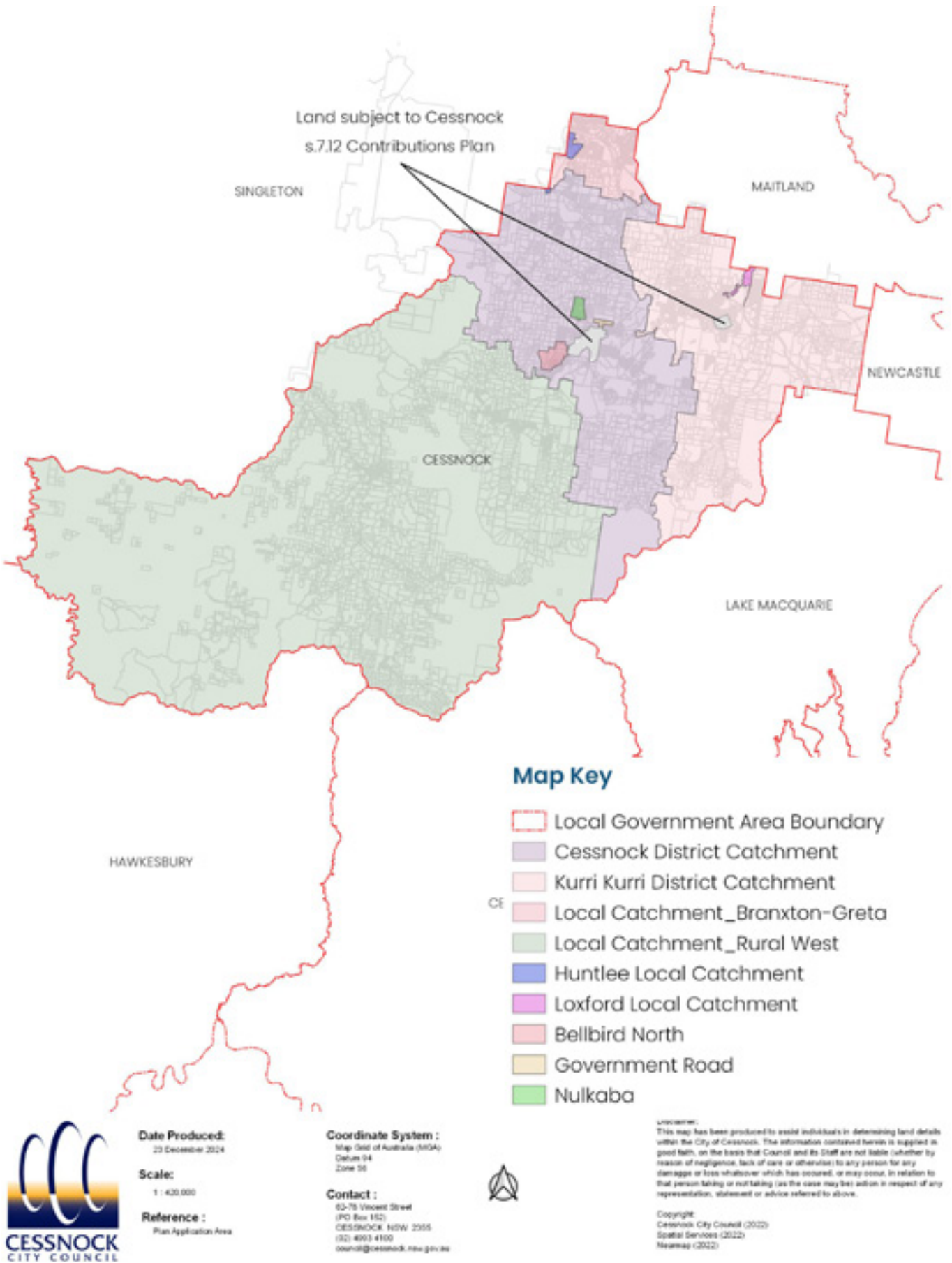
Summary of contributions

An application for Development Consent or Complying Development Consent that is located within a District or Local Catchment area which results in an increase of lots or dwellings, will be subject to local infrastructure contributions. These areas are as follows:

- Cessnock District Catchment;
- Kurri Kurri District Catchment;
- Rural West District Catchment;
- Branxton-Greta District Catchment;
- Bellbird North Local Catchment area
- Government Road Local Catchment area
- Huntlee Local Catchment area
- Nulkaba Local Catchment area
- Loxford Local Catchment area



Plan application area District and local catchments



The following rates for each area are at the date of adoption, each quarter these rates will be adjusted in line with CPI and made available on Council’s website.

DEVELOPMENT TYPE	ASSUMED OCCUPANCY RATE	PERCENTAGE OF FULL RATE
1 Torrens Title allotment	2.6 persons	100%
Each dwelling	2.6 persons	
A secondary dwelling	1.3 persons	50%
Each separate domicile within a residential care facility/senior’s housing		
Each manufactured home within a manufactured home estate		
Each separate domicile within a group home or co-living housing, boarding house and hostels		
Attached/detached Studio	1 person	25%

Cessnock district catchment area

Open Space and Recreational Facilities	\$822.00
Community Facilities	\$1,266.29
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$2,417.00
Plan Administration	\$391.05
Total	\$6,756.30

Kurri Kurri district catchment area

Open Space and Recreational Facilities	\$1,784.19
Community Facilities	\$1,923.85
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$2,251.63
Plan Administration	\$501.39
Total	\$8,321.02

Rural west district catchment area

Open Space and Recreational Facilities	\$1,318.47
Community Facilities	\$973.85
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$2,354.76
Plan Administration	\$491.34
Total	\$6,998.38

Branxton-Greta district catchment area

Open Space and Recreational Facilities	\$382.32
Community Facilities	\$90.73
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$732.58
Plan Administration	\$381.83
Total	\$3,447.42

Bellbird North local catchment area

Open Space and Recreational Facilities	\$4,992.33
Community Facilities	\$1,266.29
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$23,240.78
Plan Administration	\$1,414.43
Total	\$32,773.79
Note: Ministerial approval has been obtained and to increase the cap to \$30,000 per lot. The per lot rate will be reduced to \$30,000 on the condition of any consent.	

Government Road local catchment area

Open Space and Recreational Facilities	\$6,460.48
Community Facilities	\$1,266.29
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$6,892.98
Plan Administration	\$542.91
Total	\$17,022.62

Huntlee local catchment area

Open Space and Recreational Facilities	\$18,023.27
Community Facilities	\$3,697.62
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$732.58

Huntlee local catchment area (continued)

Plan Administration	\$793.03
Total	\$25,106.46
Note: Huntlee Local Catchment is subject to a Ministerial cap to \$30,000.00 per lot/dwelling.	

Nulkaba local catchment area

Open Space and Recreational Facilities	\$822.00
Community Facilities	\$1,266.29
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$15,201.35
Plan Administration	\$651.95
Total	\$19,801.55

Loxford local catchment area

Open Space and Recreational Facilities	\$19,552.72
Community Facilities	\$1,923.85
Cycleways Facilities	\$1,859.96
Road and Traffic Facilities	\$2,251.63
Plan Administration	\$898.50
Total	\$26,486.66
Note: Loxford Local Catchment is subject to a Ministerial cap to \$30,000.00 per lot/dwelling.	



INTRODUCTION

Introduction

Name of this plan

The name of this plan is the Cessnock City Wide s.7.11 Infrastructure Contributions Plan (the 'Plan').

Commencement of this plan

This plan was adopted on 20 May 2020 and came into effect on 1 July 2020. Various amendments have been made in accordance with the amendment table attached to this plan.

Purpose of this plan

To authorise Council, an accredited certifier and the Department of Planning, Housing and Infrastructure to:

- Impose development contributions conditions when granting consent to development on land to which this plan applies, including Complying Development;
- Ensure adequate public infrastructure is provided to meet the demands generated by new development;
- Provide an administrative framework for the equitable assessment, collection, expenditure, accounting and review of local infrastructure contributions;
- Ensure that the existing community is not burdened by the provision of public infrastructure required as a result of new development; and
- Enable transparent assessment and administration of the Plan.

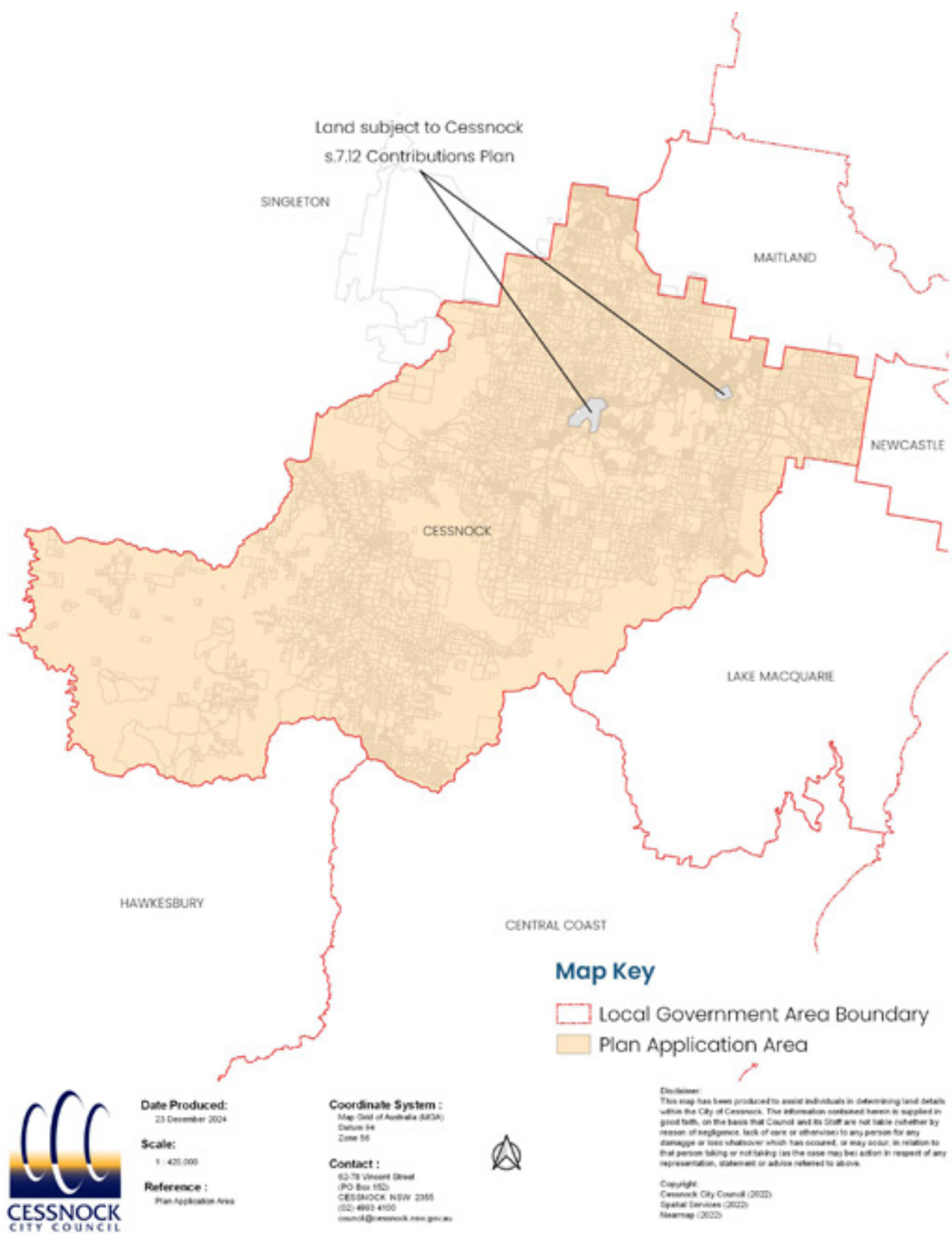
Land to which the plan applies

The plan applies to all residential areas and Traffic Generating Development within the Cessnock LGA.

This plan does not apply to any land is subject to:

- A valid Planning Agreement with Council; or
- Commercial, industrial or tourist development where the Section 7.12 Plan will apply; or
- The Cessnock and Kurri Kurri strategic centres, as identified in the Section 7.12 Plan.

Plan application area



Summary of contributions

The plan applies to the subdivision of land, where the subdivision facilitates an increase in the number of dwellings and/ or lots permitted on that land. The Plan also applies to boundary adjustments or realignments that enable additional dwellings to be erected.

Residential accommodation

The plan applies to development applications and complying development applications for all forms of residential accommodation including but not limited to:

- Dual occupancies;
- Attached dwellings;
- Teenage retreats;
- Secondary dwellings;
- Studios;
- Short-term rental accommodation;
- Manufactured homes; and
- Separate domiciles within a residential care facility.

Traffic Generating Development

The Plan applies to Traffic Generating Development which is likely to create an ongoing impact on Council’s road transport network, including development associated with extractive industries, mining, waste or resource management facilities, or other types of Traffic Generating Development that are likely to create an ongoing impact on the local road transport network.

Mixed use developments

Where a development application comprises a mix of residential accommodation and other development, e.g. developments comprising both residential accommodation and commercial development, the component that represents 51% or more of the share of the gross floor area (GFA) of the proposed development shall inform which contribution method applies. Where the gross floor area is a 50/50 split, local infrastructure contributions, as set out in this plan, will apply.

Ministerial Direction

3 local catchment areas are subject to a Ministerial Direction to increase the cap to from \$20,000 to \$30,000. The identified local catchment areas are Bellbird North, Loxford and Huntlee.

Assumed occupancy rates

Local infrastructure contributions will be levied according to the increase in demand for public infrastructure that is generated by new development. In order to calculate the increase in demand, this plan adopts assumed occupancy rates for specific development.

Development to which this Plan does not apply

This plan does not apply to development identified in any Ministerial Direction issued under s7.17 of the Act as being exempt from levies under s7.11 of the Act, including:

- Development for the purposes of any form of seniors' housing as defined in *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004* that is provided by a social housing provider as defined in that Policy.
- In addition, this plan does not apply to:
 - Development for the purpose of a single dwelling on an allotment where a contribution under Section 7.11 (of the Act) was paid upon creation of the lot (registration of the subdivision);
 - An application for demolition, where there is no replacement building or development;
 - An application for or on behalf of Council for community infrastructure, such as libraries, community facilities, recreation areas, recreation facilities or carparks, etc;
 - Any development undertaken by the Crown; and

Operation of this Plan

The life of this plan has been prepared in accordance with residential population forecasting commencing 1 July 2020 to 30 June 2035.

Relationships with other plans

This Plan repeals the following Contributions Plans:

- Residential Section 94 Contributions Plan;
- Bellbird North Section 94 Contribution Plan 2010;
- Mount View Road Millfield Precinct Section 94 Contribution Plan 2011;
- Government Road Precinct, Cessnock Section 94 Contribution Plan 2010;
- Averys Village, Heddon Greta Section 94 Contribution Plan 2013;
- Section 94 Contributions Plan Extension of Operations at Black Hill Quarry Parish of Stockrington 1995; and
- Nulkaba Section 94 Contributions Plan.

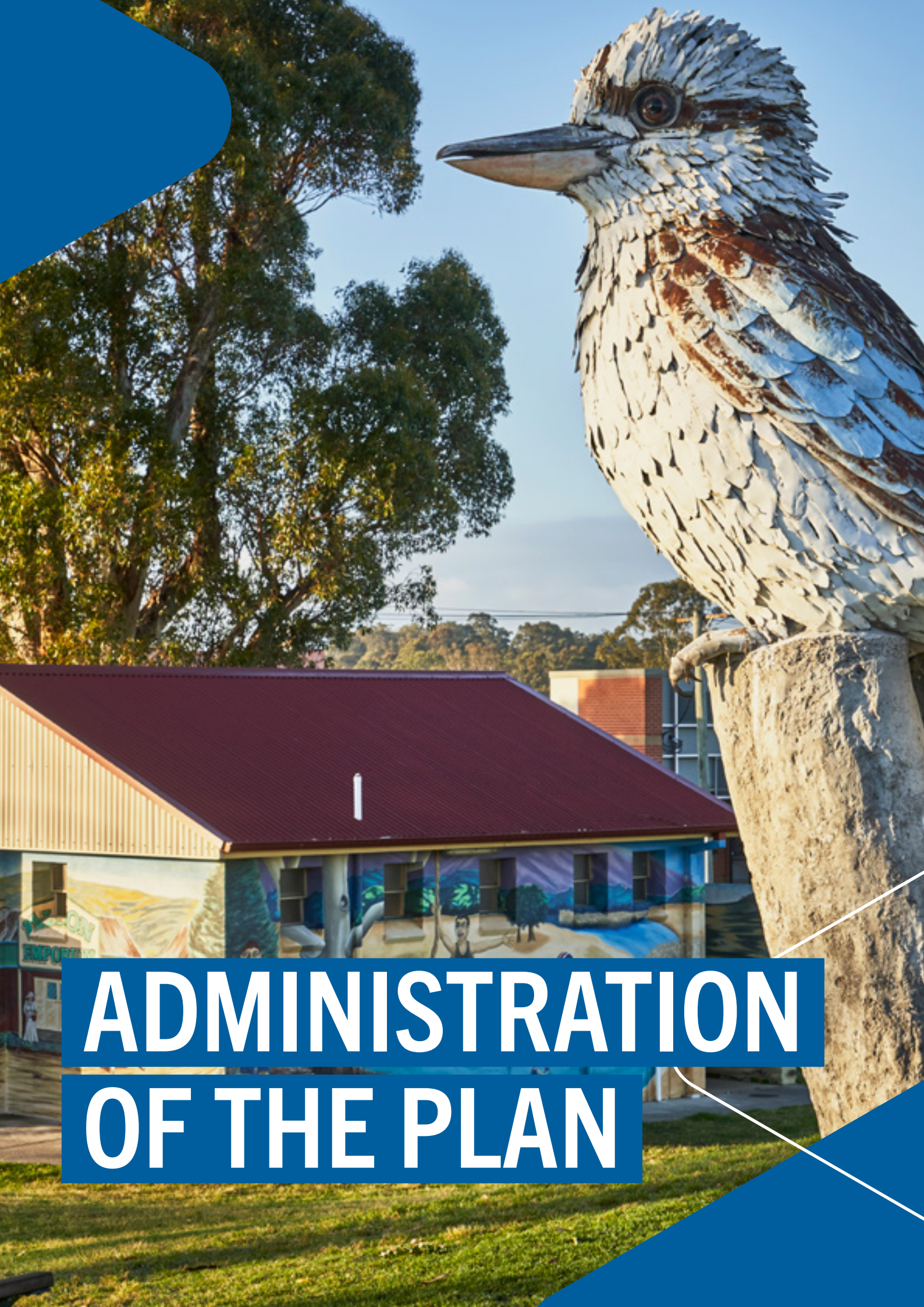
Savings and transitional arrangements

A development application which has been submitted prior to the adoption of this plan, but not determined, shall be determined in accordance with the provisions of the Contributions Plan which applies at the date of determination of the application.

Where a development application was lodged and determined under the provisions of a previous contributions plan, the contributions payable will be in accordance with the provisions of the contributions plan in operation at the time the application was determined.

In the case of modifications under section 4.55 or 4.56 of the Act the original consent conditions will apply, however any increase in the yield or size of the development to what was originally approved, will be subject to the provisions of this plan.





ADMINISTRATION OF THE PLAN

Administration of the plan

How will contributions be imposed?

A development application which has been submitted prior to the adoption of this plan, but not determined, shall be determined in accordance with the provisions of the contributions plan which applies at the date of determination of the application.

Where a development application was lodged and determined under the provisions of a previous contributions plan, the contributions payable will be in accordance with the provisions of the contributions plan in operation at the time the application was determined.

In the case of modifications under section 4.55 or 4.56 of the Act the original consent conditions will apply, however any increase in the yield or size of the development to what was originally approved, will be subject to the provisions of this Plan.

A Certifying Authority must not issue a Construction Certificate, Subdivision Certificate or Occupation Certificate (whichever is relevant) unless it is satisfied of the developer's compliance with any local infrastructure contribution condition.

Methods of payment

There are several methods of payment of local infrastructure contributions, including:

- Material public benefit;
- Works in kind;
- Monetary contributions; and
- Dedication of land.

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 Plan Administration.

The Act also provides for the Council to consider entering into a planning agreement at either the rezoning or development application stage, which may be in lieu of, or in addition to, the payment of a monetary contribution under s7.11 of the Act. Plan Administration must be also included in any negotiation of a planning agreement.

Dedication of Land

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 any land values as shown in the plan is reflective of value when considering influencing factors including location, topography, aspect, servicing and access.



Alternatives to payment of contributions

If an applicant for development consent seeks to make a contribution towards the provision of public facilities other than by payment of a levy, the applicant must approach Council’s Senior Infrastructure Contributions Planner to discuss the matter further. The Senior Contributions Planner will then provide further information regarding the best approach for their proposal. An alternative could include a Planning Agreement or Works in Kind Agreement. An applicant should refer to Council’s Planning Agreement or Works in Kind Policies that are in force and guides for further information. Any alternatives to the payment of contributions will be at Council’s complete discretion.

Deferred or periodic payments

Council will not permit any deferred or periodic payments for local infrastructure contributions.

Timing of payment

Contributions will be indexed at the time of payment in accordance with Indexation of contributions described on page 25. Contributions must be paid in full prior to the granting of any Construction Certificate, Complying Development Certificate, Subdivision Works Certificate, Subdivision Certificate, or Occupation Certificate in accordance with the terms of the DA Consent.

A contribution for Traffic Generating Development required to be paid by a condition authorised by this plan must be adjusted in accordance with Indexation of contributions of this plan and paid to the council at the time specified in the condition. If no time is specified, contributions must be paid to Council in accordance with terms specified in any invoice issued by Council in respect of contributions.

Indexation of contributions

To ensure that the value of contributions is not eroded over time by movements in the CPI, increasing land value, escalation of capital costs, or changes in the cost of studies to support the plan, Council will apply indexation to the contributions rates in this plan and to the contribution amounts applied as conditions of development consent.

Local infrastructure contributions levied in accordance with this plan will be indexed and adjusted quarterly in accordance with the Sydney Consumer Price Index (CPI) applicable to each quarter. The CPI is published by the Australian Bureau of Statistics (ABS). Please refer to the ABS website www.abs.gov.au for information regarding the CPI.

Contribution rates in this plan will be indexed with reference to the following specific indices:

- Construction cost by the Consumer Price Index (All Groups – Sydney) as published quarterly by the Australian Bureau of Statistics.
- Land acquisition costs by reference to CPI or specific valuations for parcels of land that are identified in this plan.
- 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.

The formula governing indexation of the contribution rates and amounts is as follows:

$$(\$CA/ \text{Base Index}) \times \text{Current Index} = \text{Indexed Amount or Rate}$$

Where:

\$CA	The initial contribution rate at the time of adoption of the plan, expressed in dollars
Current Index	The most recent quarterly Consumer Price Index All Group Index Number for Sydney prepared by the ABS at the time the contribution is paid or, an invoice for heavy haulage contributions is issued.
Base Index	The Consumer Price Index All Group Index Number for Sydney prepared by the ABS at the date of adoption of the Plan or its subsequent amendment.

Note: In the event that the CPI All Groups Index Number for Sydney is less than the previous CPI All Groups Index Number for Sydney, the current index shall be taken as not less than the previous index.

Credits for existing development

Local infrastructure contributions are calculated on the basis of the increase in demand for public infrastructure generated by the development. Council will, at its complete discretion, determine whether or not any credits be provided to each development on a case-by-case basis.

Monitoring of the Plan

Pursuant to clause 215 of the *Environmental Planning and Assessment Regulation 2021 (Regulation)*, Council may make certain minor adjustments or amendments to this plan without prior public exhibition and adoption by Council. Minor adjustments could include minor typographical corrections and amendments to local infrastructure contribution rates resulting from changes in accordance with CPI adopted by this plan.

In accordance with clause 216 of the Regulation, this plan will be reviewed every four years in conjunction the Council's four-year delivery program.

Accounting and management of funds

Accountability and access to information

Council is required to comply with a range of financial accountability and public access to information requirements in relation to local infrastructure contributions. These are addressed in Divisions 5 and 6 of Part 4 of the Regulation and include:

- Maintenance of, and public access to contributions register;
- Maintenance of, and public access to, accounting records for contributions receipts and expenditure;
- Annual financial reporting of contributions; and
- Public access to contributions plans and supporting documents.

These records are available on Council's website.



Pooling of contributions

Subject to any prevailing Ministerial Direction, this plan expressly authorises monetary contributions received under this plan, any previous plans and any other current s7.11 or s7.12 contributions plans to be pooled and applied (progressively or otherwise) for the purposes for which the contributions were made.

This plan expressly authorises loaning and borrowing between catchments and categories within this plan, provided that it can be demonstrated that the money can be repaid within the life of this plan and that it will not jeopardise the delivery of other items shown in the works schedules of this plan.

Other funding sources

Works proposed in this plan represent infrastructure to be funded via a variety of sources. In some instances, the total cost of work is to be funded pursuant to the local infrastructure contributions provisions of the Act. In other instances, the cost is to be borne by a combination of local infrastructure contributions under this plan, local infrastructure contributions received under previous contributions plans, Capital Works Fund, and/or other funds.

Refunds

A request for a refund of monetary contributions paid to Council must be accompanied by either:

- A modification application pursuant to s.4.30, s.4.55 or s.4.56 of the Act, which seeks to amend/delete the contributions condition; or
- Surrender of a development consent pursuant to s.4.17 or s.4.63 of the Act in the form required by cl.97 of the Regulation.

The request for refund must be made within 12 months of the contribution payment.



INFRASTRUCTURE CONTRIBUTIONS

Infrastructure contributions

All infrastructure and apportionment have been calculated in accordance nexus and demographics and this is detailed in the Cessnock Local Infrastructure Contributions Plan Options Paper.

Works Schedule

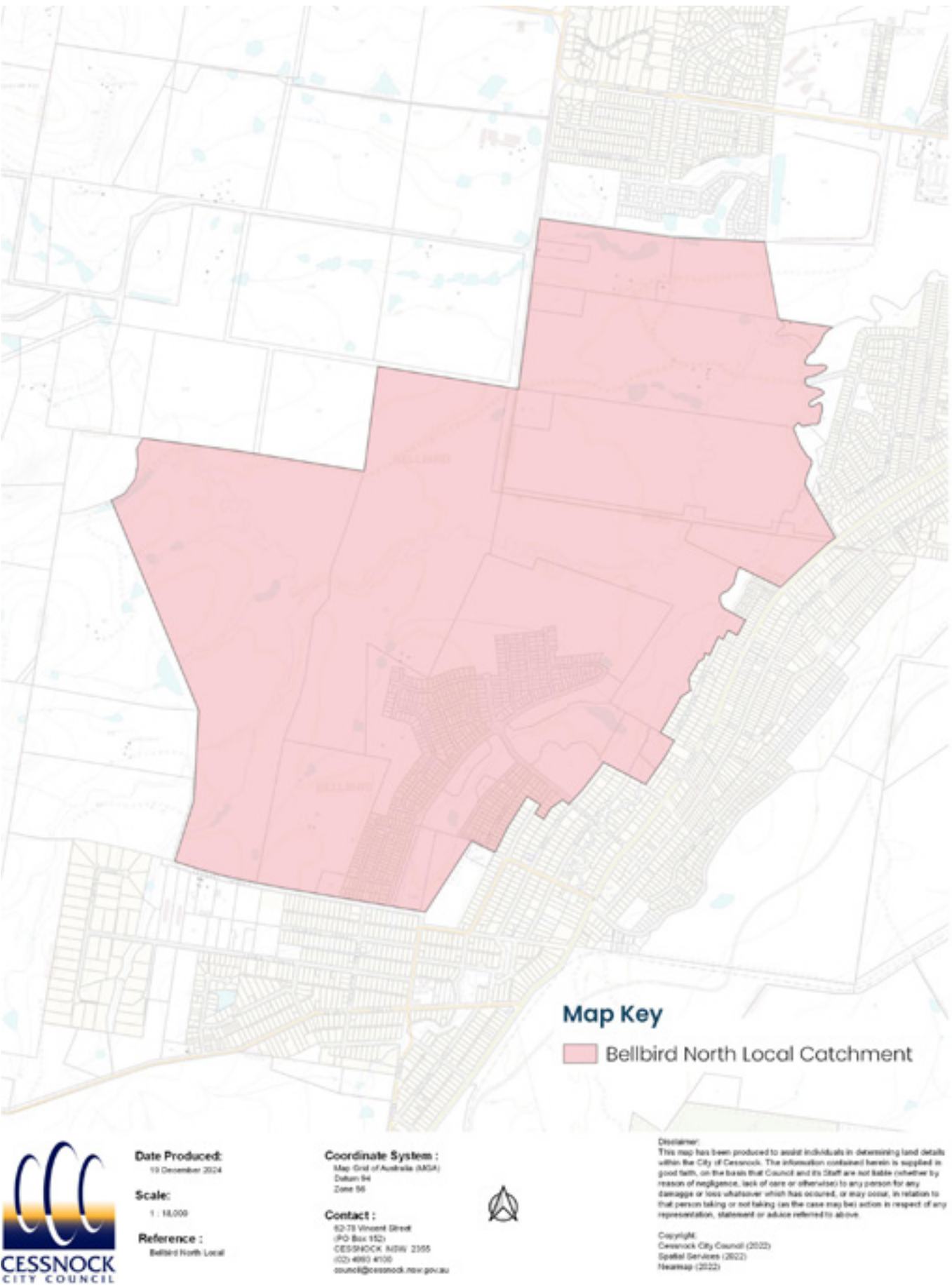
The works schedule associated with this plan contains three tiers of public infrastructure, i.e. local, district and regional infrastructure.

Local infrastructure

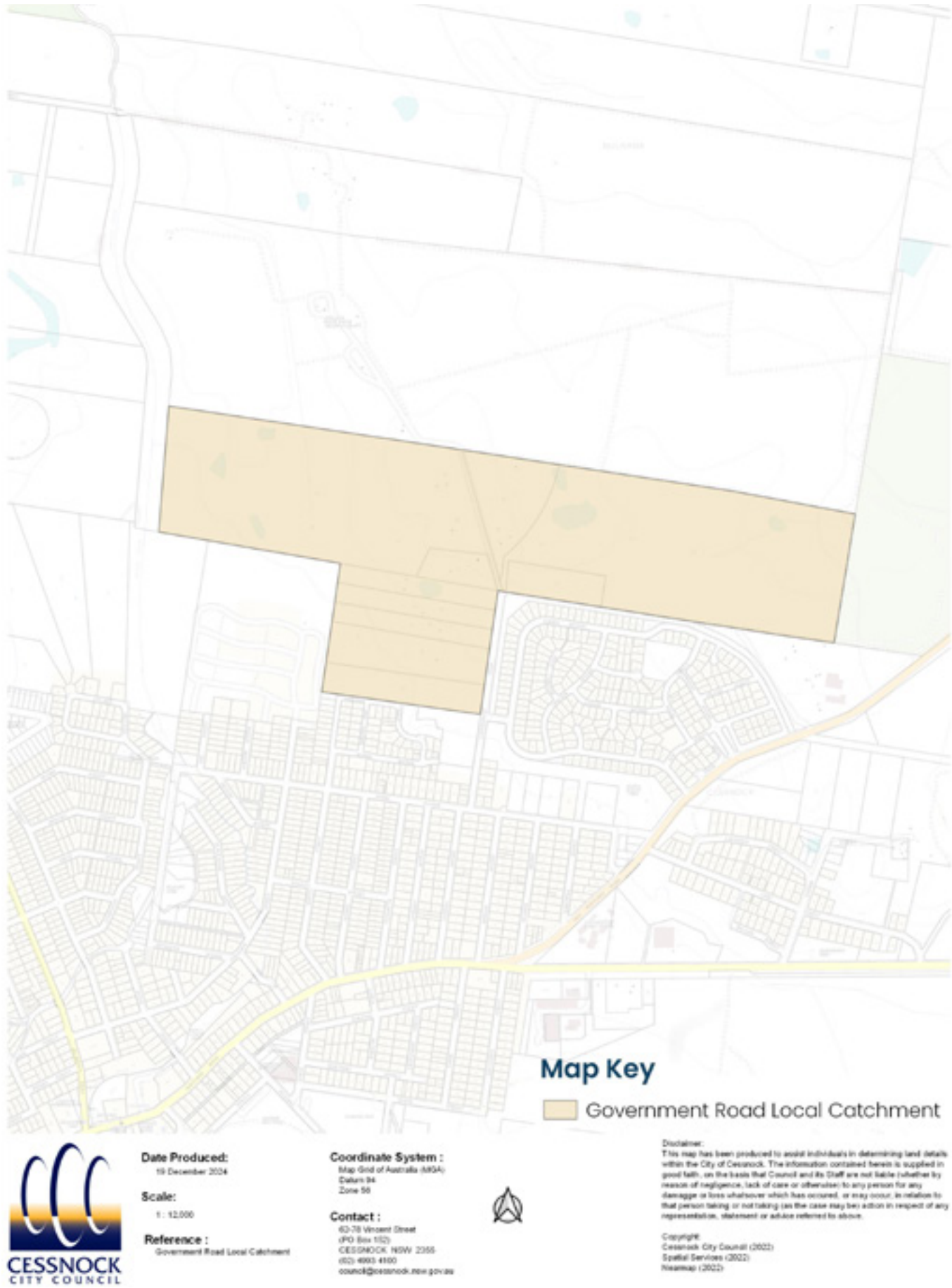
Local infrastructure is infrastructure that specifically benefits the population of the Local Catchment in which the infrastructure will be located. For this reason, new development in the Local Catchment will be levied the cost of the local infrastructure. In the event an existing population also benefits from the infrastructure, the cost of the infrastructure will be apportioned between the new Local Catchment development and the existing population.



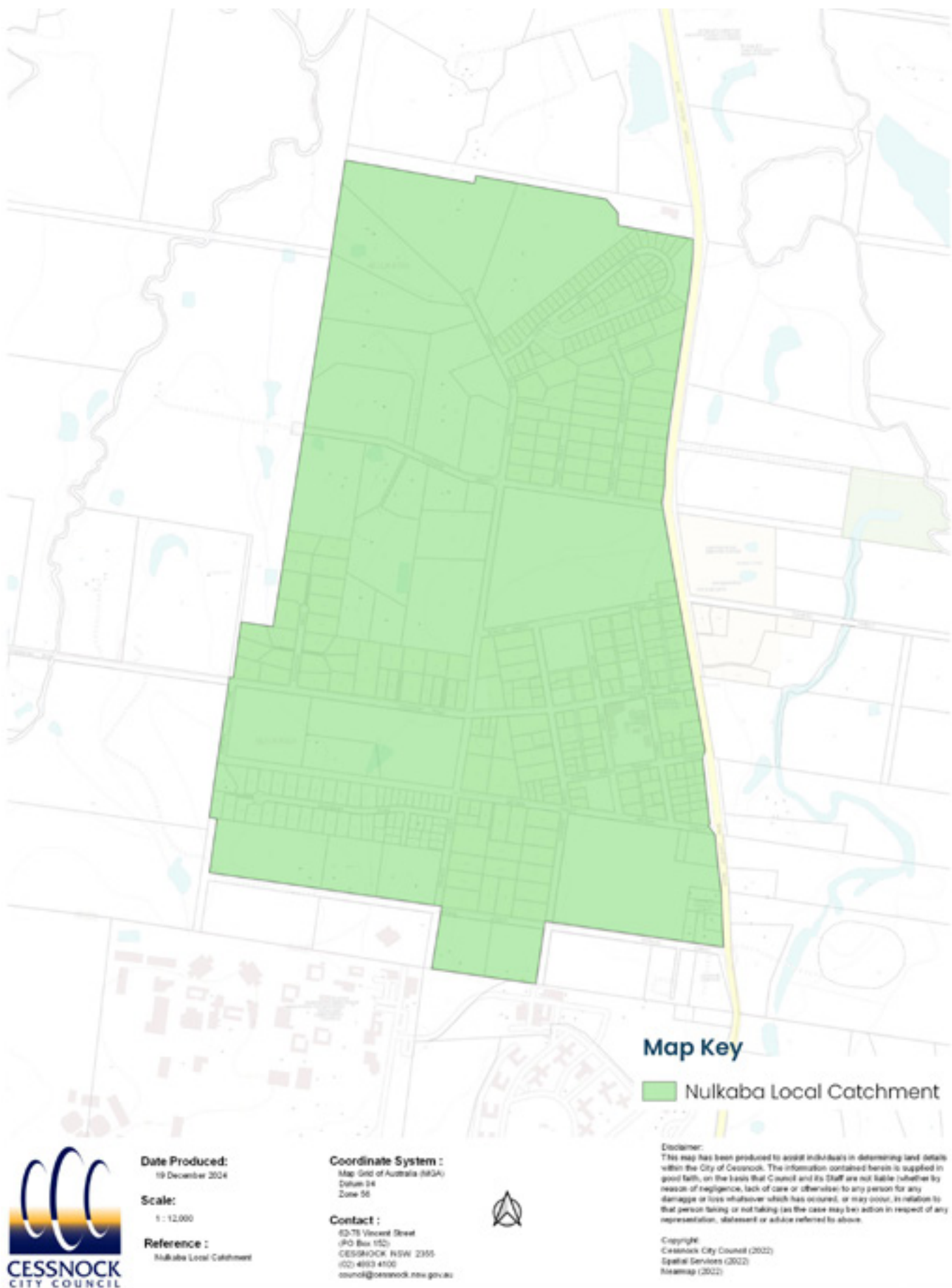
Bellbird North local catchment



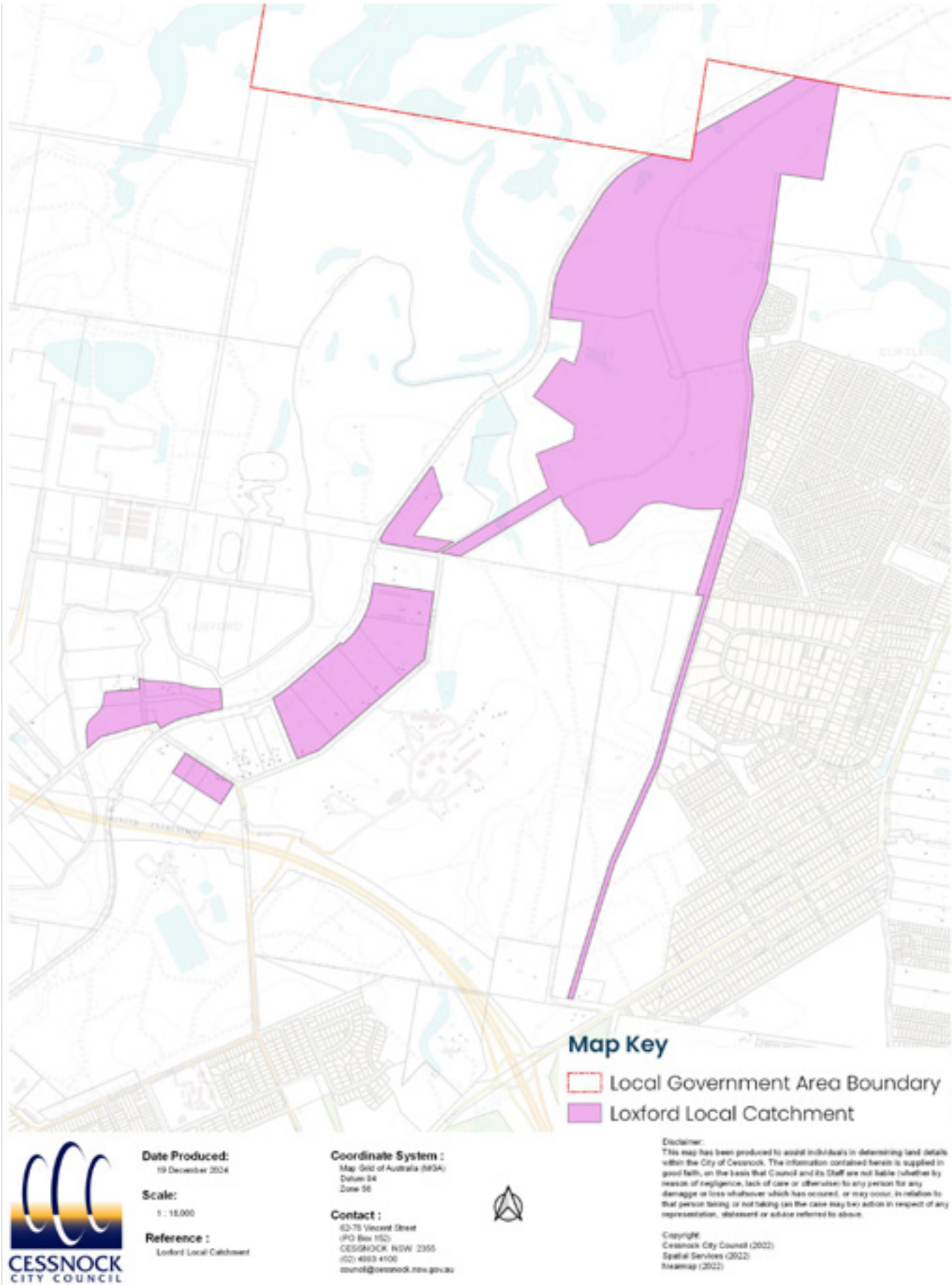
Government Road local catchment



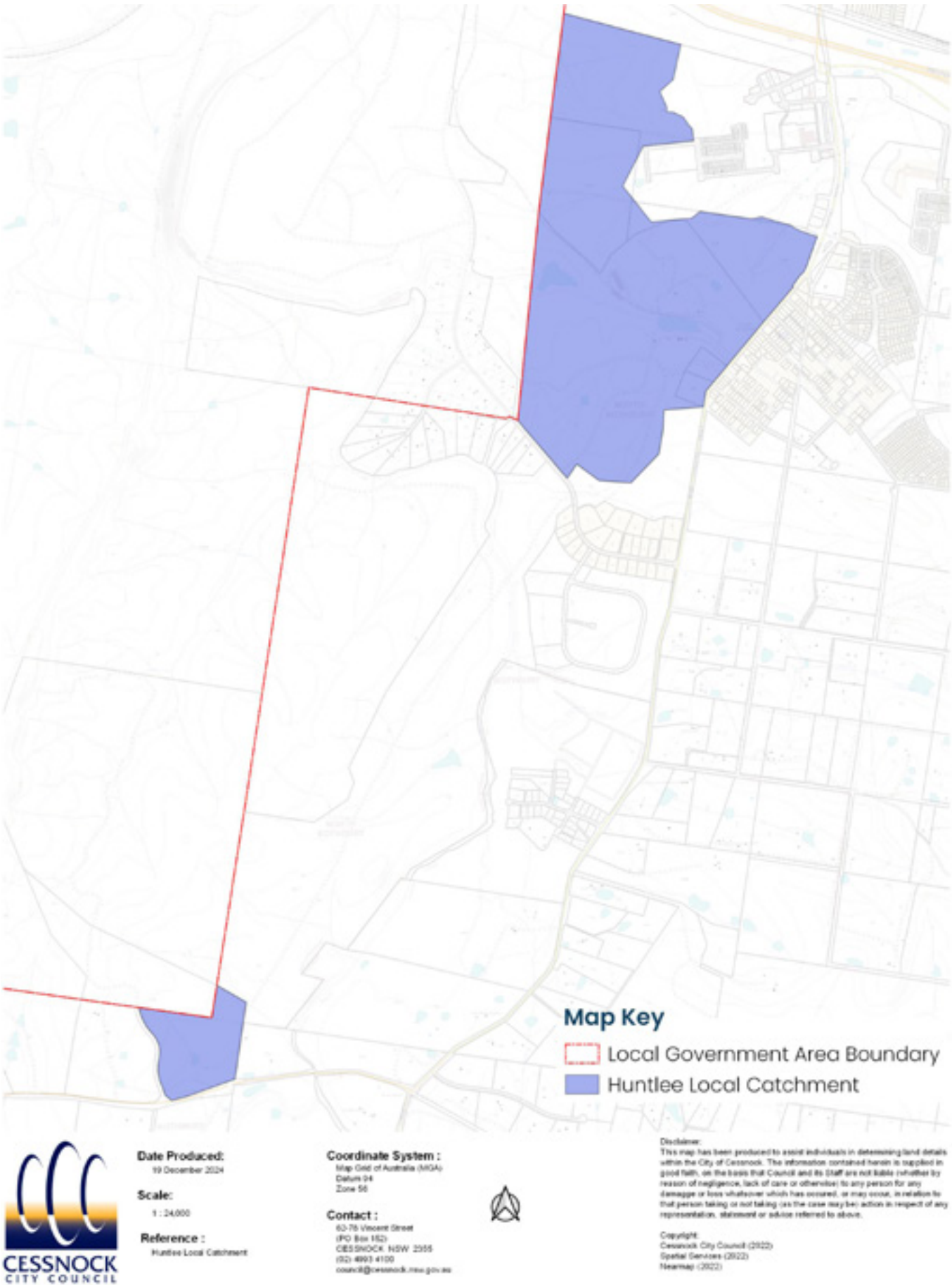
Nulkaba local catchment



Loxford local catchment



Huntlee local catchment



District infrastructure

District infrastructure is infrastructure that benefits the population of the District Catchment in which the infrastructure will be located. For this reason, the cost of the district infrastructure will be apportioned between new development within the District Catchment and the existing district population.

Regional infrastructure

Regional infrastructure is infrastructure that benefits the entire population of the Cessnock LGA. For this reason, the cost of the infrastructure will be apportioned between new development in the LGA and the existing LGA population.

The works schedule is also categorised by contribution catchment and the following infrastructure categories:

Roadworks and Drainage

Council plans to operate and maintain the road transport network to achieve the following strategic objectives:

- Ensure the Road Transport network is maintained at a safe and functional standard as set out in its Asset Management Plans
- Improve Roads, Bridges and Footpaths
- Ensure efficient use of Council’s road network

The Cessnock LGA Traffic and Transport Strategy – Technical Report (CTTS), sets the framework for Cessnock LGA’s transport network over a period of 25 years. The strategy identifies several key policy positions that aim to reduce the need for private motorised transport, encourage active transport (walking and cycling) and improve the efficiency of public transport.

Footpaths and Cycling Infrastructure

The construction and maintenance of cycleways/shared pathways that may be required for the safety of cyclists, pedestrians, prams, wheelchairs and motorised disability scooter users are included in this plan. Shared pathways are required to ensure that residents in towns and villages are removed from being in close proximity to traffic, and therefore assist in improving their environmental and physical safety and social wellbeing.

Open Space and Recreation Facilities

Cessnock City Council supports the provision of open space, recreational and sporting activities to local communities, recognising that they play an important role in encouraging community interaction, physical health and mental wellbeing. In support of these benefits, Council will continue to maintain the role of facilitating the provision of recreation and sporting facilities, along with open space, for local residents of the LGA. In 2018 Council adopted the Recreation and Open Space Strategic Plan (ROSSP) which was developed to provide a long term strategic direction for the future provision and management of recreation facilities, programs and services in the Cessnock LGA. The ROSSP aims to identify the recreational needs of the community, the opportunities which currently exist and appropriate actions to meet the demands of the future population of the LGA



Community Facilities

Community facilities that are considered within this plan are defined as indoor spaces used to engage people in social, welfare, cultural, arts or healthy lifestyle related activities and programs. In the preparation of this Plan, the findings and outcomes of the Community Infrastructure Strategic Plan (CISP) have been heavily relied upon. The CISP found that with an increased population forecast for the LGA, there will need to be a more current and effective model implemented in terms of the design and delivery of community facilities. Future community facilities will need to be multi-purpose in design, be sustainable and financially viable, offer flexible spaces and accommodate a variety of activities to ensure they are well used within the community.

Plan Administration

Costs associated with the ongoing administration and management of the contributions plan will be levied on all applications occasioning a development contribution. Fees collected will cover the implementation, review, monitoring and management procedures set out in the plan. When studies are required to determine the design and costings of works as well as to review the development and demand assumptions of the contributions plan, these costs will be recouped or recovered through the plan.

Costs included in this plan for management and administration are determined based on the IPART benchmark allowance of 1.5% of the cost of works included in this plan. (Reference: Independent Pricing and Regulatory Tribunal of New South Wales (2014), *Local Infrastructure Benchmark Costs*, page 63.

Nexus

Nexus is one of the key principles that underpin the local infrastructure contributions system, along with reasonableness, apportionment and accountability. Nexus refers to the relationship between the proposed development and the demand for public facilities and services created by the development. A contribution levied must be for an increased demand for a public facility or service that is caused by the development. There are three aspects to nexus:

- Casual nexus – the proposed development creates a need or increases the demand for a particular public facility or service;
- Spatial or physical nexus – the proposed public facility or service will be located to serve the needs of those who created the demand for it;
- Temporal nexus – the proposed public facility or service will be provided within a reasonable time to benefit those who contributed towards it.

New residential development in the LGA will result in a demand for the provision of a range of Council-provided open space, cycleways, roadworks, recreational and sporting facilities to meet the needs of the new population. Facilities and works detailed within the works schedule of this plan have been designed to meet the demands of future.

Demographics

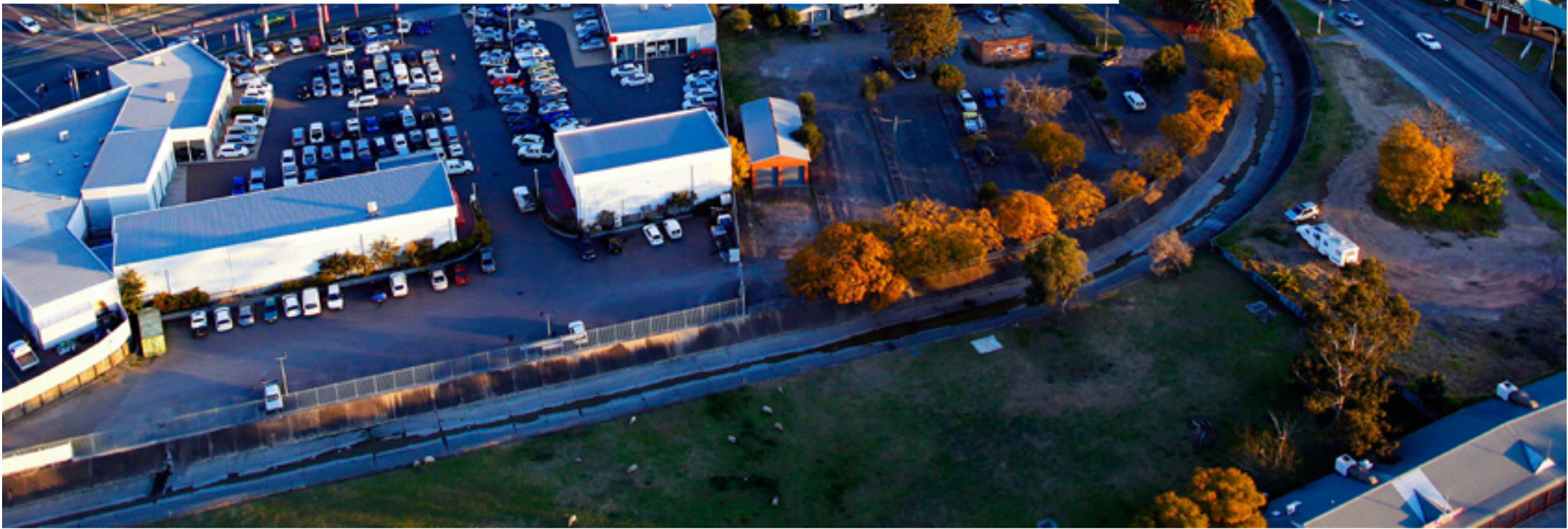
Please refer to the Local Contributions Plan Options Paper.

Council uses the [ID Forecasting tool](#) and the [Urban Growth Management Plan](#) to update demographics in this plan. You can find this data on Council’s website or by clicking on the links above.

Apportionment

If an item of public infrastructure is only required to meet the needs of the future population, then it is appropriate for the item to be funded by that future development. In such cases, 100 per cent of the cost of the facility/item of infrastructure will be apportioned to new development.

In cases where new items of public infrastructure are not fully attributable to new development, e.g. where facilities and traffic routes require upgrades to also cater for the existing population (in addition to new development), then the facility/item of infrastructure will be apportioned accordingly. For most facilities, the apportionment rate is obtained by comparing the percentage of existing population to the forecast population of the relevant contribution catchment. In such cases, the cost of the item that is attributable to the existing population will be borne by Council; and the cost of the item attributable to forecast population will be apportioned to new development.

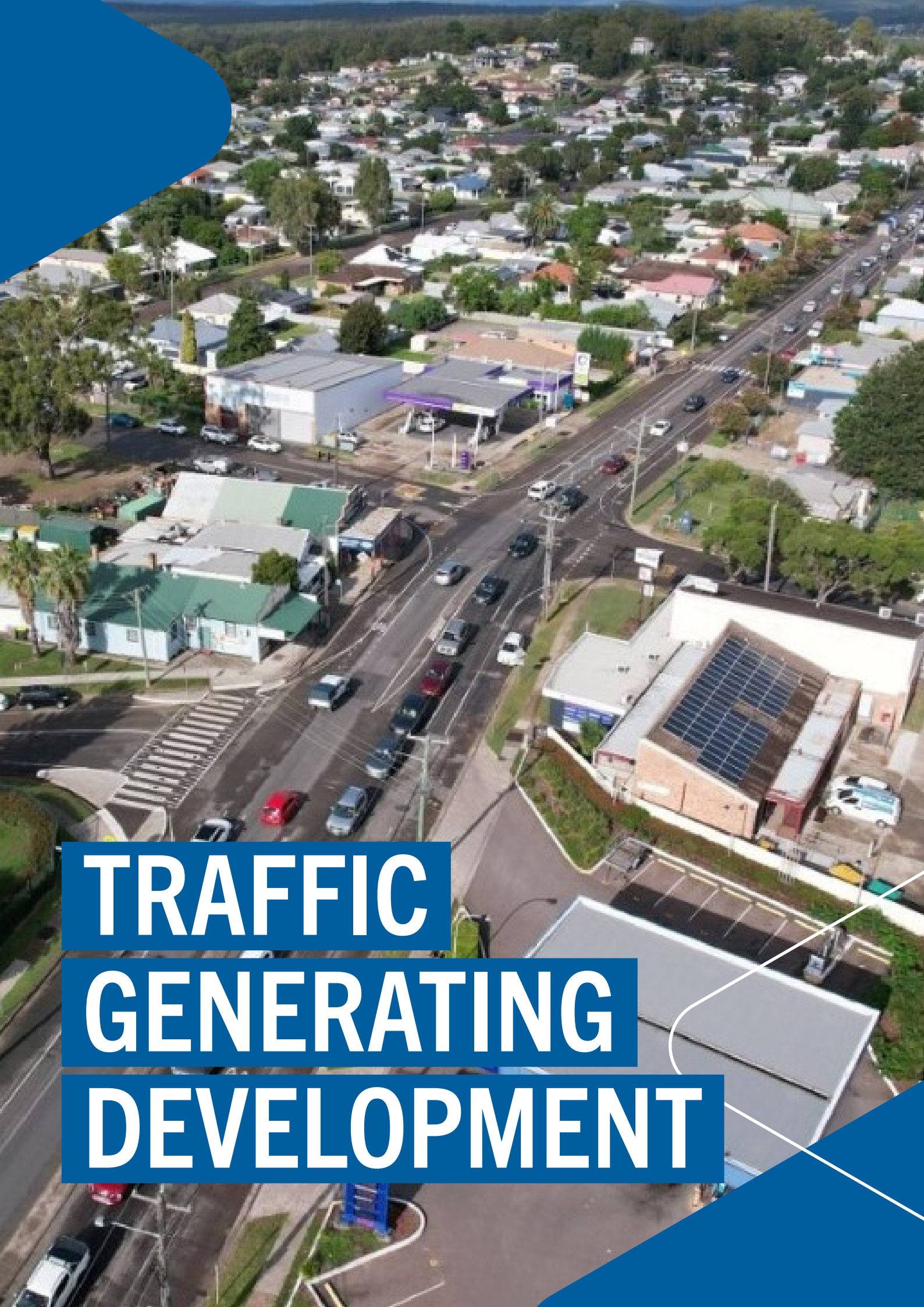


How to calculate residential contributions

The plan applies a contribution formula to each public infrastructure for the purpose of calculating the contribution rate applicable for that item. The calculation takes into consideration the cost of the works to be undertaken, the cost to Council of acquiring the land (if applicable) and the total projected lots that will benefit from that item:

$$\text{Total cost per lot} = \frac{\text{ACF} + \text{PA} + \text{AC} + \text{ACRDF}}{\text{LY}}$$

- ACLF** Apportioned Infrastructure costs of local facilities i.e open space, community, roadworks and drainage
- LY** Lot yield remaining
- PA** Plan administration and studies
- ACRDF** Apportioned Infrastructure costs of regional and district facilities i.e open space, community, cycleways, roadworks and drainage.



TRAFFIC GENERATING DEVELOPMENT

Traffic generating development

This plan imposes contributions on traffic generating development in order to compensate for the accelerated wear caused by heavy vehicle traffic that is a consequence of the development. The extent of reduced road life and increased maintenance depends entirely on the amount of heavy vehicular traffic generated by the development. This has a major impact on Council's financial resources and without a contribution from the development, Council is burdened with the extra financial resource needed to maintain the level of service for the road network.

Traffic generating development typically accelerates the deterioration of the road surfaces. As a result of traffic generating development there is a need for continual and considerable expenditure by Council to maintain, repair and, where necessary, undertake reconstruction of the roads. For all road pavements, performance is influenced only by the heavy end of the traffic spectrum. (Austroads – "Pavement Design – A Guide to the Structural Design of Road Pavements").

The principle of seeking a payment of contributions for road pavement damage is documented in the case of *Collin C Donges & Associates Pty Limited v Baulkham Hills Shire Council* and this case established guidelines for levying extractive industries for road maintenance and repair.

The basis of the calculation has regard to:

- Reconstruction costs;
- The average annual road maintenance costs; and
- The length of roads likely to be used by vehicles associated with Traffic Generating Development.

The increased maintenance costs are calculated on the basis of the average cost per kilometre to bring a Residential Class 3 sealed road up to the required standard for traffic generating development. The impact is calculated on the equivalent standard axle (ESA) loading on the road per vehicle as a proportion of the total loadings on the road and then converted to a total cost per tonne (1000 kilograms) per kilometre. The designated travel route forms the length of road upon which the contribution will be levied. Damage to road surfaces caused by heavy vehicles is measured by equivalent standard axles (ESAs). The damaging effect of a 4 axle vehicle on road pavement is non-linear (e.g. double the load causes 16 times the damage: $2 \times 2 \times 2 \times 2$). One ESA is equivalent to approximately 8.2 tonnes and has the same damaging effect on road pavement as around 550,000 car axles (of 0.3 tonnes), or 4,500 car axles transmitting 1.0 tonne.

Assuming an average car weighs 1,300kg (500kg on one axle and 800kg on the other), one ESA is the equivalent in pavement damage of around 9,500 average cars. The ESA of a 4 axle articulated truck is 1.5; while the ESA of a 5 axle articulated truck is 2.0. Consequently, the approximate number of cars needed to do the same road damage as a standard 5 axle articulated truck is around 19,000. This load equivalency results in high potential levels of damage to roads from heavy vehicles. Therefore, a local infrastructure contribution is reasonable for traffic generating development to cover new construction, maintenance and rebuilding of any road on their haulage route.

Developments to which Traffic Generating Contributions Apply

Traffic generating contributions apply to all developments where material is to be transported by heavy vehicles over roads under the care and control of Council. Alternatively, traffic generating contributions will be applied where it is deemed that a proposed development will have an ongoing impact by heavy vehicles on a road under the care and control of Council.

Impact of Traffic Generating Development on Road Network

Development that creates significant impact on the road pavement due to heavy vehicles will cause accelerated pavement damage in accordance with the “fourth power rule.” This means that twice the axle load causes 16 times the damage. Heavy haulage attributable to a development therefore renders the development liable to contribute. With respect to damage to road pavements, there is no finite amount. There is ongoing damage and consequential rehabilitation cost. Each ESA causes damage and incurs cost by shortening the life of the pavement. This cost is additional to the normal wear and tear. Each ESA, therefore, should incur a levy.

Contributions to be spent on maintenance of road pavements

Maintenance and/or upgrade works will be undertaken on those roads impacted by traffic generating development. This will generally be those roads subject to damage by the development in question and is

not predictable. For that reason, when a condition is imposed on a traffic generating development that requires contributions to be paid, these will be allocated to the route or roads nominated in a traffic study undertaken by the applicant, unless Council staff have evidence that traffic generated by the development is having a detrimental effect on the pavement of roads outside the nominated route in the traffic study.

Calculation of Contribution Rates Equivalent Standard Axle (ESA)

This is the basic unit of measurement of a heavy vehicle with respect to the pavement damage it causes. One ESA is equal to a dual tyred, single axle transmitting a load of 80kN or 8.2 tonnes. Other loadings are computed on the fourth power rule, that is, twice the load will be 16 times the ESAs and 16 times the pavement damage. Components of the contribution rate depend on:

- The cost of reconstructing a road pavement
- The number of ESAs in the life of the pavement between reconstructions
- Hence the cost of damage done by one ESA
- The number of tonnes of payload represented by one ESA
- The cost of road pavement reconstruction from Council’s recent experience is typically \$2,200,000/km for a typical road.

Methodology

When submitting a traffic generating development to Council for consideration and determination, a DA will need to contain supporting written documentation, elaborating on the specific attributes of the development. The documentation will need to contain the following data for Council to consider:

- Mapping which depicts the nominated vehicle public road network to service the development proposal;
- Estimate of total vehicle movements (both laden and unladen) generated by the development proposal;
- Estimate of the total amount of material imported and exported by the proposal over the life of the development;
- Detail on the type and classification of vehicles (i.e. coaches/buses/semi-trailers and other heavy vehicles) proposed to service the event; and
- Conversion of those vehicles to ESAs.

A traffic generating development will be required to pay a rate based upon the heavy vehicle Equivalent Standard Axle (ESA) impact on a regional or local road.

Derivation of contribution rate for heavy haulage

- Determine the design Equivalent Standard Axles (ESA) for the affected roads.
- Use Council’s base cost of \$2,200,000 (cost to reconstruct/maintain one lane for one kilometre for the above ESA).
- Calculate the reconstruction/ maintenance cost per ESA per km by dividing the outcomes of a. by b.

- Determine ESA of a typical heavy vehicle (assumed at 2.6 ESA)
- Calculate the reconstruction/ maintenance cost per ESA per km by multiplying the outcomes of c. by d.
- Determine the typical load.
- Determine the length of the affected road/s under the care and control of Council.
- After determining a. to g., determine a cost/km
- Multiply the outcome of h. by the tonnage extracted each quarter.

The proponent/applicant will be required to submit this information with the DA as part of their Traffic and Transport Management Plan and/or Traffic Impact Assessment. This rate will then be assessed by Council. If approved by Council, a condition of consent will be imposed on the development, outlining the rate per tonne/km to be paid and the reporting requirements.

Contribution to be paid each quarter = T × L × R

T	Tonne of extracted/processed material
L	Length of haulage route as set in condition of consent
R	Contribution rate (cents) per tonne, adjusted annually with CPI – Sydney All Groups

Calculation of a contribution rate for typical extractive industry developments

The following assumptions are made:

- The base cost for a Class 3 local Council road is \$1.5million per kilometre
- The life of a Class 3 road in ESA is 760,000 over 25 years
- The standard truck used by extractive/quarry industries is a Class 4 – truck and dog trailer with 2.6 ESA per vehicle and a maximum capacity of 25 tonne

The cost per ESA per kilometre is:

$$\begin{aligned} \$/\text{ESA}/\text{km} &= \$2,200,000 \text{ per km} \div 760,000 \text{ ESA} \\ &= \$2.89/\text{ESA}/\text{km} \end{aligned}$$

With a standard vehicle of 2.6 ESA the cost per vehicle per km is:

$$\begin{aligned} \$/\text{truck}/\text{km} &= \$2.89 \times 2.6 \text{ ESA per km} \\ &= \$7.51/\text{truck}/\text{km} \end{aligned}$$

A standard payload of 25 tonne per vehicle derives the contribution per tonne as:

$$\begin{aligned} \$ \text{ contribution rate} &= \$7.51 \text{ per km} / 25 \text{ tonne} \\ &= \$0.300 \text{ per tonne per km} \end{aligned}$$

Council will also levy an amount equivalent to 1.5% of the derived costs per tonne (or cost per ESA) of material hauled, consistent with definitions and references of this plan.

The plan administration component is \$0.003 per tonne per km and this makes the contribution rate \$0.303 per tonne per km. The equivalent contribution rate in ESA is \$2.92 per ESA per km.

Worked example:

The heavy vehicles carrying extractive material from a new quarry need to travel 3.2km from the quarry to the nearest State highway. The most recent quarterly return of material hauled is 9,500 tonne. The contribution for the quarter would be:

$$\begin{aligned} \text{Total contribution \$} &= \$0.303 \times 9,500 \text{ t} \times 3.2 \text{ km} \\ &= \$9,211.20 \end{aligned}$$

Invoicing

Invoicing for heavy haulage development:

- Contributions must be paid on a quarterly basis at the applicable indexed rates, based upon the formula listed in the development consent.
- The s7.11 contribution is calculated from true certified copies of weighbridge dockets, log books, diary entries and/or other returns or records that show the true quantities of hauled/extracted and/or processed material transported from an extraction site.
- The applicant/operator or consenting assignee is to supply to Council each quarter for the duration of the development consent for the development's operation, the records of the transported material and/or traffic route. Upon receipt of this information, Council will, as soon as it can conveniently do so, issue to the applicant (or operator) an invoice for the contribution amount to be paid to Council within 30 days of the date of invoice.

Invoicing for other traffic generating development

A Development Consent (Notice of Determination) will include a condition outlining that the applicant/operator report to Council as approved under that Consent:

- Details of the development
- ESA's (determined by class of vehicle) × number of trips × length of traffic route/s

Council will then issue an invoice based on the abovementioned details.

Where weighbridge tickets are not available

There may be developments where heavy vehicles are not subject to, or not able to be weighed to provide tickets for the determination of contributions. In such cases, the development consent may require the installation of a traffic counter/classifier to determine the number of vehicle movements.

The contributions will then be determined using the cost per ESA per kilometre of \$2.92.

Worked example:

A development for a concrete recycling plant in the LGA needs to travel 2.8km (in each direction) from the site to the nearest State Hwy. A traffic classifier has been set up at the entry to count the number of truck movements into and out of the site. The trucks arrive loaded with concrete waste and leave loaded with the recycled material to be used as road base. It has been established that the trucks are similar to those used for extractive industry. Council has received a summary from the developer for the most recent quarter showing the number of truck movements was 230. The contribution for the quarter would be:

$$\begin{aligned} \text{Total contribution \$} &= \$2.92 \times 230 \times 2.8 \text{ km} \\ &= \$1,880.40 \end{aligned}$$

Audit

With regard to traffic generating development, Council has by condition of consent:

- The right to inspect the original records relating to the transport of imported material to and export of extracted or processed material from a development; and/or
- The right to inspection the original records relating to the number of vehicular trips generated by a development.

Original records that may be requested for inspection include:

- The extraction site/zone from which material was extracted and/or processed;
- Date and time of import/export/transport of material to/from the development;
- Monthly quantity and nature of material imported/exported/transported to/from a development;
- Daily number and type (including registration number) of laden trucks and/or trailers;
- The amount of bus/coach trips generated by a tourism development; and/or
- Quarterly payment date and amount of traffic generating contributions made to Council.

All operators of Traffic Generating Development will be expected to keep all necessary information to verify the above matters. Ten days' notice will be given by Council, if it wishes to inspect the original records.





DEFINITIONS

Definitions

In addition to those definitions outlined below, words and expressions used in this Plan have the same meaning as the Act and Cessnock City Council Local Environmental Plan 2011, unless otherwise defined in this Plan.

ABS means the Australian Bureau of Statistics.

Act means the *Environmental Planning and Assessment Act 1979*.

Applicant means the person(s) or organisation(s) submitting a development application.

Apportionment means the adjustment of a contribution (usually a percentage) to ensure the contributing population only pays for its share of the total demand for the facility.

Consumer Price Index (CPI) is a standard measure of price movements published by the Australian Bureau of Statistics.

Contribution Plan/Local Infrastructure Plan means a development contributions plan made pursuant to section 7.11 of the Act.

Council means Cessnock City Council.

Development Consent means consent under Part 4 of the Act to carry out development and includes, unless expressly excluded, a complying development certificate.

Development Contributions means a development contribution required to be paid by a condition of development consent imposed pursuant to section 7.11 of the Act.

Dwelling means a room or suite of rooms occupied or used or so constructed or adopted as to be capable of being occupied or used as a separate domicile.

Extractive Industry means:

- The winning of extractive material; or
- An undertaking, not being a mine, which depends for its operation on the winning of extractive material from the land on which it is carried on, and
- Includes any stockpiling, washing, crushing, grinding, milling or separating into sizes of that extractive material on that land.

Extractive material means sand, sandstone, gravel, clay, turf, soil, rock, stone or similar substances that are not minerals.

Industry means:

- Any manufacturing process within the meaning of the *Factories, Shops and Industries Act 1962*; or
- The breaking up or dismantling of any goods or any article for trade or sale or gain or as ancillary to any business.

LEP means a Local Environmental Plan made by the Minister under the Act.

Levy means a contribution under section 7.11 of the Act authorised by this plan.

LGA means local government area.

Minister means the Minister administering the *Environmental Planning and Assessment Act 1979*.

Operator means the registered owner or company operating the mine or extractive industry from time to time.

Planning Agreement means a planning agreement referred to in the Act.

Public Infrastructure means:

- Public amenities and public services, such as Open Space and Recreation, Community Facilities and Cycleways, and
- Affordable housing, and
- Transport infrastructure, but does not include water supply or sewerage services.

Public facility means a public amenity or public service.

Regulation means the *Environmental Planning and Assessment Regulation 2021*.

Residential Development includes any dwelling or dwelling house as defined in the local environmental plan applying to the subject land.

Road Transport Network means 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.

Rural Industry means handling, treating, process or packing of primary products and includes the servicing in a workshop of plant or equipment used for rural purposes in the locality. This also includes agricultural industry.

Traffic Generating Development means any development that will have an ongoing impact on roads under the care and control of Council from heavy vehicle movements.

Work-in-Kind means the carrying out of work which is identified in the costed works schedule which form part of this Plan in return for a reduction in the amount of monetary contributions (but not a reduction in the total quantum of contributions) required for the same category of contribution



REFERENCES

References

The following legislation, plans, policies, studies, technical guides and other information have been used to consider and formulate the contents of this plan:

- Annual Monitoring Report
 - Appeal No.10521 of 1994 Land & Environment Court of NSW, Manaldo –v Baulkham Hills Shire Council, 1995
 - Appeal No.10064 of 1997 Land & Environment Court of NSW, Neville Francis Diamond –v Baulkham Hills Shire Council, 1998
 - Appeal No.10501 & 10502 of 1987 Land & Environment Court of NSW, Collin C Donges & Assoc. Pty Ltd v Baulkham Hills Shire Council [1989] NSWLEC 39 (4 May 1989)
 - Austroads Research Report, Pavement Wear Assessment Method for PBS Vehicles 2011
 - Australian Bureau of Statistics
 - Branxton Town Centre Masterplan and Public Domain Plan & Implementation Plan
 - Cemetery Masterplans
 - Cessnock CBD Masterplan, Public Domain Plan and Implementation Plan
 - Cessnock City Council Community Infrastructure Strategic Plan
 - Cessnock City Council Library Facilities 2017 – 2037, A Needs Analysis
 - Cessnock City Council Local Environment Plan 2011
 - Cessnock City Council Local Infrastructure Contributions Plan Options Paper
 - Cessnock Housing Strategy
 - Cessnock LGA Cycling Strategy
- Cessnock LGA Traffic and Transport Strategy
 - Cessnock Local Strategic Planning Statement
 - Cessnock Pool Masterplan
 - Cessnock Trails Strategy
 - Costings prepared by Wilde and Wollard
 - Council repealed contribution plans
 - Disability Inclusion Action plan
 - Environmental Planning and Assessment Act 1979
 - Environmental Planning and Assessment Regulation 2021
 - Greta Central Park & Oval Masterplan
 - Heddon Greta – Cliftleigh Corridor Structure Plan
 - Hunter Regional Plan 2041
 - .id the population experts forecasting data
 - Kurri Kurri Central Sports Precinct Masterplan
 - Kurri Kurri Commercial Precinct
 - Land Acquisition valuations by Tew Property Consultants and Opteon Solutions
 - Miller Park Branxton Masterplan
 - Ministerial Directions released by the Department of Planning



- Mount View Park Masterplan
 - Maybury Peace Park/Chinaman’s Hollow Masterplan
 - National Transport Commission 2012, Heavy vehicle charges. Report to the Standing Council of Transport and Infrastructure, NTC, February 2012
 - NSW Department of Planning “Everyone Can Play” Guidelines
 - Off Leash Dog Exercise Area Plan
 - Planning Agreement Policy
 - Planning System Circulars released by the Department of Planning
 - Practice Notes released by the Department of Planning
 - Public Art Policy
- Rawlinsons Construction Cost Guide
 - Recreation and Open Space Strategic Plan
 - RMS Guide to traffic generating developments, revised October 2002, Issue 2
 - RMS Guidelines: Traffic & Transport Management of Special Events | Version 3.5 July 1, 2018
 - Study of Section 94 Contributions made for the Provision of Roads, Traffic Facilities and Parking – Stage 1 Report, prepared by Stapleton & Hallam for Western Sydney Regional Organisation of Councils, September 1991
 - Turner Park Masterplan
 - Weston Commercial Masterplan
 - Urban Growth Management Plan



WORKS SCHEDULE



Works schedule

Open space and recreational facilities

Council has identified all projects in this plan to have a timing threshold of 2035. Council will move projects forward as and when contributions have been collected for each project and when Council’s co-contribution is available through Council funding or grants.

Apportionment and contributions for each project takes into account contributions already collected and the amount Council is required to provide as a co-contribution.

Regional facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS1	Cessnock Indoor Sports Facility – 2 Additional Indoor Courts	\$3,493,015.00	\$491,499.76		
OS2	Chinamans Hollow/Peace Park – Playspace and Amenities Upgrade	\$3,794,732.00	\$740,757.48		
OS3	Greta Central Oval – New Playspace, Amenity Building and Supporting Infrastructure	\$3,690,952.00	\$524,221.25		
OS4	Miller Park – Playspace Upgrade	\$651,916.00	\$0.00		
OS5	Turner Park – Upgrade Surfaces of Tennis Courts	\$977,900.00	\$0.00		
OS6	Cessnock Regional Netball Facility – Upgrade Netball Courts and Supporting Infrastructure	\$2,944,595.00	\$623,411.61		

Cessnock district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS7	Cessnock Aquatic Centre – Upgrade Facility	\$573,042.66	\$0.00		
OS8	Aberdare Cemetery Upgrade	\$2,250,000.00	\$445,339.67		
OS9	Poppethead Park – New Playspace and Supporting Infrastructure	\$1,538,000.00	\$270,592.65		
OS10	Bridges Hill – Off Leash Dog Exercise Area	\$297,180.00	\$0.00		
OS11	Hall Park – Off Leash Dog Exercise Area	\$285,750.00	\$0.00		

Kurri Kurri district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS12	Kurri Kurri Aquatic Centre Upgrade	\$816,607.28	\$0.00		
OS13	Kurri Kurri Skate Park Upgrade	\$825,660.00	\$106,965.88		
OS14	Abermain Skate Park – New Facility	\$339,896.70	\$29,150.28		
OS15	Kurri Kurri Cemetery Upgrade	\$3,300,000.00	\$535,014.64		
OS16	Cliftleigh – Off Leash Dog Exercise Area	\$285,750.00	\$21,233.49		
OS17	Cliftleigh – Skate park	\$713,423.00	\$93,547.55		
OS18	Hedleigh Park Upgrade Local Park	\$1,538,000.00	\$276,840.00		

Branxton–Greta district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS19	Branxton Aquatic Centre – Pool Upgrade	\$525,442.08	\$63,323.39		
OS20	Greta Skate Park – Existing Facilities Upgrade	\$656,775.00	\$274,727.91		

Rural west district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS21	Ellalong – Off Leash Dog Exercise Area	\$306,917.09	\$0.00		
OS22	Mount View Road – New Local Park	\$1,538,000.00	\$0.00		
OS23	Mount View Road – New Local Park Land Acquisition	\$750,000.00	\$337,395.30		

Loxford local facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS24	Three New Local Parks	\$4,614,000.00	\$4,614,000.00		
OS25	Local Park Land Acquisition	\$2,250,000.00	\$2,250,000.00		
OS26	New district sportsground, district park and associated infrastructure	\$25,126,000.00	\$16,331,900.00	\$5,052,520.00	Kurri Kurri
	Land acquisition for district park and district sportsground	\$6,000,000.00	\$3,900,000.00	\$120,000.00	

Government Road district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS27	New Local Park	\$1,538,000.00	\$1,537,656.06		
OS28	New Local Park Land component	\$1,000,000.00	\$999,656.06		

Bellbird North local facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS29	5 local parks – parks are indicative only	\$7,690,000.00	\$6,415,744.39		
OS30	5 Local Parks Land component	\$1,951,890.97	\$451,890.97		
OS31	4 New Courts – Cessnock Netball Courts	\$700,000.00	\$0.00		
OS32	Carmichael Park – Upgrade of Facilities	\$1,165,000.00	\$110,150.00	\$104,850.00	Rural West
OS33	Turner Park – Field Lighting & Spectator Seating	\$550,000.00	\$0.00		
OS34	Mount View Park – Upgrade of Facilities	\$3,110,000.00	\$429,499.05	\$1,430,600.00	Cessnock

Huntlee local facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
OS35	Stage 2 – 2 Local Parks	\$3,076,000.00	\$3,076,000.00		
OS36	Stage 2 – Land Acquisition for 2 Local Parks	\$4,600,000.00	\$4,600,000.00		
OS37	Stage 2 – District Park 3 (Balance of Cost)	\$5,694,000.00	\$2,878,614.18		
OS38	Stage 1 – District Sportsground 1 (Balance of Cost)	\$19,432,000.00	\$17,294,289.00		
OS39	Stage 2 – District Sportsground 2	\$19,432,000.00	\$17,294,289.00		

Community facilities

Regional facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
CF1	Cessnock City Libraries – Branch Upgrades	\$11,314,902.85	\$842,824.79		

Kurri Kurri district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
CF2	Multipurpose Centre at Loxford	\$5,840,686.77	\$3,746,886.54		

Cessnock district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
CF3	Multipurpose Centre at Bellbird North	\$5,840,686.77	\$5,256,618.09	\$292,034.34	Rural West
CF4	Land acquisition for Multipurpose Centre at Bellbird North	\$111,536.63	\$100,382.96	\$5,576.83	Rural West

Huntlee local facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
CF5	Stage 2 - Community Hub (Balance of costs)	\$17,916,446.64	\$9,230,018.89		

Cycleway facilities

Regional facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
CW1	New off-road path on Cessnock Rd and Northumberland St from Duffie Dr to Forbes St (3.90 km)	\$6,812,000.00	\$1,789,812.40		
CW2	New off-road path on Mulbring and Boundary Sts (Kurri Kurri) - Log of Knowledge Park to Margaret Johns Park (1.806 km)	\$2,115,960.00	\$488,775.78		
CW3	New off-road path along Appleton Ave (Weston) and Embelton St - Margaret Johns Park to Scott St rail crossing (0.789 km)	\$791,175.00	\$130,824.62		
CW4	New off-road path along Scott St and Kilne St(Weston) - Scott St off-road path to Cessnock Rd (0.620 km)	\$839,685.00	\$143,896.85		
CW5	New off-road path on Rawson/Alexandra/Lang Sts (Kurri Kurri) from Victoria St to Boundary St (1.279 km)	\$1,555,785.00	\$337,382.77		
CW6	New on-road connection on Lang St and Victoria ST (Kurri Kurri) from Heddon St to Rawson St (1.180 km)	\$1,489,950.00	\$319,469.19		
CW7	New off-road path on Duffie Dr (Cessnock) - Aberdare Rd to Melbourne St	\$3,093,000.00	\$787,994.70		
CW8	New off-road path in Bellbird - Sparke, Doyle, Tennant, Ruby, Hetton and Kendall Sts (1.853 km)	\$2,889,810.00	\$748,999.70		
CW9	New off-road path on Melbourne St (Cessnock) - Quarrybylong St to Duffie Dr (1,752 km)	\$2,811,270.00	\$710,817.35		
CW10	New off-road path on Kanowna Ave (Cessnock), ANZAC Ave and Government Rd from Old Maitland Rd to Government Rd URA (0.790 km)	\$1,790,000.00	\$429,560.02		
CW11	New off-road path on Vincent St (Cessnock) - Aberdare Rd to Baddeley Park (1.080 km)	\$4,028,640.00	\$1,048,725.42		
CW12	New off-road path on Mount View Rd (Cessnock) - O'Shea Circuit to Oakey Creek Rd (0.450 km)	\$498,960.00	\$69,271.60		
CW13	New off-road path on Mount View Rd (Cessnock) - Wollombi Rd to the Cessnock Civic Indoor Sports Centre (1.163 km)	\$1,286,670.00	\$287,826.85		
CW14	New on-road connection on Dowlan Lane from Victoria St to Cumberland St (Cessnock) (0.420 km)	\$718,000.00	\$130,350.49		

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
CW15	New off-road path on Cessnock St (Kitchener) – Stanford St to Abernethy St (0.700 km)	\$779,625.00	\$147,071.03		
CW16	New off-road path on Richmond St/Stanford St (Kitchener) – Abernethy St to Cessnock St (0.972 km)	\$1,384,845.00	\$329,540.09		
CW17	New off-road path on Boundary Street – URA to Wollombi Rd	\$451,605.00	\$103,277.52		
CW18	New off-road path on Bennett Street (Millfield) – Wollombi Rd to Millfield Rd	\$580,965.00	\$153,249.76		
CW19	New off-road path on Wollombi Rd (Millfield) – Bennett St to Bligh St	\$612,150.00	\$161,737.92		
CW20	New off-road path on McLeod Rd (Kurri Kurri) – Northcote St to Hunter TAFE	\$1,790,000.00	\$458,938.46		
CW21	New off-road path on Colliery St/Maitland St (Standford Merthyr) – Heddon St to Pokolbin St	\$2,197,965.00	\$565,201.85		
CW22	New off-road path on Heddon Street (Kurri Kurri) – Lang St to Hopetoun St	\$494,340.00	\$104,483.42		
CW23	New off-road path on Heddon Street (Kurri Kurri) – Lang St to Northcote St	\$1,324,785.00	\$329,158.40		
CW24	New off-road path on Lang St (Kurri Kurri) – Boundary St to Hospital Rd	\$1,291,290.00	\$320,103.80		
CW25	New off-road path on Averys Lane (Heddon Greta) – URA to Main Road	\$1,085,700.00	\$275,202.95		
CW26	New off-road path on Pokolbin St, unnamed laneways, Tomalpin St, Hebburn St (Pelaw Main) – Pelaw Main Public School to existing cycleway in Log of Knowledge Park	\$763,455.00	\$177,947.20		
CW27	New off-road path on Government Rd (Weston) – Mitchell Ave to Cessnock Rd	\$1,230,075.00	\$303,590.70		
CW28	New off-road path on Hospital Rd (Weston) – Lang St to Appleton Ave	\$1,265,880.00	\$313,269.21		
CW29	New on-road connection on Hart Rd/ Gingers Lane/Frame Dr (Loxford through to Weston and Abermain) – Hunter Expressway to Lismore St	\$5,907,825.00	\$1,568,601.74		
CW30	New on-road connection on Orange St (Abermain) – Lismore St to Cessnock Rd	\$1,024,485.00	\$247,963.92		
CW31	New on-road connection on Government Rd (Weston) – Mitchell Ave to Hart Rd	\$638,715.00	\$143,680.07		
CW32	New off-road cycleway within former SMR spur line at Loxford from Main Road to LGA boundary	\$7,355,000.00	\$2,059,400.00		

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
CW33	SMR Land Acquisition at Heddon Greta/Cliftleigh	\$740,000.00	\$207,200.00		
CW34	New off-road path on Bridge Street/Drinan Street/Cessnock Road (Branxton) – Railway Street to the New England Highway	\$1,197,735.00	\$304,159.18		
CW35	New off-road path on Wyndham St (Greta) – Evans St to Sale St (Greta)	\$1,558,095.00	\$416,481.27		
CW36	New off-road path on West Street (Greta) – High Street to URA	\$1,234,695.00	\$319,032.17		
CW37	New off-road path on Station St (Branxton) – New England Highway to Railway St	\$1,009,470.00	\$253,144.24		
CW38	Upgrade on-road conditions on Railway Street, Branxton	\$749,595.00	\$182,740.51		
CW39	Pathway on High Street or New England Highway to Greta Central Oval	\$1,584,660.00	\$408,284.17		

Roadworks and drainage facilities

Regional facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW1	Colliery Street / Duffie Drive Aberdare Rd to Maitland Rd	\$5,460,647.36	\$1,322,739.97		
RW2	Oakey Creek Road (between Mount View Road and Ingles Lane), Road reconstruction	\$8,642,410.00	\$2,041,241.69		
RW3	Ingles Lane (between Oakey Creek Rd and O’Connors Rd), Road reconstruction	\$3,325,940.00	\$751,281.17		
RW4	O’Connors Road (between Ingles Lane and Wine Country Drive), Road reconstruction	\$11,313,728.00	\$2,689,661.33		

Cessnock district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW5	Barrett St/Mt View Rd	\$147,230.00	\$39,897.31		

Rural west facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW6	Wollombi Road - one bus stop/shelter	\$34,855.20	\$20,892.44		

Government Road local facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW7	Ferguson St, 20 locations traffic calming	\$138,216.80	\$138,191.85		
RW8	Government Road, drainage improvements and 2 bus shelters	\$1,534,206.52	\$1,531,123.46		
RW9	Anzac Ave, Subiaco Ave, Yilgarn Ave, Carroll Ave, Comfort Ave, Kanowa Ave. Approx 30 locations - Traffic calming, refuges, line marking, stop signs kerb blisters	\$207,325.20	\$206,923.22		
RW10	Surrounding Street Network - Remedial treatment	\$138,216.80	\$137,954.49		

Bellbird North local facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW11	Wollombi Road - West Avenue to Maitland Road, road widening	\$20,210,885.00	\$8,169,409.14	\$1,818,979.65	Cessnock
				\$202,108.85	Rural West
RW12	Wollombi Road - West Ave and Marketplace Entry, pedestrian facilities improvements	\$147,230.00	\$0.00	\$13,250.70	Cessnock
				\$1,472.30	Rural West
RW13	Wollombi Road - Francis Street to West Avenue, road widening	\$10,922,310.00	\$5,119,519.26	\$655,338.60	Cessnock
				\$109,223.10	Rural West
RW14	Wollombi Road / Westcott Avenue, intersection improvements	\$1,406,681.00	\$447,985.21	\$98,467.67	Cessnock
				\$14,066.81	Rural West
RW15	Wollombi Road / Darwin Street, intersection improvements	\$1,406,641.00	\$398,024.54	\$84,398.46	Cessnock
				\$14,066.41	Rural West
RW16	Wollombi Road / Mount View Road, intersection improvements	\$1,280,406.00	\$405,005.23	\$76,824.36	Cessnock
				\$12,804.06	Rural West

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW17	Wollombi Road / Mount View Road, land acquisition	\$7,841.26	\$0.00	\$705.71	Cessnock
				\$78.41	Rural West
RW18	Wollombi Road / Helen Street, right turn bans	\$147,230.00	\$26,814.56	\$5,889.20	Cessnock
RW19	Wollombi Road / Miller Street, right turn bans	\$147,230.00	\$26,814.56	\$5,889.20	Cessnock
RW20	Wollombi Road / Lyell Street, right turn bans	\$147,230.00	\$30,456.71	\$4,416.90	Cessnock
RW21	Wollombi Road / Florence Street, right turn bans	\$147,230.00	\$30,456.71	\$4,416.90	Cessnock
RW22	Wollombi Road / West Avenue, intersection improvements	\$1,235,313.00	\$360,989.39	\$49,412.52	Cessnock
RW23	Wollombi Road / Darwin Street, land acquisition	\$25,813.76	\$0.00	\$2,839.51	Cessnock
				\$258.14	Rural West
RW24	Wollombi Road / Hutton Street, intersection treatments	\$12,135.42	\$0.00	\$485.42	Cessnock
				\$121.35	Rural West
RW25	Wollombi Road / Alexander Street, intersection improvements	\$628,339.00	\$182,360.80	\$25,133.56	Cessnock
				\$6,283.39	Rural West
RW26	Wollombi Road / Campbell Street, intersection treatments	\$129,045.00	\$27,493.81	\$5,161.80	Cessnock
RW27	Wollombi Road / Ivan Street / James Street, intersection improvements	\$1,530,010.00	\$647,749.31	\$61,200.40	Cessnock
RW28	Wollombi Road / Chidgey Street / Michael Street, right turn bans	\$258,250.00	\$121,493.11	\$7,747.50	Cessnock
RW29	Wollombi Road / Hickey Street / Francis Street, intersection improvements	\$1,783,417.00	\$717,625.86	\$53,502.51	Cessnock
RW30	Wollombi Road / Desmond Street, right turn bans	\$129,125.00	\$18,691.11	\$3,873.75	Cessnock
RW31	West Avenue - Wollombi Road to South Avenue, road widening	\$6,609,472.00	\$1,355,224.64	\$396,568.32	Cessnock
				\$66,094.72	Rural West
RW32	Wollombi Road / Wangi Avenue / O'Neill Street, right turn bans	\$258,250.00	\$128,448.16	\$7,747.50	Cessnock

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW33	West Avenue / Alfred Street, intersection treatments	\$108,532.00	\$11,477.26	\$4,341.28	Cessnock
RW34	West Avenue / Lyell Street, right turn bans	\$147,230.00	\$18,311.58	\$7,361.50	Cessnock
				\$1,472.30	Rural West
RW35	West Avenue / Miller Street, right turn bans	\$147,230.00	\$18,308.61	\$7,361.50	Cessnock
				\$1,472.30	Rural West
RW36	West Avenue / North Avenue / South Avenue, intersection improvements	\$93,372.00	\$0.00	\$4,668.60	Cessnock
				\$933.72	Rural West
RW37	Mount View Road / Condon Avenue, right turn bans	\$59,123.71	\$0.00	\$1,773.71	Cessnock
RW38	Aberdare Road / Vincent Street / Snape Street, intersection improvements	\$668,217.00	\$102,075.93	\$60,139.53	Cessnock
				\$6,682.17	Rural West
RW39	North Avenue / Darwin Street, intersection improvements	\$764,757.00	\$169,893.17	\$53,532.99	Cessnock
				\$7,647.57	Rural West
RW40	North Avenue / Keene Street / Cooper Street, pedestrian facilities improvements	\$87,137.99	\$0.00	\$871.38	Cessnock
RW41	South Avenue / Darwin Street, intersection improvements	\$639,265.21	\$78,325.95	\$63,926.52	Cessnock
				\$6,392.65	Rural West
RW42	Wollombi Road – Abbotsford Street to Francis Street, road widening	\$22,376,420.00	\$11,337,086.55	\$895,056.80	Cessnock
RW43	Mount View Road – Wollombi Road to Oakey Creek Road, road rehabilitation	\$1,452,299.83	\$461,780.39	\$87,137.99	Cessnock
				\$14,523.00	Rural West
RW44	Mount View Road / Christy Road, intersection improvements	\$453,045.51	\$175,514.30	\$4,530.46	Cessnock
RW45	Wollombi Road/Allandale Road, intersection improvements	\$179,779.00	\$13,159.82	\$12,584.53	Cessnock
				\$1,797.79	Rural West

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW46	Relocation of utility services	\$4,549,641.00	\$2,437,621.86	\$227,482.05	Cessnock
				\$45,496.41	Rural West
RW47	Wollombi Road / Abbotsford Street / Cox Street, intersection improvements	\$1,538,473.00	\$682,842.72	\$61,538.92	Cessnock
RW48	Wollombi Road / Bellbird North Access, intersection improvements	\$1,278,766.00	\$395,083.53	\$89,513.62	Cessnock
				\$12,787.66	Rural West
RW49	Abbotsford Street – Wollombi Road to Ruby Street, road widening	\$1,554,325.05	\$804,880.17		
RW50	Mount View Road / Oakey Creek Road, intersection improvements	\$453,045.51	\$178,042.40	\$4,530.46	Cessnock
RW51	Tennant Street – Bellbird North site access to Sparke Street, road rehabilitation	\$2,375,076.00	\$1,146,493.42		

Nulkaba local facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW52	Ivanhoe St – Rothbury to Branxton St – Improvements, incl. kerb and gutter drainage to manage the increased number of traffic movements from the new residential areas to the school	\$271,901.43	\$170,873.43		
RW53	Rothbury St – Ivanhoe St to O’Connors Rd – Improvements, incl. kerb and gutter drainage to manage the increased number of traffic movements from the new residential areas to the school.	\$376,478.87	\$267,860.07		
RW54	Wine Country Drive/O’Connors Rd & Fletcher St – 3 shelter sheds	\$113,981.59	\$24,341.07		
RW55	Fletcher St – Valley View Place to Wine Country Dr – improve kerb and gutter and drainage	\$473,024.48	\$357,492.36		
RW56	Valley View Place – Improvements, incl. drainage, from Fletcher St Northward for 275m	\$488,323.46	\$371,688.24		
RW57	Austral St – Occident St to Wine Country Dr – improve pavement and drainage to urban design standard	\$815,703.69	\$674,260.08		

Kurri Kurri district facilities

PROJECT ID	INFRASTRUCTURE PROJECT	PROJECT COST	DEVELOPMENT CONTRIBUTION	CROSS CATCHMENT CONTRIBUTION	CROSS CATCHMENT AREA
RW58	Averys Lane, Clift St to subdivision - improve drainage	\$1,161,658.33	\$1,129,494.15		
RW59	Adams St - Heddon St to Stanford St - improve drainage	\$492,356.86	\$371,568.45		
RW60	Stanford St - Main Rd to Clift St - improve drainage	\$234,455.65	\$160,087.01		
RW61	Averys Lane - within subdivision - 8 all weather bus stops	\$260,506.28	\$228,342.94		
DW1	Clift Street, Heddon Greta	\$1,510,391.82	\$1,215,446.30		

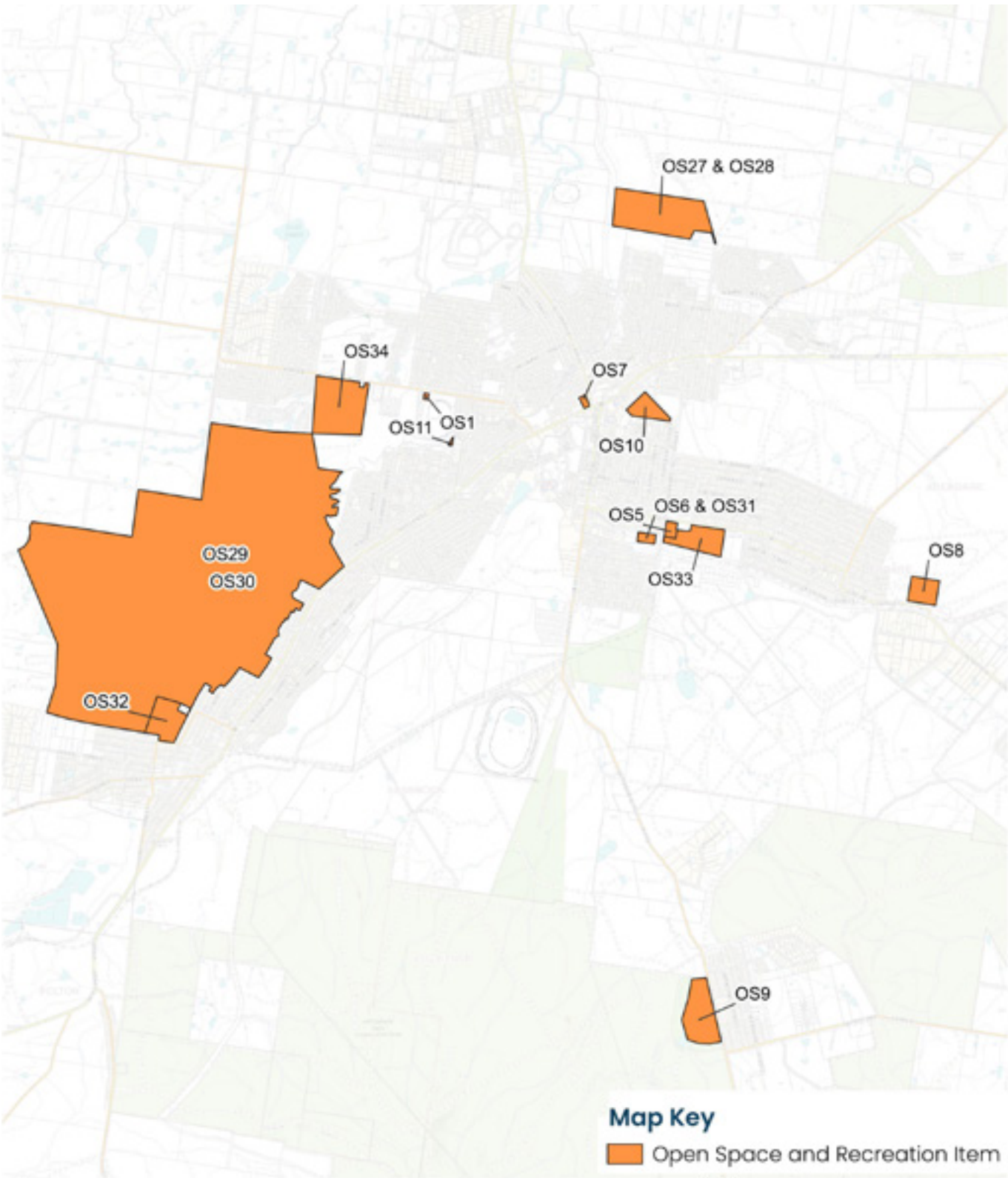
Please note

- Where development contributions do not comprise 100% of the project cost, the difference will be covered by contributions levied in accordance with Council’s s.7.12 Contribution Plan or former contribution plan, or by grants or Council’s Capital Works Budget, or a combination of these funding sources.
- If a project shows a \$0.00 value, it means that sufficient contributions have already been collected, or conditioned, but the project has not yet been delivered.



MAPPING

Cessnock
Open space and recreation items





Date Produced:
10 July 2024

Scale:
1 : 45,000

Reference :
Cessnock

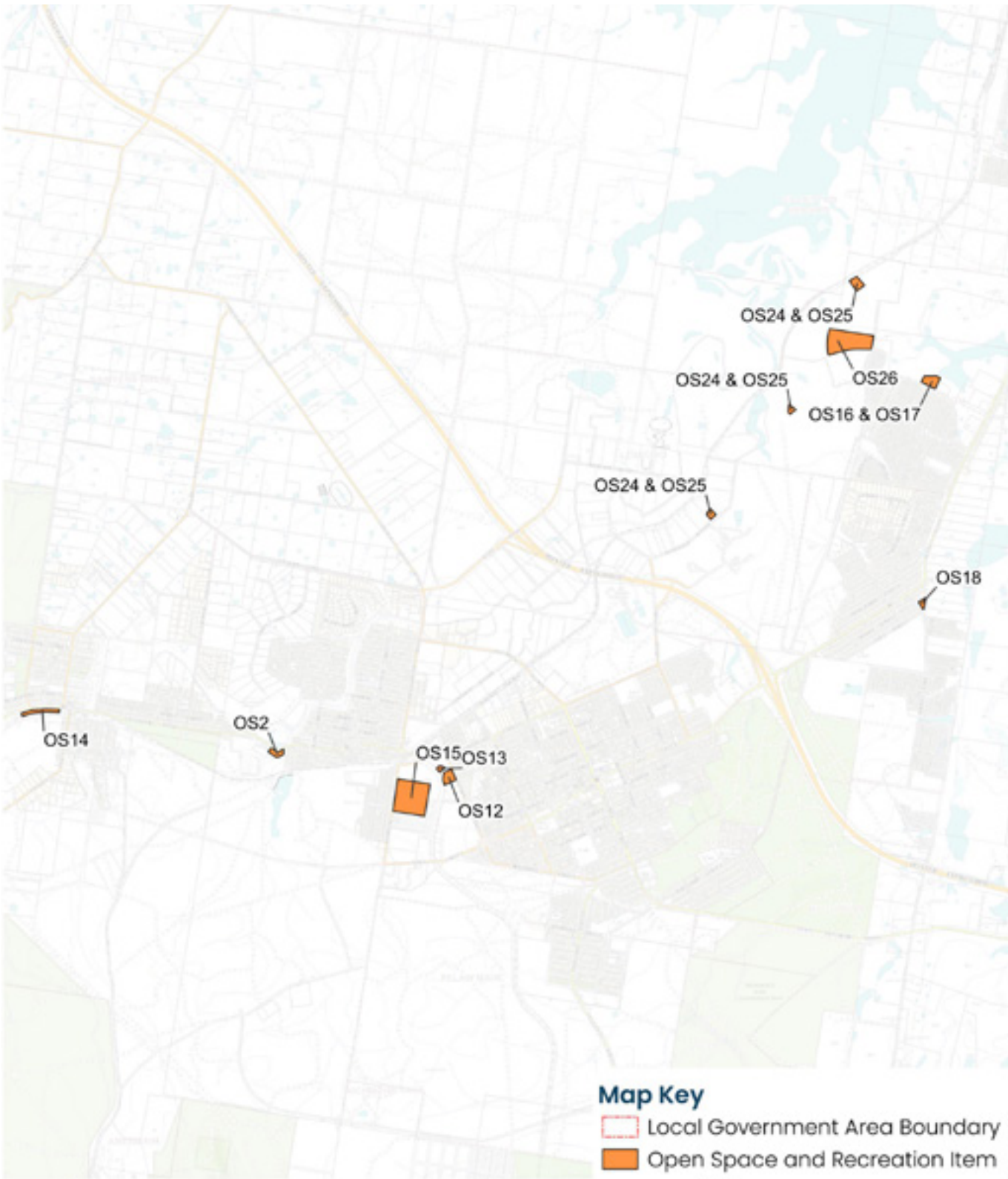
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Map Grid of Australia (MGA)
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Zone 56

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(PO Box 152)
CESSNOCK NSW 2355
(02) 4953 4100
council@cessnock.nsw.gov.au

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Kurri Kurri
Open space and recreation items





Date Produced:
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Scale:
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Reference :
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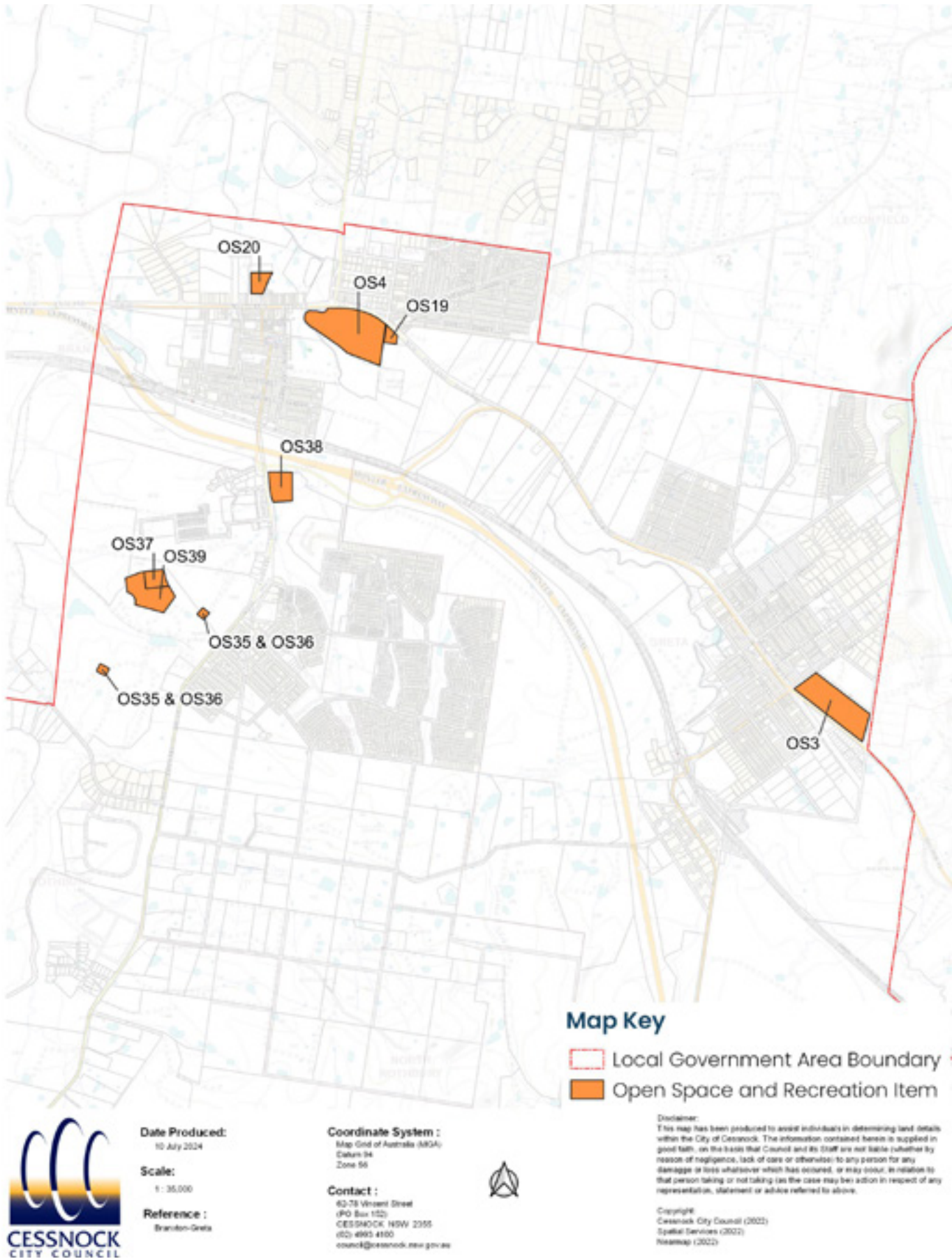
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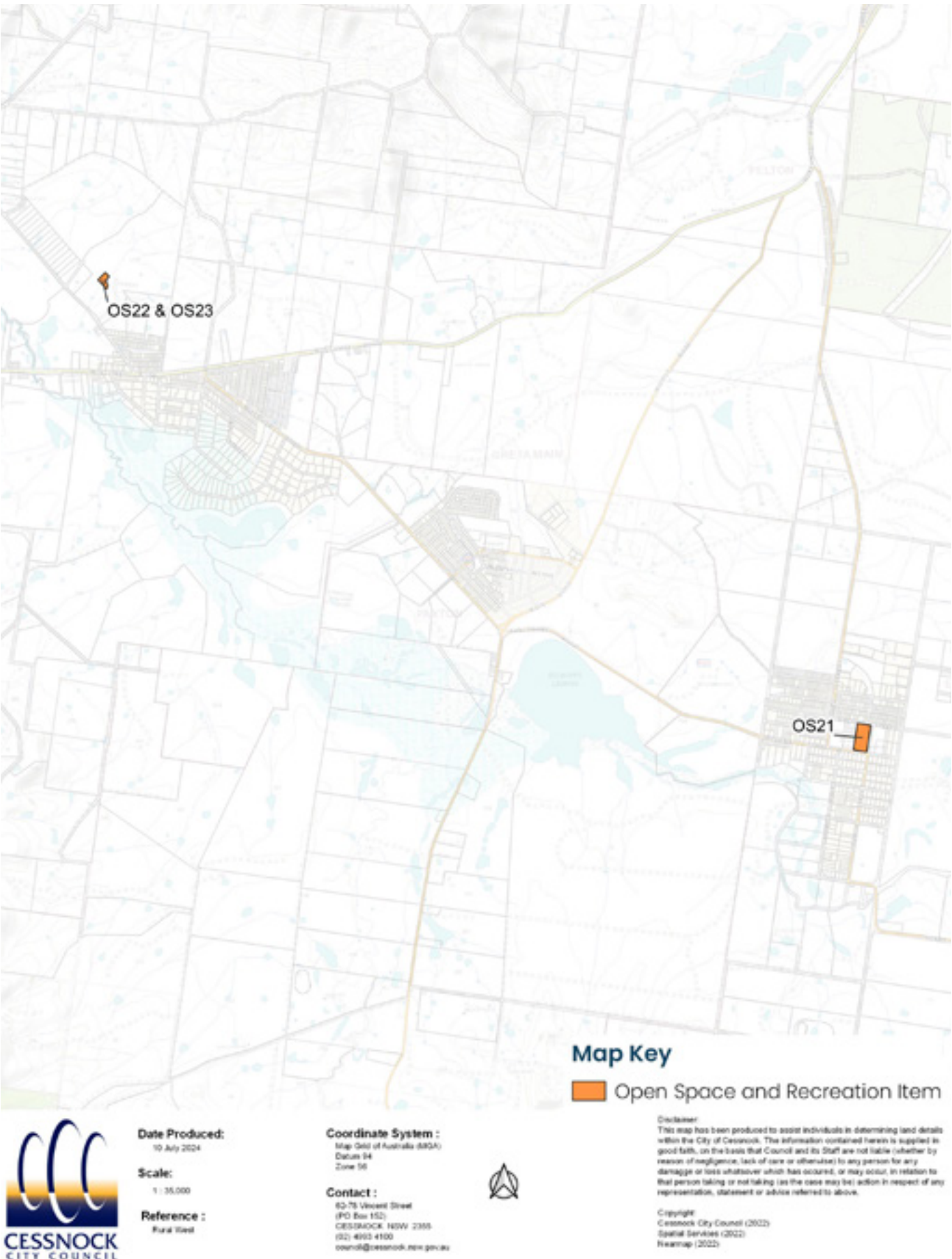
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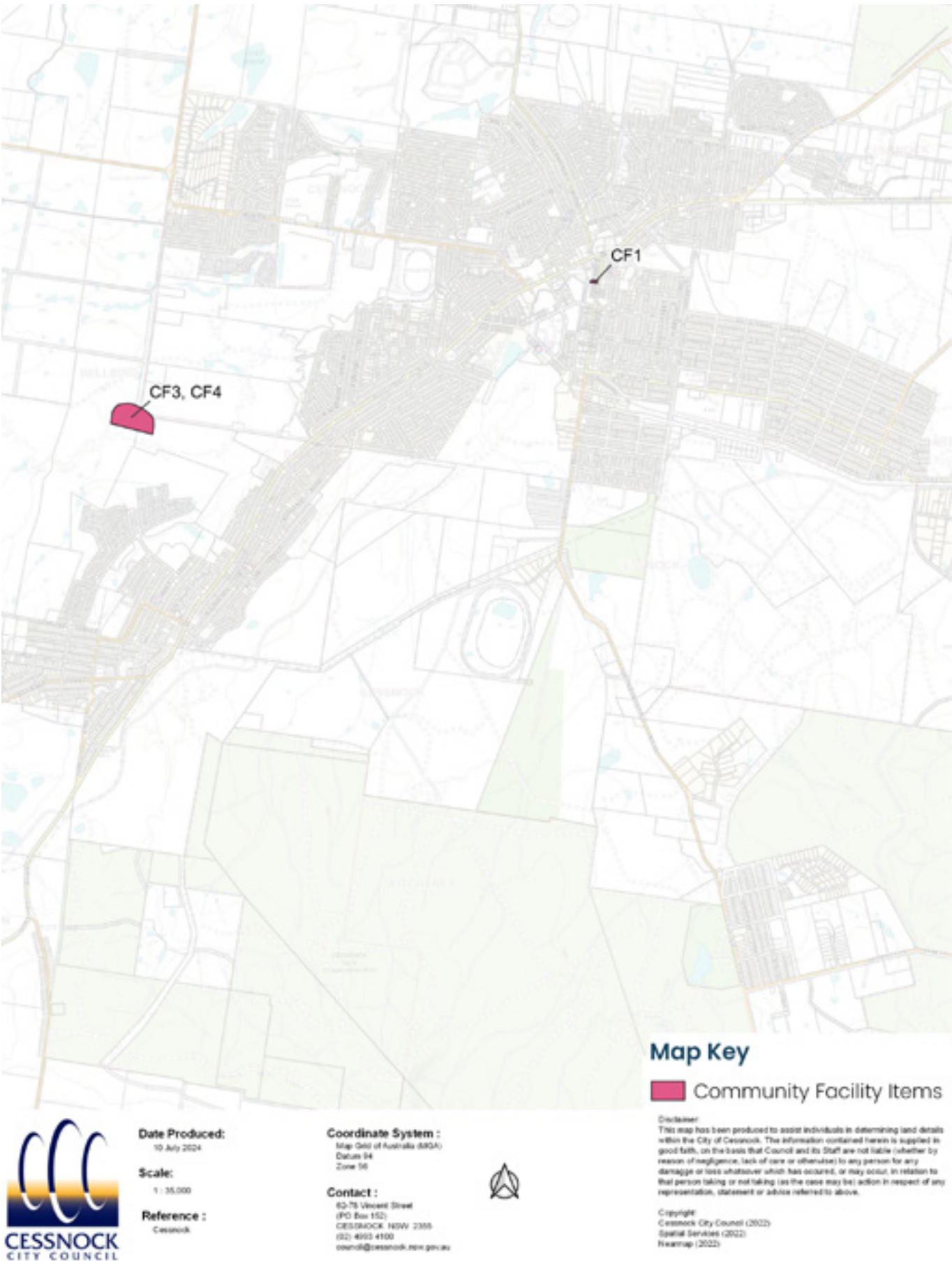
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Open space and recreation items



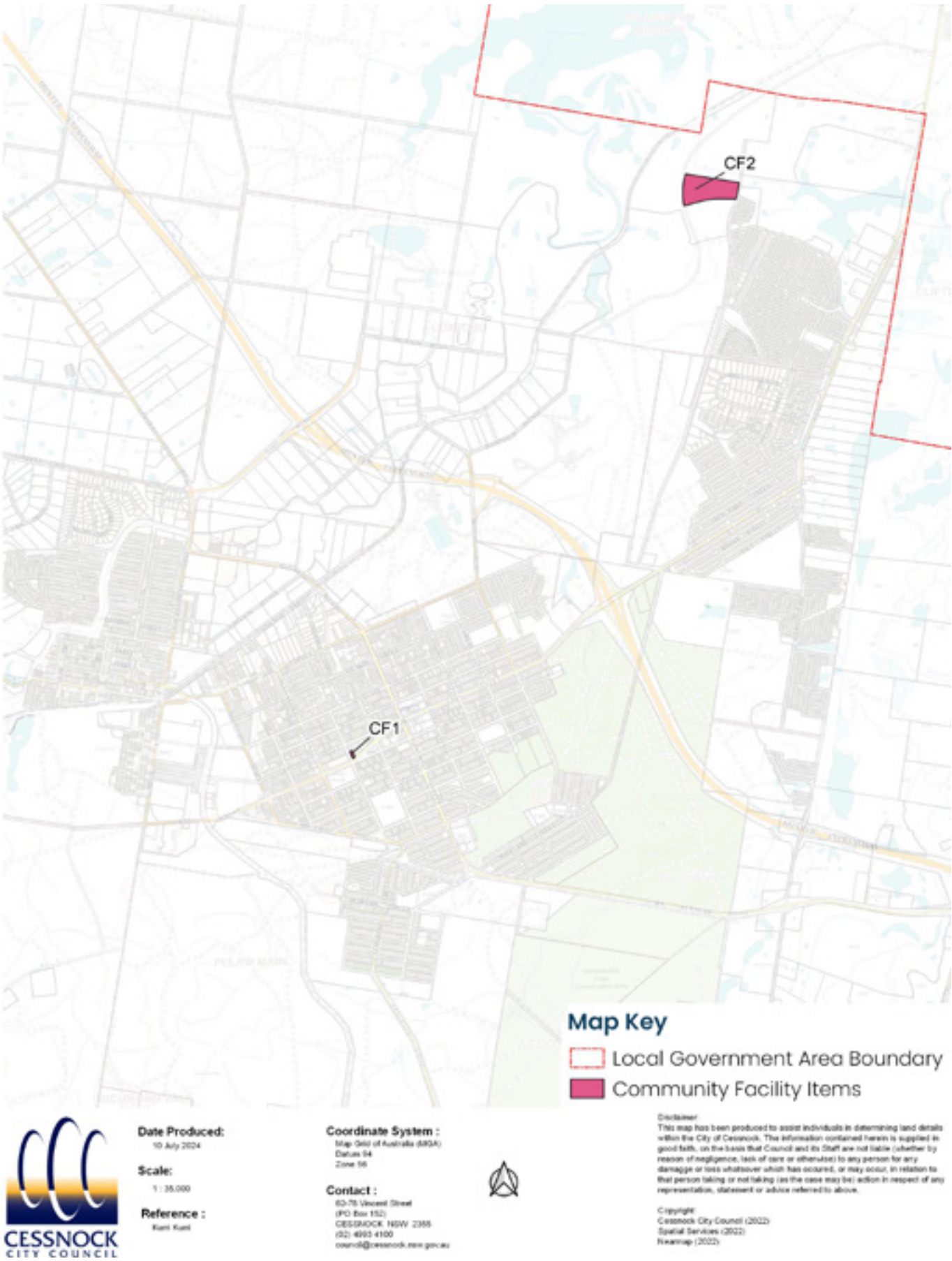
Rural West
Open space and recreation items



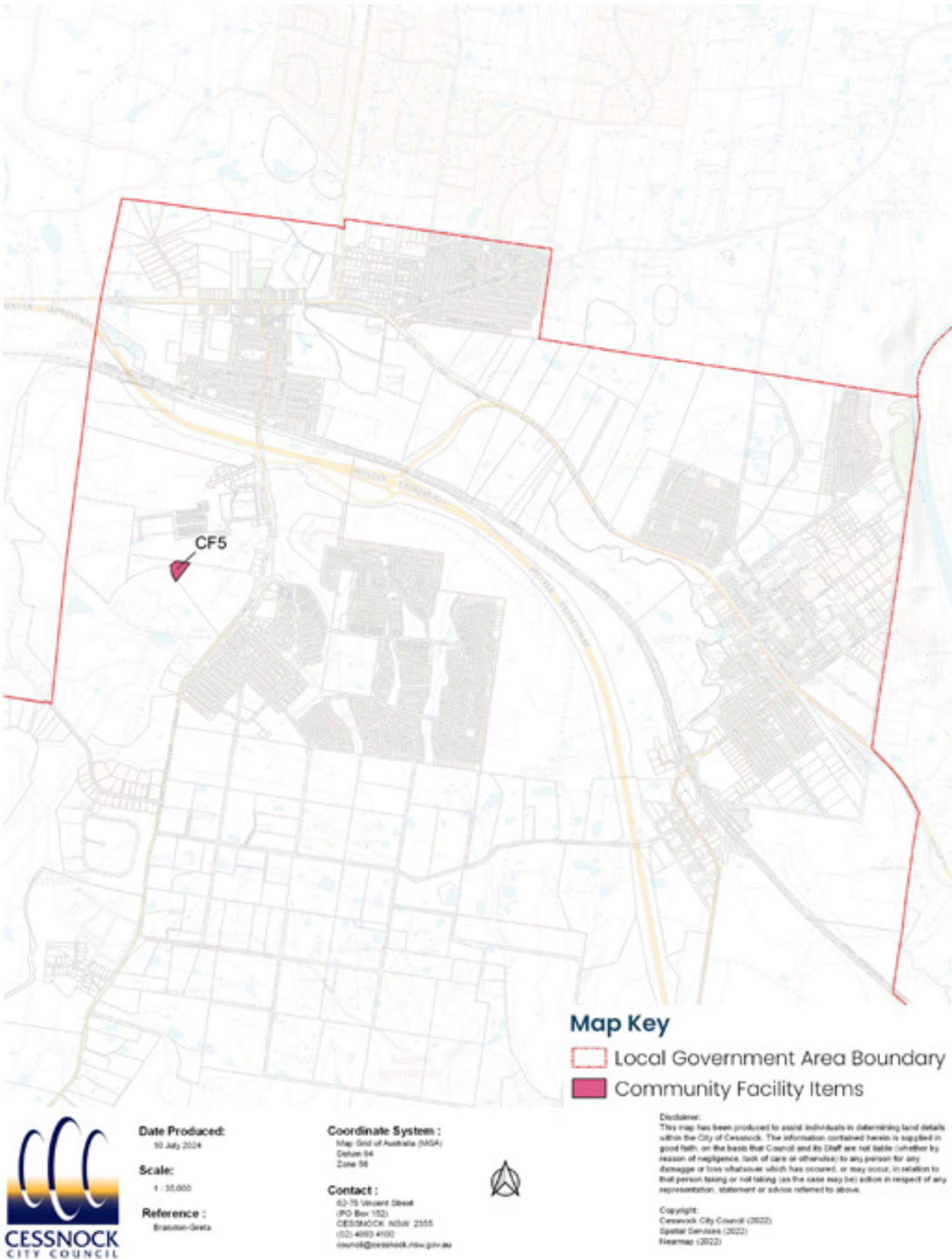
Cessnock
Community facilities



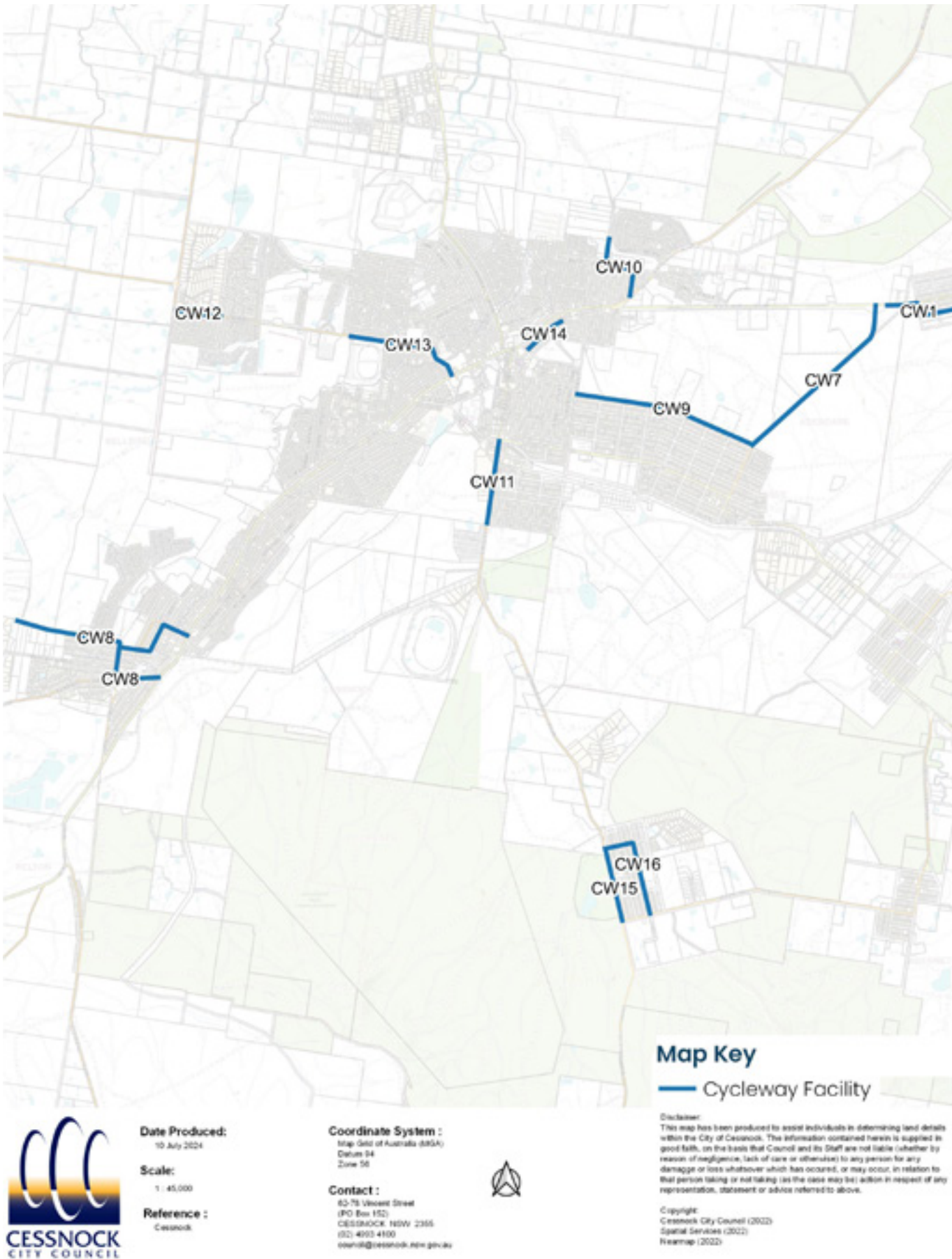
Kurri Kurri
Community facilities



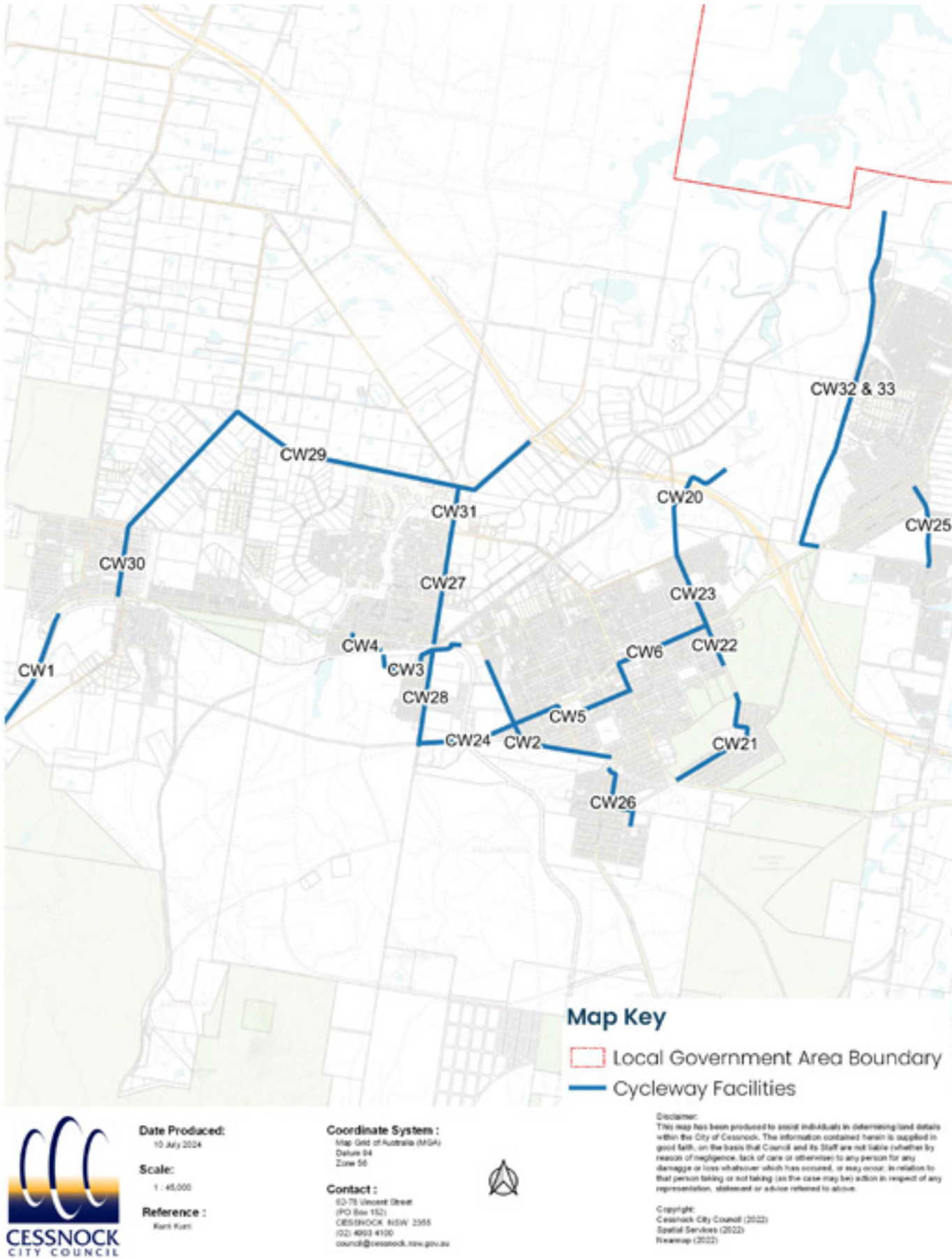
Branxton-Greta
Community facilities



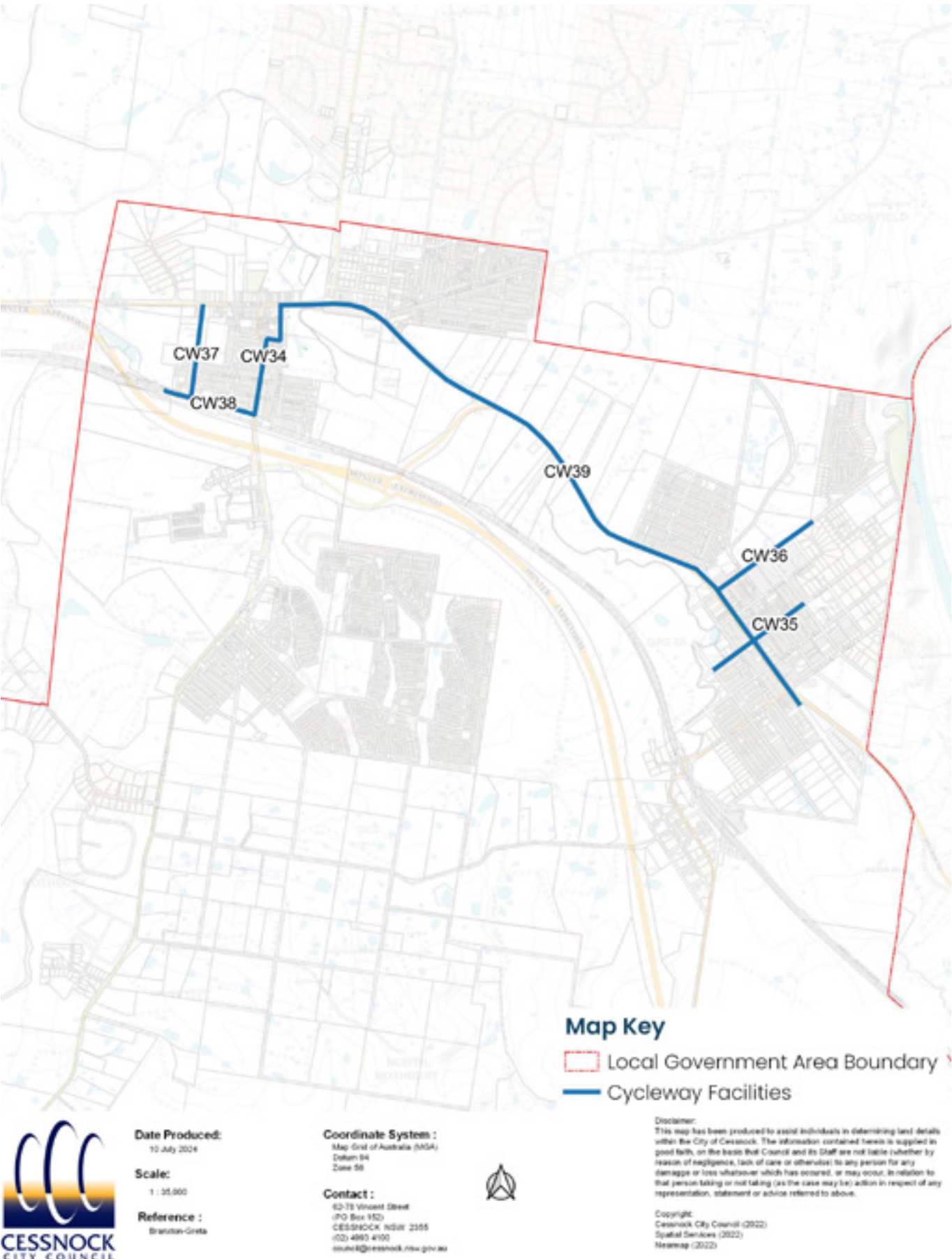
Cessnock
Cycleway facilities



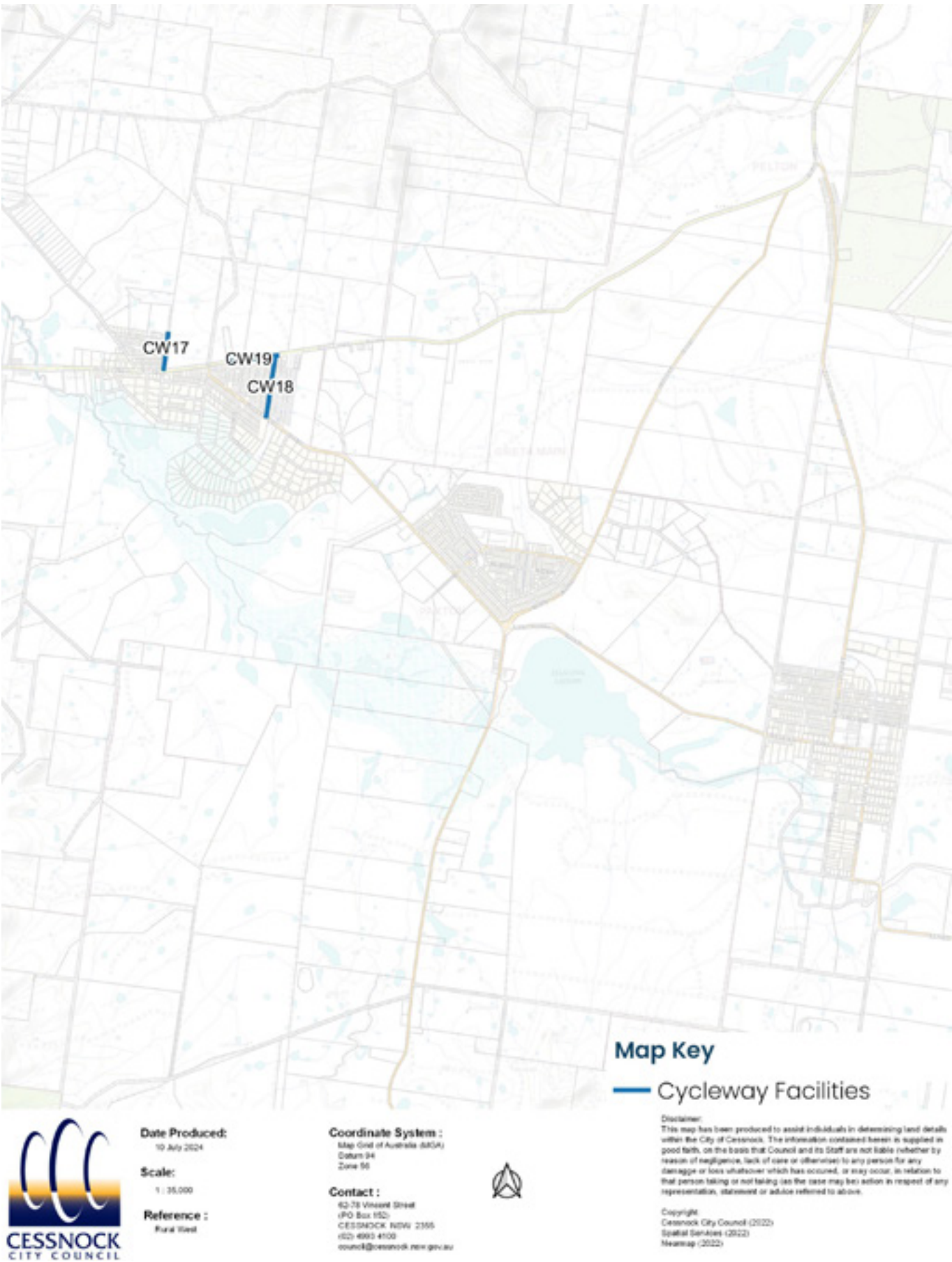
Kurri Kurri
Cycleway facilities



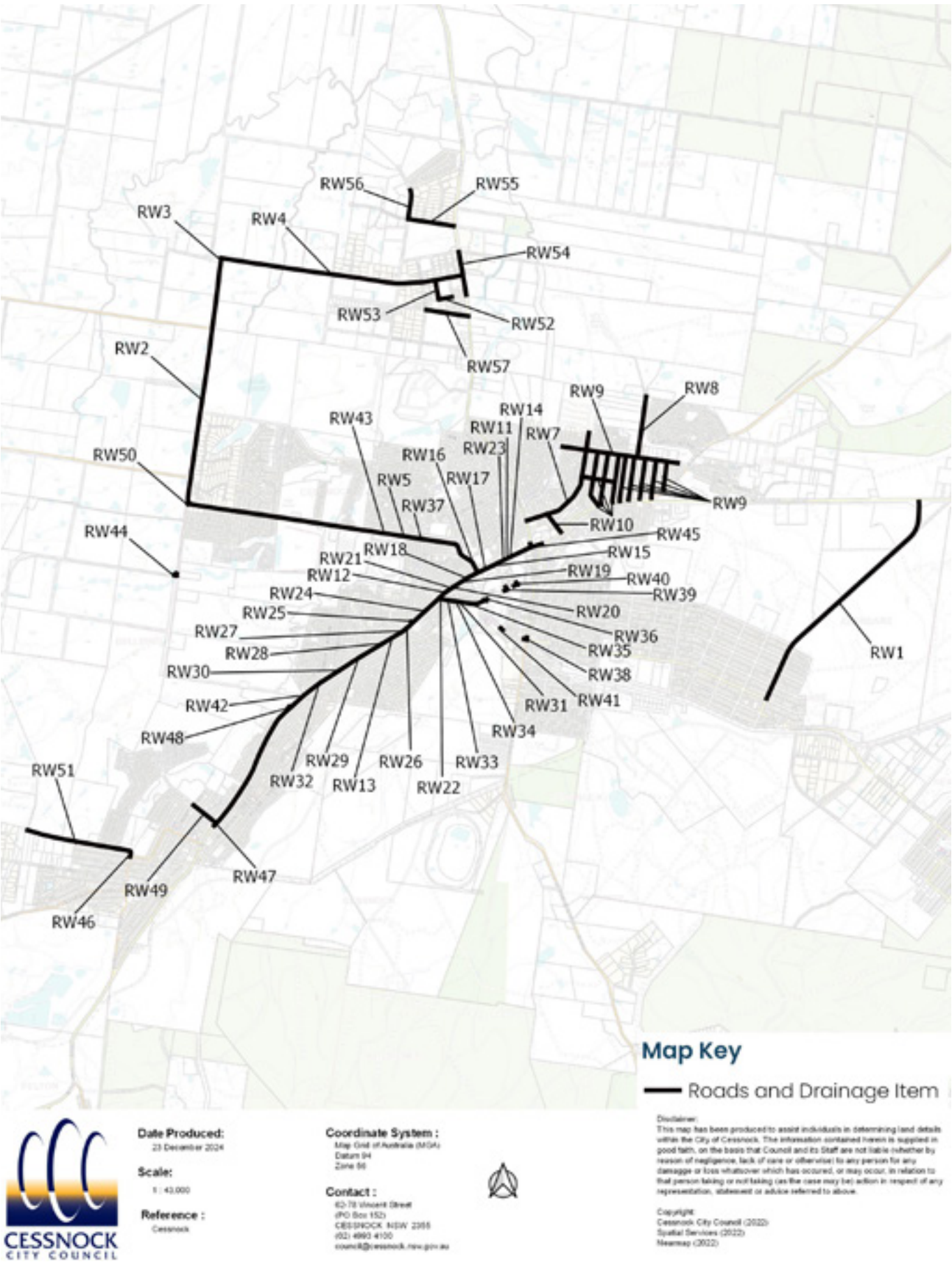
Branxton-Greta
Cycleway facilities



Rural West
Cycleway facilities



Cessnock
Roadworks and drainage



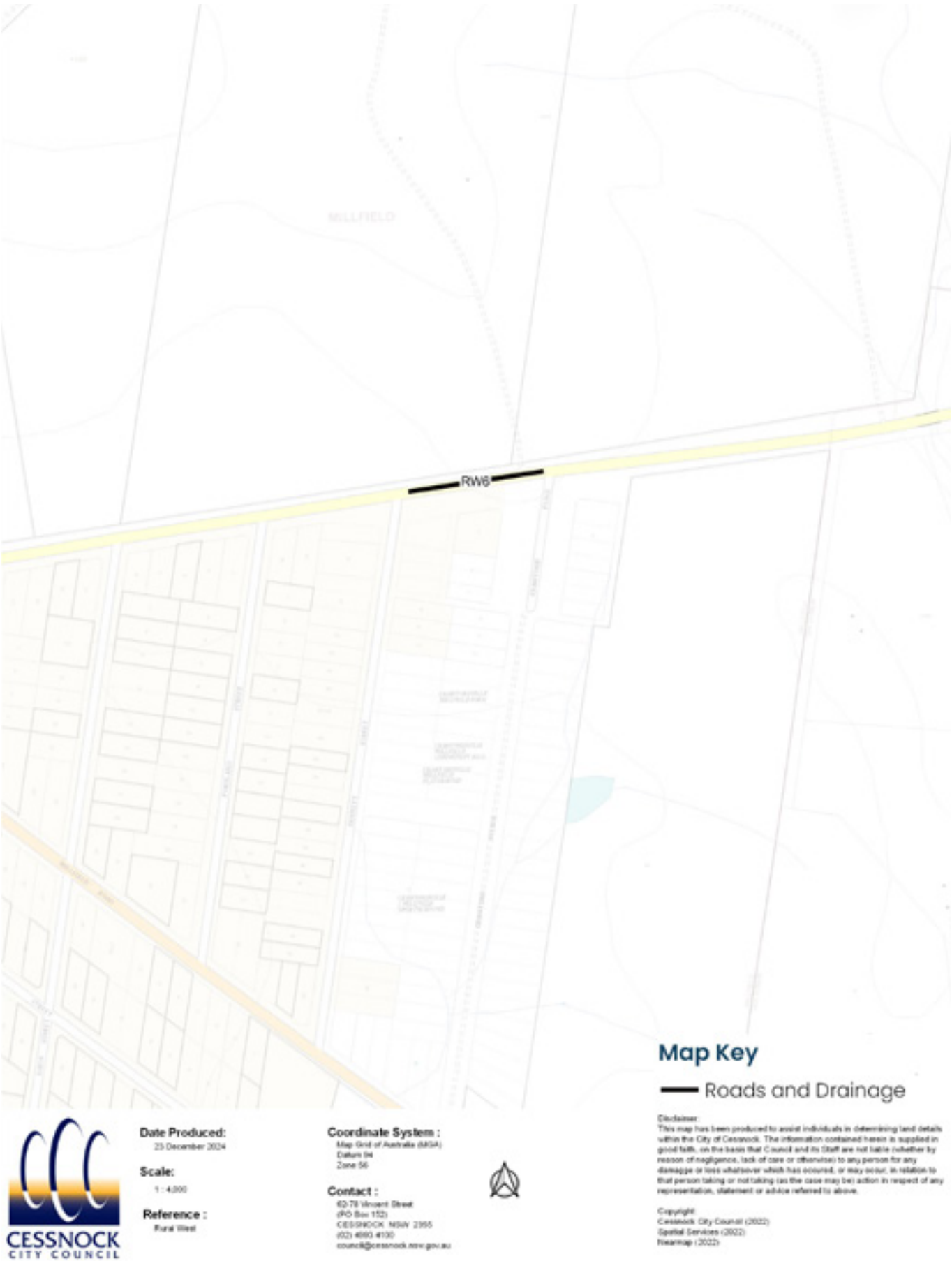
Kurri Kurri

Roadworks and drainage



Rural West

Roadworks and drainage





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