

**Section 7.11 Development
Contributions Plan**

**Hereford Street
Reconstruction & Replacement of
Low Level Bridge**

AMENDMENT 1

Adopted:

December 1992

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1 Purpose of this Plan

The purpose of this plan is to provide for the upgrading of Hereford Street, which includes the low level bridge, commonly referred to as the George Street low level bridge.

2 Objectives of the Plan

- a) To reconstruct Hereford Street to a standard expected of an arterial road.
- b) To construct a new low level bridge over the Macquarie River to a standard capable of handling the traffic volumes of an arterial road.
- c) To provide an alternative route to the Central Business District of Bathurst.

3 Land to which this Plan Applies

This plan applies to that land shown edged heavy black on the map entitled “Section 7.11 Development Contributions Plan Hereford Street Reconstruction & Replacement of Low Level Bridge” and deposited in the office of the Bathurst Regional Council.

4 Nexus

The main growth areas to the east of Bathurst are covered by the Residential Subdivision Development Control Plan, Macquarie Plains map. The growth expected in this area is going to result in considerably more traffic using Hereford Street and the low level bridge linking it to George Street.

Engineering reports have stated that both the bridge and Hereford Street have a limited trafficable life expectancy. The reduction in the life expectancy of the bridge and road pavement will accelerate.

5 Macquarie Plains Development Control Plan

The Macquarie Plains Development Control Plan (now contained with the Residential Subdivision Development Control Plan) was adopted by Council in 1983 and covers approximately 360 hectares. When fully developed the area will accommodate approximately 12,000 persons. This figure is based on the erection of 3,333 homes with an occupancy rate of 3.6 persons per dwelling.

Since its adoption approximately 1,000 hectares has been zoned for residential purposes and is at various stages of development. Council has granted approval for 280 lots, leaving a total of 3,053 lots for which it can levy contributions.

Note: The former Development Control Plans referenced above have been replaced by *Bathurst Regional Development Control Plan 2014*.

6 Vehicle Movements per day

At an occupancy ratio of 3.6 persons per dwelling, a suburb of 12000 persons will consist of around 3,333 homes.

The evaluation of traffic movements generated by development is reliant upon estimations of movements per day per household.

The Roads and Traffic Authority estimate that for residential development ten (10) movements per day should be used for planning purposes. Using this figure and applying it to the Macquarie Plains area, it can be assumed that traffic movement will be in the vicinity of 33,333 movements per day.

7 Principle Routes

The principal routes of access from the area to the Central Business District will be along Gilmour Street (linking to the highway) and Hereford Street linking with the low level bridge. It can reasonably be assumed that movements additional to the 33,333 movements per day will be generated from other areas. Council estimates that of the 33,333 movements expected to be generated from the area, one third will be internal, one third will use Gilmour Street and the remaining third Hereford Street.

It is estimated that Hereford Street presently has an AADT of 4,420. The additional of another 11,000 movements per day will bring Hereford Street to an AADT of approximately 15,000 movements per day.

This in effect means that Hereford Street will be a major arterial road in Bathurst. As the bulk of the traffic using Hereford Street will be as a result of the future development of the Macquarie Plains and adjoining areas it is reasonable that development contributions be levied to contribute to the reconstruction of both the road surface and replace the existing low level bridge.

8 Works Schedule

It is difficult to estimate the rate of development in a particular area as there are varying factors involved. Council expects that the Macquarie Plains area will be fully developed by the year 2010 at the present rate of development. The upgrading of Hereford Street is required almost immediately, and the bridge itself requires immediate attention as its life expectancy is limited.

9 Funding

Council expects that funding for the required works will come from a number of sources:

1. State and/or Federal Government grants;
2. Rate income;
3. Development Contributions.

9.1 Reconstruction of Hereford Street

Estimated reconstruction costs \$1,595,900.

Design Details

- (i) Overall length – 1450 metres;
- (ii) Design width between kerbs – 13.0 metres
- (iii) Design footpath widths 3.6 metres

Pavement design

- (i) 500mm of fine crushed rock with top 200mm cement stabilised
- (ii) Stress absorbing membrane interlayer seal
- (iii) 40mm Asphaltic concrete

9.2 Construction of New Low Level Bridge

Preliminary estimate of reconstruction \$500,000.

The final cost of reconstruction will be dependent upon final design.

Total base cost of both projects is \$2,095,900, 10% contingency \$2,305,490.

It is necessary for a project of this size to allow for a contingency fund of 1 percent, this would amount to \$209, 590. Allowing for this the total cost of the project would be \$2,305,490.

10 Development Contributions

Development contributions will be on a per lot basis, therefore an estimation of the total lot yield is important.

(i) Macquarie Plains – total lots 3,333

(ii) Infill development – say 10 lots

Total number of lots 3,343

Council has already granted approval for approximately 280 lots, this leaves a total of 3, 063 lots from which Council can levy a Section 7.11 contribution.

Project cost \$2,305,490

Number of lots 3,063

Based on all the funds being collected from development contributions the contribution would be \$753 per lot. However, there is a discount factor which shows that such a contribution would not be equitable. This situation is mentioned below:

10.1 Discount Factor (Rate Income)

Hereford Street is widely used by local residents, and therefore it is reasonable that a portion of the funding required for the upgrading come from rate revenue. A discount factor of 40% is incorporated into the plans i.e. \$922,196.

10.2 Development Contributions

If the plan allows for a discount factor of 40%, the remaining 60 per cent of the funding must come from development contributions i.e. \$1,383,294. Therefore development contributions are as follows: \$1,383,294 divided by 3,063 lots gives a contribution of \$451.61, say \$452 per lot. The 2004/05 figure is \$644 per lot.

11 Works Schedule

The development of a particular area is dependent upon a number of variables. However, notwithstanding this, Council has allocated an amount of \$212,859 towards the commencement of this project. It is not possible to predict at what rate contributions will be received from development of the area subject to this plan. However, Council considers that \$60,000 is the minimum amount required to move machinery to the area and commence construction.

12 Adjustment of Contributions

To ensure that the value of 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 the published Section 7.11 Contribution Rates for a development will be adjusted at the time of consent, and again at the time of payment.

Council will make changes to the Section 7.11 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 Section 7.11 Contribution imposed on a development will reflect the latest, indexed contribution rates authorised by this Plan. The latest Contribution Rates will be published on Council's website.

13 Timing of Contributions

Council will impose conditions of consent requiring payment of contributions:

- a) In the case of subdivision – prior to the release of the final plan of subdivision.
- b) In the case of dual occupancy or medium density residential development – prior to the occupation of the buildings.

Council will allow pro-rata payment for developments which are proceeded with in stages.

14 Dual Occupancy and Medium Density Residential Development

Council will require contributions from dual occupancy developments (only where they occur on vacant land) and medium density residential development on the basis on \$644 (2004/05 figure) per dwelling. A credit equivalent to the current contribution per lot will be granted where development takes place on a vacant lot.

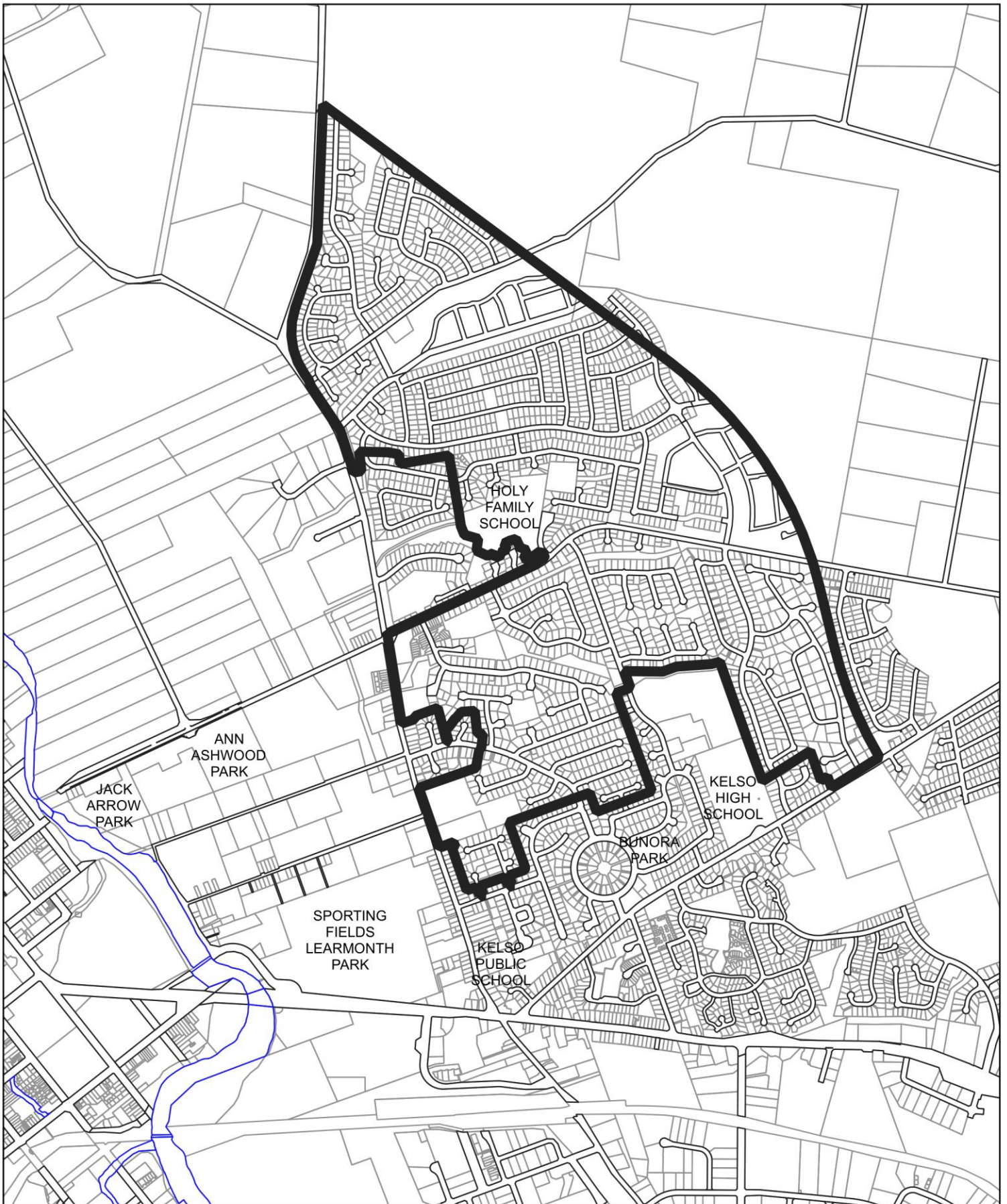
15 Recommendation

- a) That the reconstruction of Hereford Street and the construction of a new lot level bridge be constructed from the following funds:

(i)	Rate Income – forty per cent (40%)	\$922,196
(ii)	Development Contributions – sixty per cent (60%)	\$1,383,294
- b) That Council levy a contribution of \$644 (2004/04 figure) per lot on all subdivisions which take place within the a re subject to this plan.

16 Amendments

Plan Title	Amendments	Adoption Date	Version Number
Section 94 Development Contributions Plan – Hereford Street Reconstruction & Replacement of Low Level Bridge	Adoption of new Plan.	16 December 1992	0
Section 7.11 Development Contributions Plan – Hereford Street Reconstruction & Replacement of Low Level Bridge	Update legislative references. Allow for quarterly indexation.	16 October 2024	2



BATHURST REGIONAL COUNCIL

SECTION 7.11 DEVELOPMENT CONTRIBUTIONS PLAN

HEREFORD STREET

Reconstruction & Replacement of Low Level Bridge



SCALE: 1:20,000

0 0.5 1 km