

SCHEDULE

Urban Roads Contributions Projects

SCHEDULE
URBAN ROADS CONTRIBUTIONS PROJECTS

Lynn Street, Boggabri

Urban roads project number	B1-2016
Affected land	Refer to contributions catchment map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> • Subdivision to create additional allotments with a dwelling right; and • all new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.
Public amenities and services required to meet the development of the land	Construction and sealing of Lynn Street between Clare Street and Kamilaroi Highway, Boggabri
Cost of the public amenities and services	\$309,000
Contribution rates	\$20,000 per dwelling/lot
Staging / timing of the public amenities and services	To be determined – dependent on the rate of development in the contributions catchment
Works location map	Refer to works map

Background

Lynn Street is unsealed between Clare Street and Kamilaroi Highway.

Land on the western side of this section of road is zoned R1 General Residential under Narrabri Local Environmental Plan 2012. This land contains residential dwellings and has the potential to be developed for more residential dwellings in the future. The total expected development potential is 12 dwelling house lots, assuming an average allotment size of 800 square metres.

Safe and convenient access to this development would require the sealing of the subject section of Lynn Street. Council has estimate the cost of this work at \$309,000.

The contribution rate formula is as follows:

$$\begin{aligned} \text{Contribution rate per lot} &= \$309,000 / 12 \text{ lots} \\ &= \$25,750 \text{ per lot or dwelling} \end{aligned}$$

Regardless of this amount the contribution rate will be imposed on residential development shall be \$20,000 per residential lot or dwelling, reflecting the cap imposed by the Minister under section 7.17 direction issued on 21 August 2012.

SCHEDULE

URBAN ROADS CONTRIBUTIONS PROJECTS

Contribution catchment map for B1-2016



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Disclaimer

This map is not a precise survey document. All care is taken in the preparation of this plan, however, Narrabri Shire Council accepts no responsibility for any misprints, errors, omissions or inaccuracies. The information contained within this plan is for pictorial representation only. Do not scale. Accurate measurement should be undertaken by survey.
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Important

This map was produced on the GEOCENTRIC DATUM OF AUSTRALIA 1984 (GDA84), which has superseded the Australian Geographic Datum of 1984 (AGD84). Heights are referenced to the Australia Height Datum (AHD). For most practical purposes COA94 coordinates, and satellite derived (GPS) coordinates based on the World Geocentric Datum 1984 (WGS84), are the same.

Contour Interval:
 Projection: GDA94
 Date: 22/08/2016
 Drawn By: GIS

LYNN ST DEVELOPABLE LANDS

Scale 1: 1,500



SCHEDULE

URBAN ROADS CONTRIBUTIONS PROJECTS

Works map for B1 – 2016



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True north, grid north and magnetic north are shown diagrammatically for the centre of the Narrabri Local Government Area. Magnetic north is correct for 2011, increasing south by 0.2° in approximately five years.

Contour Interval:
 Projection: GDA94
 Date: 16/08/2016
 Drawn By: GIS

LYNN ST PROPOSED CUL-DE-SAC

Scale 1: 1,500

SCHEDULE

URBAN ROADS CONTRIBUTION PROJECTS

Derby, Oakham and Merton Streets, Boggabri

Urban roads project number	B2-2016
Affected land	Refer to contributions catchment map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> • Subdivision to create additional allotments with a dwelling right; and • all new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.
Public amenities and services required to meet the development of the land	Construction and sealing of Derby, Oakham and Merton Streets, Boggabri
Cost of the public amenities and services	\$803,000
Contribution rates	\$5,695.04 per dwelling/lot
Staging / timing of the public amenities and services	To be determined – dependent on the rate of development in the contributions catchment
Works location map	Refer to works map

Background

Derby Street and the southernmost sections of Oakham Street and Merton Streets are unsealed roads.

Certain land fronting these roads is zoned R1 General Residential under Narrabri Local Environmental Plan 2012. This land contains residential dwellings and has the potential to be developed for more residential dwellings in the future. The total expected development potential is 141 dwelling house lots, assuming an average allotment size of 800 square metres.

Safe and convenient access to this development would require the sealing of the subject section of Lynn Street. Council has estimate the cost of this work at \$803,000.

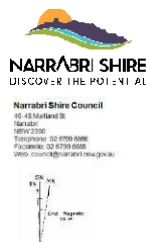
The contribution rate formula is as follows:

$$\text{Contribution rate per lot} = \$803,000 / 141 \text{ lots}$$

$$= \$5,695.04 \text{ per lot or dwelling}$$

SCHEDULE URBAN ROADS CONTRIBUTIONS PROJECTS

Contributions catchment map for B2 - 2016



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GDA
Important
True North, Grid North and Magnetic North are shown diagrammatically for the centre of the Narrabri Local Government Area. Magnetic North is correct for 2001, and generally by 0.5° in approximately five years.
This map was produced on the GEODESIC DATUM OF AUSTRALIA 1984 (GDA84), which has superseded the Australian Geodetic Datum of 1984 (AGD84). Heights are referenced to the Australia Height Datum (AHD). For most practical purposes GDA84 coordinates, and satellite derived (GPS) coordinates based on the World Geocentric Datum 1984 (WGS84), are the same.

Contour Interval:
Projection: GDA94
Date: 22/08/2016
Drawn By: GIS

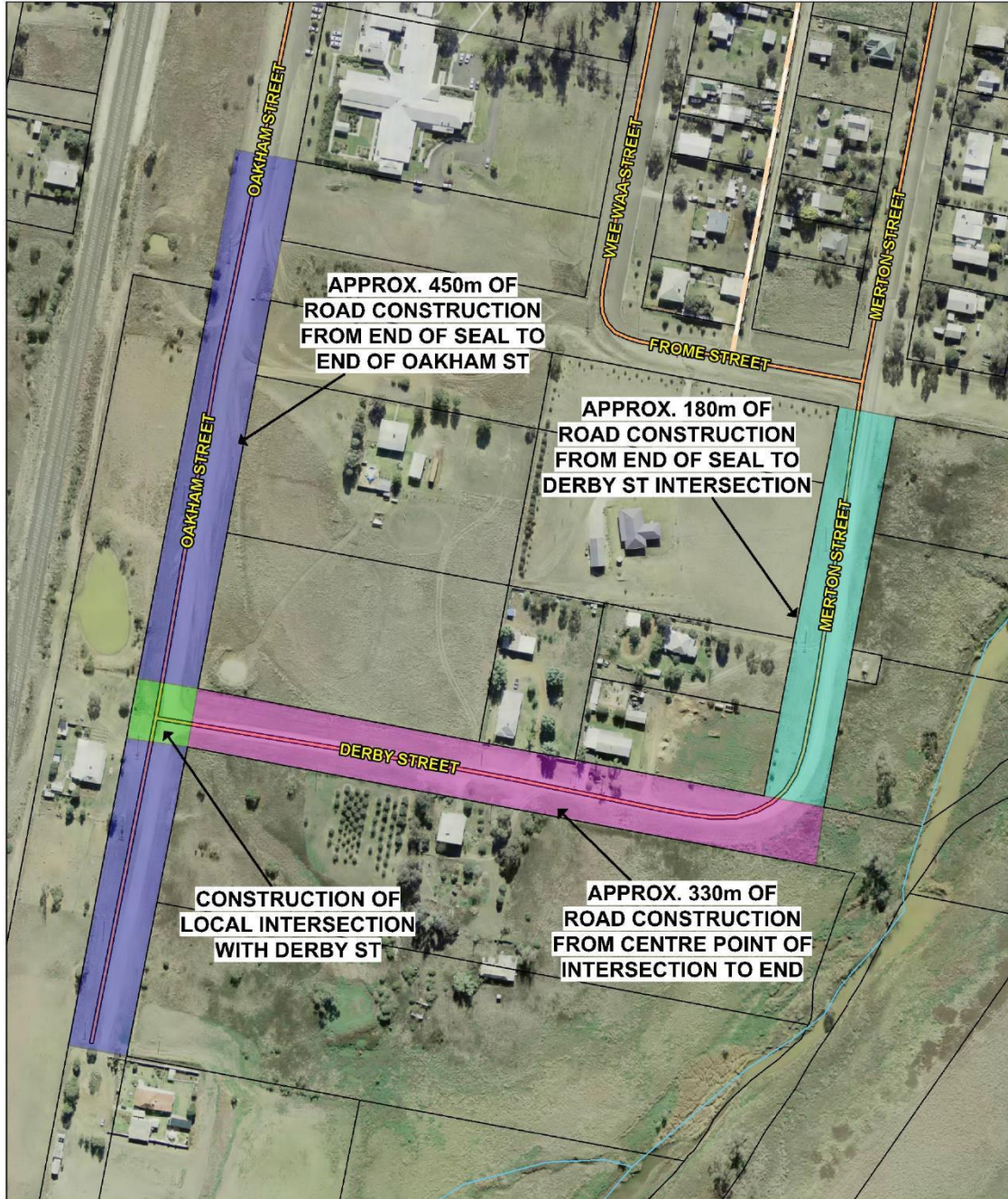
OAKHAM ST, DERBY ST & MERTON ST DEVELOPABLE LANDS

Scale 1: 2,500
0 100 m

SCHEDULE

URBAN ROADS CONTRIBUTIONS PROJECTS

Works map for B2 – 2016



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Important

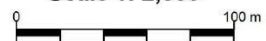
This map was produced on the GEOCENTRIC DATUM OF AUSTRALIA 1984 (GDA84), which has superseded the Australian Geospatial Datum of 1984 (AGDS84). Heights are referenced to the Australia Height Datum (AHD). For most practical purposes GDA84 coordinates, and satellite derived (GPS) coordinates based on the World Geodetic Datum 1984 (WGS84), are the same.

True North, Grid North and Magnetic North are shown. Diagrammatically, to the centre of the last full line Government Area. Magnetic North is correct for 2011. Magnetic North is 13.04° in approximately five years.

Contour Interval:
Projection: GDA94
Date: 8/08/2016
Drawn By: GIS

OAKHAM ST, DERBY ST & MERTON ST ROAD UPGRADES

Scale 1: 2,500



APPENDIX A

**Alternative to Roads Maintenance Contribution - Transport
Study Requirements**

Justification of any alternative to paying the Roads Maintenance Contribution

Transport Study Requirements

1. Identify the route over which haulage is proposed.
2. Identify the type and number of vehicles used to haul material.
3. An engineering assessment of the road condition and alignment over the entire length that haulage is proposed, including:
 - a. existing pavement condition, and seal widths
 - b. existing shoulder conditions
 - c. existing pavement conditions and structural capacity
 - d. existing alignment, specially detailing those areas which fail to meet current standards
 - e. the number of overtaking opportunities and climbing lanes and the impact that increased truck traffic will have on existing travel times and accident rates
 - f. an analysis in accordance with AUSTROADS principles of the existing road length showing current levels of service, and any assumptions made in their calculation.
4. The impact that road haulage will have on the existing road condition, including:
 - a. The expected rate of pavement deterioration over each year that haulage is proposed, assessed in conjunction with the expected number of heavy vehicle movements (expressed as Equivalent Standard Axles)
 - b. the reduction in pavement life which may be expected from the haulage
 - c. the cost to the community to repair the pavement damage resulting from the haulage, and to maintain the pavement in an acceptable condition
 - d. the cost to the community of the reduced pavement life resulting from the haulage.



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