



# **INFRASTRUCTURE POLICY COMMITTEE**

# **AGENDA**

**2 APRIL 2024**

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that an **INFRASTRUCTURE POLICY COMMITTEE MEETING of ORANGE CITY COUNCIL** will be held in the **COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE** on **Tuesday, 2 April 2024**.

David Waddell  
**CHIEF EXECUTIVE OFFICER**

For apologies please contact Administration on 6393 8106.

AGENDA

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## **1 INTRODUCTION**

### **1.1 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS**

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

### **RECOMMENDATION**

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the Infrastructure Policy Committee at this meeting.



## **2 COMMITTEE MINUTES**

### **2.1 MINUTES OF THE ELECTRONIC MEETING OF THE CITY OF ORANGE TRAFFIC COMMITTEE 21 FEBRUARY & 15 MARCH 2024**

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RECORD NUMBER: 2024/440

AUTHOR: Ian Greenham, Director Technical Services

#### **EXECUTIVE SUMMARY**

The City of Orange Traffic Committee held an extraordinary electronic meeting on 21 February 2024. The recommendations from that meeting are presented to the Infrastructure Policy Committee for information only as the event, Goodness Gravel, was held prior to this Council meeting. It was approved under delegated authority by the Chief Executive Officer.

The City of Orange Traffic Committee held an electronic meeting on 15 March 2024 and the recommendations from that meeting are presented to the Infrastructure Policy Committee for adoption.

#### **LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy “10.1. Construct and maintain a road network that meets the community’s transport and infrastructure needs”.

#### **FINANCIAL IMPLICATIONS**

Nil

#### **POLICY AND GOVERNANCE IMPLICATIONS**

Nil

2.1 Minutes of the Electronic Meeting of the City of Orange Traffic Committee - 15 March 2024

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**RECOMMENDATION**

- 1** That Council acknowledge the reports presented to the City of Orange Traffic Committee at its electronic meeting held on 21 February 2024 and 15 March 2024.
- 2** That Council determine recommendations 3.1, 3.2, 3.3 and 3.4 from the minutes of the City of Orange Traffic Committee electronic meeting of 15 March 2024.
  - 3.1 HILL AND MOULDER STREETS ROUNDABOUT – LINEMARKING AND SIGNS LAYOUT**  
*That Council approve the roundabout construction and the installation of regulatory signs and line marking at the intersection of Hill and Moulder Streets as per the attached plan.*
  - 3.2 EVENT - THE ORANGE AGRICULTURAL SHOW - REQUEST FOR SPEED REDUCTION - 26, 27 AND 28 APRIL 2024**  
*That Council:*
    - 1** *Support the temporary reduction of the speed limit on Leeds Parade (Phillip to Margaret), Phillip Street (Leeds to Noreen) and Margaret Street (Leeds to Mirral) from 50 km/h to 40 km/h for 26, 27 and 28 April 2024.*
    - 2** *Support the temporary lifting of No Stopping restrictions for 300m on the railway side of Leeds Parade between Margaret Street and Phillip Street during 27 April 2024.*
    - 3** *That the costs of implementing these measures by Council staff be borne by the applicant.*
  - 3.3 STREET EVENT – 2024 ANZAC DAY MARCH**  
*That the Conditional Approval for the ANZAC Day March on 25 April 2024 be endorsed subject to compliance with the attached conditions.*
  - 3.4 EVENT - ORANGE TWO DAY TOUR - CYCLING RACE**  
*That Council approve the AusCycling Orange Two Day Tour cycling race to be held on 11 and 12 May 2024 subject to the attached Conditional Approval.*
- 3** That the remainder of the minutes of the City of Orange Traffic Committee from its electronic meetings held on 21 February 2024 and 15 March 2024 be adopted.

**FURTHER CONSIDERATIONS**

Consideration has been given to the recommendation's impact on Council's service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

**ATTACHMENTS**

- 1** COTC 15 March Minutes
- 2** COTC 15 March 2024 Agenda, D24/23768[↓](#)
- 3** COTC 21 February 2024 (Extraordinary Electronic) Minutes, D24/28964[↓](#)
- 4** COTC 21 February 2024 Agenda, D24/23770[↓](#)

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# ORANGE CITY COUNCIL

## MINUTES OF THE CITY OF ORANGE TRAFFIC COMMITTEE HELD ELECTRONICALLY ON 15 MARCH 2024

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### 1 INTRODUCTION

#### ATTENDANCE

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Cr Tony Mileto (Chairperson), Mr Richard Drooger, Chief Inspector Peter Atkins, Acting Sergeant Adrian Thearle, Mr Kel Gardiner

***\*\* This meeting was held out of session with all Committee members being circulated a copy of the agenda. Feedback and voting was provided out of session via email for this meeting.\*\****

#### 1.1 Apologies and Leave of Absence

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#### RECOMMENDATION

That the apologies be accepted from Chief Inspector David Harvey and Cr M McDonell for the City of Orange Traffic Committee meeting on 15 March 2024.

#### 1.2 Acknowledgement of Country

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The Chairperson conducted an Acknowledgement of Country.

#### 1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

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Nil

### 2 PREVIOUS MINUTES

#### RECOMMENDATION

**Mr R Drooger/Mr K Gardiner**

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 13 February 2024 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the City of Orange Traffic Committee meeting held on 13 February 2024.

**RECOMMENDATION****Mr R Drooger/Mr K Gardiner**

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 21 February 2024 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the City of Orange Traffic Committee meeting held on 21 February 2024.

**3 GENERAL REPORTS****3.1 HILL AND MOULDER STREETS ROUNDABOUT - LINEMARKING AND SIGNS LAYOUT**

TRIM REFERENCE: 2024/297

**RECOMMENDATION****Mr K Gardiner/Chief Insp P Atkins**

That Council approve the roundabout construction and the installation of regulatory signs and line marking at the intersection of Hill and Moulder Streets as per the attached plan.

*\*\* Endorsement of this recommendation was received from Cr T Mileto, Mr R Drooger, Chief Inspector P Atkins, Mr K Gardiner. \*\**

**3.2 EVENT - THE ORANGE AGRICULTURAL SHOW - REQUEST FOR SPEED REDUCTION - 26, 27 AND 28 APRIL 2024**

TRIM REFERENCE: 2024/308

**RECOMMENDATION****Mr K Gardiner/Mr R Drooger**

That Council

- 1 Support the temporary reduction of the speed limit on Leeds Parade (Phillip to Margaret), Phillip Street (Leeds to Noreen) and Margaret Street (Leeds to Mirral) from 50 km/h to 40 km/h for 26, 27 and 28 April 2024.
- 2 Support the temporary lifting of No Stopping restrictions for 300m on the railway side of Leeds Parade between Margaret Street and Phillip Street during 27 April 2024.
- 3 That the costs of implementing these measures by Council staff be borne by the applicant.

*\*\* Endorsement of this recommendation was received from Cr T Mileto, Mr R Drooger, Chief Inspector P Atkins, Mr K Gardiner. \*\**

**3.3 STREET EVENT - 2024 ANZAC DAY MARCH**

TRIM REFERENCE: 2024/323

**RECOMMENDATION****Mr K Gardiner/Mr R Drooger**

That the Conditional Approval for the ANZAC Day March on 25 April 2024 be endorsed subject to compliance with the attached conditions.

*\*\* Endorsement of this recommendation was received from Cr T Mileto, Mr R Drooger, Chief Inspector P Atkins, Mr K Gardiner. \*\**

**3.4 EVENT - ORANGE TWO DAY TOUR - CYCLING RACE**

TRIM REFERENCE: 2024/325

**RECOMMENDATION****Mr K Gardiner/Chief Insp P Atkins**

That Council approve the AusCycling Orange Two Day Tour cycling race to be held on 11 and 12 May 2024 subject to the attached Conditional Approval.

*\*\* Endorsement of this recommendation was received from Cr T Mileto, Mr R Drooger, Chief Inspector P Atkins, Mr K Gardiner. \*\**



## **CITY OF ORANGE TRAFFIC COMMITTEE**

# **AGENDA**

**15 MARCH 2024**

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that a **CITY OF ORANGE TRAFFIC COMMITTEE MEETING** of **ORANGE CITY COUNCIL** will be held as an **ELECTRONIC meeting**

David Waddell  
**CHIEF EXECUTIVE OFFICER**

For apologies please contact Jason Theakstone on 6393 8505.



AGENDA

EVACUATION PROCEDURE

In the event of an emergency, the building may be evacuated. You will be required to vacate the building. The Committee Clerk will now identify the emergency muster point.

Under no circumstances is anyone permitted to re-enter the building until the all clear has been given and the area deemed safe by authorised personnel.

In the event of an evacuation, a member of Council staff will assist any member of the public with a disability to vacate the building.

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**CITY OF ORANGE TRAFFIC COMMITTEE**

**15 MARCH 2024**

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**1 INTRODUCTION**

**MEMBERS**

Cr Tony Mileto (Chairperson), Mr Richard Drooger, Sgt Adam Cornish, Sgt Peter Foran, Chief Inspector David Harvey, Mr Kel Gardiner, Chief Executive Officer, Director Technical Services, Manager Development Assessments, Road Safety Officer, Works Manager, Manager Engineering Services, Communications Officer, Parking Officer, Divisional Administration Officer

**1.1 APOLOGIES AND LEAVE OF ABSENCE**

**1.2 ACKNOWLEDGEMENT OF COUNTRY**

I would like to acknowledge the Traditional Custodians of the land on which we meet today, the people of the Wiradjuri Nation. I pay my respects to Elders past and present, and extend those respects to Aboriginal Peoples of Orange and surrounds, and Aboriginal people here with us today.

**1.3 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS**

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

**RECOMMENDATION**

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the City of Orange Traffic Committee at this meeting.

**2 PREVIOUS MINUTES**

**RECOMMENDATION**

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 13 February 2024 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate records of the proceedings of the City of Orange Traffic Committee meeting held on 13 February 2024.

**CITY OF ORANGE TRAFFIC COMMITTEE****15 MARCH 2024**

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**RECOMMENDATION**

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 21 February 2024 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate records of the proceedings of the City of Orange Traffic Committee meeting held on 21 February 2024.

**ATTACHMENTS**

- 1 Minutes of the Meeting of the City of Orange Traffic Committee held on 13 February 2024
- 2 Minutes of the Meeting of the City of Orange Traffic Committee held on 21 February 2024

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## ORANGE CITY COUNCIL

### MINUTES OF THE

### CITY OF ORANGE TRAFFIC COMMITTEE

HELD IN COMMITTEE ROOM 3, CIVIC CENTRE, BYNG STREET, ORANGE

ON 13 FEBRUARY 2024

COMMENCING AT 9:30 AM

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## 1 INTRODUCTION

### ATTENDANCE

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Cr Tony Mileto (Chairperson), Cr M McDonell, Mr Richard Drooger, Sgt A Wotton, S Grabham, Mr Kel Gardiner, Road Safety Officer, Works Manager, Senior Parking Officer, Strategic Design and Planning Engineer, Divisional Administration Officer

#### 1.1 Apologies and Leave of Absence

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#### RECOMMENDATION

Mr K Gardiner/Mr R Drooger

That the apologies be accepted from Chief Inspector David Harvey, Sgt Peter Foran, Manager Engineering Services and Parking Officer for the City of Orange Traffic Committee meeting on 13 February 2024.

#### 1.2 Acknowledgement of Country

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The Chairperson conducted an Acknowledgement of Country.

#### 1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

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Nil.

## 2 PREVIOUS MINUTES

#### RECOMMENDATION

Mr K Gardiner/Mr R Drooger

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 12 December 2023 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the City of Orange Traffic Committee meeting held on 12 December 2023.

**MINUTES OF CITY OF ORANGE TRAFFIC COMMITTEE**

**13 FEBRUARY 2024**

**3 GENERAL REPORTS**

**3.1 STREET EVENT - FOOD WEEK SAMPSON STREET LUNCH - 6 APRIL 2024**

TRIM REFERENCE: 2023/1319

**RECOMMENDATION**

**Mr R Drooger/Mr K Gardiner**

That Council approve the attached Conditional Approval and temporary road closure of Sampson Street (Summer Street to Byng Street) on 6 April 2024 from 7.00am to 6.00pm for the FOOD Week Sampson Street Lunch.

**3.2 STREET EVENT - ORANGE RAINBOW FESTIVAL - 23 MARCH 2024**

TRIM REFERENCE: 2023/1538

**RECOMMENDATION**

**Mr K Gardiner/Mr R Drooger**

That Council endorse the Conditional Approval for the Rainbow Festival on 23 March 2024 and the following road closures:

- Rainbow Festival Street March and Family Event (start South Court, walk west on Byng Street, left into Lords Place and finish in Robertson Park) - rolling road closure starting 12.00pm; and
- Rainbow Festival Event - Full road closure from 12.00pm to 2.00am subject to appropriate consultation taking place with businesses in the vicinity.

**3.3 EVENT - GOODNESS GRAVEL - 112KM LOOP - 16 MARCH 2024**

TRIM REFERENCE: 2024/131

**RECOMMENDATION**

**Mr R Drooger/Mr K Gardiner**

That this item be withdrawn until further information is received and then bring back to the Committee for consideration.

**GENERAL BUSINESS**

**Orchard Grove Road**

Cr Mileto advised he has received numerous phone calls from residents of Orchard Grove Road regarding two unregistered motorbikes from houses in Orchard Grove Road, being ridden around Glenroi Oval and the Skate Park area frightening kids that are there. For attention of Police if not already aware.

**National Driver Fatigue Week – 21-27 February 2024**

- Orange and Cabonne Road Safety put in for a grant with the National Heavy Vehicle Regulator, to promote driver fatigue strategies. Orange Council's particular strategy, prepared by Andrea Hamilton-Vaughan, is based on the internationally recognised intervention strategy Power Nap.

**MINUTES OF CITY OF ORANGE TRAFFIC COMMITTEE****13 FEBRUARY 2024**

- The QLD government contacted Andrea and advised they will be promoting Driver Fatigue Week. They will be using Andrea's work and commended Orange and Cabonne Council's for their support of road safety.
- Andrea received a letter from the Transport CEO in SA – they are promoting National Driver Fatigue Week but have also asked if Andrea could collaborate in the future in working on heavy vehicle rest areas and driver fatigue. They will support national driver fatigue week and distribute the power nap communications toolkit of free resources and their own fatigue related materials.
- Andrea also received an email from Transport Accident Commission of Victoria commending Council on work done.
- TfNSW has decided to join National Driver Fatigue Week.
- There is a Road Safety Forum coming up on 22 February 2024. Andrea received invitation to attend.
- Andrea won the National Road Freighters Association Terrie Bradley Memorial Award for services above and beyond the call of duty to national heavy vehicle fleet.

**Change of Speed Lucknow update**

Signs have arrived. Waiting on scheduling to coordinate with Orange City Council and a media release.

**Favell Road**

A question was asked where Favell Road is up to. The City of Orange Traffic Committee endorsed a plan to put kerb advisory signs on Favell Road. Looking at also reducing speed to 80kph. TfNSW will follow up.

**Forbes Road**

TfNSW have received an official request from a resident on Forbes Road to reduce the speed from 60km/h to 50km/h (900m total length west of the NDR intersection).

A question was asked if there is a possibility of putting in a refuge as there is a lot of foot traffic crossing the road from Poplars Estate across Forbes Road. TfNSW advised that a refuge is supposed to connect to a path network. There is also a loss of parking around refuge.

**Lords Place**

A question was asked about driving habits in Lords Place since the upgrade and change back. Council's Senior Parking Officer advised that they give out 3 or 4 infringements each day. Cannot confirm if they are businesses or customers but will get data together for that area.

**Hill/Moulder Street Intersection**

Council has a grant to build a roundabout at the Hill/Moulder Street intersection. Council is currently doing the pavement design. A report to adopt the lines and signs will be brought to the next City of Orange Traffic Committee meeting.

**THE MEETING CLOSED AT 10.22AM.**

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## ORANGE CITY COUNCIL

MINUTES OF THE

### EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE

HELD ELECTRONICALLY

ON 21 FEBRUARY 2024

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## 1 INTRODUCTION

### ATTENDANCE

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Cr Tony Mileto (Chairperson), Mr Richard Drooger, Snr Sgt Peter Foran, Chief Inspector David Harvey, Mr Kel Gardiner

***\*\* This meeting was held out of session with all Committee members being circulated a copy of the agenda. Feedback and voting was provided out of session via email for this meeting.\*\****

#### 1.1 Apologies and Leave of Absence

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Nil

#### 1.2 Acknowledgement of Country

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#### 1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

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Nil

## 2 GENERAL REPORTS

### 2.1 EVENT - GOODNESS GRAVEL - 125KM LOOP - 16 MARCH 2024

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TRIM REFERENCE: 2024/211

#### RECOMMENDATION

That Council approve the use of Wrights Lane, Mt Pleasant Lane, Canobolas, Pinnacle, Lysterfield, Shiralee Roads, Ballykeane Lane, Cadia and Berrilee Roads for the Goodness Gravel event to be held on 16 March 2024 subject to the attached Conditions of Consent.

***\*\* Endorsement of this recommendation was received from Cr T Mileto, Mr R Drooger, Snr Sgt P Foran, Mr K Gardiner. \*\****

### **3 GENERAL REPORTS**

#### **3.1 HILL AND MOULDER STREETS ROUNDABOUT - LINEMARKING AND SIGNS LAYOUT**

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RECORD NUMBER: 2024/297

AUTHOR: Wayne Gailey, Works Manager

##### **EXECUTIVE SUMMARY**

Council has received Federal Blackspot funding to construct a roundabout at the intersection of Hill and Moulder Streets. This report seeks endorsement of the roundabout and the associated line marking and regulatory signage.

##### **LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy “10.1. Construct and maintain a road network that meets the community’s transport and infrastructure needs”.

##### **FINANCIAL IMPLICATIONS**

The project will be fully grant funded.

##### **POLICY AND GOVERNANCE IMPLICATIONS**

Nil

##### **RECOMMENDATION**

**That Council approve the roundabout construction and the installation of regulatory signs and line marking at the intersection of Hill and Moulder Streets as per the attached plan.**

##### **FURTHER CONSIDERATIONS**

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

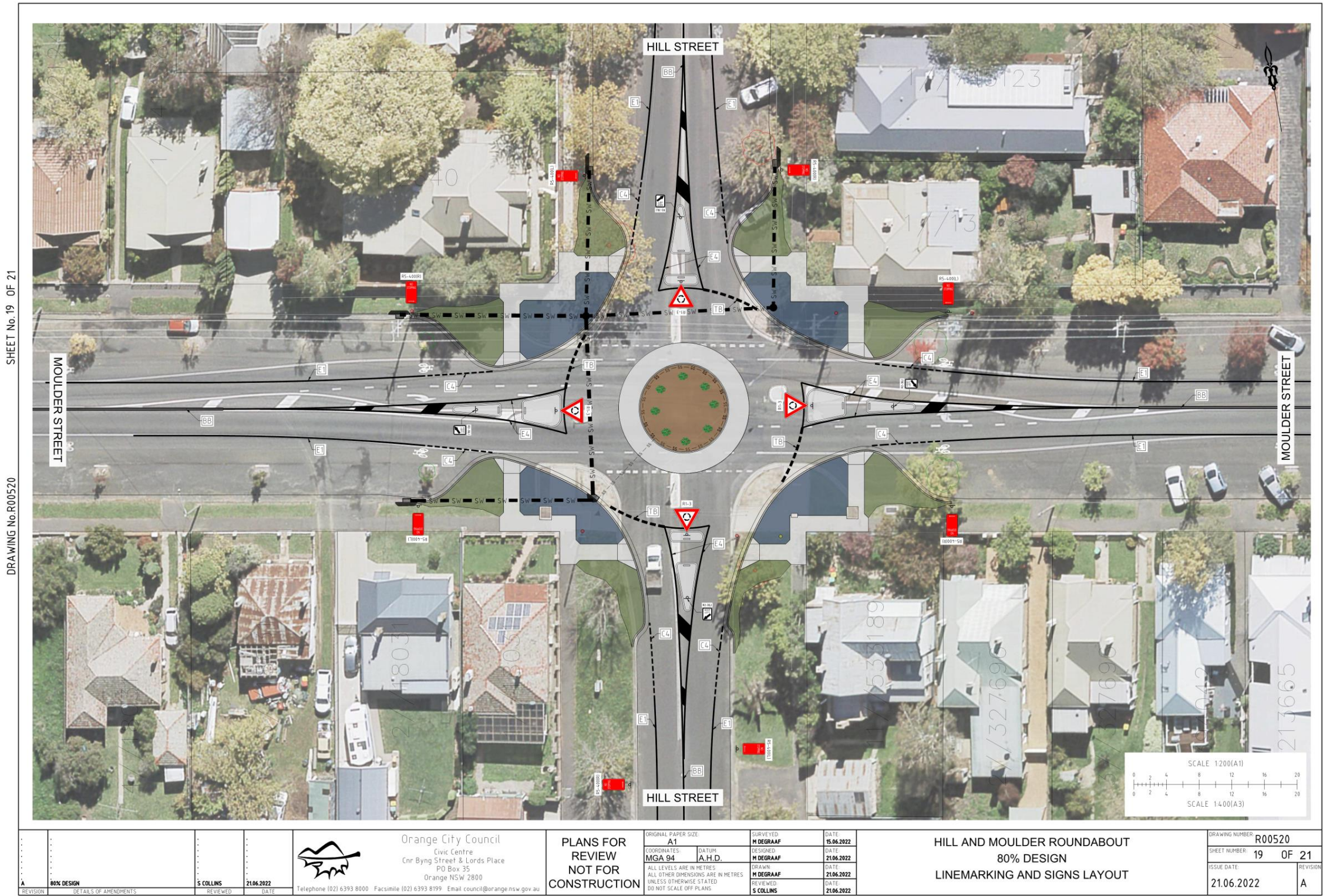
##### **SUPPORTING INFORMATION**

Council has received Federal Blackspot funding to the value of \$900,000 to construct a roundabout at the intersection of Hill and Moulder Streets to address a history of casualty crashes. The design for the roundabout layout and the associated regulatory signage and line marking is attached to the report.

##### **ATTACHMENTS**

- 1 Lines and Signs - Roundabout - Moulder and Hill Streets, D24/21800









CITY OF ORANGE TRAFFIC COMMITTEE

15 MARCH 2024

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**3.2 EVENT - THE ORANGE AGRICULTURAL SHOW - REQUEST FOR SPEED REDUCTION - 26, 27 AND 28 APRIL 2024**

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RECORD NUMBER: 2024/308

AUTHOR: Jason Theakstone, Manager Engineering Services

**EXECUTIVE SUMMARY**

Council has received a request from the Orange Show Society to change traffic conditions on Leeds Parade, Margaret Street and Phillip Street in the vicinity of the Showground for The Orange Agricultural Show – 26, 27 and 28 April 2024.

The Orange Agricultural Show will be held on Saturday 27 April 2024 with a horse show on Sunday 28 April 2024.

**LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy “12.2. Develop and attract a variety of events, festivals, venues and activities for locals and visitors, ensuring accessibility for all”.

**FINANCIAL IMPLICATIONS**

Costs to be borne by the applicant.

**POLICY AND GOVERNANCE IMPLICATIONS**

Nil

**RECOMMENDATION**

That Council

- 1 Support the temporary reduction of the speed limit on Leeds Parade (Phillip to Margaret), Phillip Street (Leeds to Noreen) and Margaret Street (Leeds to Mirral) from 50 km/h to 40 km/h for 26, 27 and 28 April 2024.
- 2 Support the temporary lifting of No Stopping restrictions for 300m on the railway side of Leeds Parade between Margaret Street and Phillip Street during 27 April 2024.
- 3 That the costs of implementing these measures by Council staff be borne by the applicant.

**FURTHER CONSIDERATIONS**

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

**CITY OF ORANGE TRAFFIC COMMITTEE****15 MARCH 2024****3.2 Event - The Orange Agricultural Show - Request for Speed Reduction - 26, 27 and 28 April 2024**

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**SUPPORTING INFORMATION**

Council has received an application from the Orange Show Society requesting changes in traffic conditions on Leeds Parade, Margaret Street and Phillip Street in the vicinity of the Showground for the duration of the 2024 Orange Agricultural Show.

The Orange Agricultural Show Society are requesting to have 3 days of reduced speed limits (26, 27 and 28 April 2024), due to increased vehicles (specifically Animal Carrying Vehicles) entering the showground on all three days.

On Friday 26 April, they expect a large amount of stock entering the show in trucks/trailers, and Sunday 28 April they have an increased amount of horse floats entering as they are holding a horse show.

The request for the 3-day speed reduction is for the safety of the animals and other road users.

The Orange Show Society are requesting:

- 1 Speed zones around the showground (Leeds Parade, Phillip Street and Margaret Street) be reduced to 40km/h to increase safety for pedestrians and animals for 26, 27 and 28 April 2024;
- 2 Additional parking be allocated along both sides of Leeds Parade;
- 3 Allocation of disabled parking spaces on Leeds Parade between the Ag Pavilion and

Pedestrian access to the showground will be via Leeds Parade (between the Ag and William's Pavilions). Vehicle and pedestrian access will be via Margaret and Phillip Streets.

Gates for the Show open at 9am and close at 10pm. It is expected the horse show to be held on Sunday 28 April 2024 from 8.00am to approximately 5.00pm

Attached to this report is the Conditional Approval, Event Application, Risk Management Plan and Public Liability Insurance. An updated TCP is currently being prepared.

**ATTACHMENTS**

- 1 Conditional Approval, D24/23101
- 2 Event Application Form, D24/20548
- 3 Public Liability Insurance, D24/21739
- 4 Risk Management Plan, D24/21737

D24/21726

CONDITIONAL APPROVAL FOR USE OF ROAD

2024 THE ORANGE AGRICULTURAL SHOW

ORANGE SHOW SOCIETY

Street to be used:	Leeds Parade, Margaret Street, Phillip Street
Date:	Friday 26 April, Saturday 27 April and Sunday 28 April 2024
Time:	All day
Type of closure:	Reduced speed limit
File:	F2901-6
Class:	2

CONDITIONS OF APPROVAL

1. Written approval must be granted by the NSW Police Force, and the event must not take place without such approval. Council will inform the NSW Police Force of the event. Should there be additional conditions you will be advised accordingly and they must be complied with.
2. A Traffic Management Plan (TMP) and a Traffic Control Plan (TCP) prepared by an authorised person shall be provided for the event.
3. All Traffic Control Plans (TCP) must be implemented by appropriately qualified persons.
4. All personnel carrying out traffic control duties must hold a Transport for NSW (TfNSW) authorised traffic controller's ticket.
5. A risk assessment must be completed and Risk Management Plan submitted to Council prior to the event.
6. Event Marshals, Traffic Controllers and participants must be consulted and advised of the risk management and contingency arrangements in case of an emergency.
7. The applicant must obtain a Road Occupancy Licence from TfNSW and evidence of the Road Occupancy Licence must be provided to Council.
8. Council must be provided with a copy of public liability insurance documentation relating to the event, evidencing a minimum cover of \$20 million with NSW Police and Council's interests duly noted.
9. That the costs of Council implementing the temporary reduction of the speed limit on Leeds Parade (Phillip to Margaret), Phillip Street (Leeds to Noreen) and Margaret Street (Leeds to Mirral) be borne by the applicant and that a Private Works Order be created to cover the costs.

CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 1 Conditional Approval

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15 MARCH 2024

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10. The event and regulation of traffic will be advertised in the local paper at least seven (7) days prior to the event. The advertisement will be placed by Council and the event organisers will be responsible for the cost associated with the advertisement.
11. Workers compensation for paid staff, personal accident for volunteers and insurance for theft, breakages will be the responsibility of the user
12. In the event of non-compliance to these conditions, Council automatically withdraws its approval of the event.
13. The applicant is required to inform all relevant persons involved in the organising of the event of the Conditions of Approval.
14. Council have the right to withdraw the approval, or impose additional conditions on the event organisers at any time.
15. **All documentation shall be submitted to Council by Friday 12 April 2024.**

**WITHDRAWAL OF APPROVAL**

Council reserves the right to withdraw its approval in the event of non-compliance with any of the conditions attaching to this approval.

**WRITTEN ACCEPTANCE**

In terms of Council policy, would you please provide a written acceptance of the conditions outlined in this approval by **Friday 12 April 2024**.

**I hereby declare that I have read, understand and will comply with the conditions for the 2024 Orange Agricultural Show.**

**Signed for and on behalf of the Orange Show Society.**

**Name (print):** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Designation:** \_\_\_\_\_



Orange City Council is committed to working with organisations and community groups to deliver safe and enjoyable events. Below is some information to assist in the application process.

EVENT APPLICATION TIMEFRAMES

Please submit this event application, along with all other required documentation to Orange City Council at least 21 days prior to your event.  
If your event is to involve any of the following aspects, please adhere to the associated timeframes:

Application/approval type	Minimum timeframe before event
Approval to Install and Operate Amusement Device (ie: Section 68 approval)	5 working days
Temporary Food Permit	5 working days
Filming Proposal	5 working days
Donations and Grants Application	Quarterly throughout the year
Alcohol Licence	30 working days
Development Application	6 weeks
Temporary Suspension of an Existing Alcohol Free Zone	12 weeks
Road Closure/Traffic Management Plan	16 weeks

USEFUL CONTACTS

Organisation	Phone number
Orange City Council	(02) 6393 8000
Orange City Council - Development Services	(02) 6393 8530
Orange Police	(02) 6363 6399
NSW Ambulance	(02) 6841 2670
Roads and Maritime Services	132 213
NSW Food Authority	1300 552 406
Department of Justice - Liquor and Gaming NSW	(02) 9995 0300
Midwest Traffic Management	(02) 6362 8049
Dubbo Traffic Control	(02) 6882 5643

EVENT APPLICATION FORM

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CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 2 Event Application Form

15 MARCH 2024

## APPLICANT DETAILS

Name:

Organisation: Orange Show Society Inc

Address: PO Box 312

Suburb: Orange

Postcode: 2800

Phone:

Mobile:

Email: secretary@orangeshow society.org.au

Website: www.orangeshow society.org.au

Facebook: https://www.facebook.com/orangeshow society

Instagram:

Twitter:

## EVENT DETAILS

Event Name: The Orange Agriculture Show

Location/Venue \*subject to availability: Orange Show Ground, Leeds Parade, Orange NSW 2800

Please note that all venues are subject to usage fees as stated in Orange City Council's Fees and Charges.

Event Date/s: 27/04/2024

Event Time/s: 9:00am to 22:00pm

Bump in date and time:

Bump out date and time:

Describe the main purpose of your event:

The Annual Orange Agriculture Show

Is the event likely to be an ongoing event?

☒ YES ☐ NO

Will your event be open to the public?

☒ YES ☐ NO

Expected event attendance. Participants: 100

Spectators: 9000

Will your event be attended by children or young people under 18 years of age?

☒ YES ☐ NO

Will you charge an entry fee for this event?

☒ YES ☐ NO

*Any event held on Council land or premises must be conducted in accordance with Section 68 of the Local Government Act 1993*

### PLEASE NOTE:

 = Questions marked with this symbol may require additional Council permits under the Local Government Act or other relevant legislation

## EVENT APPLICATION FORM

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EVENT SERVICES

⚠ Will there be food and/or drinks sold or supplied at your event? ☒ YES ☐ NO

*If yes, you must ensure all Food Vendors have approval from Orange City Council. All Food Vendors must be issued with a Temporary Food Permit and comply with all relevant food and health regulations.*

⚠ Will you be operating a BBQ/s at your event? ☒ YES ☐ NO

⚠ Will alcohol be served and/or for sale? ☐ YES ☒ NO

Is your event to be held in a designated Alcohol Free Zone? ☐ YES ☒ NO

*If yes, you are required to provide the appropriate Liquor Licence to Council and ensure those serving alcohol have current RSA accreditation. You must ensure there is free drinking water available. You must also make an application to Council at least 3 months prior to your event if your event is to be held within an existing Alcohol Free Zone. You will be required to pay the advertising fees associated with the publication of the suspension of the Alcohol Free Zone via the local newspaper.*

Will your event require security personnel? ☐ YES ☐ NO

Will your event require waste management? ☒ YES ☐ NO

*Council's existing public placed litter bins are not to be used for waste generated from the event without Council approval to do so.*

Will you need to organise the use of the venue's public toilets at your event? ☒ YES ☐ NO

Will you require additional toilets and amenities, including accessible (disabled) facilities? ☒ YES ☐ NO

Guidelines for the number of toilets required are listed below:

People	No alcohol		Alcohol	
	Male	Female	Male	Female
<500	3	6	11	13
<1000	6	9	15	16

Will your event require access to a power supply? ☒ YES ☐ NO  
(If yes, please provide requirements)

☒ 10 amp | Qty: All ☒ 15 amp | Qty: All ☒ 20 amp | Qty: All ☒ 32 amp | Qty: All

Will you need to organise the collection of keys? ☒ YES ☐ NO

Will your event require the use of existing Council lighting? ☒ YES ☐ NO

Will you need to organise additional lighting? ☒ YES ☐ NO

⚠ Will you be installing or erecting a structure? ☒ YES ☐ NO  
(e.g. stage, marquee, tent, caravan etc.)

Type of structure, quantity and dimensions in m²:

Stage x 2, Marquee's x 200+, Tents, Caravans x 50+, Amusement Rides x 30+.  
Quantities unknown at this stage but will cover the showground.

*The use of any portable structure may require a Development Application if it does not constitute exempt development or have a previous approval. If approval is required, this may take approximately 28 days.*

EVENT APPLICATION FORM

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EVENT SERVICES - continued

Will you require the entry of vehicles on to Council property?

☒ YES☐ NO

 Will your event impact vehicular/pedestrian traffic?

☒ YES☐ NO

 Are you requesting any road/footpath closures or road/footpath occupation?

☒ YES☐ NO

*If yes, you will be required to obtain approval from Council, Police and in some cases the Roads and Maritime Services (RMS). An application should be submitted to the City of Orange Traffic Committee at least 16 weeks prior to your event which must include:*

- *Traffic Management Plan (TMP) and Traffic Control Plan (TCP) compiled by an appropriately qualified person*
- *Proof of public liability insurance to the value of \$20 million with Orange City Council noted as an interested party*
- *Detailed risk assessment*

 Will your event involve large crowds, the use of PA system/s, or amplified music?

☒ YES☐ NO

*Noise levels must not exceed 5 decibels above background noise when measured at the nearest affected residence.*

Will there be signage erected promoting your event at the venue?

☒ YES☐ NO

 Will there be signage erected promoting your event at other locations in the Orange region?

☐ YES☐ NO

Details: Signage installed throughout Orange - 600x900mm Core-flute and 450x600 Core-flute signs.  
Signage on and around the Orange Showground.

 Will your event involve the distribution of pamphlets and/or other marketing/promotional material?

☐ YES☒ NO

Will your event require additional First Aid or Emergency personnel?

☐ YES☐ NO

**Guidelines for the number of First Aid personnel required is listed to the right. Each event must be attended by at least one suitably qualified First Aid Officer. The Ambulance Service of NSW should be advised of major events.**

**For water based events at Lake Canobolas or Gosling Creek at least one representative is required to have a First Aid Certificate and RLSSA Bronze Medallion qualification**

Patrons	First Aiders	First Aid Posts
500	2	1
1000	4	1
2000	6	1
5000	8	2
10000	12	2

Who is the person nominated to engage emergency services or authorise an evacuation?

Name: Brooke WattsContact phone number:

What is your Emergency Evacuation Plan?

Two central emergency assembly points will be allocated on the showground to enable attendees to be clear of any potential sources of fire/explosion/smoke. If required, this will enable stage evacuation off site through the Phillip Street gate which will maintain distance from hazardous areas of the showground.

**For any event, your strategies for emergency/risk management must comply with Australian Standards AS/ NZS ISO 3100/2009. The location of the Emergency Muster Point and details of the nominated person who can authorise an evacuation must be communicated to all those involved with the event.**

EVENT APPLICATION FORM


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EVENT SERVICES - continued

What is your contingency plan for bad weather?

A range of indoor spaces will be available, including large pavilions and smaller marquees erected for the show event. Stall holders/Traders are encouraged to bring their own marquee for outdoor use.

 Will amusement devices (e.g. jumping castle/s, mechanical ride/s) or other entertainment (performers or attractions) be in operation at your event? ☐ YES ☐ NO  
Type and number of devices:

30+  
Rides owned and operated by the Showmens Guild of Australasia - each with their own insurance.

*Apart from a 'small' jumping castle (i.e. highest platform is less than 9m high), all amusement device owners must hold a Section 68 Approval issued by Orange City Council. Applications must be received at least five working days before the event.*

Will there be animal involvement at your event? ☐ YES ☐ NO

If yes, you must comply with all provisions of the Exhibited Animals Protection Act, 1986.

Will your event involve the movement of any aircraft? ☐ YES ☒ NO

Will there be goods (other than food) for sale at your event? ☒ YES ☐ NO

 Will there be fireworks at your event? ☒ YES ☐ NO

Will you be fundraising as part of your event? ☐ YES ☒ NO

Will the event involve any professional filming, drone operation or photography? ☒ YES ☐ NO

Will the event involve any camping? ☒ YES ☐ NO

Will your organisation require information on Council's Donations, Grants and Sponsorship program? ☒ YES ☐ NO

Responsibility to Protect Crowded Places

You are required to address your responsibilities in relation to the protection of crowded places from a range of foreseeable threats, including terror attacks, and should consider anti-terror measures in planning your event. Under the Summary Offences Act 1988, you are required to complete a 'Notice of Intention to Hold a Public Assembly' (available via [www.police.nsw.gov.au](http://www.police.nsw.gov.au)) and submit to the Police at least 90 days prior to your event.

NOTES

EVENT APPLICATION FORM

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REQUIRED DOCUMENTATION

In order for your request to be processed, please ensure you also provide the following documentation:

- **Site Plan** depicting everything you plan to bring or utilise at the venue, such as: barricading/fencing, stalls and marquees, stages, toilets, rubbish/recycling bins, signs/banners, lights/lighting towers, PA/speakers, entry and exit points, parking, power, first aid and emergency muster points.
- **Certificate of Currency of Public Liability Insurance** to a minimum of \$20 million and noting Orange City Council as an interested party.
- **Risk Assessment** outlining all applicable risks and control measures.

INDEMNITY & DECLARATION

I, Wendy Radburn hold Orange City Council harmless and releases and indemnifies, and keeps released and indemnified, from and against all action, suits, claims, demands, costs, charges and expenses for which Council, its servants, agents or employees may be held liable in respect of any damage, accident or injury of whatsoever nature or kind and however sustained or occasioned and whether to property or persons in connection with the use of this public area and any work connected therewith pursuant to this permit but excluding such liability arising from any negligent act, default or omission, on the part of council, its servants, agents or employees either solely or in contribution thereto.

I am authorised by the nominated organisation/club/school/association to make this application. I understand that a safety inspection and audit of the Council property is required along with completing a risk assessment prior to each use. I understand that I must only use the Council property if it is safe to do so and must leave the council property in a clean and tidy condition, including all associated facilities. I understand that if Council is required to clean or conduct any repairs due to damage or neglect caused by the applicant, the applicant will be invoiced. I agree to ensure that if the Council property is used at night, the level of lighting is appropriate for the intended purpose and agree to turn off all lighting immediately after the event or use of Council property has ceased.

I understand that only approved line marking agents can be used on Council property and I must obtain Council approval for any signage erected. I agree not to sub-let any Council property or facility. I agree to ensure children using Council property are supervised by an adult and agree not to permit any animals (with the exception of guide/hearing dogs), glass and vehicles on Council property unless prior approval is obtained.

I agree to comply with any requirement set by Council as part of the Conditions of Approval for the event and will comply with any direction of Council in relation to the Council property (e.g. closures due to wet weather and maintenance).

I am authorised to provide this release to Council on behalf of the nominated organisation/club/school/association from all claims made against Council by any person resulting from activities held on Council property.

Signature

Name (BLOCK LETTERS)

Date

EVENT APPLICATION FORM

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CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 3 Public Liability Insurance

15 MARCH 2024



**SLE Worldwide Australia Pty Limited**  
A.B.N. 15 066 698 575 AFSL237268

Level 11, 56 Clarence Street  
SYDNEY NSW 2000  
Telephone 61 (2) 9249 4850  
Facsimile 61 (2) 9249 4840  
Website: [www.sleaustralia.com.au](http://www.sleaustralia.com.au)

Certificate of Currency

<b>Type of Cover:</b>	Broadform Liability		
<b>The Insured:</b>	Agricultural Societies Council of NSW Ltd, Royal National Capital Agricultural Society Inc (ACT) and Affiliated Groups		
<b>Co-Insured Society:</b>	Orange Show Society Incorporated		
<b>Interest Noted:</b>	Orange City Council FTRR&I  NSW Police  <i>Interest Noted has no rights under this policy and such interest is limited to confirmation that the policy is current at the time of issuing this certificate.</i>		
<b>Period Of Insurance:</b>	31 May 2023 To 4:00pm on 31 May 2024		
<b>The Business:</b>	Administration , promotion, co-ordination and staging of agricultural, horticultural & viticultural shows, community, fashion, cooking, handicrafts, hobby, art, live music, photography, trade, beauty, sporting or equestrian events, bloodstock, livestock, poultry or domestic animal judging events, wood chopping, demolition derbies, motor vehicle and motor cycle displays &/or competitions, equine stabling operations, camping grounds, caravan park operators, outdoor markets, car parks &/or property owners/occupiers and all associated activities		
<b>Limits of Liability:</b>	Public Liability	\$ 50,000,000	any one Occurrence
	Products Liability	\$ 50,000,000	any one period of insurance
<b>Sublimits:</b>	Property in Physical or Legal Control	\$500,000	any one occurrence. Sub-Limited to \$150,000 any one animal, bird or livestock
	Advertising Injury	\$50,000,000	any one Occurrence
<b>Excess:</b>	Property Damage	\$ 500	each and every Occurrence inclusive of Supplementary Payments
	Personal Injury	\$ 1,000	each and every Occurrence inclusive of Supplementary Payments
	Advertising injury	\$ 1,000	each and every Occurrence inclusive of Supplementary Payments
<b>Insurer:</b>			

CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 3 Public Liability Insurance

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15 MARCH 2024

**Policy Number:** 205034401020

**Geographical Limits:** Worldwide excluding North America

**Broker:** PSC Insurance Brokers - Sydney  
PO Box N661 Grosvenor Place  
Sydney NSW 1220

**Stamped & Dated:** 22 May 2023



SLE Worldwide Australia Pty Limited is acting under the authority of the Insurers and will be effecting this contract of insurance as agent of the Insurer and not the Insured. ABN 15 066 698 575 AFSL License No: 237268

Please Note: Whilst an expiry date has been indicated, it should be known this policy can be cancelled at any time in the future. Accordingly reliance should not be placed on the expiry date.

**IMPORTANT NOTES:**

1. The Named Insured may cancel this Policy by giving notice in writing to SLE. The Companies may cancel this Policy in any of the circumstances set out in the Insurance Contracts Act, 1984. After cancellation as aforesaid, the premium for the period prior to cancellation shall be adjusted on a pro rata basis plus 10% of the annual premium. When the premium is subject to adjustment, cancellation will not affect the Insured's obligation to supply such information as the Companies may require for the adjustment of the premium. Cancellation will not affect the Insured's obligations to pay the amount of adjustment applicable up to the date of cancellation.
2. Please ensure that you read this document in its entirety.

Orange Show Society Inc.

## Risk Management Plan:

# The Annual Orange Show

## 27th April 2024

This Risk Management Plan (RMP) has been developed by the Orange Show Society for the operation of the Annual Orange Show. The RMP has been developed to assist the Orange Show Society Incorporated and other organisations to comply with the requirements of current NSW Work Health and Safety Legislation



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### **Scope of the Plan:**

This Risk Management Plan applies to all operational aspects of the Annual Orange show and to the Orange Show Society Incorporated, Trade/Vendor organisations, entertainers and volunteers.

### **The Context of the Plan:**

The Orange Show is a community event, coordinated by a volunteer committee the Orange Show Society, and run at the Orange City Council owned Orange Showground. The Show is supported by a large number of volunteers, local and interstate vendors, entertainers and other interested parties.

The mix of individuals, and organisations contributes to the risk involved in running the event.

### **Risk Evaluation Criteria:**

The Orange Show Society evaluates risk based on the likelihood of an unwanted event occurring, and the consequences of the unwanted event.

As a community based, volunteer driven organisation, the Orange Show Society has a low appetite for risk and aims to eliminate risk as far as is reasonably practicable. If it is not possible to eliminate risk it will be managed in line with the Hierarchy of Risk Controls to an acceptable level.

Orange Show Society considers risk to people, plant, environment and reputation in all decision making, and has established the following risk as unacceptable:

- Death of a person
- Medical Treatment of a participant or bystander
- Significant damage to Plant
- Significant damage to the environment
- Damage to the reputation of the Orange Show Society, Orange City Council and any other affiliate organisation
- Breach of any applicable legislation

### **Procedure for Managing Risks**

For all identified risk, the following four step process will be followed:

1. Assessing the Risk
2. Designing the Risk Control Plan
3. Implementing the Risk Control Plan
4. Reviewing the implemented controls

All identified risks are detailed in the Orange Show Society Risk Register.

The procedure adopted by the Show Society planning team described in this section was developed by a multidisciplinary team representing each of the key stakeholders as well as Local Government in formulating the Risk Management Plan for the 2024 Orange Show.

The guide is designed to guide users logically through each step and provides the necessary detail to assist stakeholders meet their statutory obligations particularly the provisions of the WHS Act 2011 and WHS Regulation 2017.

### **Identify Risk**

*Managing risks effectively means identifying what could go wrong and how it might happen.*

This stage sought to identify and detail the risks inherent in the show activities with the aim of generating a comprehensive list of sources of risk that are associated with the show activities. The questions to be addressed during this step include:

- ☐ What can go wrong?
- ☐ How can it go wrong?
- ☐ Who can be injured or what can be damaged?

### **Analyse and Evaluate the Risk**

*The analysis of risk helps determine how significant the risk is and what we should be doing about it.*

The Standard defines the process of risk analysis as the development of an understanding of the level of risk and its nature. Questions to be asked during this step include:

- ☐ How bad could it be or what are the consequences?
- ☐ How likely is it to occur?

In order to determine the level of risk, the consequences or severity of the harm or loss must be determined and then the likelihood of that degree of harm or loss occurring must be considered. Both these factors must be assigned taking into consideration the controls already in place to mitigate the risk.

The following four steps were used to develop the risk rating for the Risk management plan prior to controls being put in place

- (1) What are the **consequences** of this incident occurring? Consider what could reasonably have happened as well as what actually happened. Look at the descriptions and choose the most suitable Consequence.
- (2) What is the **likelihood** of the consequence identified in step 1 happening? Consider this without new or interim controls in place. Look at the descriptions and choose the most suitable Likelihood.
- (3) Using the risk calculator take step 1 **Consequence** rating and select the correct line. Take Step 2 **likelihood** rating and select the correct column. Where the line and column intersect is the risk rating
- (4) Using the outcome from step three (E, H, M or L) apply to the level of risk tolerance for guidance

Once controls to reduce risk are applied then the process of steps 1 through 4 are completed again to determine if the level of risk has been reduced to as low as reasonably possible.

The residual risk rating is then assessed as to determine if it is acceptable or not by the show society risk management planning team.

If the residual risk is unacceptable then other controls must be applied to reduce the risk.

The process of step 1 through 4 is repeated until the residual risk is as low as reasonably practicable.

For the purpose of the exercise the level of risk tolerability for the 2024 show listed below

**Level of Risk Tolerance**

<b>E</b>	<b>Extreme Risk</b>	<b>Not tolerated IMMEDIATE action required to reduce risk</b>
<b>H</b>	<b>High Risk</b>	<b>If elimination is not possible the risk must be regularly monitored by show safety control staff</b>
<b>M</b>	<b>Moderate Risk</b>	<b>If acceptable, monitor using normal safe work procedures</b>
<b>L</b>	<b>Low Risk</b>	<b>Manage by routine procedures</b>

### Orange Show Society Risk Analysis Matrix:

#### 1. Qualitative Measure of Consequence

Risk	Consequence	Description
1	Insignificant	No injury - no first aid - small financial loss - internal system review - user complaint
2	Minor	Non lost time injury – first aid on site treatment - financial loss - systems review
3	Moderate	Lost time injury – first aid on site treatment with medical follow up required - high financial loss-possible litigation, systems review - management concerns
4	Major	Permanent Injury – hospitalisation - major loss of service to users - major financial loss - possible litigation and fines - systems review by external agency - possible industrial action - public concern, adverse media attention
5	Catastrophic	Death - complete loss of service or output - huge financial loss - possible fine and compensation, likely litigation - systems reviewed by external agency - impact on morale - industrial intervention - loss of public support – adverse media attention

#### 2. Qualitative Measure of Likelihood

Risk	Likelihood	Description
A	Almost Certain	Is expected to occur in most circumstances
B	Likely	Will probably occur in most circumstances
C	Possible	Might occur at some time
D	Unlikely	Could occur at some time
E	Rare	May occur but only in exceptional circumstances

#### 3. Risk Calculator

Risk	Consequence				
Likelihood	1. Insignificant	2. Minor	3. Moderate	4. Major	5. Catastrophic
A. Almost certain	H	H	E	E	E
B. Likely	M	H	H	E	E
C. Possible	L	M	H	E	E
D. Unlikely	L	L	M	H	E
E. Rare	L	L	M	H	H

#### 4. Level of Risk Tolerance

E	Extreme Risk	Not tolerated IMMEDIATE action required to reduce risk
H	High Risk	If elimination is not possible the risk must be regularly monitored by show society safety control staff
M	Moderate Risk	Acceptable continue monitoring using specific identified procedures
L	Low Risk	Manage by routine procedures

Name	2024 Orange Show	Risk Register & Control plan						
Number	Version: 1							
Revision	September 2023 V-001.00							
REF	THE RISK (What can happen & how it will happen)	RISK OF EVENT OCCURRENCE WITHOUT CONTROLS		INITIAL RISK SCORE	RISK CONTROL PLAN (Strategies to eliminate or minimise the risk)	RISK OF EVENT OCCURRENCE WITH CONTROLS		Residual RISK SCORE Acceptable Y / N
		CONSEQUENCE	LIKELIHOOD			CONSEQUENCES	LIKELIHOOD	
1	<b>Planning:</b> No emergency management plan or show risk assessment conducted thereby allowing unidentified hazards to go unrecognised.	4	B	E	<ul style="list-style-type: none"><li>• Development of Emergency evacuation plan</li><li>• Development of 2024 Show Risk Management plan</li><li>• Publishing of plan to all stakeholders via Show society internet site</li></ul>	3	E	M Yes
2	<b>Car parking;</b> Pedestrians struck by interacting with vehicle traffic inside showground perimeter	4	C	E	<ul style="list-style-type: none"><li>• Only essential vehicles with approved passes allowed to park inside showground in defined car parking spaces</li><li>• Essential administrative vehicle traffic e.g. rubbish removal is employed at quiet times of the day</li><li>• All traffic is one way with maximum speed of (Walking speed) 10KPH in force</li><li>• Designated safety officer to observe and report any non compliance</li></ul>	3	E	M Yes

3	<b>Marquees:</b> Construction, Collapse, Overcrowding, Fire, guy ropes & stakes and removal	3	C	H	<ul style="list-style-type: none"><li>• All marquee and tents are erected to manufacturer's specifications</li><li>• All marque and tent occupiers to have a management plan for tent collapse (not required to be documented but briefing provided to Show safety officers)</li><li>• Area safety officers monitor marquees for overcrowding</li><li>• Emergency management pan for fire to be observed by marquee occupier</li><li>• Guy ropes and stakes are checked for trip hazards ropes and stakes are clearly marked</li></ul>	3	E	<b>M Yes</b>
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## CITY OF ORANGE TRAFFIC COMMITTEE

15 MARCH 2024

## Attachment 4 Risk Management Plan

REF	THE RISK (What can happen & how it will happen)	RISK OF EVENT OCCURRENCE WITHOUT CONTROLS		INITIAL RISK SCORE	RISK CONTROL PLAN (Strategies to eliminate or minimise the risk)	RISK OF EVENT OCCURRENCE WITH CONTROLS		Residual RISK SCORE Acceptabl e Y / N
		CONSEQUENCE	LIKELIHOOD			CONSEQUENCES	LIKELIHOOD	
4	<b>Grounds:</b> Slip trip fall, inadequate waste receptacles, inadequate perimeter fencing, inadequate lighting, inadequate fuel chemical storage, inadequate electrical protection for leads and cords.	3	C	H	<ul style="list-style-type: none"> <li>Risk assessment checklist addressing identified items conducted by Show safety officer daily prior to event and during event documenting any action to be taken.</li> <li>Safety officer has authority to stop event if risk is identified as extreme</li> </ul>	3	D	M Yes
5	<b>Passageways &amp; Paths:</b> Inadequate for slippery when wet, sufficient dimensions, rubbish & obstacles, unprotected electrical cables, mobility impaired access & facilities	3	C	H	<ul style="list-style-type: none"> <li>Risk assessment checklist addressing identified items conducted by Show safety officer daily prior to event and during event documenting any action to be taken.</li> <li>Safety officer has authority to stop event if risk is identified as extreme</li> </ul>	3	D	M Yes
6	<b>Grandstands:</b> Condition, adequate and child proof safety railings, steps safety and condition, all access and egress points free from obstruction,	3	C	H	Review of grandstands daily prior to start of show, at least once during show day conducted by show safety officer	3	E	M Yes

REF	THE RISK (What can happen & how it will happen)	RISK OF EVENT OCCURRENCE WITHOUT CONTROLS		INITIA L RISK SCOR E	RISK CONTROL PLAN (Strategies to eliminate or minimise the risk)	RISK OF EVENT OCCURRENCE WITH CONTROLS		Residual RISK SCORE Acceptabl e Y / N
		CONSEQUENCE	LIKELIHOOD			CONSEQUENCES	LIKELIHOOD	
7	<b>Fireworks:</b> Non accredited fireworks controller, neighbours affected by fireworks, noise, effects on animals inside showground, fire started by fireworks	4	C	E	<ul style="list-style-type: none"><li>• Approved licensed contractor</li><li>• Radio adds to inform public of time and date of fireworks</li><li>• Portable fire extinguishers available supplied by fireworks contractor</li></ul>	3	D	M Yes
8	<b>Electrical equipment:</b> Potential electric shock or electrocution to public or showground employees	5	C	E	<ul style="list-style-type: none"><li>• All electrical equipment electrically tested and tagged</li><li>• Provision of test and tag facilities available at showground</li><li>• Risk assessment checklist addressing identified items conducted by Show safety officer daily prior to event and during event documenting any action to be taken.</li><li>• Safety officer has authority to stop event if risk is identified as extreme</li></ul>	5	E	H Yes

9	<b>Security, Command &amp; Control:</b> Area safety officers unable to contact each other or show society chief safety officer in event of emergency	3	B	H	<ul style="list-style-type: none"><li>• Two – way radios supplied to area safety officers</li><li>• Mobile phones carried by all show ground safety officers and stewards</li><li>• Mobile telephone contact list published to all show ground employees and contractors</li></ul>	3	E	M Yes
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REF	THE RISK (What can happen & how it will happen)	RISK OF EVENT OCCURRENCE WITHOUT CONTROLS		INITIAL RISK SCORE	RISK CONTROL PLAN (Strategies to eliminate or minimise the risk)	RISK OF EVENT OCCURRENCE WITH CONTROLS		Residual RISK SCORE Acceptabl e Y / N
		CONSEQUENCE	LIKELIHOOD			CONSEQUENCES	LIKELIHOOD	
10	<b>Emergencies &amp; provision of first aid:</b> Lack of emergency planning and first aid leading to confusion and poor decisions during emergency	4	B	E	<ul style="list-style-type: none"><li>• Provision of Risk management plan published on Show society website and available to all exhibitors and contractors</li><li>• First aid facilities provided and manned at all time during show hours</li><li>• Ambulance officers or First aid personnel available</li><li>• Portable first aid kits available</li><li>• First aid room adequately signposted and accessible to Emergency services</li><li>• Incident report forms available at first aid office</li><li>• Evacuation plans in place for actual or threatened terrorist attack</li></ul>	2	D	L Yes

## CITY OF ORANGE TRAFFIC COMMITTEE

15 MARCH 2024

## Attachment 4 Risk Management Plan

REF	THE RISK (What can happen & how it will happen)	RISK OF EVENT OCCURRENCE WITHOUT CONTROLS		INITIAL RISK SCORE	RISK CONTROL PLAN (Strategies to eliminate or minimise the risk)	RISK OF EVENT OCCURRENCE WITH CONTROLS		Residual RISK SCORE Acceptable Y / N
		CONSEQUENCE	LIKELIHOOD			CONSEQUENCES	LIKELIHOOD	
11	<b>Fire protection:</b> Inadequate fire fighting facilities lead to small, controllable fires becoming large and uncontrollable	4	A	E	<ul style="list-style-type: none"> <li>• Portable fire extinguishers and fire hoses tested and tagged within six months</li> <li>• Rural fire service are available as stand exhibitors during show</li> </ul>	4	D	H Yes
12	<b>Welfare of visitors, contractor or employee for show.</b> Inadequate facilities lead to poor moral and reputation to show society diminished	3	C	H	<ul style="list-style-type: none"> <li>• Sufficient meal breaks for employees &amp; volunteers</li> <li>• Sufficient toilets available for show ground visitors</li> </ul>	3	D	M Yes
13	<b>Animal Control:</b>	4	B	E	<ul style="list-style-type: none"> <li>• All animals kept under strict of owner supervision at all times</li> <li>• Animals not under owner supervision are housed in suitable stalls protecting animals from public</li> <li>• Ensure sufficient tethering facilities available</li> <li>• Vet on site or available</li> <li>• Walkways for animals away from pedestrian access</li> </ul>	4	D	H Yes

REF	THE RISK (What can happen & how it will happen)	RISK OF EVENT OCCURANCE WITHOUT CONTROLS		INITIAL RISK SCORE	RISK CONTROL PLAN (Strategies to eliminate or minimise the risk)	RISK OF EVENT OCCURANCE WITH CONTROLS		Residual RISK SCORE Acceptabl e Y / N
		CONSEQUENCE	LIKELIHOOD			CONSEQUENCES	LIKELIHOOD	
14	<b>Lost Children:</b> Systems not in place unable to contact guardian	3	C	H	<ul style="list-style-type: none"><li>• Designated child-minding facility available with first aider in attendance</li><li>• PA facilities available for communication of missing children</li><li>• Police called if identification of guardian not satisfactory</li></ul>	3	D	M Yes
15	<b>Amusement Rides:</b> Unlicensed operators, inadequate maintenance leading to injuries	4	C	E	<ul style="list-style-type: none"><li>• Orange City Council engineers inspect all rides for adequate maintenance and operator certification current.</li><li>• Reporting above as acceptable to Show Society Secretary prior to show start</li><li>• All electrical cables tested and tagged</li><li>• Age and height restriction signs clearly visible to public</li><li>• Approach and exit areas for rides free of obstructions</li><li>• Areas fenced that prevent unauthorised access to structures or moving parts</li></ul>	4	D	H Yes

REF	THE RISK (What can happen & how it will happen)	RISK OF EVENT OCCURANCE WITHOUT CONTROLS		INITIAL RISK SCORE	RISK CONTROL PLAN (Strategies to eliminate or minimise the risk)	RISK OF EVENT OCCURANCE WITH CONTROLS		Residual RISK SCORE Acceptabl e Y / N
		CONSEQUENCE	LIKELIHOOD			CONSEQUENCES	LIKELIHOOD	
16	<b>Animal Activist Protesters.</b> Interruption of show activities causing angst and frustration to exhibitors and judges.	3	C	H	<ul style="list-style-type: none"><li>• Cease activity in the area of protesting.</li><li>• No Show society staff are to interact with protesters physically or verbally</li><li>• Call Police</li><li>• Use mobile phones to record protest activity and give to Police on arrival</li></ul>	3	E	M Yes
17	<b>COVID-19</b>	3	C	H	<ul style="list-style-type: none"><li>• Refer to COVID Safe Plan for Orange Show 2024</li></ul>	3	D	M Yes

CITY OF ORANGE TRAFFIC COMMITTEE

15 MARCH 2024

Attachment 4 Risk Management Plan

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**References:**

- ◆ NSW Work Health & Safety Act (2011)
- ◆ NSW Work Health and Safety Regulation (2017)
- ◆ Standards Australia/Standards New Zealand (2009) *AS/NZS ISO 31000:2009 Risk Management – Principals and Guidelines*
- ◆ Standards Australia/Standards New Zealand (2009) *HB 327:2022 Communicating and consulting about risk (Companion to AS/NZS ISO 31000:2009)*
- ◆ NSW WorkCover publication Risk Management at work guide 2001
- ◆ Work Safe Tasmania Code of practise for Risk Management Agricultural Shows and Carnivals
- ◆ Safety Culture and Risk “The Organisational Causes of Disasters” 2005, Andrew Hopkins, CCH publications



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CITY OF ORANGE TRAFFIC COMMITTEE

15 MARCH 2024

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**3.3 STREET EVENT - 2024 ANZAC DAY MARCH**

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RECORD NUMBER: 2024/323

AUTHOR: Jason Theakstone, Manager Engineering Services

**EXECUTIVE SUMMARY**

Council has received an application to hold the 2024 ANZAC Day march.

**LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy “12.2. Develop and attract a variety of events, festivals, venues and activities for locals and visitors, ensuring accessibility for all”.

**FINANCIAL IMPLICATIONS**

Nil

**POLICY AND GOVERNANCE IMPLICATIONS**

Nil

**RECOMMENDATION**

**That the Conditional Approval for the ANZAC Day March on 25 April 2024 be endorsed subject to compliance with the attached conditions.**

**FURTHER CONSIDERATIONS**

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

**SUPPORTING INFORMATION**

Council has received an application to hold the ANZAC Day March on Thursday 25 April 2024.

Full road closure is required in Anson Street, Sale Street and McNamara Street between Summer and Byng Streets, Byng Street between Anson and Sale Streets and Summer Street between Sale Street and McNamara Streets.

The conditional approval, event application, Certificate of Currency, Risk Assessment are attached.

A TCP and Road Occupancy Licence are currently being prepared and will be provided when complete. These will be the same as previous years. A copy of last year’s TCP is attached for your reference.

CITY OF ORANGE TRAFFIC COMMITTEE

15 MARCH 2024

3.3    Street Event - 2024 ANZAC Day March

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**ATTACHMENTS**

- 1      Conditional Approval - Anzac Day 2024, D24/21811
- 2      Application Form, D24/21754
- 3      Certificate of Currency, D24/21756
- 4      Copy of Anzac Day March 2023 - Emergency Services and Taxi Rank Areas and TCP, D23/13106

CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 1 Conditional Approval - Anzac Day 2024

15 MARCH 2024

D24/21782



CONDITIONAL APPROVAL FOR USE OF ROAD

ANZAC DAY

RETURNED AND SERVICES LEAGUE OF AUSTRALIA ANZAC DAY COMMITTEE

Date:	Thursday 25 April 2024
Time:	10.30am to approximately 12.00pm
Streets to be used:	Anson, Sale and McNamara Streets between Summer and Byng Streets, Byng Street between Anson and Sale Streets and Summer Street between Sale and McNamara Streets.
Type of closure:	Full Closure.
Class:	1

CONDITIONS OF APPROVAL

1. Written approval must be granted by the NSW Police Force, and the event must not take place without such approval. Council will inform the NSW Police Force of the event. Should there be additional conditions you will be advised accordingly and they must be complied with.
2. Written approval must be granted by Transport for NSW (TfNSW), Parkes and the event must not proceed without this approval and any conditions so imposed are to be complied with. Council will inform TfNSW of the march.
3. Council is to be provided with a copy of public liability insurance documentation relating to the promotion, evidencing a minimum cover of \$20,000,000 with Council's interests duly noted.
4. A risk assessment must be completed and Risk Management Plan submitted to Council prior to the event
5. Orange City Council will advertise the Anzac Day March.
6. Orange City Council will provide a Traffic Control Plan for the march and staff for the closure.
7. All documentation shall be submitted to Council by Friday 12 April 2024.

WITHDRAWAL OF APPROVAL

Council reserves the right to withdraw its approval in the event of non-compliance with any of the conditions attaching to this approval.

2

WRITTEN ACCEPTANCE

In terms of Council policy, would you please provide a written acceptance of the conditions outlined in this approval by **Friday 12 April 2024**.

I hereby declare that I have read, understand and will comply with the conditions for the 2024 Anzac Day March.

Signed for and on behalf of Returned and Services League of Australia Anzac Day Committee

Name (print): \_\_\_\_\_

Signature: \_\_\_\_\_

Designation: \_\_\_\_\_

# EVENT APPLICATION FORM



**ORANGE**  
CITY COUNCIL

**ORANGE CITY COUNCIL**

135 - 137 Byng Street, Orange NSW, 2800

PO Box 35, Orange NSW, 2800

**P:** 02 6393 8000 **F:** 02 6393 8199

**E:** [council@orange.nsw.gov.au](mailto:council@orange.nsw.gov.au)

[www.orange.nsw.gov.au](http://www.orange.nsw.gov.au)

Orange City Council is committed to working with organisations and community groups to deliver safe and enjoyable events. Below is some information to assist in the application process.

### EVENT APPLICATION TIMEFRAMES

Please submit this event application, along with all other required documentation to Orange City Council at least 21 days prior to your event.  
If your event is to involve any of the following aspects, please adhere to the associated timeframes:

Application/approval type	Minimum timeframe before event
Approval to Install and Operate Amusement Device (ie: Section 68 approval)	5 working days
Temporary Food Permit	5 working days
Filming Proposal	5 working days
Donations and Grants Application	Quarterly throughout the year
Alcohol Licence	30 working days
Development Application	6 weeks
Temporary Suspension of an Existing Alcohol Free Zone	12 weeks
Road Closure/Traffic Management Plan	16 weeks

### USEFUL CONTACTS

Organisation	Phone number
Orange City Council	(02) 6393 8000
Orange City Council - Development Services	(02) 6393 8530
Orange Police	(02) 6363 6399
NSW Ambulance	(02) 6841 2670
Roads and Maritime Services	132 213
NSW Food Authority	1300 552 406
Department of Justice - Liquor and Gaming NSW	(02) 9995 0300
Midwest Traffic Management	(02) 6362 8049
Dubbo Traffic Control	(02) 6882 5643



APPLICANT DETAILS

Name: Mr Christopher Colvin

Organisation: City of Orange RSL Sub-Branch

Address: 245 Anson street

Suburb: Orange Postcode: 2800

Phone: Mobile:

Email: orangeSB@rslsw.org.au

Website:

Facebook:

Instagram:

Twitter:

EVENT DETAILS

Event Name: ANZAC Day Services and Marchs

Location/Venue \*subject to availability:

Please note that all venues are subject to usage fees as stated in Orange City Council's Fees and Charges.

Event Date/s: 25 April 2024 Event Time/s: 0515 to 0615 and 1030 to 1200

Bump in date and time: Bump out date and time:

Describe the main purpose of your event:

Is the event likely to be an ongoing event? ☒ YES ☐ NO

Will your event be open to the public? ☒ YES ☐ NO

Expected event attendance. Participants: 150 Spectators: 8000

Will your event be attended by children or young people under 18 years of age? ☒ YES ☐ NO

Will you charge an entry fee for this event? ☐ YES ☒ NO

Any event held on Council land or premises must be conducted in accordance with Section 68 of the Local Government Act 1993

PLEASE NOTE:  
 = Questions marked with this symbol may require additional Council permits under the Local Government Act or other relevant legislation

EVENT APPLICATION FORM

V5 | updated May 2019

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EVENT SERVICES

 Will there be food and/or drinks sold or supplied at your event? ☐ YES ☒ NO

*If yes, you must ensure all Food Vendors have approval from Orange City Council. All Food Vendors must be issued with a Temporary Food Permit and comply with all relevant food and health regulations.*

 Will you be operating a BBQ/s at your event? ☐ YES ☒ NO

 Will alcohol be served and/or for sale? ☐ YES ☒ NO

Is your event to be held in a designated Alcohol Free Zone? ☐ YES ☒ NO

*If yes, you are required to provide the appropriate Liquor Licence to Council and ensure those serving alcohol have current RSA accreditation. You must ensure there is free drinking water available. You must also make an application to Council at least 3 months prior to your event if your event is to be held within an existing Alcohol Free Zone. You will be required to pay the advertising fees associated with the publication of the suspension of the Alcohol Free Zone via the local newspaper.*

Will your event require security personnel? ☐ YES ☐ NO

Will your event require waste management? ☐ YES ☒ NO

*Council's existing public placed litter bins are not to be used for waste generated from the event without Council approval to do so.*

Will you need to organise the use of the venue's public toilets at your event? ☐ YES ☒ NO

Will you require additional toilets and amenities, including accessible (disabled) facilities? ☐ YES ☒ NO

Guidelines for the number of toilets required are listed below:

People	No alcohol		Alcohol	
	Male	Female	Male	Female
<500	3	6	11	13
<1000	6	9	15	16

Will your event require access to a power supply? ☒ YES ☐ NO  
(If yes, please provide requirements)

☒ 10 amp | Qty: ☐ 15 amp | Qty: ☐ 20 amp | Qty: ☐ 32 amp | Qty:

Will you need to organise the collection of keys? ☒ YES ☐ NO

Will your event require the use of existing Council lighting? ☒ YES ☐ NO

Will you need to organise additional lighting? ☐ YES ☒ NO

 Will you be installing or erecting a structure? ☐ YES ☒ NO  
(e.g. stage, marquee, tent, caravan etc.)

Type of structure, quantity and dimensions in m<sup>2</sup>:

*The use of any portable structure may require a Development Application if it does not constitute exempt development or have a previous approval. If approval is required, this may take approximately 28 days.*

EVENT APPLICATION FORM

V5 | updated May 2019

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EVENT SERVICES - continued

Will you require the entry of vehicles on to Council property?

☒ YES☐ NO

 Will your event impact vehicular/pedestrian traffic?


☒ YES☐ NO

 Are you requesting any road/footpath closures or road/footpath occupation?

☒ YES☐ NO

*If yes, you will be required to obtain approval from Council, Police and in some cases the Roads and Maritime Services (RMS). An application should be submitted to the City of Orange Traffic Committee at least 16 weeks prior to your event which must include:*

- *Traffic Management Plan (TMP) and Traffic Control Plan (TCP) compiled by an appropriately qualified person*
- *Proof of public liability insurance to the value of \$20 million with Orange City Council noted as an interested party*
- *Detailed risk assessment*

 Will your event involve large crowds, the use of PA system/s, or amplified music?

☒ YES☐ NO

*Noise levels must not exceed 5 decibels above background noise when measured at the nearest affected residence.*

Will there be signage erected promoting your event at the venue?

☐ YES☒ NO

 Will there be signage erected promoting your event at other locations in the Orange region?

☐ YES☒ NO

Details:

 Will your event involve the distribution of pamphlets and/or other marketing/promotional material?

☐ YES☒ NO

Will your event require additional First Aid or Emergency personnel?

☒ YES☐ NO

**Guidelines for the number of First Aid personnel required is listed to the right. Each event must be attended by at least one suitably qualified First Aid Officer. The Ambulance Service of NSW should be advised of major events.**

Patrons	First Aiders	First Aid Posts
500	2	1
1000	4	1
2000	6	1
5000	8	2
10000	12	2

Who is the person nominated to engage emergency services or authorise an evacuation?

Name: Mr Christopher ColvinContact phone number:

What is your Emergency Evacuation Plan?

Was per previous years

**For any event, your strategies for emergency/risk management must comply with Australian Standards AS/ NZS ISO 3100/2009. The location of the Emergency Muster Point and details of the nominated person who can authorise an evacuation must be communicated to all those involved with the event.**


EVENT APPLICATION FORM

V5 | updated May 2019

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EVENT SERVICES - continued

What is your contingency plan for bad weather?

 Will amusement devices (e.g. jumping castle/s, mechanical ride/s) or other entertainment (performers or attractions) be in operation at your event? ☐ YES ☒ NO  
Type and number of devices:

*Apart from a 'small' jumping castle (i.e. highest platform is less than 9m high), all amusement device owners must hold a Section 68 Approval issued by Orange City Council. Applications must be received at least five working days before the event.*

Will there be animal involvement at your event? ☐ YES ☒ NO

If yes, you must comply with all provisions of the Exhibited Animals Protection Act, 1986.

Will your event involve the movement of any aircraft? ☒ YES ☐ NO

Will there be goods (other than food) for sale at your event? ☒ YES ☐ NO

 Will there be fireworks at your event? ☐ YES ☒ NO

Will you be fundraising as part of your event? ☒ YES ☐ NO

Will the event involve any professional filming, drone operation or photography? ☒ YES ☐ NO

Will the event involve any camping? ☐ YES ☒ NO

Will your organisation require information on Council's Donations, Grants and Sponsorship program? ☐ YES ☒ NO

Responsibility to Protect Crowded Places

You are required to address your responsibilities in relation to the protection of crowded places from a range of foreseeable threats, including terror attacks, and should consider anti-terror measures in planning your event. Under the Summary Offences Act 1988, you are required to complete a 'Notice of Intention to Hold a Public Assembly' (available via [www.police.nsw.gov.au](http://www.police.nsw.gov.au)) and submit to the Police at least 90 days prior to your event.

NOTES

EVENT APPLICATION FORM

V5 | updated May 2019

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REQUIRED DOCUMENTATION

In order for your request to be processed, please ensure you also provide the following documentation:

- **Site Plan** depicting everything you plan to bring or utilise at the venue, such as: barricading/fencing, stalls and marquees, stages, toilets, rubbish/recycling bins, signs/banners, lights/lighting towers, PA/speakers, entry and exit points, parking, power, first aid and emergency muster points.
- **Certificate of Currency of Public Liability Insurance** to a minimum of \$10 million and noting Orange City Council as an interested party.
- **Risk Assessment** outlining all applicable risks and control measures.

INDEMNITY & DECLARATION

I, Christopher Colvin hold Orange City Council harmless and releases and indemnifies, and keeps released and indemnified, from and against all action, suits, claims, demands, costs, charges and expenses for which Council, its servants, agents or employees may be held liable in respect of any damage, accident or injury of whatsoever nature or kind and however sustained or occasioned and whether to property or persons in connection with the use of this public area and any work connected therewith pursuant to this permit but excluding such liability arising from any negligent act, default or omission, on the part of council, its servants, agents or employees either solely or in contribution thereto.

I am authorised by the nominated organisation/club/school/association to make this application. I understand that a safety inspection and audit of the Council property is required along with completing a risk assessment prior to each use. I understand that I must only use the Council property if it is safe to do so and must leave the council property in a clean and tidy condition, including all associated facilities. I understand that if Council is required to clean or conduct any repairs due to damage or neglect caused by the applicant, the applicant will be invoiced. I agree to ensure that if the Council property is used at night, the level of lighting is appropriate for the intended purpose and agree to turn off all lighting immediately after the event or use of Council property has ceased.

I understand that only approved line marking agents can be used on Council property and I must obtain Council approval for any signage erected. I agree not to sub-let any Council property or facility. I agree to ensure children using Council property are supervised by an adult and agree not to permit any animals (with the exception of guide/hearing dogs), glass and vehicles on Council property unless prior approval is obtained.

I agree to comply with any requirement set by Council as part of the Conditions of Approval for the event and will comply with any direction of Council in relation to the Council property (e.g. closures due to wet weather and maintenance).

I am authorised to provide this release to Council on behalf of the nominated organisation/club/school/association from all claims made against Council by any person resulting from activities held on Council property.

Signature

Christopher Colvin

Name (BLOCK LETTERS)

19/01/2024

Date

CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 3 Certificate of Currency

15 MARCH 2024



Certificate of Currency

The policy referred to is current as at the date of this certificate and whilst a due date has been indicated it should be noted that the policy may be cancelled in the future. Accordingly, reliance should not be placed on the expiry date.

Policy Number:	10M 7431902		
Insured:	RSL of Australia Sub Branches, Day Clubs and RSL Auxiliaries as declared and agreed, including City of Orange RSL Sub Branch		
Period of Insurance:	(From) 31 May 2023	at 4:00pm local time at the place of issue	
	(To) 31 May 2024	at 4:00pm local time at the place of issue	
Policy Type:	General and Products Liability		
Limit of Indemnity:			
Public Liability	\$20,000,000	any one Occurrence	
Advertising Injury	\$20,000,000	any one Occurrence	
Products Liability	\$20,000,000	any one Occurrence and in the aggregate for any one Period of Insurance	
Interest Noted:	It is noted and agreed that this Policy is endorsed to include the interests of: Orange City Council, Blayney Shire Council, NSW Police in respect of the RSL Events & Fundraising held by City of Orange RSL Sub Branch as per definition 1.29.5 of the Policy.		
Remarks:	The above is subject always to the terms, conditions, exclusions and endorsements of the Policy.		

Signed for and on behalf of Insurance Australia Limited trading as CGU Insurance.

Laura Lawrence  
Liability Underwriting Manager – Northern Region  
01/06/2023



CITY OF ORANGE TRAFFIC COMMITTEE

15 MARCH 2024

Attachment 4 Copy of Anzac Day March 2023 - Emergency Services and Taxi Rank Areas and TCP



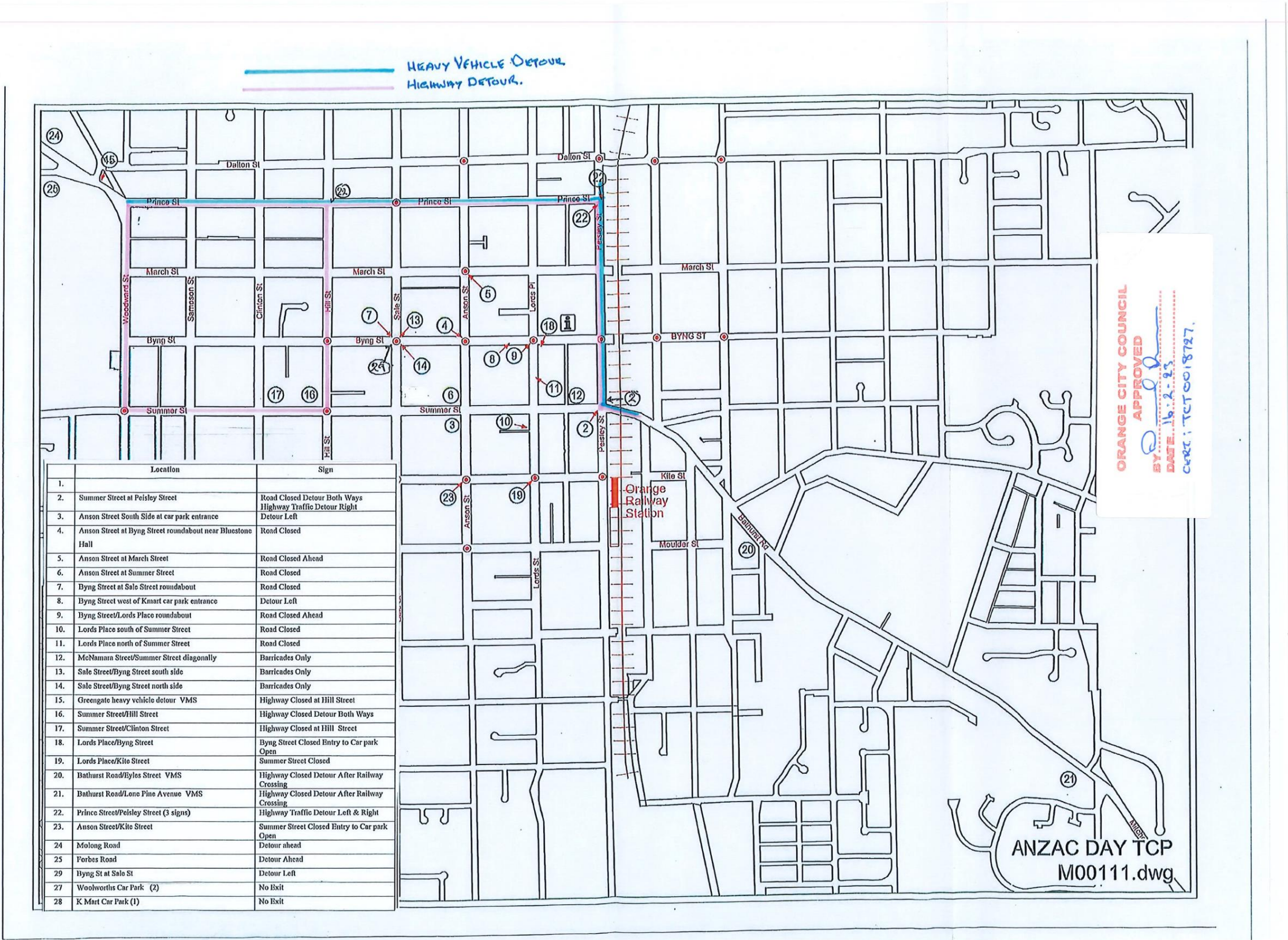
CITY OF ORANGE TRAFFIC COMMITTEE

15 MARCH 2024

Attachment 4 Copy of Anzac Day March 2023 - Emergency Services and Taxi Rank Areas and TCP





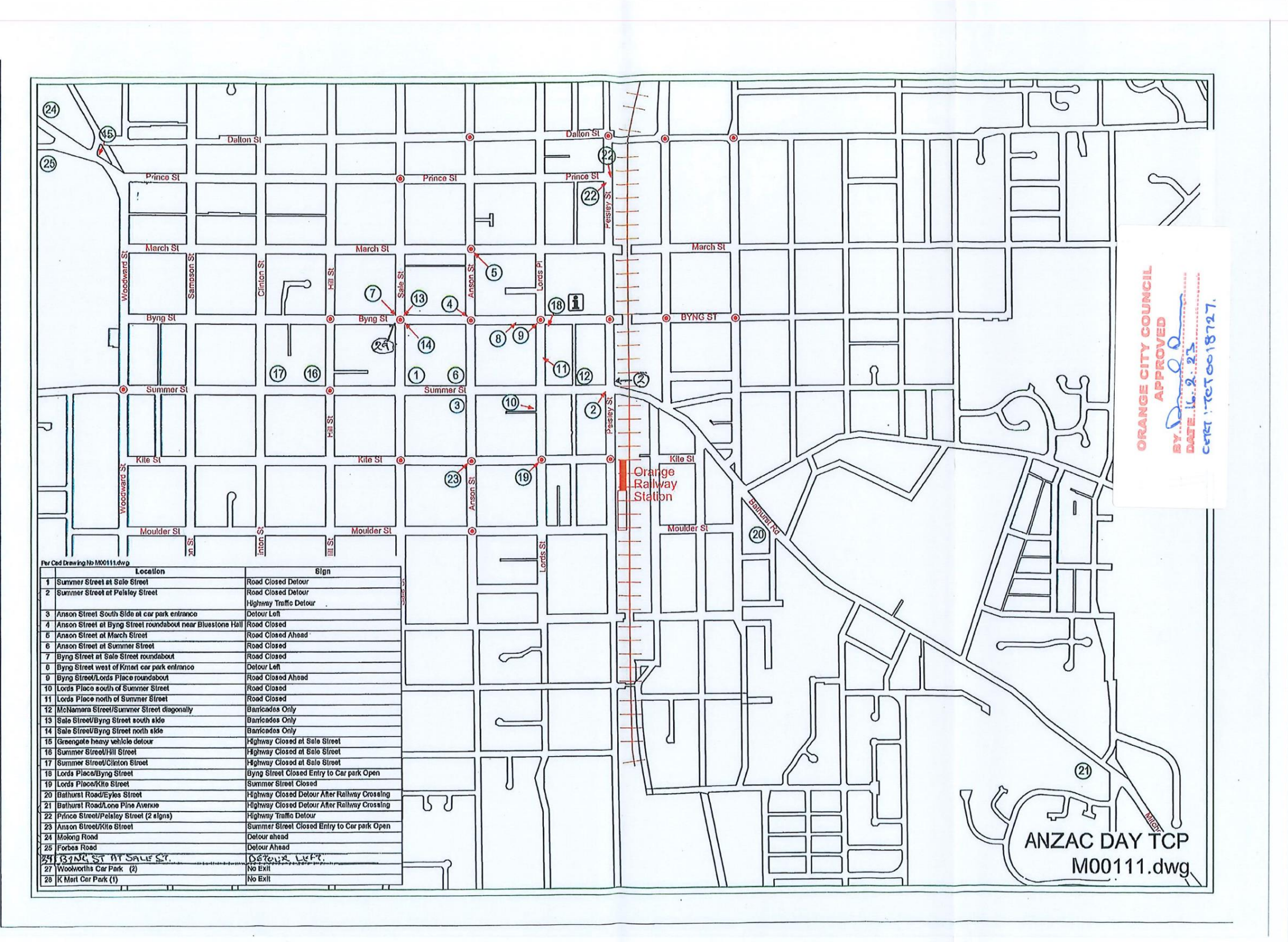




















CITY OF ORANGE TRAFFIC COMMITTEE

15 MARCH 2024

**3.4 EVENT - ORANGE TWO DAY TOUR - CYCLING RACE**

RECORD NUMBER: 2024/325

AUTHOR: Jason Theakstone, Manager Engineering Services

**EXECUTIVE SUMMARY**

Council has received an application from AusCycling to conduct an Orange Two Day Tour cycling race to be held on Saturday 11 May and Sunday 12 May 2024.

**LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy “12.2. Develop and attract a variety of events, festivals, venues and activities for locals and visitors, ensuring accessibility for all”.

**FINANCIAL IMPLICATIONS**

Nil

**POLICY AND GOVERNANCE IMPLICATIONS**

Nil

**RECOMMENDATION**

**That Council approve the AusCycling Orange Two Day Tour cycling race to be held on 11 and 12 May 2024 subject to the attached Conditional Approval.**

**FURTHER CONSIDERATIONS**

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

**SUPPORTING INFORMATION**

The Orange Two Day Tour is an inaugural event in Orange utilizing Bloomfield Road, Forest Road, Aerodrome Road, Huntley Road.

The cycling race will consist of three stages:

- Day 1 - Saturday 11 May – 9.45am

Stage - 1 - an Individual Time Trial;

*\*\* Bloomfield Road to be closed 9.30am to 12.00pm.*

- Day 1 - Saturday 11 May - 12.15pm

Stage - 2 - an afternoon a criterium Gosling Creek Reserve;

- Day 2 - Sunday 12 May - 8.30am

Stage - 3 - a dedicated road stage utilizing Gosling Creek Reserve as the start/finish area location. The race lap will take place on the Bloomfield, Forest, Aerodrome and Huntley Roads and is approximately 14 kilometres for each lap.

**CITY OF ORANGE TRAFFIC COMMITTEE****15 MARCH 2024****3.4 Event - Orange Two Day Tour - Cycling Race**

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*\*\* No road closure. Traffic will momentarily be stopped at intersections/U turns by the Traffic Controller to allow riders to turn safely.*

Attached is the conditional approval, event application, tour brief, TCP (dated November 2023), Certificate of Currency and Risk Register

**ATTACHMENTS**

- 1 Conditional Approval, D24/22228
- 2 Event Application, D24/21944
- 3 Tour Brief by AusCycling, D24/21954
- 4 Certificate of Currency, D24/21945
- 5 Risk Register, D24/21953
- 6 Traffic Control Plan (TCP), D24/22243

D24/21969

CONDITIONAL APPROVAL FOR EVENT

ORANGE TWO DAY TOUR

AusCycling

**Streets to be closed:** Bloomfield Road  
9.30am to 12.00pm - Saturday 11 May 2024

**Streets to be used:** Bloomfield Road, Forest Road, Aerodrome Road, Huntley Road

**Date:** Saturday 11 May and Sunday 12 May 2024  
**Time:** 8.30am – approximately 12.00pm

**File:** F2901-6  
**Class:** 2

CONDITIONS OF APPROVAL

1. A 'Form 1 - Notice of Intent to Hold a Public Assembly' must be submitted to the police. Police approvals for the event must be obtained and provided to Council. You must comply with any additional conditions so imposed.
2. Approval will be obtained from the Traffic Branch of the Orange Police. Council will inform Orange Police of the events and you must comply with any additional conditions so imposed.
3. A s144 order must be granted by Transport for NSW (TfNSW) (Parkes) and the event must not proceed without this order and any conditions so imposed are to be complied with. A copy of the order is to be submitted to Council.
4. The applicant must obtain a Road Occupancy Licence from Transport for NSW (TfNSW) (for the installation of signs on state roads) and evidence of the Road Occupancy Licence must be provided to Council.
5. Prior to the event, Council must be provided with a copy of public liability insurance documentation relating to the event, evidencing a minimum cover of \$20 million with Council and NSW Police interests duly noted.
6. A Traffic Management Plan (TMP) and a Traffic Control Plan (TCP) must be prepared for the event by an authorised person and shall be provided to the City of Orange Traffic Committee for approval prior to the event.
7. The Traffic Control Plans (TCP) must be implemented by appropriately qualified persons. Arrangements and marshalling points are to be in terms of the plan submitted.
8. All personnel carrying out traffic control duties must hold a Transport for NSW (TfNSW) authorised traffic controller's ticket.
9. All participants must be briefed prior to the event about the need to comply with the Road Transport Act 2013 and Road Rules 2014.

CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 1 Conditional Approval

15 MARCH 2024

10. A risk assessment must be completed and Risk Management Plan submitted to Council prior to the event.
11. The event organisers are to conduct a letter drop to all affected residents and businesses advising of the event a minimum of seven (7) days prior to the event.
12. The applicant will advertise the event and road closure in a local paper at least seven (7) days prior to the event, with this advertisement to include the type of event, route, closures and date and times. The advertisement is to be a minimum of ¼ page in size and to include contact phone numbers.
13. The event organisers shall inform the following organisations of the event at least seven (7) days prior to the event with copies being forwarded to Council:- Fire and Rescue NSW, NSW Rural Fire Service, Ambulance Service NSW, Orange Health Service, Orange Local State Emergency Service, Cadia Valley Operations, Regional Express Airlines, Fly Corporate, Qantas.
14. Event Marshals, Traffic Controllers and participants must be consulted and advised of the risk management and contingency arrangements in case of an emergency.
15. The event organisers are to maintain appropriate and adequate traffic measures for the safe movements of all road users and participants on all roads impacted by the event or management of the event.
16. A permit under Section 115 of the Roads Transport Act 2013 must be obtained from the Commissioner of Police prior to the event.
17. Workers compensation for paid staff, personal accident for volunteers and insurance for theft, breakages will be the responsibility of the user.
18. In the event of non-compliance to these conditions Council automatically withdraws its approval of the event.
19. All documents requested must be submitted to Council by **Friday 26 April 2024** and marked to the attention of Jason Theakstone in the Technical Services Division.

I hereby declare that I have read and understand the conditions for the Orange Two Day Tour.

**Signed for and on behalf of AusCycling**

**Name (Print):** .....

**Signature:** .....

**Position:** .....



**ORANGE**  
CITY COUNCIL

**ORANGE CITY COUNCIL**  
135 - 137 Byng Street, Orange NSW, 2800  
PO Box 35, Orange NSW, 2800  
**P:** 02 6393 8000 **F:** 02 6393 8199  
**E:** [council@orange.nsw.gov.au](mailto:council@orange.nsw.gov.au)  
[www.orange.nsw.gov.au](http://www.orange.nsw.gov.au)

Orange City Council is committed to working with organisations and community groups to deliver safe and enjoyable events. Below is some information to assist in the application process.

### EVENT APPLICATION TIMEFRAMES

Please submit this event application, along with all other required documentation to Orange City Council at least 21 days prior to your event.  
If your event is to involve any of the following aspects, please adhere to the associated timeframes:

Application/approval type	Minimum timeframe before event
Approval to Install and Operate Amusement Device (ie: Section 68 approval)	5 working days
Temporary Food Permit	5 working days
Filming Proposal	5 working days
Donations and Grants Application	Quarterly throughout the year
Alcohol Licence	30 working days
Development Application	6 weeks
Temporary Suspension of an Existing Alcohol Free Zone	12 weeks
Road Closure/Traffic Management Plan	16 weeks

### USEFUL CONTACTS

Organisation	Phone number
Orange City Council	(02) 6393 8000
Orange City Council - Development Services	(02) 6393 8530
Orange Police	(02) 6363 6399
NSW Ambulance	(02) 6841 2670
Roads and Maritime Services	132 213
NSW Food Authority	1300 552 406
Department of Justice - Liquor and Gaming NSW	(02) 9995 0300
Midwest Traffic Management	(02) 6362 8049
Dubbo Traffic Control	(02) 6882 5643

### EVENT APPLICATION FORM

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APPLICANT DETAILS

Name: **Graham Seers**

Organisation: **AusCycling**

Address: **Carysfield Road**

Suburb: **Bass Hill** Postcode: **2197**

Phone: Mobile:

Email:

Website: **<https://www.auscycling.org.au/>**

Facebook: **AusCycling - NSW Clubs and Community on Facebook.**

Instagram:

Twitter:

EVENT DETAILS

Event Name: **Orange two day cycling tour**

Location/Venue \*subject to availability: **Gosling Creek Reserve Orange**

**Please note that all venues are subject to usage fees as stated in Orange City Council's Fees and Charges.**

Event Date/s: **11th and 12th May 2024** Event Time/s: **9.45 am to 4.45pm day 1, 8.30 am to 12.30 pm day 2**

Bump in date and time: **8.00am** Bump out date and time: **5.00pm**

Describe the main purpose of your event:

ORANGE TWO DAY TOUR  
Saturday the 11th and Sunday 12th May 2024  
The Orange 2 x day road tour is a cycling race event for male and female riders aged over 17 years of age, the race will also include elite and masters' riders.  
There will be three grades for male and female riders with varying distances for each category based on the riders' grading.  
The tour will use similar regulations to the world-famous Tour De France, whereas, riders' times are added together over the 3 x stages, the rider with the least amount of time for the 3 x stages is declared the winner on completion of stage 3.  
The Orange 2 x day tour will consist of three stages.

Is the event likely to be an ongoing event? ☐ YES ☒ NO

Will your event be open to the public? ☐ YES ☒ NO

Expected event attendance. Participants: **120** Spectators: **120**

Will your event be attended by children or young people under 18 years of age? ☐ YES ☒ NO

Will you charge an entry fee for this event? ☒ YES ☐ NO

**Any event held on Council land or premises must be conducted in accordance with Section 68 of the Local Government Act 1993**


**PLEASE NOTE:**  
 = Questions marked with this symbol may require additional Council permits under the Local Government Act or other relevant legislation

EVENT APPLICATION FORM

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 Will there be food and/or drinks sold or supplied at your event? ☐ YES ☒ NO

 Will you be operating a BBQ/s at your event? ☐ YES ☒ NO

 Will alcohol be served and/or for sale? ☐ YES ☒ NO

Is your event to be held in a designated Alcohol Free Zone? ☒ YES ☐ NO

Will your event require security personnel? ☐ YES ☐ NO

Will your event require waste management? ☐ YES ☒ NO

*Council's existing public placed litter bins are not to be used for waste generated from the event without Council approval to do so.*

Will you need to organise the use of the venue's public toilets at your event? ☒ YES ☐ NO

Will you require additional toilets and amenities, including accessible (disabled) facilities? ☐ YES ☒ NO

Guidelines for the number of toilets required are listed below:

	No alcohol		Alcohol	
People	Male	Female	Male	Female
<500	3	6	11	13
<1000	6	9	15	16

Will your event require access to a power supply?  
(If yes, please provide requirements)

☐ **10 amp** | Qty:  ☐ **15 amp** | Qty:  ☐ **20 amp** | Qty:  ☐ **32 amp** | Qty:

Will you need to organise the collection of keys? ☐ YES ☒ NO

Will your event require the use of existing Council lighting? ☐ YES ☒ NO

Will you need to organise additional lighting? ☐ YES ☐ NO

 Will you be installing or erecting a structure?  
(e.g. stage, marquee, tent, caravan etc.) ☐ YES ☐ NO

Type of structure, quantity and dimensions in m<sup>2</sup>:

Yes, marquee for official sign on/registration and podium for presentations on both days of competition

*The use of any portable structure may require a Development Application if it does not constitute exempt development or have a previous approval. If approval is required, this may take approximately 28 days.*

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EVENT SERVICES - continued

Will you require the entry of vehicles on to Council property?

☐ YES☒ NO

 Will your event impact vehicular/pedestrian traffic?


☒ YES☐ NO

 Are you requesting any road/footpath closures or road/footpath occupation?

☒ YES☐ NO

*If yes, you will be required to obtain approval from Council, Police and in some cases the Roads and Maritime Services (RMS). An application should be submitted to the City of Orange Traffic Committee at least 16 weeks prior to your event which must include:*

- *Traffic Management Plan (TMP) and Traffic Control Plan (TCP) compiled by an appropriately qualified person*
- *Proof of public liability insurance to the value of \$20 million with Orange City Council noted as an interested party*
- *Detailed risk assessment*

 Will your event involve large crowds, the use of PA system/s, or amplified music?

☐ YES☒ NO

*Noise levels must not exceed 5 decibels above background noise when measured at the nearest affected residence.*

Will there be signage erected promoting your event at the venue?

☒ YES☐ NO

 Will there be signage erected promoting your event at other locations in the Orange region?

☐ YES☐ NO

Details:

 Will your event involve the distribution of pamphlets and/or other marketing/promotional material?

☐ YES☒ NO

Will your event require additional First Aid or Emergency personnel?

☐ YES☐ NO

**Guidelines for the number of First Aid personnel required is listed to the right. Each event must be attended by at least one suitably qualified First Aid Officer. The Ambulance Service of NSW should be advised of major events.**

**For water based events at Lake Canobolas or Gosling Creek at least one representative is required to have a First Aid Certificate and RLSSA Bronze Medallion qualification**

Patrons	First Aiders	First Aid Posts
500	2	1
1000	4	1
2000	6	1
5000	8	2
10000	12	2

Who is the person nominated to engage emergency services or authorise an evacuation?

Name: Mitchell BlandContact phone number:

What is your Emergency Evacuation Plan?

As we are using the Orange Councils, Gosling Creek Reserve areas for the both days of the event. Evacuation would take place utilizing the council reserve and water areas either East to Barganna Road, or West to Forest road.

**For any event, your strategies for emergency/risk management must comply with Australian Standards AS/ NZS ISO 3100/2009. The location of the Emergency Muster Point and details of the nominated person who can authorise an evacuation must be communicated to all those involved with the event.**

EVENT APPLICATION FORM


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EVENT SERVICES - continued

What is your contingency plan for bad weather?

[https://assets.auscycling.org.au/s3fs-public/2021-11/extreme-weather-policy-v1-website.pdf?V0A\\_o07wtLKER3WIUC4bWKOSjLgU7qw=&\\_gl=1\\*157p9qh\\*\\_ga\\*MTkwNzg3Mzk5MC4xNjk1NzU2Njkw\\*\\_ga\\_SB27KVVQFZ\\*MTcwOTUxOTc5MS4xMDAuMS4xNzA5NTE5ODAyLjAuMC4w](https://assets.auscycling.org.au/s3fs-public/2021-11/extreme-weather-policy-v1-website.pdf?V0A_o07wtLKER3WIUC4bWKOSjLgU7qw=&_gl=1*157p9qh*_ga*MTkwNzg3Mzk5MC4xNjk1NzU2Njkw*_ga_SB27KVVQFZ*MTcwOTUxOTc5MS4xMDAuMS4xNzA5NTE5ODAyLjAuMC4w)

 Will amusement devices (e.g. jumping castle/s, mechanical ride/s) or other entertainment (performers or attractions) be in operation at your event? ☐ YES ☒ NO  
Type and number of devices:

**Apart from a 'small' jumping castle (i.e. highest platform is less than 9m high), all amusement device owners must hold a Section 68 Approval issued by Orange City Council. Applications must be received at least five working days before the event.**

Will there be animal involvement at your event? ☐ YES ☒ NO

**If yes, you must comply with all provisions of the Exhibited Animals Protection Act, 1986.**

Will your event involve the movement of any aircraft? ☐ YES ☒ NO

Will there be goods (other than food) for sale at your event? ☐ YES ☒ NO

 Will there be fireworks at your event? ☐ YES ☒ NO

Will you be fundraising as part of your event? ☐ YES ☒ NO

Will the event involve any professional filming, drone operation or photography? ☐ YES ☒ NO

Will the event involve any camping? ☐ YES ☒ NO

Will your organisation require information on Council's Donations, Grants and Sponsorship program? ☒ YES ☐ NO

Responsibility to Protect Crowded Places

You are required to address your responsibilities in relation to the protection of crowded places from a range of foreseeable threats, including terror attacks, and should consider anti-terror measures in planning your event. Under the Summary Offences Act 1988, you are required to complete a 'Notice of Intention to Hold a Public Assembly' (available via [www.police.nsw.gov.au](http://www.police.nsw.gov.au)) and submit to the Police at least 90 days prior to your event.

NOTES

The Orange 2 x day tour is a cycling race event for riders aged over 17 and up. The above road circuit description is day 2 of the tour. day 1 takes place in the Cabonne Shire, Orange Road Tour - Stage 1 - Enchavenna Road Molong.  
The day 2 is stage 2 of the tour. (Orange LGA) the riders will be graded into 3 x grades for male and 3 x grades for female participants.  
The race start and finish will be in the area known as the criterium circuit at the Cooling Creek Reserve parking area adjoining the Bourke Road. Sign and registration will take place within this area, parking for officials and riders and families will also be off the Bloomfield Road.  
The start and finish area will be located on Bloomfield Road approximately 300 metres East of the Forc Road junction.  
Each grade will have a different start time and do laps of the designated circuit. Category 1 Male an anticipated speed of 40KPH for the race. Category 2- 37KPH. Category 3 33KPH. Female riders will average approximately 25% slower. The race is won on time over the 2 x days racing. Time for day 1 is added to day 2 and the lower time is declared the overall winner.  
The tour disabuses the regulations of the famous Tour De France in a shorter version to cater for varying abilities of riders male and female. As it is an inaugural event in Orange, we are anticipation approximately 100 riders in all the grades, plus officials and families.  
AusCycling with the assistance of the Orange Council and local volunteers from the Orange Cycling Club being lead by Mitchell Bland is very pleased to be able to stage this race and thank the council for their support and assistance.  
Approved traffic controllers will be in place on assigned corners and turn points, it is expected that traffic may be stopped for less than 2 minutes as respective benches go through intersections. Commissioners (referees) will follow respective benches to ensure all traffic regulations are adhered to, for example, no rider is permitted to cross the centre line of the road way or they will be disqualified from the event. Timing will be done by AusCycling officials first and will be on site.  
The Orange Cycling Club may offer a BBQ/coffee for all on the day.

EVENT APPLICATION FORM

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REQUIRED DOCUMENTATION

In order for your request to be processed, please ensure you also provide the following documentation:

- **Site Plan** depicting everything you plan to bring or utilise at the venue, such as: barricading/fencing, stalls and marquees, stages, toilets, rubbish/recycling bins, signs/banners, lights/lighting towers, PA/speakers, entry and exit points, parking, power, first aid and emergency muster points.
- **Certificate of Currency of Public Liability Insurance** to a minimum of \$20 million and noting Orange City Council as an interested party.
- **Risk Assessment** outlining all applicable risks and control measures.

INDEMNITY & DECLARATION

I, Graham Seers hold Orange City Council harmless and releases and indemnifies, and keeps released and indemnified, from and against all action, suits, claims, demands, costs, charges and expenses for which Council, its servants, agents or employees may be held liable in respect of any damage, accident or injury of whatsoever nature or kind and however sustained or occasioned and whether to property or persons in connection with the use of this public area and any work connected therewith pursuant to this permit but excluding such liability arising from any negligent act, default or omission, on the part of council, its servants, agents or employees either solely or in contribution thereto.

I am authorised by the nominated organisation/club/school/association to make this application. I understand that a safety inspection and audit of the Council property is required along with completing a risk assessment prior to each use. I understand that I must only use the Council property if it is safe to do so and must leave the council property in a clean and tidy condition, including all associated facilities. I understand that if Council is required to clean or conduct any repairs due to damage or neglect caused by the applicant, the applicant will be invoiced. I agree to ensure that if the Council property is used at night, the level of lighting is appropriate for the intended purpose and agree to turn off all lighting immediately after the event or use of Council property has ceased.

I understand that only approved line marking agents can be used on Council property and I must obtain Council approval for any signage erected. I agree not to sub-let any Council property or facility. I agree to ensure children using Council property are supervised by an adult and agree not to permit any animals (with the exception of guide/hearing dogs), glass and vehicles on Council property unless prior approval is obtained.

I agree to comply with any requirement set by Council as part of the Conditions of Approval for the event and will comply with any direction of Council in relation to the Council property (e.g. closures due to wet weather and maintenance).

I am authorised to provide this release to Council on behalf of the nominated organisation/club/school/association from all claims made against Council by any person resulting from activities held on Council property.

Signature

GRAHAM SEERS

Name (BLOCK LETTERS)

04-03- 2024

Date



## ORANGE TWO DAY TOUR

**Saturday the 11<sup>th</sup> and Sunday 12<sup>th</sup> May 2024.**

The Orange 2 x day road tour is a cycling race event for male and female riders aged over 17 years of age, the race will also include elite and masters' riders.

There will be three grades for male and female riders with varying distances for each category based on the riders grading.

The tour will use similar regulations to the world-famous Tour De France, whereas, riders' times are added together over the 3 x stages, the rider with the least amount of time for the 3 x stages is declared the winner on completion of stage 3.

The Orange 2 x day tour will consist of three stages.

- Day 1- Saturday 11<sup>th</sup> – 9.45 am. Stage - 1 an Individual Time Trial
- Day 1- Saturday 11<sup>th</sup> - 12.15 am. Stage – 2, an afternoon a criterium Gosling Creek Reserve
- Day 2 - Sunday 12<sup>th</sup> – 8.30 am. Stage – 3, a dedicated road stage utilizing Gosling Creek Reserve as the start/finish area location. The race lap will take place on the Bloomfield, Forest and Huntley Roads and is approximately 14 kilometres for each lap.

### **Race participants.**

As it is an inaugural event in Orange, we are anticipating approximately 120 riders in all the grades, plus officials and families. AusCycling with the assistance of the Orange Council and local volunteers from the Orange Cycling Club being led by Michell Bland is very pleased to be able to assist this race and thank the Orange council for their support and assistance.

### **Traffic Management and Controllers**

Approved traffic controllers will be in placed on assigned corners and turn points; it is anticipated that traffic may be stopped for less than 2 minutes as respective bunches go through intersections. Commissaires [referees] will follow respective bunches to ensure all traffic regulations are adhered to, for example, no rider is permitted to cross the centre line of the roadway, or they will be disqualified from the event.

**NOTE; Bloomfield road will be closed to through traffic from 9.30 am to 12.00pm on Saturday 11<sup>th</sup>.**

Timing will be done by AusCycling officials, first aid will also be on site. The Orange Cycling Club may offer a BBQ/coffee for all participants and families on both days.

### **Gosling Creek Reserve**

The race hub and parking for days 1 and 2, will be in the area known as Gosling Creek Reserve parking area, parking will also be located along the Bargwanna Road.

Sign on and registration will take place within this area for both days of competition, parking for officials and riders and families will be off Bloomfield Road. There are public toilets located in the Reserve.

- The Gosling Creek Reserve will be closed to public on days 1 and 2 of the 2 x day tour.



**Stage 1 – Bloomfield Road Prologue Individual Time Trial. [ITT] 9.45 am**

The ITT first rider to race against the clock will commence at 9.45 am. All three male and female categories separated by a 30 second time gap will share the experience to race against the clock to see who will wear the leader's jersey into stage 2.

The stage 1- ITT will commence on the corner of Bargwanna Road and Bloomfield Road, Gosling Creek. The 4-kilometre ITT circuit is described by Race Director Mitchell Bland as quite flat, requiring 2 x U turns. 1 x U turn is 500 meters after the start at Forest Road Bloomfield Road T junction. The 2<sup>nd</sup> x U turn 1.6 km east at the Huntley Road and Bloomfield Road T Junction.

**Start/finish location and starting position**

- Riders marshalling area is on Bargwanna Road where they will line up behind each in their respective start order.
- The ITT is an out back 4- kilometre time trial circuit.
- The finish of the ITT will be located on Bloomfield Road approximately 500 meters East of the Forest Road junction.
- After crossing the finishing line, riders will roll down Bloomfield Road and then turn left into the western entrance to the Gosling Creek Reserve criterium circuit.

To prepare for the stage 1, riders will use the Gosling Creek Reserve Criterium circuit for their respective warmups.

**Stage 2 – The Gosling Creek Criterium. 12.15 pm**

After a short recovery the riders will be racing stage 2, a criterium event on the Gosling Creek Reserve criterium circuit. The 1.1-kilometre criterium circuit offers a fast and challenging event for all competitors. The criteriums are scheduled to commence at 12.15pm and finish by 4.45 pm.

- 12.15 pm Category 3, male- 25 minutes plus 2 x laps
- 12. 45 pm Category 3, female – 25 minutes plus 2 x laps
- 1.15 pm Category 2, male – 40 minutes plus 2 x laps
- 2.00 pm Category 2, female – 40 minutes plus 2 x laps
- 2.45 pm Category 1, male 50 minutes plus 2 x laps
- 3.45 pm Category 1, female 50 minutes plus 2 x laps

**Stage 3 - Road Race 8.30 am**

To prepare for the stage 3 riders will use the Gosling Creek Reserve for their respective warmups.

Sunday morning, we will see each grade will have a different start time and do laps of the designated circuit. Category 1 Male an anticipated speed of 40KPH for the race, Category 2- 37KPH, Category 3 33KPH. Female riders will average approximately 25% slower.

To prepare for the stage 3 riders will use the Gosling Creek Reserve Criterium Circuit for their respective warmups.

CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 3 Tour Brief by AusCycling

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15 MARCH 2024



- Start/marshal area is on Western side of Gosling Creek Reserve.
- Riders will roll out under neutral conditions onto Bloomfield Road and start the stage as they enter onto Forest Road.
- The finish line will be located on Bloomfield Road approximately 500 meters East of the Forest Road junction.
- After crossing the finishing line, riders will roll down Bloomfield Road and then turn left into the western entrance to the Gosling Creek Reserve criterium circuit.

Review of proposed times below required.

- 8.30 am Category 1, male: 5 x laps = 70km @ 40 kph finish 10. 20 am
- 8.35 am Category 2 male: 4 x laps = 56 km @ 36kph finish 10.10 am
- 8.40 am Category 1 female: 5 x laps = 70km @35 kph finish 10.40 am
- 10.30 am Category 3 male, 3 x laps = 42km @34 kph finish 11.20 am
- 10.35 am Category 2: female: 4 x laps =56km @33 kph finish 12.15 pm
- 10.40 am Category 3: female 3 x laps = 42km 2 @ 30kph finish 11.50 am

12.30 pm Presentations to take place at Gosling Creek Reserve.

All finished by 1.00pm



28 February 2024

Marsh Pty Ltd  
ABN 86 004 651 512  
727 Collins Street  
MELBOURNE VIC 3008  
  
GPO Box 1229  
MELBOURNE VIC 3001  
Tel 1300 130 373  
Email [sport@marsh.com](mailto:sport@marsh.com)

CERTIFICATE OF CURRENCY

INSURED	AusCycling Limited		
INSURANCE CLASS	Public & Products Liability		
GEOGRAPHICAL SCOPE	Worldwide excluding USA, Canada and their protectorates		
PERIOD OF INSURANCE	From:	28 February 2024 at 4pm Local Time (VIC)	
	To:	28 February 2025 at 4pm Local Time (VIC)	
INTEREST INSURED	Legal liability to third parties for bodily injury and property damage arising out of the activities of the Insured		
LIMITS OF LIABILITY	Public Liability	\$20,000,000 each and every occurrence	
	Products Liability	\$20,000,000 in the aggregate	
	Errors & Omissions	\$20,000,000 in the aggregate	
DEDUCTIBLE/EXCESS	\$1000 each and every occurrence		
REMARKS	The indemnity granted by this Policy extends to Orange <b>City Council, NSW Police Force and Cabonne Council</b> as principal, in respect of that principal's vicarious liability the negligent acts or omissions of the Insured pursuant to definition 2.5 and arising out of the Insured's business, but this policy does not extend to the liability of the principal howsoever arising out of the negligence, breach of contract or breach of duty such as principal.		
INSURER	POLICY NUMBERS		
Sompo Japan Australia	B0509BOWCI2350436		
HDI Global	01816888-14000		
Convex	TBA		

Katie Sherwood  
Account Manager

This certificate of currency provides a summary of the policy cover and is current on the date of issue.  
It is not intended to amend, extend, replace or override the policy terms and conditions contained in the actual policy document.  
This certificate of currency is issued as a matter of information only and confers no rights upon the certificate holder. We accept no responsibility whatsoever for any inadvertent or negligent act, error or omission on our part in preparing these statements or in transmitting this certificate by email or for any loss, damage or expense thereby occasioned to any recipient of this letter.

# Risk Register - AusCycling Road Cycling Events Template

## Background

The Risk Register is a template of for all the risks identified with road cycling events.

It includes details of a number of identified **risks**, the **risk treatment responses** which aim to reduce the risks, and the most appropriate person responsible for implementing the response. As each identified risk will vary in priority between events, it also allows the opportunity for organisers to **prioritise** risks for their event based on their **likelihood** and **consequences** using the 'Risk Classification – Reference Tables' provided.

The Risk Register has been developed to assist event organisers in the planning process. It is a valuable checklist that can also be used as the framework to developing an event specific Risk Management Plan.

The Risk Register is not a static document and it is recognised that new risks can be introduced, evolve or arise, and levels of risk can change over time this template should be customised for the circumstances of each event organiser.

## How to Use the Risk Register

**Step 1:** Identify the risks that apply to your event

**Step 2:** The likelihood and consequence of the risk will vary for each event. Rate the risk for your event (refer to the following 'Risk Classification – Reference Tables') prior to treatment controls being implemented and enter into the relevant columns of the risk register:



Risk Classification - Reference Tables  
Measures of Likelihood

Descriptor	Description
Rare	The event or hazard: <ul style="list-style-type: none"><li>may occur only in exceptional circumstances</li><li>will probably occur less than once in 15 years</li></ul>
Unlikely	The event or hazard: <ul style="list-style-type: none"><li>could occur at some time</li><li>will probably occur with a frequency of at least once in 10 years.</li></ul>
Possible	The event or hazard: <ul style="list-style-type: none"><li>should occur at some time</li><li>will probably occur with a frequency of once in three years</li></ul>
Likely	The event or hazard: <ul style="list-style-type: none"><li>will probably occur in most circumstances</li><li>will probably occur with a frequency of at least once a year.</li></ul>
Almost certain	The event or hazard: <ul style="list-style-type: none"><li>is expected to occur in most circumstances</li><li>will probably occur with a frequency of more than once a year.</li></ul>

Measures of Consequence or Impact

Level	Description	Financial Impact	Interruption to Service	People	Reputation	Property	Natural Environment
1	<b>Insignificant</b> (no measurable operational impact)	< \$1000	<1 hour	No injuries	Unsubstantiated, low profile, no news item	Inconsequential or no damage	No damage
2	<b>Minor</b> (Minor degradation of service, impact to single service)	\$1000 - \$10 000	1hr – 1 day	First aid treatment	Substantiated, low news profile	Minor damage	Minimal damage
3	<b>Moderate</b> (Substantial degradation of service, multiple service impact, managed by substantial management/intervention/outside assistance)	\$10 000 – \$50 000	1 day – 1 week	Medical treatment	Substantiated, public embarrassment, moderate news profile	Localised damage rectified by routine arrangements	Some damage. Rectification within existing budget
4	<b>Major</b> (Significant degradation of service, multiple-service impact, significant mobilisation of resources, significant management intervention including external assistance)	\$50 000 – \$150 000	1 week – 1 month	Extensive injuries	Substantiated, public embarrassment, high widespread multiple news profile, third party action	Significant damage requiring external resources	Extensive damage, significant resources to rectify

CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 5    Risk Register

15 MARCH 2024

5	<b>Catastrophic</b> (Threatens immediate and long term viability of organisation, immediate action required to minimise or mitigate effect on most services)	More than \$150 000	> 1 month	Death, multiple deaths or permanent disabilities	Substantiated, public embarrassment, high widespread multiple news profile, third party action	Extensive damage	Extreme damage. Fines and penalties. Extensive resources to rectify
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**Definitions:**  
People = staff and the public  
Property = Plant, equipment, buildings, intellectual property

Risk Rating - 'Level of Risk'

Consideration of both the **likelihood** and **consequence**

Consequence/Likelihood	Insignificant	Minor	Moderate	Major	Catastrophic
Rare	Low	Low	Low	Medium	Medium
Unlikely	Low	Low	Medium	Medium	High
Possible	Low	Low	Medium	High	High
Likely	Low	Medium	High	High	Extreme
Almost certain	Medium	Medium	High	Extreme	Extreme

**Step 3:** Prioritise the risks for your event on the basis of the Risk Rating

**Step 4:** Review the risk treatments in the 'Risk Response' column and confirm:

- The current controls in place for your event
- Whether additional controls are warranted (this will be determined on the basis of balancing the costs and efforts of implementation against the additional benefits derived) – **noted in red text**.
- Whether template controls are not relevant for the event – noted in ~~strikethrough~~ text.

**Step 5:** Nominate the person responsible for actioning each risk response

**Step 6:** Re-evaluate the likelihood and consequences of the risk after the treatment of risk and assign a risk rating (refer to the 'Risk Classification – Reference Tables' above). Enter into the relevant columns of the risk register. This 'Residual Risk Rating' will determine your management approach based on following table:

Residual Risk Rating	Required Treatment
Extreme risk	Unacceptable risk. HOLD POINT. Event cannot proceed until risk has been reduced.
High risk	High priority. Event Organiser and Commissaire must review the risk assessment and approve the treatment and endorse the Risk Management Plan prior to its implementation.
Moderate risk	Medium Risk, standard event practices endorsed subject to review by Event Organiser and Commissaire prior to implementation.
Low risk	Managed in accordance with the AusCycling Technical Regulations ad normal event management practices.

**Note:** It is recognised that the 'Risk Register' may not contain a complete list of all the risks and risk responses associated with road cycling events. It has been compiled as a central resource to assist in the identification and treatment of risks and is accessible to event organisers, officials and administrators. Event organisers should always conduct their own risk assessment involving a process of communication and consultation with all relevant stakeholders to ensure they have identified and managed all the risks associated with their event. Additional risks and risk responses identified (not included in the Risk Register) should be part of a final risk management plan.

Risk Register

Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
	Likelihood	Consequence	Level of Risk			Likelihood	Consequence	Level of Risk
Environment and Climate								
Wet weather conditions prior to the event day pose a safety risk to participants	Unlikely	Moderate	Medium	- Conduct course inspection prior to event and identify potential hazards (minimising if possible) - Provide instruction to event participants on potential hazards and safe riding techniques - If conditions warrant it, delay, postpone or cancel the event.	Event Organiser  Chief Commissaire	Rare	Moderate	Low
Wet weather on the event day creating a safety hazard and causing a disruption to the event	Possible	Moderate	Medium	- Monitor Bureau of Meteorology (BOM) website - Provide shelter for competitors and officials - Provide instruction to event participants about safe riding techniques in adverse weather conditions. - All electrical equipment securely covered - Cancellation contingency for wet weather - Communication strategy to notify the competitors and public of any impacts on event programme	Event Organiser  Chief Commissaire	Unlikely	Moderate	Medium
High or gusting winds causing damage to equipment/structures, injury or disrupting event	Unlikely	Minor	Low	- Monitor Bureau of Meteorology (BOM) website - All infrastructure correctly weighted - All signage affixed to objects likely to shift from wind effect must be secured or weighted appropriately - Develop contingency plan for dismantling infrastructure that may be unsafe - Provide instruction to event participants about safe riding techniques in adverse weather conditions - Communication strategy to notify the public of any impacts on event programme - If conditions warrant it, delay, postpone or cancel the event	Event Organiser  Chief Commissaire	Rare	Minor	Low
Excessive heat leads to heat stress and heat illness	Unlikely	Minor	Low	- Monitor Bureau of Meteorology (BOM) website - AC Extreme Weather Policy in place for all events	Event Organiser Chief Commissaire	Unlikely	Minor	Low

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Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Poor visibility creating a safety risk for participants and event personnel (e.g. fog, poor light)	Possible	Moderate	Medium	<ul style="list-style-type: none"> <li>- Event conducted during daylight hours</li> <li>- Conduct course inspection prior to event and identify potential hazards</li> <li>- Event personnel to wear fluorescent vests</li> <li>- Participants are required to have front and rear lights</li> <li>- All support vehicles to have headlights on</li> <li>- Provide instruction to event participants about safe riding techniques in poor visibility conditions</li> <li>- Lighting provided for outdoor evening events</li> <li>- If conditions warrant it, modify the course distance (subject to modifications meeting the approval from relevant authorities), or delay, postpone, or cancel the event</li> </ul>	Event Organiser Chief Commissaire	Rare	Moderate	Low
Bush fire creating a safety hazard and impacting on event	Unlikely	Minor	Low	<ul style="list-style-type: none"> <li>- Event scheduled during low risk bush fire season</li> <li>- Bush fire contingency plan developed for event in consultation with the relevant fire service and Police</li> <li>- Consultation with the relevant fire service and Police in case of potential impacting fire</li> <li>- First Aid officers on site at the event will have asthma inhalers</li> <li>- Fire extinguisher available and compliant to AS 1851</li> <li>- If conditions warrant it, modify the course distance (subject to modifications meeting the approval from relevant authorities), or delay, postpone, or cancel the event</li> </ul>	Event Organiser Chief Commissaire	Unlikely	Minor	Low
Extreme weather creating a safety risk and causing a disruption to the event	Possible	Moderate	Medium	<ul style="list-style-type: none"> <li>- Monitor Bureau of Meteorology (BOM) website</li> <li>- Contingency plan developed for extreme weather</li> </ul>	Event Organiser Chief Commissaire	Rare	Moderate	Low
Damage to land or property resulting in damage to reputation, legal implications, financial impact or injury	Rare	Minor	Low	<ul style="list-style-type: none"> <li>- Conduct thorough site inspection and identify any potential hazards in risk assessment</li> <li>- Appoint a site manager for start and finish areas and feed stations</li> <li>- Supervise contractors during bump in and out</li> <li>- Brief Contractors as they come on site</li> <li>- Fence off areas where possible</li> <li>- Choose hard surfaces for parking areas where possible</li> <li>- Assess suitability of grassed parking areas after or during wet weather</li> </ul>	Event Organiser	Rare	Minor	Low

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Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Inadequate waste management resulting in damage to reputation and/or injury	Possible	Minor	Low	<ul style="list-style-type: none"> <li>- Develop a waste management plan for start, finish areas, spectator areas and feed stations consistent with event scale and participant behaviour in liaison with waste contractor</li> <li>- Position bins for easy access during the event</li> <li>- All cable ties, damaged signage and other litter to be removed after use</li> <li>- Course and site inspections conducted before vacating event site</li> </ul>	Event Organiser	Rare	Minor	Low
Excessive noise resulting in public complaint and/or damage to reputation	Rare	Minor	Low	<ul style="list-style-type: none"> <li>- Notification of event provided to local traders and residents</li> <li>- Speakers directed away from residential areas</li> <li>- PA communication restricted to necessary communication before 7am</li> </ul>	Event Organiser	Rare	Minor	Low
<b>Health and Safety</b>								
Cyclist has a serious health problem (e.g. heart attack, stroke, asthma attack)	Possible	Major	High	<ul style="list-style-type: none"> <li>- AC members must declare they are medically and physically fit to participate in cycling events and disclose any pre-existing medical or other condition as a condition of membership</li> <li>- First Aid Officers on site and contactable and accessible throughout the event</li> <li>- Emergency Response Plan in place</li> <li>- Proximity to Orange Base Hospital</li> </ul>	Event Organiser	Possible	Moderate	Medium
Event Traffic Management personnel being hit by vehicles during setting up and dismantling of traffic management	Rare	Major	Medium	<ul style="list-style-type: none"> <li>- Traffic Management Company contracted to provide service</li> <li>- Staff to wear fluorescent vests</li> </ul>	Traffic Management Providers	Rare	Major	Medium
Event Personnel being hit by vehicles during setting up and dismantling of event infrastructure and signage	Rare	Major	Medium	<ul style="list-style-type: none"> <li>- Event Personnel to wear fluorescent vests</li> <li>- Safe Work Method statement developed and briefing provided to personnel</li> <li>- Commence set up of infrastructure and signage after road closure or traffic control implemented</li> </ul>	Event Organiser	Rare	Major	Medium
Vehicles and event participants conflicting in car parking areas or at start and finish locations	Rare	Minor	Low	<ul style="list-style-type: none"> <li>- Parking plan developed for start and finish areas to minimize potential conflict between event vehicles and riders before and after the event</li> <li>- Rider Information Booklet requests event participants do not ride in vehicle parking bays</li> </ul>	Event Organiser	Rare	Minor	Low

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Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Public vehicles and event participants conflict on course resulting in injury to participants	Possible	Major	High	<ul style="list-style-type: none"> <li>- Consultation with event stakeholders including Police, the relevant road authority and the Chief Commissaire during event planning process</li> <li>- Traffic Management Plan (TMP) prepared by accredited traffic control contractor</li> <li>- Traffic controlled on the event course by accredited traffic controllers in accordance with the TMP</li> <li>- Ensure approved TMP is implemented</li> <li>- Courses open to traffic are selected with the goal of minimising the impact of traffic e.g. low traffic volumes roads, good visibility, wide roads, predominantly left hand turns etc.</li> <li>- Event warning signs displayed during the event</li> <li>- Signed lead and follow vehicles provide a warning to approaching traffic and protection for riders</li> <li>- Event warning signage erected in advance of event</li> <li>- Advance notification of event dates related by VMS units</li> <li>- Provide briefing and instruction to event participants on permit conditions and safe racing requirements</li> </ul>	Event Organiser Commissaire Traffic Management Contractor	Unlikely	Major	Medium
Event support vehicles conflicting with competitors resulting in injury	Unlikely	Major	Medium	<ul style="list-style-type: none"> <li>- Event support vehicles under the direction of the Commissaire via radio contact</li> <li>- Rider feeding and service from moving vehicles is not permitted</li> <li>- Vehicles are required to adhere to road rules</li> <li>- Ensure that all follow vehicle drivers have completed the 'Lead and Follow Vehicle Procedures Checklist'</li> <li>- All convoy vehicle drivers briefed prior to event</li> <li>- Drivers are asked to remain a sufficient distance (4-10 car lengths) behind riders</li> </ul>	Event Organiser Chief Commissaire	Rare	Major	Medium

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Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Support vehicles conflicting with other vehicles or members of the public	Rare	Minor	Low	<ul style="list-style-type: none"> <li>- Event support vehicles under the direction of the Commissaire via radio contact</li> <li>- Support vehicles fitted with signage and flashing amber light</li> <li>- Support vehicles to remain in front or behind competitors only (unless in case of emergency)</li> <li>- Support vehicles to give way to moving traffic</li> <li>- Vehicles are to apply caution when approaching 'blind' corners and to choose safe sections of road and alert riders when overtaking</li> <li>- Vehicles are required to adhere to road rules unless under the direction of the Police</li> <li>- Ensure that all follow vehicle drivers have completed the 'Lead and Follow Vehicle Procedures Checklist'</li> <li>- All convoy vehicle drivers briefed prior to event</li> </ul>	Event Organiser Chief Commissaire	Rare	Minor	Low
Event participants injuring themselves by falling off their bicycles or crashing into each other	Likely	Moderate	High	<ul style="list-style-type: none"> <li>- Riders are graded or grouped appropriately in relation to skill and ability</li> <li>- Course approved by the relevant level Commissaire</li> <li>- Commissaire appointed to each grade/category</li> <li>- Riders responsibility to be familiar with the rules of racing (available on the AusCycling websites)</li> <li>- Provide briefing and instruction to event participants about safe riding techniques</li> <li>- Ensure finishing straight is of an appropriate width and length in the likelihood of a bunch sprint</li> <li>- Ensure appropriate length of road beyond the finish line for rider stopping</li> </ul>	Commissaire Handicapper Event Organiser	Unlikely	Moderate	Medium



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Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Event Participants crashing as a result of hazards or obstacles on the course	Possible	Moderate	Medium	<ul style="list-style-type: none"> <li>- Course approved by relevant level Commissaire</li> <li>- Course inspection to identify all hazards and obstacles and minimize where possible (e.g. sweep debris, indicate potholes etc.)</li> <li>- Safety signage deployed (where possible) to indicate hazards</li> <li>- Provide briefing to riders on potential hazards and obstacles</li> <li>- If warranted, race can be neutralised through areas of potential hazard</li> </ul>	Event Organiser Commissaire	Unlikely	Moderate	Medium
Participants crashing as a result of equipment failure e.g. puncture; breakages to spokes, chain, stem, handlebars etc.	Unlikely	Moderate	Medium	<ul style="list-style-type: none"> <li>- Rider Information booklet and/or event website advises participants that it is their responsibility to ensure that their bike is kept in good working order</li> </ul>	Event Organiser Commissaire	Rare	Moderate	Low
Participants suffering injury as a result of using illegal equipment	Unlikely	Minor	Low	<ul style="list-style-type: none"> <li>- Riders responsibility to be aware of the rules of competition (available on the AusCycling)</li> <li>- Rules enforced by Commissaires</li> </ul>	Commissaire	Rare	Minor	Low
Grade or group of participants is too large for the course / venue increasing the risk of crashes	Unlikely	Moderate	Medium	<ul style="list-style-type: none"> <li>- Course approved by relevant level Commissaire</li> <li>- Reduce or limit participant numbers per grade or group as appropriate for the event course</li> </ul>	Chief Commissaire, Handicapper	Rare	Moderate	Low
Skill, age or fitness level of participants too low for the course or conditions causing participant to be a risk to themselves or others	Unlikely	Minor	Low	<ul style="list-style-type: none"> <li>- Courses are approved by the appropriate level Commissaire in relation to the level of event.</li> <li>- Provide briefing to riders on safe riding practices in relation to course conditions</li> </ul>	Commissaire Handicapper	Rare	Minor	Low

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Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Skill, age or fitness level of participant not comparable with their nominated Grade or Group causing participant to be a risk to themselves or others	Unlikely	Minor	Low	- Riders are required to be AusCycling Members. - Events are graded or handicapped by a club/State/Territory handicapper -	Commissaire Handicapper	Rare	Minor	Low
Participants not complying with race rules or marshal instructions resulting in accident, injury, damage to reputation, financial and/or legal implications	Possible	Major	High	- Riders responsibility to be familiar with the rules of racing - Riders are distinguished by a racing number - Race rules detailed on website and Rider Information booklet - Pre-race briefing details race rules and conditions - Non-compliant competitors face warning, disqualification and/or fine issued by race officials - Racing stopped in cases of ongoing offenders	Event Organiser  Commissaire	Rare	Major	Medium
Support vehicles not complying with event rules and requirements resulting in accident, injury, damage to reputation, financial and/or legal implications	Rare	Major	Medium	- Rules and requirements established in consultation with Chief Commissaire, Police and other relevant authorities - All convoy vehicle drivers briefed prior to event - Registration numbers of official vehicles provided to Police - Instructions for rider support vehicles provided in Rider Booklet - Commissaires in radio contact with convoy vehicles - Offending vehicles can be removed from event convoy - Riders associated with offending vehicles can face warning, disqualification and/or fine issued by race officials	Event Organiser Chief Commissaire	Rare	Major	Medium

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Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Unexpected adverse traffic conditions (which may vary during the event) pose a safety risk to participants	Unlikely	Moderate	Medium	<ul style="list-style-type: none"> <li>- Chief Commissaire and Race Director able to be contacted by radio and/or mobile phone</li> <li>- Consult with traffic management provider</li> <li>- Modify the course distance (subject to modifications still meeting with approvals from relevant authorities) or neutralize the relevant section of the event</li> <li>- If conditions warrant it, delay, postpone or cancel the event.</li> </ul>	Commissaire Race Director	Rare	Moderate	Low
Grades or categories of riders merge, overlap or overtake each other causing riders to crash or conflict with vehicles	Possible	Moderate	Medium	<ul style="list-style-type: none"> <li>- Commence graded races in order of fastest to slowest when completing the same course</li> <li>- Apply a time gap between grades or categories to minimise risk of groups overlapping</li> <li>- Limit group sizes in accordance with the nature of the course</li> <li>- Should the situation of merging grades or categories occur, plan to neutralize the slower moving group until the faster group has passed</li> <li>- Ensure appropriate traffic management has been implemented to cater for the possibility of a large group on the road</li> </ul>	Event Organiser Commissaire	Rare	Moderate	Low
Riders take advantage from, or contribute to, another grade or race category potentially creating a safety risk and/or affecting the outcome of the race	Possible	Minor	Low	<ul style="list-style-type: none"> <li>- Riders are not permitted to join another grade or race category and briefing provided</li> <li>- Grades and categories distinguished by different colour numbers or range of numbering</li> <li>- Commissaire appointed to each race category or grade</li> </ul>	Commissaire Event Organiser	Rare	Minor	Low
Participant going the wrong way on the course or venue causing risk to others or risk of getting lost	Rare	Minor	Low	<ul style="list-style-type: none"> <li>- Event course made available to all participants pre-race.</li> <li>- Provide concise pre-race briefing and directional signage and/or marshals to be appointed to areas of potential ambiguity</li> <li>- Ensure lead vehicle driver is aware of the course</li> </ul>	Event Organiser  Commissaire	Rare	Minor	Low

Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Participants are left stranded on the course	Possible	Minor	Low	<div>- Event finishers are checked against starting list</div> <div>- All riders are briefed on handing their numbers in to the Commissaire if they abandon the event</div> <div>- All riders have electronic transponders on their bike for timing and recording purposes</div> <div>- Ensure that the driver of the sweep vehicle (if available) is briefed on remaining behind the last rider in the race and they pick up any participants (or advise of their location) who are unable to complete the event</div> <div>- Sweep vehicle in communication contact with Commissaire and Event Organiser</div> <div>- Additional vehicles available to transport stranded riders</div>	Event Organiser  Commissaire	Rare	Minor	Low
Volunteers are left stranded on the course	Possible	Minor	Low	<div>- Event marshals in contact by two way radio</div> <div>- Volunteers provided with transport to and from remote sites</div> <div>- Sweep Vehicle to drive course and advise marshals that last rider has passed their station</div> <div>- Volunteers required to check in with Event Manager when returned from event duty</div> <div>- <b>Volunteers drive own vehicles to station</b></div>	Event Organiser	Rare	Insignificant	Low
First Aid inadequate for the event	Unlikely	Minor	Low	<div>- Appropriate number of first aid officers and kits on site in proportion to participants, supporters/spectators and event personnel as determined in consultation with First Aid provider</div> <div>- First Aid Officers in contact by two way radio</div>	Event Organiser	Rare	Minor	Low

Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Delayed or inappropriate response to medical emergency results in serious injury/death	Unlikely	Catastrophic	High	<ul style="list-style-type: none"><li>- Event Accident/Incident (Emergency) Plan in place</li><li>- First Aid Officers on site and in contact by two way radio</li><li>- Local hospital made aware of the event</li><li>- Event marshals briefed on procedure if Emergency Vehicles need to access site</li></ul>	Event Organiser	Rare	Catastrophic	Medium
Cyclists conflicting with dogs or other animals causing injury or distress	Possible	Moderate	Medium	<ul style="list-style-type: none"><li>- Seek approval to conduct event with local Council</li><li>- Advise Council Ranger (if relevant)</li><li>- Advise local residents of event and request that dogs and farm animals be contained</li><li>- Dogs sighted to be not on leads reported to Event Organiser</li><li>- Lead vehicle to report animals on road to Chief Commissaire</li><li>- Chief Commissaire to neutralise race, if necessary</li></ul>	Event Organiser Chief Commissaire	Rare	Moderate	Low
Exposure to the sun results in sunburn to competitors, spectators or staff	Rare	Insignificant	Low	<ul style="list-style-type: none"><li>- Provide UV protection, hats and shaded areas</li><li>- Volunteers given sunscreen, water and advised to wear sunglasses and a hat</li><li>- Provide adequate supply of drinking water</li><li>- Competitors and event staff briefed on protection from the sun</li><li>- All event staff to undergo OH&amp;S induction briefing</li></ul>	Event Organiser	Rare	Insignificant	Low

Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Vehicles crashing into riders, oncoming vehicles or being forced off the road in the process of attempting to pass riders and official follow vehicles on open roads.	Possible	Major	High	- Commissaire vehicle to warn riders of vehicles overtaking from behind - Vehicles to follow directions of commissaire when overtaking event convoy - Commissaire in communication with lead vehicle to advise of oncoming vehicles - Rider support vehicles not permitted on course -	Event Organiser  Commissaire	Rare	Moderate	Low
Riders crashing as a result of outrider motorbikes converging into race when they have insufficient room to pass when manoeuvring up and down the peloton	Rare	Moderate	Low	- Motor bike riders are briefed on their role and asked to select safe stretches of road and alert riders of their presence when intending to ride beside the peloton - Riders are briefed on remaining to the left when they are alerted by the motorbikes	Commissaire Race Director	Rare	Moderate	Low
Motorbike pillion passengers (e.g. camera operators) suffering injury as a result of falling from the motorbike	Rare	Moderate	Low	- Pillion passengers briefed on safety procedures	Contractors Event Organiser	Rare	Moderate	Low

Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Riders conflicting with support vehicles when sprinting for the finish line.	Unlikely	Moderate	Medium	Experiences Commissaires only follow lead bunch to the finish line and maintain adequate distance to riders	Event Organiser	Rare	Moderate	Low
Riders crashing into spectators or members of the public	Rare	Moderate	Low	- Directional signage leading to crossing points - Event commentator advises spectators of approaching riders -	Event Organiser	Rare	Moderate	Low
Participants are physically distressed as a result of the demands of the course	Unlikely	Minor	Low	- Course map and profile are provided prior to the event for participants. - Riders advised to have support crew for the event - CA Heat Policy in place for all events - Sweep/follow vehicle is available to pick up participants who are unable to complete the event. - First Aid Officers available at the event - Multiple laps of out and back course – riders may withdraw at any time	Event Organiser	Unlikely	Minor	Low

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Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Participants become dehydrated or do not have enough nutrition during the event	Unlikely	Minor	Low	<ul style="list-style-type: none"> <li>- Competitors advised to carry adequate fluid and nutrition (event website, Rider Information Booklet and pre-race briefing)</li> <li>- AusCycling Heat Policy in place for all events</li> <li>-</li> </ul>	Event Organiser	Rare	Minor	Low
Officials, event staff or volunteers become dehydrated or do not have enough nutrition for the event	Rare	Minor	Low	<ul style="list-style-type: none"> <li>- Ensure that water is available for officials, event staff and volunteers</li> <li>- Ensure that all official event vehicles are stocked with water and nutrients</li> <li>- Ensure food is available for event duties exceeding 3 hours</li> <li>- CA Heat Policy in place for all events</li> </ul>	Event Organiser	Rare	Minor	Low
Broken glass or dangerous containers provide a hazard to riders, vehicles, spectators and supporters	Rare	Minor	Low	<ul style="list-style-type: none"> <li>- Glass or any other dangerous containers are prohibited for rider feeding (Event Website, Rider Information Booklet)</li> </ul>	Event Organiser	Rare	Minor	Low
Pedestrians or cyclists conflicting with vehicles when accessing course causing injury	Possible	Moderate	Medium	<ul style="list-style-type: none"> <li>- Select access to course that does not involve potentially dangerous road crossings</li> <li>-</li> </ul>	Event Organiser	Unlikely	Minor	Low
Lifting excessive or awkward loads resulting in musculo-skeletal injury	Rare	Minor	Low	<ul style="list-style-type: none"> <li>- Set Up Crew briefed on manual handling techniques</li> <li>- Use appropriate number of crew to lift object</li> <li>- Use trolleys or wheeled cases to transport heavy equipment</li> </ul>	Event Organiser Event Staff	Rare	Minor	Low



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Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Exposure to live electrical leads or switches resulting in electrocution	Rare	Moderate	Low	<ul style="list-style-type: none"> <li>- All outlets to be considered live unless disproved</li> <li>- Live points to be isolated and lockout tagged and standard checks undertaken before making equipment live</li> <li>- No equipment to be used that appears badly maintained or damaged</li> <li>- All leads laid on the ground to be protected with matting</li> <li>- All portable electrical equipment already tested and tagged and current in accordance with AS 3760</li> <li>- Power cords to be removed from the live supply prior to location, relocation or extraction</li> </ul>	Event Organiser Event Staff	Rare	Moderate	Low
Use of generators creates risk of electrocution, burns, fire or injury	Rare	Moderate	Low	<ul style="list-style-type: none"> <li>- All portable electrical equipment already tested and tagged and current in accordance with AS 3760</li> <li>- Event generators to be protected by suitable barriers</li> <li>- No hot refuelling of generators to take place</li> <li>- No spare fuel to be stored in the proximity of the generator</li> <li>- Power cords to be removed from the live supply prior to location, relocation or extraction</li> </ul>	Event Organiser	Rare	Moderate	Low
Electrical leads causing a trip hazard	Possible	Minor	Low	<ul style="list-style-type: none"> <li>- All leads laid on the ground to be protected with matting</li> <li>- Leads to be located in areas away from pedestrian traffic (wherever possible)</li> </ul>	Event Organiser	Possible	Minor	Low
Inadequate amenities and/or maintenance resulting in damage to reputation or injury	Possible	Minor	Low	<ul style="list-style-type: none"> <li>- Establish participant numbers and expected attendance numbers</li> <li>- Ensure appropriate number of accessible toilets</li> <li>- Monitor, clean and re-stock toilets on the day</li> </ul>	Event Organiser	Rare	Minor	Low
Emergency evacuation causing disruption or cancellation of event, damage to reputation, financial impact or legal impact	Possible	Minor	Low	<ul style="list-style-type: none"> <li>- Emergency Response Plan in place</li> <li>- Establish evacuation plan for each site with Police</li> </ul>	Event Organiser	Possible	Minor	Low

Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Patrons or event personnel under the influence of alcohol or drugs exhibit behaviours that damage the reputation of the event, damage property or cause injury	Rare	Minor	Low	- Alcohol only served in compounds managed by event approved licenced contractors - Security monitoring crowd behaviour - No event staff, volunteers or contractors to be under the influence of alcohol or drugs while working - Shuttle bus service provided - Public transport services available	Event Organiser	Rare	Minor	Low
Production and Infrastructure								
Signage difficult to read or understand	Rare	Minor	Low	- Safety signage to be an appropriate size and clarity to be easily understood - Signage to be erected in a location with clear visibility for approaching traffic and/or event patrons	Contractors Event Organiser	Rare	Minor	Low
Timing equipment malfunction	Possible	Minor	Low	- Test timing system prior to event day - Ensure power supply in place for timing equipment and laptop computer - Ensure that back up stopwatches are in place	Event Organiser	Possible	Minor	Low
Inadequate bump in time results in risks and hazards not being addressed	Possible	Minor	Low	- Prepare 'run sheet' for event detailing the tasks, timeline and person responsible - Organise enough time for bump in and briefing of crew	Event Organiser	Possible	Minor	Low

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Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Insufficient or incorrectly positioned signage on course	Unlikely	Minor	Low	<ul style="list-style-type: none"> <li>- Adequate informational and safety signage deployed to satisfy operational needs and identified hazards</li> <li>- Traffic Management plan and signage plan approved by local Shire, Main Roads and Police</li> <li>- Copy of plans provided to event set up personnel and available at event control centre</li> <li>- Pre-event course inspection conducted</li> <li>- Event marshals in contact by two way radio</li> <li>- Theft or damage of deployed signage to be reported immediately to the Event Organiser</li> </ul>	Event Organiser	Rare	Minor	Low
Existing signage contradicted on course	Unlikely	Minor	Low	<ul style="list-style-type: none"> <li>- Standing municipal signage to be covered or removed where contradicted by event signage for the duration of the event</li> <li>- Incorrect or contradictory signage to be reported and replaced immediately</li> </ul>	Contractors Event Organiser	Rare	Minor	Low
Event signage and devices being lost or stolen as a result of being left on course resulting in financial implications and/or affecting future operations	Rare	Minor	Low	<ul style="list-style-type: none"> <li>- Event personnel assigned to collect signage</li> <li>- Audit of event signage conducted at the conclusion of the event</li> <li>- Post event course inspection conducted for forgotten infrastructure</li> <li>- Theft or damage of deployed signage to be reported immediately to the Event Organiser</li> </ul>	Event Organiser	Rare	Minor	Low
Event support vehicle breaks down impacting on the event	Unlikely	Minor	Low	<ul style="list-style-type: none"> <li>- Ensure all vehicles have sufficient fuel for the duration of the event</li> <li>- All vehicles in communication contact with the Commissaire</li> <li>- Use reliable vehicles wherever possible</li> <li>- Develop contingency plan</li> </ul>	Event Organiser	Rare	Minor	Low
Insufficient power access to meet the demands of the event	Unlikely	Minor	Low	<ul style="list-style-type: none"> <li>- Confirm location and the number of power supply outlets for event site/s</li> <li>- Obtain requirements from contractors and staff</li> <li>- Provide details of requirements to local council</li> <li>- Provide portable generators (if required)</li> <li>- Ensure that the appropriate length extension cords are available</li> </ul>	Event Organiser	Rare	Minor	Low

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Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Communications breakdown due to phone or radio network failure	Possible	Moderate	Medium	<ul style="list-style-type: none"> <li>- Test the strength of radio and phone networks prior to event</li> <li>- Use of satellite phones where required</li> <li>- Spare batteries and headsets ordered</li> <li>- Correct radio communication protocols explained to all radio users at briefing</li> <li>- Establish responsibilities and chain of command</li> <li>- Develop contingency plan</li> </ul>	Event Organiser	Unlikely	Moderate	Medium
Two way radio channel list is not communicated to event personnel	Unlikely	Minor	Low	- Channel listing issued to all radio users	Event Organiser	Rare	Minor	Low
Insufficient two way radios for key stakeholders	Possible	Moderate	Medium	<ul style="list-style-type: none"> <li>- Two way radio requirements calculated and provided to radio supplier in advance</li> <li>- List of radio allocation and distribution to be kept</li> <li>- Event radios made available to emergency services contacts, first aid and other key external stakeholders</li> </ul>	Event Organiser	Rare	Moderate	Low
Complaints by local residents are damaging to reputation of the event	Possible	Minor	Low	<ul style="list-style-type: none"> <li>- Notification of event to be provided to local residents prior to event</li> <li>- Event notification signage to be erected at least one (1) week prior to event</li> <li>- Details of event and road closure given to local media prior to event</li> <li>- Advance notification of road closures and special event dates related by VMS units placed in advance of event</li> </ul>	Event Organiser	Rare	Minor	Low
Complaints by the general public are damaging to the reputation of the event	Possible	Minor	Low	<ul style="list-style-type: none"> <li>- Riders are prohibited from urinating in public areas, littering and using foul language</li> <li>- Rider information booklet details the penalties for offenders</li> <li>- Ensure adequate amenities and waste bins are in place</li> <li>- Riders are required to wear a helmet, at all times, when riding on the road and offenders will face penalties</li> </ul>	Event Organiser Commissaires	Rare	Minor	Low

CITY OF ORANGE TRAFFIC COMMITTEE

15 MARCH 2024

Attachment 5 Risk Register

Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
New or emerging risks remain untreated resulting in injury, damage to reputation or financial/legal implications	Possible	Moderate	Medium	<ul style="list-style-type: none"> <li>- Authorities and cycling organisations engaged in the planning process for the event</li> <li>- New hazards that arise during the event will be subject to risk assessment and incorporated into the risk management plan</li> <li>- De-brief meeting conducted with event stakeholders</li> <li>- Event Report completed by Event Manager within 14 days of event</li> <li>- Commissaires Report completed by Chief Commissaire within 14 days of event</li> </ul>	Event Organiser  Chief Commissaire	Rare	Moderate	Low
External emergency impacts on event	Unlikely	Minor	Low	<ul style="list-style-type: none"> <li>- Adequate communication systems in place to allow alarm to be raised by an outside source</li> <li>- Emergency Services aware of event</li> <li>- Event Organisers in constant communication with Emergency Service Providers</li> <li>- Event to be neutralized, delayed or cancelled</li> </ul>	Event Organiser	Rare	Minor	Low
Road works impact on event leading to disruption of event or injury	Possible	Moderate	Medium	<ul style="list-style-type: none"> <li>- Local council and/or State/Territory road authority consulted in planning process</li> <li>- Course inspection conducted prior to event</li> <li>- Impact of ongoing road works assessed in relation to event</li> <li>- Riders briefed on potential hazards or obstacles</li> <li>- Support vehicles advised of potential hazards or obstacles</li> <li>- Safety or warning signage deployed where required</li> <li>- If conditions warrant it, modify the course distance (subject to modifications meeting the approval from relevant authorities) or postpone or cancel the event</li> </ul>	Event Organiser	Rare	Moderate	Low
Course invasion by spectators impacts on event	Rare	Minor	Low	<ul style="list-style-type: none"> <li>- Commissaire to advise Police and neutralize event if not controllable.</li> <li>- Communication strategy in place</li> </ul>	Event Organiser	Rare	Minor	Low
Hazards placed on course by members of the public impacts on the event	Rare	Minor	Low	<ul style="list-style-type: none"> <li>- Course inspection conducted prior to event</li> <li>- Communication strategy in place</li> <li>- Vehicles available to transport stranded riders</li> </ul>	Event Organiser	Rare	Minor	Low

CITY OF ORANGE TRAFFIC COMMITTEE

15 MARCH 2024

Attachment 5 Risk Register

Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Car parking over-crowding causes distress, damages reputation and/or impacts on event	Rare	Minor	Low	<ul style="list-style-type: none"> <li>- Designated parking provided for event officials and VIP's</li> <li>- Parking plan developed for event site</li> <li>- Separate car parking for spectators with overflow areas agreed</li> <li>- Separate parking for event contractors and heavy vehicles</li> <li>- Advance warning signage indicates closure of parking bays for event</li> <li>- Illegally parked cars reported to council</li> <li>- Shuttle bus service organised to transport event patrons</li> <li>- Public transport services advertised</li> </ul>	Event Organiser	Rare	Minor	Low
Traffic Management plan not implemented before start or arrival of riders and impacting on event	Unlikely	Minor	Low	<ul style="list-style-type: none"> <li>- Schedule for implementation of traffic management plan developed and adhered to</li> <li>- Confirmation sought from providers prior to start or arrival of event</li> <li>- If necessary, delay, postpone or cancel the event</li> </ul>	Event Organiser Contractors Chief Commissaire	Rare	Minor	Low
Inadequate facilities for people with disabilities damages reputation of event	Unlikely	Moderate	Medium	<ul style="list-style-type: none"> <li>- Allocate close parking facilities for disabled patrons</li> <li>- Ensure provision of ramps where required</li> </ul>	Event Organiser	Rare	Minor	Low
Police, State/Territory Department for Roads or local council express concerns about the operation of the event on the day damages reputation	Unlikely	Moderate	Medium	<ul style="list-style-type: none"> <li>- All relevant authorities engaged in the planning process</li> <li>- Copies of all permits available at the event</li> <li>- All requirements contained in the permits are adhered to</li> <li>- Contact number for event organiser provided to authorities</li> </ul>	Event Organiser	Rare	Moderate	Low
Inappropriate or uninformed comments to media and/or authorities damages reputation of the event	Unlikely	Minor	Low	<ul style="list-style-type: none"> <li>- Event spokesperson nominated</li> <li>- All media and authority enquiries to be directed through spokesperson</li> <li>- All event staff and volunteers advised of protocol</li> </ul>	Event Organiser	Rare	Minor	Low

CITY OF ORANGE TRAFFIC COMMITTEE

15 MARCH 2024

Attachment 5 Risk Register

Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Security								
Loss of property resulting in damage to reputation, legal implications or financial implications	Rare	Minor	Low	<ul style="list-style-type: none"><li>- Establish secure area for valuable equipment including wheels in spares vehicles</li><li>- Appoint site manager for start and finish areas and feed stations</li><li>- Receipt ticket provided for spare wheels (used to reclaim wheels)</li><li>- Note made of riders receiving spare wheels during race</li><li>- Security and/or Police on site</li></ul>	Event Organiser	Rare	Minor	Low
Inadequate crowd management leading to disruption of event or injury	Rare	Minor	Low	<ul style="list-style-type: none"><li>- Develop crowd management plan in consultation with security contractor and Police</li><li>- Security to monitor the crowd behaviour and secure areas</li><li>- Barrier fencing erected in crowded areas e.g. start and finish areas</li><li>- Event warning signs displayed on public thoroughfare at entry to site</li><li>- Pre-event communication to public on site conditions of entry e.g. no BYO alcohol</li></ul>	Event Organiser	Rare	Minor	Low
Financial								
Budget blow out damaging to reputation and resulting in need to downscale event	Possible	Moderate	Medium	<ul style="list-style-type: none"><li>- Regular budget review at planning meetings</li><li>- Agreed budget established in advance</li><li>- Contingency confirmed in budget</li><li>- Confirmed costing's in writing</li></ul>	Event Organiser	Unlikely	Moderate	Medium
Sponsor fails to meet sponsor obligations resulting in damage to reputation and financial impact	Unlikely	Moderate	Medium	<ul style="list-style-type: none"><li>- Develop sponsor agreement letter signed by both parties</li><li>- Maintain regular contact with sponsors in planning stages</li></ul>	Event Organiser	Rare	Moderate	Low

CITY OF ORANGE TRAFFIC COMMITTEE

15 MARCH 2024

Attachment 5 Risk Register

Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Event Organiser fails to meet obligations for sponsors resulting in damage to reputation, legal and financial impact	Unlikely	Moderate	Medium	<ul style="list-style-type: none"> <li>- Develop sponsor agreement letter signed by both parties</li> <li>- Maintain regular contact with sponsors in planning stages</li> <li>- Contractual obligation reflected in site plans and run sheets</li> <li>- Ensure all event personnel and volunteers are briefed on sponsor rights at the event</li> </ul>	Event Organiser	Rare	Moderate	Low
Riders using performance enhancing drugs damage the reputation of the event	Rare	Moderate	Low	<ul style="list-style-type: none"> <li>- Event conducted under the auspices of AusCycling</li> <li>- AusCycling promotes a 'zero tolerance' to doping</li> <li>- AusCycling has its own anti-doping policy consistent with the World Anti-Doping Agency (WADA)</li> <li>- Asthma and therapeutic use exemption policies in place</li> <li>- Riders responsible for their own fluid and nutrition</li> <li>- All riders can be subject to testing</li> </ul>	AusCycling	Rare	Moderate	Low
Event does not have appropriate insurance cover in case of accident/incident leading to legal/financial implications and damage to reputation	Possible	Major	High	<ul style="list-style-type: none"> <li>- Event Approvals attained from relevant authorities e.g. police, local council, main roads department</li> <li>- Event sanctioned by AusCycling</li> <li>- Certificate of currency obtained from AusCycling</li> <li>- All competitors are AusCycling members</li> <li>- Officials, convoy drivers, and event organising committee are all current members of AusCycling</li> </ul>	Event Organiser	Rare	Minor	Low
Key stakeholders and contractors do not have appropriate insurance cover leading to legal/financial implications and damage to reputation	Possible	Major	High	<ul style="list-style-type: none"> <li>- All key stakeholders and contractors to have acceptable levels of effective public liability and Workcover insurance in place and on record</li> <li>- All contractors employing sub-contractors are responsible for ensuring that their sub-contractors have relevant insurance and OHS documentation in place</li> </ul>	Event Organiser	Rare	Minor	Low



## CITY OF ORANGE TRAFFIC COMMITTEE

15 MARCH 2024

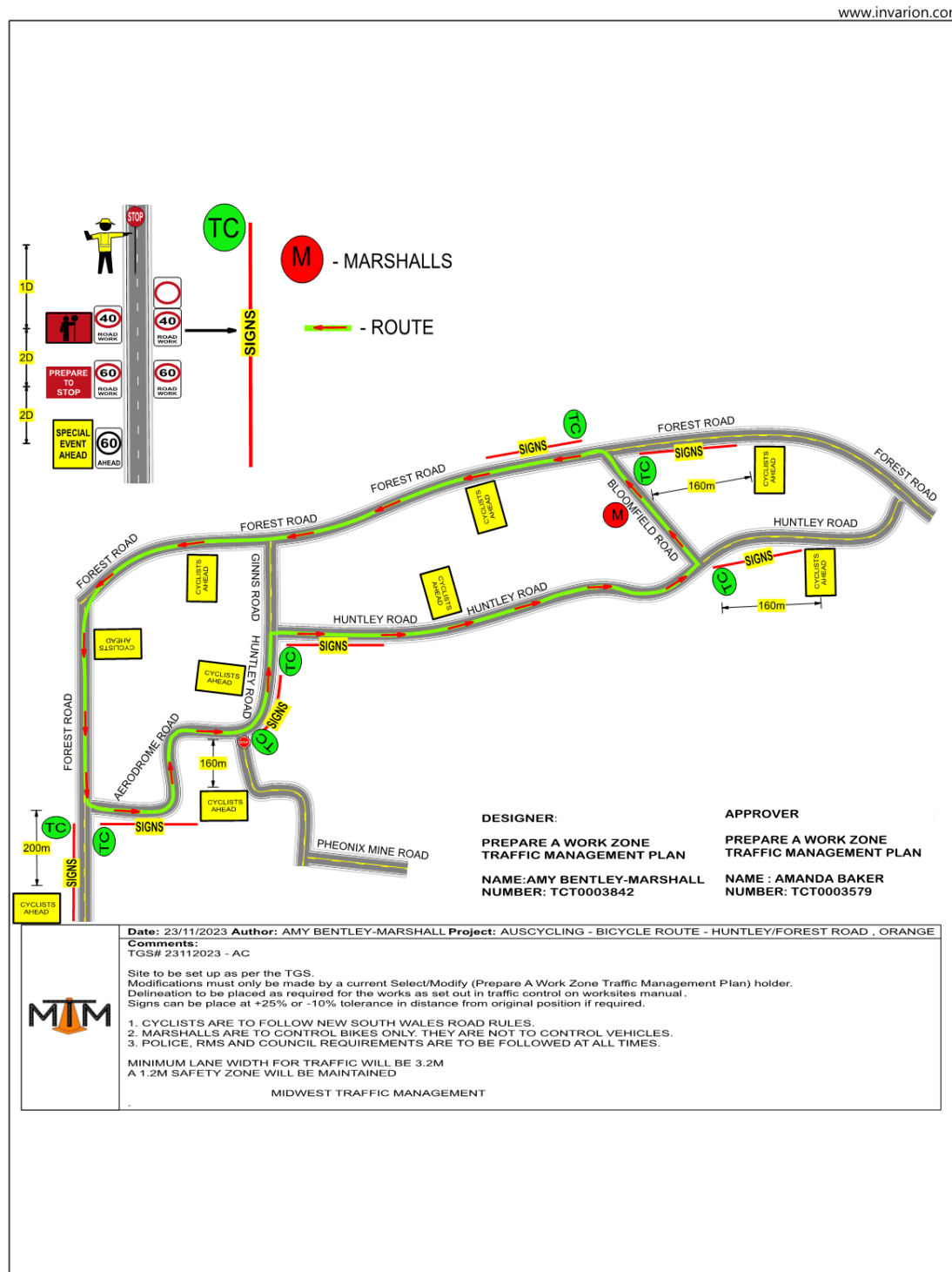
## Attachment 5 Risk Register

Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
Event coincides with another major cycling event or event of a similar nature affecting entry numbers	Unlikely	Minor	Low	<ul style="list-style-type: none"> <li>- Review event calendars on AusCycling website</li> <li>- Select date that does not conflict with major events</li> <li>- Confirm with local shire that date is free from other major events</li> </ul>	Event Organiser	Rare	Minor	Low
<b>Human Resources</b>								
Inadequate volunteers or event staff disrupts event resulting in legal impact, financial impact or injury	Possible	Moderate	Low	<ul style="list-style-type: none"> <li>- Establish roles and responsibilities for event staff and volunteer positions</li> <li>- Source and seek commitment from volunteers well in advance of the event</li> <li>- Assign personnel to each position</li> <li>- Distribute event documentation (e.g. event management plan, run sheets, site maps etc.) to relevant staff</li> </ul>	Event Organiser	Rare	Moderate	Low
Volunteers and staff unaware of event responsibilities or do not have sufficient training or experience	Possible	Minor	Low	<ul style="list-style-type: none"> <li>- Volunteers and event staff assigned to positions on the basis of skill and experience</li> <li>- Volunteers and event staff supervised by Event Manager</li> <li>- Briefing and instruction provided on roles and responsibilities</li> <li>- Volunteers not to be engaged in high risk work</li> <li>- Volunteers not to be rostered for excessive hours</li> </ul>	Event Organiser	Rare	Minor	Low
Volunteers fail to attend the event	Possible	Minor	Low	<ul style="list-style-type: none"> <li>- Volunteers engaged throughout event planning process</li> <li>- Contingency Plan in place</li> </ul>	Event Organiser	Rare	Minor	Low
<b>Traffic and Transport</b>								
Traffic impacting on event causing disruption or cancellation of event, legal impact, financial impact or injury	Possible	Moderate	Medium	<ul style="list-style-type: none"> <li>- Local residents/businesses notified of road closures well in advance of event</li> <li>- Implement reduced speed limits, not road closures as per the TMP</li> <li>- Traffic Management Plan developed by accredited traffic management company in liaison with stakeholders</li> <li>- Traffic controllers provided at critical points and times</li> </ul>	Event Organiser and Traffic controllers	Rare	Moderate	Low

Risks	Pre-Treatment Risk Rating			Risk Response	Action By	Residual Risk Rating		
9.45 am departure of Qantas flight QF2010 to Sydney. 26 seat plane.	Almost Certain	Minor	Low	- Ensure riders and commissaires are aware of possible increased vehicles between 8.30 and 9.30 am. - Advise airport and Qantas of cyclists on the road during the morning of the event. - Signage of cyclists on the road in the airport road areas, Huntley and Forest Roads. - Advise Traffic controllers of the flight schedule and possible increased traffic on airport routes.	Event Organiser	Likely	Minor	Low

CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 6 Traffic Control Plan (TCP)

15 MARCH 2024



**ORANGE CITY COUNCIL**

MINUTES OF THE

**EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE**

HELD ELECTRONICALLY

ON 21 FEBRUARY 2024

---

**1 INTRODUCTION****ATTENDANCE**

---

Cr Tony Mileto (Chairperson), Mr Richard Drooger, Snr Sgt Peter Foran, Chief Inspector David Harvey, Mr Kel Gardiner

***\*\* This meeting was held out of session with all Committee members being circulated a copy of the agenda. Feedback and voting was provided out of session via email for this meeting.\*\****

**1.1 Apologies and Leave of Absence**

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Nil

**1.2 Acknowledgement of Country**

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**1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests**

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Nil

**2 GENERAL REPORTS****2.1 EVENT - GOODNESS GRAVEL - 125KM LOOP - 16 MARCH 2024**

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TRIM REFERENCE: 2024/211

**RECOMMENDATION**

That Council approve the use of Wrights Lane, Mt Pleasant Lane, Canobolas, Pinnacle, Lysterfield, Shiralee Roads, Ballykeane Lane, Cadia and Berrilee Roads for the Goodness Gravel event to be held on 16 March 2024 subject to the attached Conditions of Consent.

***\*\* Endorsement of this recommendation was received from Cr T Mileto, Mr R Drooger, Snr Sgt P Foran, Mr K Gardiner. \*\****



## **EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE**

# **AGENDA**

## **ELECTRONIC MEETING**

### **(21 FEBRUARY 2024)**

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that an **EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE MEETING of ORANGE CITY COUNCIL** will be held as an **ELECTRONIC meeting**.

David Waddell  
**CHIEF EXECUTIVE OFFICER**

AGENDA

1	INTRODUCTION.....	3
1.1	Apologies and Leave of Absence .....	3
1.2	Acknowledgement of Country.....	3
1.3	Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests.....	3
2	GENERAL REPORTS .....	5
2.1	Event - Goodness Gravel - 125km loop - 16 March 2024.....	5

**EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE****21 FEBRUARY 2024**

---

**1 INTRODUCTION****MEMBERS**

Cr Tony Mileto (Chairperson), Mr Richard Drooger, Sgt Adam Cornish, Sgt Peter Foran, Chief Inspector David Harvey, Mr Kel Gardiner, Chief Executive Officer, Director Technical Services, Manager Development Assessments, Road Safety Officer, Works Manager, Manager Engineering Services, Communications Officer, Parking Officer, Divisional Administration Officer

**1.1 APOLOGIES AND LEAVE OF ABSENCE****1.2 ACKNOWLEDGEMENT OF COUNTRY**

I would like to acknowledge the Traditional Custodians of the land on which we meet today, the people of the Wiradjuri Nation. I pay my respects to Elders past and present, and extend those respects to Aboriginal Peoples of Orange and surrounds, and Aboriginal people here with us today.

**1.3 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS**

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

**RECOMMENDATION**

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the City of Orange Traffic Committee at this meeting.





## EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE

21 FEBRUARY 2024

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**2 GENERAL REPORTS****2.1 EVENT - GOODNESS GRAVEL - 125KM LOOP - 16 MARCH 2024**

---

RECORD NUMBER: 2024/211

AUTHOR: Jason Theakstone, Manager Engineering Services

**EXECUTIVE SUMMARY**

Twowheeltours wish to hold 3 cycling events on 16 March 2024 named Goodness Gravel. Most of the proposed routes are within Cabonne Council however, the 125km loop route traverses Canobolas and Pinnacle Roads.

This report was withdrawn from the Traffic Committee meeting of 13 February 2024 until receipt of a traffic guide scheme. Further information has now been provided and is attached.

**LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy “10.1. Construct and maintain a road network that meets the community’s transport and infrastructure needs”.

**FINANCIAL IMPLICATIONS**

Nil

**POLICY AND GOVERNANCE IMPLICATIONS**

Nil

**RECOMMENDATION**

**That Council approve the use of Wrights Lane, Mt Pleasant Lane, Canobolas, Pinnacle, Lysterfield, Shiralee Roads, Ballykeane Lane, Cadia and Berrilee Roads for the Goodness Gravel event to be held on 16 March 2024 subject to the attached Conditions of Consent.**

**FURTHER CONSIDERATIONS**

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

**SUPPORTING INFORMATION**

Twowheeltours wish to hold 3 cycling events on 16 March 2024. Most of the proposed routes are within Cabonne Council however, the 125km loop route traverses Wrights Lane, Mt Pleasant Lane, Canobolas, Pinnacle, Lysterfield, Shiralee Roads, Ballykeane Lane, Cadia and Berrilee Roads as shown in Figure A below.

## EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE

21 FEBRUARY 2024

## 2.1 Event - Goodness Gravel - 125km loop - 16 March 2024

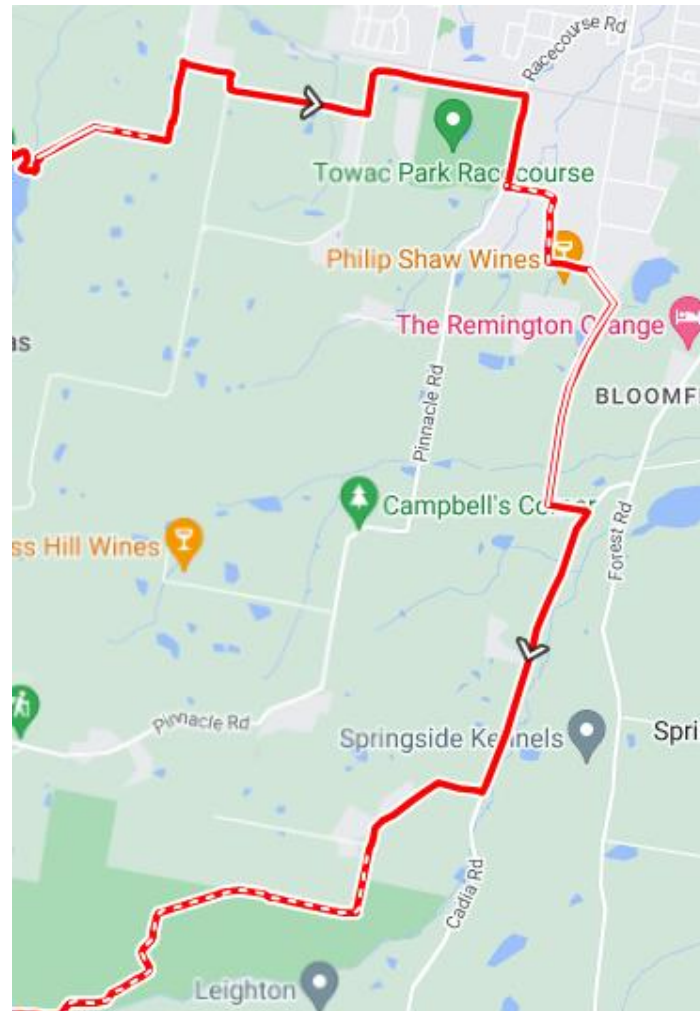


Figure A

## ATTACHMENTS

- 1 Conditional Approval, D24/12515
- 2 Event Application, D24/12501
- 3 Risk Assessment, D24/12473
- 4 Certificate of Insurance, D24/12503
- 5 Signs, D24/16382
- 6 Sign Placement, D24/16384

EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 1 Conditional Approval

21 FEBRUARY 2024

D24/11549

CONDITIONAL APPROVAL FOR EVENT

Goodness Gravel

Twowheeltours

Streets to be used:

**Date:** Saturday 16 March 2024  
**Time:** 6.30am – 3.00pm  
**Type of closure:** No closure  
**File:** F2901-6  
**Class:** 2

CONDITIONS OF APPROVAL

1. A 'Form 1 - Notice of Intent to Hold a Public Assembly' must be submitted to the police. Police approvals for the event must be obtained and provided to Council. You must comply with any additional conditions so imposed.
2. Approval will be obtained from the Traffic Branch of the Orange Police. Council will inform Orange Police of the events and you must comply with any additional conditions so imposed.
3. A s144 order must be granted by Transport for NSW (TfNSW) (Parkes) and the event must not proceed without this order and any conditions so imposed are to be complied with. A copy of the order is to be submitted to Council.
4. The applicant must obtain a Road Occupancy Licence from Transport for NSW (TfNSW) (for the installation of signs on state roads) and evidence of the Road Occupancy Licence must be provided to Council.
5. Prior to the event, Council must be provided with a copy of public liability insurance documentation relating to the event, evidencing a minimum cover of \$20 million with Council and NSW Police interests duly noted.
6. The Traffic Control Plans (TCP) provided in the event application (v2 - 11 July 2023) must be implemented by appropriately qualified persons. Arrangements and marshalling points are to be in terms of the plan submitted.
7. All personnel carrying out traffic control duties must hold a Transport for NSW (TfNSW) authorised traffic controller's ticket.
8. All participants must be briefed prior to the event about the need to comply with the Road Transport Act 2013 and Road Rules 2014.
9. A risk assessment must be completed and Risk Management Plan submitted to Council prior to the event.
10. The event organisers are to conduct a letter drop to all affected residents and businesses advising of the event a minimum of seven (7) days prior to the event.

EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 1 Conditional Approval

---

21 FEBRUARY 2024

11. The applicant will advertise the event and road closure in a local paper at least seven (7) days prior to the event, with this advertisement to include the type of event, route, closures and date and times. The advertisement is to be a minimum of ¼ page in size and to include contact phone numbers.
12. The event organisers shall inform the following organisations of the event at least seven (7) days prior to the event with copies being forwarded to Council:- Fire and Rescue NSW, NSW Rural Fire Service, Ambulance Service NSW, Orange Health Service, Orange Local State Emergency Service.
13. Event Marshals, Traffic Controllers and participants must be consulted and advised of the risk management and contingency arrangements in case of an emergency.
14. The event organisers are to maintain appropriate and adequate traffic measures for the safe movements of all road users and participants on all roads impacted by the event or management of the event.
15. The applicant is to erect Variable Message Signs (VMS) as per Transport for NSW requirements.
16. Workers compensation for paid staff, personal accident for volunteers and insurance for theft, breakages will be the responsibility of the user.
17. In the event of non-compliance to these conditions Council automatically withdraws its approval of the event.
18. All documents requested must be submitted to Council by **Friday 1 March 2024** and marked to the attention of Jason Theakstone in the Technical Services Division.

I hereby declare that I have read and understand the conditions for Goodness Gravel.

**Signed for and on behalf of Goodness Gravel -**

**Name (Print):** -----

**Signature:** -----

**Position:** -----



Orange City Council is committed to working with organisations and community groups to deliver safe and enjoyable events. Below is some information to assist in the application process.

EVENT APPLICATION TIMEFRAMES

Please submit this event application, along with all other required documentation to Orange City Council at least 21 days prior to your event.  
If your event is to involve any of the following aspects, please adhere to the associated timeframes:

Application/approval type	Minimum timeframe before event
Approval to Install and Operate Amusement Device (ie: Section 68 approval)	5 working days
Temporary Food Permit	5 working days
Filming Proposal	5 working days
Donations and Grants Application	Quarterly throughout the year
Alcohol Licence	30 working days
Development Application	6 weeks
Temporary Suspension of an Existing Alcohol Free Zone	12 weeks
Road Closure/Traffic Management Plan	16 weeks

USEFUL CONTACTS

Organisation	Phone number
Orange City Council	(02) 6393 8000
Orange City Council - Development Services	(02) 6393 8530
Orange Police	(02) 6363 6399
NSW Ambulance	(02) 6841 2670
Roads and Maritime Services	132 213
NSW Food Authority	1300 552 406
Department of Justice - Liquor and Gaming NSW	(02) 9995 0300
Midwest Traffic Management	(02) 6362 8049
Dubbo Traffic Control	(02) 6882 5643

EVENT APPLICATION FORM

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EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 2 Event Application

21 FEBRUARY 2024

## APPLICANT DETAILS

Name:	Will Levy		
Organisation:	goodnessgravel - A division of twowheeltours		
Address:	PO Box 696		
Suburb:	North Sydney	Postcode:	2059
Phone:		Mobile:	
Email:	info@goodnessgravel.com		
Website:	goodnessgravel.com		
Facebook:	goodnessgravel		
Instagram:	goodnessgravel		
Twitter:	goodnessgravel		

## EVENT DETAILS

Event Name:	goodnessgravel Orange		
Location/Venue *subject to availability:	Lake Canobolas		
<b>Please note that all venues are subject to usage fees as stated in Orange City Council's Fees and Charges.</b>			
Event Date/s:	16 March 2024	Event Time/s:	6.30am to 3.00pm
Bump in date and time:	16 March - 5.30am	Bump out date and time:	16 March - 3.30pm
Describe the main purpose of your event:			
This will be a gravel event with ~120km, ~75km and ~35km courses. Starting and finishing at Lake Canobolas. The Orange Council have approved this event and are a financial sponsor.			
Is the event likely to be an ongoing event?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
Will your event be open to the public?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
Expected event attendance. Participants:	200	Spectators:	50
Will your event be attended by children or young people under 18 years of age?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
Will you charge an entry fee for this event?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	

**Any event held on Council land or premises must be conducted in accordance with Section 68 of the Local Government Act 1993**

**PLEASE NOTE:**

 = Questions marked with this symbol may require additional Council permits under the Local Government Act or other relevant legislation


## EVENT APPLICATION FORM

V6 | updated August 2020

page 3 of 7




EVENT SERVICES



Will there be food and/or drinks sold or supplied at your event?


☒ YES☐ NO

*If yes, you must ensure all Food Vendors have approval from Orange City Council. All Food Vendors must be issued with a Temporary Food Permit and comply with all relevant food and health regulations.*



Will you be operating a BBQ/s at your event?

☒ YES☐ NO



Will alcohol be served and/or for sale?

☐ YES☒ NO

Is your event to be held in a designated Alcohol Free Zone?

☐ YES☒ NO

*If yes, you are required to provide the appropriate Liquor Licence to Council and ensure those serving alcohol have current RSA accreditation. You must ensure there is free drinking water available. You must also make an application to Council at least 3 months prior to your event if your event is to be held within an existing Alcohol Free Zone. You will be required to pay the advertising fees associated with the publication of the suspension of the Alcohol Free Zone via the local newspaper.*

Will your event require security personnel?

☐ YES☐ NO

Will your event require waste management?

☒ YES☐ NO

*Council's existing public placed litter bins are not to be used for waste generated from the event without Council approval to do so.*

Will you need to organise the use of the venue's public toilets at your event?

☒ YES☐ NO

Will you require additional toilets and amenities, including accessible (disabled) facilities?

☐ YES☒ NO

Guidelines for the number of toilets required are listed below:

	No alcohol		Alcohol	
People	Male	Female	Male	Female
<500	3	6	11	13
<1000	6	9	15	16

Will your event require access to a power supply?  
(If yes, please provide requirements)

☒ YES☐ NO

☒ 10 amp | Qty: 2☐ 15 amp | Qty: ☐ 20 amp | Qty: ☐ 32 amp | Qty:

Will you need to organise the collection of keys?


☒ YES☐ NO

Will your event require the use of existing Council lighting?

☐ YES☒ NO

Will you need to organise additional lighting?

☐ YES☒ NO



Will you be installing or erecting a structure?  
(e.g. stage, marquee, tent, caravan etc.)

☒ YES☐ NO

Type of structure, quantity and dimensions in m²:

3x3 temporary tents x 3 or 4

*The use of any portable structure may require a Development Application if it does not constitute exempt development or have a previous approval. If approval is required, this may take approximately 28 days.*



EVENT SERVICES - continued

Will you require the entry of vehicles on to Council property?

☐ YES☒ NO

 Will your event impact vehicular/pedestrian traffic?


☒ YES☐ NO

 Are you requesting any road/footpath closures or road/footpath occupation?

☐ YES☒ NO

*If yes, you will be required to obtain approval from Council, Police and in some cases the Roads and Maritime Services (RMS). An application should be submitted to the City of Orange Traffic Committee at least 16 weeks prior to your event which must include:*

- *Traffic Management Plan (TMP) and Traffic Control Plan (TCP) compiled by an appropriately qualified person*
- *Proof of public liability insurance to the value of \$20 million with Orange City Council noted as an interested party*
- *Detailed risk assessment*

 Will your event involve large crowds, the use of PA system/s, or amplified music?

☒ YES☐ NO

*Noise levels must not exceed 5 decibels above background noise when measured at the nearest affected residence.*

Will there be signage erected promoting your event at the venue?

☒ YES☐ NO

 Will there be signage erected promoting your event at other locations in the Orange region?

☐ YES☒ NO

Details:

 Will your event involve the distribution of pamphlets and/or other marketing/promotional material?

☐ YES☒ NO

Will your event require additional First Aid or Emergency personnel?

☐ YES☒ NO

**Guidelines for the number of First Aid personnel required is listed to the right. Each event must be attended by at least one suitably qualified First Aid Officer. The Ambulance Service of NSW should be advised of major events.**

**For water based events at Lake Canobolas or Gosling Creek at least one representative is required to have a First Aid Certificate and RLSSA Bronze Medallion qualification**

Patrons	First Aiders	First Aid Posts
500	2	1
1000	4	1
2000	6	1
5000	8	2
10000	12	2

Who is the person nominated to engage emergency services or authorise an evacuation?

Name: Will LevyContact phone number:

What is your Emergency Evacuation Plan?

This event starts at Lake Canobolas and then the riders ride either ~120km, ~75km or ~35km returning to the start. In the event that at the start/finish there is an issue requiring evacuation, participants will be directed to another safe part of the park, as mentioned on the site plan.

**For any event, your strategies for emergency/risk management must comply with Australian Standards AS/ NZS ISO 3100/2009. The location of the Emergency Muster Point and details of the nominated person who can authorise an evacuation must be communicated to all those involved with the event.**

EVENT APPLICATION FORM

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EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 2 Event Application

21 FEBRUARY 2024

## EVENT SERVICES - continued

What is your contingency plan for bad weather?

The event will go ahead unless in the 4 days prior there is or is forecasted to be severe weather, as defined by the Dept of Meteorology

 Will amusement devices (e.g. jumping castle/s, mechanical ride/s) or other entertainment (performers or attractions) be in operation at your event? ☐ YES ☒ NO

Type and number of devices:

***Apart from a 'small' jumping castle (i.e. highest platform is less than 9m high), all amusement device owners must hold a Section 68 Approval issued by Orange City Council. Applications must be received at least five working days before the event.***

Will there be animal involvement at your event? ☐ YES ☒ NO

**If yes, you must comply with all provisions of the Exhibited Animals Protection Act, 1986.**

Will your event involve the movement of any aircraft? ☐ YES ☒ NO

Will there be goods (other than food) for sale at your event? ☐ YES ☒ NO

 Will there be fireworks at your event? ☐ YES ☒ NO

Will you be fundraising as part of your event? ☒ YES ☐ NO

Will the event involve any professional filming, drone operation or photography? ☒ YES ☐ NO

Will the event involve any camping? ☐ YES ☒ NO

Will your organisation require information on Council's Donations, Grants and Sponsorship program? ☐ YES ☒ NO

### Responsibility to Protect Crowded Places

You are required to address your responsibilities in relation to the protection of crowded places from a range of foreseeable threats, including terror attacks, and should consider anti-terror measures in planning your event. Under the Summary Offences Act 1988, you are required to complete a 'Notice of Intention to Hold a Public Assembly' (available via [www.police.nsw.gov.au](http://www.police.nsw.gov.au)) and submit to the Police at least 90 days prior to your event.

## NOTES

### EVENT APPLICATION FORM

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## REQUIRED DOCUMENTATION

In order for your request to be processed, please ensure you also provide the following documentation:

- **Site Plan** depicting everything you plan to bring or utilise at the venue, such as: barricading/fencing, stalls and marquees, stages, toilets, rubbish/recycling bins, signs/banners, lights/lighting towers, PA/speakers, entry and exit points, parking, power, first aid and emergency muster points.
- **Certificate of Currency of Public Liability Insurance** to a minimum of \$20 million and noting Orange City Council as an interested party.
- **Risk Assessment** outlining all applicable risks and control measures.

## INDEMNITY & DECLARATION

I, Will Levy hold Orange City Council harmless and releases and indemnifies, and keeps released and indemnified, from and against all action, suits, claims, demands, costs, charges and expenses for which Council, its servants, agents or employees may be held liable in respect of any damage, accident or injury of whatsoever nature or kind and however sustained or occasioned and whether to property or persons in connection with the use of this public area and any work connected therewith pursuant to this permit but excluding such liability arising from any negligent act, default or omission, on the part of council, its servants, agents or employees either solely or in contribution thereto.

I am authorised by the nominated organisation/club/school/association to make this application. I understand that a safety inspection and audit of the Council property is required along with completing a risk assessment prior to each use. I understand that I must only use the Council property if it is safe to do so and must leave the council property in a clean and tidy condition, including all associated facilities. I understand that if Council is required to clean or conduct any repairs due to damage or neglect caused by the applicant, the applicant will be invoiced. I agree to ensure that if the Council property is used at night, the level of lighting is appropriate for the intended purpose and agree to turn off all lighting immediately after the event or use of Council property has ceased.

I understand that only approved line marking agents can be used on Council property and I must obtain Council approval for any signage erected. I agree not to sub-let any Council property or facility. I agree to ensure children using Council property are supervised by an adult and agree not to permit any animals (with the exception of guide/hearing dogs), glass and vehicles on Council property unless prior approval is obtained.

I agree to comply with any requirement set by Council as part of the Conditions of Approval for the event and will comply with any direction of Council in relation to the Council property (e.g. closures due to wet weather and maintenance).

I am authorised to provide this release to Council on behalf of the nominated organisation/club/school/association from all claims made against Council by any person resulting from activities held on Council property.

Signature

WILL LEVY

Name (BLOCK LETTERS)

16 Sept 2023

Date

## EVENT APPLICATION FORM

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EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 3 Risk Assessment

21 FEBRUARY 2024

## Risk Assessment Hazard Checklist

Club/Society/Project Name	MTB, road and gravel riding	1st Assessment Date	May 2009
Assessed By	Will Levy		Reviewed February 2023

Locations	Worldwide including Australia, NZ and Europe	Activities	MTB, road and gravel riding
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<b>1 INDOOR HAZARDS</b>		<b>5 HAZARDS ON HILLS AND MOUNTAINS</b>	
1.1 Inappropriate lighting		5.1 Slips & trips on grass, mud, rock	Y
1.2 Temperature		5.2 River crossings	Y
1.3 Insufficient or unsuitable space		5.3 Remote locations	Y
1.4 Untidiness – causing trip / fire hazard		5.4 Difficult communication – weather / distance	Y
1.5 Stairs – dark / steep / no handrail		5.5 Falling debris	Y
Lack of fire escapes / extinguishers / procedures		5.6 Extra work imposed by terrain type / angle	
1.7 Slip / trip / fall hazards		5.7 Lack of shelter	
1.8 Inadequate ventilation		5.8 Separation of group members	Y
1.9 Inhalation of dust		5.9 Getting lost	Y
1.10 Poor surfaces for activities – slips / trips / impact		5.10 Falls from height	
1.11 Electrical hazards		5.11 Extremes of weather	Y

<b>2 SPORTING ACTIVITY HAZARDS</b>		<b>6 PEOPLE &amp; ORGANISATIONAL HAZARDS</b>	
2.1 Uneven surface	Y	6.1 Lack of information, training or instruction	Y
2.2 Surface too hard or soft	Y	6.2 Poor activity planning or preparation	Y
2.3 Hard or sharp objects	Y	6.3 Poor activity delivery or organisation	Y
2.4 Sliding on Astroturf or tarmac	Y	6.4 Ignorance of rules and / or procedures	Y
2.5 Collisions / Conflict with surrounding objects or people	Y	6.5 Unsafe behaviour or attitude	Y
2.6 Impact from sports equipment	Y	6.6 Lack of appropriate first aid equipment and experience	Y
2.7 Contact sport injury	Y	6.7 Medical conditions of participants	Y
2.8 Personal injury – fracture / sprains / cuts	Y	6.8 Poor safety control from group leaders	Y
		6.9 Poor safety awareness from participants	Y

<b>3 HAZARDS ON COASTS &amp; COASTAL WATERS</b>		6.11 Lack of cooperation within group	Y
3.1 Falls from cliffs, piers, sea walls		6.12 Differing skill levels within group	Y
3.2 Struck by falling objects from cliff		6.13 Low level of physical fitness / strength	Y
3.3 Slips & falls on slopes / loose surfaces		6.14 Aggression between participants	
3.4 Quick sand & mud		6.15 Aggression from crowd / public	Y
3.5 Access problems due to steep angle of beach slope		6.16 Contact between participants increasing risk	Y
3.6 Collisions between water users			
3.7 Swept away by wave surges		<b>7 EQUIPMENT AND OTHER HAZARDS</b>	
3.8 Being washed against rocks / piers		7.1 Cash handling	
3.9 Low water temperatures		7.2 Transport to and from your activity	Y
3.10 Communication problems from waves / swell / distance		7.3 Food poisoning	Y
3.11 Struck by objects in water		7.4 Hazardous substances	
3.12 Stranded by tides		7.5 Equipment with moving / hot parts	Y
3.13 Swept away by currents		7.6 Heavy equipment	Y
3.14 Rip tides		7.7 Electrical hazards from equipment	
3.15 Longshore drift		7.8 Noise from equipment	
3.16 Conflicts between beach users		7.9 Risk of trapping body / clothing in equipment	Y
		7.10 Inadequate environment for equipment operation	
		7.11 Inadequate protective equipment	Y
		7.12 Equipment in unsuitable condition	Y

<b>4 HAZARDS ON STILL / MOVING WATER</b>		<b>8 OTHER HAZARDS SPECIFIC TO YOUR ACTIVITY</b>	
4.1 Getting swept away from equipment or people		8.1 Bike maintenance	Y
4.2 Collision with rocks in and to sides of rivers		8.2 Weather – heat and cold	Y
4.3 Striking / trapping by submerged obstacles	Y	8.3 Parking facilities	Y
4.4 Being dragged down by undertow	Y	8.4 Riding at night and dawn	Y
4.5 Restricted or impossible access to / from water	Y	8.5 Alcohol	Y
4.6 Access problems – rescue / getting kit into water		8.6 Bike theft	Y
4.7 Falls from drops in level at weirs / waterfalls		8.7 Emergency Access – Snake Bites	Y
4.8 Getting out of depth	Y	8.8 Under 18 riders	Y
4.9 Low water temperature		8.9 Crash with vehicle & crossing at lights	Y
4.10 Separation from other people		8.10 Event Protocol	Y
4.11 Slips / trips on steep banks or uneven surfaces	Y	8.11 COVID-19	Y
4.12 Difficult communications			
4.13 Remote locations	Y		

EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE

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Attachment 3 Risk Assessment

## Risk Assessment – Client Activities

Nature of Activity	MTB, road and gravel riding	Number of persons involved	~150
Assessed By	Will Levy	1st Assessment Date	May 2009
			Reviewed February 2023

Hazard Ref.	Potential Effect	Existing Controls in Place including Waiver to be signed by ALL Participants	Score Low/ Medium/ High Risk
2.1	Uneven surface	Uneven course could cause injury to rider and/or fall from bike. Surface too hard or soft leading to incident. Hard or soft objects on trail causing incident.	High
2.2	Surface too hard or soft	All mountain bike trails (MTB) and roads, including gravel, are designed to provide a challenge to riders and some areas may be of a difficult nature. Riders are to understand that MTB, road and gravel riding is a dangerous sport and there are uneven surfaces.	
2.3	Hard or sharp objects		
2.4	Sliding on Astroturf or tarmac	Riders are to understand that riding on trails and roads (inc gravel) that there is a possibility of crashes and they are to ride within their limits.	High
2.5	Collisions / Conflict with surrounding objects or people	Riders are to understand that trails and roads (inc gravel) are used by other riders, pedestrians and vehicles, they are to be cautious with all obstacles close to trails, roads and watch out for other riders, pedestrians and vehicles at all times.	
2.6	Impact from sports equipment	Riders hitting other riders, riders are to ride within their own abilities and give each other space. First Aid kit in support vehicles. A mobile phone will be carried by all participants with all riders have Will Levy's number (or event number) in case of emergency. All riders are also to be made aware that '000 / 111 / 911 / 113' - depending on which country - must be used in extreme accident situations.	Medium
2.7	Contact sport injury	Safe distances between riders, pedestrians and vehicles at all times. Road riders who are riding on group tours will be sent a clip to watch on 'how to ride in a group'.	Medium
2.8	Personal Injury	Riders are to check their own gear and come to events and on trips with a recently serviced bike, which is mentioned on the required paperwork. In case of fall causing injury First Aid is to be administered and if necessary an Ambulance is to be called.	Medium
4.3	Striking / trapping by submerged obstacles	Check local weather sites such as BOM in Australia on flooding advice and warnings. If there are any warnings then any river crossings will be cancelled and the route will be altered.	Medium
4.4	Being dragged down by undertow		
4.5	Restricted or impossible access to / from water		
4.8	Getting out of depth		
4.11	Slips / trips on steep banks or uneven surfaces	Water Crossings which are longer than 25m will be signposted to warn riders and urged to take caution.	Medium
4.13	Remote locations	During events, where water crossings are done, have an event marshal at any crossings which are longer than 50m in length.	Medium
5.1	Slips & trips on grass, mud, rock	All MTB trails and roads (inc gravel) are designed to provide a challenge to riders and some areas/roads may be of a difficult nature. Riders are to understand that MTB, road and gravel riding are dangerous sports and there are uneven surfaces.	Medium
5.4	Difficult communication - weather/distance	All riders are to ride with mobile phones. Use caution if hazardous weather and cancelled/alters if severe weather warnings are issued by local weather sites such as BOM in Australia.	
5.3	Remote Locations	First Aid kit in support vehicles. A mobile phone will be carried by all participants with all riders have Will Levy's number (or event number) in case of emergency. All riders are also to be made aware that '000 / 111 / 911 / 113' - depending on which country - must be used in extreme accident situations.	

## EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE

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## Attachment 3 Risk Assessment

5.2	River crossings	Check local weather sites such as BOM in Australia on flooding advice and warnings. If there are any warnings then any river crossings will be cancelled and the route will be altered.	Low
5.5	Falling debris	Trails and many roads (inc gravel) are set within parks, forest areas and in mountain regions where rock debris may come onto the track or road. Riders are to understand that riding is a dangerous sport and there are uneven surfaces and risks involved.	Low
5.8	Separation of Group	Riders are recommended to go with 'buddies'. A mobile phone will be carried by all participants with all riders have Will Levy's number (or event number) in case of emergency.	Low
5.9	Members and Getting lost	Will Levy and other guides (event staff) will have all the riders numbers stored on their phones  Riders during events will be required to 'check/sign in' and 'check/sign out' when they leave and depart so that a record can be kept of riders on course.  Also during events, there will be a sweep car behind the last rider(s) to clear the course and provide assistance as required.	
5.11	Extremes of weather	Check local weather sites such as BOM / RFS in Australia on flooding, fire and extreme weather advice and warnings.  Check webpages such as 'Fire Danger Ratings and Total Fire Bans' and BOM for flooding, high wind, fire, heat &/or cold are forecast then the event/ride will be canceled or altered.	High
6.1	Lack of information/training	Each rider is to complete our e-waiver which states the risks associated with riding / activity	Low
6.2	Poor activity planning or preparation	The ride organiser has past experience in requirements of trails and group organisation.	Low
6.3	Poor activity delivery or organisation	Riders will be given GPX files or a map (many times an e-map) before departure.	
6.4	Ignorance of rules and / or procedures	Riders riding in a dangerous manner against the guidance of the guides and trail recommendations could lead to injury.  Riders are to told of the dangers of riding and told to ride within their capabilities.	Low
6.5	Aggressive and dangerous riding could lead to injury	Riders are to told of the dangers of riding and told to ride within their capabilities.	Low
6.6	Lack of appropriate first aid equipment and experience	Failure to provide adequate first aid assistance could lead to worsening of injury/condition.  First Aid kit in support vehicles. '000 / 111 / 911 / 113' - depending on which country - to be called in the case of serious injury.	Low
6.7	Medical conditions of participants	Certain conditions could be exacerbated by activity and may prevent person from participating.  Riders should be aware of their limitations. It is the rider's responsibility to inform Will Levy and the event organisers of any pre-existing condition likely to affect the rider during the tour &/or event.  All medical, physical and allergies are to be listed by the riders on the e-waiver.	Low
6.8	Risk of injury to riders	Riders are to told of the dangers of riding and told to ride within their capabilities.	Low
6.9	Risk of injury to the individual and people also participating	Helmets must be worn and be to approved Australian standards or standards associated to that particular country.	Low
6.11	Lack of cooperation within group leading to injury	Riders are to told of the dangers of riding and told to ride within their capabilities.	Low
6.12	Differing skill levels within group	People trying to do an activity above their personal skill/fitness/strength level could risk injury to themselves or others around them.	Low
6.13	Low level of physical fitness / strength	Riders are to told of the dangers of riding and told to ride within their capabilities. Riders should be of sufficient fitness level, and medical history, to participate on the designated rides. All riders are to complete the e-waiver. Riders are sent an itinerary which outlines the designated rides during the tour, session or event.	

## EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE

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6.15	Aggression from crowd / public	Noise complaints by a member of the public can be put in a complaint to Police and/or Council. No music / PA system to be used at the Event Centre before 7:00am and after 3:00pm.	
6.16	Possible risk of injury, collision of riders	Riders are to told of the dangers of riding and told to ride within their capabilities.	Low
7.2	Accidents occurring during transport	All participants will be covered under the rental agreement upon hiring the vehicle or on <i>twowheel</i> tours private vehicle insurance. Participants will be reminded that wearing seat belts is a requirement.	Low
7.3	Food Poisoning	Meals are prepared and served by restaurants, cafes or professional hospitality industries. Will Levy or the event will supply water, fruit and packaged goods such as gel/sport and muesli bars.	Low
7.5	Equipment with moving / hot parts	Injury due to trailer, moving parts, temperature of trailer, weight, all riders are to take care near the trailer especially near moving parts.	Low
7.6	Heavy equipment		
7.9	Risk of injury due to loose clothing	Riders to wear appropriate and proper fitting bike clothing for all rides.	Low
7.11	Insufficient Protective Equipment	Riders must wear Australian approved helmet or standards associated to that particular country and other cycling specific clothing. Riders are to be reminded to have sufficient water and apply sunscreen throughout the day.	Medium
7.12	Riders gear in unsuitable condition	Riders are to have the appropriate gear for riding, this should be to a high standard and all riders should bring enough gear for the entire tour.	Low
8.1	Bike maintenance leading to injury	Riders are to have their own bikes serviced and prepared for the intended trip. All riders will be reminded to check the safety of their bikes before the initial ride. If bikes are to be hired the risk lies with the rental party.	Low
8.2	Weather conditions affecting riders	Use caution if hazardous weather and cancel/alter if severe weather warnings are issued by local weather sites such as BOM in Australia. Riders are reminded to wear sun cream, bring appropriate clothing and drink fluids regularly.	High
8.3	Parking facilities	Riders are parking at their own risk before joining the tour, session or event. Parking must also be away from any Emergency Entry Point, these areas will be marked off to keep vehicle access accessible.	Low
8.4	Riding at night or dawn leading to injury	Riders are to have fully charged lights, both front and rear. Riders are to be warned that riding at night, or dawn, is more dangerous than riding during the day. During correspondence, riders are encouraged to bring rear flashing lights to road and gravel tours/events.	Medium
8.5	Alcohol induced injuries	Riders are not to ride drunk. If they do go out for drinks they are under their own control. Riders will not be allowed to ride if they appear to be intoxicated. Will Levy has the right to refuse anyone to ride on the tour, session or event.	Low
8.6	Riders bikes being stolen	Riders are responsible to locking up their own bikes. At all other times, riders are responsible to the security of their own bike.	Low
8.7	Emergency access due to injury including snake bite	Course design at most trails enables an access point from road entry points. First Aid is kept in the vehicle and all riders are to have mobile phones on them at all times in case of incident. Keeping clear all emergency vehicle access paths onto site(s) and ensuring that it stays clear of objects during the event.	Medium
8.8	Inexperienced riders under 18 years	Parent/Guardian sign-off waiver. All parties will also be spoken to in regards to experience and ability as a rider. Nobody under the age of 16 will be able to join the ride unless accompanied by an adult.	Low

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8.9	<p>Incident with vehicle on road or trail</p> <p>Traffic Lights</p>	<p>All riders are to abide by the stated area/country traffic rules. Vehicles do access trails on a rare occasion, riders are to be told of this risk in the waiver and be aware that this is a possibility and this is also a reason why riders are not to listen to music devices while riding.</p> <p>Major Road Intersections, during events, when riders are turning RIGHT, across traffic, will be signed posted and attended to as necessary.</p> <p>All riders are to abide by the stated area traffic rules and respect red lights. If crossing the road at a pedestrian crossing, such as with MTB School Groups, students will dismount the bike and walk them through the intersection.</p> <p>If there is not enough room on the islands smaller groups will be sent at different times. A guide will be at the front and also one at the rear to assist in such situations</p>	High
8.10	<p>Event Protocol :</p> <p>Sub Contractors</p>	<p>Contractor such as Food Providers / Mechanical Assistance / First Aid</p> <p>Hazard : Equipment, leads, items on ground or floor. Ground or floor is slippery. Slips, trips or falls by staff, volunteers or members of the public result in injury.</p> <p>Contractors are responsible for undertaking a facilities check prior to opening and removing / rectifying all possible hazards. Instruct all staff to remain alert to the problem throughout the event and remove/rectify the hazard. Instruct all staff to where appropriate, non-slip footwear.</p> <p>Engineer controls by marking edges and obstacles, applying treatments and providing adequate light.</p> <p>Isolate by cordoning off high risk areas.</p> <p>Administer this control by ensuring there are adequate qualified first aiders on site during the event.</p>	Medium
8.10	<p>Event Protocol :</p> <p>Parking</p>	<p>Event may have a minor impact on the adjoining public road and parking system</p> <p>Short delays in parking and traffic movement. Crashes or pedestrian injury.</p> <p>Parking Map and detailed information will be emailed to participants in the week before the event. This information is also to be submitted to any local Council Traffic Management Plan</p>	Low
8.10	<p>Event Protocol :</p> <p>Set Up &amp; Contractors</p>	<p>The loading and unloading of equipment by delivery vehicles will NOT occupy a footpath to unload equipment. If parking on the footpath, the result is that the public must walk onto the roadway, resulting in injury or death.</p> <p>During set up at Start Location and any Rest Stops, this will be completed by suppliers 1 hour prior to any Official Programming/Announcements.</p> <p>If any delivery vehicles are to drive on public areas, causing damage to the site or a collision with a person. They will be met on site by the supervisor and that they are to drive at walking pace with hazard lights on.</p> <p>Delivery schedule developed and communicated to contractors and also vehicle path designated with witches hats and signage.</p> <p>Damage to Council assets from the delivery of heavy equipment i.e generators, temporary toilets to turf or damaging trees or garden beds.</p> <p>A pre advice to the contractors that they will be met on site by the supervisor and to ensure that the contractor brings their own rubber matting, ply boards or terra track available to assist in the deposit of any heavy equipment.</p> <p>All contractors are to abide by the local Government Construction Regulations and work in accordance with Safe Working Method Statements or similar.</p>	Medium
8.10	<p>Event Protocol :</p> <p>Continued</p> <p>Set Up &amp; Contractors Using Generators for Electricity</p> <p>Gas Bottles</p>	<p>All contractors will be required to oversee and make sure the following when using <b>generators</b> :</p> <p>Power source is overloaded or unsafe leads or damaged leads, resulting in the power source failing. Electrocution to a contractor or member of the public</p> <p>Contractors have been pre advised that all leads and equipment must be tested and tagged. Also making sure that these areas are inaccessible to the public using equipment such as pedestrian barriers, hazard tape, bollards, para webbing and warning signage. Keep equipment locked.</p> <p>Gas bottle leak or explosion which can lead to injury to a contractor or a member of the public.</p> <p>All contractors are to abide by the local Government Code of Practice for the Safe Use of LP Gas at Public Events in NSW. Site inspection to ensure compliance.</p> <p>Staking into the grassed areas and damaging a water pipe, gas main or electrical conduit.</p>	High
8.10	<p>Event Protocol :</p> <p>Staking grassed areas</p>	<p>Injured contractor, electrocution of contractor &amp;/or damage to property</p> <p>Event organiser, <i>twowheeltours</i>, to arrange to have the underground services marked on the asset prior to bump in.</p>	Low



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8.10	Event Protocol : Bins and Litter	Bins overflowing. Litter on the ground Having a Waste Management Plan, monitor the bins and the cleaners during the event. Also instructing to the riders that this is a no littering event.	Low
8.10	Event Protocol : Public Toilets	Public and riders needing to queue and putting in complaints The event organisers will control by doing a pre event assessment and providing the appropriate number of temporary toilets. Implementing 1 toilet per 25 riders at the start / finish venue and 1 toilet per 30 riders at the Rest Stop.	Low
8.10	Event Protocol : Water	Riders becoming dehydrated Due to COVID - riders are to bring their own bottles which will be transported from the start to the Rest Stop. This will not be the ONLY water available as we will have 1L per rider available at the Rest Stop. We will also have access to a drinking fountain with self service at the Rest Stop and also at the Start / Finish area.	High
8.10	Event Protocol : Temporary Infrastructure	The event organisers and any contractors who have light weigh equipment is adequately weighted or harnessed. There will be monitoring of wind speeds prior to and during the event.	
8.10	Event Protocol : Food Contractors	Food handling procedures are not followed and riders contract food poisoning at the event Prior to the event; all food vendors have relevant food vendor permits from the local Council Health Office. During the event, do spot checks to ensure that they are complying with the permits requirements.	Medium
8.10	Event Protocol : Lack of appropriate first aid equipment and experience	There will be adequate qualified first aiders on site including one permanent person at the Start/ Finish and one at the designated Rest Stop. There will also be two roaming on course. Failure to provide adequate first aid assistance could lead to worsening of injury/condition. First Aid kit in support vehicles. '000 / 111 / 911 / 113' - depending on which country - to be called in the case of serious injury. Local Hospital and Police will be notified of the event.	Low
8.11	Wellbeing of staff and riders	Maintain current Covid Plan in accordance with Government guidelines. Exclude staff, riders, volunteers, parents/carers and participants who are unwell. Provide staff and riders with information and training on COVID-19, including when to get tested, physical distancing and cleaning, and how to manage a sick visitor. Question staff and clients about their recent health and whether they have suffered any symptoms such as fever/loss of smell. Communicate with riders pre tour / event with conditions of participation using Aus Gov PDF's from health.gov.au When communicating to riders, use large areas and follow up using text messaging and email to relay messages to riders / clients	Medium
8.11	Wellbeing of staff and riders	Display conditions of entry at sites where we visit/stay and eat. Confirm with the locations that they have protocols in place before we arrive. If using the facility, consult with the owners/operators to address these requirements to understand what measures are in place.	Medium
8.11	Wellbeing of staff and riders	Ensure processes are in place to exclude participants if they have visited COVID-19 hot spots in the 14 days prior. Exclude participants if they have attended any of the reported case locations listed on the NSW Health website (nsw.gov.au/covid-19/latest- news-and-updates) & Health.gov.au	Medium
8.11	Physical Distancing	Follow local Government Guidelines.	Medium

## EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE

21 FEBRUARY 2024

## Attachment 3 Risk Assessment

8.11	Hygiene and Cleaning	<p>Adopt good hand hygiene practices.</p> <p>Ensure hand sanitiser is accessible at the venue entry and throughout the tour/event. Clean frequently touched areas and surfaces, including in communal facilities, several times per day. Disinfectant solutions need to be maintained at an appropriate strength and used in accordance with the manufacturers' instructions.</p> <p>Ensure there is accessible detergent/disinfectant and gloves for visitors to use, should they wish.</p> <p>—</p> <p>Regular cleaning of hands with an alcohol-based hand rub or washing of hands with soap and water, especially after going to the bathroom; before eating; and after blowing your nose, coughing or sneezing</p>	Medium
8.11	Hygiene and Cleaning	<p>Encourage participants to bring their own water bottle, snacks and sweat towels. Avoid shared food and drinks.</p> <p>—</p> <p>Avoid sharing cups and utensils and provide food to riders when on course which is in sealed packaging or nature's packing such as bananas. All water which is supplied will be poured from our staff with protective gloves, not allowing for riders to touch water jugs and communal bottles.</p>	Medium
8.11	Recording Keeping	<p>Keep a record of name and a mobile number or email address for all staff, volunteers, participants, spectators and contractors attending events/tours. Keep for a period of at least 28 days.</p> <p>Ensure records are used only for the purposes of tracing COVID-19 infections and are stored confidentially and securely.</p>	Medium
8.11	Recording Keeping	Cooperate with NSW Health if contacted in relation to a positive case of COVID-19 at your workplace, and notify SafeWork NSW on 13 10 50.	Medium
		<p>Emergency Procedures / Radio to Radio OR Phone to Phone</p> <p>1) State : "Emergency, Emergency, Emergency, this is _____"</p> <p>Repeat call every 10 seconds until answered</p> <p>2) Give location ie Smiths Road OR GPS Coordinates</p> <p>3a) Accident : Give Details</p> <ul style="list-style-type: none"> <li>* How serious</li> <li>* Number of people</li> <li>* Type of injuries</li> <li>* Do NOT mention names</li> <li>* Ambulance or helicopter required</li> </ul> <p>3b) Fire : Give Details</p> <ul style="list-style-type: none"> <li>* Size of fire</li> <li>* What is burning</li> <li>* Weather conditions</li> <li>* Do NOT mention names</li> <li>* Ambulance or helicopter required</li> </ul> <p>Meet Ambulance on nearest main road</p> <p>Maintain contact at ALL times</p> <p>Don't Panic</p>	

Will Levy  
**twowheel/tours**  
 Date: 7 February 2023



qualibroker.ch

## Insurance Certificate

<b>Policy number :</b>	4.001.386.910
<b>Insured Name :</b>	twowheeltours, Will Levy, PO Box 696, North Sidney, NSW 2059, Australia
<b>Insurer :</b>	Helvetia Compagnie Suisse d'Assurance SA
<b>Period of Insurance :</b>	From 01.11.2020 to 30.10.2025
<b>Insured activity :</b>	Administration, seminars and informations sessions, consulting in organisation and organisation of events.
<b>Limit of liability :</b>	15'000'000 CHF per event and at most twice per insurance year for bodily injury, material damage, as well as financial loss resulting from bodily injury or material damage.
<b>Territorial validity :</b>	Worldwide, without USA/Canada
<b>Interested parties:</b>	The Minister for Environment and Energy, the Secretary of the Department of Planning, Industry and Environment and the Crown in right of New South Wales, Orange City, Cabonne, Eurobodalla, Glen Innes Shire, Upper Hunter Shire or any other local entity including NSW Police, Forestry Corporation of NSW or NSW National Parks and Wildlife Service.

The insurance is valid for liability claims against the policyholder under Swiss and foreign legal provisions in the event of :

- personal injury, i.e. damage resulting from the death, injury or other impairment of the health of persons
- damage to property, i.e. damage in the event of destruction, deterioration or loss of things.
- pecuniary damage, i.e. damage that can be quantified in money, provided that it is attributable to damage to property, i.e. damage in the event of destruction, deterioration or loss of things.

This certificate does not replace or modify in any way the basic conditions of the above-mentioned contract. No claim can be made on the basis of this certificate.

Lausanne, the 13rd February 2024

Arnaud Bloesch  
Corporate Customer Manager

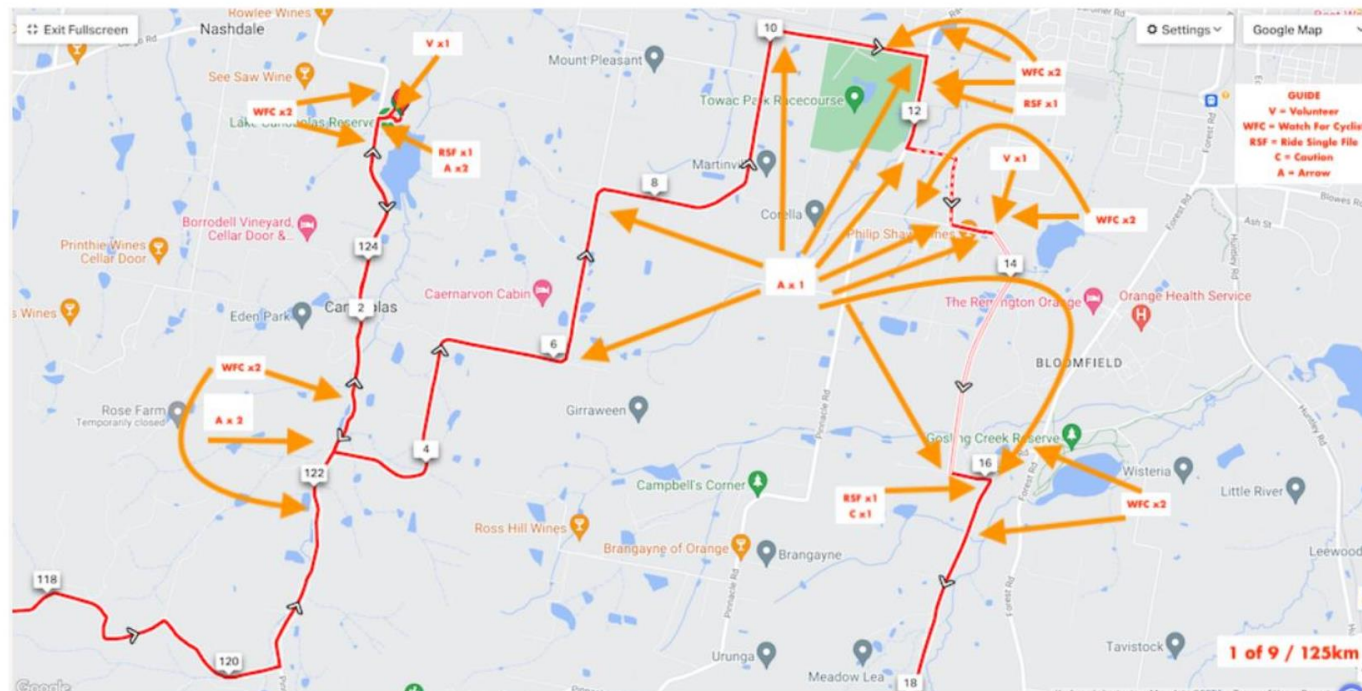


EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE

21 FEBRUARY 2024

Attachment 6 Sign Placement

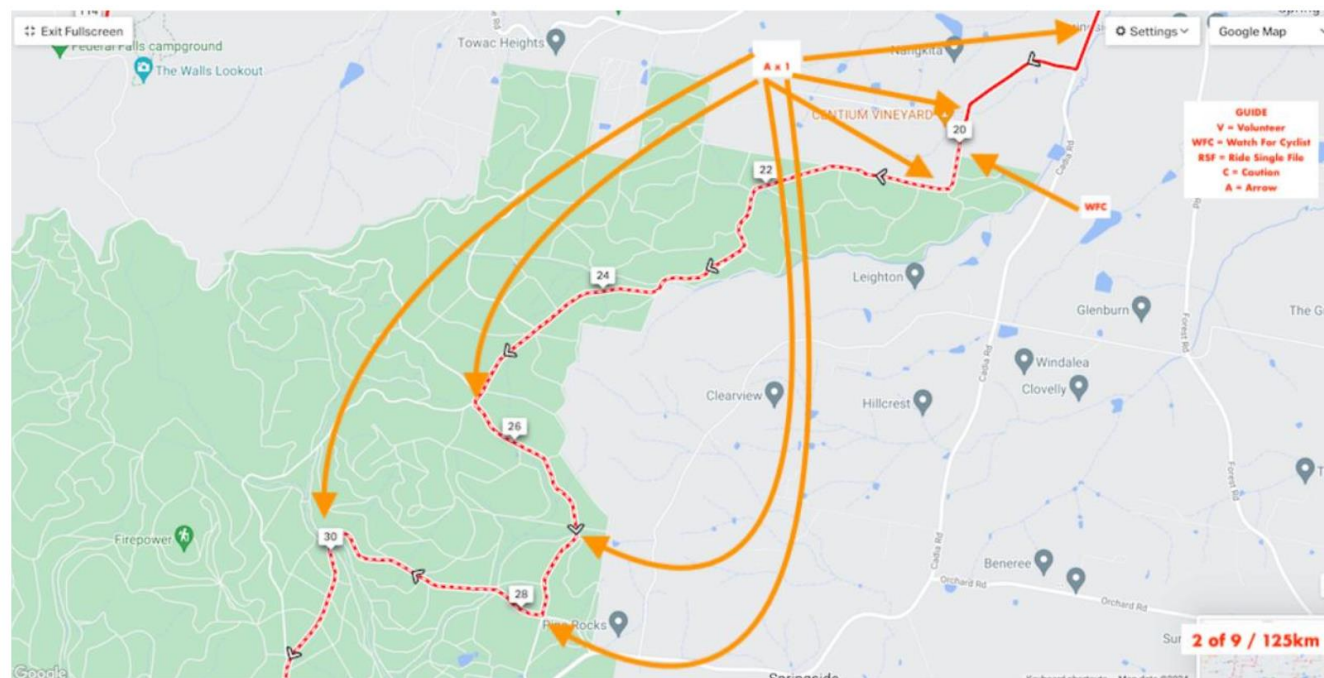
Sign placement – Orange LGA



EXTRAORDINARY CITY OF ORANGE TRAFFIC COMMITTEE

21 FEBRUARY 2024

Attachment 6 Sign Placement



### 3 GENERAL REPORTS

#### 3.1 CURRENT WORKS

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RECORD NUMBER: 2024/412

AUTHOR: Ian Greenham, Director Technical Services

#### EXECUTIVE SUMMARY

The purpose of this report is to update Council on construction and maintenance works which have been carried out since the last current works report to Council.

#### LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “10.1. Construct and maintain a road network that meets the community’s transport and infrastructure needs”.

#### FINANCIAL IMPLICATIONS

Nil

#### POLICY AND GOVERNANCE IMPLICATIONS

Nil

#### RECOMMENDATION

**That the information provided in the report on Current Works be acknowledged.**

#### FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

#### SUPPORTING INFORMATION

##### Road Maintenance

Road maintenance activities, including pothole repair and minor patching, continued across the city.

##### Road Upgrading

###### Clergate Road

Concrete footpath work and street lighting installation has been completed by the contractors. Gas main relocations are still outstanding and awaiting the availability of contractors from the utility service provider.

###### Forest Road

Council crews continued the reconstruction and widening of approximately 830m of Forest Road in the section between Aerodrome Road and upgrading works completed last year.



### 3.1 Current Works

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#### Road Rehabilitation

##### McLachlan Street

Council contractors completed the foamed bitumen stabilisation and asphalt surfacing of McLachlan Street, between Dalton Street and Margaret Street. The work also included the reshaping of the road to provide better access to adjoining driveways. Three weeks was allowed for the project, however good weather and higher than expected productivity, allowed the works to be completed in ten days.



Photo – Road reclaimer connected to hot bitumen tanker, McLachlan Street

##### Kite and Hill Street

The pavement at the Kite and Hill Street roundabout has been replaced with 170mm of hot mix asphalt. Works were undertaken over three nights to minimise disruption to traffic at this busy intersection.

#### Concrete and Drainage

##### Footpaths

Work has commenced or continued on new footpaths and footpath reconstructions at:

- William Maker Drive - between Platinum Parade and the NDR
- Molong Road – 2.5m footpath construction (OAGS)
- Molong Road – Opposite Mastronardi Way to NDR



## 3.1 Current Works

**WATER SUPPLY SERVICES**

The type and number of water supply service responses by maintenance staff are shown in the table below.

Category	July 2022 – June 2023	February 2024
Water - Leak (Meter)	310	49
Water Request - Meters Faulty (incorrect readings)	104	4
Water - No Water Supply	42	7
Water - Pressure	38	0
Water Request - Replace Meter box/lid	234	9
Water quality - Dirty	25	2
Water - Burst Main	119	7
Water - leak (Main, Valve, Hydrant)	438	40
<b>Total Water Requests</b>	<b>1,310</b>	<b>118</b>

**Construction Works**Clinton Street Water Main Renewal (between Byng and March Streets)

Works are in the planning stage for the renewal of the Clinton Street water main. Works are expected to commence in May 2024.

Water Service Connections

- 52 Leewood Drive - 150 Service fire service and 25mm domestic
- 3 – 5 Gateway Crescent - 100mm fire service
- 87 Diamond Drive - service connection
- 63 Bucklands Drive - Fire Service and water connection.

Water Service Renewal

Water service renewals were completed at the following locations:

- 20mm renewal at 112 Leeds Parade
- 20mm renewal at 114 Leeds Parade.

## 3.1 Current Works

**SEWER SERVICES**

The type and number of sewer service responses by maintenance staff are shown in the table below.

Category	July 2022 – June 2023	February 2024
Sewer Choke - Blockages	232	21
Sewer Complaint - Odour	15	1
Sewer Complaint - Overflow	162	8
<b>Total Sewer Requests</b>	<b>409</b>	<b>30</b>

**Sewer Renewal**

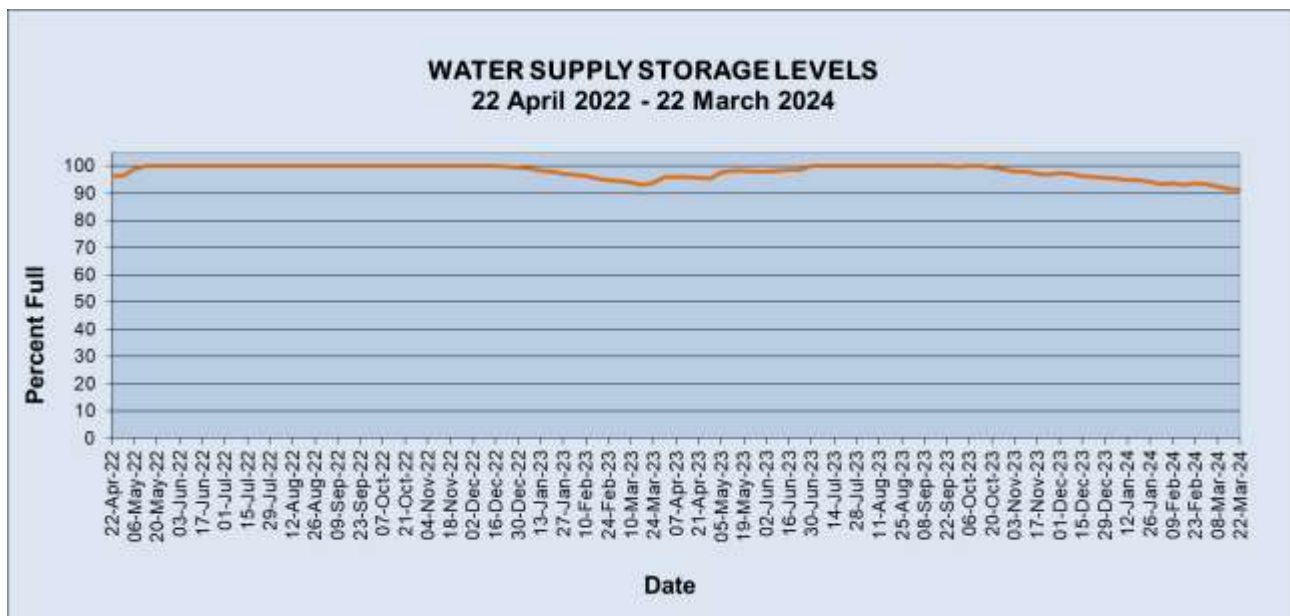
- 5 Heatherbrae Parade - reconstruction of sewer connection.
- 103 Diamond Drive - reconstruction of sewer connection.

**Private Works**

- 52 Leewood Drive - Sewer Connection.

**WATER SUPPLY SECURITY****Water Storage Levels**

The water storage trend for the combined storages from 22 April March 2022 to 22 March 2024 is shown in the graph below.



## 3.1 Current Works

Location	Level Below Spillway (mm)	% of Capacity
Suma Park Dam	1222	89.40%
Spring Creek Dam	59	98.63%
Lake Canobolas	52	98.44%
Gosling Creek Dam	105	96.95%

**Supplementary Raw Water Sources**

Extractions from the supplementary raw water supplies in recent months are provided in the table below. The 'Total' column is the tally for all months in the water year (starting July).

Raw Water Source	December 2023 (ML)	January 2024 (ML)	February 2024 (ML)	Total (ML) 2023/2024
Bores*	0.00	2.54	0.54	26.69
Stormwater	0.00	0.00	0.00	0.00
Macquarie River	0.00	0.00	0.00	0.00
<b>Total</b>	<b>0.00</b>	<b>2.54</b>	<b>0.54</b>	<b>26.69</b>

\* Bores include two at Clifton Grove and two at the Showground/Margaret Street

A more detailed monthly summary of raw water transfers can be found on Council's website at <https://www.orange.nsw.gov.au/water/oranges-water-supply/>.

The second quarter Decision Support Tool (DST) in January predicted dry conditions from the Bureau of Meteorology's POAMA forecast. Suma Park Dam is now below the 90% trigger (89.5%) as of mid-March 2024. Plans are underway to have the additional raw water supply systems ready when required. Status will be considered at the next quarterly DST scheduled for April.

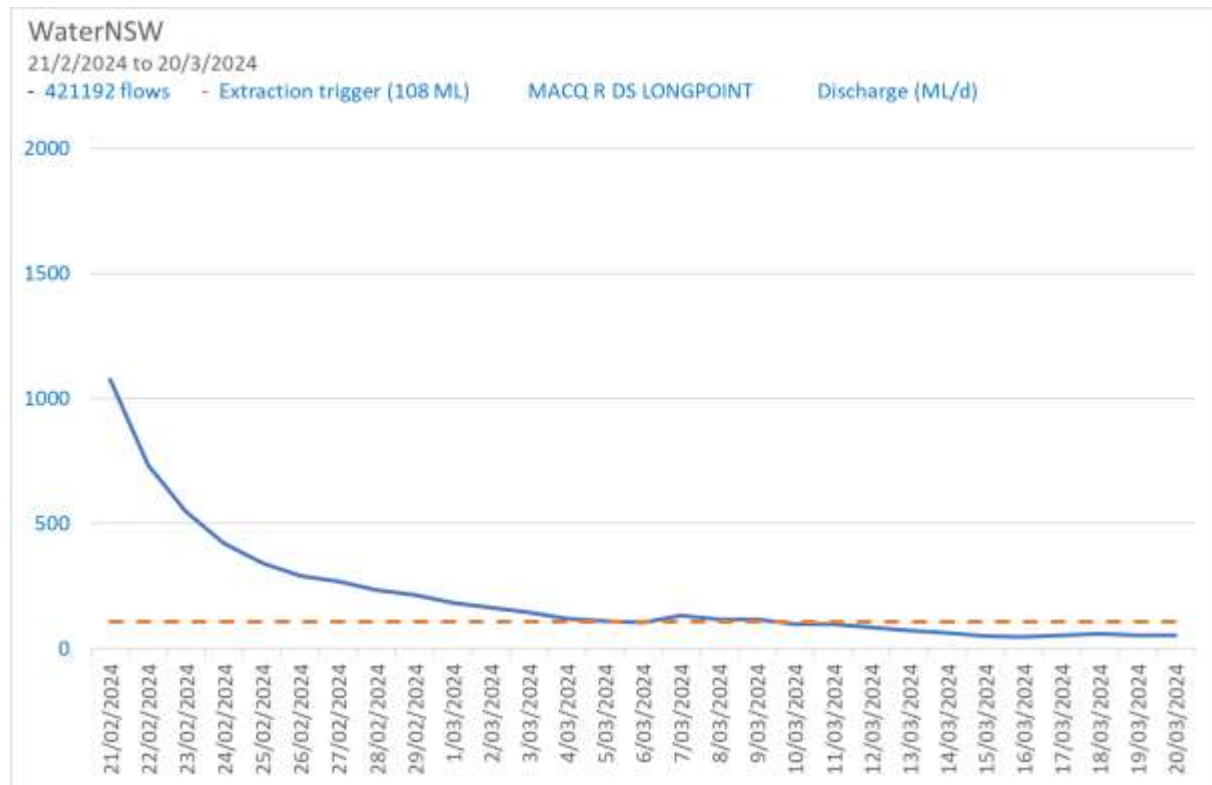
**Macquarie River Flows**

The mean daily flows in the Macquarie River monitored downstream of Long Point (Station 421192) for 21 February to 20 March 2024 are presented below.

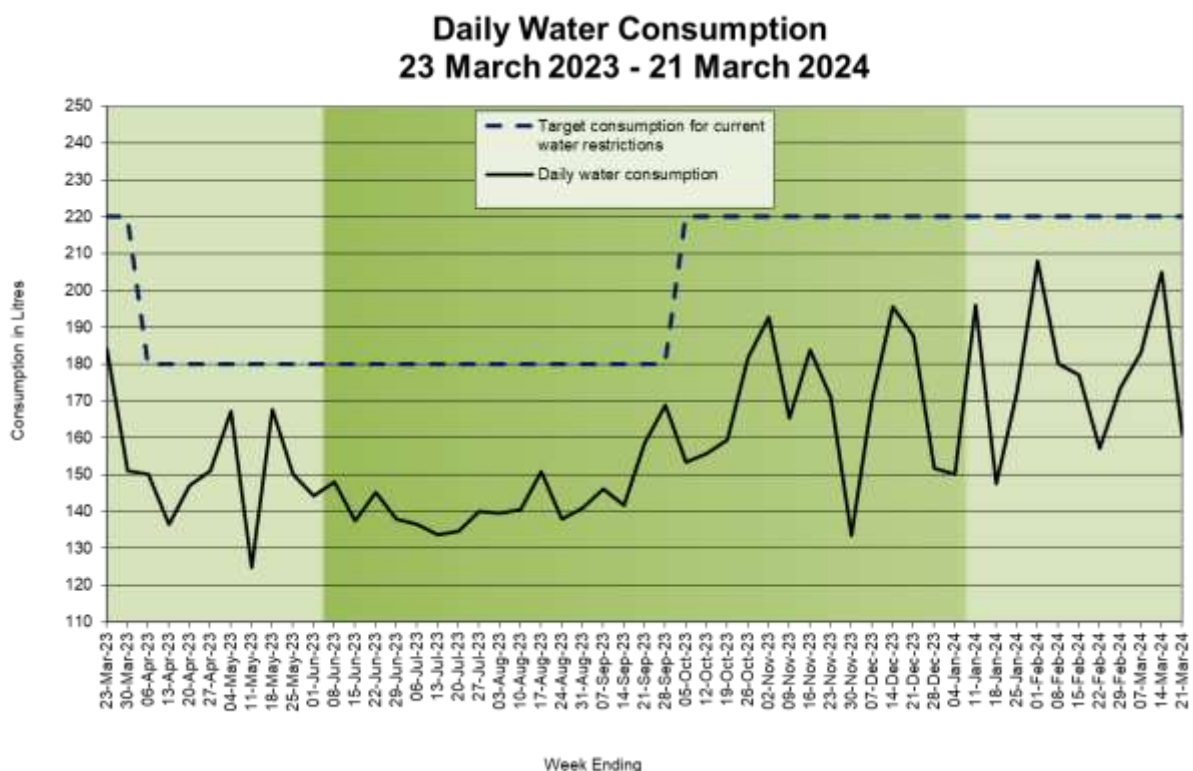
Flow rates reduced over the period with the maximum rate recorded 21 February 2024 of 1,075 ML/day. Flows reduced below extraction trigger value (108 ML/d) on 6 March 2024 and then again 10 March 2024 to a minimum flow for the period of 52.3 ML/d at 20 March 2024.

The data for the chart below was sourced from the WaterNSW website with flows presented in megalitres per day (ML/d).

## 3.1 Current Works

**Demand Management***Residential water use*

*Permanent Water Saving Standards* came into effect on Friday 25 June 2021. Average daily residential water consumption for the period 16 February 2024 to 21 March 2024 was 176 litres per person per day. The graph below shows the average daily residential water consumption trend since March 2023.



### 3.1 Current Works

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#### *Total water use*

The average daily city-wide water consumption for the period 16 February 2024 to 21 March 2024 was 11.35 ML/day.

#### **DRINKING WATER QUALITY**

Water samples are collected as a component of Orange City Council's Drinking Water Quality Monitoring Program in accordance with NSW Health requirements. Samples are collected regularly and sent to the NSW Government National Association of Testing Authorities (NATA) accredited laboratory for analysis. Water quality for February 2024 complied with the Australian Drinking Water Guidelines health targets.

#### **OTHER MAJOR PROJECTS**

##### **Euchareena Road Resource Recovery Centre**

This project will see the construction of a new waste cell and the capping of stages 1 and 2.

The contractor has commenced preliminary site establishment works. The Department of Planning, Housing and Infrastructure (DPHI) approved the contractor's Construction and Environmental Plan (CEMP) on 19 March 2024. The contractor has subsequently completed its dilapidation report and WHS site induction will occur on 25 March 2024. Construction works are scheduled to commence on 8 April 2024.

##### **Lake Canobolas Water and Sewer**

Both the water and sewer mains have been pressure tested and the water main disinfected. There are a number of non-conformance issues that have been brought to the contractor's attention which will need to be corrected prior to the commissioning of the pipelines. A meeting was held with the contractor on 21 February 2024 where the resolution options were discussed to expedite the completion of this project. The contractor has moved forward and corrected a number of the outstanding issues. It is still however expected that it will be another month before Council can commission the main.

##### **East Orange Harvesting Wetlands**

##### **(Blackman's Swamp Creek Stormwater Harvesting Stage 2)**

This project when completed will provide an offline storage on Blackman's Swamp Creek to increase the city's water supply secure yield from stormwater harvesting.

Following an amendment to the Water Sharing Plan for the Macquarie Bogan Unregulated and Alluvial Water Sources 2012 in 2022, allowing local water utilities to construct dams and weirs, Council resubmitted an application for a Water Supply Works Approval. This amendment opened up a pathway for approval of the project.

The application was advertised in the Summer of 2022/23. 58 submissions were received by the then DPE-Water Approvals Team. Council has had the opportunity to provide responses on the submissions to the approvals team. Following which they requested further investigations of riffle surveys, eDNA surveys and flow modelling which was subsequently provided as requested in November 2023.

### 3.1 Current Works

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In January 2024 the former Department of Planning and Environment was restructured into two departments and Water now sits in the Department of Climate Change, Energy, Environment and Water (DCCEEW). The approvals team is unchanged, and they gave a verbal update in January that Council have provided adequate information for the assessment process and the assessment is progressing. The approvals team in February have reconfirmed previous advice that a Section 60 Approval is not relevant and are continuing with the assessment of the Water Supply Works Approval. At this stage, it is still too early to give a definitive date for completion of the assessment.

Staff from the Department of Climate Change, Energy, the Environment and Water who are assessing the harvesting scheme visited the site and were given a presentation by our Consultant, Martin Haeghe of Premise. The department staff had the opportunity to ask questions and seek clarification on issues. As a result of this meeting, some ambiguity exists about how Council's water take is to be accounted for. As a result, a further meeting has been scheduled for next month.

#### **Sewage Treatment Plant Inlet Works**

This project involves upgrading the existing inlet works at the Orange Sewage Treatment Plant (STP) to meet the peak wet weather flow demand and replace the old inlet system with improved screening and improved contingency measures. The proposed works involve excavation of the construction area, relocation of two inlet sewer pipelines, water main and internal STP access road and installation of a retaining wall adjacent to the new inlet works. New inlet work structures include screening channels, grit trap, pump station and flow splitter and associated connection piping, electrical cabling, screens, grit trap, washing equipment and pumps.

The previous issues surrounding rock have been resolved and the Contractor is moving forward with this project.

The status of the project as follows:

- Relocation of two inlet sewer mains and two water mains – completed.
- Installation of a retaining wall – completed except the installation of handrails.
- Inlet Structure - 95% of the concrete works have been completed.
- Grit Chamber – 90% of the concrete works have been completed.
- Inlet Pump Station – 70% of the concrete works have been completed.
- Flow Splitter – 95% of the concrete works have been completed.
- Electrical works – Installation of cable trays have been commenced.
- Mechanical works – to be commenced.

The current expected completion date for the STP upgrade works is late July 2024.

#### **Southern Feeder Road Stage 4**

As previously reported, significant unsuitable material and wet foundation conditions have initially hampered the contractor's progress. To address this, lime stabilisation of the road has occurred, and rock drainage mattresses had been constructed where ground conditions are very poor. It is anticipated that additional lime stabilisation will be required.

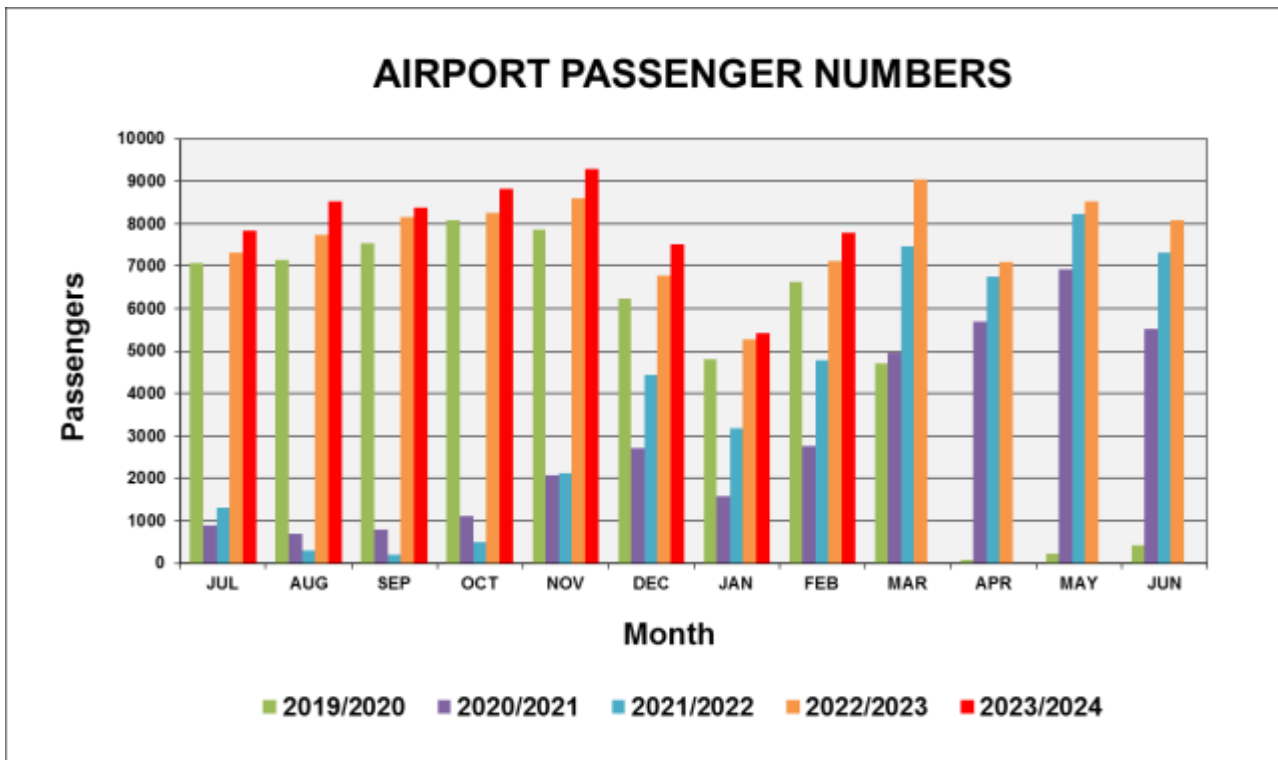
### 3.1 Current Works

The contractor has completed the initially discovered Naturally Occurring Asbestos (NOA) removal by placing it into the large fill area adjacent to Rifle Range Creek. Subsequently, additional asbestos has been discovered and Council is working with the contractor to see its removal in an efficient cost-effective manner.

#### AIRPORT PASSENGER NUMBERS

Passenger numbers during February 2024 were 7,792 compared to 7,123 in the same month in 2023.

These figures include passenger numbers from Regional Express, Link Airways (formerly Fly Corporate) and QantasLink.



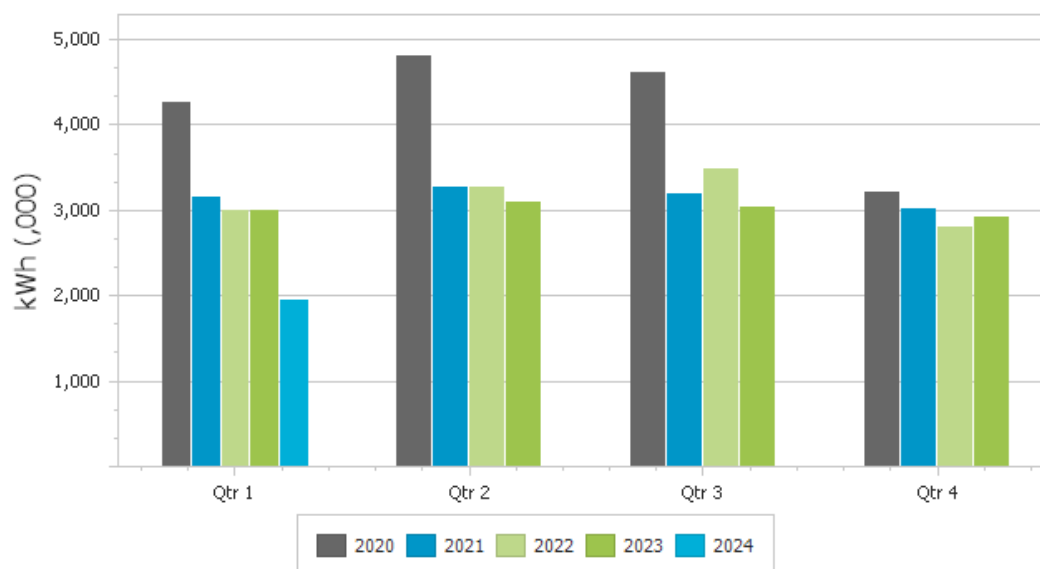
## 3.1 Current Works

## ENERGY USE

The following information is sourced from E21, Council's energy software.

## Consumption History - up to 4 Years

Saturday, 23 March 2024 11:07 AM



## History - Last 12 Months

GROUP	CONSUMPTION (kWh)	CO2 EMISSIONS (t)	BILL (ex GST)
Parks & Gardens	0	0	\$0
Water	4,480,149	3,539	\$1,190,236
Public Buildings & Facilities	2,501,364	1,976	\$733,702
Lighting	1,449,578	1,145	\$651,329
Other	0	0	\$0
Sewer	3,433,136	2,712	\$906,671
Macquarie Pipeline	20,215	16	\$26,995
Ungrouped	185,953	147	\$57,488
<b>Total</b>	<b>12,070,395</b>	<b>9,536</b>	<b>\$3,566,422</b>



**3.2 ADOPTION - ORANGE CONTRIBUTION PLAN**

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RECORD NUMBER: 2024/413

AUTHOR: Jason Theakstone, Manager Engineering Services

**EXECUTIVE SUMMARY**

Council has exhibited a draft 2022 Orange Contribution Plan and considered submissions. This report serves to adopt the 2022 Orange Contribution Plan.

**LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy “5.3. Improve housing supply, diversity and affordability”.

**FINANCIAL IMPLICATIONS**

Plan provides income for public infrastructure.

**POLICY AND GOVERNANCE IMPLICATIONS**

Nil

**RECOMMENDATION**

**That Council adopt the 2022 Orange Contribution Plan.**

**FURTHER CONSIDERATIONS**

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

**SUPPORTING INFORMATION**

The 2022 Orange Contribution Plan has been developed under Section 7.11 of the Environmental Planning and Assessment Act 1979, allowing for Council to require developers to make contributions towards the provision, extension or augmentation of local infrastructure that is required to meet the demands of that development.

Council, at its meeting held on 7 June 2022, resolved that subject to the Orange Local Housing Strategy being adopted at the Council Meeting of 7 June 2022, the 2022 Orange Contributions Plan be placed on exhibition for 28 days.

The plan was exhibited for 28 days until 22 July 2022. Two submissions were received from Heath Consulting Engineers and Currajong Planning, Property + Project Management.

The submissions have been reviewed by Council staff, with some amendments to the plan identified; a summary of the amendments can be found as an annexure to this report.

3.2 Adoption - Orange Contribution Plan

**Cap Impacts**

The Environmental Planning and Assessment (Local Infrastructure Contributions) Direction 2012 imposed a \$20,000 Contributions Cap on contributions. The shortfall created by the cap is shown in red within Table 1 - \$20,000 Cap Impacts. This shortfall results in a deficit that Council will need to make up through other funding sources.

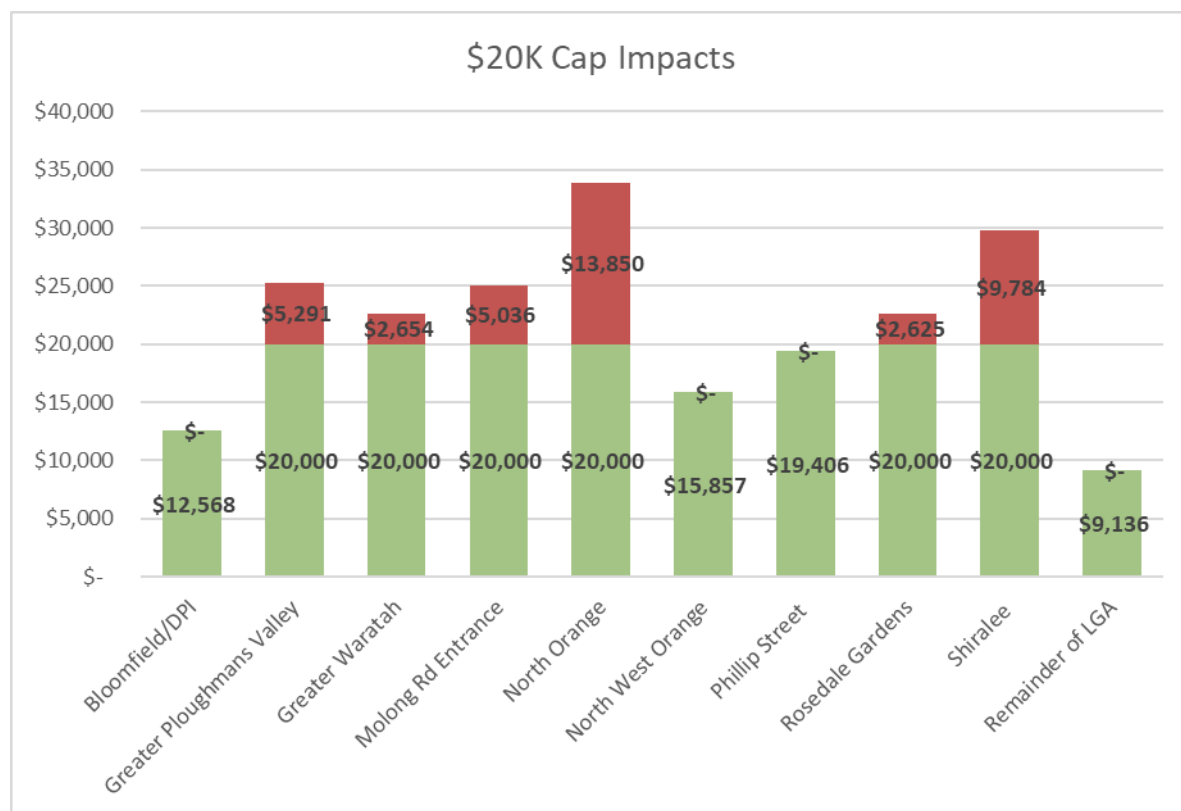


Table 1 - \$20,000 Cap Impacts

**Stormwater Changes**

The 2022 Draft Contribution Plan (Draft Plan) included the re-inclusion of Stormwater Drainage (not included in the 2017 Developer Contribution Plan) into the Draft Plan. After receiving feedback on the Draft Plan, it has been amended to be included only for remainder LGA contribution area. This better reflects that identified contribution areas (usually greenfield areas) use a combination of identified local area facilities proposed under the contributions plan, and conditions of consent via the development approval process to provide onsite stormwater detention, water quality management and to reduce post development flows to pre-development flows.

Outside of these areas, the infill development of land adds to runoff volumes and pollutant loading, putting additional pressure on the existing network. As such, it is reasonable to collect development contribution funds towards the general network upgrades to account for detention and water quality works.

It is recommended that Council approve the 2022 Orange Contribution Plan as to facilitate development and fund the infrastructure required by it.

**ATTACHMENTS**

- 1 Summary of Amendments to the Draft 2022 Orange Contribution Plan, D24/29031 [↓](#)
- 2 FOR ADOPTION - Orange Contributions Plan 2022 - Volume 1 - Version 2 - Post Exhibition, D23/82291 [↓](#)
- 3 FOR ADOPTION -2022 Orange Contribution Plan Maps Cover Sheet, D23/89640 [↓](#)
- 4 FOR ADOPTION - 2022 Orange Contribution Plan Maps, D23/89645 [↓](#)
- 5 Submission 1 on Draft Orange Contributions Plan 2022, D24/26812 [↓](#)
- 6 Response to Submission 1 - Draft Orange Contribution Plan 2022, D24/29030 [↓](#)
- 7 Submission 2 to Draft Orange Contributions Plan 2022, D24/26813 [↓](#)
- 8 Response to Submission 2 - Draft Orange Contribution Plan 2022, D24/29013 [↓](#)

## Summary of Amendments to the 2022 Contribution Plan

Change No.	Change to	Change Description	Change Justification
1.	Plan	Updated references to the Community Strategic Plan (CSP) from 2018-26 to 2022-32 CSP references.	Plan has been updated post exhibition.
2.	All Schedules	Spelling, grammar, and cell reference error corrections. Re-ordered schedules, and references to schedules to alphabetical.	General correction to the plan where incorrect spelling, grammar or cell referencing has occurred. Alphabetised schedule listing to ensure consistency and ease of locating relevant schedule.
3.	All Schedules	Changed Estimated Base Costs to Estimated Base Costs (2022) and Project on Cost to Projects On Costs (2022). Adjusted values in these columns to index values so that <i>Estimated Base Cost (2022) + Project On Costs (2022) = Total Estimated Project Cost (2022 Plan)</i>	The Projects had an index total cost, but cost components were not index, resulting in <i>Estimated Base Cost + Project On Costs ≠ Total Estimated Project</i> . These costs have been adjusted for consistency. The Total Estimated Project Cost (2022 Plan) and subsequently the contribution Rate for the projects was not impacted by this change.
4.	Residential Development Contribution Rates Summary – Capped	Adjustment to the calculation of Cap factor, and subsequent changes in revenue.	The cap factor was incorrectly applied to reduce the contribution required on a pro-rata basis from Per Resident, Pre 2 Bedroom Dwelling and Per 1 Bedroom Dwelling by the cap percentage. These values have been adjusted so that the cap is only applied to limit contributions to the cap where a contribution in excess of the Cap would be required.
5.	Open Space and Recreation Schedule	Amendment naming and costs of OS2 - <i>Sports ground Facility Expansion Works (\$180,000)</i>	Naming amended to take out reference to (1 @ \$60,000 per 3 years), as this was introducing confusion within the schedule update. The item is now referred to as (\$180,000) to be collected over the population growth identified in the schedule. The Estimated Base Cost was also amended due to incorrect figure.
6.	Open Space and Recreation Schedule	Amendment naming and costs of OS3 - <i>Playgrounds and open space Expansion Works (\$270,000)</i>	Naming amended to take out reference to (1 @ \$90,000 per 3 years), as this was introducing confusion within the schedule update. The item is now referred to as (\$270,000) to be collected over the population growth identified in the schedule. The Estimated Base Cost was also amended due to incorrect figure.

Change No.	Change to	Change Description	Change Justification
7.	Open Space and Recreation Schedule	Relocation of OS21 – Anzac Park expansion/facility upgrade from <i>'Works required primarily as a result of population growth'</i> to <i>'Works required to address both current and future needs'</i> and subsequent update to <i>'Contribution Catchment (persons)'</i>	The project was moved to better reflect the city-wide benefits of the upgrade to the facility.
8.	Open Space and Recreation Schedule	Updating to the costs of OS14 – <i>Synthetics Athletics track</i> and OS30 <i>Sporting Precinct - Sir Jack Brabham Park</i>	These projects have received grant funding as part of the Orange Sports Precinct. They are both currently listed at a \$0 contribution rate and will be removed from the plan upon successful construction.
9.	Roads and Traffic Management Schedule	Relocation of RC108 - <i>SFR - Blowes Road / Mitchell Highway Intersection upgrade</i> to <i>'Works – Existing – Distributor Road (Southern Feeder Road)'</i> , and costs updated to Actual, Indexed Cost for completed items.	This project has been completed and costs finalised and can now be moved into the recoupment portion of the plan. Costs updated to reflect actual costs.
10.	Roads and Traffic Management Schedule	Relocation of RC105 - <i>SFR - Blowes Road Upgrade – Elsham Ave to Mitchell Highway</i> to <i>'Works – Existing – Distributor Road (Southern Feeder Road)'</i> , and costs updated to Actual, Indexed Cost for completed items.	This project has been completed and costs finalised and can now be moved into the recoupment portion of the plan. Costs updated to reflect actual costs.
11.	Roads and Traffic Management Schedule	Removal of RC17 - <i>Realignment of Ophir Road &amp; Winter Street</i>	This project will be funded from alternative funding and has been removed from the plan.
12.	Roads and Traffic Management Schedule/ Greater Waratah's Local Facilities Schedule/Rosedale Gardens Schedule	Transfer of RC111 - <i>NDR NEXUS - Intersection Upgrade - Clergate Road and Northern Distributor Road</i> in schedule from Roads & Traffic Management Schedule to a split between Greater Waratahs Schedule (W31- 62% apportionment) and Rosedale Gardens (RG10- 38% apportionment).	This project has a direct nexus with Greater Waratahs and Rosedale Gardens population growth and has been apportioned to these areas.
13.	Roads and Traffic Management Schedule/ Greater Waratahs Local Facilities Schedule/Rosedale Gardens Schedule	Transfer of RC112 - <i>Road Upgrade - Clergate Road Upgrade - Pearce's Lane (Rail crossing) to Ralston Drive</i> from Roads & Traffic Management Schedule to a split between Greater Waratahs Schedule (W31- 62% apportionment) and Rosedale Gardens (RG10- 38% apportionment).	<p>This project has a direct nexus with Greater Waratahs and Rosedale Gardens population growth and has been apportioned to these areas.</p> <p>The project title has been amended to reflect the extent of works, on the project currently being undertaken along Clergate Road.</p>

Change No.	Change to	Change Description	Change Justification
	Gardens Local Facilities Schedule	Update Project name to <i>Road Upgrade - Clergate Road Upgrade - Industry Drive (+230m) to Pearces Lane (Rail crossing)</i> to remove overlap to current works.  Update project costs to reflect shorter length of works.	The project costs have been amended to reflect the extent of works, on the project currently being undertaken along Clergate Road.
14.	Roads and Traffic Management Schedule/Molong Road Entrance Local Facilities	Transfer and adjustment of <i>RC113 - Road Upgrade - Murphys Land Upgrade (900m) from Mitchel Hwy</i> from Roads & Traffic Management Schedule to Molong Road Entrance Local Facilities. Renamed to <i>MRE9 - Road Upgrade - Murphys Lane Upgrade (900m) from Mitchell Hwy</i>	This project has a direct nexus with Molong Road Entrance population growth and was moved to Molong Road Local Area Facilities reflect this.
15.	Roads and Traffic Management Schedule/Molong Road Entrance Local Facilities Schedule	Transfer and adjustment of <i>RC114 - Intersection Upgrade - Gorman Rd/Murphy Ln Intersection Upgrade</i> from Roads & Traffic Management Schedule to Molong Road Entrance Local Facilities. Renamed to <i>MRE10 - Intersection Upgrade - Gorman Rd/Murphy Ln Intersection Upgrade</i>	This project has a direct nexus with Molong Road Entrance population growth and was moved to Molong Road Local Area Facilities reflect this.
16.	Roads and Traffic Management Schedule	Adjustment to actuals for <i>RC8 - SFR Stage 1a - SFR &amp; New signalised Intersection - Southern Feeder from Forest Road to the Anson St Extension Including the Signalised Intersection at Forest Road</i>	The completed projects in the Roads and Traffic Management schedule have been updated to add a column for Total Project Costs, and then clarify a recoupment cost under the plan. The recoupment cost reflects the actual project costs; less contributions received via. external funding. The S7.11 apportionment has been applied to the total project costs, except where external funding exceeds this value at which point the total recoupment costs limited to total council contribution component.
17.	Roads and Traffic Management Schedule	Adjustment to actuals for <i>RC9 - SFR Stage 1c - SFR Construction - Elsham Ave to Edward St Extension</i>	
18.	Roads and Traffic Management Schedule	Adjustment to actuals for <i>RC11 - SFR Stage 1c - SFR Construction - From Forest Road to Edward Street including the Rail Crossing. (50%)</i>	

Change No.	Change to	Change Description	Change Justification														
19.	Roads and Traffic Management Schedule	Adjustment to actuals for RC25- SFR NEXUS Stage 1c - Extension of Edward Street from Mc Neilly to the SFR															
20.	Roads and Traffic Management Schedule	Adjustment to actuals for RC26 - ODCP 1999 - Clergate Rd Stage 1 - NDR to Quartz Street (50%)															
21.	Roads and Traffic Management Schedule	Adjustment to actuals for RC102 - NDR NEXUS - Leeds Parade - Upgrade of Leeds Parade															
22.	Roads and Traffic Management Schedule	Adjustment to actuals for RC110 - NDR NEXUS - Hill Street re-alignment - Botanic Way to NDR/William Maker Dr intersection															
23.	Greater Waratahs Local Facilities Schedule	<table><tr><td colspan="2">Adjustment to-</td></tr><tr><td>W5</td><td>New Detention Basin - Waratah Site 4 ( Between Catania Street &amp; Kearneys/William Maker)</td></tr><tr><td>W8</td><td>New Detention Basin - Waratah Site 7 (West of W5)</td></tr><tr><td>W9</td><td>Neighbourhood parks (10.3ha x \$15,500/ha)</td></tr><tr><td>W10</td><td>Creek side parks (9.8ha x \$9,000/ha)</td></tr><tr><td>W11</td><td>Buffers (2.4ha x \$6,000 per ha)</td></tr><tr><td>W12</td><td>Bike Paths (1064lm remaining (22/05/2023) x \$200 per lm)</td></tr></table>	Adjustment to-		W5	New Detention Basin - Waratah Site 4 ( Between Catania Street & Kearneys/William Maker)	W8	New Detention Basin - Waratah Site 7 (West of W5)	W9	Neighbourhood parks (10.3ha x \$15,500/ha)	W10	Creek side parks (9.8ha x \$9,000/ha)	W11	Buffers (2.4ha x \$6,000 per ha)	W12	Bike Paths (1064lm remaining (22/05/2023) x \$200 per lm)	The listed items from the 2017 Waratahs Local Area Facilities schedule have been carried over in the plan as they have yet to be constructed. As there was some confusion on why these projects remained in the schedule, they have been reduced to reflect a ‘0’ contributing population with ‘\$0’ contribution from the current schedule population. The ‘Less Contributions Held’ was adjusted accordingly to reflect anticipated project costs.
Adjustment to-																	
W5	New Detention Basin - Waratah Site 4 ( Between Catania Street & Kearneys/William Maker)																
W8	New Detention Basin - Waratah Site 7 (West of W5)																
W9	Neighbourhood parks (10.3ha x \$15,500/ha)																
W10	Creek side parks (9.8ha x \$9,000/ha)																
W11	Buffers (2.4ha x \$6,000 per ha)																
W12	Bike Paths (1064lm remaining (22/05/2023) x \$200 per lm)																
24.	Greater Waratahs Local Facilities Schedule	<table><tr><td colspan="2">Removal of –</td></tr><tr><td>W4</td><td>New Detention Basin - Waratah Site 3 (North of Etna Street at end of Catiana Street)</td></tr><tr><td>W7</td><td>New Detention Basin - Waratah Site 6 (Off Kearneys Drive 100m North of NDR)</td></tr></table>	Removal of –		W4	New Detention Basin - Waratah Site 3 (North of Etna Street at end of Catiana Street)	W7	New Detention Basin - Waratah Site 6 (Off Kearneys Drive 100m North of NDR)	The listed items from the 2017 Waratahs Local Area Facilities schedule have been removed from the schedule. The 2017 contributing population sufficiently covered these items and recoupment under the plan is not necessary.								
Removal of –																	
W4	New Detention Basin - Waratah Site 3 (North of Etna Street at end of Catiana Street)																
W7	New Detention Basin - Waratah Site 6 (Off Kearneys Drive 100m North of NDR)																

Change No.	Change to	Change Description		Change Justification
		W19	Link Road 1 - William Maker Dr to Diamond Dr	
		W20	Link Road 2 - Diamond Dr to Telopea Wy	
25.	Greater Waratahs Local Facilities Schedule	Adjustment of oncosts to <i>W24- Land Acquisition for Wicks Road Relocation (NOC)</i> .		On costs reduced to 2% of acquisition estimated base costs.
26.	Greater Waratahs Local Facilities Schedule, Rosedale Gardens Local Facilities Schedule	Combine W22 and RG9 into a single project. Project costs have been combined.  <i>W22/RG9 - Telopea Way/Farrell Road/Northern Distributor Road - Intersection Upgrade (50% apportionment to Residential Development - split 62% Greater Waratahs (W22), 38% Rosedale Gardens (RG9))</i>		This item has been edited to combine with other anticipated intersection works at Telopea Way/Farrell Road/Northern Distributor Road.  The project has been apportioned 50% to residential development, split between Rosedale Gardens and Greater Waratahs, to reflect that traffic generated from future commercial development is also anticipated to contribute to the requirement to upgrade this intersection. Council will be required to find 50% contribution from sources outside the Contribution Plan.
27.	Greater Waratahs Local Facilities Schedule, Rosedale Gardens Local Facilities Schedule	Addition to Greater Waratahs of W31. <i>W31/RG10 - Intersection Upgrade - Clergate Road and Northern Distributor Road (Apportionment 62% Waratahs (W31), 38% Rosedale Gardens (RG10))</i>		This item has been added to Greater Waratahs, and apportioned between Rosedale Gardens and Greater Waratahs, to reflect that traffic generated from Greater Waratahs is also anticipated to contribute to the requirement to upgrade this intersection.
28.	Greater Waratahs Local Facilities Schedule, Rosedale Gardens Local Facilities Schedule	Addition to Greater Waratahs of W32.  <i>W32/RG11 - Road Upgrade - Clergate Road Upgrade - Industry Drive (+230m) to Pearces Lane (Rail crossing) (Apportionment 62% Waratahs, 38% Rosedale Gardens (RG11))</i>		This item has been added to Greater Waratahs, and apportioned between Rosedale Gardens and Greater Waratahs, to reflect that traffic generated from Greater Waratahs is also anticipated to contribute to the requirement to upgrade this road.
29.	Greater Waratahs Local Facilities Schedule	Edited name – <i>W28 - 2.5m Shared pathway network (NOC)</i>		W28 incorrectly referred to a shared cycleway network. The naming has been amended to a shared pathway network to better reflect the project intention.



Change No.	Change to	Change Description	Change Justification
30.	Molong Road Entrance Local Facilities Map	Addition of Gorman Road (MRE7) works to map.	MRE7 works not identified on map.
31.	Rosedale Gardens Local Facilities Schedule	Adjustment to- <i>RG1- 0.5 Ha Unencumbered Open Space for Sportsfield @ \$40/sqm</i> <i>RG2 - 400sqm unencumbered open space for a playground @ \$40/sqm</i>  Adjusted oncosts for the projects to be consistent with Land Acquisition oncosts at 2%.	Adjusted oncosts for the projects to be consistent with Land Acquisition oncosts at 2%.
32.	Rosedale Gardens Local Facilities Schedule	Adjustment to – <i>RG7 - Leeds Parade Upgrade - From Bunnings to Rosedale (60% apportionment)</i> Project length extended to reflect small section of works not completed between Mirum Drive and Leeds Parade. Costs adjusted to reflect change in length of works.	A small section of Leeds Parade has not been upgraded and was identified for inclusion in the works schedule.
33.	Greater Ploughmans Valley Local Facilities Schedule	Removal of <i>PV13 - Road Construction - Valencia Way 50% Apportioned Cost</i>	This item has been completed and removed from the plan.
34.	Greater Ploughmans Valley Local Facilities Schedule	Movement of <i>PV14 - Cycleway along the Escort Way from Ploughmans Lane to Wirraburra Wlk (605 lm x 1.2m)</i> from Works Future to Works Existing. Update of costs to represent actual costs.	This item has been recently completed and moved from future to existing works.
35.	Bloomfield/DPI Schedule	Removal of <i>B3 - Apportioned cost (50%) Roundabout Construction at Int of Shiralee &amp; Access Road</i>	This project has been removed from the Shiralee Schedule with the draft of the 2022 plan, but incorrectly remained in the Bloomfield/DPI Schedule.
36.	Shiralee Capped Schedule	Removal of the Shiralee Local Facilities – Capped Schedule.	This schedule was removed from the plan, as it is the only area that was administering capped and uncapped schedules.

Change No.	Change to	Change Description	Change Justification
37.	Shiralee Local Facilities Schedule	Update costs for S3 - 2.6ha Encumbered land for Open Space (\$12 per m2)	Costs were calculating incorrectly.
38.	Shiralee Local Facilities Schedule	Update costs for S5 - Road Widening Hawke Ln (300m x 10m x \$30 per m2)	Costs were calculating incorrectly.
39.	Shiralee Local Facilities Schedule	Relabelling S7 to S7b and S9 to S9b to show more consistency for partially complete projects.	Partially complete projects will now be split into a and b works, so that it is easier to identify projects which have some work component undertaken.
40.	Shiralee Local Facilities Schedule, Report document – Shiralee Contribution Area.	Renamed S6, S7b, S8b, S9b, S10, S11, S13, from ‘app 66%’ to ‘66% construction’.	<p>A number of road upgrade projects in Shiralee have a 66% construction requirement which is to cover the cost of road construction from outer bicycle fog line to outer bicycle fog line, which represents 66% of the total area of the road way. Outside the bicycle fog line to the property boundary is the responsibility of the developer adjacent to the roadway.</p> <p>The plan had the notation of (app 66%), however this was leading to confusion, and implied that the project costs were 66% apportioned. This has been amended to (66% construction), with an explanation of this added to Table 13: Shiralee contribution requirements, in the body of the report.</p>
41.	Shiralee Local Facilities Schedule	Edited title – S18 - Major Street Landscaping (adjacent to Council owned land), and S19 - Minor Street Landscaping (adjacent to Council owned land)	“(adjacent to Council owned land)” was added to the descriptor of these two line items to remove any confusion as to which street areas are eligible for landscaping under the contribution plan.
42.	Shiralee Local Facilities Schedule	Removal of Land Existing line item - Land for S8b and S9. Edited costs for S8a - Part S8 - Shiralee Rd - Lysterfield Road to 190m West and S9a - Lysterfield Road – Shiralee Road 260m South.	A project had been incorrectly identified as land acquisition and listed in the plan as such. On review the costs associated with this line item were construction costs and not acquisition costs. The item ‘Land for S8b and S9’ has been removed from the schedule, with

Change No.	Change to	Change Description	Change Justification
			the costs being shared to S8a and S9a, as they were construction costs for these two projects.
43.	Relevant Schedules	Updated Contribution Catchment (persons)	All population statistics for development were updated to match to the Local Housing Strategy (LHS) figures. This would ensure consistency across the
44.	Orange Contribution Plan 2023	Spelling, grammar, and formatting changes.	Minor changes to spelling, grammar, and formatting to enhance legibility of document.
45.	Orange Contribution Plan 2023	Added reference to \$20K Cap	The plan report did not include a reference to the \$20,000 monetary contribution cap. This has been added to the document.
46.	Orange Contribution Plan 2023	Addition of Table 6 – Schedules – Headings and Definitions.	Addition of a table clarifying the column names within the schedules and explains how they are used in the contribution calculation.
47.	Orange Contribution Plan 2023	Addition of 'Other definitions under the plan schedules'	Added definitions for schedule terminology.
48.	Orange Contribution Plan 2023	Added 'Refund of \$7.11 Contribution Fees' under Section 8 Plan preparation and administration costs.	Added commentary on the refunding of fees in the event a Development Application is rescinded.
49.	Orange Contribution Plan	Amended 6.5 Stormwater Drainage	Added commentary to stormwater drainage. Defined contributing areas to exclude identified contribution areas (greenfields sites) where stormwater management is achieved through local area facilities and conditions of consent.

Change No.	Change to	Change Description	Change Justification
50.	Orange Contribution Plan 2023	Amendments to Greater Ploughmans Valley and North West Orange Contribution Areas- -Contributing Population – adjust the population to have alignment to Local Housing Strategy (LHS) for the remaining lots figure. - Clarification on pedestrian bridge, as a creek bridge adjacent to Burrendong Road.	
51.	Orange Contribution Plan 2023	Amendments to Bloomfield/DPI Contribution Areas- -Updated population to reflect schedule/LHS -Removed reference to roundabout at the intersection of Shiralee and the access road, as this has been removed from the contribution plan.	
52.	Orange Contribution Plan 2023	Amendments to Greater Waratahs Contribution Area -Adjustments to the population to reflect the schedule/LHS -Removal of reference to items no longer in the schedule for contribution from the current population (Local community facilities, Local stormwater management, construction of the Northern Distributor Road (NDR), construction of traffic facility at William Maker Drive NDR intersection).	
53.	Orange Contribution Plan 2023	Amendments to Molong Road Entrance Contribution Area -Adjustment to Roads and Traffic Management to remove reference to recoupment, as there is no recoupment in Molong Road entrance facilities.	
54.	Orange Contribution Plan 2023	Update Contribution Rates Summary and Schedules to reflect changes as listed.	The Contribution Rates Summary and Schedules in the Contribution Plan have been updated to reflect the changes outlined in this document.
55.	Orange Contribution Plan 2023	Remainder LGA Schedule – Added Note 2. “Stormwater totals have been reduced to reflect the Draft Plan - A calculation error at the time of the 2022 Draft Plan incorrectly calculated these values, and to remain consistent with exhibited values the contributions have been reduced to reflect the Draft Plan values.”	The reference cells were calculating incorrectly for stormwater in the Draft Plan. The correct calculation would increase per resident contribution from \$24.28 to \$353.18

1. The Plan
2. The Plan Maps
3. Corro from Rog
4. Letter to Rog
5. Corro from Currajong
6. Response to Currajong



# Orange Contributions Plan 2022

Section 7.11, *Environmental Planning and Assessment Act 1979*

## Volume 1 – Contributions Plan and Schedules

Version 2

FOR ADOPTION

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## 1 Preliminary

### 1.1 Name

This Plan is known as the Orange Contributions Plan 2022 ("Plan").

### 1.2 Purpose of this Plan

#### *EP&A Regulation 2021 clause 212(1)(a)*

This Plan has been prepared to satisfy the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation 2021), which enables Orange City Council ("Council") or an accredited certifier to require the making of a contribution towards the provision, extension or augmentation of local infrastructure that is required to meet the demands of that development.

Contributions may be in the form of a monetary contribution, dedication of land to Council, or the provision of a material public benefit, which may include work commonly referred to as a 'work-in-kind'.

In order to require a contribution to be made under section 7.11 of the EP&A Act, a consent authority must be satisfied that the proposed development will or is likely to require the provision of or increase the demand for the public amenities and public services for which the contribution is being required, as detailed in the provisions of this Plan.

The purpose of the Plan is to—

- (a) authorise a consent authority or registered certifier to impose conditions of development consent requiring the provision of development contributions to Council in accordance with section 7.11 of the EP&A Act,
- (b) ensure development contributes equitably to the provision of public amenities and public services within the City of Orange,
- (c) explain the relationship between the anticipated demand for additional public amenities and public services resulting from new development within the City of Orange and the development contributions to be provided to Council over the life of the Plan,
- (d) define the basis upon which development contribution conditions will be imposed within the City of Orange,
- (e) define the strategies by which the funding and provision of public amenities and public services referred to by the Plan will be undertaken,
- (f) define the procedures by which Council will assess, collect, account for and review development contributions, and
- (g) ensure Council's assessment and administration of development contributions is publicly and financially accountable.

### 1.3 Commencement of the Plan

The Plan takes effect on **DAY MONTH YEAR**, being the date that public notice of the Plan is given pursuant to clause 214(4) of the EP&A Regulation 2021.

### 1.4 Land to which the Plan applies

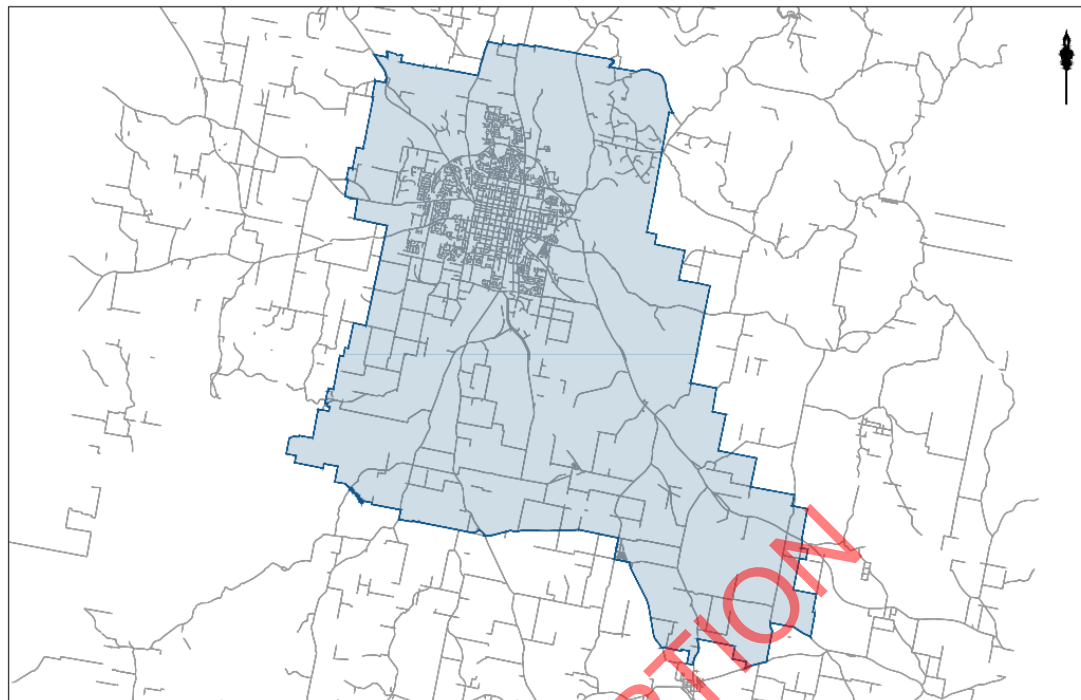
#### *EP&A Regulation 2021 clause 212(1)(b)*

This Plan applies to all residential land within the City of Orange Local Government Area (LGA), as shown in

Figure 1.



Figure 1: Orange City Council LGA



### 1.5 Types of development to which the Plan applies

The Plan applies to all residential development for which development consent is required in relation to a development application or application for a complying development certificate, except for—

- development for the sole purpose of adaptive reuse of an item of environmental heritage.
- seniors housing development under Part 5 of Chapter 3 to *State Environmental Planning Policy (Housing) 2021* that is provided by a social housing provider (not self-contained dwellings forming part of seniors' housing development).
- development undertaken on, behalf of, or in partnership with Council for transport or utilities infrastructure, open space and recreation, or community facilities .
- development exempted from section 7.11 contributions by the NSW Government, such as by statute, or a Ministerial direction made under section 7.17 of the EP&A Act.

The Plan does not seek to require contributions for car parking where a contribution for car parking is required under the Orange Car Parking Development Contributions Plan 2015.

If an applicant considers that their development is excluded from a requirement to make a contribution under this Plan, the applicant should identify as part of their application how their development is consistent with a relevant exclusion. If Council is satisfied that the development is consistent with the relevant exclusion, it will exclude the development from the need to make a contribution. In the case of complying development, Council must first verify any exclusion in writing.

### 1.6 Contribution areas

The contribution areas defined by the Plan are described in Part D. Contribution rates prescribed by the Plan vary between these areas according to their differing priorities for local infrastructure investment.



### 1.7 Relationship to other documents

#### *EP&A Regulation 2021 clause 211*

The Plan has been prepared in accordance with—

- the local infrastructure contributions provisions of the EP&A Act (Part 7, Division 7.1),
- the contributions plans provisions of the EP&A Regulation 2021,
- Ministerial directions made under section 7.17 of the EP&A Act; and
- relevant practice notes for local infrastructure contributions issued in accordance with the EP&A Regulation 2021.

In evaluating the anticipated demand for additional public amenities and public services identified in the works schedule attached to this Plan, Council has referred to a number of strategic policies and plans that apply to the City of Orange. These are listed in the References section at the end of the Plan.

### 1.8 Repeal of previous Contributions Plans

#### *EP&A Regulation 2021 clause 215*

This Plan repeals the Orange Development Contributions Plan 2017.

### 1.9 Savings and transitional arrangements

Development contributions for a development application or application for a complying development certificate that has been lodged but not yet determined prior to the adoption of this Plan shall be determined in accordance with the Orange Development Contributions Plan 2017.

### 1.10 Review of the Plan

#### *EP&A Regulation 2021 clauses 215 and 216*

Council anticipates that it will undertake a comprehensive review of the Plan every five (5) years to ensure it addresses community needs, Council priorities and relevant legislation.

### 1.11 Terms used in the Plan

Unless otherwise defined in this Plan, terms used in this Plan have the same meaning as defined in the EP&A Act, the EP&A Regulation 2021, and the Orange Local Environmental Plan 2011.

### 1.12 How to use the Plan

This Plan contains the following sections —

- Section 1 – Preliminaries - describes the purpose and scope of the Plan
- Section 2 - Summary Schedules: summarises the contribution rates that are to be applied when imposing development contribution conditions
- Section 3 - Administration and Operation: describes how Council will administer and implement the Plan
- Section 4 – Strategic Context
- Section 5 – Nexus and Apportionment
- Section 6 – Infrastructure Categories
- Section 7 – Contribution Area Strategies
- Section 8 – Plan preparation and administration costs
- Appendix A – Schedule of Contribution Rates
- Appendix B - Works Schedules
- Appendix C - Works Maps



## 2 Summary Schedules

*EP&A Regulation 2021 clause 212(1)(e)*

This part provides a summary of the contribution rates to be applied in administering this Plan. Detailed schedules for each contribution area are included in Appendix B of the Plan.

*Table 1: Summary of Contribution Rates (Capped at \$20,000 per dwelling or Standard Lot authorised by, or authorised to be created by, a consent)*

Facility	Monetary Contribution				
	Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
<b>Bloomfield/DPI urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$1,092.97	\$3,060.32	\$3,060.32	\$1,571.82	\$1,420.87
Plan Preparation and Administration	\$130.73	\$366.06	\$366.06	\$203.87	\$169.96
<b>Total</b>	<b>\$4,488.56</b>	<b>\$12,567.97</b>	<b>\$12,567.97</b>	<b>\$6,999.45</b>	<b>\$5,835.13</b>
<b>Greater Ploughmans Valley urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>79%</b>	<b>79%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,166.02	\$2,166.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$284.10	\$284.10	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$4,779.07	\$4,779.07	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$5,504.48	\$12,188.29	\$12,188.29	\$8,807.17	\$7,155.83
Plan Preparation and Administration	\$263.08	\$582.52	\$582.52	\$420.93	\$342.00
<b>Total</b>	<b>\$9,032.42</b>	<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$14,451.87</b>	<b>\$11,742.14</b>
<b>Greater Waratah urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>88%</b>	<b>88%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,418.08	\$2,418.08	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$317.16	\$317.16	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$5,335.20	\$5,335.20	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$4,590.38	\$11,347.04	\$11,347.04	\$7,344.61	\$5,967.50
Plan Preparation and Administration	\$235.66	\$582.52	\$582.52	\$377.05	\$306.35
<b>Total</b>	<b>\$8,090.89</b>	<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$12,945.43</b>	<b>\$10,518.16</b>
<b>Molong Rd Entrance urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>80%</b>	<b>80%</b>	<b>100%</b>	<b>100%</b>



Facility	Monetary Contribution				
	Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
Open Space and Recreation	\$978.22	\$2,188.09	\$2,188.09	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$286.99	\$286.99	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$4,827.77	\$4,827.77	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$5,416.03	\$12,114.63	\$12,114.63	\$8,665.65	\$7,040.84
Plan Preparation and Administration	\$260.43	\$582.52	\$582.52	\$416.68	\$338.55
<b>Total</b>	<b>\$8,941.31</b>	<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$14,306.09</b>	<b>\$11,623.70</b>
<b>North Orange urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>59%</b>	<b>59%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$1,618.34	\$1,618.34	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$212.26	\$212.26	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$3,570.67	\$3,570.67	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$8,472.22	\$14,016.20	\$14,016.20	\$13,555.56	\$11,013.89
Plan Preparation and Administration	\$352.11	\$582.52	\$582.52	\$563.38	\$457.75
<b>Total</b>	<b>\$12,089.19</b>	<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$19,342.70</b>	<b>\$15,715.94</b>
<b>North West Orange urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$2,233.49	\$6,253.77	\$6,253.77	\$3,573.58	\$2,903.54
Plan Preparation and Administration	\$164.95	\$461.86	\$461.86	\$263.92	\$214.44
<b>Total</b>	<b>\$5,663.29</b>	<b>\$15,857.21</b>	<b>\$15,857.21</b>	<b>\$9,061.27</b>	<b>\$7,362.28</b>
<b>Phillip Street urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$3,463.83	\$9,698.73	\$9,698.73	\$5,542.13	\$4,502.98
Plan Preparation and Administration	\$201.86	\$565.21	\$565.21	\$322.98	\$262.42
<b>Total</b>	<b>\$6,930.54</b>	<b>\$19,405.52</b>	<b>\$19,405.52</b>	<b>\$11,088.87</b>	<b>\$9,009.71</b>



Facility	Monetary Contribution				
	Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
<b>Rosedale Gardens urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>88%</b>	<b>88%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,421.23	\$2,421.23	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$317.57	\$317.57	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$5,342.16	\$5,342.16	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$4,580.16	\$11,336.52	\$11,336.52	\$7,328.25	\$5,954.21
Plan Preparation and Administration	\$235.35	\$582.52	\$582.52	\$376.56	\$305.96
<b>Total</b>	<b>\$8,080.36</b>	<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$12,928.58</b>	<b>\$10,504.47</b>
<b>Shiralee Release Area</b>	<b>\$20,000 Cap Factor</b>	<b>2.25%</b>	<b>2.25%</b>	<b>100.00%</b>	<b>100.00%</b>
Open Space and Recreation	\$978.22	\$61.66	\$61.66	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$8.09	\$8.09	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$136.05	\$136.05	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities <sup>2</sup>	\$7,062.39	\$19,774.68	\$19,774.68	\$11,299.82	\$9,181.10
Plan Preparation and Administration	\$309.82	\$19.53	\$19.53	\$495.71	\$402.76
<b>Total</b>	<b>\$10,637.05</b>	<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$17,019.29</b>	<b>\$13,828.17</b>
<b>Remainder of LGA</b> <i>Note 1</i>	<b>\$20,000 Cap Factor</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,445.55	\$2,445.55	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$320.76	\$320.76	\$205.29	\$166.80
<i>Roads and Traffic Management</i>	<i>\$2,417.33</i>	<i>\$6,043.32</i>	<i>\$6,043.32</i>	<i>\$3,453.32</i>	<i>\$2,805.83</i>
<i>Stormwater Drainage</i>	<i>\$24.28</i>	<i>\$60.71</i>	<i>\$60.71</i>	<i>\$38.85</i>	<i>\$31.57</i>
Local Area Facilities	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<i>Plan Preparation and Administration</i>	<i>\$106.44</i>	<i>\$266.11</i>	<i>\$266.11</i>	<i>\$157.88</i>	<i>\$128.28</i>
<b>Total</b>	<b>\$3,654.57</b>	<b>\$9,136.45</b>	<b>\$9,136.45</b>	<b>\$5,420.49</b>	<b>\$4,404.15</b>

Note 1: Development on land zoned RU1, RU5, E1, E2 and E3 is not required to make contributions for Roads and Traffic Management

Note 2: Shiralee Cap: Local Area Facilities in Shiralee receive 100% of available funds, with the remaining available funds split proportionately across the other schedules.





### 3 Administration and Operation

#### 3.1 Authority to impose development contribution conditions

##### *EP&A Regulation 2021 clause 212(5)*

In determining a development application or issuing a complying development certificate for land within the City of Orange, this Plan authorises the consent authority or registered certifier to impose a condition of consent requiring an applicant to provide a development contribution to Council.

#### 3.2 Requirements in relation to the issue of a complying development certificate

In accordance with the EP&A Act, accredited certifiers must impose a condition on a complying development certificate requiring a development contribution in accordance with this Plan, if the Plan authorises such a condition to be imposed.

The value of the contribution required is to be determined strictly in accordance with this Plan and the current contribution rates as set by Council. Any development contributions condition imposed must be consistent with Council's standard development contribution conditions. It is the professional responsibility of the issuer of the complying development certificate to correctly calculate the value of the contribution required in accordance with this Plan.

Accredited certifiers must notify Council of their determination within two (2) days of making the determination, in accordance with clause 141(4) of the EP&A Regulation 2021.

Applicants must pay their contribution before commencing any of the complying development works.

Complying development certificates must be assessed and issued by Council if an applicant wishes to make a development contribution in the form of the dedication of land or the provision of a material public benefit (including the carrying out of works-in-kind).

In accordance with the EP&A Act and EP&A Regulation 2021, a certifying authority must not issue a certificate under Part 6 of the EP&A Act (including a construction certificate or subdivision certificate) unless it has verified that any condition requiring the making of a contribution has been satisfied.

In particular, the certifier must ensure that an applicant provides receipts confirming that contributions have been fully satisfied and copies of such receipts must be included with the certified plans provided to Council in accordance with the EP&A Regulation 2021. Failure to follow this procedure may give rise to a certified being declared invalid.

The only exceptions to this requirement are where a works in kind, material public benefit, dedication of land, deferred payment, or payment by instalment arrangement has been agreed by Council. In such cases, the Council will issue a letter confirming that an alternative payment method has been agreed with the applicant. A copy of that letter must be included with the certified plans provided to Council in accordance with the EP&A Regulation 2021.

#### 3.3 Planning agreements

An applicant may voluntarily offer to enter into a planning agreement with Council in connection with a development application in accordance with Part 7, Division 7.1, Subdivision 2 of the EP&A Act. Under a planning agreement, the applicant may offer to pay money, dedicate land, carry out works, or provide other material public benefits for public purposes, or a combination of these. This may be additional to, or instead of, making a contribution under this Plan.

Council may choose to accept any such offer, but is not obliged to do so.

Council may also consider an exemption to the full or partial provision of a development contribution that would otherwise be required by this Plan where an applicant has offered to enter into a planning agreement and where Council considers that the planning agreement will result in an equivalent or greater net benefit to the community than would otherwise occur.

Applicants considering alternatives to monetary contributions should discuss this with Council as early as possible, and before lodging a development application.



### 3.4 Types of contributions to be provided

This Plan accommodates the following types of development contribution—

- (a) the dedication of land,
- (b) the payment of a monetary contribution, and
- (c) the provision of a material public benefit (including works-in-kind).

The specific requirements for each type of development contribution are described below.

### 3.5 Monetary contributions

Monetary contributions that may be required by a condition of development consent are to be calculated in accordance with the schedule of contribution rates attached to this Plan and the provisions for the review of these described in Sections 3.12 and 3.13. The amount of the monetary contribution to be paid to Council will be specified in the development contributions condition imposed on the development consent.

### 3.6 Dedication of land

In accordance with the provisions of this Plan, Council may accept, or require, contributions in the form of the dedication of land to Council in lieu of the full or partial payment of a monetary contribution (excluding monetary contributions towards the cost of preparing and administering the Plan). This only apply where Council considers that—

- (a) there is a net community benefit from such an arrangement, and
- (b) the land is in a location and has physical and servicing characteristics that make it suitable for the designated public purpose.

Where the estimated value of any dedication of land agreed to by Council is less than the value of the monetary contribution that would otherwise be required, the applicant will be required to settle the balance of the development contribution by way of a monetary contribution to Council.

The acceptance of the dedication of land in lieu of the payment of a monetary contribution will be entirely at Council's discretion. No credit will be granted to an applicant for the dedication of land or provision of a material public benefit the value of which exceeds the value of the monetary contribution that would otherwise be required.

The dedication of land is to be 'free of cost' – meaning that all costs of dedication, including but not limited to survey, legal and administration costs, are to be borne by the applicant. Any land to be dedicated to Council is to be in a condition suitable for its intended purpose and cleared of all improvements, debris, weeds and waste materials. Applicants are required to provide a compliance certificate from a registered testing authority stating that the land is free from contamination and hazardous materials and substances.

### 3.7 Material public benefits (including works-in-kind)

In accordance with the provisions of this Plan, Council may accept the provision of a material public benefit (including works-in-kind) in lieu of the full or partial payment of a monetary contribution (excluding monetary contributions towards the cost of preparing and administering the Plan). Subject to Council's agreement, a material public benefit (MPB) may take the form of—

- (a) a work-in-kind, which is the undertaking of a work or provision of a facility that is specifically listed in the works schedule attached to this Plan (Appendix B) ("Works Schedule") and for which a monetary contribution would normally be sought, and
- (b) the provision of public amenities or public services that are not specified in the Works Schedule.

The provision of works-in-kind to Council is generally offered and assessed as part of the development application process. Applicants seeking Council's acceptance of a work-in-kind arrangement should discuss the proposal with Council's Development Services staff prior to lodging their development application.

In addition to a work-in-kind, a material public benefit may include the provision of public amenities and public services that are not specified in the Works Schedule. Council may accept the provision of a non-scheduled work or facility where it considers the provision of the work or facility to be of equivalent or greater benefit to the community when compared to a monetary contribution or work-in-kind that would otherwise be required.



Council may agree to the provision of a material public benefit (including works-in-kind) as a means of partial or full settlement of a development contributions where—

- (a) an applicant offers in writing to provide a material public benefit to Council as part of a development application—in such circumstances, Council will consider the proposal to provide the material public benefit as part of the development application assessment. Should Council agree to the offer, a condition of development consent is required to be imposed requiring the material public benefit to be provided, and
- (b) an applicant offers in writing to provide a material public benefit to Council following the issue of a development consent in full or partial settlement of a development contributions condition requiring the payment of a monetary contribution to Council—such an offer is required to be made in the form of an application for the modification of a development consent in accordance with section 4.55 of the EP&A Act. The material public benefit may not take the form of the dedication of land to Council.

Where the estimated value of any material public benefit agreed to by Council is less than the value of the monetary contribution that would otherwise be required, the applicant will be required to settle the balance of the development contribution by way of a monetary contribution to Council.

The acceptance of the material public benefit in lieu of the payment of a monetary contribution will be entirely at Council's discretion. No credit will be granted to an applicant for the dedication of land or provision of a material public benefit the value of which exceeds the value of the monetary contribution that would otherwise be required.

In deciding whether to agree to an offer to provide a material public benefit in lieu of a monetary contribution, Council will have regard to—

- (a) the purpose of this Plan,
- (b) the demonstrated need for the material public benefit and how it achieves the public benefit outcomes sought by this Plan,
- (c) whether the provision of the material public benefit in lieu of a monetary contribution will prejudice the timing or provision of the local infrastructure for which the development contribution is required, and
- (d) details of the quantities, finishes and costings of the proposed works or facilities.

Any works or facilities provided as a material public benefit are required to be designed and constructed in accordance with—

- (a) relevant Australian Standards and codes, including the National Construction Code,
- (b) the requirements of any applicable environmental planning instrument, including Orange Local Environmental Plan 2011,
- (c) any relevant design and planning provisions of the Orange Development Control Plan 2004 and Shiralee Development Control Plan 2015, and
- (d) other strategic policies and adopted practices of Orange City Council.

### 3.8 Timing of provision

#### *EP&A Regulation 2021 clause 212(3)(a) and 212(4)*

A contribution must be made to Council at the time specified in a condition of development consent, including a complying development certificate, that imposes the contribution.

If no such time is specified, the contribution must be made as follows—

- (a) for development applications involving subdivision—prior to the release of the subdivision certificate,
- (b) for development applications involving building work—prior to the release of the construction certificate,
- (c) for development applications where no subdivision or building approval is required—prior to commencement of the approved use of the land,



- (d) for applications for a complying development certificate—prior to the commencement of the building work or subdivision work authorised by the certificate or where no works are proposed, then prior to occupation of the issue of an occupation certificate, whichever occurs first.

### 3.9 Deferred or periodic provision

#### *EP&A Regulation 2021 clause 212(3)(c)*

Council may agree to impose a condition of development consent allowing the deferred or periodic provision of a development contribution. A request for deferral or periodic provision must be made in writing to Council, stating the proposed length of deferral or staging of periodic provision and must be accompanied by supporting evidence. Council may agree to the deferral or periodic provision at its sole discretion, including —

- (a) for monetary contributions—
  - (i) in cases where the applicant has demonstrated financial hardship preventing them from complying with the Plan's prescribed payment timeframes,
  - (ii) in other circumstances where compliance with the Plan's prescribed payment timeframes is unreasonable or unnecessary,
- (b) for development contributions in general—
  - (i) where deferred or periodic provision of the required development contribution will not jeopardise the timing or the manner of provision of public amenities and public services identified in the works program attached to this Plan, or
  - (ii) the applicant is required to provide a development contribution by way of a planning agreement, material public benefit or dedication of land and the applicant and Council have entered into a legally binding agreement that allows the deferment or periodic provision of the development contribution.

Any application for a complying development certificate that seeks a deferred or periodic provision of contributions must be assessed and approved by Council prior to the issue of the complying development certificate.

### 3.10 Requirements for bank guarantees

If Council agrees to accept the deferral or periodic provision of a development contribution, it may require the applicant to provide a bank guarantee equivalent to the full value of the contribution or, in circumstances where part of the contribution has already been provided to Council, the value of the outstanding contribution. Any bank guarantee provided to Council is required to—

- (a) be provided by an Australian bank,
- (b) be for the amount of the total development contribution required, or the amount of the outstanding contribution, plus an amount equal to thirteen (13) months interest plus any charges associated with establishing or operating the bank security,
- (c) ensure the bank providing the bank guarantee agrees to pay the guaranteed sum to Council if Council so demands in writing, no earlier than 12 months from the provision of the guarantee or completion of the work, whichever occurs first, and
- (d) ensure the bank providing the bank guarantee agrees to pay the guaranteed sum without reference to the applicant or landowner or other person who provided the guarantee, and without regard to any dispute, controversy, issue or other matter relating to the development consent or the carrying out of the development, and
- (e) ensure the bank's obligations are discharged when payment to Council is made in accordance with the guarantee or when Council notifies the bank in writing that the guarantee is no longer required.

Any outstanding component of the contribution shall be indexed quarterly in accordance with the review and adjustment of contribution rates described by this Plan.



### 3.11 Goods and Services Tax

All works costs and contribution rates included in this Plan exclude Goods and Services Tax (GST).

Under current laws, monetary contributions paid to Council are exempt from the Goods and Services Tax (GST). Should the relevant laws change to remove the GST exemption that currently applies to infrastructure and monetary contributions, this Plan authorises Council to include GST to the cost of works and contribution rates prescribed by the Plan.

### 3.12 Review of contribution rates

*EP&A Regulation 2021, clause 207*

Council will index the contribution rates prescribed by the contribution rates schedule attached to this Plan on a quarterly basis, with adjusted rates to apply from the first working day of December, March, June and September of each year. Council is authorised to index the contribution rates without the need to prepare a new or amending contributions plan.

Contribution rates will be indexed according to the following formula—

$$\text{\$CR}(n) = \frac{\text{\$CR}(a) \times \text{CPI}(r)}{\text{CPI}(a)}$$

where:

- $\text{\$CR}(n)$  is the new contribution rate resulting from the review and adjustment of the rate specified in the contribution rates schedule,
- $\text{\$CR}(a)$  is the contribution rate at the time of adoption of the Plan,
- $\text{CPI}(r)$  is the Consumer Price Index (CPI) (Sydney: All Groups) available at the time of the review,
- $\text{CPI}(a)$  is the Consumer Price Index (Sydney: All Groups) that applied at the date of adoption of the Plan, or its subsequent amendment.

### 3.13 Adjusting monetary contributions at the time of payment

Monetary contributions required as a condition of development consent are to be adjusted at the time of payment according to the contribution rates that apply at the time of the payment, and not at the date of the development consent.

Adjustment of the contribution amount required as a condition of development consent will be made in the following manner—

$$C(p) = \frac{C(c) + [C(c) \times (CR(p) - CR(c))]}{CR(c)}$$

where:

- $C(p)$  is the amount of the contribution calculated at the time of payment,
- $C(c)$  is the amount of the original contribution as set out in the development consent,
- $CR(p)$  is the contribution rate at the time of payment,
- $CR(c)$  is the contribution levy at the time of the original consent or quarterly statement.

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

### 3.14 Pooling of monetary contributions

*EP&A Regulation 2021 clause 212(6)*

This Plan authorises monetary contributions paid to Council for different purposes to be pooled and applied progressively for those purposes in accordance with the EP&A Regulation 2021.



### 3.15 \$20,000 contribution cap

Environmental Planning and Assessment (Local Infrastructure Contributions) Direction 2012 states that a consent authority must not grant development consent (other than for development on land identified in Schedule 2) subject to a condition requiring the payment of a monetary contribution that:

- (a) in the case of a development consent that authorises one or more dwellings, exceeds \$20 000 for each dwelling authorised by the consent, or
- (b) in the case of a development consent that authorises subdivision into residential lots, exceeds \$20 000 for each residential lot authorised to be created by the development consent.

### 3.16 Accountability and reporting

*EP&A Regulation 2021 clauses 217-220*

Council is required to comply with a range of financial accountability and reporting requirements in relation to development contributions.

Clause 220 of the EP&A Regulation 2021 requires Council to make the following publicly available for inspection—

- (a) any current contributions plan,
- (b) the current contribution rates that apply under each contributions plan,
- (c) an annual statement for each contributions plan (to be prepared after the end of each financial year), and
- (d) a contributions register containing—
  - (i) details identifying each development consent subject to a development contribution condition or development levy condition,
  - (ii) the nature and extent of the development contribution or development levy required by the condition for each public amenity or public service,
  - (iii) the contributions plan under which the development contribution condition or development levy condition was imposed,
  - (iv) the day on which the development contribution or development levy required by the condition was received, and its nature and extent.

These documents are publicly available and can be inspected at the City of Orange Civic Centre during Council's ordinary office hours.

### 3.17 Works carried forward from the previous Plan

Where applicable, works scheduled in the Orange Development Contributions Plan 2017 but not yet completed or fully recouped have been carried forward to this Plan.

### 3.18 Costing

Cost estimates for local infrastructure included in this Plan are based on—

- the experience of Council's staff in acquiring land and delivering similar facilities in the past,
- cost estimates prepared by suitably qualified experts in relation to specific infrastructure items, and
- where infrastructure has been provided in advance of development being carried out, the actual, completed cost of the infrastructure indexed to the date of the Plan's adoption using the Consumer Price Index (Sydney all groups and the NSW road & bridges construction index ) as published by the Australian Bureau of Statistics.



### 3.19 Contributions formula

#### *EP&A Regulation 2021 clause 212(1)(d)*

Council applies a contribution formula to each public amenity and public service for the purpose of calculating the contribution rate applicable for that amenity or service. The formula takes into consideration the estimated cost of the works to be undertaken, the cost to Council of acquiring land on which the works will be located (if applicable) and the projected population likely to benefit from the amenity or service. The formula is as follows—

$$\text{Contribution (per capita/lot)} = \frac{\text{Cost}}{\text{Benefiting Population or Lots}}$$

where “Cost” equals the total cost of providing the facility, including land acquisition, capital works and any other costs to be recouped.

### 3.20 Funds carried forward from the previous Plan

Monetary contributions paid to Council under the Orange Development Contributions Plan 2017 for works scheduled in this Plan are reflected in the prescribed contribution rates. In these circumstances, the value of a development contribution imposed on new development will be adjusted as follows—

$$\text{Contribution (per capita/lot)} = \frac{\text{Cost minus any funds carried from the 2017 Plan}}{\text{Benefiting Population or Lots}}$$

Note: Within the Greater Waratahs schedule a number of outstanding items that received sufficient funding from the prior population have been ‘zeroed’ against the \$Held, such that an outstanding project’s estimated costs for completion of works has been discounted from the existing funds, with no further income required. These projects have remained in the contribution plan to ensure transparency for completion of works, as well as allow for recoupment of any costs in excess of the forecast costs if necessary.

### 3.21 Allowances for existing development

Development contributions will not be sought in relation to development carried out or approved prior to the commencement of this Plan.

Contribution allowances will be granted in relation to demand generated by development carried out or approved prior to the commencement of this Plan at the following rates—

- (a) dwelling houses and vacant allotments capable of accommodating a dwelling house—
  - (i) the occupancy rate for a three (3) bedroom dwelling for that Contributions Area as defined in Section 4.1 of this Plan.
- (b) other dwelling types—
  - (i) the occupancy rate dwelling type bedroom dwelling persons for that Contributions Area as defined in Section 4.1 of this Plan.

An existing lot with a pre-existing lawful dwelling which is subdivided to create a second lot with a dwelling entitlement will only pay a contribution in respect of the newly created lot or dwelling.





## 4 Strategic Context

### 4.1 Population And Housing Forecasts

Like many other large regional centres in NSW, Orange has been growing in population. Orange has been progressively broadening its economic base over the past few decades. Growth in the resources and mining, tourism, agriculture, health and public administration sector have contributed to Orange's attractiveness to live. As a result, Orange is retaining more of the residents that might otherwise move to the larger coastal cities, and is attracting new residents seeking a regional lifestyle in a city with an excellent range of urban services.

Orange has a relatively low level of general unemployment, low youth unemployment, a relatively high incidence of full-time employment, and the labour force has relatively high levels of human capital.

#### Population projections

The NSW Department of Planning and Environment (DPE) projects that from 2021 to 2031, the population of Orange is expected to grow by 43,850 to 48,500, or 4,650 people. This will create demand for an additional 2,700 dwellings. The vast majority of these dwellings will be located the Orange urban area, in infill and greenfield locations.

The population growth rate is expected to average 1.1% per annum (p.a.) over 2021-2026, and 0.9% p.a. over 2026-2031, according to DPE. These estimates were produced prior to the COVID-19 pandemic, which may have the impact of increasing growth rates beyond the estimates, due to decreased out-migration and increased in-migration.

#### Dwelling demand projections

The Draft Orange Local Housing Strategy (October 2021) has projected housing demand based on the NSW Government's population projections, and identified the preferred locations of the additional dwellings.

The Draft Orange Local Housing Strategy (October 2021) identified the potential for an additional 3,841 lots / dwelling units from infill development, approximately 15.8 years of supply, in addition, potential supply of some 4,601 lots/dwelling units, or approximately 18.9 years of supply was identified in greenfield areas.

The table below shows the production of lots/dwellings for Orange projected by the Draft Orange Local Housing Strategy (October 2021) over the next 20 years. This Contributions Plan only considers production for the next 10 years, i.e., to 2031.

Table 2: Existing and Projected Growth

	2016	2021	2026	2031	2036	2041	2016-41
Population	41,200	43,850	46,350	48,500	50,400	52,000	52,000
Average annual population growth rate	1.1	1.3%	1.1%	0.9%	0.8%	0.6%	0.9%
Household Size	2.45	2.41	2.37	2.34	2.30	2.27	2.27
Total dwellings	16,816	18,195	19,557	20,726	21,913	22,907	22,907
Additional dwellings	-	1,379	1,362	1,169	1,187	994	6,091
Annualised rate of new dwellings	-	281.4	276.8	237.8	236.8	200.6	243.08

Source: DoP ASGS 2019 projections (Revised)

#### Dwelling production by locality

The following table shows the supply of new dwellings anticipated by the Draft Orange Local Housing Strategy (October 2021). The table shows dwelling supply to 2051. While the focus of this Plan is contributions for infrastructure over the next 10 years, development of this Plan has considered the equitable sharing of infrastructure costs by anticipated residential development to 2041 where this is appropriate.





Table 3: Anticipated housing delivery timeframes

Candidate Areas	0 - 5 years	5 - 10 years	10 - 20 years	20 - 30 years	Total
North Corridor		250	500	400	1150
Whitton Place	161		100		261
Broken Shaft Creek			6		6
Molong Road Entrance		250	500	550	1300
North Orange			18	18	36
Leeds Parade	100				100
Trotting Track			TBD	TBD	0
Lucknow			TBD	TBD	0
Spring Hill			TBD	TBD	0
Spring Terrace			TBD	TBD	0
<b>Inner Infill Areas</b>	<b>0 - 5 years</b>	<b>5 - 10 years</b>	<b>10 - 20 years</b>		<b>Total</b>
Farrells Road	20	15	25		60
Geraldton Street	10				10
Botanic Gardens	16	10	20		46
Kearneys Drive	20	10	30		60
West End Precinct	40	10	26		76
Eastside Precinct	31	10	37		78
<b>Outer Infill Areas</b>	<b>0 - 5 years</b>	<b>5 - 10 years</b>	<b>10 - 20 years</b>		<b>Total</b>
Rosedale Gardens	100	50	300		450
Burrendong Way 1			15		15
Burrendong Way 2	24	24	48		96
Burrendong Way 3	40	30	80		150
Ophir Road 1	110	40	60		210
Ophir Road 2			22		22
Miriam Drive	24				24
Phillip Street		25	35		60
Paterson Gardens	100	44			144
Forest Road			75		75
Whitton Place			13		13
Borrodell Drive			214		214
Cargo Road			76		76
Discovery Hill	20	25	30		75
Towac Equine Precinct	20				20
Life Sciences			550		0 - 550
Charles Sturt Land Holding	TBD	TBD	TBD		0
<b>Current Growth Areas</b>	<b>0 - 5 years</b>	<b>5 - 10 years</b>	<b>10 - 20 years</b>		<b>Total</b>
Shiralee	526	401	375		1302
<b>Total</b>	<b>1362</b>	<b>1,169</b>	<b>2620</b>		<b>6,924 - 7,424</b>
<b>(Target)</b>	<b>(1362)</b>	<b>(1169)</b>	<b>(2181)</b>		

Source: Draft Orange Local Housing Strategy, October 2021

Occupancy rates

DPE has projected changes in dwelling occupancy rates (household size). The average rate for the Orange LGA overall is projected to decrease from 2.41 in 2021 to 2.34 in 2031. The decline in rates is likely to be greater in existing or infill urban areas, and lower in greenfield areas. This is because greenfield areas are typically dominated by young families, as distinct from older household units. New dwellings in existing urban areas will generally replace larger dwellings, are likely to be smaller, and probably medium density. This progressive reduction in dwelling size combined with other demographic trends will reduce average occupancy rates across Orange City's total dwelling stock. The rapid increases in housing prices since the estimates were produced, combined with impacts of the Covid pandemic may reduce the decline in occupancy rates, as people become less mobile and younger people stay in the parental home.



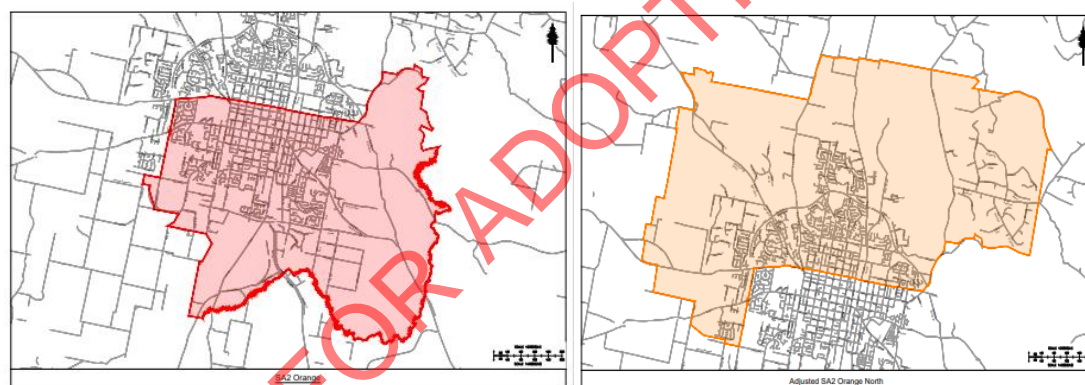
At a more detailed level, occupancy rates in 2016 are shown in table 4.

Table 4: Occupancy Rates

Residential dwelling type by number of bedrooms	Adjusted Orange North SA2	Adjusted Orange SA2	Orange City
	Average household occupancy rates	Average household occupancy rates	Average household occupancy rates
1 bedroom	1.3 persons per dwelling	1.2	1.2
2 bedroom	1.6 persons per dwelling	1.5	1.6
3 or more bedroom	2.8 persons per dwelling	2.5	2.7

Statistical Areas Level 2 (SA2s) are medium-sized general purpose areas built up from whole Statistical Areas Level 1 (SA1s). Their purpose in the Australian Bureau of statistics (ABS) census is to represent a community that interacts together socially and economically. Orange North SA2 largely contains newer residential development, while Orange SA2 is largely the established urban areas and infill area. Because the Orange North SA2 area includes some land in Cabonne Shire, for the purposes of this Plan they have been adjusted to include only land in Orange LGA.

Figure 2: Map of Adjusted Statistical Areas



ABS 2016 Census Table Builder SA2 Orange: SA2 Orange North

#### Occupancy Rates used in this Plan

These occupancy rates have been used as appropriate to determine the rate of contribution for specific size dwellings in specific locations. While it is likely Orange LGA's average occupancy rates will decrease over time, the occupancy rate for each type of dwelling will not change to the same extent, particularly in the case of smaller dwellings (each with a corresponding smaller number of occupants).

In this Plan, the adjusted Orange North SA2 rates will be used to calculate rates for dwellings in "greenfield" urban areas, the adjusted Orange SA2 rates will be used for all other urban zones areas, and the Orange City rates used for dwellings in other land use zones.

For the purposes of this Plan, development applications for dwellings which include rooms capable of being used as a bedroom, such as a 'study', 'office' or 'sewing room', will have those rooms assessed as a bedroom for the basis of calculating the required contributions.

The Orange Development Contributions Plan 2017 assumed that households would be occupied at a level that was generally consistent with occupancy rates being recorded in the City of Orange during the 2011



census. The occupancy rates have been adjusted in this Plan to reflect the later 2016 census rates for the Adjusted Orange North SA2 relevant to this locality, as discussed earlier.

The occupancy rates shown in Table 4 will be used as a basis for converting per person contribution rates for infrastructure serving other areas of the LGA to per dwelling rates.

The assumed occupancy rate for 3 or more bedroom dwellings will apply to separate dwelling lots that are levied contributions under this Plan.

According to Council's Activate Orange Strategy 2018, a number of factors are likely to impact on Orange over coming years, including:

- the establishment of a medical school in Orange,
- a significant increase in the freight tasks in and around Orange from 2018 to 2034 aligned with growth in commodity trade, with an additional 450,000 trucking movements each year,
- the expansion of the Cadia Gold Mine, and the proposed Regis Resources mine,
- an increase in tourism visitation and stays by 250,000 people over 2018-2028, and
- the proposed Orange Life Sciences Precinct with additional health and education services, such as the Bloomfield Medical Centre.

This economic growth will drive population growth and lead to increased local demand for health, education, retail and professional services. It will also lead to an increase in demand for Council provided services and facilities.

Orange City Council is planning for the growth of the LGA. This is reflected at a high level in the contents of Council's high level Local Strategic Planning Statement, the Community Strategic Plan and the Draft Orange Local Housing Strategy (October 2021).

Facilities provided for within this Plan are consistent with the Council's Community Strategic Plan 2022-32 (CSP), and in particular:

- Objective 1: A liveable city that is connected through open spaces
- Objective 2: A healthy and active community that is supported by sport and recreational infrastructure
  - 2.1. Deliver sport and recreation facilities to service the community into the future
- Objective 5: Responsive programs and services that support our community's lifestyle and social needs
  - 5.1. Provide services to people at all stages of life
- Objective 10: Infrastructure for our growing community
  - 10.1. Construct and maintain a road network that meets the community's transport and infrastructure needs
  - 10.2. Ensure that sufficient car parking spaces are available to support growth

The Orange Local Strategic Planning Statement (LSPS) refers to the importance of infrastructure to support the orderly and efficient use of land. It also highlights the need to equitably share the costs of infrastructure across beneficiaries.

Action 2 of Planning Priority 2 of the LSPS – "*supporting the delivery of new homes in residential release areas and increasing the range of housing options in existing urban areas*" – refers to the importance of ensuring a stable supply of residential land supported by infrastructure

## 4.2 Orange City Council Plans and Strategies

A number of studies and strategies have provided context and information supporting the need for facilities being provided in response to the demand resulting from new residential development

- 2004, Orange Development Control Plan
- 2008, Orange City Council Orange City Council Recreation Needs Study, February
- 2009, Infrastructure Assessment: Southern Suburb Servicing Strategy' prepared by Geolyse Pty Ltd
- 2010, Orange Sustainable Settlement Strategy Update, Final Report, May



- 2011, Orange Local Environmental Plan
- 2012, Orange Street Tree Master Plan, July
- 2014, Shiralee Master Plan Report, May
- 2015, Shiralee Development Control Plan, Revision A, December
- 2016, Orange Active Travel Plan, Part A – Implementation, Version 4, March
- 2022, Community Strategic Plan 2022-2032
- 2018, Activate Orange Strategic Vision, Version 1.1, September
- 2019, Orange City Council Delivery/Operational Plan 2019-2023
- 2020, Draft Subregional Rural and Industrial Lands Strategy 2019 to 2036, February
- 2020, OC Future City Planning & Design Framework, May
- 2020, Orange Local Strategic Planning Statement, July
- 2020, Blackmans Swamp Creek and Ploughman's Creek Floodplain Risk Management Study and Plan, October
- 2020, Orange Public Domain Guidelines, December
- 2021, Draft Local Orange Housing Strategy, October

FOR ADOPTION



## 5 Nexus and apportionment

One of the fundamental principles of development contributions is the relationship, or 'nexus', between new development and the demand for new, augmented, or embellished public amenities and public services (infrastructure) resulting from that development.

A contributions plan must show the relationship between anticipated development and the demand for infrastructure. In this Plan, additional demand has been calculated by reference to either the number of additional dwellings in a catchment area for a specific facility, or by determining the number of people likely to be resident in a new dwelling. Census statistics provide the average occupancy (i.e., number of people) of dwellings with a given number of bedrooms, as discussed earlier.

For simplicity the average occupancy of one, two, and three and more bedroom dwellings has been used.

For the purposes of this Plan, it has been assumed a subdivided lot will contain a single dwelling with three or more bedrooms.

Where a facility benefits existing residents, as well as the "new" residents, the contribution is apportioned on the basis of the relative benefit received by these groups.

This Plan has considered a number of infrastructure categories, as detailed below, and has determined the demand for additional infrastructure in each category for each of the Contribution Area detailed in Section 7, below.

FOR ADOPTION



## 6 Infrastructure Categories

### 6.1 Local infrastructure categories

The public amenities and public services to be funded by this Plan are described in *Table 5* below.

*Table 5: Local Infrastructure Categories*

Category	Types of Public Amenities and Services
Public Open Space and Recreation	<ul style="list-style-type: none"> <li>• Children's playgrounds</li> <li>• Public open space</li> <li>• Recreation areas</li> <li>• Recreation facilities</li> <li>• Sportsgrounds (new and capacity increases)</li> <li>• Pedestrian paths, cycleways and shareways</li> </ul>
Community and Cultural Facilities	<ul style="list-style-type: none"> <li>• Community centres</li> <li>• Youth centres</li> <li>• Cultural facilities</li> </ul>
Roads and Traffic Management	<ul style="list-style-type: none"> <li>• Arterial roads</li> <li>• Distributor roads</li> <li>• Road improvements</li> <li>• Cycleways</li> <li>• Pedestrian pathways</li> </ul>
Stormwater Drainage	<ul style="list-style-type: none"> <li>• Channel Improvements</li> <li>• Detention basins</li> <li>• Culvert and bridge upgrades</li> </ul>
Plan Preparation and Administration	<ul style="list-style-type: none"> <li>• Ongoing administration of contributions and works</li> <li>• Preparation and review of the Plan.</li> </ul>

The mechanism for the calculation of contributions within this plan is in the form of a works schedule relevant to each Local Infrastructure category. These schedules contain a series of columns used to define and calculate the contribution of each project council has nominated for collection.



The table below details these column names and explains how they are used in the contribution calculation.

Table 6 - Schedules - Headings and Definitions

Column Name	Description	Relevant Schedules/Areas
Item	This is the unique works project identification number used to reference/identify a specific project nominated for collection under this plan.	All Schedules
Facility Description	This is a description of the nominated works item.	All Schedules
Estimated Base Cost (2022 Plan)	This is the base cost of the project exclusive of external funding, Survey, Design Legal and management costs. Where the Estimated base Cost has been carried forward from a previous plan, indexed to the current plan using either the relevant Consumer Price Index or Producer Price Index from the ABS website.	All Schedules
Project On Costs (2022 Plan)	This is also an estimated cost, in addition to the base cost, allowing for Survey, Design, Legal and Management for the project. Where Project On Costs have been carried forward from a previous plan, indexed to the current plan using either the relevant Consumer Price Index or Producer Price Index from the ABS website.	All Schedules
Total Estimated Project Cost (2022 Plan)	This is the Total Estimated Cost of future projects. This is the Estimated Base Cost, and the Project On Costs combined.	All Schedules
Total Alternative Funding Required	If a project has an apportionment, this reflects the total funding required to be sourced for the project outside of the contribution plan. This does not account for any project funding deficits that arise from the impacts of the \$20,000 cap.	All Schedules
Uncapped Maximum Available in Plan	This refers to the total project funding available in the plan. This does not account for any project deficit arising from the impacts of the \$20,000 Cap.	All Schedules
Actual, Indexed 7.11 Cost for completed items (2022)	This is the actual project cost less any external funding secured and apportioned reductions. It represents the apportioned actual cost to Council and is the base figure for the use in contribution calculations relating to completed projects.	All Schedules
S7.11 Recoupment for completed items	This is the recoupment of costs sort under the S7.11 plan. This is the actual project cost reduced by apportionment. In cases where external funding exceeds the apportioned costs in the plan, the recoupment costs have been reduced to Councils total contributable costs.	All Schedules



Contribution Catchment (Standard Dwellings)	This is the base of which a contribution is made and represents those assumptions made within the body of the plan where the "Standard Dwellings" is used as the base of contribution calculations. This column is used in the "Roads & Traffic Management" schedule only.	Roads & Traffic Management
Contribution catchment (persons)	This is the base of which a contribution is made and represents those assumptions made within the body of the plan where the "Per Person" is used as the base of contribution calculations. This column is used in all schedules except for the "Roads & Traffic Management" schedule.	All Schedules <b>except</b> Roads & Traffic Management
Contribution Rate (Per standard Dwelling)	This is the contribution rate per dwelling which and is calculated by dividing the total apportioned actual project cost to Council by the Standard Dwellings (for completed projects) or dividing the total apportioned estimated cost to Council by the Standard Dwellings (for future projects).	Roads & Traffic Management
Contribution Rate (Per person)	This is the contribution rate per person which is calculated by dividing the total apportioned actual project cost to Council by the catchment persons (for completed projects) or dividing the total apportioned estimated cost to Council by the catchment persons (for future projects).	All Schedules except Roads & Traffic Management
Priority/Staging	This is an estimation of the order in which projects are prioritised for construction and an indication of whether a project has been completed.	All Schedules

Other definitions under the plan schedules –

**\$20,000 Cap** - This refers to the monetary cap on development contribution collections.

**\$20,000 Cap Factor** – This identifies the percentage of the anticipated contribution received after the cap is implemented. This is used to help identify the monetary deficit to the schedule from implementing the collection limit.

## 6.2 Open Space and Recreation

Council provides a range of open space and recreation settings and facilities to meet the needs of Orange residents. These include parkland, outdoor sporting facilities, indoor sporting centre, aquatic centre, playgrounds and pathways.

The level and type of open space provision for which contributions are sought under this Plan are largely based on the Government Architect NSW's draft Greener Places Design Guide (NSW Department of Planning, Industry and Environment, 2020). The draft Greener Places Design Guide provides a framework for open space provision that is reflective of industry best practice. In particular, the proposed provision of open space areas and facilities is guided by six core criteria listed in the draft Guide and the performance indicator specified for each criteria, as well as the planning considerations for each recreation type listed in Appendix 1 of the draft Guide.

The draft Guide utilises a performance based approach whereby the provision of open space is tailored to a locality, such as its topography, development pattern, and residential density. To complement this approach, the draft Guide contains a number of numerical standards to guide open space planning within the context of the performance standards and broader planning considerations.

The below table includes some important performance indicators against each core criteria for low to medium density areas (<60 dwellings /ha), i.e., most residential development in Orange.





Table 7: Open Space and Recreation Framework

Core criteria	Performance criteria	Performance criteria
Accessibility and connectivity	5 Minute walk / 400m walking distance to a local park (barrier free)	25 minutes' walk / 2 km distance to a district park Up to 30 minutes travel by vehicle to regional open space District and regional parks also provide local access and district access
Distribution	Local distribution (0.3 - 2ha public open space)	District distribution (2–5 ha public open space) Regional/metropolitan distribution (> 5 ha public open space)
Size and shape	The minimum size of a local park is 5000 – 7000 square metres	Sporting facilities have specific size and shape requirements to provide functional space.
Quantity	Larger public open space areas mean more opportunities can be provided in one location. Quantity should be considered in the number of opportunities available.	Quantity of land available, along with size and shape, are critical in adequately meeting sporting needs. There are minimum areas needed for different sports, and different sporting spaces can only accommodate so many users.
Quality	Strategically planned and designed to create a quality open space network; the sum is greater than its parts. Additionally, many studies indicate the community would much rather limited funds for investment be used for a single high-quality park with a number of activations and opportunities than, for example, three smaller parks with basic equipment.	Key characteristics that influence open space quality include: <ul style="list-style-type: none"> <li>• visual and physical access</li> <li>• landscape setting</li> <li>• demographic, cultural, and community demand</li> <li>• condition of facilities and equipment</li> <li>• maintenance</li> <li>• number of activations within the space</li> <li>• size, shape, and topography</li> <li>• adjacent land uses</li> <li>• vegetation and shade</li> <li>• biodiversity outcomes</li> <li>• safety</li> <li>• sustainability.</li> </ul>
Diversity	Provision of a diverse range of recreation opportunities reflects the diversity of the community. The open space network should offer a range of landscape settings for activity and a range of activities.	A number of different opportunities (or activations) within a larger park means a single space can cater for a range of needs and attract a broader user base.

Planning for open space has considered the location and capacity of existing open space as well as the beneficiaries of new open space areas and facilities in order to determine an appropriate level of development contribution. Council has also been mindful of its capacity to manage and maintain its open space assets.

There are two components of the contribution being sought by Council for open space facilities:

- City wide facilities (required for all residential development)
- Local facilities (required as appropriate for local contribution areas)

#### Orange City Council Recreation Needs Study

Council provides a range of open space and recreation settings and facilities to meet the needs of Orange residents. These include parkland, outdoor sporting facilities, indoor sporting centre, aquatic centre, playgrounds and pathways.

Council's desired strategy for the future provision of open space and recreation facilities is set out in Orange City Council Recreation Needs Study (RNS) (Insite, February 2008).



The recommendations of the RNS take into consideration several key drivers including high public expectations; recreation activity participation rates; need for local government to sustainably manage and maintain its assets; population growth; and subsequent future demands on the provision of recreational facilities.

The RNS conclusions on open space and recreation quality and quantity include the following:

- There is a high satisfaction rate for parkland and playground facility provision, maintenance and distribution. Orange has an extremely high level of premier parkland in comparison with other LGAs.
- At the time the RNS was undertaken there appeared to be adequate capacity in existing recreation open space areas to meet expected population increases for at least the next ten years (i.e., to 2018). The study anticipated the upgrading and expansion of existing sporting and other active recreation facilities combined with improved management and facility allocation should result in no new outdoor sporting open space areas being required during this time.
- Council's outdoor sporting facilities met current needs however there is a recognised need to further develop these facilities to meet community and special interest group expectations as well as population growth demands. Specific attention should be paid to upgrading facilities at a number of existing venues to meet these demands, such as Sir Jack Brabham Park, Wade Park, Waratahs Sporting Complex and Endeavour Oval.
- Council should provide a series of safe, linking, multi-use paths for pedestrians and cyclists utilising existing and proposed green corridors that will connect recreational facilities with residential areas and the CBD.
- There is a broad-based need to improve the recreation opportunities for youth and it was recommended that the following upgrades to Moulder Park be implemented to accommodate this need:
  - expansion of the skate park;
  - extending the off-road pathway to the skate park area and through to International Gardens / Machin Park;
  - establishment of a 'youth' playground;
  - potential use of the netball clubhouse for youth out-reach programs and activities.

The implications of the above for development contributions for open space and recreation facilities are as follows:

- the provision of adequate informal open space areas and facilities to address local passive recreation needs in urban release areas.
- contributions from new development should be directed towards increasing the capacity of existing active recreation areas such as the upgrade of the Sir Jack Brabham Park Sporting Precinct to complement the array of facilities currently offered to Orange residents and to ensure existing standards of facility provision are not reduced.
- increases in the capacity of key recreation facilities that serve the broader Orange population (such as Anzac Park).

This Plan enables the Council to seek a reasonable contribution from development towards these facilities, commensurate with the additional demand arising from new development.

### 6.3 Community and Cultural

#### City-Wide

Council provides a range of community facilities to meet the needs of its residents, including:

- children's services and childcare centres;
- youth facilities;
- facilities for seniors;
- multi-purpose community and neighbourhood centres; and
- cultural facilities.



Council will continue to provide these services to meet the needs of existing and future residents.

The need for additional community and cultural infrastructure to meet the demand arising from population growth has been determined on a per capita basis. The need for additional facilities has been based on the capacity and proximity of existing facilities, and on maintaining existing service levels. In some cases, an expansion or upgrading of existing facilities will provide sufficient additional capacity to cater for new demand, in other cases a new facility will be required.

#### 6.4 Roads and Traffic Management

This Plan includes upgrades and/or new construction of transport facilities to meet the demand created by new development. These works may be contributions towards required "city level" infrastructure, such as the Northern Distributor, the Southern Feeder Road or to local roads, pathways or cycleways. Council has been using Austroads Guide to Traffic Management and Road Design standards to determine the needs for infrastructure and applied Council's traffic model to determine the level of contributory arising from a specific development.

Key priorities addressed in this Plan include the following:

- Acquisition of land and associated construction costs of the Southern Feeder Road and associated intersection treatments.
- Recoupment of land and construction costs for completed parts of the Southern Feeder Road.

##### Distributor Road

The need for an alternate route around the City of Orange has been recognised for many years and its construction has long been on Council's strategic agenda. Justification for the route is contained in the 2001 study *"The Need for the Northern Distributor Road and Alternatives Considered"*.

The Distributor Road is required due to the extra traffic generated by new development and the shortcomings of the existing Council road network. It is Council's view that future development should be levied reasonable development contributions to help meet the cost of this ambitious infrastructure undertaking. Works and land acquisition have taken place in anticipation of demand.

The alternate Route consists of a number of staged sections, some constructed on greenfield strips of land and others utilising existing road corridors. The Route is divided into 2 broader links that bypass the city centre; one to the North and one to the South.

The Northern link consists of two segments; the Northern Distributor Road (NDR) extending from the Escort Way to Astill Drive and the North Orange Bypass (NOB) which extends from Astill Drive to the Mitchell Highway. Both the NDR and NOB segments of the Route have been constructed.

The Southern Link is known generally as the Southern Feeder Road (SFR) and is partially constructed, with two segments completed; the Mitchell Highway to Huntley Road and Huntley Road to Anson Street, a total of 3.2Km. Construction of the next section is expected to commence in 2022 and will extend from Anson Street through to The Shiralee a total of 1.17 Km. The remaining 4.9Km of the Route, The Shiralee to the Escort Way, is expected to be staged over the next 15-20 years.

Stages of the SFR relevant to this Plan include:

- SFR – Huntley Road to Elsham Avenue completed in 2020 with associated works being:
  - Rail Bridge over the Main Western Rail line
  - New Intersection and realignment of Huntley Road
  - Upgrade and extension of Edward Street
- SFR – Elsham Avenue to the Mitchell Highway completed in 2022 with associated works being:
  - New Intersection at Mitchell Highway
  - Upgrade to the Mitchell Highway



The future road infrastructure included in the works schedule to this Plan relate primarily to:

- Construction costs of the SFR yet to be built;
- The recoupment of construction costs relating to completed sections of the SFR;
- The recoupment of associated land acquisition costs for the SFR;
- Construction costs to Intersection upgrades to completed sections of the NDR; and
- Roads leading from the existing road network to the relative section of the Northern and Southern Distributor Roads that would require either new works / extensions and / or road upgrades to accommodate the extra traffic demand anticipated once the appropriate section of the Distributor Road has been constructed.

Table 8: Distributor Road costs (Southern Feeder Road).

Road section	Start date	Finish date
SFR S1 - Huntley Rd to Anson St – Anson Street Extension – Forest Road Upgrade	2015	2016
SFR S2 - Elsham Ave to Huntley Rd	2019	2020
SFR S2 - Edward St Extension	2019	2020
SFR S2 - Overhead Rail Bridge	2019	2020
SFR S3 - Mitchell Hwy to Elsham	2021	2022
SFR S4a - Anson St to Shiralee Rd	Under Construction	
SFR S4b – Shiralee Rd to Pinnacle Rd	TBA	TBA

The contribution rate levied on new development is based on the assessed net increase in peak hour vehicle trips attributable to a proposed development using trip generation assumptions contained in the Roads and Maritime Services' *Guide to Traffic Generating Developments* (2002).

Table 9: Share of cost of road and traffic management works attributable to demand sectors

Demand sector	Total anticipated development	Total anticipated peak hour vehicle trips generated	Share of cost met by development (%)
Residential areas	Equivalent Standard Dwellings	Vehicle Trips per Hour	%
East Orange (including Glenroi, Bowen, Suma Park and Clifton Grove)	665	519	7%
West Orange (including Calare and Ammerdown)	45	35	0%
Greater Ploughmans Valley	639	498	7%



North and North-West Orange (including Bletchington and Ammerdown, excluding Waratah)	401	313	4%
Greater Waratah	529	413	6%
Rosedale Gardens	700	546	7%
Phillip Street	45	35	0%
DPI land west of Bloomfield	540	421	6%
Remainder of SSS Land Units 10 and 11 (including Shiralee)	1,668	1,301	18%
Molong Rd Entrance	1,300	1,014	14%
<b>Sub total</b>	<b>6,532</b>	<b>5,095</b>	<b>69%</b>
Industrial and employment areas (e.g. Narrambla)	641	500	7%
Bloomfield health and mixed use precinct (non residential)	827	645	9%
Through traffic allowance	1,727	1,101	15%
<b>Total estimated peak hour vehicle trips</b>	<b>9,727</b>	<b>7,341</b>	<b>100%</b>

Reasonable Development Contributions for the roads and traffic management items in the Plan have been calculated taking into account the following:

- The Distributor Road / Southern Feeder Road and associated works are strategic infrastructure designed to serve the needs of Orange within and beyond the life of this Plan. This Plan therefore seeks to spread the cost of works over a long time period commensurate with the strategic role of the infrastructure.
- Council will only levy the cost it incurs. Completion of the project is reliant on funds provided by Commonwealth and State Government. The government contributions have been excluded from the cost to be met by development.
- One of the key purposes of the Distributor Road / Southern Feeder Road is to provide an alternative heavy vehicle route for through traffic to avoid Summer Street and the Orange CBD generally. This Plan assumes that 15 percent of the traffic on the proposed road and traffic management works will be vehicles with both an origin and destination outside the Orange urban area.
- Most of the need for the proposed road and traffic management works (i.e., Distributor Road / Southern Feeder Road and flow-on works) is assumed to be generated by recent and future development of areas on the fringe of Orange, i.e.:
  - Residential lots for both infill and greenfield development areas.
  - Mixed use development / health precinct in Bloomfield.
  - Industrial development in the City's existing and future industrial and employment areas.
- As the works schedule addresses both future infrastructure and infrastructure already provided in advance of development, previous and future development of these areas has been taken into account.
- Contributions are based on the assessed net increase in peak hour vehicle trips attributable to a proposed development using trip generation assumptions contained in the Roads and Maritime Services' Guide to Traffic Generating Developments (2002).



## 6.5 Stormwater Drainage

Where development occurs within an identified contribution area (greenfields area) identified in the plan Council uses a combination of identified local area facilities proposed under the contributions plan, and conditions of consent via the development approval process to provide onsite stormwater detention, water quality management and to reduce post development flows to pre-development flows. As such these areas will not be required to contribute to the stormwater network development.

Outside of these areas, in the remainder of LGA, the infill development of land adds to runoff volumes and pollutant loading. Infill development projects are required to return peak flows to pre-existing levels; however the water quality overall discharge volumes and net stormwater impacts are not negated. As such it is reasonable to collect development contributions funds towards the general network upgrades to account for detention and water quality works. The collection of these funds is limited to areas of infill development areas under the LGA remainder contribution schedule.

This Plan includes upgrades to the East Orange Channel and new detention basins strategically located on sites around the city aimed at preventing mainstream flooding and major overland flow flooding.

### Blackmans Swamp Creek and Ploughman's Creek Floodplain Risk Management Study and Plan

The overall objectives of the current Floodplain Risk Management Study (FRMS 2020) were to assess the impacts of flooding in Orange, review the measures that were recommended in FRMS&P 2009 along with Council's current policies as they relate to development of land in flood liable areas, consider measures for the management of flood affected land and to develop a contemporary Floodplain Risk Management Plan (FRMP 2020) for Orange which:

- Proposes modifications to existing Council policies to ensure that the development of flood affected land is undertaken so as to be compatible with the flood hazard and risk.
- Sets out the recommended program of works and measures aimed at reducing over time, the social, environmental and economic impacts of flooding.
- Provides a program for implementation of the proposed works and measures.



7 Contributions Area Strategies

This part describes the Plan’s contribution strategies for each contribution area. Contribution areas defined by the Plan are in Table 10

Table 10: Contribution Areas

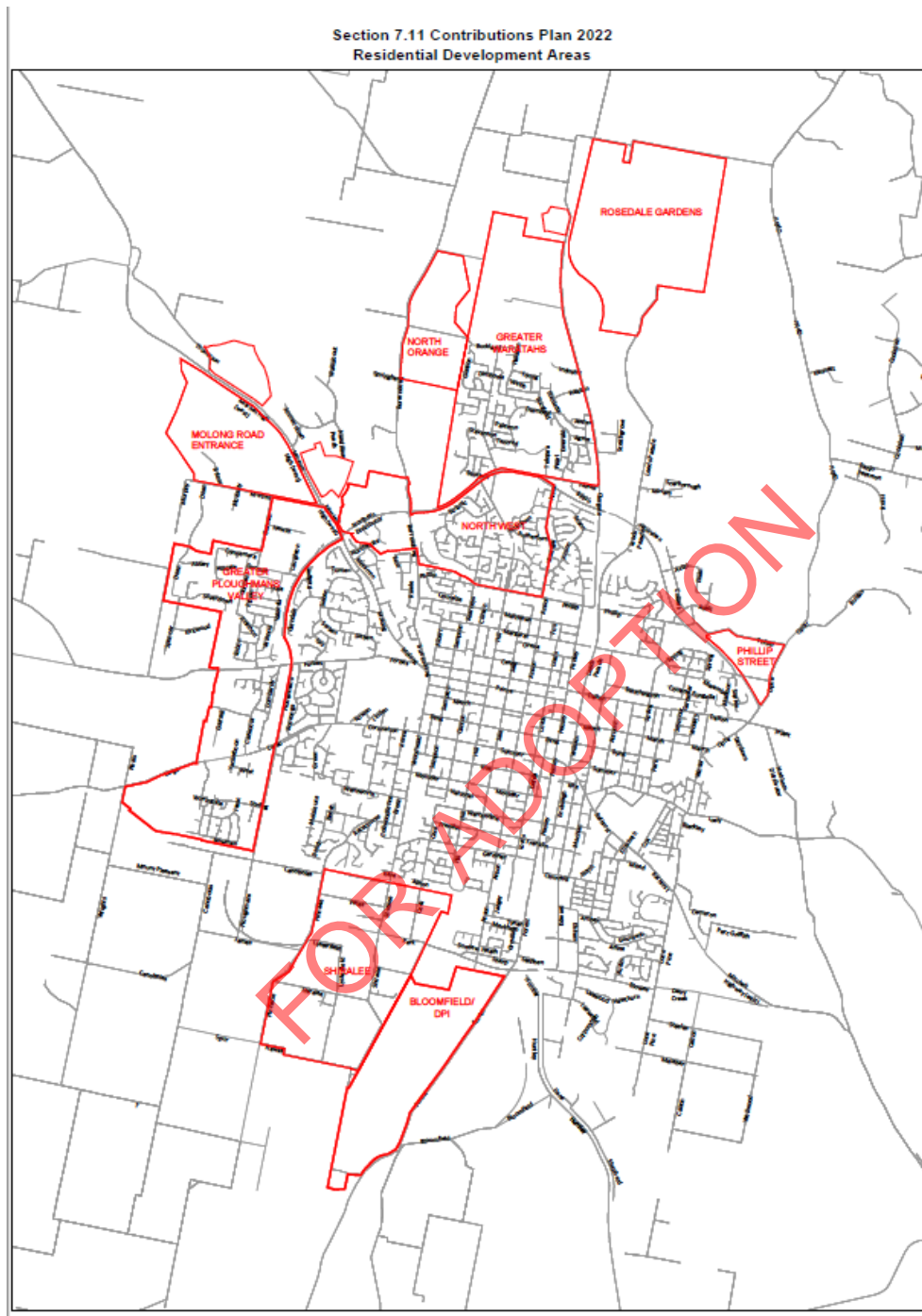
1. Bloomfield/DPI,
2. Greater Ploughman's Valley,
3. Greater Waratahs,
4. Molong Road Entrance,
5. North Orange,
6. North West Orange,
7. Phillip Street,
8. Rosedale Gardens
9. Shiralee, and
10. Remainder of the LGA.

The location of each contribution area is shown in Figure 3.

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Figure 3: Contribution Areas







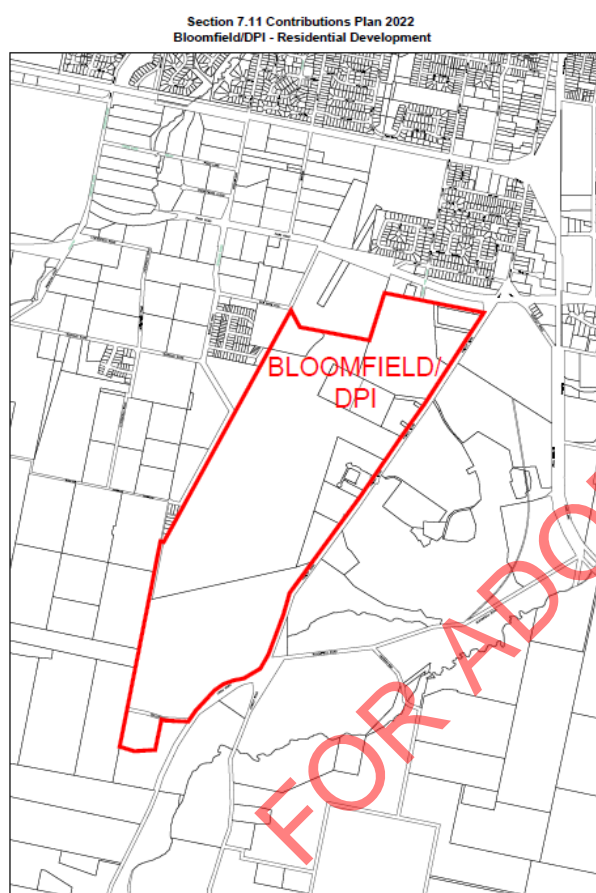
## 7.1 Bloomfield/DPI Contribution Area

The facilities for Bloomfield/DPI were identified in the report *Infrastructure Assessment: Southern Suburb Servicing Strategy* prepared by Geolyse Pty Ltd in 2009.

In relation to Bloomfield/DPI, this Plan attributes the balance of the cost of remaining facilities to the anticipated future development, as follows:

Bloomfield 550 dwellings (accommodating 1,540 residents)

Figure 4: Bloomfield Contribution Area map



Land south of the Southern Feeder Road reservation in Bloomfield is expected to accommodate additional development for a number of land uses, including—

- mixed use development,
- Orange Health and Innovation Precinct (incorporating both public and private health services facilities),
- residential accommodation, and
- public recreation.

The local infrastructure requirements described in this section refer only to those associated with the development of land owned by the NSW Department of Primary Industries (DPI). The land use zoning for this land under the Orange LEP 2011 allows for the development of the land for a range of mixed use development, residential accommodation and ancillary purposes.

Southern Suburb Servicing Strategy



In 2009, Orange City Council in conjunction with the DPI engaged Geolyse Pty Ltd to carry out an Infrastructure Assessment and preparation of a Servicing Strategy for South Orange and produced a subsequent report, 'Infrastructure Assessment: Southern Suburb Servicing Strategy' (December 2009).

The Servicing Strategy focused on the initial development of the DPI land as the initial stage within the Study Area with provisions being made to extend services to the future Southern Suburb as development demand dictates.

The assessment of future local infrastructure needs for the Bloomfield/DPI Contribution Area is based on the December 2009 Infrastructure Assessment: Southern Suburb Servicing Strategy.

The servicing strategy identifies the servicing infrastructure required to be provided to allow the development of both the DPI land and the wider Southern Suburb precinct (including all those lands, apart from the DPI land, located within Land Units 10 and 11 as defined by the Orange Sustainable Settlement Strategy Update (May 2010).

The servicing strategy identifies the following anticipated housing yields for the contribution area—

- DPI land - 540 equivalent standard dwellings,
- remainder of Land Units 10 and 11 - 2,696 equivalent standard dwellings,

The servicing strategy—

- aims to determine an economic means of providing the required infrastructure to allow the future development of the land for a mix of residential, commercial and institutional purposes,
- focuses on the DPI land as the location for the initial staging of urban development, with consideration also given to the subsequent extension of servicing infrastructure to the remainder of the Southern Suburb in line with anticipated development demands,
- identifies likely requirements for servicing infrastructure including reservoirs, sewage pumping stations, water rising mains, trunk sewer and rising mains and connection road infrastructure,
- assesses servicing road capacity to determine the likely need for additional works,
- identifies 12 x road infrastructure items required to meet the development of approximately 3,200 dwelling house lots within the broader Southern Suburb, with two of these items relating specifically to development of the DPI land,

#### Provision of trunk water and sewer services

Trunk water and sewer infrastructure to service the Bloomfield/DPI Contribution Area will be provided in accordance with Developer Servicing Plans to be prepared separately to this Contributions Plan.

Local infrastructure works and contributions required to be provided for the Bloomfield/DPI Contribution Area are listed in *Table 11* below.

*Table 11: Bloomfield /DPI Contribution Area Requirements*

Local Infrastructure Type	Works Required	Contributions Required
Roads and Traffic Management	Upgrades to sections of Forest Road and Peisley Street.	Monetary contribution toward both cost recoupment and estimated future costs.

## 7.2 Greater Ploughmans Valley and North West Orange Contribution Areas

The Plan identifies a need for certain facilities to be provided to serve the current and future population of the Ploughman's Valley release area in the City's west and have been included in previous contribution plans.

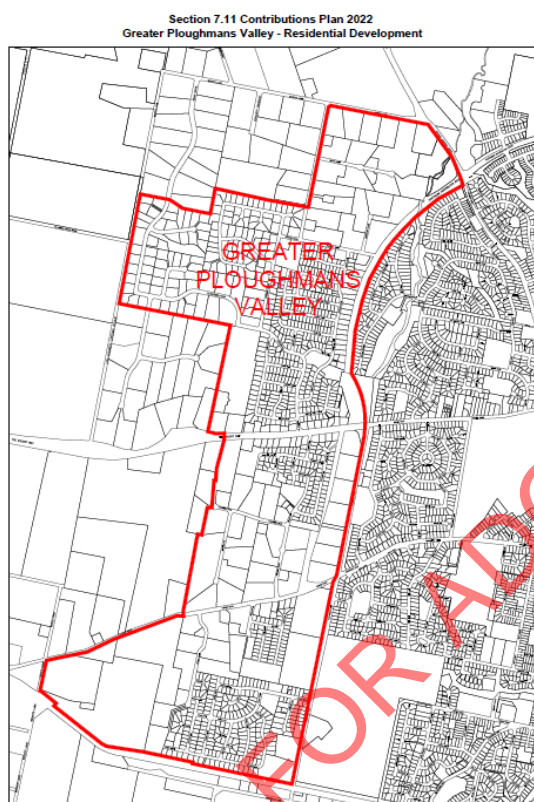
The facilities for Ploughmans Valley were first identified in the Orange City Development Contributions Plan 1999 at the commencement of development in those areas.



More recently, however, the 2021 LHS identified a potential growth area that connects to the south east of the area depicted as Ploughman's valley in the 2017 Plan labelled in the LHS as the Whitton Place catchment. The 2017 Ploughman's Valley "release area" will be broadened to incorporate the Whitton place catchment in this Plan and will be referred to as the Greater Ploughman's Valley Contribution Area.

The 2021 LHS anticipated the remaining development potential in Ploughmans Valley was 303 lots, and the additional Whitton Road catchment as being 236 dwellings. This results in a new combined total for the 2022 Greater Ploughman's Valley Contribution Area of 564 dwellings accommodating 1,579 additional residents who will need to meet the cost of the Ploughman's Valley release area infrastructure contained in this Plan.

Figure 5: Greater Ploughmans Valley



Land within the Greater Ploughmans Valley and North West Orange contribution areas is zoned under the Orange Local Environmental Plan (LEP) 2011 to accommodate a mix of residential accommodation, public recreation and ancillary uses. The local infrastructure requirements, costs and contribution rates for these areas were initially identified in Orange City Development Contributions Plan 1999.

While the development of these contribution areas is well underway, there is remaining capacity for future development. Some local infrastructure land acquisitions and works required for these areas are also yet to be provided.

Local infrastructure works and contributions required to be provided for the Greater Ploughmans Valley and North West Orange contribution areas are listed in Table 12 below.



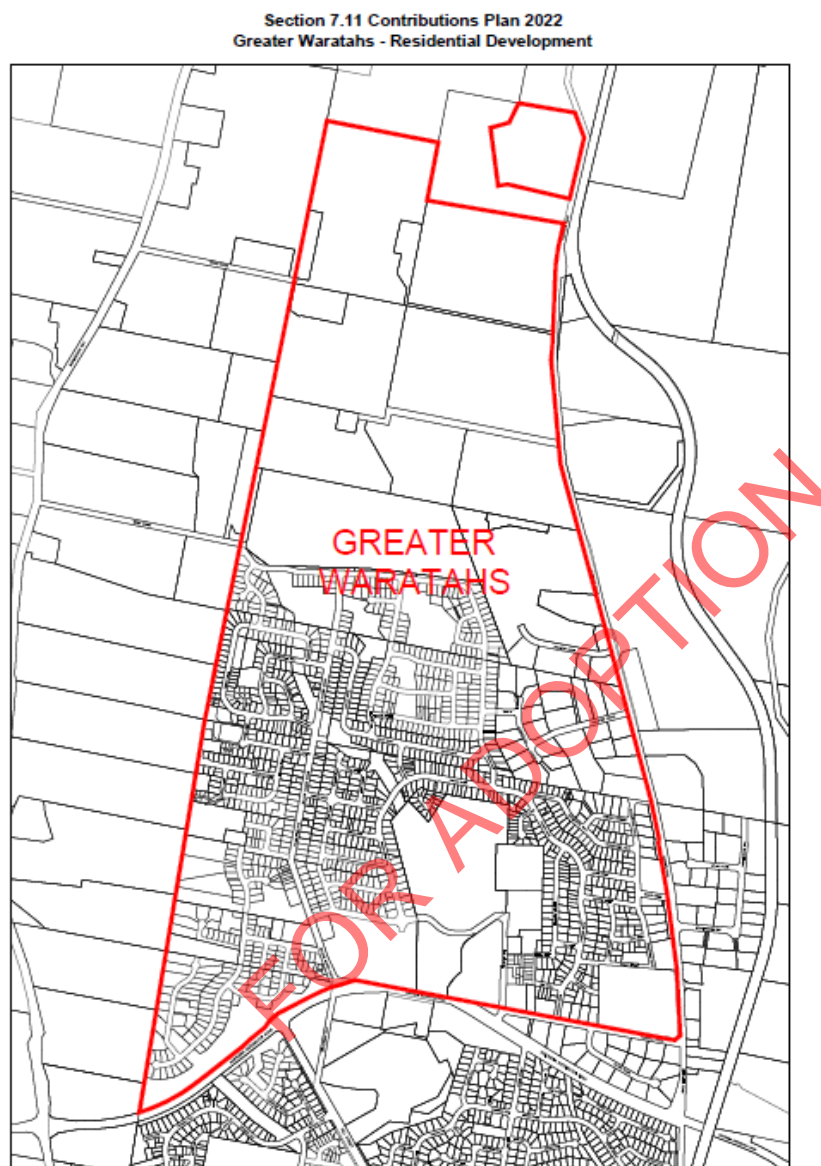
Table 12: Greater Ploughmans and North West Orange Contributions Requirements

Local Infrastructure Type	Works Required	Contributions Required
Local park land	Acquisition of 16.1 hectares of land for public open space.	Where subdivision involves land identified in the Plan for public open space, such land will be required to be dedicated to Council at the time of registration of the approved subdivision Plan.
Local park embellishment	Improvements to all public open space provided in the Plan	Monetary contribution toward estimated future costs.
Local recreational facilities	Construction of 1 x children's playground fronting Stirling Avenue.	Monetary contribution toward estimated future costs. Contributions toward outdoor sports recreation facilities are addressed under Section 6.1.1 of this Plan.
	Construction of 7.2 km of footpaths and cycleways.	Monetary contribution toward estimated future costs. Contributions toward outdoor sports recreation facilities are addressed under Section 6.1.1 of this Plan.
	Construction of 1 x pedestrian bridge across creek at Burrendong Way.	Monetary contribution toward estimated future costs. Contributions toward outdoor sports recreation facilities are addressed under Section 6.1.1 of this Plan.
Land for other local infrastructure	Acquisition of 0.36 hectares of land for the realignment of Ploughmans Lane at the Escort Way intersection.	Monetary contribution toward both cost recoupment and estimated future costs.
Contributions toward distributor roads are addressed under Section 6.1.3 of this Plan.		
Roads and Traffic Management	Upgrades of Whitton Place, Silverdown Way and Valencia Way.	Monetary contribution toward both cost recoupment and estimated future costs.



### 7.3 Greater Waratahs Contribution Area

Figure 6: Greater Waratahs Contribution Area map



This Plan identifies a need for certain facilities to be provided to serve the current and future population of the Greater Waratahs release area in the City's north.

The facilities were first identified in Waratahs Development Contributions Plan 2005 at the commencement of development in that area. The Orange Development Contributions Plan 2017 carried forward the provisions and monies collected from the 2005 Plan.

At the time the 2017 Plan was prepared, existing and approved development accounted for approximately 1,551 of the total 3,487 residents anticipated for the (smaller former) Waratahs "release area". This meant that the remaining development (attributable to 1,936 future residents) would need to meet the cost of the Waratahs release area infrastructure contained in this Plan.



At the time this new plan was prepared (2022), the remaining development potential for the 2017 Waratahs release area has been calculated at 70 lots with only a small number of greenfield allotments remaining undeveloped. In addition, the Draft Orange Local Housing Strategy (October 2021) (OLHS) identified a potential growth area directly north and adjacent to the 2017 Waratahs release area, the North Corridor.

This Plan consolidates both the 2017 Waratahs release area and the OLHS North Corridor to create a larger Waratahs release area which will be referred to as the Greater Waratahs Contribution Area.

The LHS estimated the total lot potential of the North Corridor to be 1,150 additional allotments, for a total of 1,220 allotments. Using the average occupancy rate from table 6 of 2.8 persons per household, it is estimated the Greater Waratahs Contribution Area will house 3,416 additional residents who will need to meet the cost of the Greater Waratahs Contribution Area infrastructure contained in this Plan.

Local infrastructure works and contributions required to be provided for the Greater Waratahs Contribution Area are listed in Table 14 below.

Table 13: Greater Waratahs Contribution Requirements

Local Infrastructure Type	Works Required	Contributions Required
Local park land acquisition	Acquisition of land for public open space.	Where subdivision involves land identified in the Plan for public open space, such land will be required to be dedicated to Council at the time of registration of the approved subdivision plan.
Local park embellishment	Embellishment of local parks, creekside parks and open space buffers identified above.	Monetary contribution toward estimated future costs.
Local recreational facilities	Construction of shared path facilities.	Monetary contribution toward estimated future costs.
	Construction and embellishment of the Waratahs sportsfield.	Monetary contribution toward estimated future costs.
Land for other Local Infrastructure	Acquisition of land for the provision of a slip lane to Telopea Way and the relocation of Wicks Road.	Monetary contribution toward estimated future costs.
Roads and Traffic Management	Upgrades to Clergate Road.	Monetary contribution estimated future costs.
	Upgrades to Telopea Way/Farrell Road/NDR intersection. Upgrades to Clergate Road and NDR intersection.	Monetary contribution estimated future costs

#### 7.4 Molong Road Entrance Contribution Area

The 2021 LHS identified a number of new candidate areas within the Orange City Council LGA suitable for future development over short, medium and long term timeframes. This Plan identifies the facilities to serve the future population housed in 1,300 dwellings (accommodating 3,640 residents)

Local infrastructure works and contributions required to be provided for the Molong Road Entrance Contribution Area are listed in Table 16 below.

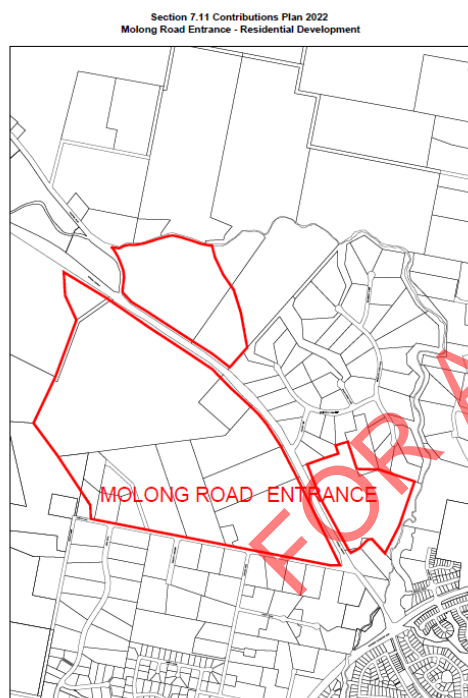
Table 14: Molong Road Contribution Area Requirements





Local Infrastructure Type	Infrastructure Required	Contributions Required
Local recreational facilities	Construction of 4 x children's playgrounds.	Monetary contribution toward estimated future costs.
	Construction of 3,344 metres of shared pathways (shareways).	Monetary contribution toward estimated future costs.
	Construction of 1 x sportsfield.	Monetary contribution toward estimated future costs.
Local community facilities	Construction of 1 x community centre.	Monetary contribution toward cost recoupment.
Roads and Traffic Management	Capacity based upgrades to Gorman Road and to the Molong Road-Murphy Road intersection.	Monetary contribution toward estimated future costs.

Figure 7: Molong Road Contributions Area map



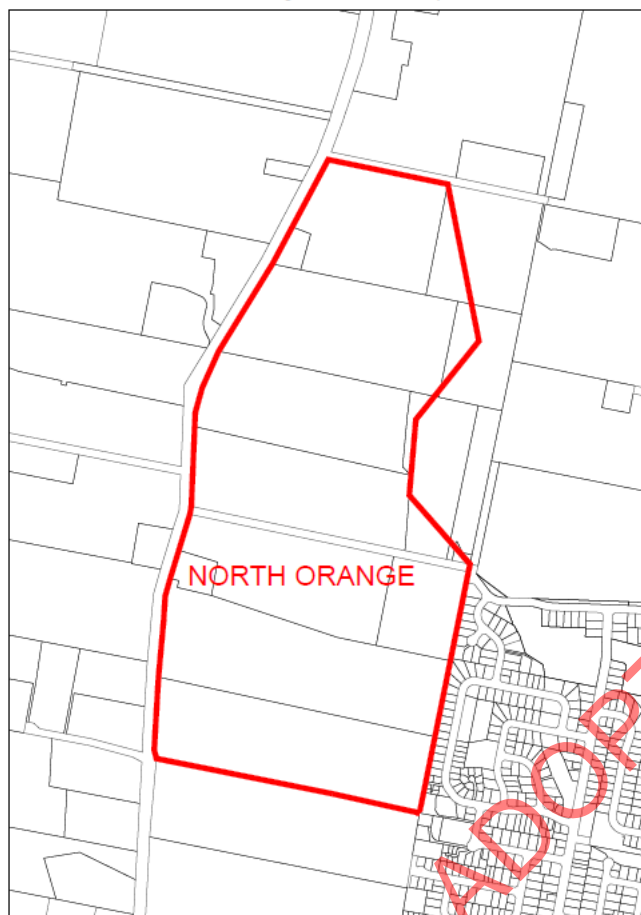
## 7.5 North Orange Contribution Area

The 2021 LHS identified a number of new candidate areas within the Orange City Council LGA suitable or future development over short, medium and long term timeframes. This Plan identifies the facilities to serve the future population for 36 dwellings (accommodating 101 residents).

Figure 8: North Orange Contribution Area map



Section 7.11 Contributions Plan 2022  
North Orange - Residential Development



Local infrastructure works and contributions required to be provided for the North Orange Contribution Area are listed in Table 15 below.

Table 15: North Orange Contribution Requirements

Local Infrastructure Type	Infrastructure Required	Contributions Required
Local recreational facilities	Construction of a children's playground.	Monetary contribution toward estimated future costs.
	Construction of 1 x recreational facility.	Monetary contribution toward estimated future costs.





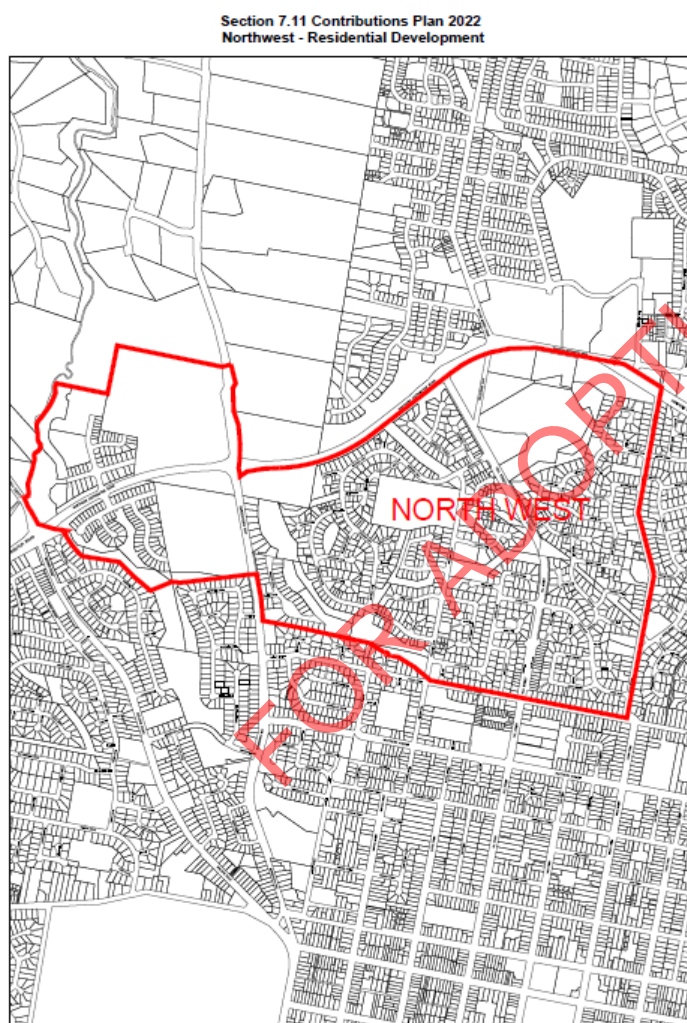
## 7.6 North West Contribution Area

The facilities for North West Orange were first identified in the Orange City Development Contributions Plan 1999 at the commencement of development in those areas.

In relation to North West Orange, this Plan attributes the balance of the cost of remaining facilities to the anticipated future development, as follows:

North West Orange      336 dwellings (accommodating 941 residents)

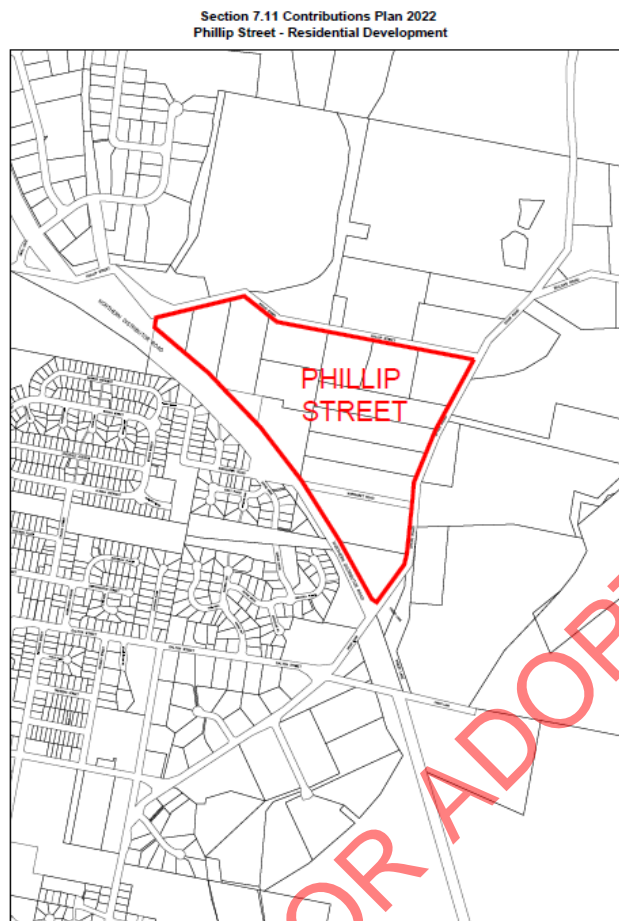
Figure 9: North West Orange Contribution Area map





## 7.7 Phillip Street Contribution Area

Figure 10: Phillip Contribution Area map



Land within the Phillip Street Contribution Area is estimated to be capable of being subdivided to create a further 45 residential lots (accommodating 126 residents). Additional traffic facilities are required to be constructed so that safe and convenient vehicular access can be provided for the contribution area.

Local infrastructure works and contributions required to be provided for the Phillip Street Contribution Area are listed in Table 13 below.

Table 16: Phillip Street contribution requirements

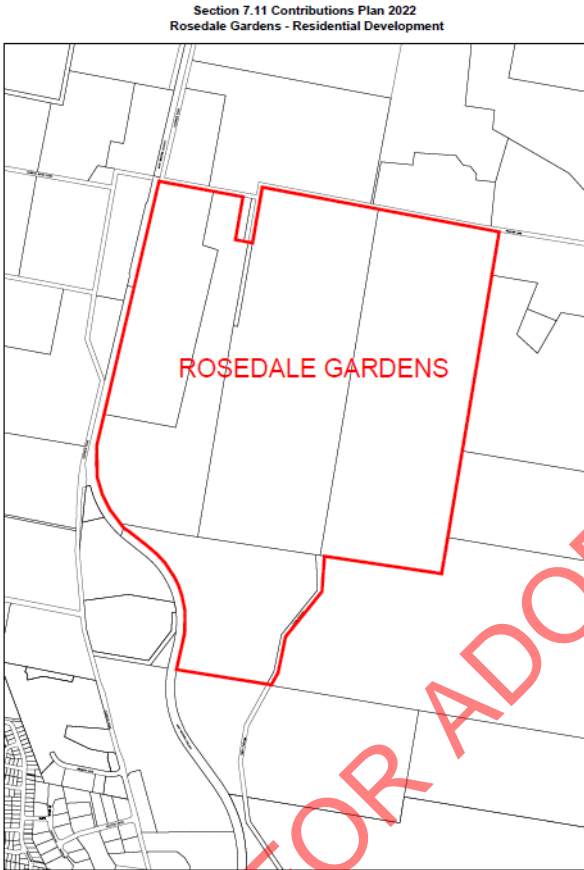
Local Infrastructure Type	Works Required	Contributions Required
Land for other Local Infrastructure	Acquisition of land for the widening of Ophir Road.	Monetary contribution toward both cost recoupment and estimated future costs.
Roads and Traffic Management	Upgrade of Phillip Street (Ophir Road to end of cul-de-sac).	Monetary contribution toward both cost recoupment and estimated future costs.
	Upgrade of the Ophir Road-Phillip Street intersection.	



Rosedale Gardens

In addition to the two new areas stated above, Council has identified an additional area to be included in the 2022 Plan and will be referred to as Rosedale Gardens. This Plan identifies the facilities to serve the future population housed in 700 dwellings (accommodating 1,960 residents)

Figure 11: Rosedale Gardens Contribution Area map



Local infrastructure works and contributions required to be provided for the Rosedale Gardens Contribution Area are listed in Table 17 below.

Table 17: Rosedale Gardens Contributions Area Requirements

Local Infrastructure Type	Works Required	Contributions Required
Local recreational facilities	Construction of 1 x children's playground.	Monetary contribution toward estimated future costs.
	Construction of 1,215 metres of shared cycleways (shareways).	Monetary contribution toward estimated future costs.
	Construction of 1 x sportsfield.	Monetary contribution toward estimated future costs.
Land for Local Infrastructure	Acquisition of 0.5 hectares of land for a sportsfield.	Monetary contribution toward both cost recoupment and estimated future costs.



Local Infrastructure Type	Works Required	Contributions Required
	Acquisition of 400m <sup>2</sup> land for a children's playground.	Monetary contribution toward both cost recoupment and estimated future costs.
Roads and Traffic Management	This Plan identifies upgrades to Leeds Parade and Clergate Road. As well as Telopea Way/Farrell/NDR and Clergate Road /NDR, intersections.	Monetary contribution toward both cost recoupment and estimated future costs.

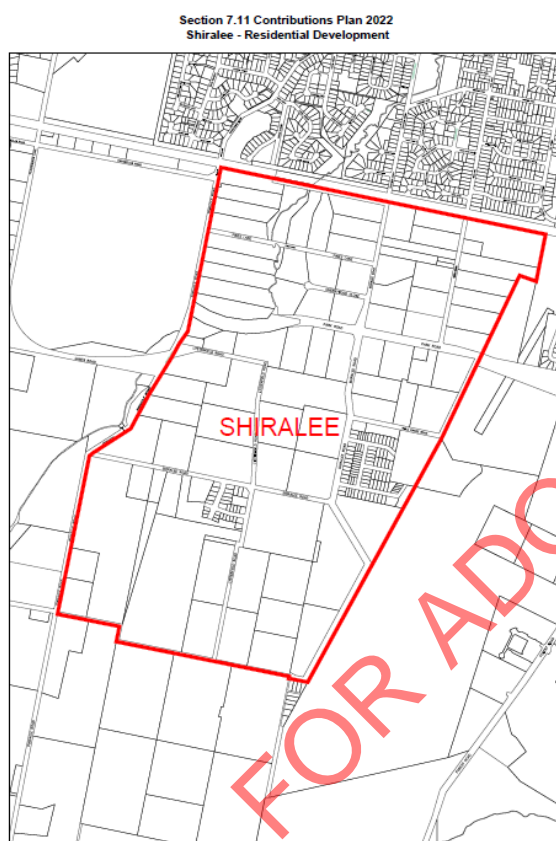
FOR ADOPTION



### 7.8 Shiralee Contribution Area

This housing precinct is identified as an Urban Release Area under the Orange LEP 2011 and has been experiencing increasing development. Housing development data within the precinct has been calculated from April 2021 in the Draft Orange Local Housing Strategy (October 2021) to determine the current land supply. The Shiralee Development Control Plan 2015 describes the needed physical and social infrastructure to support the development. This infrastructure is partially funded through this Contributions Plan. The anticipated future development is 1,845 dwellings (accommodating 5,166 residents).

Figure 12: Shiralee Contribution Area map



The anticipated housing development outcomes for the Shiralee Contribution Area are described in the Shiralee Development Control Plan (DCP) (Revision A, December 2015). The DCP's development controls are based on a comprehensive master plan prepared for the former Shiralee Urban Release Area (Shiralee Master Plan Report, May 2014).

Under the terms of the DCP, Shiralee is expected to accommodate a total of 1,845 dwellings once fully developed. Based on an average occupancy rate of 2.8 persons per dwelling (table 4), the future resident population of the area is anticipated to be 5,166 persons.

#### Shiralee DCP provisions

Objectives and design principles prescribed by the DCP that directly relate to the provision of local infrastructure include—

#### Objectives

- (a) To promote a high quality urban environment with a diversity of housing and recreation opportunities.
- (b) To encourage alternative modes of transport and healthy lifestyles.



(c) To reduce traffic congestion by providing for the day to day needs of residents within the precinct.

Design principles

1. Utilise existing road reserves.
2. Develop an east-west and north-south open space network through the site to link to existing and future open spaces,
3. Provide green streets that minimise road pavement widths and maximise green verges and trees,
4. Encourage walking by providing footpaths on all streets and mid-block links where shown on the Master Plan and minimise requirements for roundabouts.
5. Provide a connected network of public open spaces that links to existing open spaces.
6. Distribute public open spaces throughout the development and in varying topographic locations (hilltops and drainage lines).

Local infrastructure works and contributions required to be provided for the Shiralee Contribution Area are listed in Table D.4 below

Table 18: Shiralee contribution requirements

Local Infrastructure Type	Works Required	Contributions Required
Local park land	Acquisition of 9.43 hectares of land for public open space.	Where subdivision involves land identified in the Plan for public open space, such land will be required to be dedicated to Council at the time of registration of the approved subdivision Plan.
Local park embellishment	Embellishment of 2 hectares of public open space for district parks.	Monetary contribution toward estimated future costs.
	Embellishment of 0.4 hectares of public open space for local parks.	Monetary contribution toward estimated future costs.
	District and local play space improvements.	Monetary contribution toward estimated future costs.
	Embellishment of 0.8 hectares of public open space for outdoor sports areas.	Monetary contribution toward estimated future costs.
	Embellishment of 0.4 hectares of public open space for informal kick-about spaces.	Monetary contribution toward estimated future costs.
	Embellishment of 0.04 hectares of public open space for public square improvements.	Monetary contribution toward estimated future costs.
Local recreational facilities	Construction of 2,000m of cycleways, shared pathways and associated infrastructure.	Monetary contribution toward estimated future costs.
Local stormwater management	Construction of 8 x detention basins.	Monetary contribution toward both cost recoupment and estimated future costs
Land for other Local Infrastructure	Acquisition of 3,00m <sup>2</sup> of land for road widening along Hawkes Lane to cater for the additional traffic movements	Monetary contribution toward both cost recoupment and estimated future costs.



Local Infrastructure Type	Works Required	Contributions Required
	generated development within the Shiralee urban release area.	
Roads and Traffic Management	Capacity based road upgrades for Shiralee Road, Lysterfield Road, Cecil Road and Hawke Lane.	<p>Monetary contribution toward both cost recoupment and estimated future costs.</p> <p>Where the project description includes the notation of "(66% construction)" the roadway is subject to a 66% construction requirement. The Total Estimated Cost covers the cost of road construction from outer bicycle fog line to outer bicycle fog line (66% of the total area of the roadway). Outside the bicycle fog line to the property boundary is the responsibility of the developer adjacent to the roadway."</p>
	Half road construction of local roads that will front public open spaces.	Monetary contribution toward both cost recoupment and estimated future costs.



### 7.9 Remainder of LGA

The "Remainder of LGA" refers to all residential development occurring within the boundaries of the Orange City Council LGA outside the boundaries of the contribution areas identified in Figure 3 of this Plan, listed below:

1. Bloomfield/DPI,
2. Greater Ploughman's Valley,
3. Greater Waratahs,
4. Molong Road Entrance,
5. North Orange,
6. North West Orange,
7. Phillip Street,
8. Rosedale Gardens
9. Shiralee,

Contributions for the remainder of the LGA will be based on funding infrastructure relating to:

1. Community and Cultural
2. Open Space and Recreation
3. Roads and Traffic Management
4. Stormwater Drainage





## 8 Plan preparation and administration costs

### Nexus

The preparation and administration of a section 7.11 contributions plan requires resources. Council employs staff to undertake the financial accounting of contributions, and implement the Plan and its works. In addition, consultant studies and specialist advice (e.g., legal and valuation) are obtained to assist with Plan preparation, management and review.

The costs involved with administering this Plan are an essential component of the efficient provision of facilities necessitated by development within a Contributions Area.

### Strategy

The Plan aims to provide funds to ensure the efficient management of the section 7.11 planning and financial processes within Council. The proposed costs associated with this category of contributions comprises:

- costs associated with preparing this Plan and relevant studies to support this Plan; and
- an allowance for the ongoing management of this Plan throughout the life of the Plan.

### Calculation of contribution

In accordance with the EP&A Act, Council is authorised to impose development contributions to recoup the reasonable costs of preparing this Plan, and the cost, or apportioned cost, of any studies specifically prepared to inform this Plan. In addition, any costs associated with the ongoing management and administration of this Plan can be levied.

Preparation and administration of contributions plans by councils incur significant costs. Council staff are deployed to:

- prepare and review contributions plans;
- account for contributions receipts and expenditure; and
- coordinate the implementation of contributions plans and works, including involvement in negotiating works in kind (WIK) and Material Public Benefit (MPB) agreements.
- Where a MPB or WIK agreement is negotiated between a developer and the Council, the Plan Administration (PA) and Management Contribution levy will still apply. This amount will cover plan review costs and also Council's costs associated with negotiating the MPB or planning agreement, and supervision of the work undertaken.

Consultant studies are also commissioned by Council from time to time in order to determine the value of land to be acquired, the design and cost of works, as well as to review the development and demand assumptions in contributions plans. Council is also required to engage the services of legal professionals from time to time to assist it in the administration of development contributions.

It is reasonable that the costs associated with preparing and administering this Plan be recouped from contributions from development.

Council has assessed that a reasonable contribution toward these activities would equate to an amount that is 3 percent of the total costs of infrastructure to be met via contributions anticipated under this Plan. This strategy is supported by the findings of the Local Contributions Review Panel which found that that 'an appropriate plan administration component is in the order of 3 - 4% of the total plan costs'.

The estimated cost of Council staff and specialist consulting assistance in the preparation, implementation, management and administration of this Plan is 3% of the value of contributions.

*Table 19: Plan Preparation and Management Contributions*

Contributions Area	Contribution
Plan Management Administration-	3% of the calculated contribution

Refund of S7.11 Contribution Fees

In the case where a Development Application is rescinded and a refund of Section 7.11 contributions are requested by the applicant, such fees will be refunded exclusive of any interest those monies may have earned and exclusive of the plan, preparation and administration portion of the fees.

FOR ADOPTION



## Appendix A – Contribution Rates Summary and Schedules

**Orange Development Contributions Plan 2022**  
**Contributions Schedule**  
**Residential Development Contributions Rates Summary – Capped**

Facility	Monetary Contribution				
	Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
<b>Bloomfield/DPI urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$1,092.97	\$3,060.32	\$3,060.32	\$1,571.82	\$1,420.87
Plan Preparation and Administration	\$130.73	\$366.06	\$366.06	\$203.87	\$169.96
<b>Total</b>	<b>\$4,488.56</b>	<b>\$12,567.97</b>	<b>\$12,567.97</b>	<b>\$6,999.45</b>	<b>\$5,835.13</b>
<b>Greater Ploughmans Valley urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>79%</b>	<b>79%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,166.02	\$2,166.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$284.10	\$284.10	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$4,779.07	\$4,779.07	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$5,504.48	\$12,188.29	\$12,188.29	\$8,807.17	\$7,155.83
Plan Preparation and Administration	\$263.08	\$582.52	\$582.52	\$420.93	\$342.00
<b>Total</b>	<b>\$9,032.42</b>	<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$14,451.87</b>	<b>\$11,742.14</b>
<b>Greater Waratah urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>88%</b>	<b>88%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,418.08	\$2,418.08	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$317.16	\$317.16	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$5,335.20	\$5,335.20	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$4,590.38	\$11,347.04	\$11,347.04	\$7,344.61	\$5,967.50
Plan Preparation and Administration	\$235.66	\$582.52	\$582.52	\$377.05	\$306.35



Facility	Monetary Contribution				
	Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
<b>Total</b>	<b>\$8,090.89</b>	<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$12,945.43</b>	<b>\$10,518.16</b>
<b>Molong Rd Entrance urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>80%</b>	<b>80%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,188.09	\$2,188.09	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$286.99	\$286.99	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$4,827.77	\$4,827.77	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$5,416.03	\$12,114.63	\$12,114.63	\$8,665.65	\$7,040.84
Plan Preparation and Administration	\$260.43	\$582.52	\$582.52	\$416.68	\$338.55
<b>Total</b>	<b>\$8,941.31</b>	<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$14,306.09</b>	<b>\$11,623.70</b>
<b>North Orange urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>59%</b>	<b>59%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$1,618.34	\$1,618.34	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$212.26	\$212.26	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$3,570.67	\$3,570.67	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$8,472.22	\$14,016.20	\$14,016.20	\$13,555.56	\$11,013.89
Plan Preparation and Administration	\$352.11	\$582.52	\$582.52	\$563.38	\$457.75
<b>Total</b>	<b>\$12,089.19</b>	<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$19,342.70</b>	<b>\$15,715.94</b>
<b>North West Orange urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$2,233.49	\$6,253.77	\$6,253.77	\$3,573.58	\$2,903.54
Plan Preparation and Administration	\$164.95	\$461.86	\$461.86	\$263.92	\$214.44
<b>Total</b>	<b>\$5,663.29</b>	<b>\$15,857.21</b>	<b>\$15,857.21</b>	<b>\$9,061.27</b>	<b>\$7,362.28</b>
<b>Phillip Street urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80



Facility	Monetary Contribution				
	Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$3,463.83	\$9,698.73	\$9,698.73	\$5,542.13	\$4,502.98
Plan Preparation and Administration	\$201.86	\$565.21	\$565.21	\$322.98	\$262.42
<b>Total</b>	<b>\$6,930.54</b>	<b>\$19,405.52</b>	<b>\$19,405.52</b>	<b>\$11,088.87</b>	<b>\$9,009.71</b>
<b>Rosedale Gardens urban release area</b>	<b>\$20,000 Cap Factor</b>	<b>88%</b>	<b>88%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,421.23	\$2,421.23	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$317.57	\$317.57	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$5,342.16	\$5,342.16	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$4,580.16	\$11,336.52	\$11,336.52	\$7,328.25	\$5,954.21
Plan Preparation and Administration	\$235.35	\$582.52	\$582.52	\$376.56	\$305.96
<b>Total</b>	<b>\$8,080.36</b>	<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$12,928.58</b>	<b>\$10,504.47</b>
<b>Shiralee Release Area</b>	<b>\$20,000 Cap Factor</b>	<b>2.25%</b>	<b>2.25%</b>	<b>100.00%</b>	<b>100.00%</b>
Open Space and Recreation	\$978.22	\$61.66	\$61.66	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$8.09	\$8.09	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$136.05	\$136.05	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities <sup>2</sup>	\$7,062.39	\$19,774.68	\$19,774.68	\$11,299.82	\$9,181.10
Plan Preparation and Administration	\$309.82	\$19.53	\$19.53	\$495.71	\$402.76
<b>Total</b>	<b>\$10,637.05</b>	<b>\$20,000.00</b>	<b>\$20,000.00</b>	<b>\$17,019.29</b>	<b>\$13,828.17</b>
<b>Remainder of LGA Note 1</b>	<b>\$20,000 Cap Factor</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Open Space and Recreation	\$978.22	\$2,445.55	\$2,445.55	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$320.76	\$320.76	\$205.29	\$166.80
Roads and Traffic Management	\$2,417.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$24.28	\$60.71	\$60.71	\$38.85	\$31.57
Local Area Facilities	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Plan Preparation and Administration	\$106.44	\$266.11	\$266.11	\$157.88	\$128.28



Facility	Monetary Contribution				
	Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
<b>Total</b>	<b>\$3,654.57</b>	<b>\$9,136.45</b>	<b>\$9,136.45</b>	<b>\$5,420.49</b>	<b>\$4,404.15</b>

Note 1: Development on land zoned RU1, RU5, E1, E2 and E3 is not required to make contributions for Roads and Traffic Management

Note 2: Shiralee Cap: Local Area Facilities in Shiralee receive 100% of available funds, with the remaining available funds split proportionately across the other schedules.

FOR ADOPTION



## Orange Development Contributions Plan 2022 Contributions Schedule Residential Development Contributions Rates Summary – Full Cost

Facility	Monetary Contribution				
	Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
<b>Bloomfield/DPI urban release area</b>					
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$1,092.97	\$3,060.32	\$3,060.32	\$1,571.82	\$1,420.87
Plan Preparation and Administration	\$130.73	\$366.06	\$366.06	\$203.87	\$169.96
<b>Total</b>	<b>\$4,488.56</b>	<b>\$12,567.97</b>	<b>\$12,567.97</b>	<b>\$6,999.45</b>	<b>\$5,835.13</b>
<b>Greater Ploughmans Valley urban release area</b>					
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$5,504.48	\$15,412.56	\$15,412.56	\$8,807.17	\$7,155.83
Plan Preparation and Administration	\$263.08	\$736.62	\$736.62	\$420.93	\$342.00
<b>Total</b>	<b>\$9,032.42</b>	<b>\$25,290.76</b>	<b>\$25,290.76</b>	<b>\$14,451.87</b>	<b>\$11,742.14</b>
<b>Greater Waratah urban release area</b>					
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$4,590.38	\$12,853.07	\$12,853.07	\$7,344.61	\$5,967.50
Plan Preparation and Administration	\$235.66	\$659.84	\$659.84	\$377.05	\$306.35
<b>Total</b>	<b>\$8,090.89</b>	<b>\$22,654.50</b>	<b>\$22,654.50</b>	<b>\$12,945.43</b>	<b>\$10,518.16</b>
<b>Molong Rd Entrance urban release area</b>					
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$5,416.03	\$15,164.88	\$15,164.88	\$8,665.65	\$7,040.84
Plan Preparation and Administration	\$260.43	\$729.19	\$729.19	\$416.68	\$338.55
<b>Total</b>	<b>\$8,941.31</b>	<b>\$25,035.66</b>	<b>\$25,035.66</b>	<b>\$14,306.09</b>	<b>\$11,623.70</b>



Facility	Monetary Contribution				
	Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
<b>North Orange urban release area</b>					
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$8,472.22	\$23,722.22	\$23,722.22	\$13,555.56	\$11,013.89
Plan Preparation and Administration	\$352.11	\$985.91	\$985.91	\$563.38	\$457.75
<b>Total</b>	<b>\$12,089.19</b>	<b>\$33,849.72</b>	<b>\$33,849.72</b>	<b>\$19,342.70</b>	<b>\$15,715.94</b>
<b>North West Orange urban release area</b>					
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$2,233.49	\$6,253.77	\$6,253.77	\$3,573.58	\$2,903.54
Plan Preparation and Administration	\$164.95	\$461.86	\$461.86	\$263.92	\$214.44
<b>Total</b>	<b>\$5,663.29</b>	<b>\$15,857.21</b>	<b>\$15,857.21</b>	<b>\$9,061.27</b>	<b>\$7,362.28</b>
<b>Phillip Street urban release area</b>					
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$3,463.83	\$9,698.73	\$9,698.73	\$5,542.13	\$4,502.98
Plan Preparation and Administration	\$201.86	\$565.21	\$565.21	\$322.98	\$262.42
<b>Total</b>	<b>\$6,930.54</b>	<b>\$19,405.52</b>	<b>\$19,405.52</b>	<b>\$11,088.87</b>	<b>\$9,009.71</b>
<b>Rosedale Gardens urban release area</b>					
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$4,580.16	\$12,824.45	\$12,824.45	\$7,328.25	\$5,954.21
Plan Preparation and Administration	\$235.35	\$658.98	\$658.98	\$376.56	\$305.96
<b>Total</b>	<b>\$8,080.36</b>	<b>\$22,625.01</b>	<b>\$22,625.01</b>	<b>\$12,928.58</b>	<b>\$10,504.47</b>
<b>Shiralee Release Area</b>					
Open Space and Recreation	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80





Facility	Monetary Contribution				
	Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
Roads and Traffic Management	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local Area Facilities	\$7,062.39	\$19,774.68	\$19,774.68	\$11,299.82	\$9,181.10
Plan Preparation and Administration	\$309.82	\$867.49	\$867.49	\$495.71	\$402.76
<b>Total</b>	<b>\$10,637.05</b>	<b>\$29,783.75</b>	<b>\$29,783.75</b>	<b>\$17,019.29</b>	<b>\$13,828.17</b>
<b>Remainder of LGA</b> Note 1					
Open Space and Recreation	\$978.22	\$2,445.55	\$2,445.55	\$1,565.15	\$1,271.69
Community and Cultural	\$128.30	\$320.76	\$320.76	\$205.29	\$166.80
Roads and Traffic Management	\$2,417.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage	\$24.28	\$60.71	\$60.71	\$38.85	\$31.57
Local Area Facilities	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Plan Preparation and Administration	\$106.44	\$266.11	\$266.11	\$157.88	\$128.28
<b>Total</b>	<b>\$3,654.57</b>	<b>\$9,136.45</b>	<b>\$9,136.45</b>	<b>\$5,420.49</b>	<b>\$4,404.15</b>
<b>Development Contributions toward Public Car Parking</b> Per Space Non Residential Development in Area Shown in Figure 1.5					
Public Car Parking	\$12,495.34				
Plan Preparation and Administration	\$374.86				
<b>Total</b>	<b>\$12,870.20</b>				

Note 1: Development on land zoned RU1, RU5, E1, E2 and E3 is not required to make contributions for Roads and Traffic Management



## Orange Development Contributions Plan 2022

### Contributions Schedule

### DPI / Bloomfield urban release area

Facility	Value of Land & Works Schedule	Monetary Contribution				
		Residential Development				
		Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
Open Space and Recreation						
Land Acquisition - Future	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works - Future	\$73,579,493.02	\$601.74	\$1,684.86	\$1,684.86	\$962.78	\$782.26
Land & Works - Existing	\$9,990,058.06	\$376.48	\$1,054.15	\$1,054.15	\$602.37	\$489.43
Sub total	\$83,569,551.08	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural						
Land Acquisition	\$556,622.28	\$119.70	\$335.17	\$335.17	\$191.53	\$155.61
Works	\$620,742.98	\$133.49	\$373.78	\$373.78	\$213.59	\$173.54
Land & Works - Existing	\$800,000.00	-\$124.89	-\$349.70	-\$349.70	-\$199.83	-\$162.36
Sub total	\$1,977,365.26	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management						
Land Acquisition	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$46,992,737.51	\$1,270.03	\$3,556.09	\$3,556.09	\$2,032.05	\$1,651.04
Land & Works - Existing	\$20,240,935.05	\$888.30	\$2,487.23	\$2,487.23	\$1,421.27	\$1,154.78
Sub total	\$67,233,672.55	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage						
Land Acquisition	\$77,871.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$17,565,345.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Land & Works - Existing	-\$513,856.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub total	\$17,129,360.43	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bloomfield / DPI Release Area						
Land Acquisition	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$2,213,961.74	\$503.17	\$1,408.88	\$1,408.88	\$805.08	\$654.13
Land & Works - Existing	\$908,291.99	\$589.80	\$1,651.44	\$1,651.44	\$766.74	\$766.74
Sub total	\$3,122,253.73	\$1,092.97	\$3,060.32	\$3,060.32	\$1,571.82	\$1,420.87
Plan Preparation and Administration						
Plan Preparation and Administration		\$130.73	\$366.06	\$366.06	\$203.87	\$169.96
Sub total		\$130.73	\$366.06	\$366.06	\$203.87	\$169.96



# Orange Development Contributions Plan 2022

## Contributions Schedule

### Greater Ploughmans Valley urban release area

Facility	Value of Land & Works Schedule	Monetary Contribution				
		Residential Development				
		Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
Open Space and Recreation						
Land Acquisition - Future	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works - Future	\$73,579,493.02	\$601.74	\$1,684.86	\$1,684.86	\$962.78	\$782.26
Land & Works - Existing	\$9,990,058.06	\$376.48	\$1,054.15	\$1,054.15	\$602.37	\$489.43
Sub total	\$83,569,551.08	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural						
Land Acquisition	\$556,622.28	\$119.70	\$335.17	\$335.17	\$191.53	\$155.61
Works	\$620,742.98	\$133.49	\$373.78	\$373.78	\$213.59	\$173.54
Land & Works - Existing	\$800,000.00	-\$124.89	-\$349.70	-\$349.70	-\$199.83	-\$162.36
Sub total	\$1,977,365.26	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management						
Land Acquisition	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$46,992,737.51	\$1,270.03	\$3,556.09	\$3,556.09	\$2,032.05	\$1,651.04
Land & Works - Existing	\$20,240,935.05	\$888.30	\$2,487.23	\$2,487.23	\$1,421.27	\$1,154.78
Sub total	\$67,233,672.55	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage						
Land Acquisition	\$77,871.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$17,565,345.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Land & Works - Existing	-\$513,856.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub total	\$17,129,360.43	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Greater Ploughmans Valley Release Area						
Land Acquisition	\$1,843,945.80	\$1,167.79	\$3,269.82	\$3,269.82	\$1,868.47	\$1,518.13
Works	\$4,285,939.29	\$2,713.99	\$7,599.18	\$7,599.18	\$4,342.39	\$3,528.19
Land & Works - Existing	-\$190,892.18	\$1,622.70	\$4,543.55	\$4,543.55	\$2,596.32	\$2,109.51
Sub total	\$5,938,992.91	\$5,504.48	\$15,412.56	\$15,412.56	\$8,807.17	\$7,155.83
Plan Preparation and Administration						
Plan Preparation and Administration		\$263.08	\$736.62	\$736.62	\$420.93	\$342.00
Sub total		\$263.08	\$736.62	\$736.62	\$420.93	\$342.00



# Orange Development Contributions Plan 2022

## Contributions Schedule

### Greater Waratah urban release area

Facility	Value of Land & Works Schedule	Monetary Contribution				
		Residential Development				
		Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
Open Space and Recreation						
Land Acquisition - Future	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works - Future	\$73,579,493.02	\$601.74	\$1,684.86	\$1,684.86	\$962.78	\$782.26
Land & Works - Existing	\$9,990,058.06	\$376.48	\$1,054.15	\$1,054.15	\$602.37	\$489.43
Sub total	\$83,569,551.08	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural						
Land Acquisition	\$556,622.28	\$119.70	\$335.17	\$335.17	\$191.53	\$155.61
Works	\$620,742.98	\$133.49	\$373.78	\$373.78	\$213.59	\$173.54
Land & Works - Existing	\$800,000.00	-\$124.89	-\$349.70	-\$349.70	-\$199.83	-\$162.36
Sub total	\$1,977,365.26	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management						
Land Acquisition	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$46,992,737.51	\$1,270.03	\$3,556.09	\$3,556.09	\$2,032.05	\$1,651.04
Land & Works - Existing	\$20,240,935.05	\$888.30	\$2,487.23	\$2,487.23	\$1,421.27	\$1,154.78
Sub total	\$67,233,672.55	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage						
Land Acquisition	\$77,871.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$17,565,345.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Land & Works - Existing	-\$513,856.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub total	\$17,129,360.43	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Greater Waratah Release Area						
Land Acquisition	\$990,720.00	\$290.02	\$812.07	\$812.07	\$464.04	\$377.03
Works	\$24,125,320.81	\$4,638.46	\$12,987.70	\$12,987.70	\$7,421.54	\$6,030.00
Land & Works - Existing	-\$1,154,962.66	-\$338.10	-\$946.69	-\$946.69	-\$540.97	-\$439.53
Sub total	\$23,961,078.14	\$4,590.38	\$12,853.07	\$12,853.07	\$7,344.61	\$5,967.50
Plan Preparation and Administration						
Plan Preparation and Administration		\$235.66	\$659.84	\$659.84	\$377.05	\$306.35
Sub total		\$235.66	\$659.84	\$659.84	\$377.05	\$306.35



## Orange Development Contributions Plan 2022

### Contributions Schedule

### Molong Rd Entrance urban release area

Facility	Value of Land & Works Schedule	Monetary Contribution				
		Residential Development				
		Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
Open Space and Recreation						
Land Acquisition - Future	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works - Future	\$73,579,493.02	\$601.74	\$1,684.86	\$1,684.86	\$962.78	\$782.26
Land & Works - Existing	\$9,990,058.06	\$376.48	\$1,054.15	\$1,054.15	\$602.37	\$489.43
Sub total	\$83,569,551.08	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural						
Land Acquisition	\$556,622.28	\$119.70	\$335.17	\$335.17	\$191.53	\$155.61
Works	\$620,742.98	\$133.49	\$373.78	\$373.78	\$213.59	\$173.54
Land & Works - Existing	\$800,000.00	-\$124.89	-\$349.70	-\$349.70	-\$199.83	-\$162.36
Sub total	\$1,977,365.26	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management						
Land Acquisition	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$46,992,737.51	\$1,270.03	\$3,556.09	\$3,556.09	\$2,032.05	\$1,651.04
Land & Works - Existing	\$20,240,935.05	\$888.30	\$2,487.23	\$2,487.23	\$1,421.27	\$1,154.78
Sub total	\$67,233,672.55	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage						
Land Acquisition	\$77,871.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$17,565,345.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Land & Works - Existing	-\$513,856.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub total	\$17,129,360.43	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Molong Road Entrance Release Area						
Land Acquisition	\$252,960.00	\$69.49	\$194.58	\$194.58	\$111.19	\$90.34
Works	\$19,461,390.00	\$5,346.54	\$14,970.30	\$14,970.30	\$8,554.46	\$6,950.50
Land & Works - Existing	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub total	\$19,714,350.00	\$5,416.03	\$15,164.88	\$15,164.88	\$8,665.65	\$7,040.84
Plan Preparation and Administration						
Plan Preparation and Administration		\$260.43	\$729.19	\$729.19	\$416.68	\$338.55
Sub total		\$260.43	\$729.19	\$729.19	\$416.68	\$338.55



## Orange Development Contributions Plan 2022

### Contributions Schedule

#### North Orange urban release area

Facility	Value of Land & Works Schedule	Monetary Contribution				
		Residential Development				
		Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
Open Space and Recreation						
Land Acquisition - Future	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works - Future	\$73,579,493.02	\$601.74	\$1,684.86	\$1,684.86	\$962.78	\$782.26
Land & Works - Existing	\$9,990,058.06	\$376.48	\$1,054.15	\$1,054.15	\$602.37	\$489.43
Sub total	\$83,569,551.08	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural						
Land Acquisition	\$556,622.28	\$119.70	\$335.17	\$335.17	\$191.53	\$155.61
Works	\$620,742.98	\$133.49	\$373.78	\$373.78	\$213.59	\$173.54
Land & Works - Existing	\$800,000.00	-\$124.89	-\$349.70	-\$349.70	-\$199.83	-\$162.36
Sub total	\$1,977,365.26	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management						
Land Acquisition	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$46,992,737.51	\$1,270.03	\$3,556.09	\$3,556.09	\$2,032.05	\$1,651.04
Land & Works - Existing	\$20,240,935.05	\$888.30	\$2,487.23	\$2,487.23	\$1,421.27	\$1,154.78
Sub total	\$67,233,672.55	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage						
Land Acquisition	\$77,871.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$17,565,345.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Land & Works - Existing	-\$513,856.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub total	\$17,129,360.43	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
North Orange Release Area						
Land Acquisition	\$204,000.00	\$2,023.81	\$5,666.67	\$5,666.67	\$3,238.10	\$2,630.95
Works	\$845,000.00	\$8,382.94	\$23,472.22	\$23,472.22	\$13,412.70	\$10,897.82
Land & Works - Existing	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub total	\$1,049,000.00	\$10,406.75	\$29,138.89	\$29,138.89	\$16,650.79	\$13,528.77
Plan Preparation and Administration						
Plan Preparation and Administration		\$410.15	\$1,148.41	\$1,148.41	\$656.24	\$533.19
Sub total		\$410.15	\$1,148.41	\$1,148.41	\$656.24	\$533.19



## Orange Development Contributions Plan 2022 Contributions Schedule North West Orange urban release area

Facility	Value of Land & Works Schedule	Monetary Contribution				
		Residential Development				
		Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
Open Space and Recreation						
Land Acquisition - Future	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works - Future	\$73,579,493.02	\$601.74	\$1,684.86	\$1,684.86	\$962.78	\$782.26
Land & Works - Existing	\$9,990,058.06	\$376.48	\$1,054.15	\$1,054.15	\$602.37	\$489.43
Sub total	\$83,569,551.08	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural						
Land Acquisition	\$556,622.28	\$119.70	\$335.17	\$335.17	\$191.53	\$155.61
Works	\$620,742.98	\$133.49	\$373.78	\$373.78	\$213.59	\$173.54
Land & Works - Existing	\$800,000.00	-\$124.89	-\$349.70	-\$349.70	-\$199.83	-\$162.36
Sub total	\$1,977,365.26	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management						
Land Acquisition	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$46,992,737.51	\$1,270.03	\$3,556.09	\$3,556.09	\$2,032.05	\$1,651.04
Land & Works - Existing	\$20,240,935.05	\$888.30	\$2,487.23	\$2,487.23	\$1,421.27	\$1,154.78
Sub total	\$67,233,672.55	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage						
Land Acquisition	\$77,871.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$17,565,345.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Land & Works - Existing	-\$513,856.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub total	\$17,129,360.43	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NW Orange Release Area						
Land Acquisition	\$1,921,068.00	\$1,868.74	\$5,232.48	\$5,232.48	\$2,989.99	\$2,429.37
Works	\$1,162,526.42	\$1,130.86	\$3,166.41	\$3,166.41	\$1,809.38	\$1,470.12
Land & Works - Existing	-\$787,567.53	-\$766.12	-\$2,145.13	-\$2,145.13	-\$1,225.79	-\$995.95
Sub total	\$2,296,026.89	\$2,233.49	\$6,253.77	\$6,253.77	\$3,573.58	\$2,903.54
Plan Preparation and Administration						
Plan Preparation and Administration		\$164.95	\$461.86	\$461.86	\$263.92	\$214.44
Sub total		\$164.95	\$461.86	\$461.86	\$263.92	\$214.44



## Orange Development Contributions Plan 2022

### Contributions Schedule

### Phillip Street urban release area

Facility	Value of Land & Works Schedule	Monetary Contribution				
		Residential Development				
		Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
Open Space and Recreation						
Land Acquisition - Future	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works - Future	\$73,579,493.02	\$601.74	\$1,684.86	\$1,684.86	\$962.78	\$782.26
Land & Works - Existing	\$9,990,058.06	\$376.48	\$1,054.15	\$1,054.15	\$602.37	\$489.43
Sub total	\$83,569,551.08	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural						
Land Acquisition	\$556,622.28	\$119.70	\$335.17	\$335.17	\$191.53	\$155.61
Works	\$620,742.98	\$133.49	\$373.78	\$373.78	\$213.59	\$173.54
Land & Works - Existing	\$800,000.00	-\$124.89	-\$349.70	-\$349.70	-\$199.83	-\$162.36
Sub total	\$1,977,365.26	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management						
Land Acquisition	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$46,992,737.51	\$1,270.03	\$3,556.09	\$3,556.09	\$2,032.05	\$1,651.04
Land & Works - Existing	\$20,240,935.05	\$888.30	\$2,487.23	\$2,487.23	\$1,421.27	\$1,154.78
Sub total	\$67,233,672.55	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage						
Land Acquisition	\$77,871.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$17,565,345.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Land & Works - Existing	-\$513,856.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub total	\$17,129,360.43	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Phillip Street Release Area						
Land Acquisition	\$51,000.00	\$364.29	\$1,020.00	\$1,020.00	\$582.86	\$473.57
Works	\$433,936.50	\$3,099.55	\$8,678.73	\$8,678.73	\$4,959.27	\$4,029.41
Land & Works - Existing	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub total	\$484,936.50	\$3,463.83	\$9,698.73	\$9,698.73	\$5,542.13	\$4,502.98
Plan Preparation and Administration						
Plan Preparation and Administration		\$201.86	\$565.21	\$565.21	\$322.98	\$262.42
Sub total		\$201.86	\$565.21	\$565.21	\$322.98	\$262.42





## Orange Development Contributions Plan 2022

### Contributions Schedule

#### Rosedale Gardens urban release area

Facility	Value of Land & Works Schedule	Monetary Contribution				
		Residential Development				
		Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
Open Space and Recreation						
Land Acquisition - Future	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works - Future	\$73,579,493.02	\$601.74	\$1,684.86	\$1,684.86	\$962.78	\$782.26
Land & Works - Existing	\$9,990,058.06	\$376.48	\$1,054.15	\$1,054.15	\$602.37	\$489.43
Sub total	\$83,569,551.08	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural						
Land Acquisition	\$556,622.28	\$119.70	\$335.17	\$335.17	\$191.53	\$155.61
Works	\$620,742.98	\$133.49	\$373.78	\$373.78	\$213.59	\$173.54
Land & Works - Existing	\$800,000.00	-\$124.89	-\$349.70	-\$349.70	-\$199.83	-\$162.36
Sub total	\$1,977,365.26	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management						
Land Acquisition	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$46,992,737.51	\$1,270.03	\$3,556.09	\$3,556.09	\$2,032.05	\$1,651.04
Land & Works - Existing	\$20,240,935.05	\$888.30	\$2,487.23	\$2,487.23	\$1,421.27	\$1,154.78
Sub total	\$67,233,672.55	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage						
Land Acquisition	\$77,871.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$17,565,345.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Land & Works - Existing	-\$513,856.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub total	\$17,129,360.43	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Rosedale Gardens Release Area						
Land Acquisition	\$220,320.00	\$112.41	\$314.74	\$314.74	\$179.85	\$146.13
Works	\$20,450,554.13	\$4,467.75	\$12,509.70	\$12,509.70	\$7,148.40	\$5,808.08
Land & Works - Existing	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub total	\$20,670,874.13	\$4,580.16	\$12,824.45	\$12,824.45	\$7,328.25	\$5,954.21
Plan Preparation and Administration						
Plan Preparation and Administration		\$235.35	\$658.98	\$658.98	\$376.56	\$305.96
Sub total		\$235.35	\$658.98	\$658.98	\$376.56	\$305.96



## Orange Development Contributions Plan 2022

### Contributions Schedule

### Shiralee Urban Release Area

Facility	Value of Land & Works Schedule	Monetary Contribution				
		Residential Development				
		Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
Open Space and Recreation						
Land Acquisition - Future	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works - Future	\$73,579,493.02	\$601.74	\$1,684.86	\$1,684.86	\$962.78	\$782.26
Land & Works - Existing	\$9,990,058.06	\$376.48	\$1,054.15	\$1,054.15	\$602.37	\$489.43
Sub total	\$83,569,551.08	\$978.22	\$2,739.02	\$2,739.02	\$1,565.15	\$1,271.69
Community and Cultural						
Land Acquisition	\$556,622.28	\$119.70	\$335.17	\$335.17	\$191.53	\$155.61
Works	\$620,742.98	\$133.49	\$373.78	\$373.78	\$213.59	\$173.54
Land & Works - Existing	\$800,000.00	-\$124.89	-\$349.70	-\$349.70	-\$199.83	-\$162.36
Sub total	\$1,977,365.26	\$128.30	\$359.25	\$359.25	\$205.29	\$166.80
Roads and Traffic Management						
Land Acquisition	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$46,992,737.51	\$1,270.03	\$3,556.09	\$3,556.09	\$2,032.05	\$1,651.04
Land & Works - Existing	\$20,240,935.05	\$888.30	\$2,487.23	\$2,487.23	\$1,421.27	\$1,154.78
Sub total	\$67,233,672.55	\$2,158.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage						
Land Acquisition	\$77,871.41	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$17,565,345.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Land & Works - Existing	-\$513,856.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Sub total	\$17,129,360.43	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Shiralee Area						
Land Acquisition	\$2,498,724.00	\$483.69	\$1,354.32	\$1,354.32	\$773.90	\$628.79
Works	\$32,548,468.28	\$6,300.52	\$17,641.45	\$17,641.45	\$10,080.83	\$8,190.67
Land & Works - Existing	\$1,437,088.67	\$278.18	\$778.91	\$778.91	\$445.09	\$361.64
Sub total	\$36,484,280.95	\$7,062.39	\$19,774.68	\$19,774.68	\$11,299.82	\$9,181.10
Plan Preparation and Administration						
Plan Preparation and Administration		\$309.82	\$867.49	\$867.49	\$495.71	\$402.76
Sub total		\$309.82	\$867.49	\$867.49	\$495.71	\$402.76



## Orange Development Contributions Plan 2022

### Contributions Schedule

### Remainder of LGA

Facility	Value of Land & Works Schedule	Monetary Contribution				
		Residential Development				
		Per Resident	Per Subdivided Lot or Detached Dwelling House	Per 3 or more Bedroom Dwelling	Per 2 Bedroom Dwelling	Per 1 Bedroom Dwelling
Open Space and Recreation						
Land Acquisition - Future	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works - Future	\$73,579,493.02	\$601.74	\$1,504.34	\$1,504.34	\$962.78	\$782.26
Land & Works - Existing	\$9,990,058.06	\$376.48	\$941.21	\$941.21	\$602.37	\$489.43
Sub total	\$83,569,551.08	\$978.22	\$2,445.55	\$2,445.55	\$1,565.15	\$1,271.69
Community and Cultural						
Land Acquisition	\$556,622.28	\$119.70	\$299.26	\$299.26	\$191.53	\$155.61
Works	\$620,742.98	\$133.49	\$333.73	\$333.73	\$213.59	\$173.54
Land & Works - Existing	\$800,000.00	-\$124.89	-\$312.23	-\$312.23	-\$199.83	-\$162.36
Sub total	\$1,977,365.26	\$128.30	\$320.76	\$320.76	\$205.29	\$166.80
Roads and Traffic Management <sup>1</sup>						
Land Acquisition	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Works	\$46,992,737.51	\$1,422.44	\$3,556.09	\$3,556.09	\$2,032.05	\$1,651.04
Land & Works - Existing	\$20,240,935.05	\$994.89	\$2,487.23	\$2,487.23	\$1,421.27	\$1,154.78
Sub total	\$67,233,672.55	\$2,417.33	\$6,043.32	\$6,043.32	\$3,453.32	\$2,805.83
Stormwater Drainage						
Land Acquisition	\$77,871.41	\$1.61	\$4.01	\$4.01	\$2.57	\$2.09
Works	\$17,565,345.30	\$362.17	\$905.43	\$905.43	\$579.48	\$470.82
Land & Works - Existing	-\$513,856.28	-\$10.59	-\$26.49	-\$26.49	-\$16.95	-\$13.77
Sub total <sup>2</sup>	\$17,129,360.43	\$24.28	\$60.71	\$60.71	\$38.85	\$31.57
Public Car Parking						
Land & Works - Existing						
Sub total						
Plan Preparation and Administration		\$106.44	\$266.11	\$266.11	\$157.88	\$128.28
Sub total		\$106.44	\$266.11	\$266.11	\$157.88	\$128.28

Note:

1. Development on land zoned RU1, RU5, E1, E2 and E3 is not required to make contributions for Roads and Traffic Management
2. Stormwater totals have been reduced to reflect the Draft Plan - A calculation error at the time of the 2022 Draft Plan incorrectly calculated these values, and to remain consistent with exhibited values the contributions have been reduced to reflect the Draft Plan values.



Appendix B – Contribution Plan Works Schedules

**Orange Development Contributions Plan 2022  
Community and Cultural**

Item	Facility Description	Estimated Base Cost (2022 Plan)	Project On Costs (2022 Plan)	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Actual, Indexed 7.11 Cost for completed items (2022)	S7.11 Recoupment for completed items	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
<b>LAND ACQUISITION - FUTURE - LOCATED IN BLOOMFIELD / SOUTH ORANGE</b>											
C1	Multi-purpose Centre in South Orange (8,000m <sup>2</sup> )	\$545,708.12	\$10,914.16	\$556,622.28	\$0.00	\$556,622.28			4,650	\$119.70	10-15 years
	<b>Sub-total</b>	<b>\$545,708.12</b>	<b>\$10,914.16</b>	<b>\$556,622.28</b>		<b>\$556,622.28</b>				<b>\$119.70</b>	
	<b>Total</b>	<b>\$545,708.12</b>	<b>\$10,914.16</b>	<b>\$556,622.28</b>		<b>\$556,622.28</b>				<b>\$119.70</b>	
<b>WORKS - FUTURE - ALL AREAS</b>											
C3	Upgrade of facilities in Moulder Park for youth recreation	\$477,494.60	\$143,248.38	\$620,742.98	\$0.00	\$620,742.98			4,650	\$133.49	0 - 5 years
	<b>Sub-total</b>	<b>\$477,494.60</b>	<b>\$143,248.38</b>	<b>\$620,742.98</b>		<b>\$620,742.98</b>			<b>4,650</b>	<b>\$133.49</b>	
	<b>Total</b>	<b>\$477,494.60</b>	<b>\$143,248.38</b>	<b>\$620,742.98</b>		<b>\$620,742.98</b>			<b>4,650</b>	<b>\$133.49</b>	
C4	Museum & Business Centre (apportioned cost)				\$0.00	\$800,000.00		\$800,000.00	4,650	\$172.04	Completed
	<b>LESS CONTRIBUTIONS HELD</b>						\$1,380,749.95		4,650	-\$296.94	
	<b>Sub-total</b>					<b>\$800,000.00</b>				<b>-\$124.89</b>	
	<b>Total</b>	<b>\$0.00</b>	<b>\$0.00</b>			<b>\$800,000.00</b>	<b>\$800,000.00</b>			<b>-\$124.89</b>	

**Orange Development Contributions Plan 2022**



## Open Space and Recreation

Item	Facility Description	Estimated Base Cost (2022 Plan)	Project On Costs (2022 Plan)	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Actual, Indexed 7.11 Cost for completed items (2022)	\$7.11 Recoupment for completed items	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
<b>LAND ACQUISITION - FUTURE - 01.00045.9440.9401</b>											
	Nil										
		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				\$0.00	
	<b>Total</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>			<b>\$0.00</b>	
<b>WORKS - FUTURE</b>											
	<b>Works required primarily as a result of population growth</b>										
OS2	Sports ground Facility Expansion Works (\$180,000)	\$204,640.54	\$61,392.16	\$266,032.71	\$0.00	\$266,032.71			4,650	\$57.21	Through life of plan
OS3	Playgrounds and open space Expansion Works (\$270,000)	\$270,000.00	\$81,000.00	\$399,049.06	\$0.00	\$399,049.06			4,650	\$85.82	Through life of plan
OS5	Sir Jack Brabham Park - Installation of Competition Lights	\$250,000.00	\$75,000.00	\$369,489.87	\$0.00	\$369,489.87			4,650	\$79.46	0 - 5 years
OS10	Gosling Creek and Environs Masterplan	\$383,761.00	\$115,128.30	\$567,183.21	\$0.00	\$567,183.21			4,650	\$121.97	0 - 5 years
	<b>Sub-total</b>	<b>\$1,108,401.54</b>	<b>\$332,520.46</b>	<b>\$1,601,754.84</b>	<b>\$0.00</b>	<b>\$1,601,754.84</b>				<b>\$344.46</b>	
	<b>Works required to address both current and future needs</b>										
OS14	Synthetic Athletics track <sup>1</sup>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			48,500	\$0.00	0 - 5 years
OS15	Wade Park - implementation of master plan	\$5,234,393.77	\$1,570,318.13	\$6,804,711.90	\$6,152,301.38	\$652,410.52			48,500	\$140.30	Through life of plan
OS20	Showground Development	\$2,090,082.55	\$627,024.76	\$2,717,107.31	\$2,456,601.15	\$260,506.17			48,500	\$56.02	Through life of plan
OS21	Anzac Park expansion/facility upgrade	\$2,273,783.82	\$682,135.15	\$2,955,918.96	\$2,672,516.42	\$283,402.54			48,500	\$60.95	11 - 15 years
OS30	Sporting Precinct - Sir Jack Brabham Park <sup>1</sup>	\$53,550,000.00	\$5,950,000.00	\$59,500,000.00	\$59,500,000.00	\$0.00			48,500	\$0.00	0 - 5 years
	<b>Sub-total</b>	<b>\$63,148,260.13</b>	<b>\$8,829,478.04</b>	<b>\$71,977,738.17</b>	<b>\$70,781,418.95</b>	<b>\$1,196,319.23</b>				<b>\$257.27</b>	
	<b>Total</b>	<b>\$64,256,661.68</b>	<b>\$9,161,998.50</b>	<b>\$73,579,493.02</b>		<b>\$2,798,074.07</b>				<b>\$601.74</b>	
<b>LAND AND WORKS -EXISTING - 01.00045.9440.9404</b>											
OS25	Anzac Park recreation facilities						\$8,465,320.09	\$811,623.47	48,500	\$174.54	Completed

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## Footnotes

1. The Orange Sporting Precinct - Sir Jack Brabham Park, inclusive of the Synthetic Athletics Track have secure external funding to the current project estimated cost. These items have been reduced to \$0 contributing dollars. Upon completion the projects will be evaluated for removal from the plan.



## Orange Development Contributions Plan 2022

### Roads and Traffic Management Facilities

Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Actual Cost for completed items	\$7.11 Recoupment for completed items	Contribution on Catchment (standard dwellings)	Contribution on Rate (per standard dwelling)	Priority / Staging
<b>LAND ACQUISITION - FUTURE - 01.00045.9442.9401</b>											
	Nil										
	<b>Total</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		<b>\$0.00</b>		<b>\$0.00</b>	
<b>WORKS - FUTURE ROADS - Southern Feeder Road - 01.00045.9442.9406</b>											
<b>RC5</b>	SFR Stage 1b - SFR Construction - New Roundabout at the intersection of Escort Way and Ploughmans Lane	\$2,951,731.70	\$885,519.51	\$3,837,251.21	\$1,116,236.11	\$2,721,015.10			7388	\$368.30	0 - 5 years
<b>RC10</b>	SFR - Traffic Facilities & SFR Construction - Ploughmans Lane Upgrade - Wentworth Golf Course to Escort Way	\$13,823,616.00	\$4,147,084.80	\$17,970,700.80	\$5,227,581.97	\$12,743,118.83			7388	\$1,724.84	6 - 10 years
<b>RC12</b>	SFR Stage 2 - SFR Construction - From Anson Street to Pinnacle Road (50%)	\$7,047,692.00	\$2,114,307.60	\$9,161,999.60	\$6,056,000.00	\$3,105,999.60			7388	\$420.41	6 - 10 years
<b>RC14</b>	SFR NEXUS Stage 1d - Widening of the Forest Rd Bridge and re-alignment of approaches on Forest Rd. (Overhead Bridge)	\$4,350,000.00	\$1,305,000.00	\$5,655,000.00	\$4,550,000.00	\$1,105,000.00			7388	\$149.57	6 - 10 years
<b>RC106</b>	SFR NEXUS - Intersection Cargo Road and Ploughmans Lane	\$1,923,077.00	\$576,923.10	\$2,500,000.10	\$727,236.83	\$1,772,763.27			7388	\$239.95	6-10 years
<b>WORKS - FUTURE - Other Roads - 01.00045.9442.9407</b>											
<b>RC21</b>	SFR NEXUS - New Roundabout - The construction of the Roundabout at Moulder and Peisley Sts Intersection	\$756,000.00	\$226,800.00	\$1,115,836.71	\$324,591.01	\$791,245.71			7388	\$107.10	11 - 15 years
<b>RC 26a</b>	ODCP 1999 - Clergate Rd Stage 2 - Quartz Street to Ralston Drive (610m)	\$2,923,077.00	\$876,923.10	\$3,800,000.10	\$1,860,000.00	\$1,940,000.10			7388	\$262.59	0-5 years
<b>RC104</b>	Summer Street Beautification - Upgrade due to future demand (10% of Council cost attributable to new development)	\$2,270,729.99	\$681,219.00	\$2,951,948.98	\$858,706.37	\$2,093,242.61			7388	\$283.33	0-5 years
	<b>Sub-total</b>	<b>\$36,045,923.69</b>	<b>\$10,813,777.11</b>	<b>\$46,992,737.51</b>	<b>\$20,720,352.29</b>	<b>\$26,272,385.22</b>				<b>\$3,556.09</b>	
	<b>Total</b>	<b>\$36,045,923.69</b>	<b>\$10,813,777.11</b>	<b>\$46,992,737.51</b>	<b>\$20,720,352.29</b>	<b>\$26,272,385.22</b>			<b>7388</b>	<b>\$3,556.09</b>	
<b>WORKS - EXISTING - DISTRIBUTOR ROAD - 01.00045.9442.9404</b>											



Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Actual Cost for completed items	\$7.11 Recoupment for completed items	Contribution on Catchment (standard dwellings)	Contribution on Rate (per standard dwelling)	Priority / Staging
RC4	Northern Dist. Road - Escort Way to Mitchell Highway (Excluding Commonwealth Grant) 2015 Outstanding Loan Balance						\$3,476,108.00	\$2,464,926.54	7388	\$333.64	Completed
RC103	SFR - Ploughmans Lane Road Upgrade - Rail Crossing to 30m North of Melrose gardens Driveway						\$343,000.00	\$243,223.11	7388	\$32.92	Completed
<b>LAND - EXISTING - DISTRIBUTOR ROAD (Southern Feeder Road) - 01.00045.9442.9404</b>											
RC72	LAND SFR - Lot 11 DP 536363 Huntley Rd (2327 m2)						\$57,564.18	\$40,819.06	7388	\$5.53	Completed
RC73	LAND SFR - Lot 4 DP 621383 / Lot 5 DP 264263 (19841 m2)						\$152,375.76	\$108,050.46	7388	\$14.63	Completed
RC74	LAND SFR - Lot 12 DP 536363 Huntley Rd (973.8 m2)						\$33,861.28	\$24,011.21	7388	\$3.25	Completed
RC75	LAND SFR - Lot 1 DP 408518 5 Lysterfield Rd (4047 m2)						\$41,085.02	\$29,133.60	7388	\$3.94	Completed
RC76	LAND SFR - Lot 1 DP 827650 5 Lysterfield Rd (12080 m2)						\$42,816.46	\$30,361.38	7388	\$4.11	Completed
RC77	LAND SFR - Part Lot 8 DP 9756 Rifle Range Rd (1060 m2)						\$39,504.83	\$28,013.08	7388	\$3.79	Completed
RC78	LAND SFR - Part Por 77 Pinnacle Rd						\$46,636.01	\$33,069.84	7388	\$4.48	Completed
RC79	LAND SFR - Park Rd - Dedicated by BODC - DP 1185637 (3.08 Ha)						\$272,577.21	\$193,285.94	7388	\$26.16	Completed
RC90	LAND SFR - SW Corner Towac Pk - James & Ploughmans - Lot 2 DP - 1185352 (1.52 Ha)						\$157,600.00	\$111,754.99	7388	\$15.13	Completed
RC91	LAND SFR - SE Corner Towac Pk - Pinnacle Rd- Lot 4 DP - 11853252 (1.80 Ha)						\$170,607.00	\$120,978.32	7388	\$16.37	Completed
RC92	LAND SFR - SW Corner Towac Pk - Pinnacle Rd - Lot 5 DP - 1185352 (572sqm)						\$9,930.00	\$7,041.42	7388	\$0.95	Completed
RC93	LAND SFR - SW Corner Towac Pk - Pinnacle Rd- Lot 6 DP - 1185352 (204Sqm)						\$4,420.00	\$3,134.25	7388	\$0.42	Completed
RC94	LAND SFR - East of Rifle Range Rd - Lot 7018 DP - 1020321 (.955 Ha)						\$60,624.00	\$42,988.80	7388	\$5.82	Completed
RC95	LAND SFR - South of Sundew Ct - Lot7010 DP - 1000831(2.37 Ha)						\$166,062.00	\$117,755.44	7388	\$15.94	Completed
RC96	LAND SFR - Forest Rd to Anson St - Lot 219 DP - 722282 (1.137 Ha)						\$171,599.18	\$121,681.88	7388	\$16.47	Completed
RC97	LAND SFR - Anson St to Rear of Sundew Ct Rd Res- Lot 221 DP - 722282 (0.578 Ha)						\$45,432.00	\$32,216.07	7388	\$4.36	Completed





Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Actual Cost for completed items	\$7.11 Recoupment for completed items	Contribution on Catchment (standard dwellings)	Contribution on Rate (per standard dwelling)	Priority / Staging
RC98	LAND SFR - Anson St to Rear of Sundew Ct Nth&Sth- Lot 223 DP - 1011881(0.179 Ha)						\$22,211.00	\$15,749.94	7388	\$2.13	Completed
RC99	LAND SFR - West of Anson St Extn Nth&Sth- Lot 226 DP - 1011881(0.089 Ha)						\$12,115.00	\$8,590.81	7388	\$1.16	Completed
RC100	LAND SFR - Forest Rd to Anson St Nth&Sth- Lot 229 DP - 1011881 (0.7068Ha)						\$90,860.00	\$64,429.31	7388	\$8.72	Completed
RC80	LAND SFR - Forest Rd To Anson St (from Lands Dept)						\$65,465.14	\$46,421.68	7388	\$6.28	Completed
RC82	LAND SFR - 3 Huntley Road / Distributor Road Southern Extension - Lot 201 DP 1137942 (11470 m2)						\$517,443.44	\$366,921.87	7388	\$49.66	Completed
RC83	LAND SFR - Part 789 Icely Rd (Greenslopes) Part Lot 11 DP 574198 (Now Part Lot 110 DP 1132550)						\$6,190.69	\$4,389.85	7388	\$0.59	Completed
RC84	LAND SFR - Orange Rifle Club Inc.Existing Lot No:7010,DP:1000831, Lot:x,DP:3090 & Lot:7018,DP:1020321) Total approx 3.4Ha						\$72,530.86	\$51,432.02	7388	\$6.96	Completed
RC85	LAND SFR - MRS. J.L SOMERSET (Existing Lot:PO:667 "Somerville") approx 2.83 Ha						\$60,327.26	\$42,778.38	7388	\$5.79	Completed
RC86	SFR - Road Corridor for the SFR from Forest Rd to Anson Street and for the Anson Street Extension.						\$66,874.89	\$47,421.34	7388	\$6.42	Completed
RC1	NOB-Land Acquisition for The Corner of Icely Rd and The North Orange Distributor (Inc Survey & Legals)						\$43,719.46	\$31,001.70	7388	\$4.20	Completed
RC5a	Purchase of land for RC5						\$162,748.17	\$115,405.59	7388	\$15.62	Completed
	<b>Sub Total</b>							<b>\$6,412,288.84</b>		<b>\$615.46</b>	
<b>WORKS - EXISTING - DISTRIBUTOR ROAD (Southern Feeder Road) - 01.00045.9442.9404</b>											
RC8	SFR Stage 1a - SFR & New signalised Intersection - Southern Feeder from Forest Road to the Anson St Extension Including the Signalised Intersection at Forest Road.						\$3,557,918.00	\$1,380,124.00	7388	\$186.81	2015
RC9	SFR Stage 1c - SFR Construction - Eisham Ave to Edward St Extension						\$3,745,684.02	\$972,618.00	7388	\$131.65	2020
RC11	SFR Stage 1c - SFR Construction - From Forest Road to Edward Street including the Rail Crossing. (50%)						\$12,040,287.05	\$3,430,917.00	7388	\$464.39	2020



Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Actual Cost for completed items	S7.11 Recoupment for completed items	Contribution on Catchment (standard dwellings)	Contribution on Rate (per standard dwelling)	Priority / Staging
RC25	SFR NEXUS Stage 1c - Extension of Edward Street from Mc Neilly to the SFR						\$2,548,841.00	\$1,652,277.00	7388	\$223.64	2020
RC108	SFR - Blowes Road / Mitchell Highway Intersection upgrade						\$4,173,590.70	\$1,173,590.70	7388	\$158.85	2022
RC105	SFR - Blowes Road Upgrade – Elsham Ave to Mitchell Highway						\$4,173,590.70	\$1,173,590.70	7388	\$158.85	2022
	<b>Total</b>							<b>\$9,783,117.39</b>		<b>\$1,324.19</b>	
<b>WORKS - EXISTING - Other Roads - 01.00045.9442.9404</b>											
RC26	ODCP 1999 - Clergate Rd Stage 1 - NDR to Quartz Street (50%)						\$2,834,345.00	\$1,411,184.00	7388	\$191.01	2016-17
RC16	NDR NEXUS - New Roundabout - The intersection of Winter St and Icely Rd						\$245,741.00	\$20,741.00	7388	\$2.81	2019
RC102	NDR NEXUS - Leeds Parade - Upgrade of Leeds Parade						\$631,342.00	\$448,252.82	7388	\$60.67	2017-18
RC107	SFR NEXUS - New Roundabout - The construction of the Roundabout at Moulder and Woodward Sts Intersection						\$628,992.00	\$9,985.00	7388	\$1.35	2017-18
RC110	NDR NEXUS - Hill Street re-alignment - Botanic Way to NDR/William Maker Dr intersection						\$5,153,534.00	\$2,138,534.00	7388	\$289.46	2017-18
RC109	NDR NEXUS - New Roundabout - The intersection of Matthews Ave & Hill Street (50%)						\$616,832.00	\$16,832.00	7388	\$2.28	2018-19
	<b>Total</b>							<b>\$4,045,528.82</b>		<b>\$547.58</b>	
<b>TOTAL</b>											
				<b>\$46,992,738</b>				<b>\$20,240,935.05</b>	<b>7388</b>	<b>\$6,043.32</b>	



# Orange Development Contributions Plan 2022

## Stormwater Drainage

Item	Facility Description	Estimated Base Cost (2022)	Project On Costs (2022)	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan (2022)	Actual, Indexed 7.11 Cost for completed items	S7.11 Recoupment for completed items	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
<b>LAND ACQUISITION - FUTURE</b>											
SD4	Portion of Lot 895 DP 816825 (6,579 sqm) for SD15	\$44,338.78	\$1,330.16	\$45,668.95	\$41,290.38	\$4,378.57			48500	\$0.94	5-10 years
SD5	Channel Improvements - William to Dalton (500 sqm)	\$31,264.53	\$937.94	\$32,202.46	\$29,115.01	\$3,087.45			48500	\$0.66	5-10 years
	<b>Total</b>	<b>\$75,603.31</b>	<b>\$2,268.10</b>	<b>\$77,871.41</b>	<b>\$70,405.39</b>	<b>\$7,466.02</b>	<b>\$0.00</b>			<b>\$1.61</b>	
<b>WORKS - FUTURE</b>											
SD10	Channel Improvements - William to Dalton Stage 3 - FMM9A and FMM9B	\$150,000.00	\$45,000.00	\$195,000.00	\$176,304.12	\$18,695.88			48500	\$4.02	0-5 years
SD11	Channel Widening - East Orange Mc Lachlan St to March - FMM9A and FMM9B	\$277,000.00	\$83,100.00	\$360,100.00	\$325,574.95	\$34,525.05			48500	\$7.42	0-5 years
SD12	New Bridge - East Orange Channel at March St.	\$397,912.17	\$119,373.65	\$517,285.82	\$467,690.37	\$49,595.44			48500	\$10.67	5-10 years
SD13	New Detention Basin - Ridley Oval - FMM7	\$1,300,000.00	\$390,000.00	\$1,690,000.00	\$1,527,969.07	\$162,030.93			48500	\$34.85	5-10 years
SD14	New Detention Basin - Moulder Park - FMM6	\$2,000,000.00	\$600,000.00	\$2,600,000.00	\$2,350,721.65	\$249,278.35			48500	\$53.61	10-15 years
SD16	New Detention Basins - Detention Basin at Glenroi Oval - FMM8A & FMM 8B	\$500,000.00	\$150,000.00	\$650,000.00	\$587,680.41	\$62,319.59			48500	\$13.40	10-15 years
SD17	New Culvert - Mc Lachlan St	\$350,000.00	\$105,000.00	\$455,000.00	\$411,376.29	\$43,623.71			48500	\$9.38	0-5 years
SD19	New Detention Basin - Rifle Range Ck near the Railway - FMM5	\$454,756.76	\$136,427.03	\$591,183.79	\$534,503.28	\$56,680.51			48500	\$12.19	5-10 years
SD24	New Detention Basin - Huntley Road/Jack Brabham Park	\$113,689.19	\$34,106.76	\$147,795.95	\$133,625.82	\$14,170.13			48500	\$3.05	5-10 years
SD25	New Detention Basin - Moulder/Endeavour	\$568,445.95	\$170,533.79	\$738,979.74	\$668,129.11	\$70,850.63			48500	\$15.24	10-15 years
SD27	Cutcliffe Park Detention Basin - FMM1	\$700,000.00	\$210,000.00	\$910,000.00	\$822,752.58	\$87,247.42			48500	\$18.76	5-10 years
SD28	Kenna Street Stormwater Drainage Upgrade Works - FMM2	\$2,300,000.00	\$690,000.00	\$2,990,000.00	\$2,703,329.90	\$286,670.10			48500	\$61.65	5-10 years
SD29	Orange Agric Institute Dam Modification - FMM4	\$500,000.00	\$150,000.00	\$650,000.00	\$587,680.41	\$62,319.59			48500	\$13.40	10-15 years
SD30	East Orange Channel Works - Icely Rd to Summer St - FMM9A and FMM9B	\$3,900,000.00	\$1,170,000.00	\$5,070,000.00	\$4,583,907.22	\$486,092.78			48500	\$104.54	5-10 years
	<b>Total</b>	<b>\$13,511,804.08</b>	<b>\$4,053,541.22</b>	<b>\$17,565,345.30</b>	<b>\$15,881,245.18</b>	<b>\$1,684,100.12</b>				<b>\$362.17</b>	
<b>LAND AND WORKS -EXISTING - RECOUPMENT</b>											
SD8	Channel Improvements - William to Dalton Stage 2						\$351,000.00	\$33,652.58	48500	\$7.24	Completed
SD18	Channel Widening - East Orange Mc Lachlan St to Byng St						\$455,000.00	\$43,623.71	48500	\$9.38	Completed
SD26	Channel Widening - East Orange Channel Summer to Byng St						\$422,500.00	\$40,507.73	48500	\$8.71	Completed
SD7	Channel Improvements - William to Dalton - Stage 1						\$344,209.00	\$33,001.48	48500	\$7.10	Completed
SD23	Ploughmans Lane Wetlands - Lot B DP 150805 Lot1 DP 997063 Lot 1 DP 214645 (121529 sqm)						\$199,492.00	\$19,126.55	48500	\$4.11	Completed
SD15	New Detention Basin - Along Kearneys Drive near Phillip St						\$517,285.82	\$49,595.44	48500	\$10.67	Completed

DRAFT Orange Contributions Plan 2022 - Volume 1



Item	Facility Description	Estimated Base Cost (2022)	Project On Costs (2022)	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan (2022)	Actual, Indexed 7.11 Cost for completed items	\$7.11 Recoupment for completed items	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
	<i>LESS CONTRIBUTIONS HELD</i>						<i>-\$2,803,343.10</i>		<i>48500</i>	<i>-\$57.80</i>	
	<b>Total</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		<b>-\$513,856.28</b>			<b>-\$10.59</b>	
		<b>\$13,587,407.39</b>	<b>\$4,055,809.32</b>	<b>\$17,643,216.71</b>	<b>\$15,951,650.57</b>				<b>48500</b>	<b>\$353.18</b>	

FOR ADOPTION

## Orange Development Contributions Plan 2022

DRAFT Orange Contributions Plan 2022 - Volume 1



## Bloomfield/DPI

Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Actual, Indexed Cost for completed items	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging	Project Shortfall
LAND ACQUISITION - FUTURE - 01.00045.9669.9401											
	Nil	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00
	Sub-total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00
	Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$0.00
WORKS - FUTURE											
	Roads and intersections										
B2	Apportioned cost (35%) of Forest Rd upgrade and Peisley Street upgrade	\$1,583,834.16	\$630,127.57	\$2,213,961.74	\$0.00	\$2,213,961.74		1540	\$503.17	When development occurs	\$0.00
	Total	\$1,583,834.16	\$630,127.57	\$2,213,961.74	\$0.00	\$2,213,961.74			\$503.17		\$0.00
WORKS EXISTING - 01.00045.9669.9404											
B1	Forest Rd channelisation intersection						\$908,291.99	1540	\$589.80	Completed	\$0.00
LAND EXISTING - 01.00045.9669.9404											
	Nil										
	LESS CONTRIBUTIONS HELD										
	Total	\$0.00	\$0.00				\$908,291.99		\$589.80		
								Rate/Persons	\$ 1,092.97		

## Orange Development Contributions Plan 2022



## Greater Ploughmans Local Facilities

Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	S7.11 Recoupment for completed items	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
<b>LAND ACQUISITION - FUTURE - 01.00045.9490.9401</b>										
	<b>Open Space</b>									
PV1a	4.45ha Unencumbered land for Open Space (\$35 per m <sup>2</sup> )	\$1,557,500.00	\$31,150.00	\$1,588,650.00	\$0.00	\$1,588,650.00		1579	\$1,006.11	As land is released
PV1b	.8286ha Encumbered land for Open Space (\$15 per m <sup>2</sup> )	\$124,290.00	\$2,485.80	\$126,775.80	\$0.00	\$126,775.80		1579	\$80.29	As land is released
PV10	.36ha Road Widening-portion of (Lot1-DP733452) @ \$35/m <sup>2</sup>	\$126,000.00	\$2,520.00	\$128,520.00	\$0.00	\$128,520.00		1579	\$81.39	As land is released
	<b>Sub-Total</b>	<b>\$1,807,790.00</b>	<b>\$36,155.80</b>	<b>\$1,843,945.80</b>	<b>\$0.00</b>	<b>\$1,843,945.80</b>			<b>\$1,167.79</b>	
<b>WORKS - FUTURE</b>										
	<b>Roads and Cycleway Facilities</b>									
PV4	SUPP 12.03 - Whitton Place Rural to Urban Upgrade	\$1,016,600.00	\$304,980.00	\$1,321,580.00	\$0.00	\$1,321,580.00		1579	\$836.87	0 - 5 years
PV11	Road Upgrade - Silverdown Way	\$522,551.74	\$156,765.52	\$679,317.26	\$0.00	\$679,317.26		1579	\$430.17	0 - 5 years
PV18	Whitton Place area 2.5m shared paths - 3,983m x 2.5m = 9,557sqm	\$1,493,625.00	\$448,087.50	\$1,941,712.50	\$0.00	\$1,941,712.50		1579	\$1,229.55	5-10 years
	<b>Open Space Improvements</b>									
PV6	Neighbourhood parks (6.281ha x \$16,000)	\$114,099.64	\$34,229.89	\$148,329.53	\$0.00	\$148,329.53		1579	\$93.93	As land is released
PV19	Stirling Ave Playground (Witton Place)	\$150,000.00	\$45,000.00	\$195,000.00	\$0.00	\$195,000.00		1579	\$123.48	
	<b>Sub-Total</b>	<b>\$3,296,876.38</b>	<b>\$989,062.91</b>	<b>\$4,285,939.29</b>	<b>\$0.00</b>	<b>\$4,285,939.29</b>			<b>\$2,713.99</b>	
<b>WORKS EXISTING</b>										
	<b>Cycleways</b>									
PV14	Cycleway along the Escort Way from Ploughmans Lane to Wirrabarra Wlk (605 lm x 1.2m)						\$67,115.35	1579	\$42.50	Completed
PV15	Ploughmans Creek from the Escort Wy to Glendale Cr - Glendale to Ibis completion 214m						\$11,167.67	1579	\$7.07	Completed
PV16	Ploughmans Creek from the Escort Wy to Glendale Cr						\$129,269.60	1579	\$81.86	Completed
PV17	Ploughmans Creek from George Whiley Pl to Ploughmans Walkway (Above)						\$61,950.34	1579	\$39.23	Completed
	<b>Roads and Cycleway Facilities</b>									
PV2	ODCP 1999 - Yackerboon Place and Cargo Rd Intersection						\$500,000.00	1579	\$316.62	Completed
PV3	SUPP 12.03 - Yackerboon Place Rural to Urban Upgrade						\$323,723.00	1579	\$204.99	Completed



Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	S7.11 Recoupment for completed items	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
PV5	SUPP 05.01 - Gorman Rd Re-alignment						\$172,290.00	1579	\$109.10	Completed
PV12	Road Upgrade - Cargo Road						\$1,050,000.00	1579	\$664.89	Completed
<b>LAND EXISTING - 01.00045.9490.9404</b>										
PV9	SUPP 05.01 - Murphys Lane - Molong Rd Intersection						\$437,939.23	1579	\$277.32	Completed
<b>TOTAL LAND AND WORKS EXISTING - RECOUPMENT</b>										
	<i>LESS CONTRIBUTIONS HELD</i>						<i>\$190,892.18</i>	<i>1579</i>	<i>-\$120.88</i>	
	<b>Sub-Total</b>				<b>\$0.00</b>				<b>\$1,622.70</b>	
									<b>\$5,504.48</b>	

FOR ADOPTION



## Orange Development Contributions Plan 2022 Greater Waratahs Local Facilities

Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Actual, Indexed Cost for completed items	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
	<b>LAND ACQUISITION - FUTURE - 01.00045.9451.9401</b>									
	<b>Open Space</b>									
W23	0.5 Ha Unencumbered Open Space for Sportsfield @ \$40/sqm (NOC)	\$200,000.00	\$4,000.00	\$204,000.00	\$0.00	\$204,000.00		3416	\$59.72	10-15 years
W24	Land Acquisition for Wicks Road Relocation (NOC)	\$736,000.00	\$14,720.00	\$750,720.00	\$0.00	\$750,720.00		3416	\$219.77	10-15 years
	<b>Land</b>									
W30	600 sqm of land for W22 @ \$50/sqm	\$30,000.00	\$6,000.00	\$36,000.00	\$0.00	\$36,000.00		3416	\$10.54	5-10 years
	<b>Total</b>	<b>\$966,000.00</b>	<b>\$24,720.00</b>	<b>\$990,720.00</b>	<b>\$0.00</b>	<b>\$990,720.00</b>			<b>\$290.02</b>	
	<b>WORKS - FUTURE</b>									
	<b>Water Protection Facilities (Stormwater Detention Basins)</b>									
W5	New Detention Basin - Waratah Site 4 ( Between Catania Street & Kearneys/William Maker)	\$341,067.57	\$102,320.27	\$443,387.84	\$0.00	\$443,387.84		0	\$0.00	0 - 5 years
W8	New Detention Basin - Waratah Site 7 (West of W5)	\$341,067.57	\$102,320.27	\$443,387.84	\$0.00	\$443,387.84		0	\$0.00	0 - 5 years
	<b>Roads &amp; Intersections</b>									
W22	Telopea Way/Farrell Road/Northern Distributor Road - Intersection Upgrade (50% apportionment to Residential Development - split 62% Greater Waratahs, 38% Rosedale Gardens (RG9))	\$2,437,600.75	\$663,687.69	\$3,101,288.43	\$1,550,644.22	\$1,550,644.22		5376	\$288.44	0-10 years
W27	Wicks Road Reconstruction (NOC)	\$1,656,000.00	\$331,200.00	\$1,987,200.00	\$0.00	\$1,987,200.00		3416	\$581.73	10-15 years
W31	Intersection Upgrade - Clergate Road and Northern Distributor Road (Apportionment 62% Waratahs, 38% Rosedale Gardens (RG10))	\$5,000,000.00	\$1,500,000.00	\$6,500,000.00	\$0.00	\$6,500,000.00		5376	\$1,209.08	5-10 years
W32	Road Upgrade - Clergate Road Upgrade - Industry Drive (+230m) to Pearces Lane (Rail crossing) (Apportionment 62% Waratahs, 38% Rosedale Gardens (RG11))	\$4,768,500.00	\$1,430,550.00	\$6,199,050.00	\$0.00	\$6,199,050.00		5376	\$1,153.10	5-10 years
	<b>Open Space Improvements</b>									
W9	Neighbourhood parks (10.3ha x \$15,500/ha)	\$181,504.79	\$36,300.96	\$217,805.75	\$0.00	\$217,805.75		0	\$0.00	Within 3 years of land registration





Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Actual, Indexed Cost for completed items	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
W10	Creek side parks (9.8ha x \$9,000/ha)	\$100,273.87	\$20,054.77	\$120,328.64	\$0.00	\$120,328.64		0	\$0.00	Within 3 years of land registration
W11	Buffers (2.4ha x \$6,000 per ha)	\$16,371.24	\$3,274.25	\$19,645.49	\$0.00	\$19,645.49		0	\$0.00	Within 3 years of land registration
W25	Converting acquired open space into a sportsfield (NOC)	\$500,000.00	\$100,000.00	\$600,000.00	\$0.00	\$600,000.00		3416	\$175.64	10-15 years
W26	New Playground (NOC)	\$150,000.00	\$30,000.00	\$180,000.00	\$0.00	\$180,000.00		3416	\$52.69	10-15 years
	<b>Cycle ways and Pedestrian Facilities</b>									
W12	Bike Paths (1064lm remaining (22/05/2023) x \$200 per lm)	\$212,800.00	\$42,560.00	\$289,926.80	\$0.00	\$289,926.80		0	\$0.00	Within 3 years of land registration
W28	2.5m Shared pathway network (NOC)	\$2,352,750.00	\$470,550.00	\$2,823,300.00	\$0.00	\$2,823,300.00		3416	\$826.49	15-20 years
	<b>Buildings</b>									
W29	Construction of a Community Building (NOC)	\$1,000,000.00	\$200,000.00	\$1,200,000.00	\$0.00	\$1,200,000.00		3416	\$351.29	10-15 years
	<b>Works - Future - Traffic Signals NDR/William Maker Dr (Not in 2017 Plan)</b>									
	<b>Total</b>	<b>\$19,057,935.79</b>	<b>\$5,032,818.21</b>	<b>\$24,125,320.81</b>	<b>\$1,550,644.22</b>	<b>\$22,574,676.59</b>	<b>\$0.00</b>		<b>\$4,638.46</b>	
	<b>WORKS EXISTING</b>									
	Nil									
	<b>LAND EXISTING</b>									
	<b>TOTAL LAND AND WORKS EXISTING</b>									
	Nil									
	<b>LESS CONTRIBUTIONS HELD (UNALLOCATED)</b>						<b>-\$1,154,962.66</b>	3416	<b>-\$338.10</b>	
	<b>Total</b>	<b>\$0.00</b>	<b>\$0.00</b>				<b>-\$1,154,962.66</b>		<b>-\$338.10</b>	
									<b>\$4,590.38</b>	



## Orange Development Contributions Plan 2022

### Molong Road Local Facilities

Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
<b>LAND ACQUISITION - FUTURE</b>									
MRE1	0.5 Ha Unencumbered Open Space for Sportsfield @ \$40/sqm	\$200,000.00	\$4,000.00	\$204,000.00	\$0.00	\$204,000.00	3640	\$56.04	5-10 years
MRE2	1,200sqm unencumbered open space for 3 playgrounds @ \$40/sqm	\$48,000.00	\$960.00	\$48,960.00	\$0.00	\$48,960.00	3640	\$13.45	5-10 years
	<b>Sub Total</b>	<b>\$248,000.00</b>	<b>\$4,960.00</b>	<b>\$252,960.00</b>	<b>\$0.00</b>	<b>\$252,960.00</b>		<b>\$69.49</b>	
<b>WORKS - FUTURE</b>									
<b>Sports &amp; Recreation Facilities</b>									
MRE3	Converting acquired open space into a sportsfield	\$500,000.00	\$150,000.00	\$650,000.00	\$0.00	\$650,000.00	3640	\$178.57	10-15 years
MRE4	4 New Playgrounds	\$600,000.00	\$180,000.00	\$780,000.00	\$0.00	\$780,000.00	3640	\$214.29	10-15 years
<b>Cycleways</b>									
MRE5	2.5m wide Shared Path Network	\$1,254,000.00	\$376,200.00	\$1,630,200.00	\$0.00	\$1,630,200.00	3640	\$447.86	10-15 years
<b>Buildings</b>									
MRE6	Construction of a Community Building	\$1,000,000.00	\$300,000.00	\$1,300,000.00	\$0.00	\$1,300,000.00	3640	\$357.14	10-15 years
<b>Roads &amp; Intersections</b>									
MRE7	Gorman Road Upgrade	\$1,101,600.00	\$330,480.00	\$1,432,080.00	\$0.00	\$1,432,080.00	3640	\$393.43	10-15 years
MRE8	Molong/Murphy Intersection	\$5,000,000.00	\$1,500,000.00	\$6,500,000.00	\$0.00	\$6,500,000.00	3640	\$1,785.71	10-15 years
MRE9	Road Upgrade - Murphys Lane Upgrade (900m) from Mitchell Hwy	\$1,514,700.00	\$454,410.00	\$1,969,110.00	\$0.00	\$1,969,110.00	3640	\$540.96	10-15 years
MRE10	Intersection Upgrade - Gorman Rd/Murphy Ln Intersection Upgrade	\$4,000,000.00	\$1,200,000.00	\$5,200,000.00	\$0.00	\$5,200,000.00	3640	\$1,428.57	5-10 years
	<b>Sub Total</b>	<b>\$9,455,600.00</b>	<b>\$2,836,680.00</b>	<b>\$19,461,390.00</b>	<b>\$0.00</b>	<b>\$12,292,280.00</b>		<b>\$5,346.54</b>	
<b>LAND AND WORKS EXISTING - NIL</b>									
								\$0.00	
								\$0.00	
	<b>Sub Total</b>	<b>\$ 9,703,600</b>	<b>\$ 2,841,640</b>	<b>\$ 19,714,350</b>	<b>\$ -</b>	<b>\$ 12,545,240</b>	<b>3640</b>	<b>\$5,416.03</b>	



## Orange Development Contributions Plan 2022

### North Orange Local Facilities

Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
<b>LAND ACQUISITION - FUTURE</b>									
NO1	0.5 Ha Unencumbered Open Space for Recreational Facility @ \$40/sqm	\$200,000.00	\$4,000.00	\$204,000.00	\$0.00	\$204,000.00	101	\$2,023.81	15-20 years
	<b>Total</b>	<b>\$200,000.00</b>	<b>\$4,000.00</b>	<b>\$204,000.00</b>	<b>\$0.00</b>	<b>\$204,000.00</b>	<b>101</b>	<b>\$2,023.81</b>	
<b>WORKS FUTURE</b>									
NO2	Converting Open Space to Recreational Facility	\$500,000.00	\$150,000.00	\$650,000.00	\$0.00	\$650,000.00	101	\$6,448.41	15-20 years
NO3	New Playground	\$150,000.00	\$45,000.00	\$195,000.00	\$0.00	\$195,000.00	101	\$0.00	15-20 Years
	<b>Total</b>	<b>\$650,000.00</b>	<b>\$195,000.00</b>	<b>\$845,000.00</b>	<b>\$0.00</b>	<b>\$845,000.00</b>	<b>101</b>	<b>\$6,448.41</b>	
<b>LAND AND WORKS EXISTING - NIL</b>									
	<b>Total</b>							<b>\$0.00</b>	
							<b>Rate/Persons</b>	<b>\$8,472.22</b>	



## Orange Development Contributions Plan 2022 North West Orange Local Facilities

Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
	<b>LAND ACQUISITION - FUTURE</b>								
	<b>Open Space</b>								
NW1	1.1ha Unencumbered land for Open Space south of NDR (\$35 per m <sup>2</sup> )	\$385,000.00	\$7,700.00	\$392,700.00	\$0.00	\$392,700.00	1028	\$382.00	As land is released
NW2	4.84ha Encumbered land for Open Space south of NDR (\$15 per m <sup>2</sup> )	\$726,000.00	\$14,520.00	\$740,520.00	\$0.00	\$740,520.00	1028	\$720.35	
NW4	3.52ha Encumbered land for Open Space north of NDR (\$10 per m <sup>2</sup> )	\$422,400.00	\$8,448.00	\$430,848.00	\$0.00	\$430,848.00	1028	\$419.11	
NW6	1.0 Ha Unencumbered Land for Open Space North of NDR (\$35 per m <sup>2</sup> )	\$350,000.00	\$7,000.00	\$357,000.00	\$0.00	\$357,000.00	1028	\$347.28	
	<b>Total</b>	<b>\$1,883,400.00</b>	<b>\$37,668.00</b>	<b>\$1,921,068.00</b>	<b>\$0.00</b>	<b>\$1,921,068.00</b>		<b>\$1,868.74</b>	
	<b>WORKS - FUTURE</b>								
	<b>Open Space Improvements</b>								
NW3	Neighbourhood parks south of NDR (5.943ha x \$16,000)	\$108,104.78	\$32,431.43	\$140,536.21	\$0.00	\$140,536.21	1028	\$136.71	As land is released
NW5	Neighbourhood parks north of NDR (4.52ha x \$16,000)	\$72,320.00	\$21,696.00	\$106,886.03	\$0.00	\$106,886.03	1028	\$103.97	
	<b>Cycle ways and Pedestrian Facilities</b>								
NW7	NDR East of Molong Rd to Anson St (2.6Km 3m wide)	\$556,328.85	\$166,898.65	\$723,227.50	\$0.00	\$723,227.50	1028	\$703.53	6 - 10 years
NW8	3m Wide Pedestrian Bridge across creek at Burrendong Way	\$147,597.45	\$44,279.23	\$191,876.68	\$0.00	\$191,876.68	1028	\$186.65	11 - 15 Years
	<b>Total</b>	<b>\$884,351.07</b>	<b>\$265,305.32</b>	<b>\$1,162,526.42</b>	<b>\$0.00</b>	<b>\$1,162,526.42</b>		<b>\$1,130.86</b>	
	<b>WORKS EXISTING</b>								
	Nil								
	<b>LAND EXISTING</b>								
	<b>LAND AND WORKS EXISTING</b>								
	Nil								
	<b>LESS CONTRIBUTIONS HELD</b>					<b>-\$787,567.53</b>	<b>1028</b>	<b>-\$766.12</b>	
	<b>Total</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		<b>-\$787,567.53</b>		<b>-\$766.12</b>	
							<b>Rate/Persons</b>	<b>\$2,233.49</b>	



## Orange Development Contributions Plan 2022

### Phillip Street Local Facilities

Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging from 2011/2012
<b>LAND ACQUISITION - FUTURE - 01.00045.9723.9401</b>									
PS1	Road Widening (Lot 1 DP 706209 1,300sqm-Lot 102 DP 1051759 230sqm)	\$50,000.00	\$1,000.00	\$51,000.00	\$0.00	\$51,000.00	140	\$364.29	As Development Occurs
	<b>Total</b>	<b>\$50,000.00</b>	<b>\$1,000.00</b>	<b>\$51,000.00</b>	<b>\$0.00</b>	<b>\$51,000.00</b>		<b>\$364.29</b>	
<b>WORKS - FUTURE</b>									
	<b>Roads and intersections</b>								
PS2	Road Upgrade - Upgrade of Phillip Street - Ophir Road to End of Cul de sac	\$248,644.93	\$74,593.48	\$323,238.41	\$0.00	\$323,238.41	140	\$2,308.85	As Development Occurs
PS3	Intersection Upgrade - Upgrade of the Ophir Road/Phillip Street Intersection	\$85,152.37	\$25,545.71	\$110,698.09	\$0.00	\$110,698.09	140	\$790.70	
	<b>Total</b>	<b>\$333,797.31</b>	<b>\$100,139.19</b>	<b>\$433,936.50</b>	<b>\$0.00</b>	<b>\$433,936.50</b>		<b>\$3,099.55</b>	
<b>WORKS EXISTING - 01.00045.9723.9404</b>									
	Nil								
<b>LAND EXISTING - 01.00045.9723.9404</b>									
<b>TOTAL LAND AND WOKS EXISTING</b>									
	Nil							\$0.00	
	<b>Total</b>							<b>\$0.00</b>	
							<b>Rate/Persons</b>	<b>\$3,463.83</b>	



## Orange Development Contributions Plan 2022

### Rosedale Gardens Local Facilities

Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
<b>LAND ACQUISITION - FUTURE</b>									
RG1	0.5 Ha Unencumbered Open Space for Sportsfield @ \$40/sqm	\$200,000.00	\$4,000.00	\$204,000.00	\$0.00	\$204,000.00	1960	\$104.08	0-5 years
RG2	400sqm unencumbered open space for a playground @ \$40/sqm	\$16,000.00	\$320.00	\$16,320.00	\$0.00	\$16,320.00	1960	\$8.33	0-5 years
	<b>Total</b>	<b>\$216,000.00</b>	<b>\$4,320.00</b>	<b>\$220,320.00</b>	<b>\$0.00</b>	<b>\$220,320.00</b>	<b>1960</b>	<b>\$112.41</b>	
<b>WORKS - FUTURE</b>									
<b>Sports &amp; Recreation Facilities</b>									
RG3	Converting acquired open space into a sportsfield	\$500,000.00	\$150,000.00	\$650,000.00	\$0.00	\$650,000.00	1960	\$331.63	0-5 years
RG4	New Playground	\$150,000.00	\$45,000.00	\$195,000.00	\$0.00	\$195,000.00	1960	\$99.49	5-10 years
<b>Cycleways</b>				\$0.00					
RG6	2.5m Cycleway along Leeds Parade from CSU to Rosedale	\$455,550.00	\$136,665.00	\$592,215.00	\$0.00	\$592,215.00	1960	\$302.15	5-10 years
<b>Roads &amp; Intersections</b>				\$0.00					
RG7	Leeds Parade Upgrade - From Bunnings to Rosedale (60% apportionment)	\$2,471,539.00	\$741,461.70	\$3,213,000.70	\$1,285,200.28	\$1,927,800.42	1960	\$983.57	5-10 years
RG9	Teloepa Way/Farrell Road/Northern Distributor Road - Intersection Upgrade (50% apportionment to Residential Development - split 62% Greater Waratahs (W22), 38% Rosedale Gardens)	\$2,437,600.75	\$663,687.69	\$3,101,288.43	\$1,550,644.22	\$1,550,644.22	5180	\$299.35	0-10 years
RG10	Intersection Upgrade - Clergate Road and Northern Distributor Road (Apportionment 62% Greater Waratahs (W31), 38% Rosedale Gardens)	\$5,000,000.00	\$1,500,000.00	\$6,500,000.00	\$0.00	\$6,500,000.00	5180	\$1,254.83	5-10 years
RG11	Road Upgrade - Clergate Road Upgrade - Industry Drive (+230m) to Pearce Lane (Rail crossing) (Apportionment 62% Greater Waratahs (W32), 38% Rosedale Gardens)	\$4,768,500.00	\$1,430,550.00	\$6,199,050.00	\$0.00	\$6,199,050.00	5180	\$1,196.73	5-10 years
	<b>Total</b>	<b>\$15,783,189.75</b>	<b>\$4,667,364.39</b>	<b>\$20,450,554.13</b>	<b>\$2,835,844.50</b>	<b>\$17,614,709.64</b>		<b>\$4,467.75</b>	
<b>LAND AND WORKS EXISTING</b>									
								\$0.00	
	<b>Total</b>				<b>\$2,835,844.50</b>			<b>\$0.00</b>	
							<b>Rate/Persons</b>	<b>\$4,580.16</b>	



## Orange Development Contributions Plan 2022 Shiralee Local Facilities

Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Actual, Indexed Cost for completed items	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
<b>LAND ACQUISITION - FUTURE</b>										
S1	5.79ha Open Space Lot 7008 DP 1020326 (\$30 per m2)	\$1,737,000.00	\$34,740.00	\$1,771,740.00	\$0.00	\$1,771,740.00		5166	\$342.96	Through life of plan
S2	1.0ha Unencumbered land for Open Space (\$30 per m2)	\$300,000.00	\$6,000.00	\$306,000.00	\$0.00	\$306,000.00		5166	\$59.23	Through life of plan
S3	2.6ha Encumbered land for Open Space (\$12 per m2)	\$312,000.00	\$4,944.00	\$316,944.00	\$0.00	\$316,944.00		5166	\$61.35	Through life of plan
S4	0.04ha Open Space for Public Square (\$30 per m2)	\$12,000.00	\$240.00	\$12,240.00	\$0.00	\$12,240.00		5166	\$2.37	Through life of plan
S5	Road Widening Hawke Ln (300m x 10m x \$30 per m2)	\$90,000.00	\$1,800.00	\$91,800.00	\$0.00	\$91,800.00		5166	\$17.77	Through life of plan
	<b>Total</b>	<b>\$2,451,000.00</b>	<b>\$47,724.00</b>	<b>\$2,498,724.00</b>	<b>\$0.00</b>	<b>\$2,498,724.00</b>			<b>\$483.69</b>	
<b>WORKS - FUTURE</b>										
	<b>Roads and intersections</b>									
S6	Shiralee Rd - Railway to SFR (66% construction)	\$1,048,367.93	\$349,455.98	\$1,397,823.91	\$0.00	\$1,397,823.91		5166	\$270.58	5 - 10years
S7b	Shiralee Rd - SFR to 90deg bend (66% construction)	\$592,143.65	\$197,381.22	\$789,524.87	\$0.00	\$789,524.87		5166	\$152.83	0 - 5 years
S8b	Shiralee Rd - Remaining part from 90 deg bend to Pinnacle Rd (66% construction)	\$1,616,926.55	\$520,865.82	\$2,137,792.37	\$0.00	\$2,137,792.37		5166	\$413.82	0 - 5 years
S9b	Lysterfield Rd - Shiralee Rd south 500m (66% construction)	\$583,867.88	\$169,840.76	\$753,708.64	\$0.00	\$753,708.64		5166	\$145.90	0 - 5 years
S10	Cecil Rd - Railway line to SFR (66% construction)	\$896,938.06	\$298,979.35	\$1,195,917.41	\$0.00	\$1,195,917.41		5166	\$231.50	0 - 5 years
S11	Hawke Ln - Pinnacle Rd east 305m (33% construction)	\$379,034.51	\$126,344.84	\$505,379.34	\$0.00	\$505,379.34		5166	\$97.83	5 - 10 years
S13	Roundabout Shiralee Rd & Lysterfield Rd (66% construction)	\$158,241.21	\$52,747.07	\$210,988.28	\$0.00	\$210,988.28		5166	\$40.84	0 - 5 years



Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Actual, Indexed Cost for completed items	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
S15	Half Road Width Construction against Open Space Areas (5,950m length x 6 m width x \$170 per m2)	\$5,167,897.61	\$1,722,632.54	\$6,890,530.14	\$0.00	\$6,890,530.14		5166	\$1,333.82	Through life of plan
S16	Woodward Rail Crossing (apportioned 66%)	\$425,761.87	\$141,920.62	\$567,682.50	\$0.00	\$567,682.50		5166	\$109.89	11 - 15 years
	<b>Cycleways &amp; Shared Pathways</b>									
S17	Pathways 2000m & associated infrastructure	\$830,235.65	\$276,745.22	\$1,106,980.87	\$0.00	\$1,106,980.87		5166	\$214.28	Through life of plan
	<b>Street Environment</b>									
S18	Major Street Landscaping (adjacent to Council owned land)	\$1,069,012.36	\$366,337.45	\$1,425,349.81	\$0.00	\$1,425,349.81		5166	\$275.91	Through life of plan
S19	Minor Street Landscaping (adjacent to Council owned land)	\$1,149,534.15	\$383,178.05	\$1,532,712.20	\$0.00	\$1,532,712.20		5166	\$296.69	Through life of plan
	<b>Open Space Improvements</b>									
S20	District Parks Improvements (2.0ha x \$80 per m2)	\$1,819,027.05	\$454,756.76	\$2,273,783.82	\$0.00	\$2,273,783.82		5166	\$440.14	Through life of plan
S21	Local Parks Improvements (0.4ha x \$80 per m2)	\$363,805.41	\$90,951.35	\$454,756.76	\$0.00	\$454,756.76		5166	\$88.03	Through life of plan
S22	District Play Space Improvements x 1	\$90,951.35	\$22,737.84	\$113,689.19	\$0.00	\$113,689.19		5166	\$22.01	Through life of plan
S23	Local Play Space Improvements (4 x \$30,000)	\$136,427.03	\$34,106.76	\$170,533.79	\$0.00	\$170,533.79		5166	\$33.01	Through life of plan
S24	Outdoor Sports Area Improvements (0.8ha x 50 per m2)	\$454,756.76	\$113,689.19	\$568,445.95	\$0.00	\$568,445.95		5166	\$110.04	6 - 10 years
S25	Informal Kick-about Improvements (0.4 ha x \$30 per m2)	\$136,427.03	\$34,106.76	\$170,533.79	\$0.00	\$170,533.79		5166	\$33.01	6 - 10 years
S26	Public Square Improvements (0.04ha x \$270 per m2)	\$122,784.33	\$30,696.08	\$153,480.41	\$0.00	\$153,480.41		5166	\$29.71	6 - 10 years
	<b>Stormwater</b>									
S27	Catch 1 - New Detention Basin - Pinnacle Rd	\$226,596.77	\$75,532.26	\$302,129.02	\$0.00	\$302,129.02		5166	\$58.48	11 - 15 years





Item	Facility Description	Estimated Base Cost	Project On Costs	Total Estimated Project Cost (2022 Plan)	Total Alternative Funding Required	Uncapped Maximum Available in Plan	Actual, Indexed Cost for completed items	Contribution Catchment (persons)	Contribution Rate (per person)	Priority / Staging
S28	Catch 2 - New Detention Basin - Lysterfield Rd	\$1,306,715.14	\$435,571.71	\$1,742,286.85	\$0.00	\$1,742,286.85		5166	\$337.26	0 - 5 years
S29	Catch 3 - New Detention Basin - Lot 10 DP1025095	\$425,268.63	\$141,756.21	\$567,024.84	\$0.00	\$567,024.84		5166	\$109.76	11 - 15 years
S30	Catch 4 - New Detention Basin - Lot 96 DP750401	\$226,596.77	\$75,532.26	\$302,129.02	\$0.00	\$302,129.02		5166	\$58.48	11 - 15 years
S32	Catch 6 - New Detention Basin - SFR / Lysterfield Rd	\$4,768,337.83	\$1,589,445.94	\$6,357,783.77	\$0.00	\$6,357,783.77		5166	\$1,230.70	0 - 5 years
S33	Catch 7 - New Detention Basin - Cherrywood	\$38,370.10	\$12,790.03	\$51,160.14	\$0.00	\$51,160.14		5166	\$9.90	6 - 10 years
S34	Catch 8 - New Detention Basin - Lot 30 DP739551	\$225,957.27	\$75,319.09	\$301,276.36	\$0.00	\$301,276.36		5166	\$58.32	0 - 5 years
S35	Catch 9 - New Detention Basin - JSCHS	\$378,798.17	\$126,266.06	\$505,064.23	\$0.00	\$505,064.23		5166	\$97.77	6 - 10 years
	<b>Total</b>	<b>\$24,638,781.07</b>	<b>\$7,909,687.21</b>	<b>\$32,548,468.28</b>	<b>\$0.00</b>	<b>\$32,548,468.28</b>			<b>\$6,300.52</b>	
<b>WORKS EXISTING</b>										
S7a	Part S7-SFR to 90deg Bend						\$742,357.00	5166	\$143.70	Completed
S8a	Part S8 - Shiralee Rd - Lysterfield Road to 190m West						\$329,735.83	5166	\$63.83	Completed
S9a	Lysterfield Road - Shiralee Road 260m South						\$364,995.83	5166	\$70.65	Completed
<b>LAND EXISTING</b>										
	<b>Total</b>	<b>\$0.00</b>	<b>\$0.00</b>				<b>\$1,437,088.67</b>	<b>5166</b>	<b>\$278.18</b>	
								<b>Rate/Persons</b>	<b>\$7,062.39</b>	



# Orange Contributions Plan 2022

Section 7.11, *Environmental Planning and Assessment Act 1979*

## Volume 2 – Work Maps

Version 2

FOR ADOPTION

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with the assistance of Strategy Hunter Consultants

**Document Details**

Document Name	Version	Date of Approval	Date of Commencement
DRAFT Orange Contributions Plan 2022 – Volume 2	Version 2	N/A	N/A



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## Appendix C – Work Maps

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# Orange Contributions Plan 2022

Section 7.11, *Environmental Planning and Assessment Act 1979*

## Volume 2 – Work Maps

Version 2

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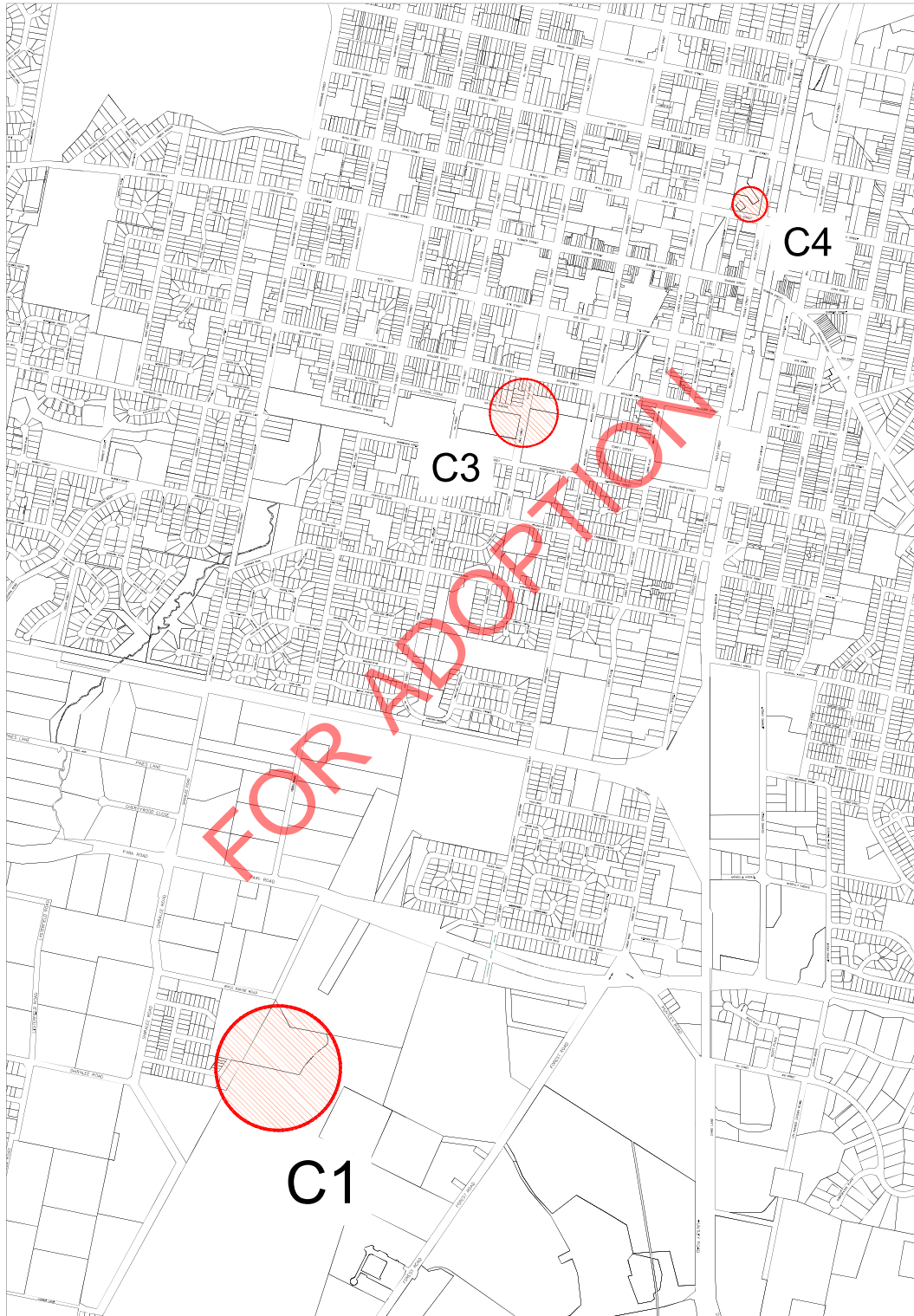
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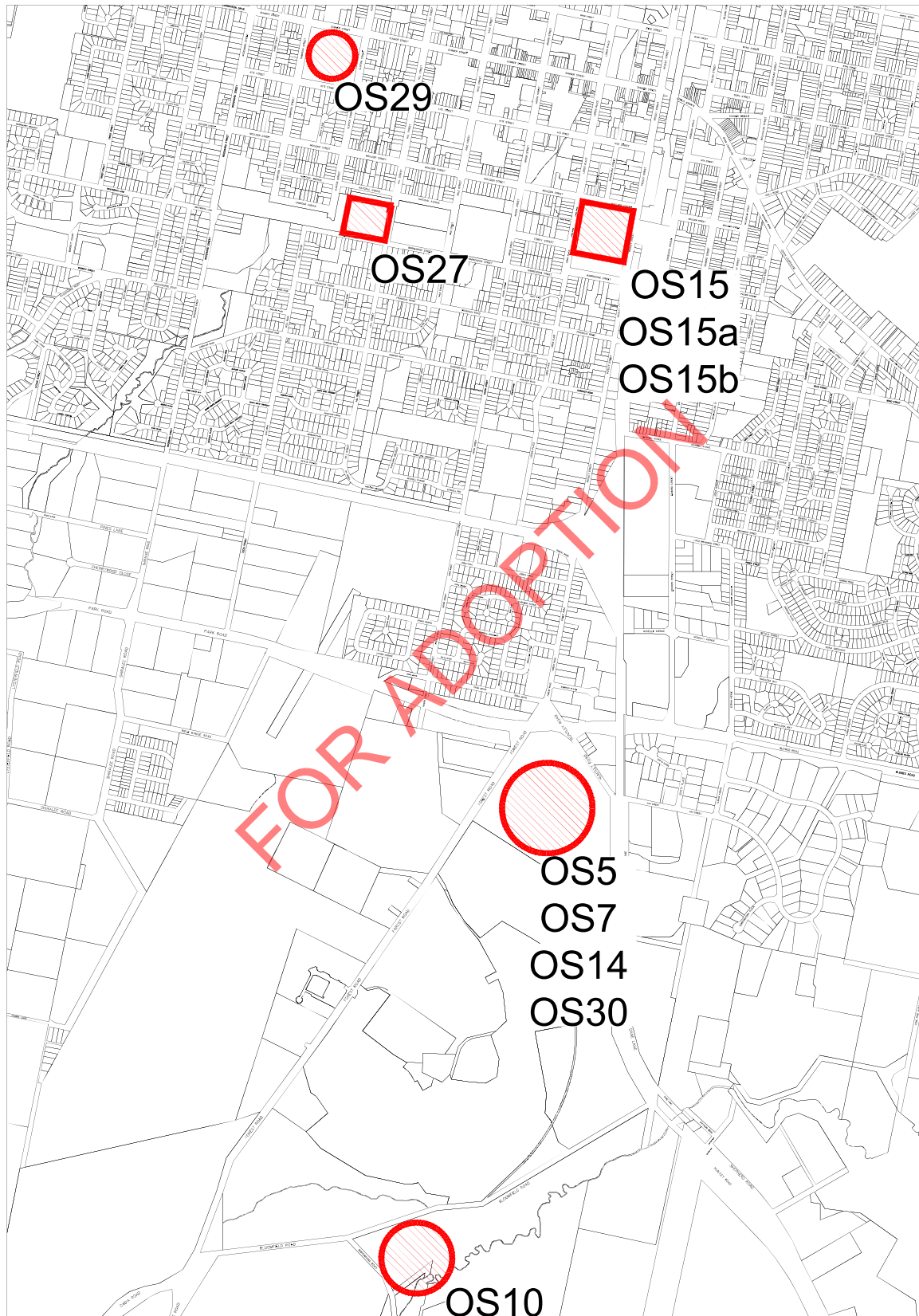
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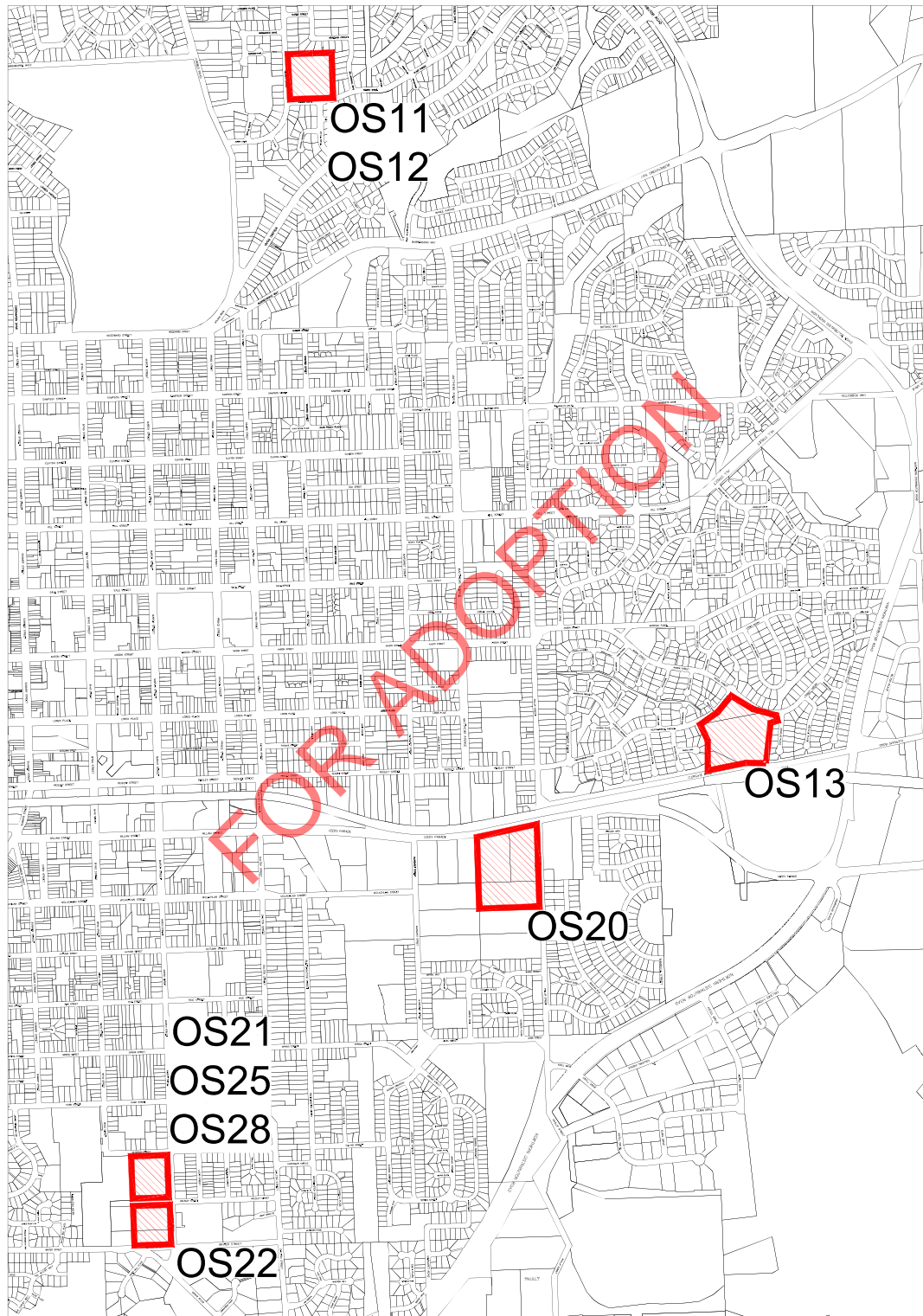
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Community and Cultural Facilities



Section 7.11 Contributions Plan 2022  
Open Space: 5, 7, 10, 15, 15a, 15b, 27, 29 & 30

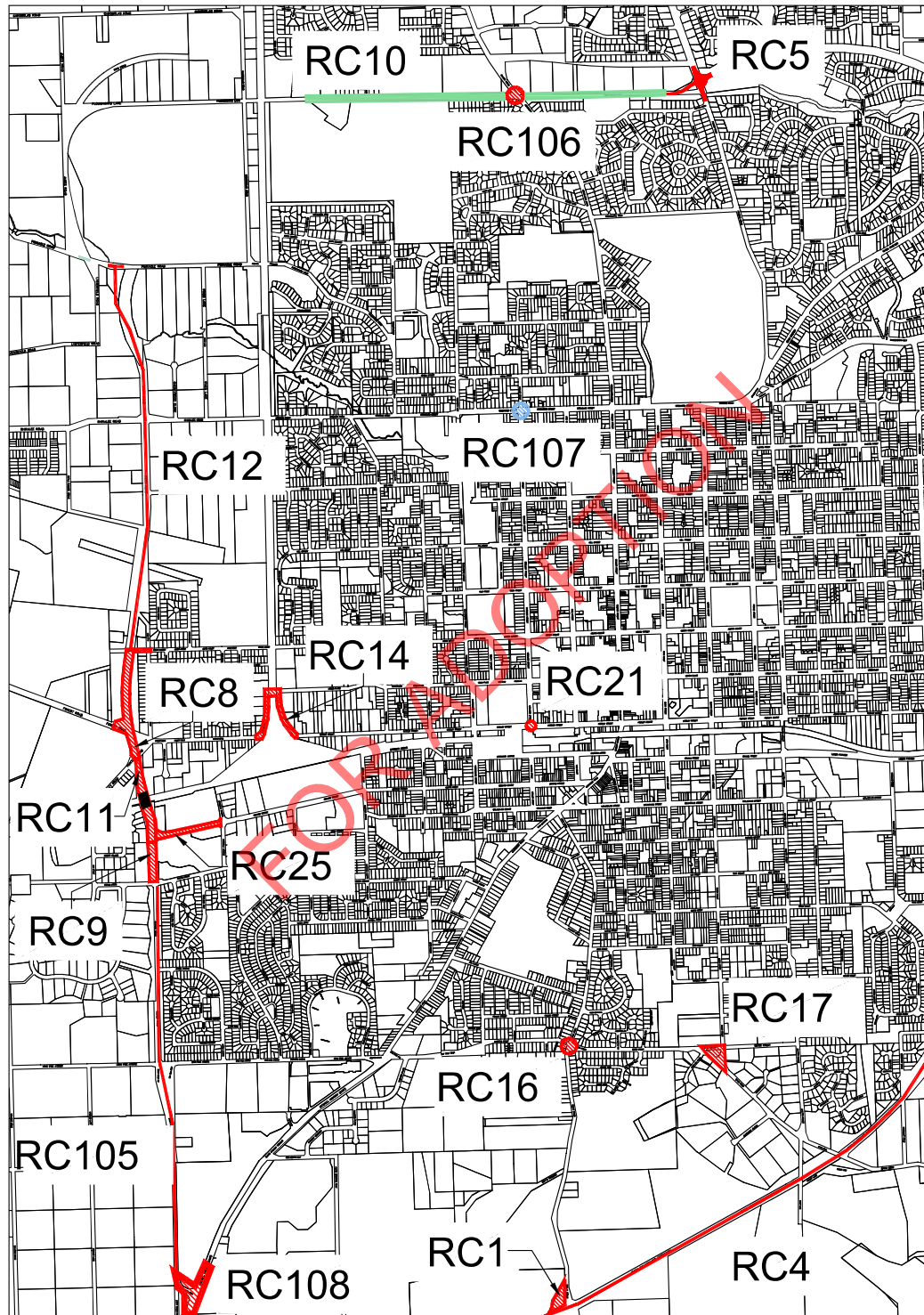


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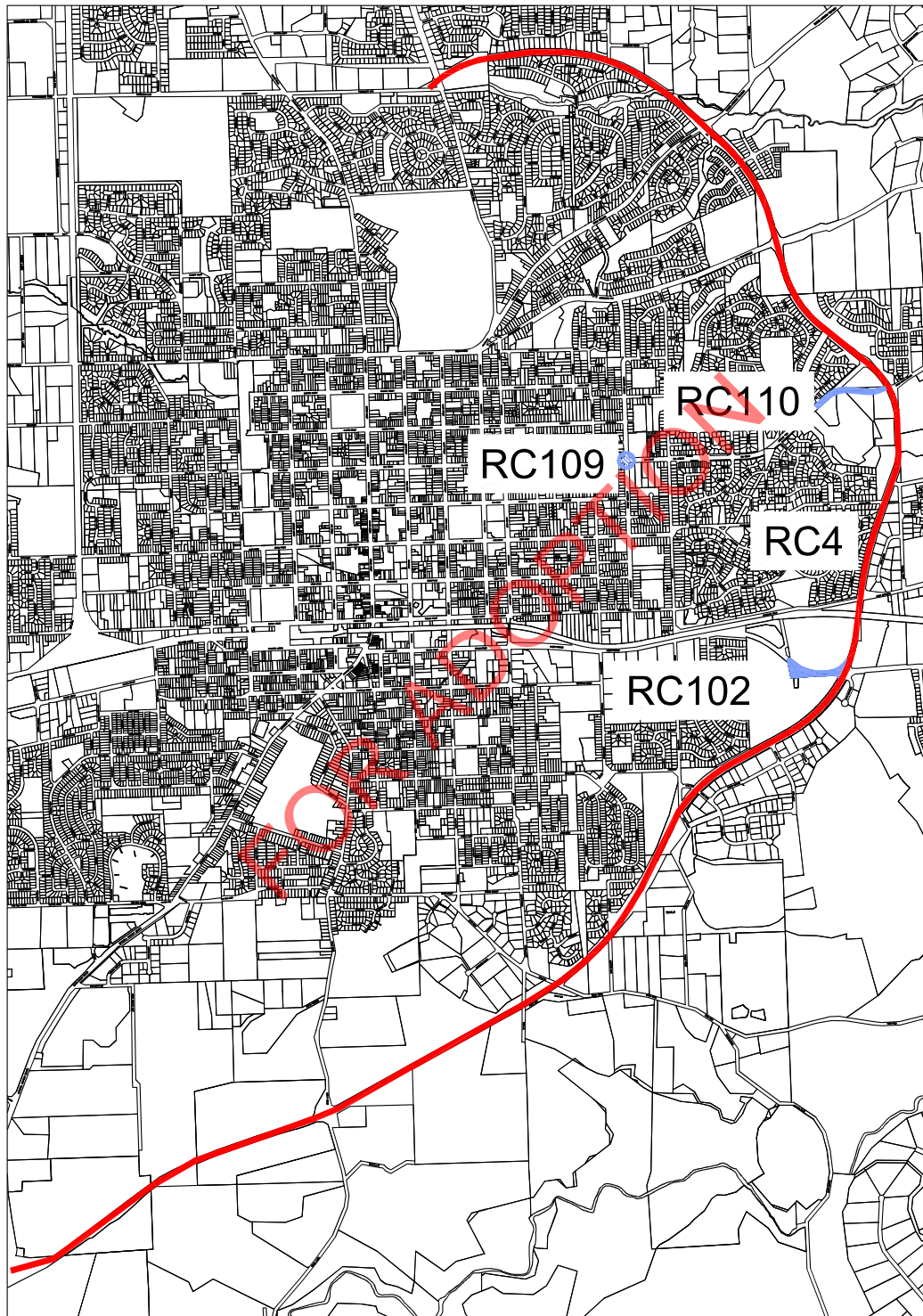




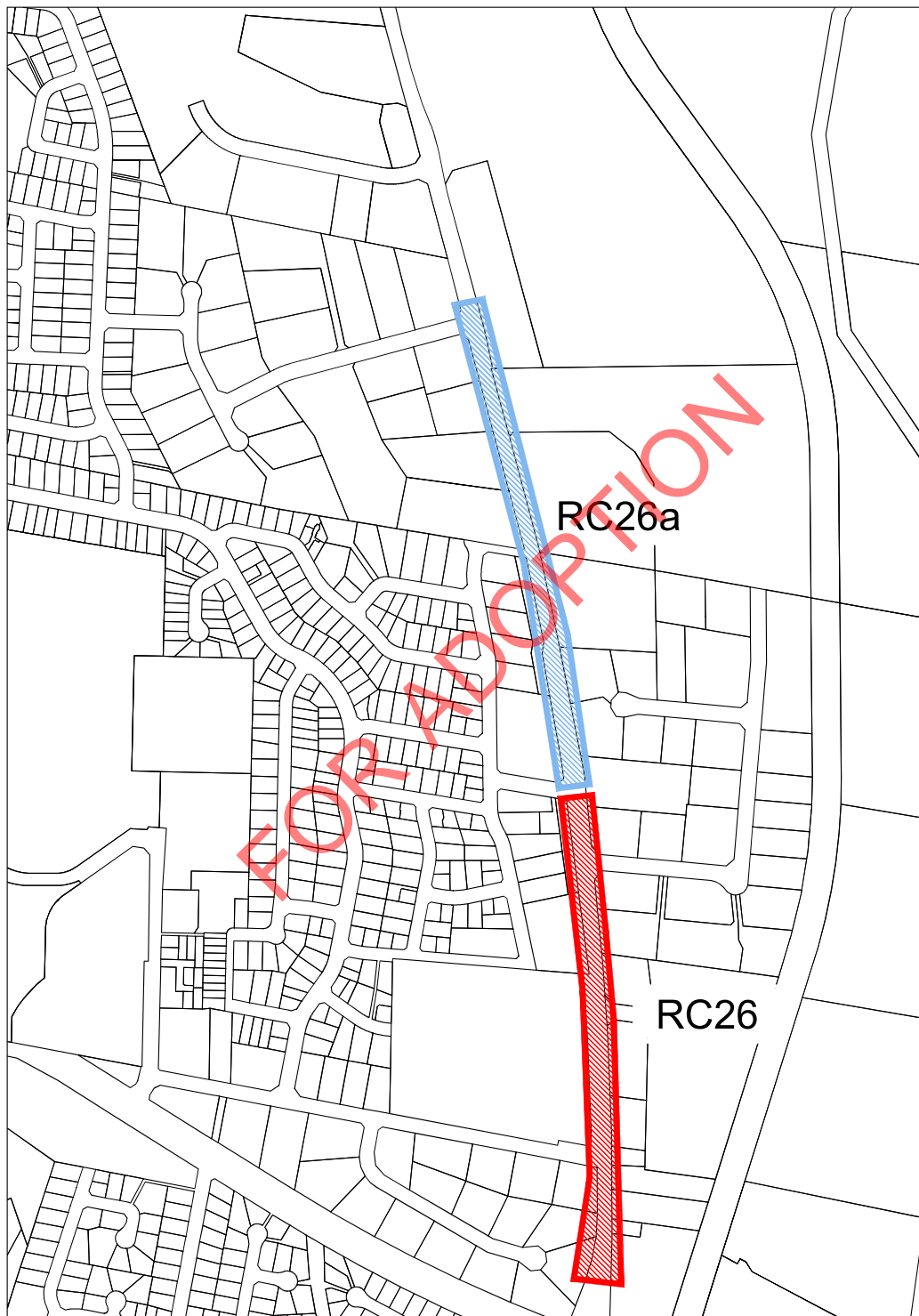
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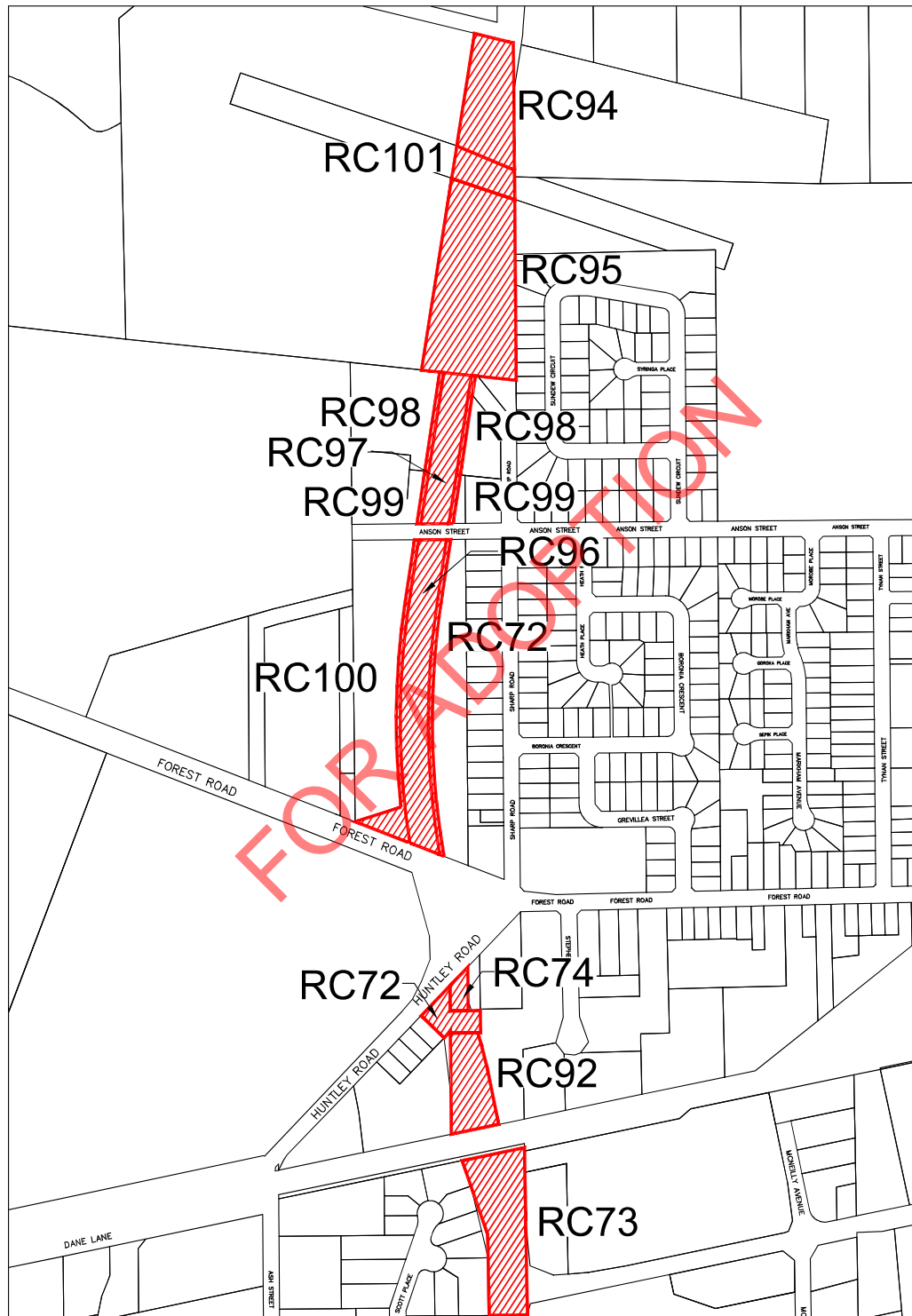
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RC 26 & 26a

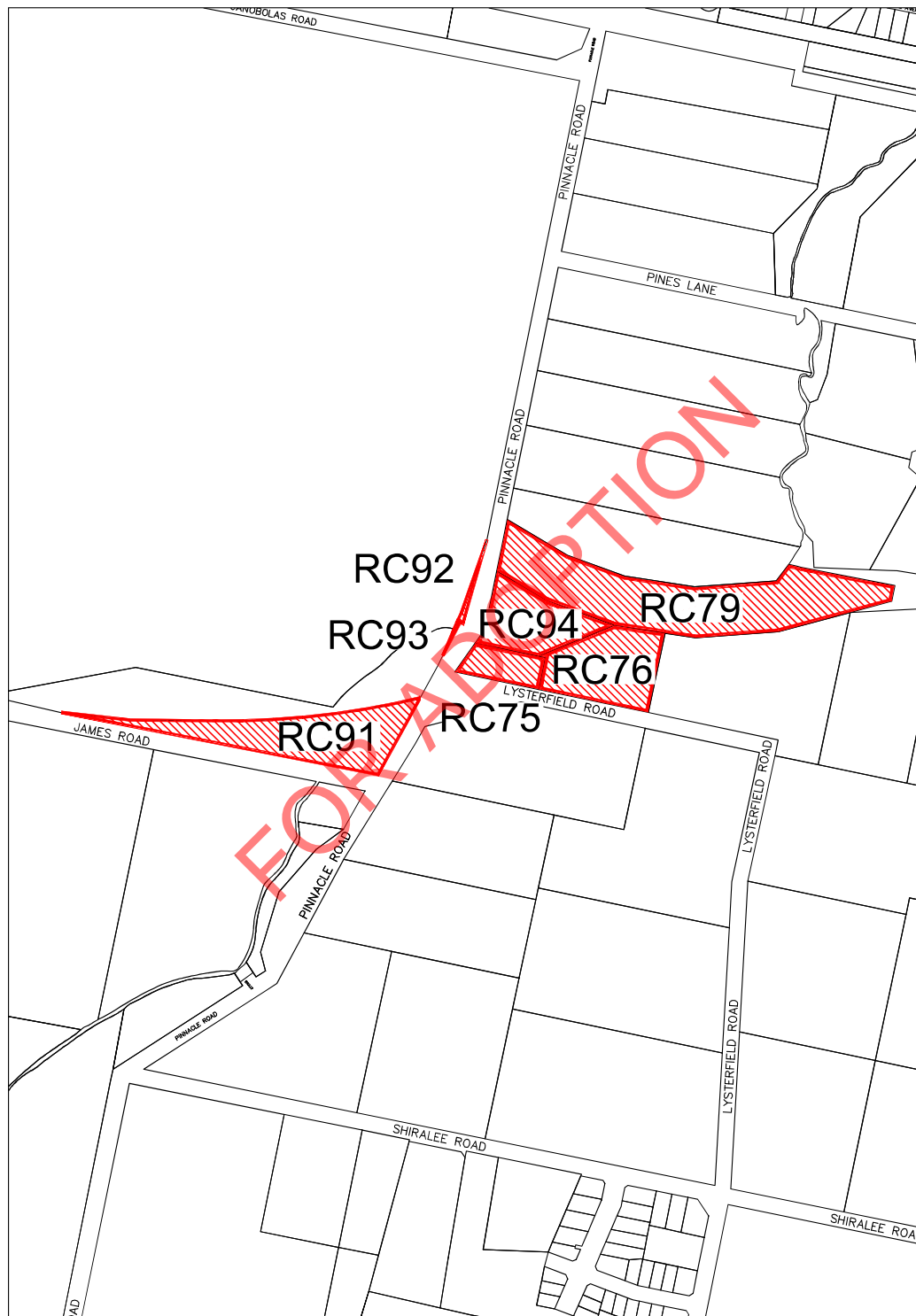


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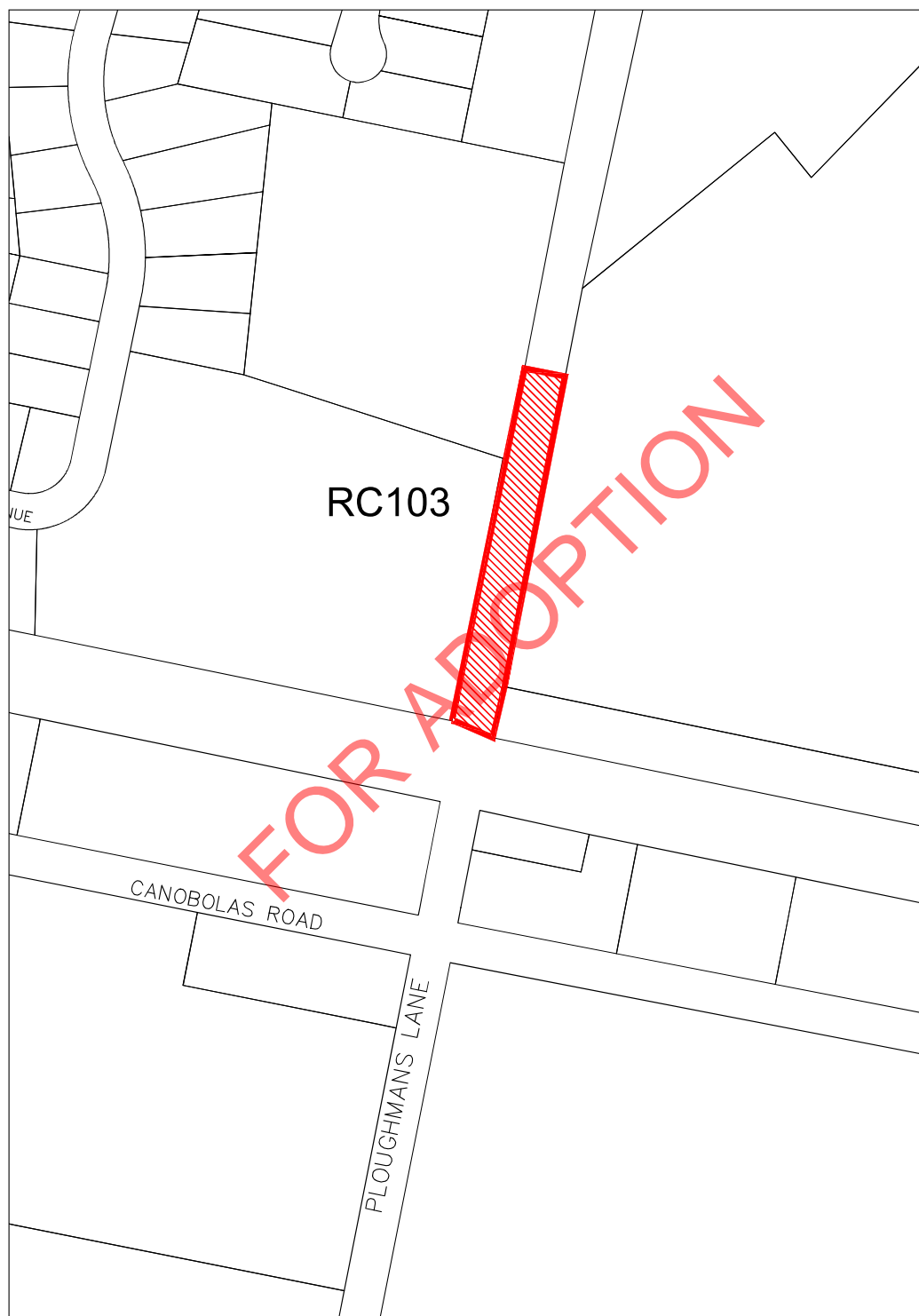


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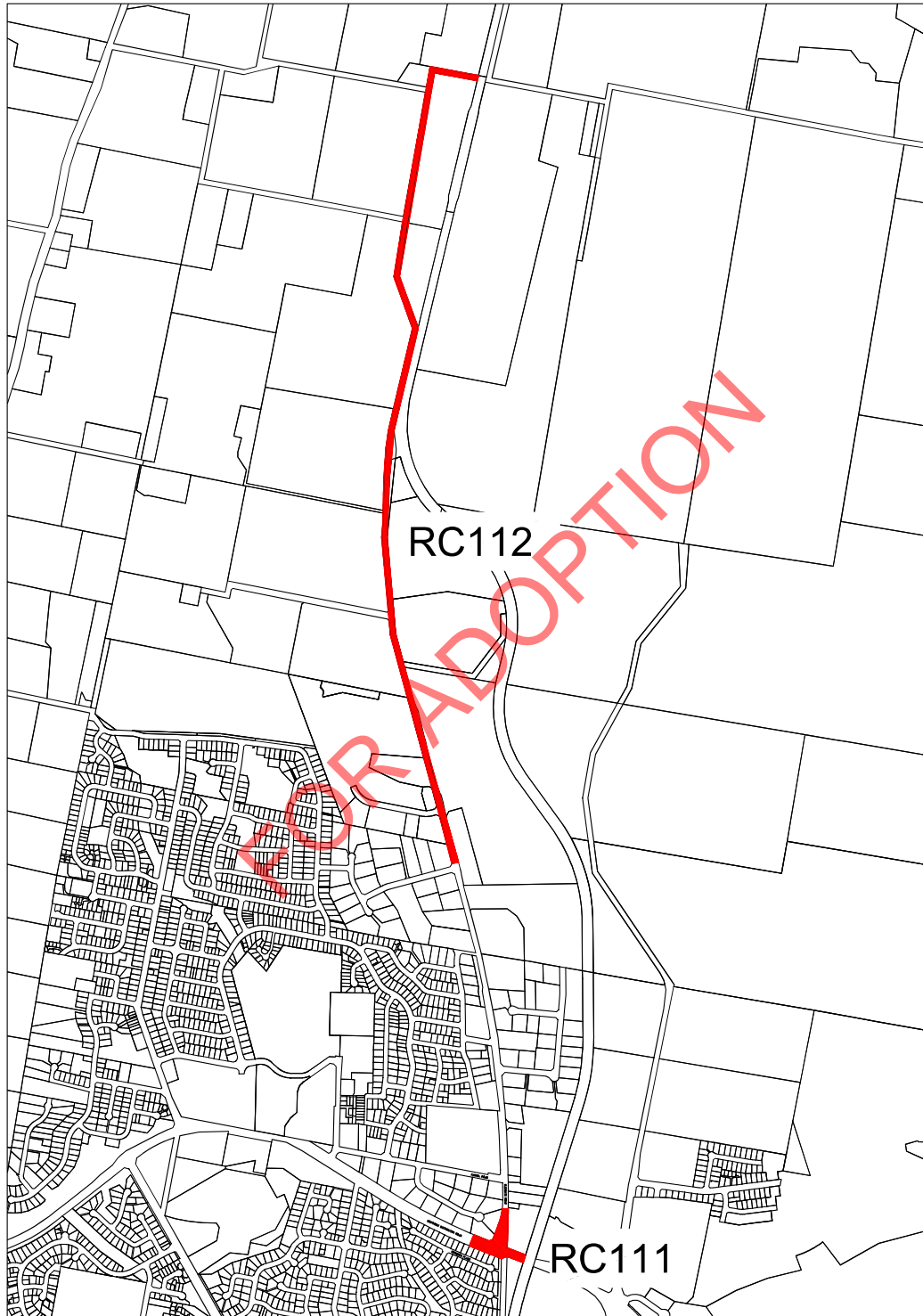




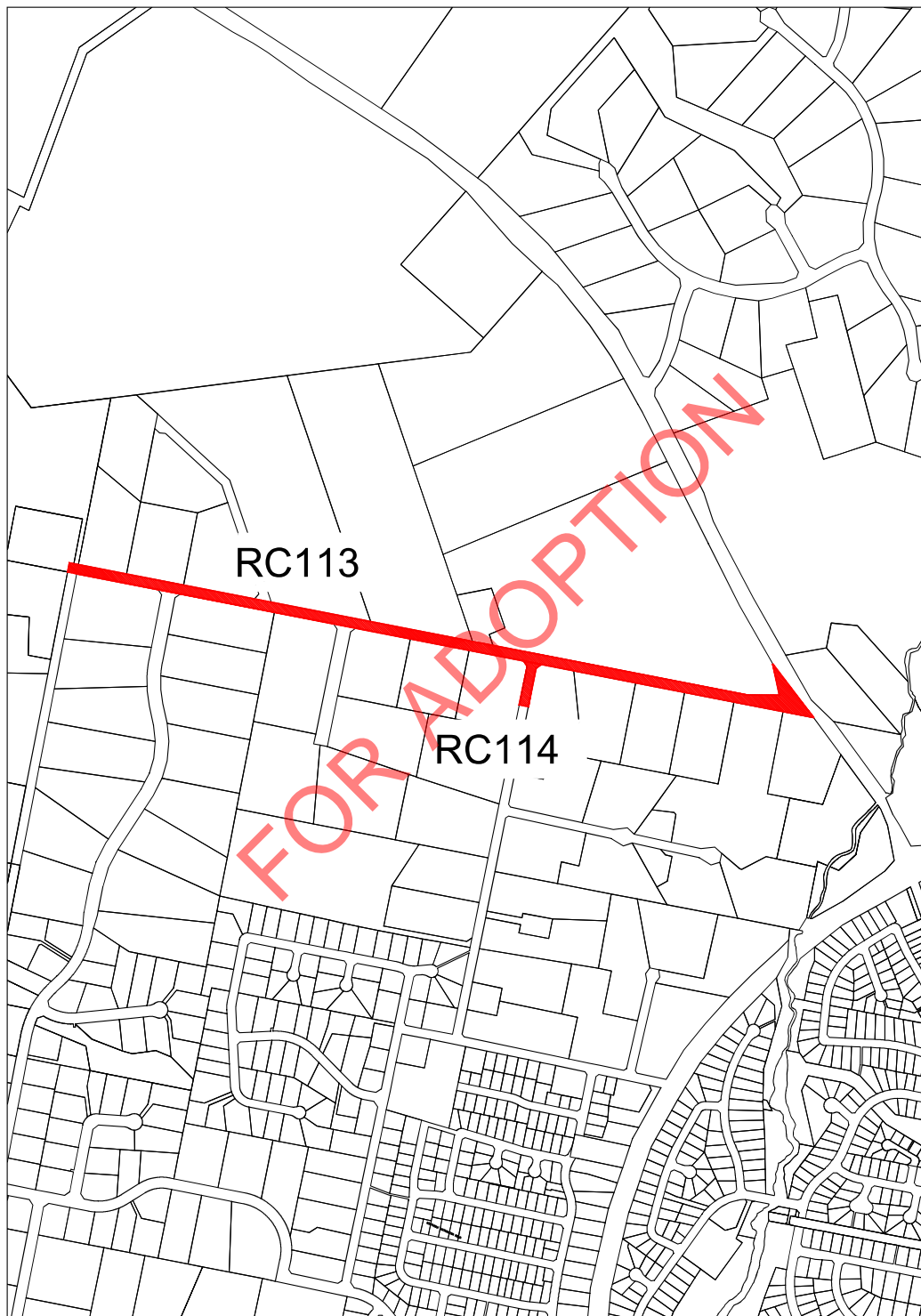
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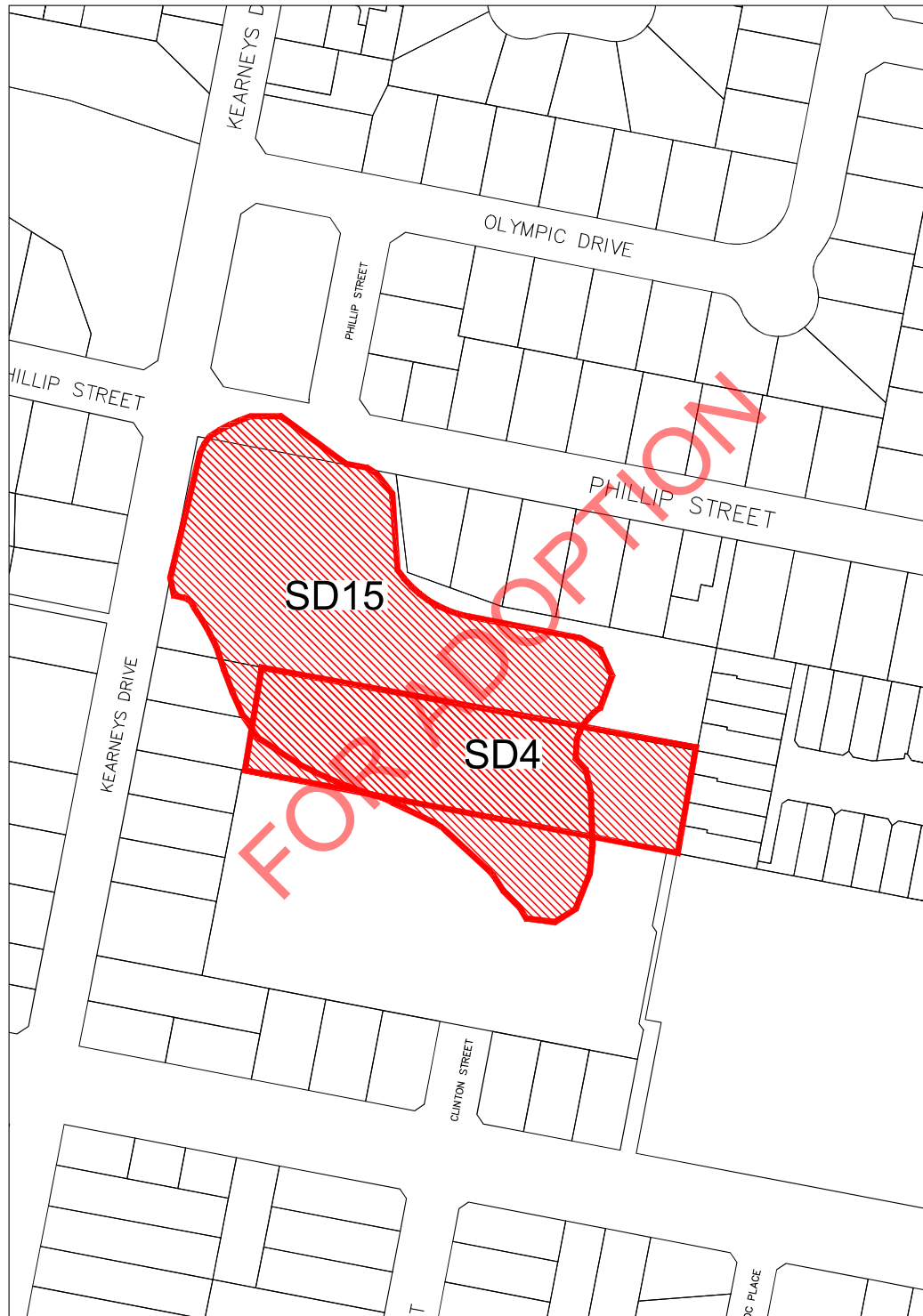
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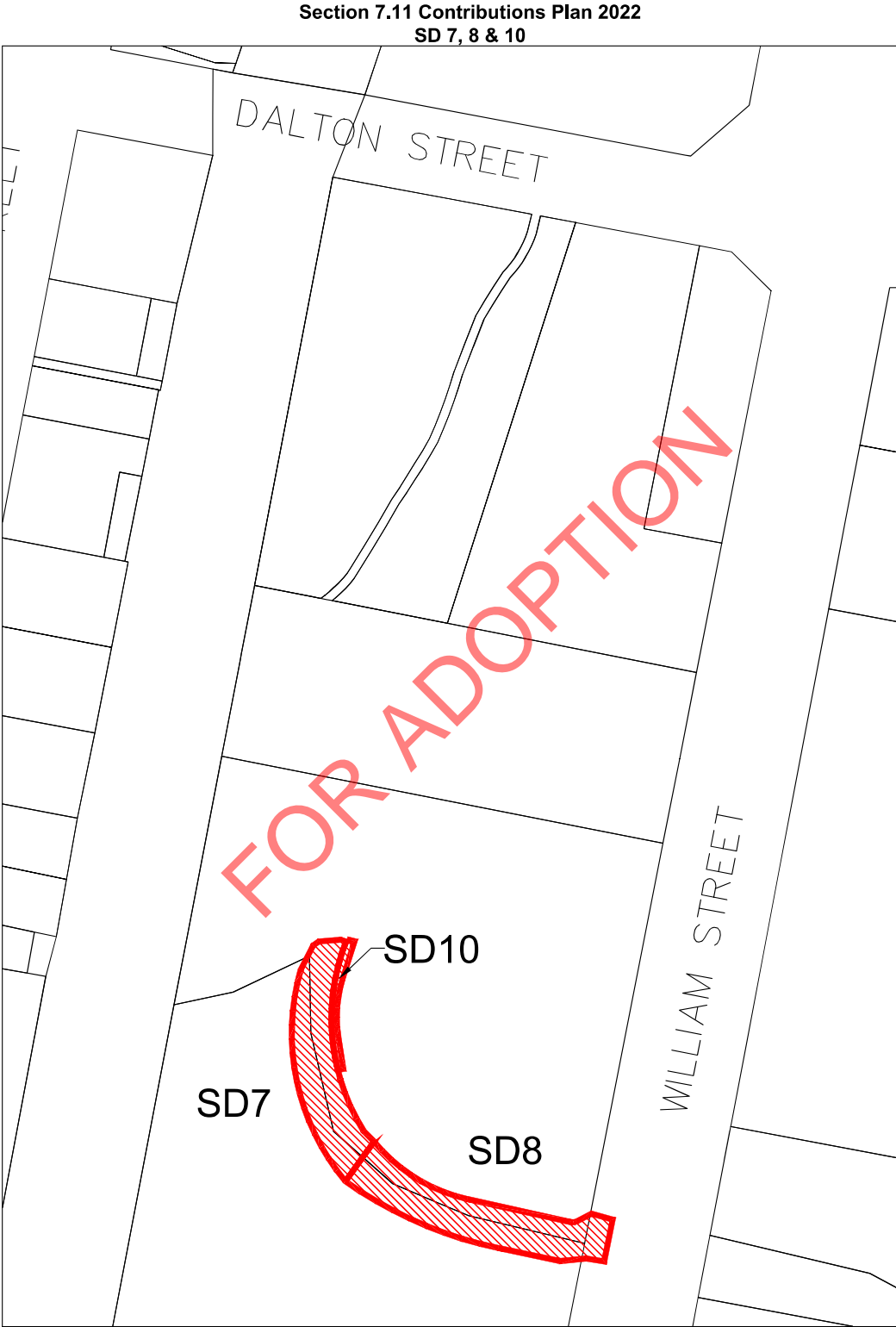


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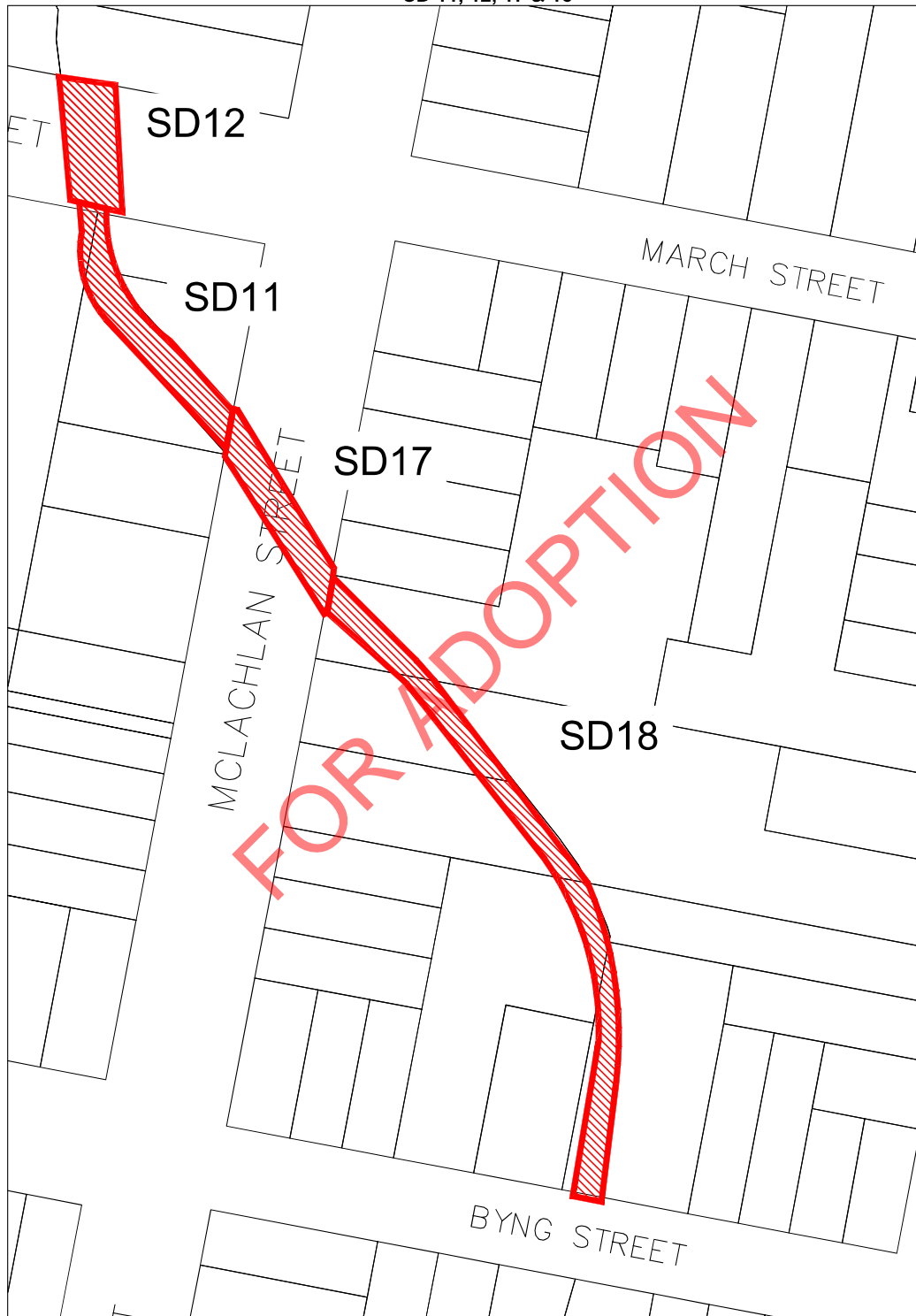


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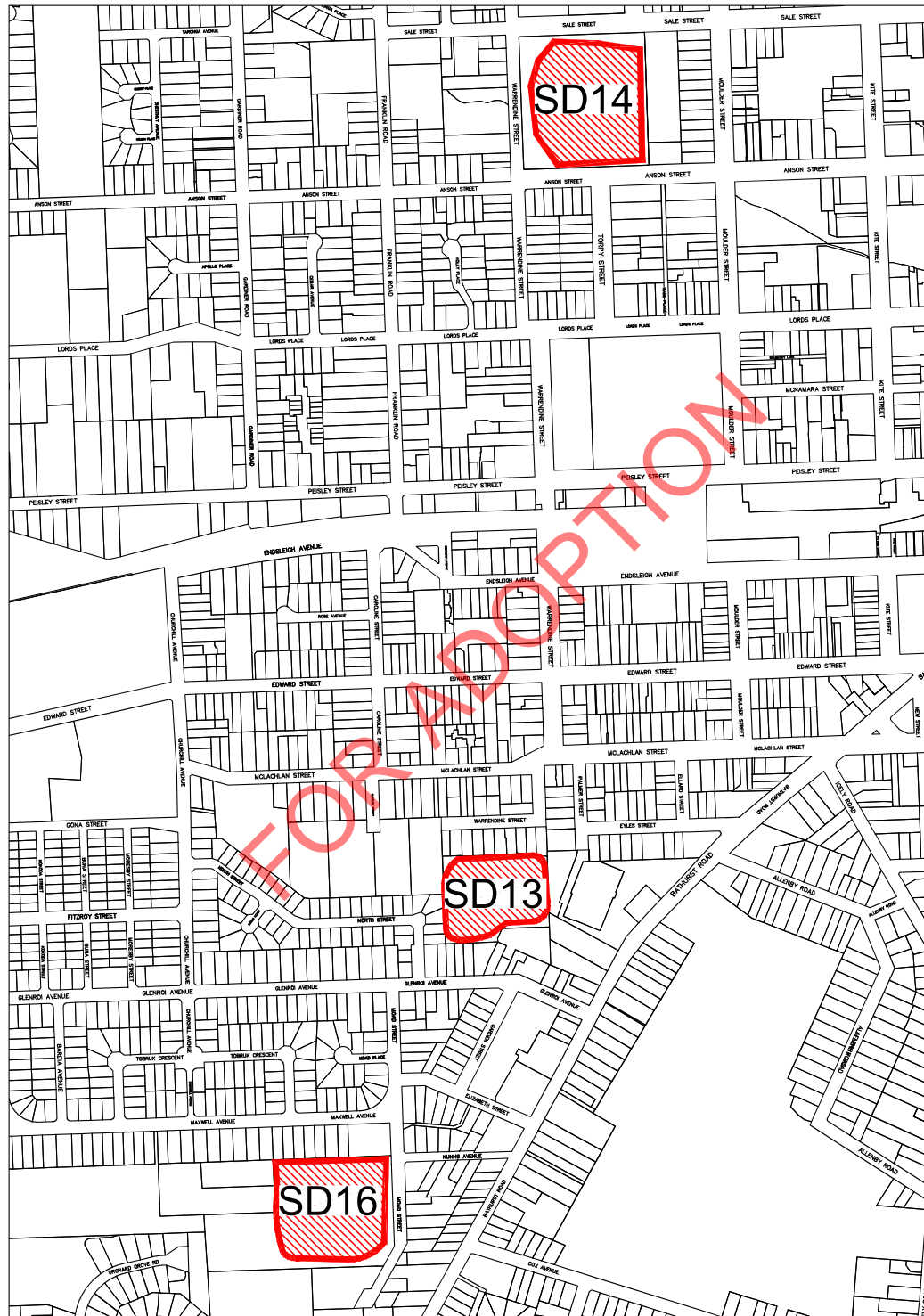




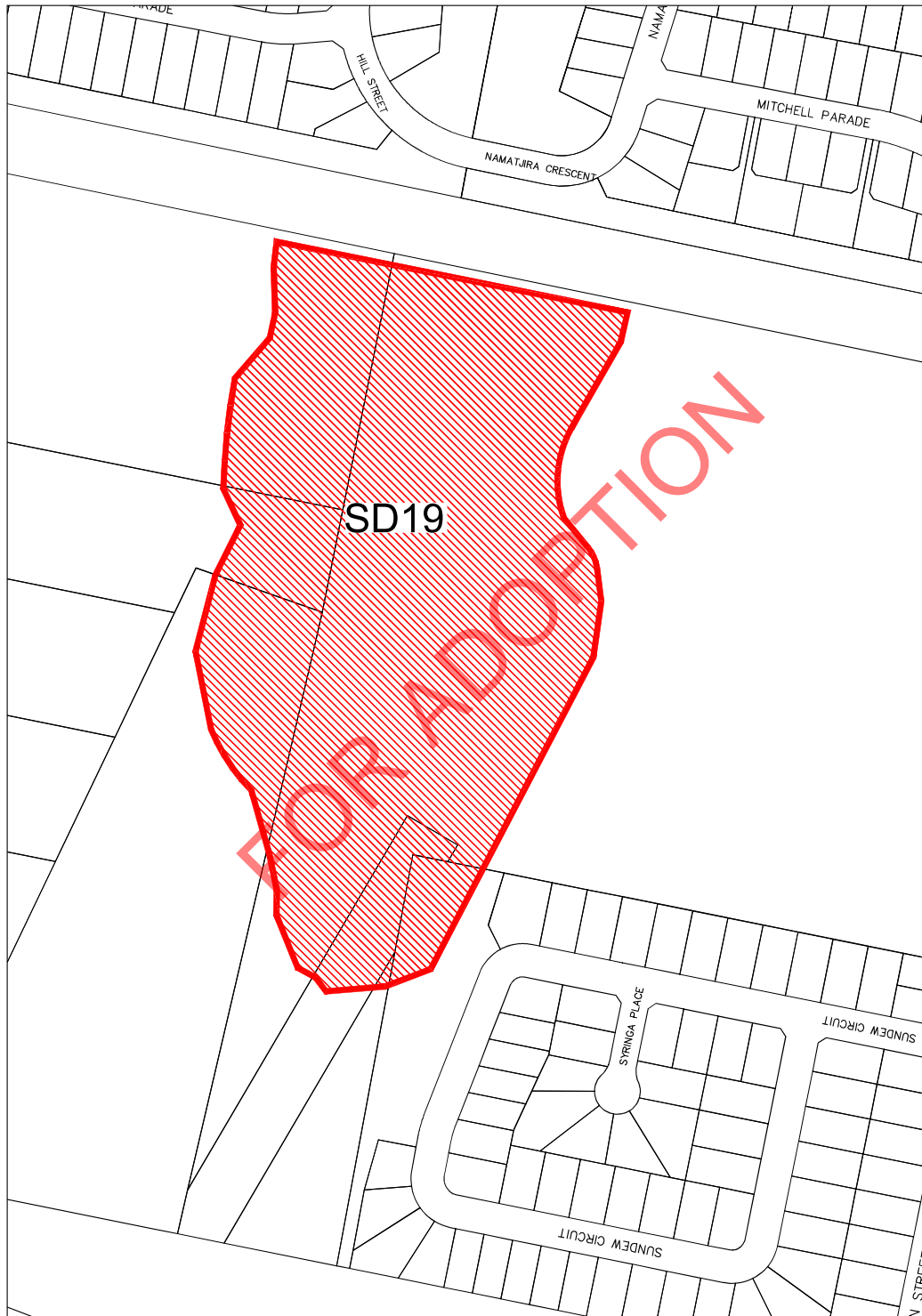
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SD 11, 12, 17 & 18



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SD 13, 14 & 16

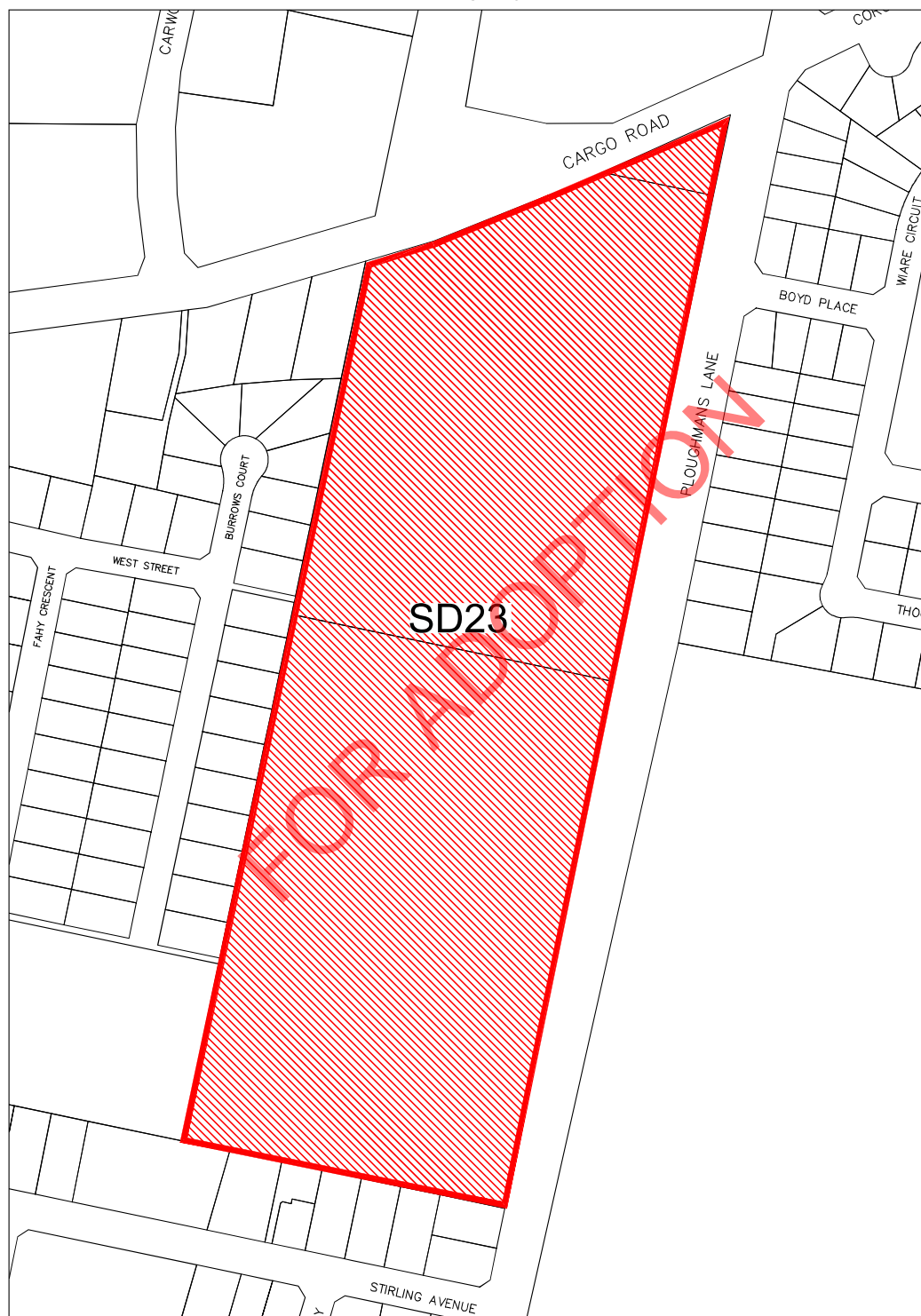


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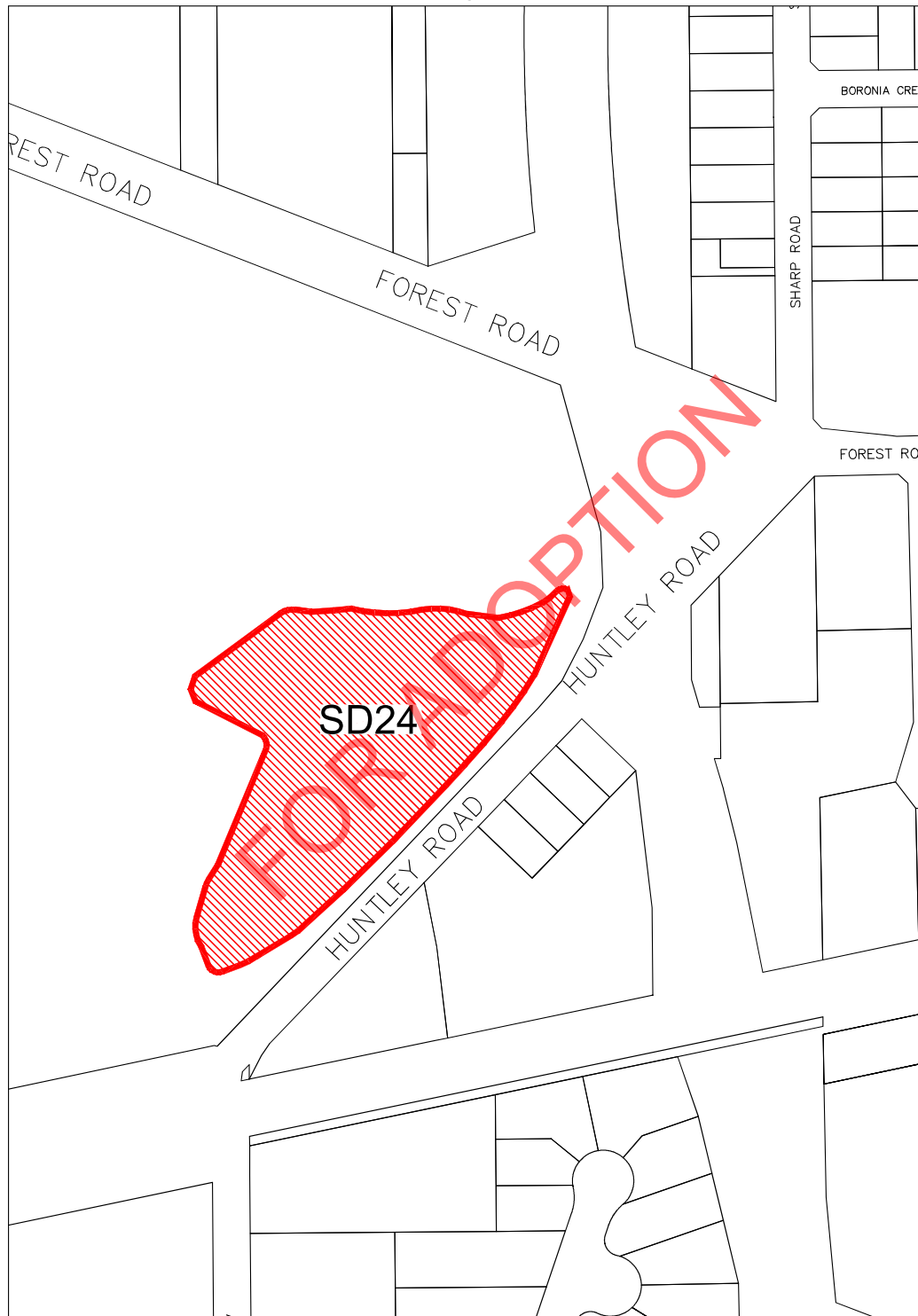




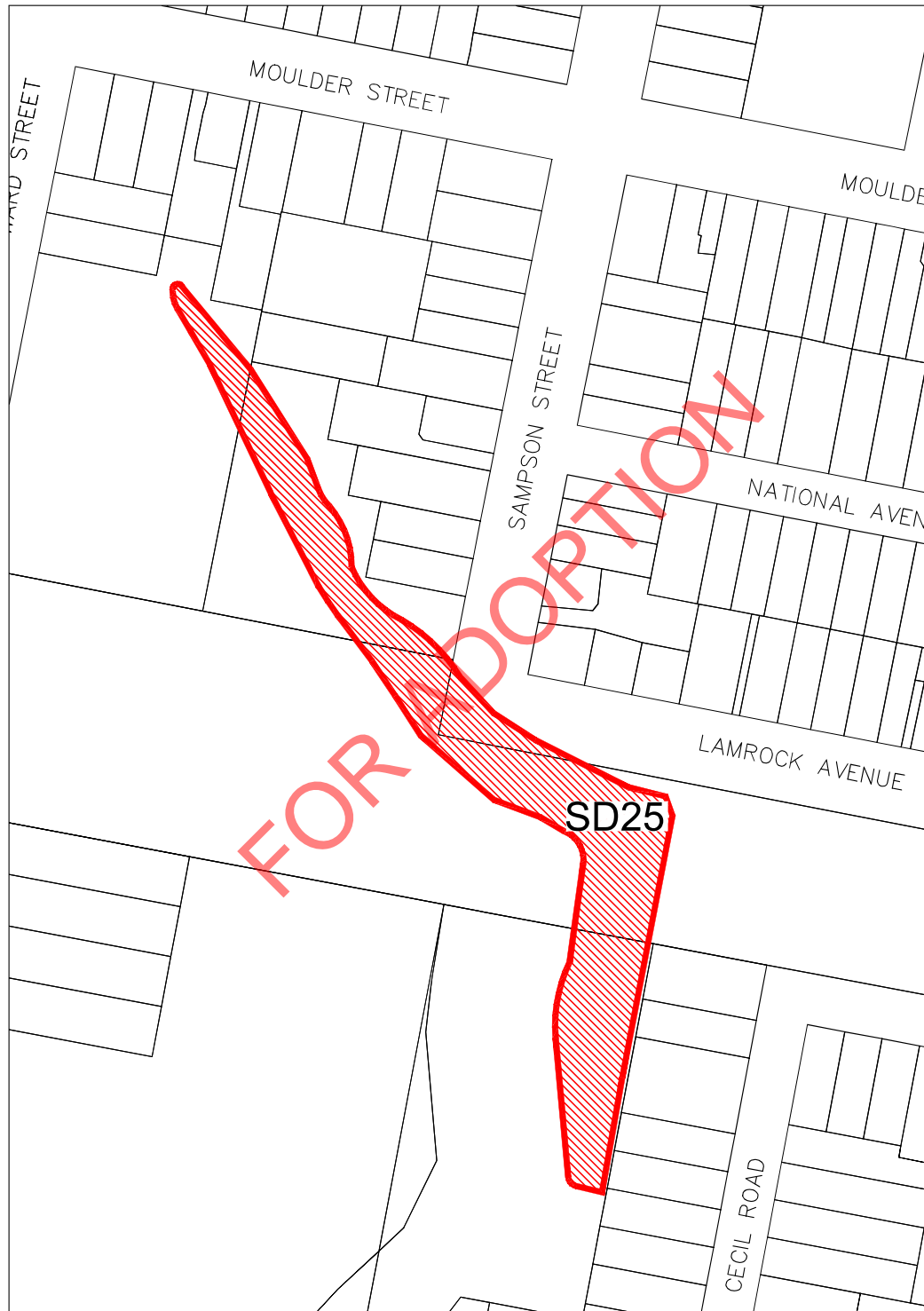
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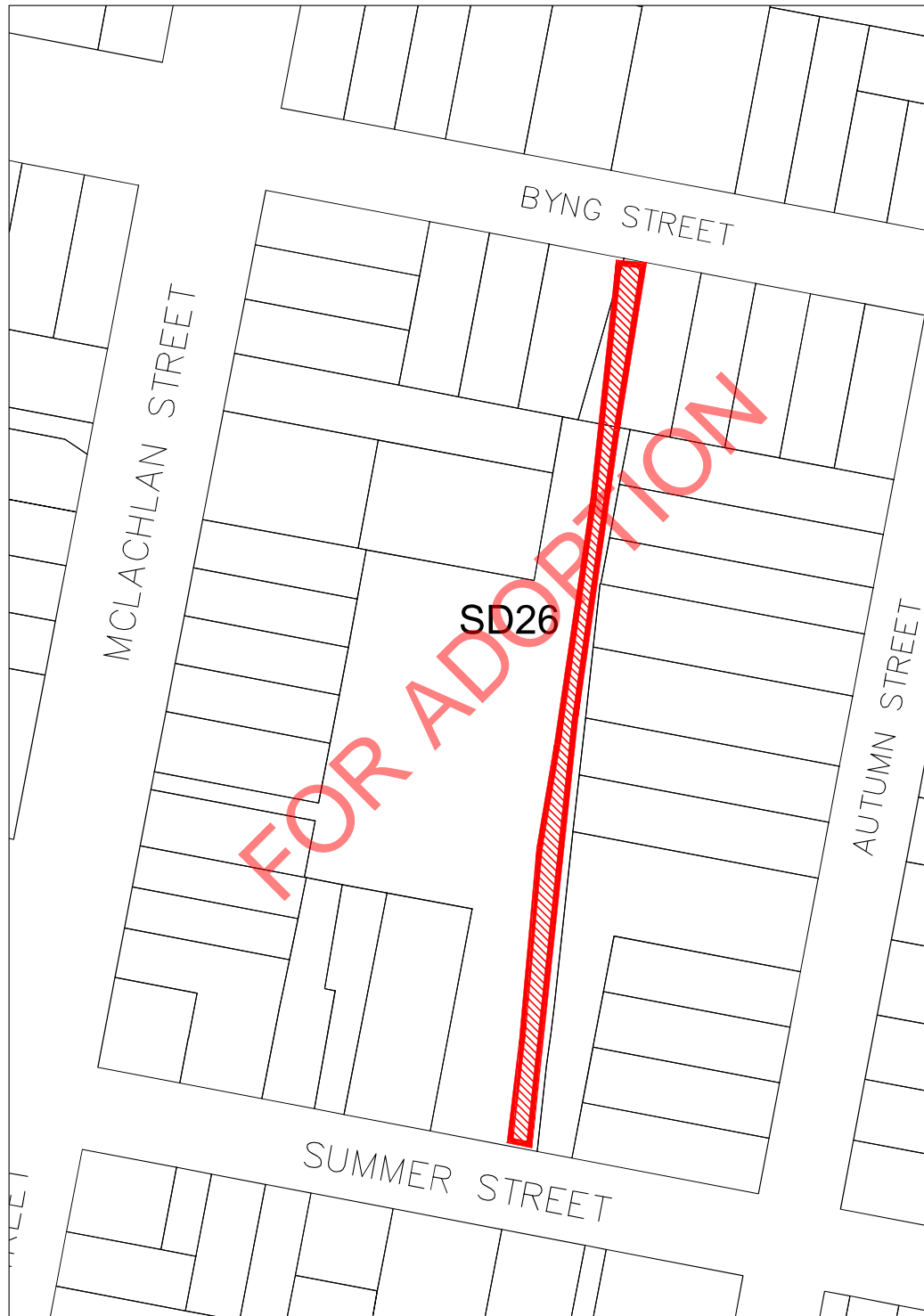
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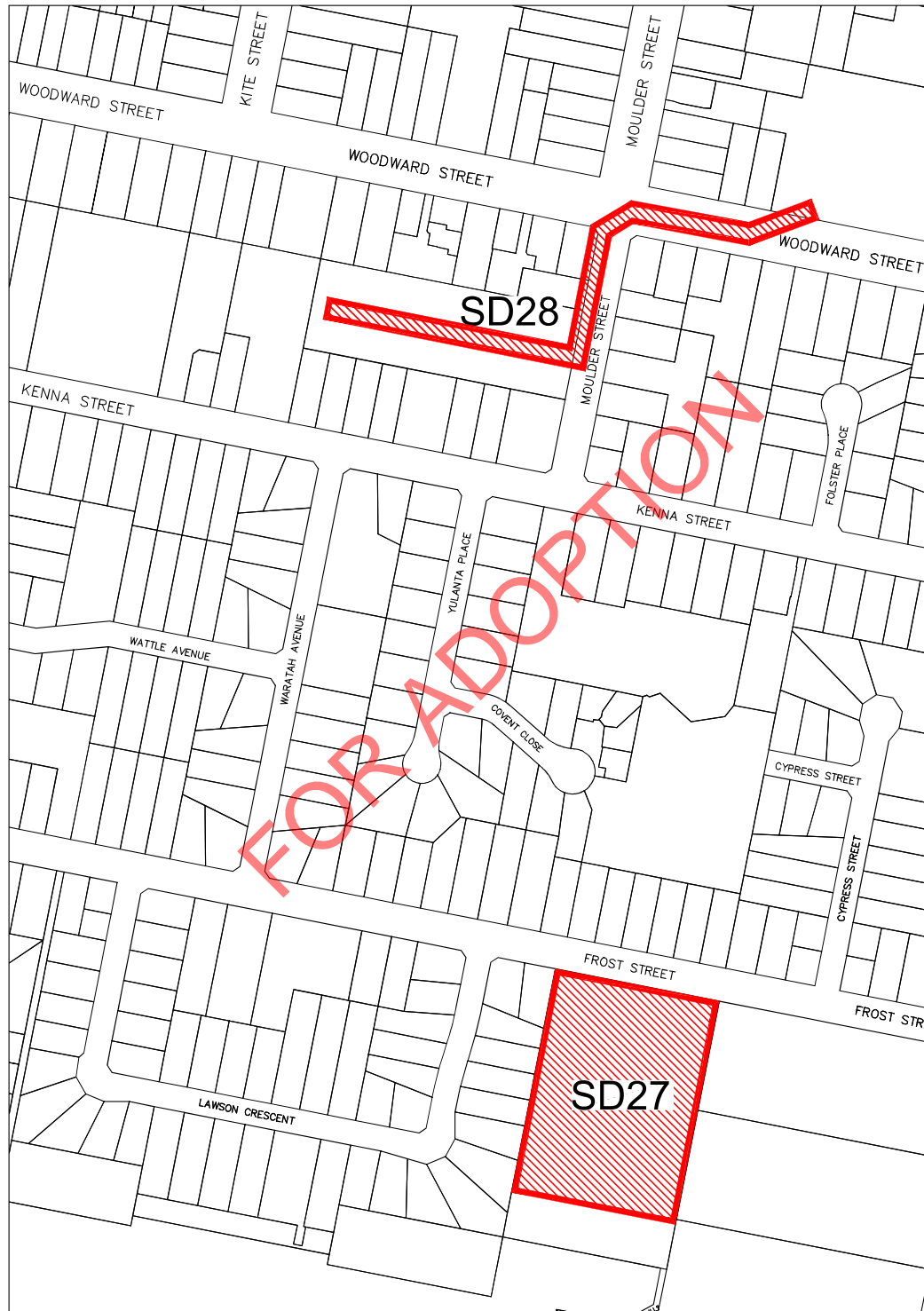
Section 7.11 Contributions Plan 2022  
SD 25



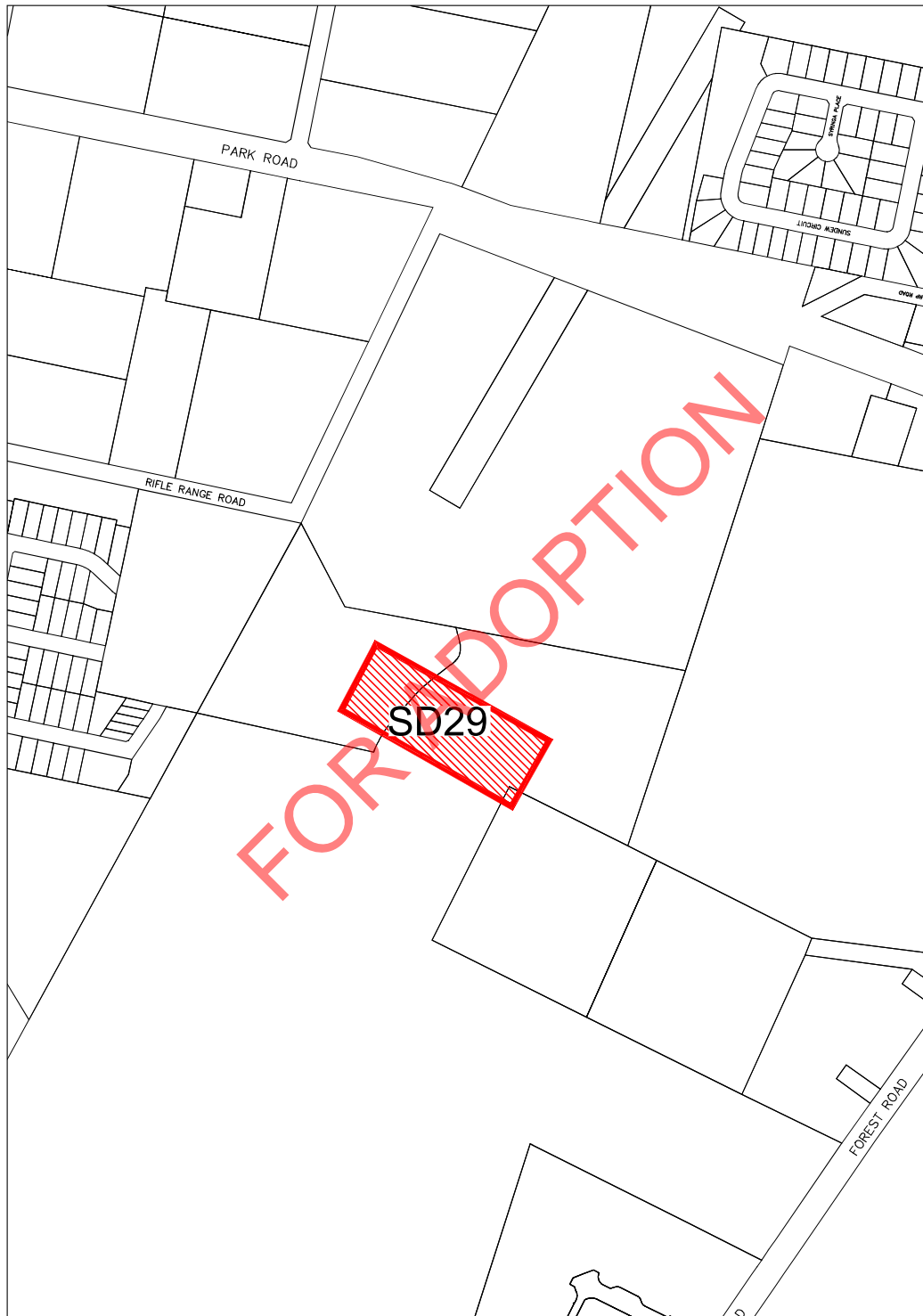
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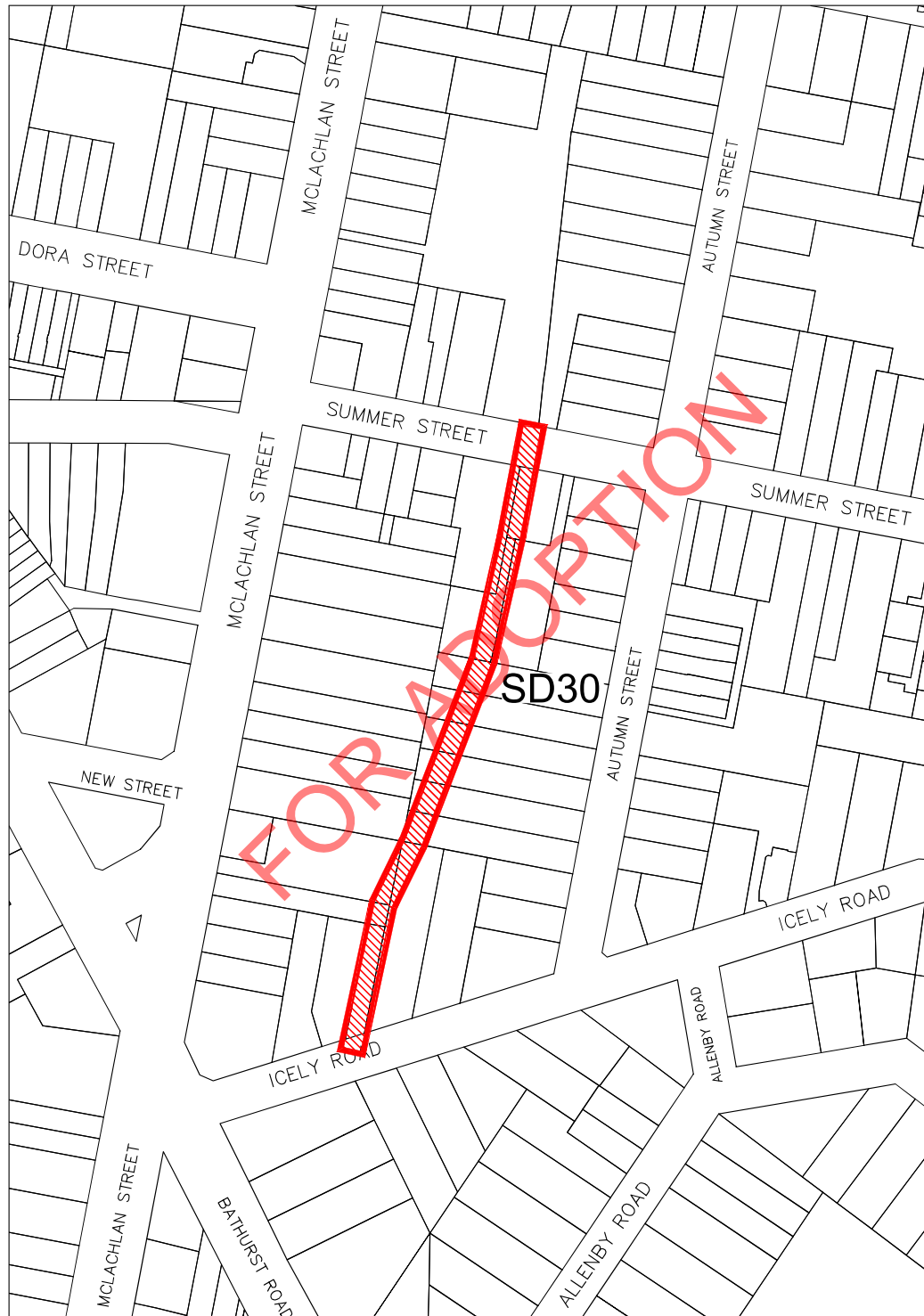
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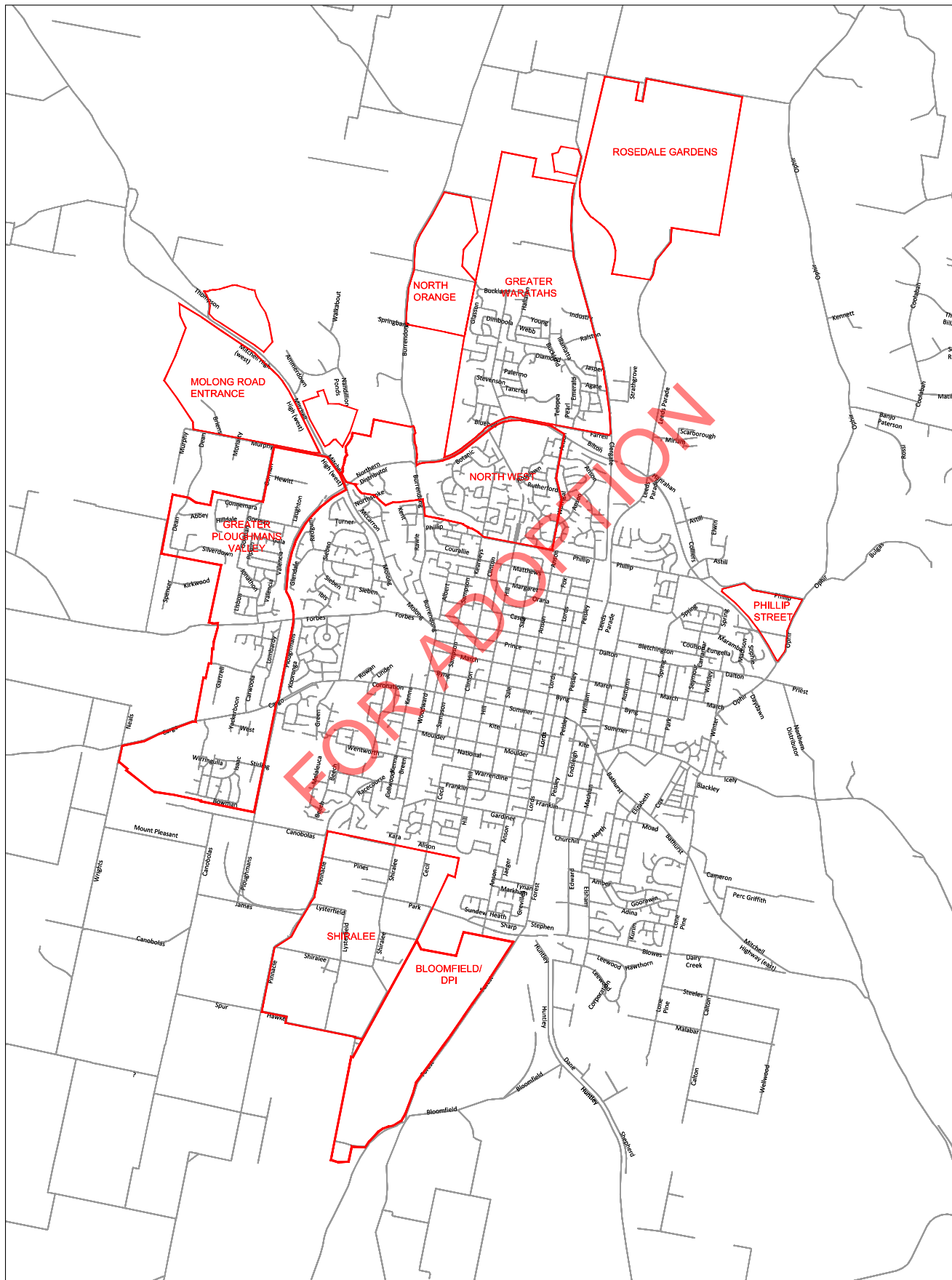
Section 7.11 Contributions Plan 2022  
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Section 7.11 Contributions Plan 2022  
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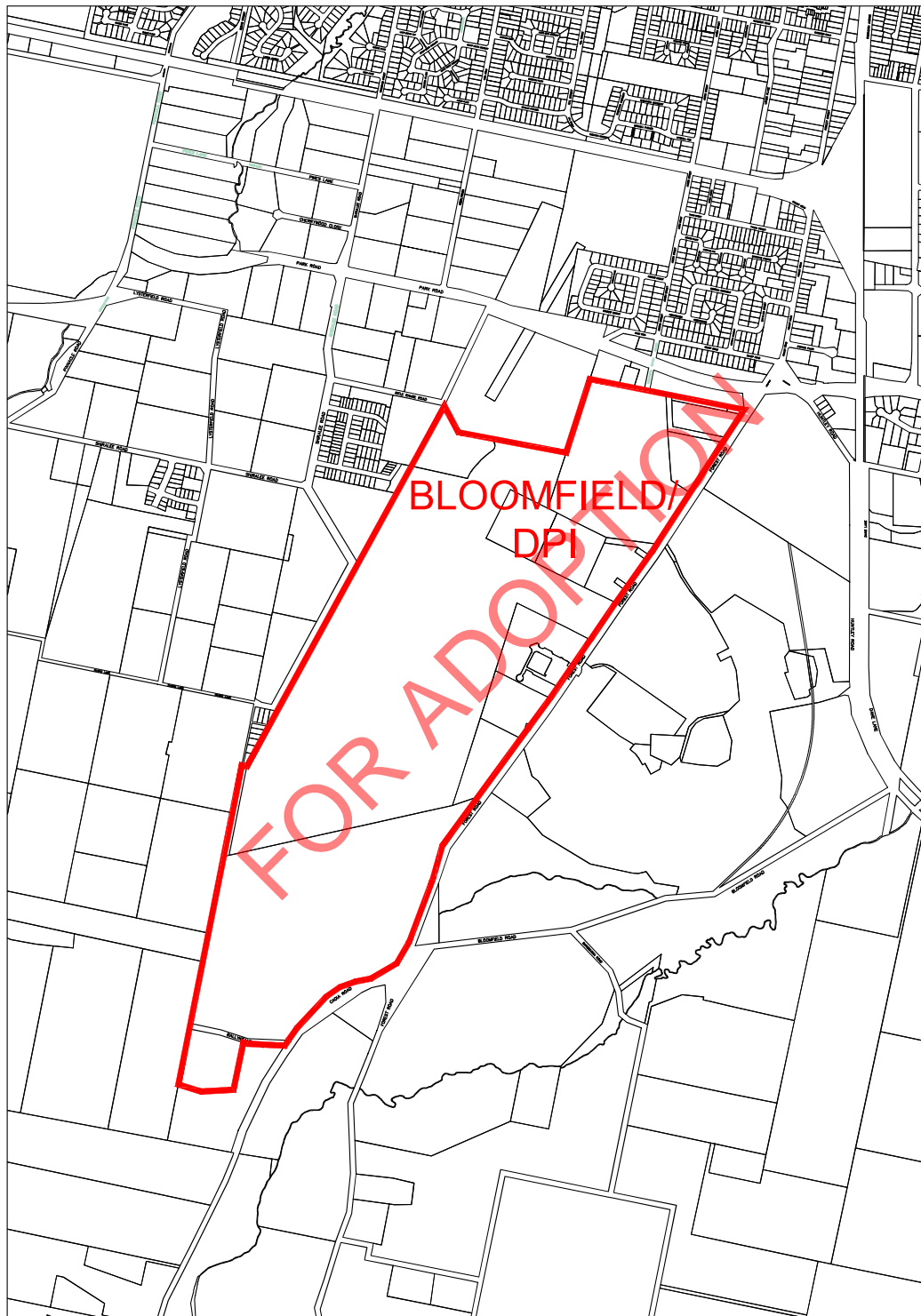


Section 7.11 Contributions Plan 2022  
Residential Development Areas

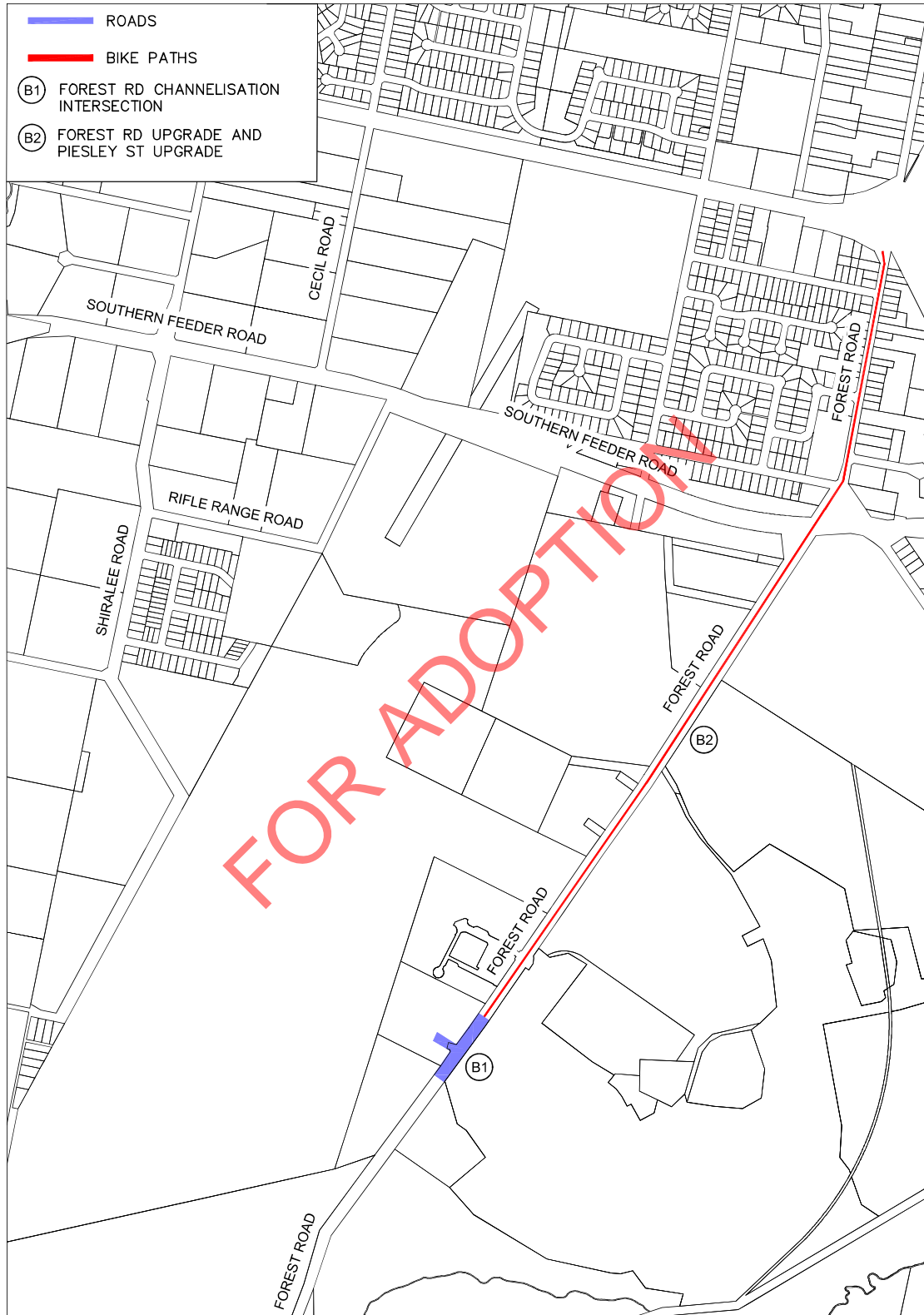




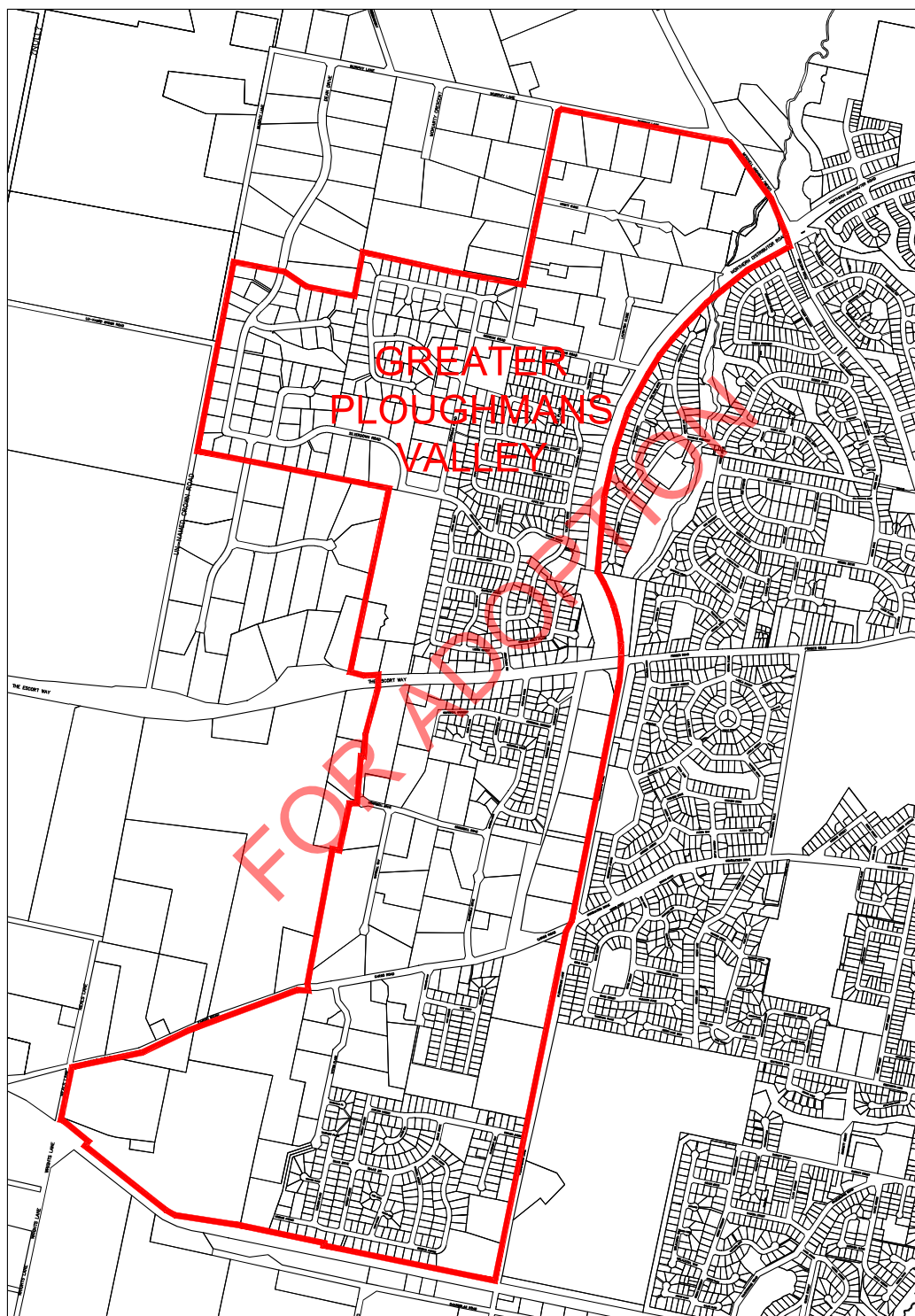
### **Section 7.11 Contributions Plan 2022 Bloomfield/DPI - Residential Development**



Section 7.11 Contributions Plan 2022  
Bloomfield/DPI - Local Facilities



Section 7.11 Contributions Plan 2022  
Greater Ploughmans Valley - Residential Development

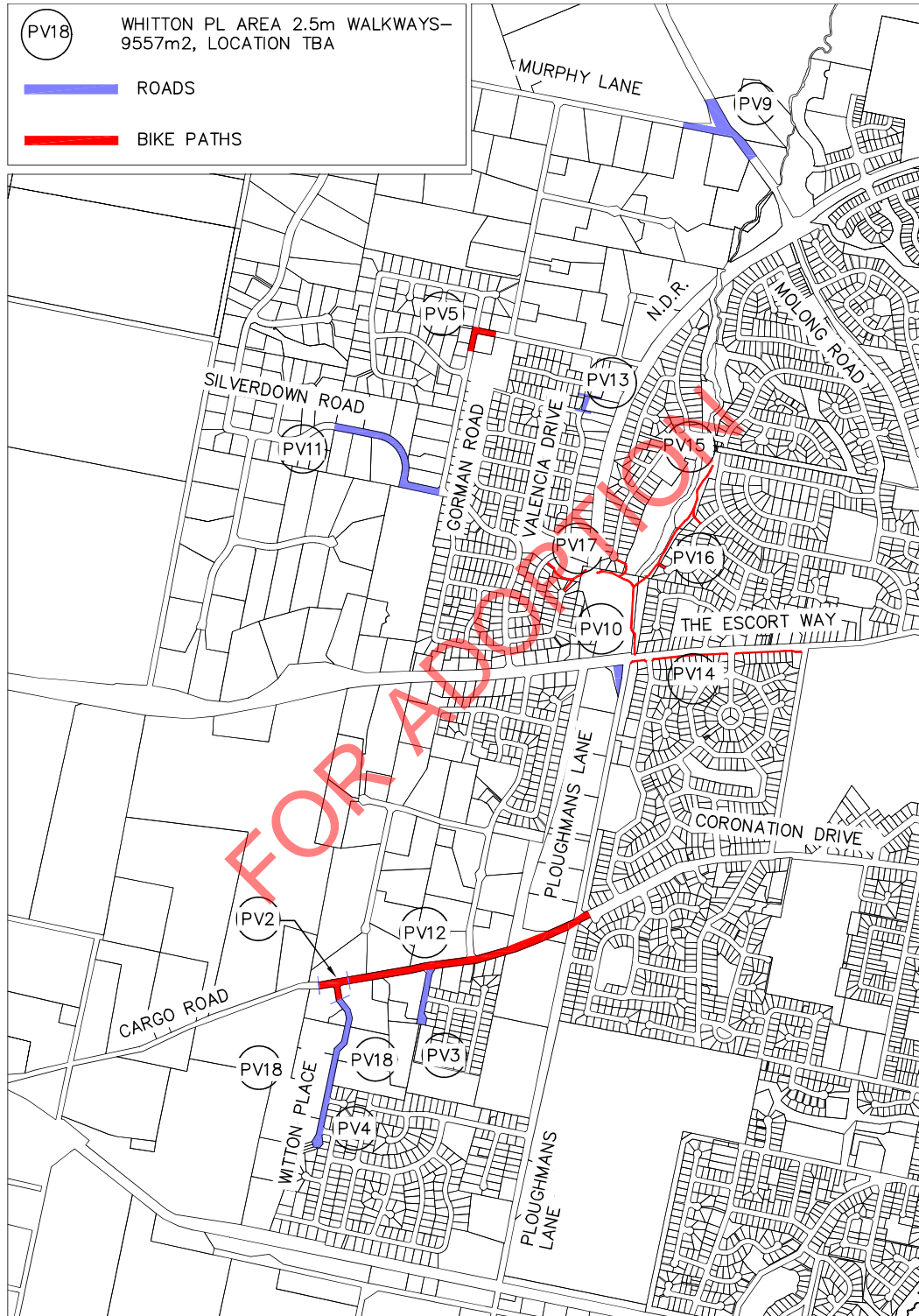


**Section 7.11 Contributions Plan 2022  
Greater Ploughmans Valley - Open Spaces**

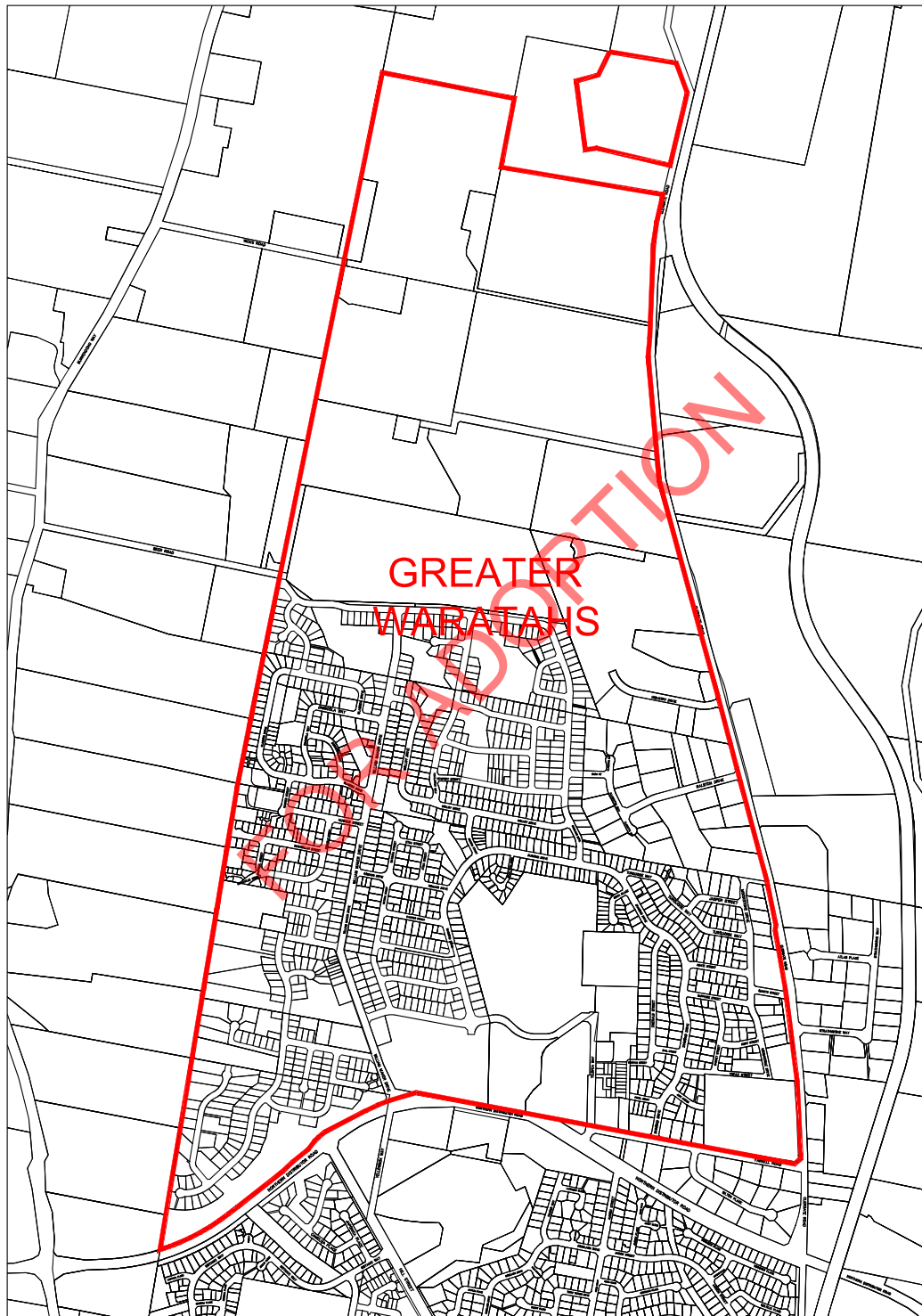




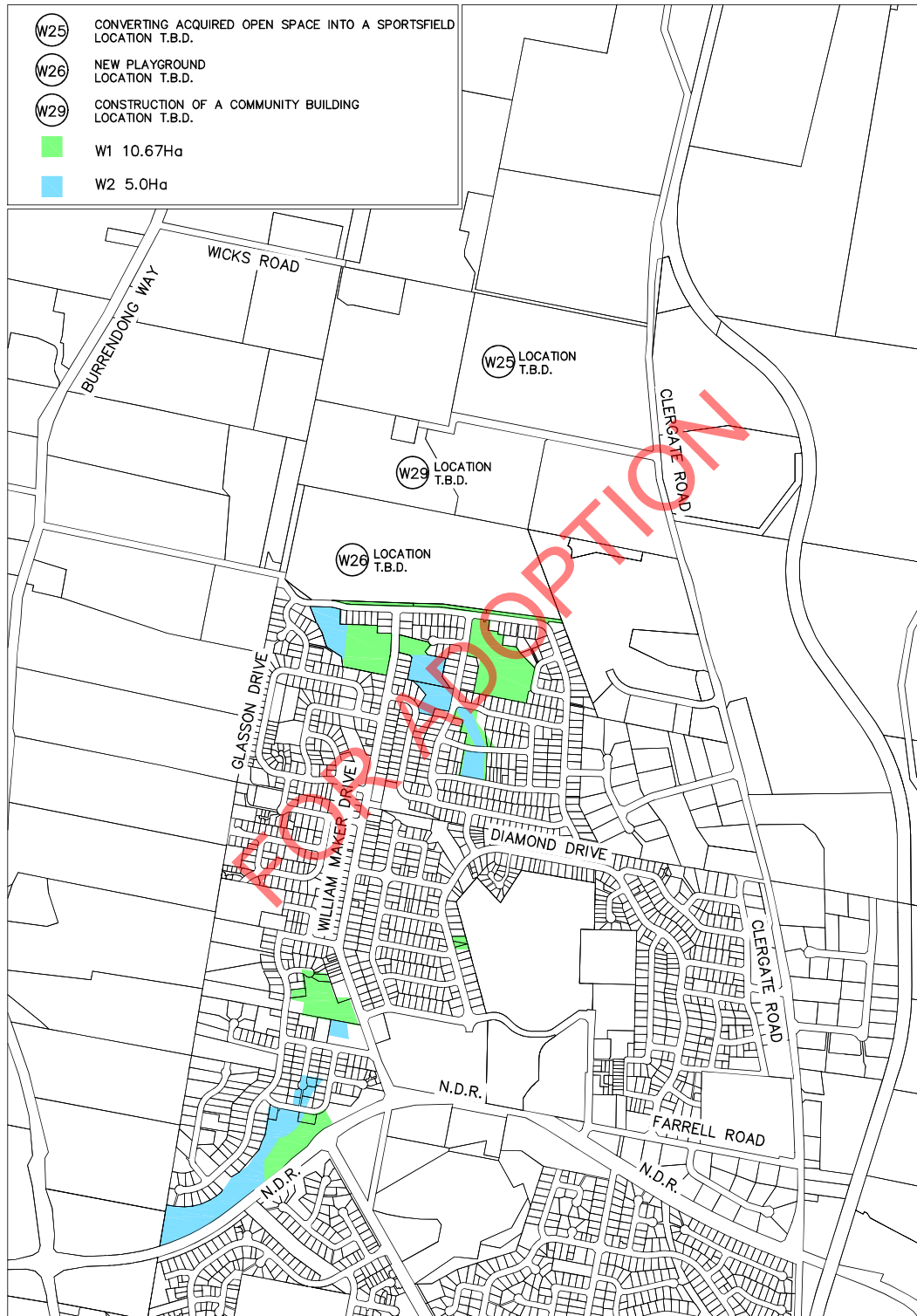
**Section 7.11 Contributions Plan 2022  
Greater Ploughmans Valley - Roads and Traffic Facilities**



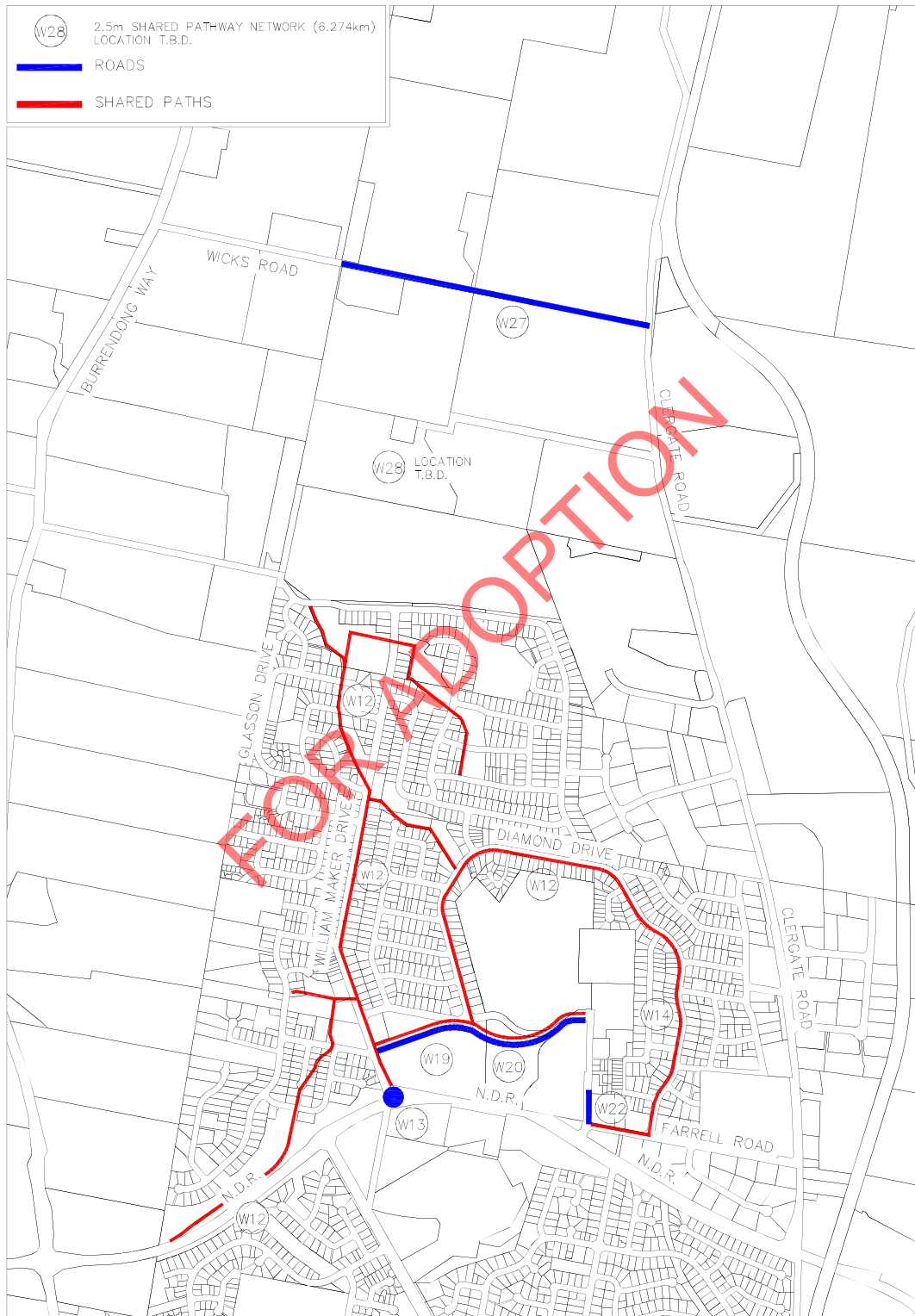
Section 7.11 Contributions Plan 2022  
Greater Waratahs - Residential Development



Section 7.11 Contributions Plan 2022  
Greater Waratahs - Open Space / Buildings

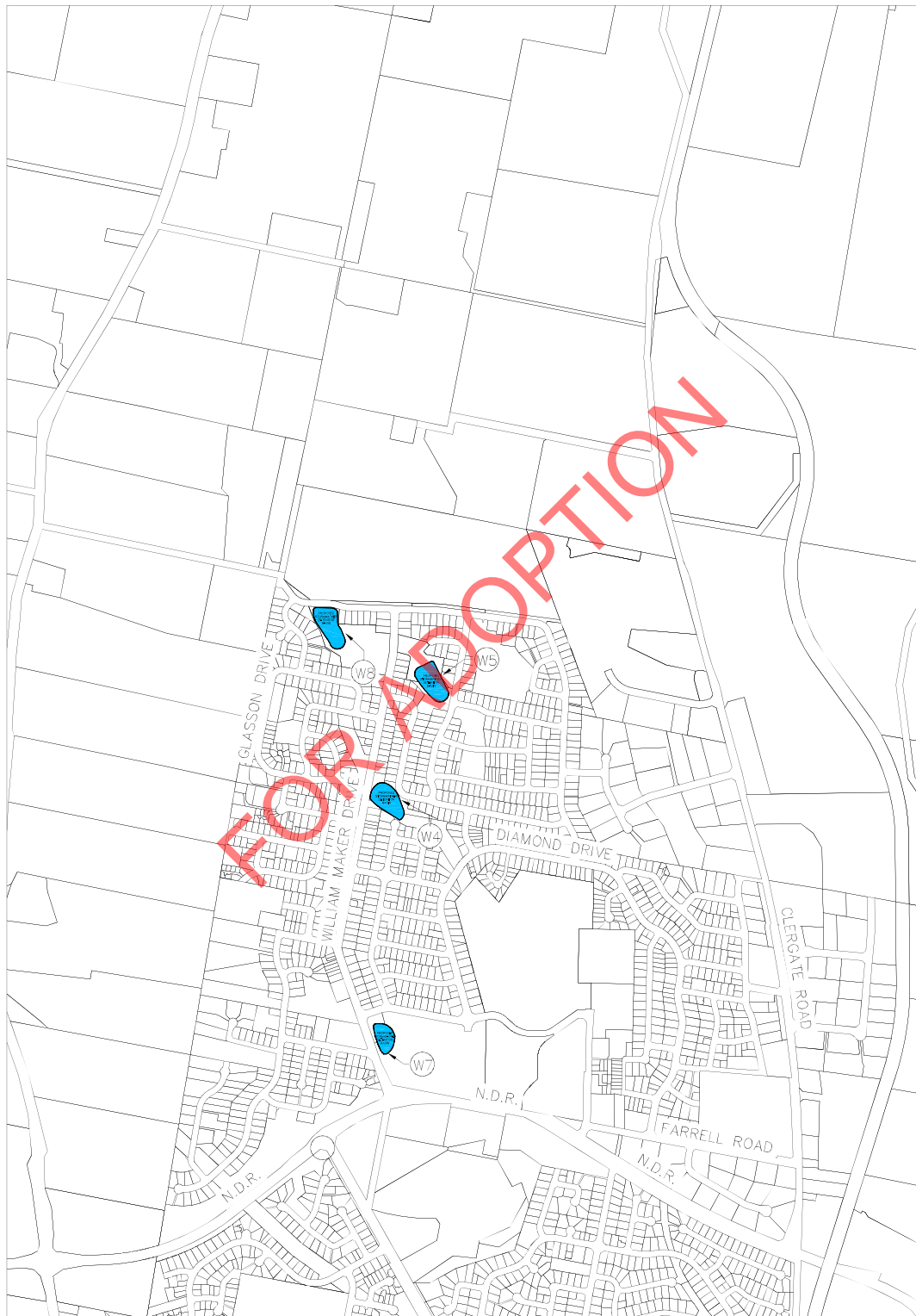


Section 7.11 Contributions Plan 2022  
Greater Waratahs - Road/Bike Paths

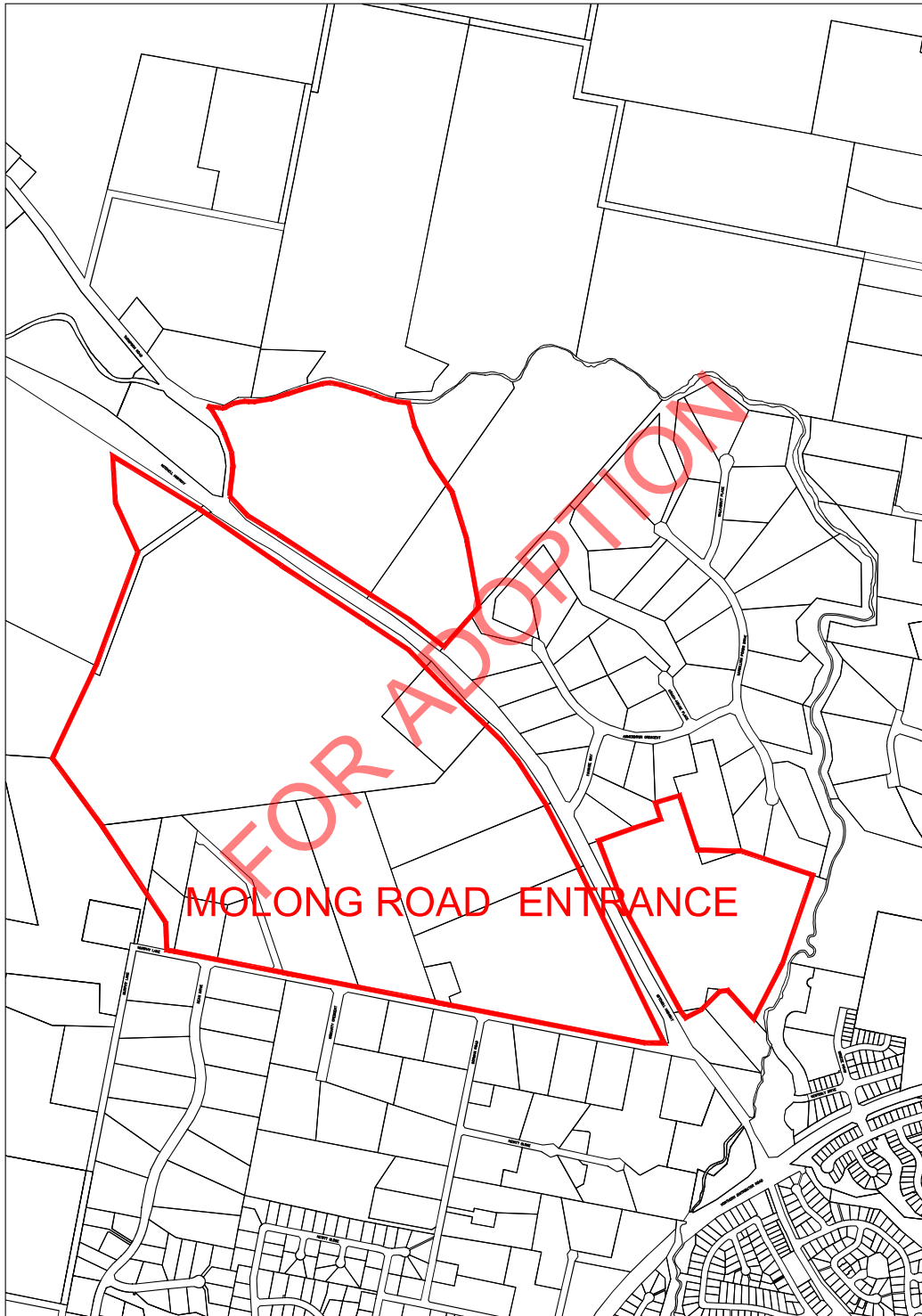




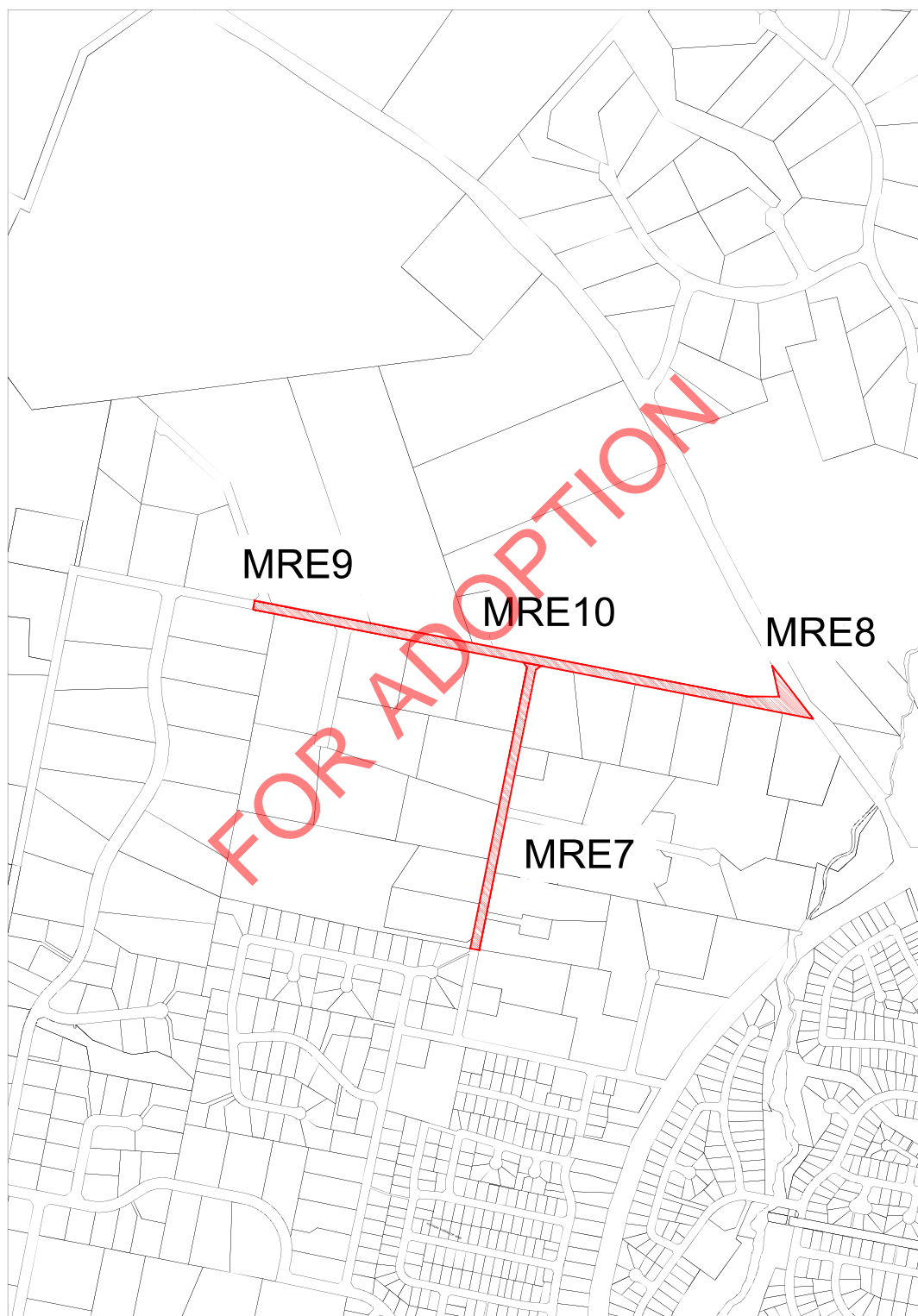
Section 7.11 Contributions Plan 2022  
Greater Waratahs - Stormwater Detention Basins 2022



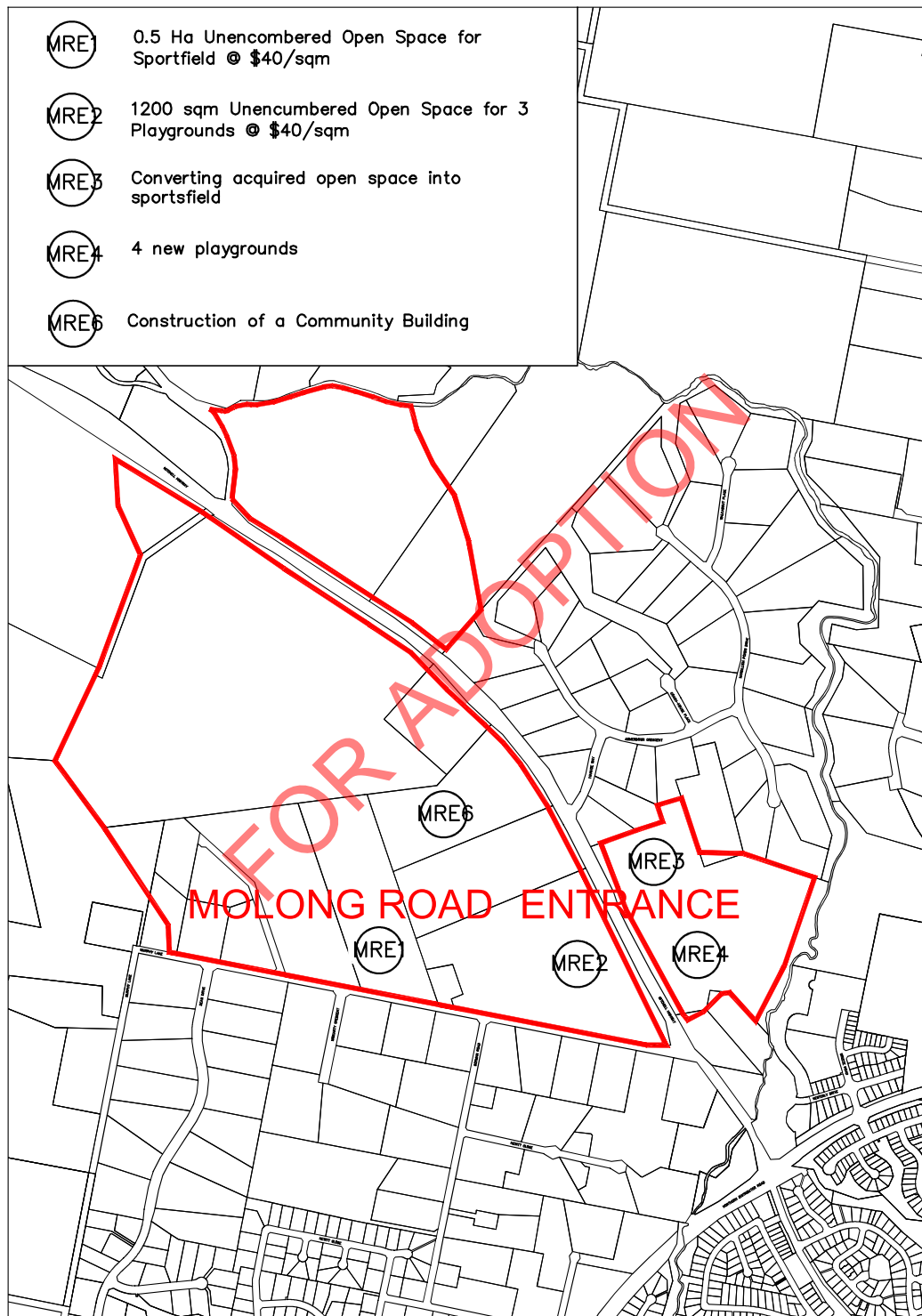
Section 7.11 Contributions Plan 2022  
Molong Road Entrance - Residential Development



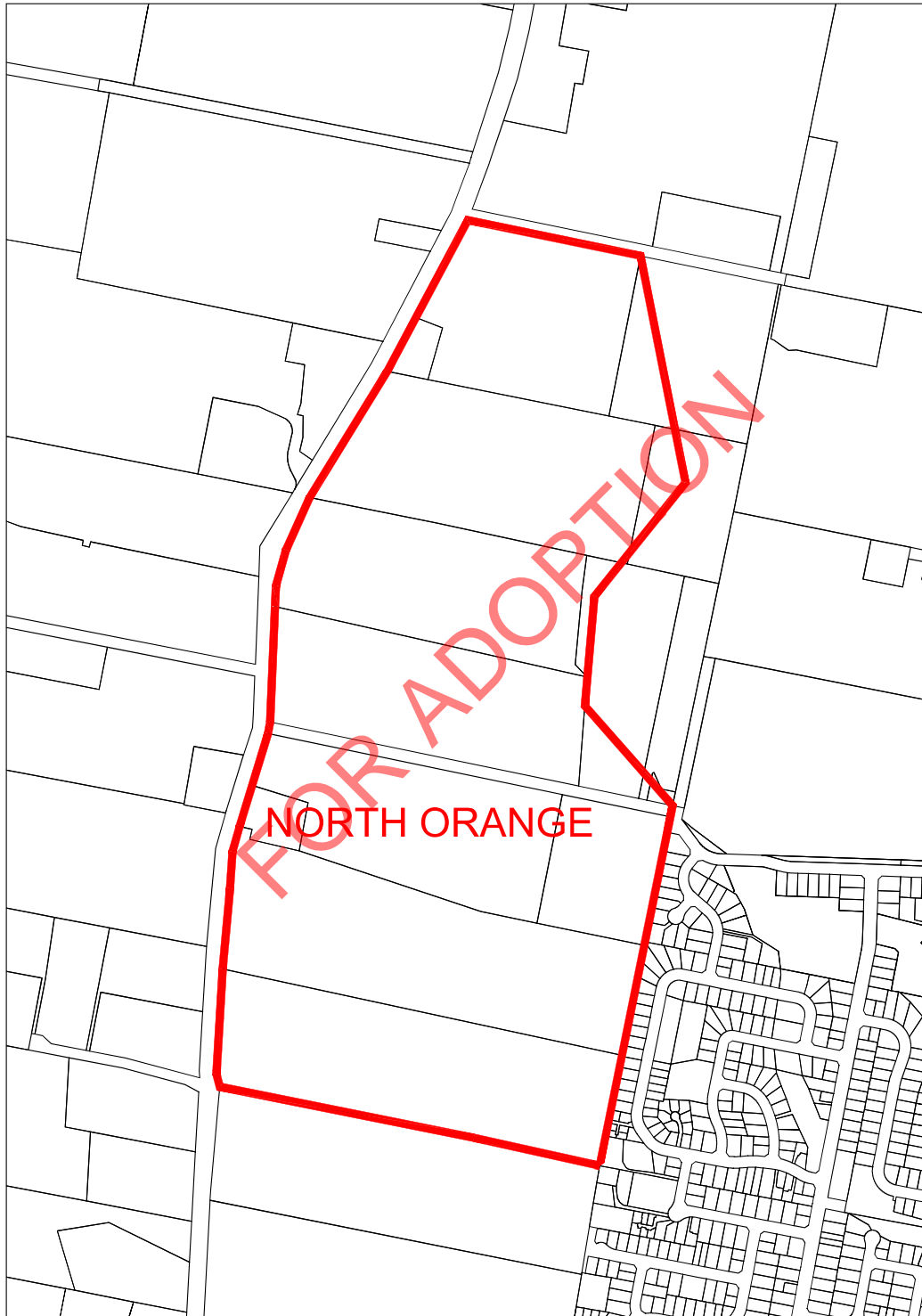
Section 7.11 Contributions Plan 2022  
MRE7, 8, 9, 10



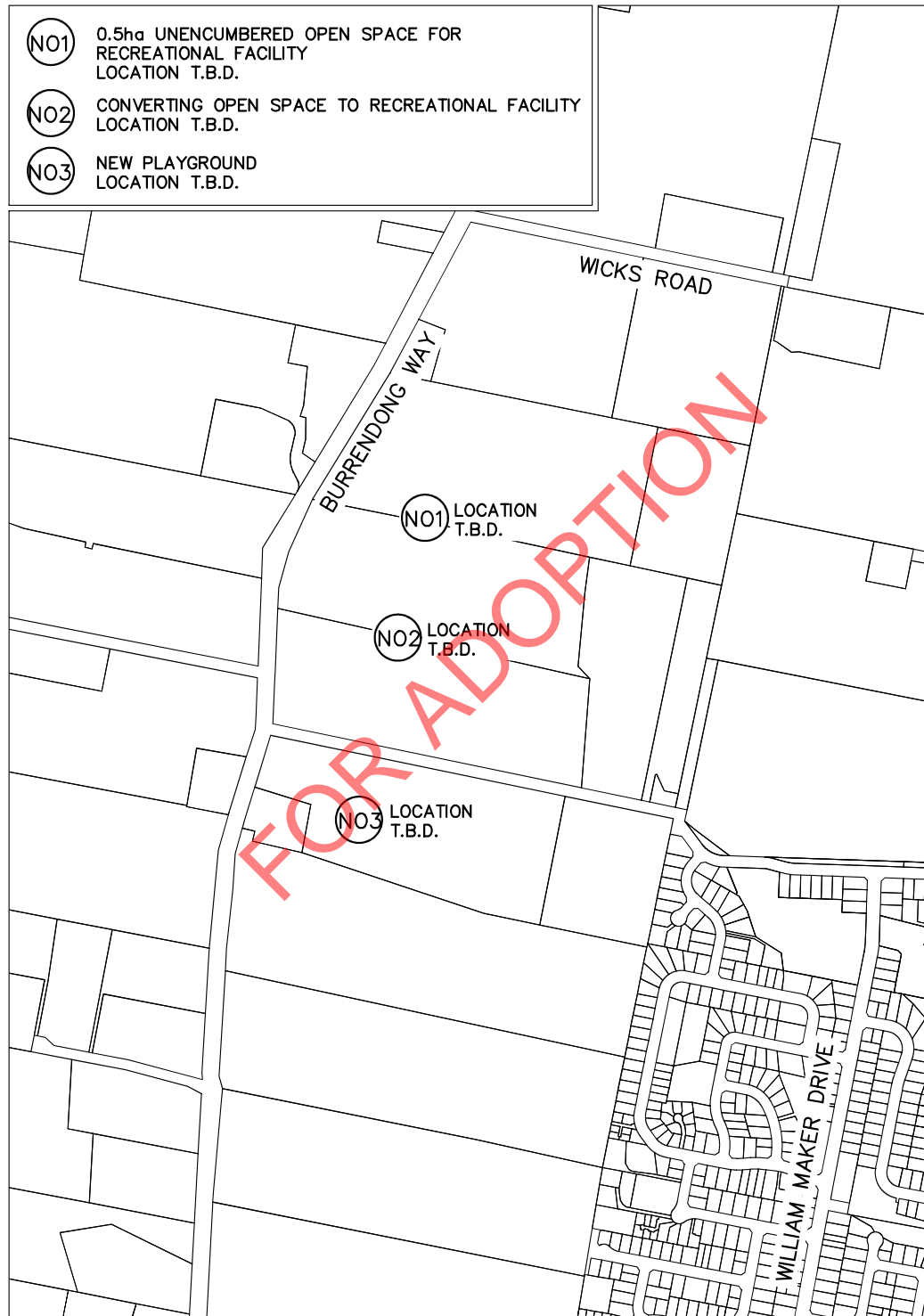
Section 7.11 Contributions Plan 2022  
Molong Road Entrance - Open Spaces/ Buildings



Section 7.11 Contributions Plan 2022  
North Orange - Residential Development

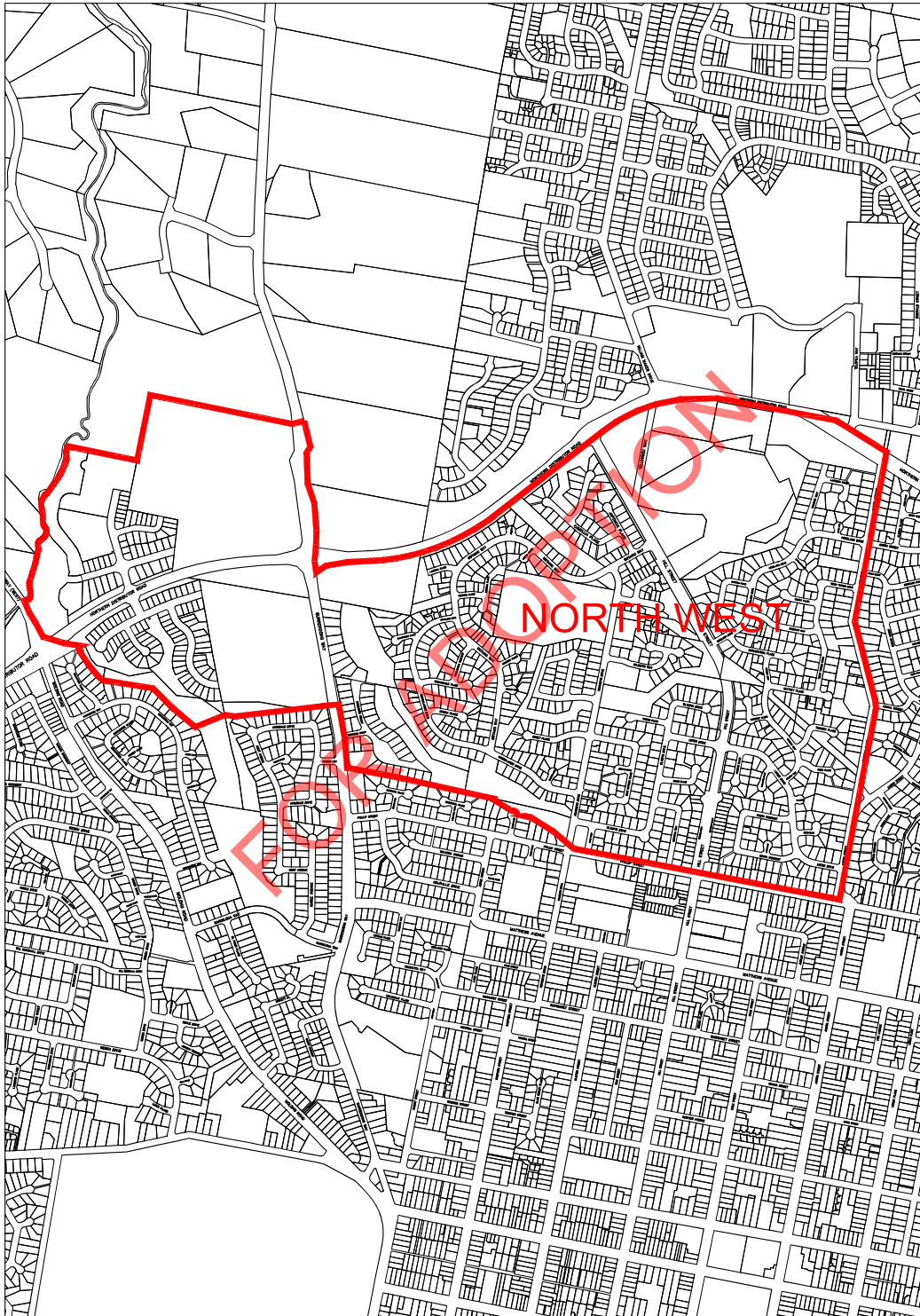


Section 7.11 Contributions Plan 2022  
North Orange - Open Space

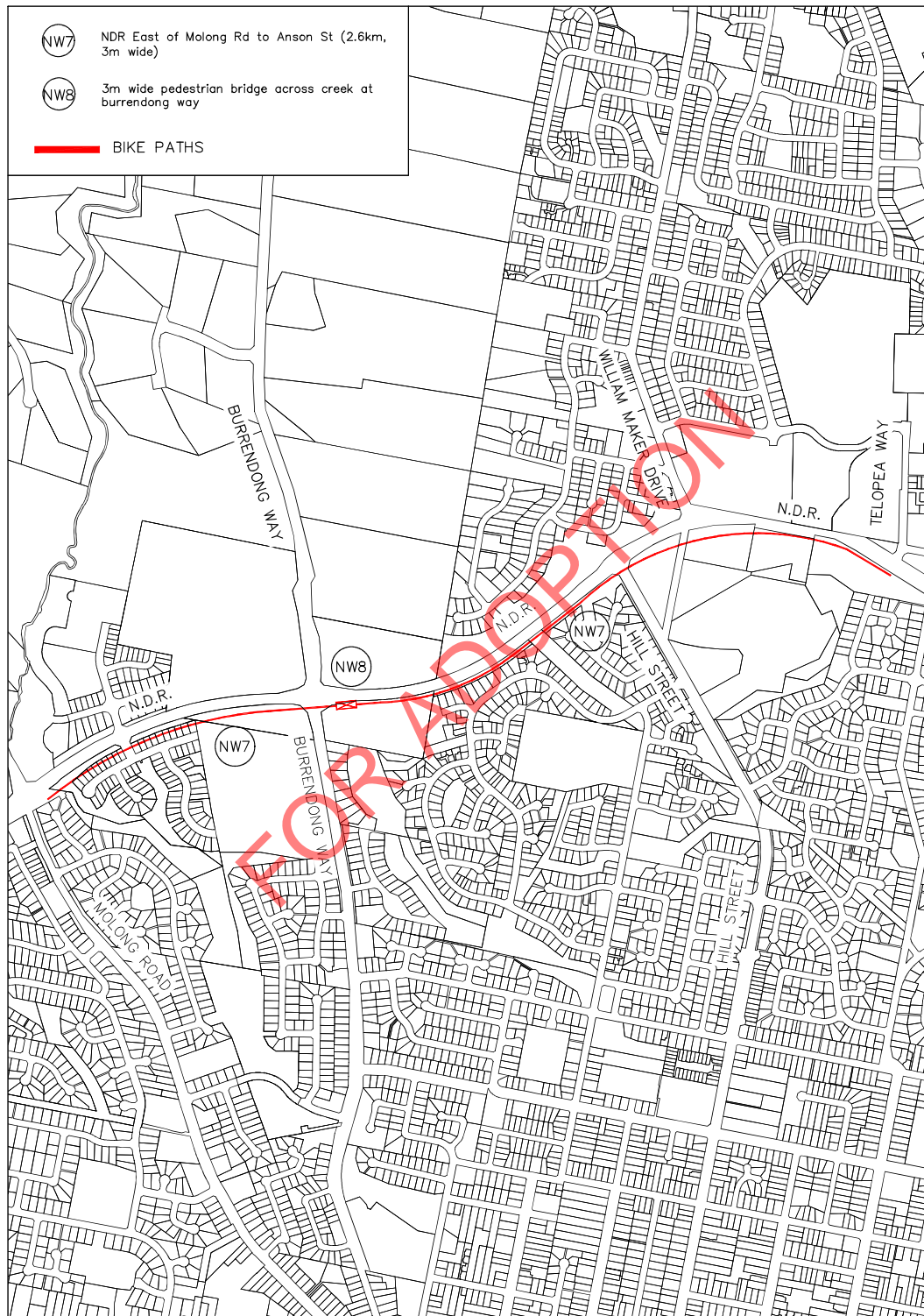




Section 7.11 Contributions Plan 2022  
Northwest - Residential Development

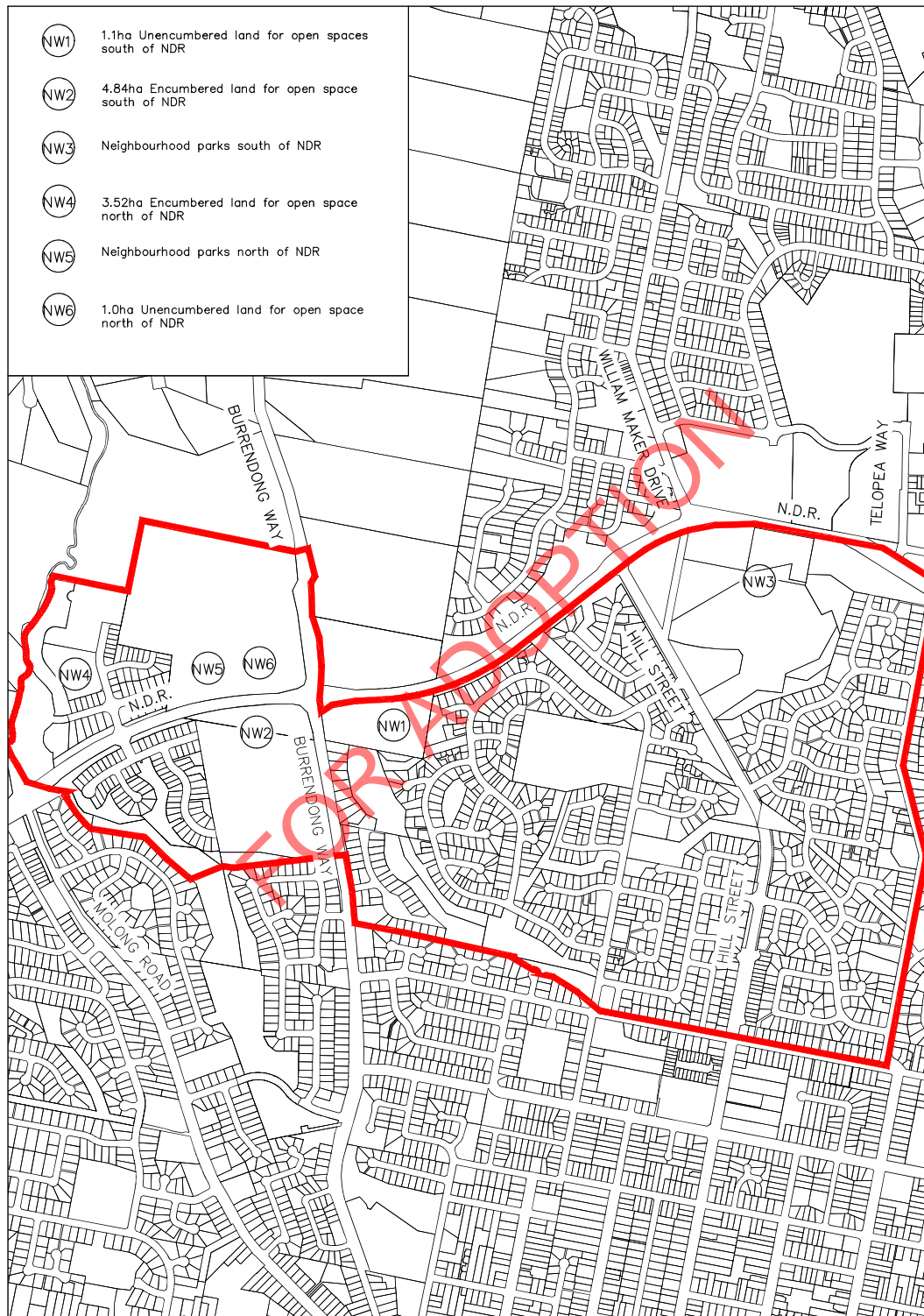


Section 7.11 Contributions Plan 2022  
North West - Cycleway and Pedestrian Facilities

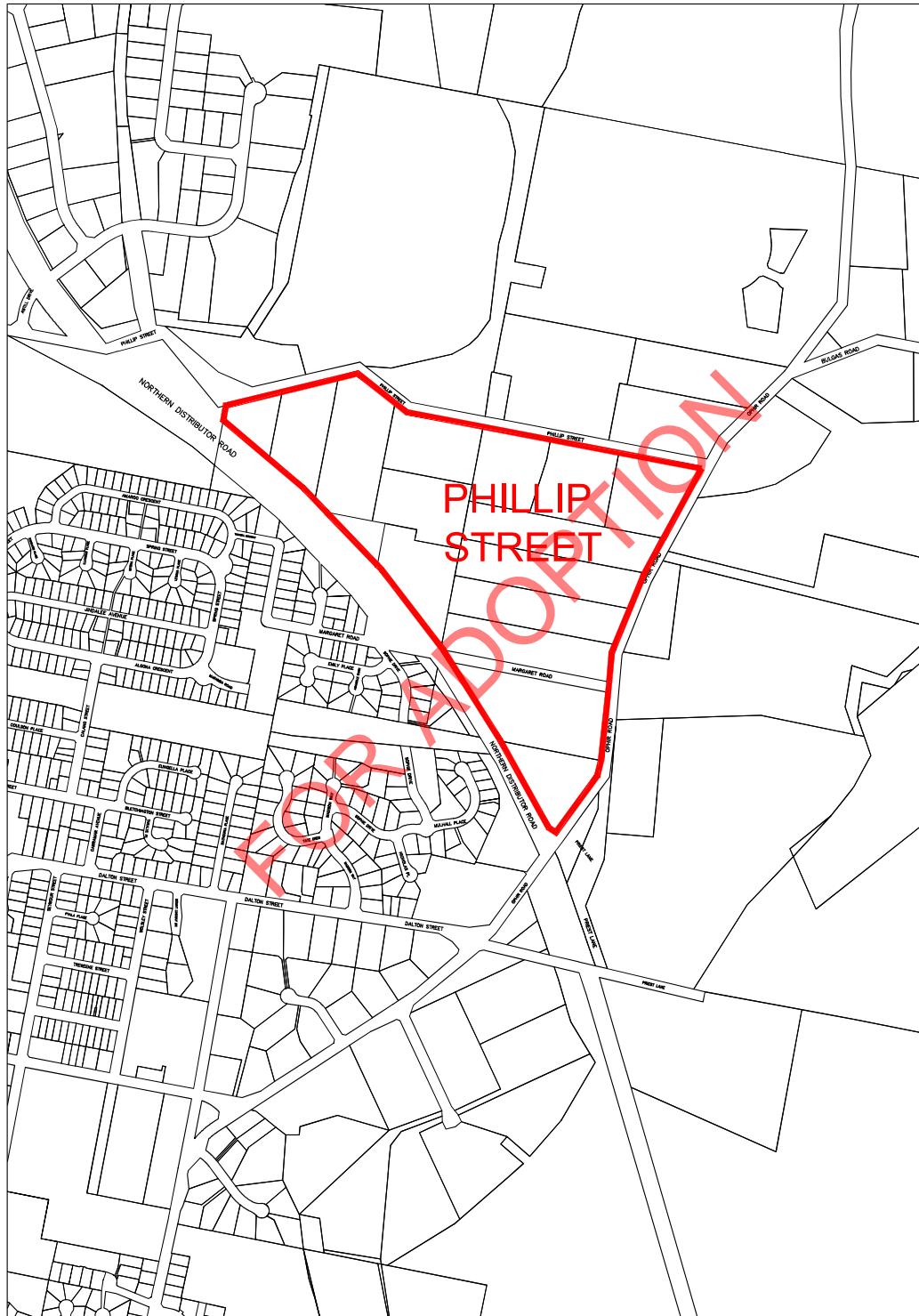




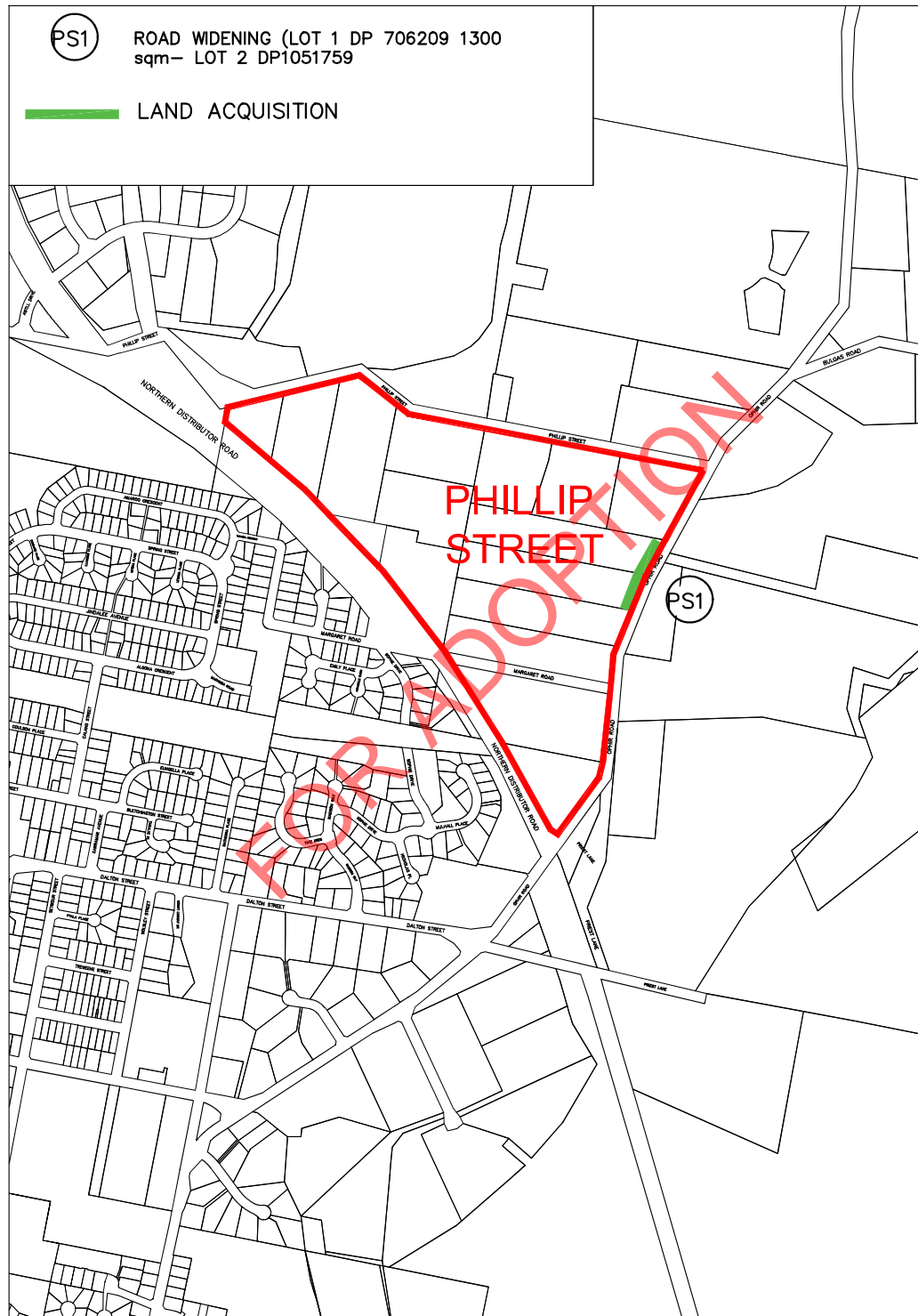
Section 7.11 Contributions Plan 2022  
North West - Open Spaces



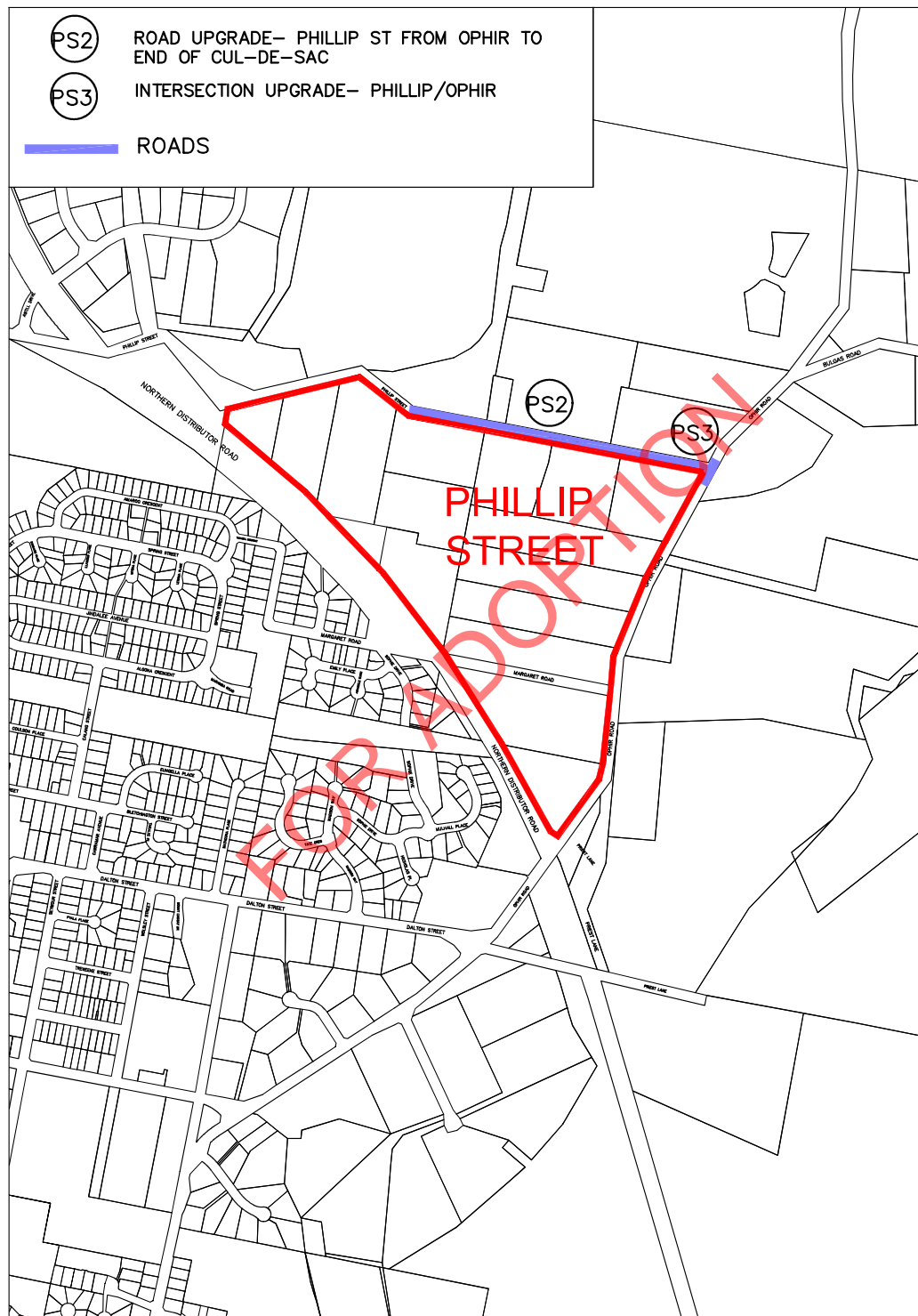
Section 7.11 Contributions Plan 2022  
Phillip Street - Residential Development



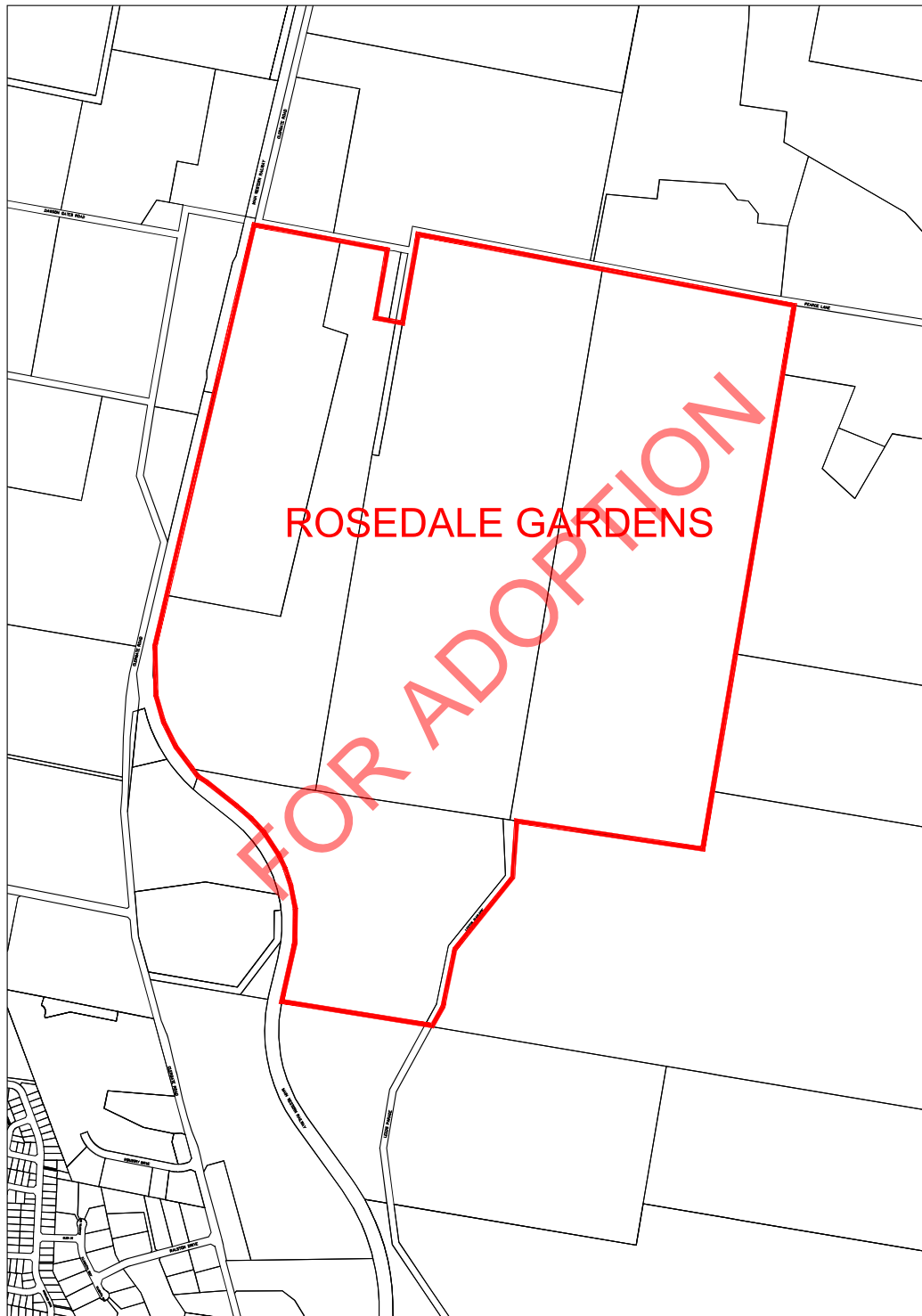
Section 7.11 Contributions Plan 2022  
Phillip Street - Land Acquisition



Section 7.11 Contributions Plan 2022  
Phillip Street - Roads and Intersections

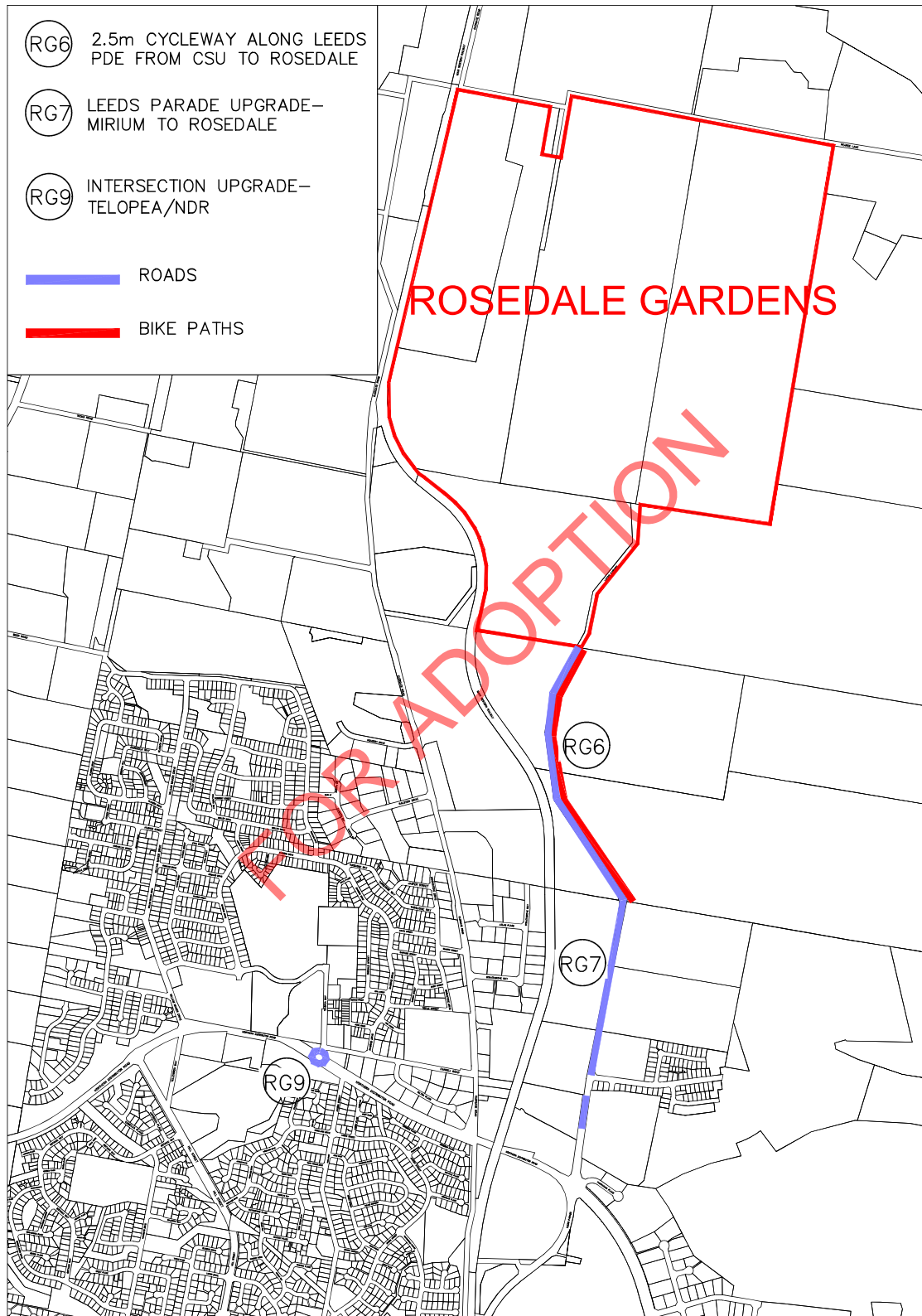


Section 7.11 Contributions Plan 2022  
Rosedale Gardens - Residential Development

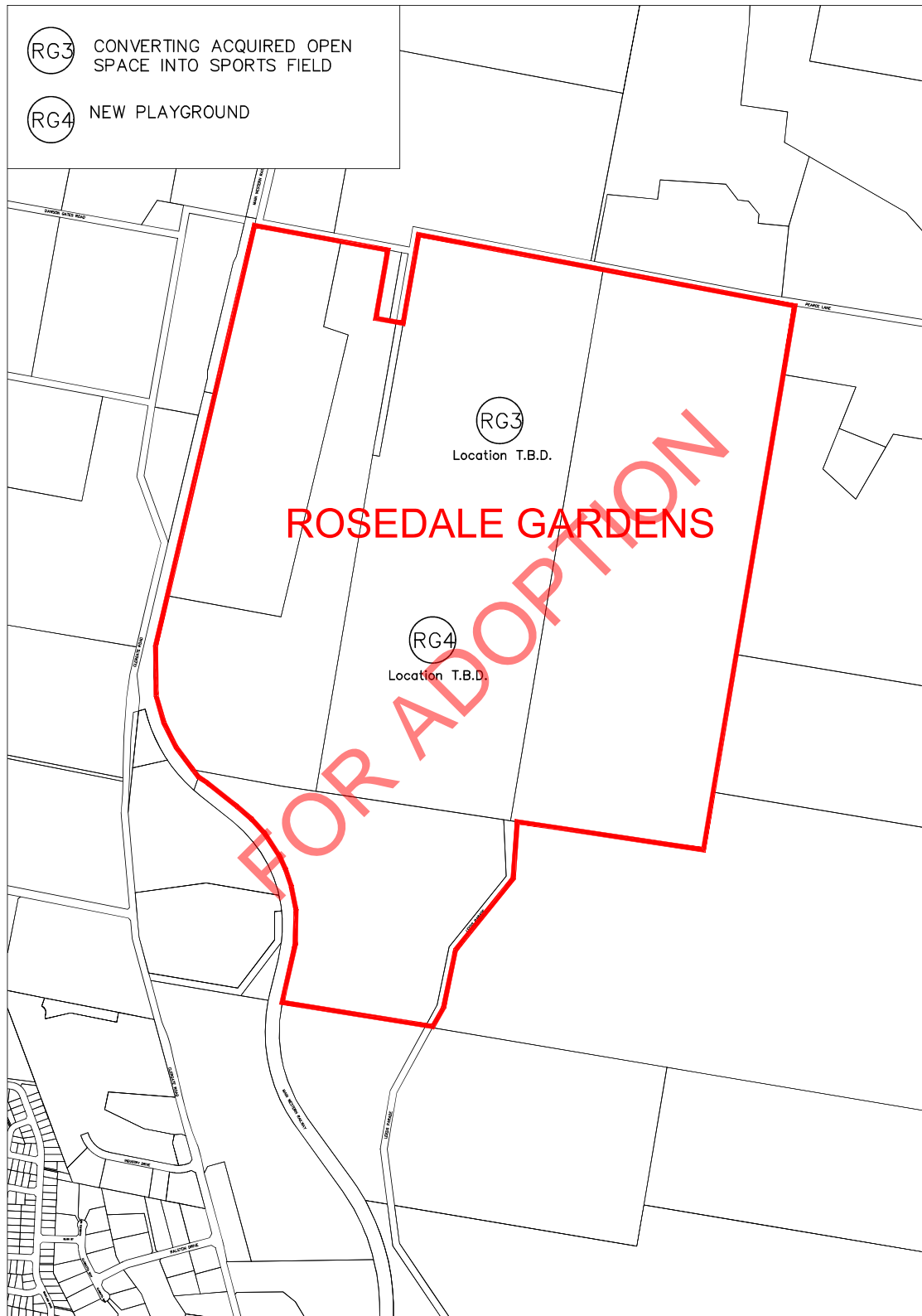




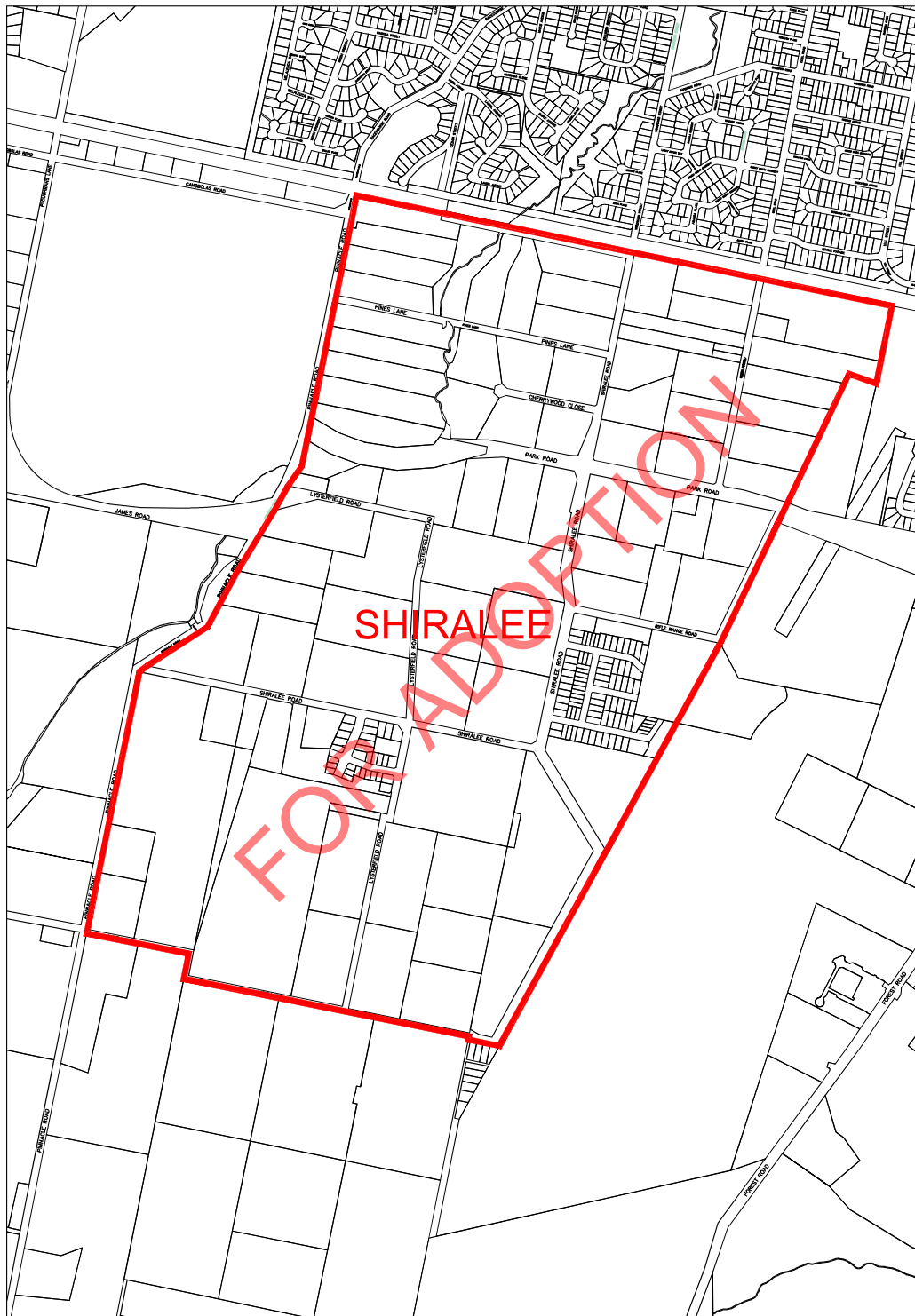
**Section 7.11 Contributions Plan 2022  
Rosedale Gardens - Cycleway and Road Facilities**



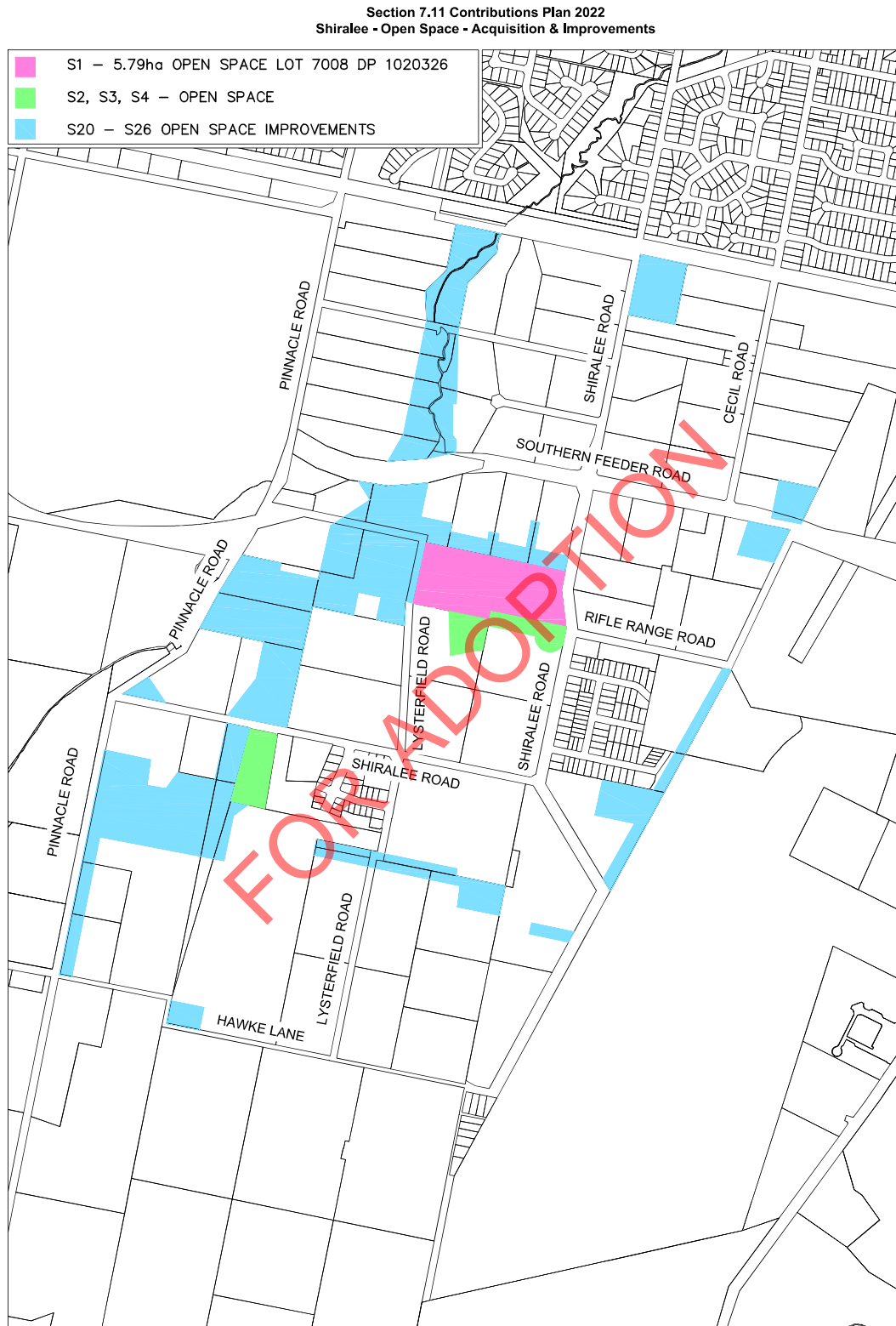
**Section 7.11 Contributions Plan 2022  
Rosedale Gardens - Sports and Recreation Facilities**



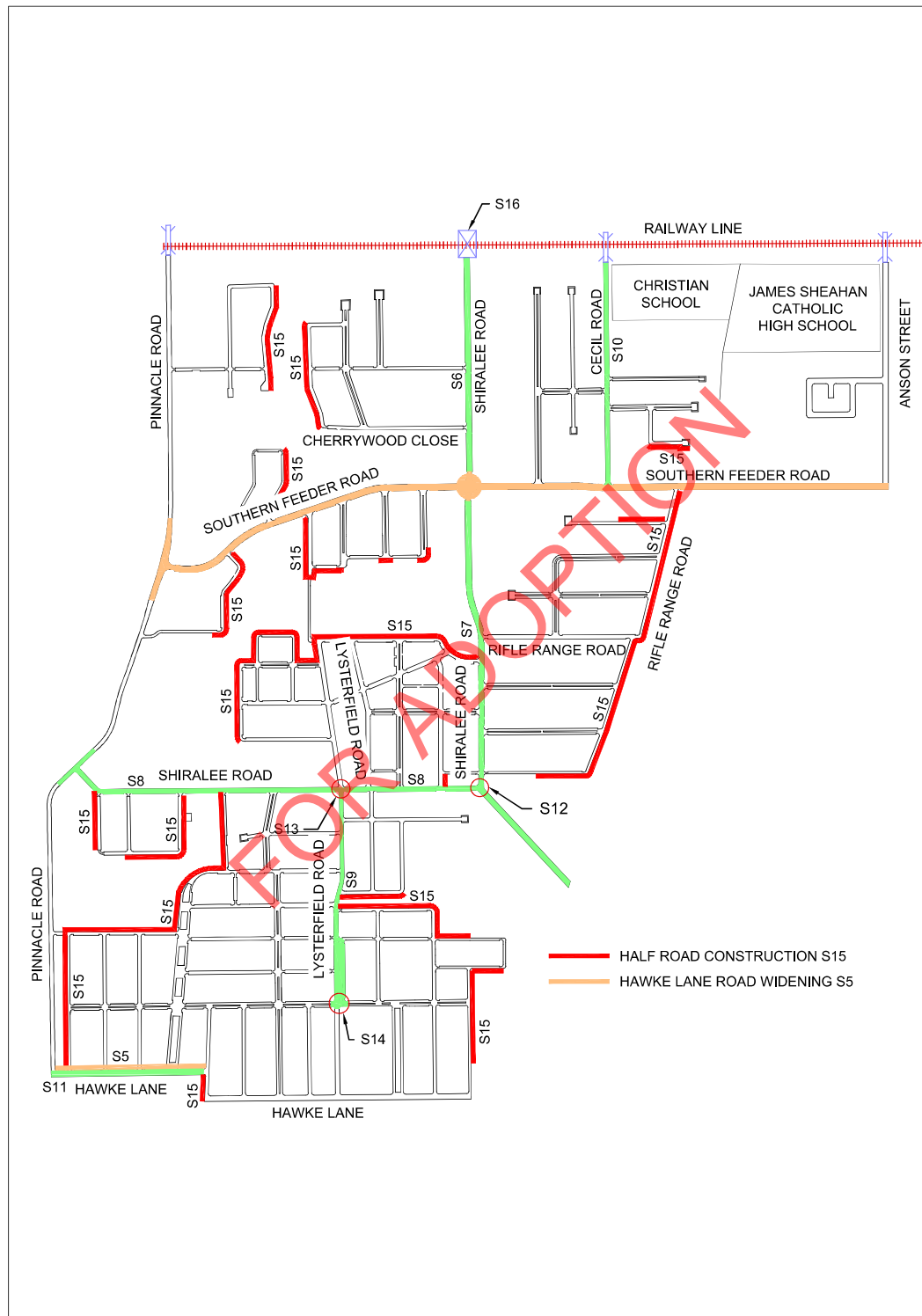
Section 7.11 Contributions Plan 2022  
Shiralee - Residential Development



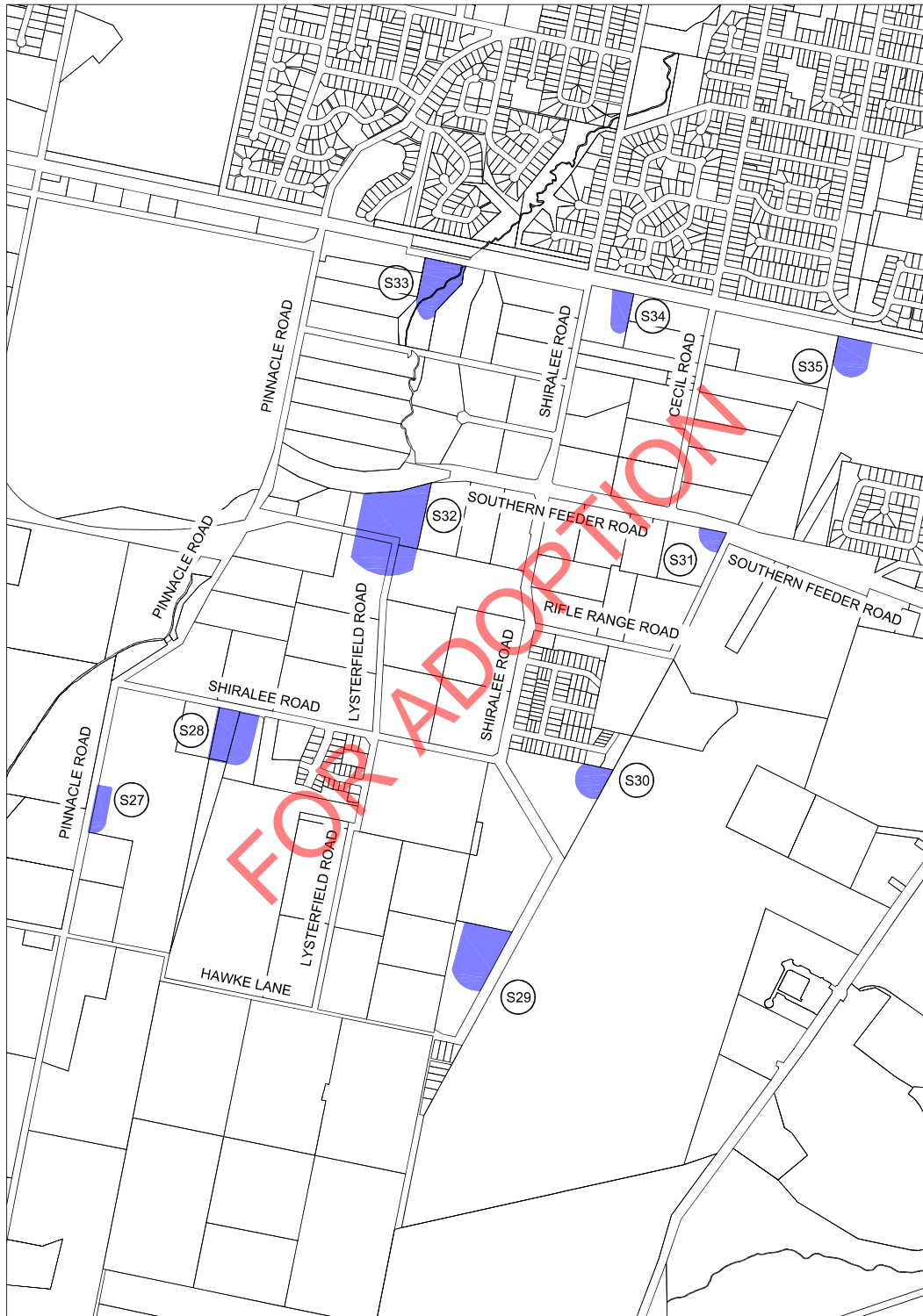




Section 7.11 Contributions Plan 2022  
Shiralee - Intersections & Road Widening



Section 7.11 Contributions Plan 2022  
Shiralee - Stormwater Detention Basins



## Submission 1

The Chief Executive Officer  
Orange City Council  
PO Box 35  
ORANGE NSW 2800

**By Email:****Attention: Mr Jason Theakstone**

Dear Sir,

**RE. SUBMISSION ON DRAFT ORANGE CONTRIBUTION PLAN 2022 (OCP 2022)**

Reference is made to the above and the invitation to provide comment on the same.

Our submission consists of a number of issues, comments and questions which we consider impact on the validity, accuracy and transparency of the Orange Contribution Plan 2022 (OCP 2022).

Practice notes prepared by the Department of Planning, Industry and Environment for infrastructure contributions are currently being reviewed. However, the principles and requirements of the Environmental Planning and Assessment Act 1979 (EP&A Act) have not changed.

Legislative requirements for contributions under the (EP&A Act) are:

- Contributions under section 7.11 must be **reasonable**;
- Contributions under section 7.11 must have a nexus to **development**;

Principles in the EP&A Act for contributions must be reasonable:

- The infrastructure must be provided in a reasonable time.
- Land dedicated for a public purpose must be made available in a reasonable time.
- Only a reasonable dedication or contribution may be required under section 7.11.
- A condition under section 7.11 may be disallowed by the Court if it is unreasonable even if it is in accordance with an adopted plan.

These practice notes state that “*The infrastructure contributions system must deliver the public infrastructure required to support development while striving to be:*

- *Certain.*
  - *Consistent.*
  - *Efficient.*
  - *Transparent.*
  - *Simple.*
-

The Department of Infrastructure, Planning & Natural Resources Development Contributions Practice notes – July 2005 (DIPNR, 2005), place great emphasis on the fact that development contributions are based on two key concepts:

- *Reasonableness in terms of nexus (the connection between development and demand created) and apportionment (the share borne by future development) and other relevant factors; and*
- *Accountability both public and financial.*

For apportionment, the practice notes state that *the critical tests are that the system of apportionment is:*

- *Practical*
- *Fair/equitable*
- *Based on relevant information available at the time*
- *Reasonable in the circumstances*
- *Publicly accountable and transparent.*

*Full cost recovering (100% apportionment to new development) can only be used where the public facility is provided to meet the level of demand anticipated by the new development and there is no spare capacity available in the area. If the proposed public facility satisfies not only the demand of new development, but also some regional demand, demand by people from outside the area, or makes up for some existing deficiency, only a portion of demand created by new development can be charged.*

This submission will demonstrate the following deficiencies in the OCP2022:

- Failure to account for significant increases in land value that have occurred over the last 15 years in the calculation of contributions. Potentially leaving Council open to legal challenges under the Land Acquisition (Just Terms Compensation) Act.
- Failure to justify or substantiate massive cost increases in some items from the adopted 2017 contributions plan of up to 528%.
- Failure to prove a nexus between the demand generated by the new development and the public facility proposed;
- Failure to justify cost apportionment that is commensurate with the demand placed on a facility by the new development, through the use of information that is currently available, in particular for road and traffic management facilities;
- Failure to support or prove the need for road and traffic management facilities through an adopted transport strategy;
- Failure to support or prove the need for sporting grounds and open space with an up to date Recreational Needs Study.
- Failure to support or prove the need for community facilities.
- Excessive unit rates for some items when compared against other similar items within the plan particularly around improvement of open space areas.

We recommend that Orange City Council do not adopt the draft Orange Contributions Plan 2022 in its current form and that the following occurs:

- Obtain up to date valuations on englobed land and more importantly on land identified to be acquired;
-

- Conduct a full traffic analysis and prepare a robust transport strategy for the City that proves a nexus between the road and traffic management facilities and the residential development;
- Review all items in the works schedules to be confident there is a clear nexus between the item and demand area so that the cost can be equitably apportioned.
- Consult with the key stakeholder groups such as business groups, community groups and local developers;
- Conduct a new Recreational Needs Study to consider the new development areas and significant changes that have occurred over the last 14 years;
- Review the need for such vast areas of open space and the level of embellishment actually required and identified in the RNS;
- Review the actual demand for the public facilities; and
- Incorporate commercial and industrial development into the plan to enable cost recovery from these areas for the demands they place on the public facilities, in particular roads and traffic management facilities.

If the above does not occur and Council continue to rely on assumptions or best guesses and include wish list items there will not be a valid, transparent and robust contributions plan that is fair and equitable.

The majority of the submission relate to the proposed works schedules which will be addressed later in this submission. The key points for the main body of the Draft OCP2022 are as follows:

1. Section 1.4 (page 6) states that the OCP2022 applies to “*all land within the city of Orange*”, however the plan later identifies that the plan only applies to residential development. This has the affect of ruling out S7.11 contributions for Commercial and Industrial development in the Orange LGA. These types of development place a significant demand on local road infrastructure and therefore, it is reasonable that they are apportioned or included in the calculations for road infrastructure contributions. There are three recent prime examples, Councils proposed Industrial Subdivision on Clergate Road, Bunnings and North Orange McDonalds, all of which have had significant impact on traffic in the area and forced Council to include subsequent items in recent contributions plans funded by residential development in the area. The traffic generated by these developments cannot reasonably be apportioned to just new development areas.

The second last paragraph of Section 4.1 on Page 22 identifies that the Orange Local Strategic Planning Statement (LSPS) identifies the need to equitably share the cost of infrastructure across all beneficiaries.

2. Section 3.16 page 17 suggest that the “*where applicable, works scheduled in the Orange Development Contributions Plan 2017 but not yet completed or fully recouped have been carried forward to this Plan*”. In analysing the works schedules this appears to be somewhat inconsistent, with some completed items removed from the schedules and some completed items remaining in the schedules. With the pooling of funds allowed by Council it would make it somewhat difficult to determine which completed works have been fully recouped and which ones have not. This leads to a plan that is not transparent or consistent, two key requirement of the practice notes.
3. Section 3.6 page 13 deals with the dedication of land. This item appears to be handled very differently by many Councils. One thing that appears to be consistent across many, is how the land value is calculated and how it is adjusted over time. From our research it appears that many Councils including IPART, who review Council contributions plans when they choose to have their plan reviewed, require valuations for the land that is proposed to be acquired under the plan.

The value of land contained in the works schedules are, at best, an arbitrary number determined by Council to give an answer they want. They in no way represent the true value of the land. This is evident in the land values assigned to the existing development areas. These areas have seen substantial land value increases in englobo land over the last 10 years yet the land value proposed in the OCP2022 has remained the same with no adjustment from when the original contributions. For example, Ploughman’s Valley, 2010 Contributions Plan land value of \$35/m<sup>2</sup> and the OCP2022 proposed land value of \$35/m<sup>2</sup>. At time of the 2010 contributions plan englobo land was selling for more than around \$35/m<sup>2</sup>, but recent sales have seen this rate increase up to around \$131/m<sup>2</sup>. Similarly, the Waratahs area 2005 Contributions plan land value was \$40/m<sup>2</sup> and the OCP2022 proposed land value is still \$40/m<sup>2</sup>.

We are aware of numerous examples of recent land purchases that would see the land values anywhere from two to almost five times the value proposed in the OCP2022 for the proposed development areas.

Any land acquisition contemplated by the OCP2022 should, in the very least, be acquired or compensated with regard to the current market conditions, the availability of services, appropriate heads of compensation and the provisions of the Land Acquisition (Just Terms Compensation) Act, 1991.

In order for the OCP2022 to be reasonable, consistent and transparent the land values proposed must be justified. We understand that this will have a significant impost on the contributions, but unless it is done correctly, Council will leave themselves exposed to expensive legal challenges and potentially shortfalls in the contributions available to pay for the land.

4. Section 4 of the OCP2022 refers to population projections. The sections states that the OCP2022 only deals with infrastructure for the next 10 years but has considered equitable sharing of infrastructure costs by residential development to 2041. This appears to be somewhat inaccurate given the timing indicated in the works schedules for works items ranges anywhere from completed through to 20 years. This leads to uncertainty and inconsistency of the plan. Logically the plan should consider the population projections and works for the same period. In its simplest form it means that development is being levied a contribution for its population that Council consider is not required by that population as it has nominated a works schedule beyond that population projection.
5. Section 6.2 refers to open space and recreation. This section appears to be primarily based on the Orange City Council Recreational Needs Study (RNS) dated February 2008. Page 27 identifies that the RNS concluded there is a *“high satisfaction rate for parkland and playground facility provision”* and *“at the time of the study there appeared to be adequate capacity in existing recreation open space areas to meet expected population increases for at least the next ten years ie to 2018”*. Given that this study is now 14 years out of date it would be prudent to have this updated prior to the adoption of a new contributions plan.

OCP2022 states that *“The implications of the above for development contributions for open space and recreation facilities are as follows:*

- *the provision of adequate informal open space areas and facilities to address local passive recreation needs in urban release areas.*
- *contributions from new development should be directed towards increasing the capacity of existing active recreation areas such as the upgrade of the Sir Jack Brabham Park Sporting Precinct to complement the array of facilities currently offered to Orange residents and to ensure existing standards of facility provision are not reduced.*
- *increases in the capacity of key recreation facilities that serve the broader Orange population (such as Anzac Park).*

Based on the wording of the OCP2022 and the RNS, the amount of open space identified in the Shiralee urban release area would seem excessive. Add to this the proposed contribution for open space improvements in the Shiralee urban release area of \$800,000/hectare (\$80/m<sup>2</sup>) when compared against the open space improvements contribution in the Greater Ploughman's Valley area, North West Orange of \$16,000/ha (\$1.60/m<sup>2</sup>) and Greater Waratahs area of \$15,500/ha (\$1.55/m<sup>2</sup>). This equates to a 50 times greater contribution for open space improvements in the Shiralee area when Council's own RNS of 2008 states that there is a high satisfaction rate for parkland and playground provision.

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The above indicates one of two things; the contribution for the Shiralee area is exorbitant and not reasonable or the open space contribution for the remainder of the Orange area is significantly underestimated.. Based on Council's RNS findings we would conclude that the open space contribution for the Shiralee urban release area is exorbitant and not reasonable.

The above fact has been pointed out in submissions on previous contributions plans where Council staff claimed that we provided the cost estimates for the Shiralee urban release area. Whilst we were engaged by Council to provide costs estimates and put together cost summaries, the costs associated with land value and open space improvements was provided by Council staff in email correspondence dated 7 February 2014 (copy available upon request).

The contribution amount totalled an amount of approx. \$4.26million which included an allowance of 10% for survey investigation and design. OCP2022 has an indexed amount of approx. \$5.8million which includes a 25% project on cost allowance.

In a number of contribution plan reviews carried out by IPART they suggest that an allowance for contingency, design and management is acceptable but suggest an absolute upper limit of 30%. The above would indicate that OCP2022 are in fact exceeding the suggested IPART upper limit.

Whilst we understand that the OCP2022 is not proposed to be submitted to IPART for review to raise the contributions above the State Government cap of \$20,000, we do wish to point out issues within the OCP2022 that would suggest that the current draft fails in a number of areas with regard to reasonableness.

6. Section 6.4 refers to roads and traffic management. With the OCP2022 only considering population growth for the next 10 years and some of the proposed roads not being constructed for 15 to 20 years the cost sharing is not equitable or reasonable. Major roads such as the NDR and the SFR must be designed for projected traffic growth and not growth for the next 10 years. Council has already fallen foul of this with the significant under estimation of traffic volumes for the NDR requiring major road pavement upgrades. This seems to continue through this plan with a number of upgrades proposed on existing intersections, but relatively new, that are supposedly required to cater for the increase in residential demand.

Table 8, page 30, provides a break down of the shared cost for road and traffic management facilities. This table is reproduced below:

Table 8: Share of cost of road and traffic management works attributable to demand sectors

Demand sector	Total anticipated development (pre and post Plan commencement)	Total anticipated trip generation (pre and post Plan commencement)	Share of cost met by development
	equivalent standard dwellings	peak hour vehicle trips	%
Residential areas			
East Orange (including Glenrol, Bowen, Suma Park and Clifton Grove)	665	519	6%
West Orange (including Calare and Ammerdown)	45	35	< 1%
Ploughmans Valley	1,391	1,085	13%
North and North West Orange (including Bletchington and Ammerdown, excluding Waratahs)	706	551	7%
Waratahs	1,300	1,014	13%
Phillip Street	45	35	< 1%
DPI (NSW Department of Primary Industry) land west of Bloomfield	540	421	5%
Remainder of SSS Land Units 10 and 11	2,696	2,103	26%
Residential sub total	7,388 dwellings	5,728 trips	71%
Other demand sources			
Industrial and employment areas (e.g., Narrambla)	641	500	6%
Bloomfield health and mixed use precinct (non-residential)	827	645	8%
Through traffic allowance	1,902	1,213	15%
Total estimated peak hour vehicle trips	10,713	8,085	100%

There are a number of issues with this table:

- The demand sectors do not match the actual development areas identified in the remainder of the report or the candidate areas from the housing strategy. As a result, it is almost impossible to determine if the correct numbers have been used or if the traffic share has been done correctly. This table suggests there are 7,388 new residential dwellings, yet OCP2022 is supposed to be for the next 10 years with a population projection requiring only 2700 new dwellings. The housing strategy referred to in OCP2022 suggest a total of 6091 new dwellings over the next 20 years. Dot point 1 on Page 31 states that the “cost of works has been spread over a long time period commensurate with the strategic role of the infrastructure” but there is no indication of what that timeframe is.
- Dot point 2 on page 31, states that Council will only levy the cost that it incurs. With no information provided as to the costs of the completed sections of the NDR or the SFR or the amount of grant monies already received or committed for the NDR, NOB and SFR, there is no way of knowing what the true contribution rate actually should be. This is certainly not transparent.
- There are a number of works items identified in the works schedules that have had their cost apportioned across wider development areas where it would be impossible to prove a nexus. These items will be addressed in more detail in the following tables.

- Dot point 4 states that the need for the road and traffic management facilities are a result of the development on the fringe of Orange, development in the health precinct (8%) and industrial and employment area development (6%). Of these three key areas Council have only attributed 14% of the total cost. In a report to Council on the 20 October 2015 titled Proposed Accelerated Roads Program a number of statements were made to **justify additional road expenditure to Councillors**. These statements are as follows:
  - The NDR/NOB currently carries up to 10,000 vehicles per day, of which up to 29% are heavy vehicles;
  - The key aim of the constructing the NDR/NOB was to remove heavy vehicles from the Orange central business district and provide a free flowing bypass around the City;
  - The estimation of traffic volumes was undertaken by consultants who prepared the Environmental Impact Statement.
  - The road has delivered even greater benefits to not only the Orange Community through the removal of this through traffic from the CBD, but at the broader regional level through significant freight efficiency improvements on the State Road network.
  - Become a victim of its own success and the road is now effectively acting as a de facto highway.

Given that Council has acknowledged the role of the NDR and the actual traffic volumes, apportioning the proposed residential development with 71% of the cost is in no way fair and equitable and grossly incorrect when considered in the context of the contributions plan. This apportionment is not supported by Council staff's own reports.

- Dot point 5 states that previous and future development of these areas has been taken into account. If this was the case then all of the works items completed under previous contributions plans need to be included along with the true number of development lots benefitted. This would provide a more transparent justification and calculation.

Road and Traffic Management Facilities contribution account for one of the highest level of contributions in the OCP2022. It is considered reasonable and fair to expect that Council had a well defined Transport Strategy for the City. To our knowledge no such strategy exists or is publicly available and this is no more evident in the continual changes that have occurred in the work schedules incorporated in the last four contributions plans. Typically strategic plans are used to inform the contributions plan with both works required and cost estimates.

7. Section 6.5 refers to stormwater drainage and relates to upgrades in the East Orange Channel and new detention basins strategically located around the city aimed at preventing mainstream flooding and major overland flow flooding.

We believe that this contribution fails to provide a nexus to new residential development. In new development areas Council either has local area facilities proposed under this contributions plan to reduce post development flows to pre-development flows or it conditions developments via the development approval process to provide onsite stormwater detention. Therefore, we maintain that new residential development

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does not place a demand on this infrastructure and as such should not be levied a contribution. Council in effect are “double dipping”.

It is our understanding that the stormwater levy paid by Orange City ratepayers was supposed to fund these works and the levy was calculated on the level of works required. Many of the items in the works schedules appear to be more about replacement or maintenance works which cannot be included in developer contributions.

If Council wish to levy a contribution for new detention basins in a particular catchment then any development in that catchment would then not be required to provide an onsite stormwater detention basin. Council will also need to ensure that only those new development lots in that catchment can be levied else they would fail to prove a nexus.

It is worth noting that many of the works included in the OCP2022 were included in the 2015 contributions plan with suggested staging of 0-5 years. Seven years later, some of these items are now suggested to be done in 10-15 years.

We note that the stormwater contributions were removed from the 2017 contributions plan following our submission on that plan and Council seeking clarification on nexus requirements, refer to letter from Council to dated 7 April 2017.

8. Section 7.3 makes reference to the provision of trunk water and sewer infrastructure from the southern suburb servicing strategy. Of particular note is the comment that the services will be provided in accordance with the Developer Servicing Plans (DSP) prepared separately to this contributions plan.

We note that the current Sewer DSP was last reviewed in 2012 and the current Water DSP in 2009, prior to the rezoning of the Shiralee urban release area and as such may not include much of the infrastructure already built by Council or contemplated by the servicing strategy. It is our understanding that these plans should be reviewed after a period of 4 to 8 years meaning that the review/update is well overdue.

The following section is an item by item analysis of the works schedules provided in the draft OCP2022. The section examines the following:

- Base cost of each item and how it is calculated;
- Nexus – does the new development actually create a need or increases the demand for the item;
- Apportionment – Have the critical tests been satisfied to apply the rate of apportionment proposed.
- Transparency – Is the item clearly justified and supported.
- Financial impact – does the item have a financial impact on the Draft OCP2022.

**Examination of Works Schedules for the Draft OCP2022**

Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
<b>Open Space &amp; Recreation</b>			
OS2	The estimated base cost (\$181,807) is not correct when applying the cost of 1 every 3 years @ \$60,000 each (\$180,000). This was the base cost used in the 2015 and 2017 plan and if 1 every 3 years has been provided then this should potentially be reduced as at least 2 of these should have been provided. Therefore, there should be items shown in the completed items.	It is unclear what these sportsground embellishments are for or to what sportsgrounds they apply to. Therefore, there is no transparency and the nexus (demand) is NOT proven.  As there is local open space and playgrounds embellishments to be provided within the development areas under their local infrastructure, this cost cannot be attributed to the increase in new residential development.	Yes
OS3	The estimated base cost (\$270,191) is not correct when applying the cost of 1 every 3 years @ \$60,000 each (\$180,000). This was the base cost used in the 2015 and 2017 plan and if 1 every 3 years has been provided then this should potentially be reduced as at least 2 of these should have been provided. Therefore there should be items shown in the completed items.	It is unclear what these playgrounds and embellishments are for or where they are to be applied. Therefore, there is no transparency and the nexus (demand) is NOT proven.  As there is local open space and playgrounds embellishments to be provided within the development areas under their local infrastructure, this cost cannot be attributed to the increase in new residential development.	Yes
OS5	How can the cost of installation of competition lights be solely apportioned to the increase in residential development. It is agreed that the new residential development will place a demand but not 100% and they are to benefit the entire Orange population.	Reasonableness is not satisfied as the total cost cannot be apportioned to the increase in residential development when the entire City will benefit.	Yes
OS10	This item appears to have undergone a name change from Bloomfield Area Precinct-upgrade to Gosling Creek and environs masterplan. This is either a major typo or is very deceptive in trying to shift previously identified contributions to a different area.  Either way the cost of the upgrade cannot be solely apportioned to the increase in residential development as it is for the benefit of the entire Orange population..	Reasonableness is not satisfied as the total cost cannot be apportioned to the increase in residential development when the entire City will benefit. Therefore, there is no transparency and the nexus (demand) is NOT proven.	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
OS21	What does the Anzac Park expansion/facility upgrade actually entail? How has the increase in population been proven to require this upgrade?	Nexus is not proven	Yes
OS14	The synthetic athletics track has been identified to serve both current and future needs. Therefore, the cost MUST be apportioned with consideration of the future growth into the future and not just the next 10 years.	Apportionment of cost is not reasonable.	Yes
OS15	This item carries the same heading as Item 15b and Item 15a in 2017 plan. We note 15b was never identified in the 2017 plan but has magically appeared as a completed item in this plan and is identified as Indoor Cricket Centre. The amount shown is significantly less than what the true cost would be, but the question is where was it identified previously and if the total amount was in Item 15 why has Item 15 not been reduced.  If the demand is there to improve the facilities for Wade Park then how is the new sporting complex (OS30) justified or is the new sporting complex just on the "wish list"?	Nexus is not proven. There is NO transparency and Apportionment is not reasonable	Yes
OS20	What does Showground Development actually mean? How does the residential development place an increase on demand on who knows what?  The base cost shown in OCP2022 is reduced from the 2017 plan with no explanation. It is assumed that Item 20a which now appears in completed works was originally part of Item OS20.	Nexus is not proven	Yes
OS30	What is the true cost of the sporting precinct and how much grant money has been committed. The sporting precinct will no doubt serve the Orange population for more than the next 10 years and as such the long term population projection MUST be used to have an equitable apportionment of cost.  Developer contributions cannot be required to pay for upgrade to existing facilities to meet demand as well as pay for a new facility.	Reasonableness is not satisfied as the nexus to the demand is not proven when other facilities are being developed under this plan. Apportionment of cost is not reasonable as the facility benefits the wider region and future populations beyond this plan, and the cost should be apportioned over the future population and not just the 10years of this plan.	Yes - Significant
OS11	Developer contributions cannot be applied to maintenance of a facility. The rehabilitation including levelling and topsoiling is deemed to be maintenance and therefore should not have been included in the 2017 plan or this plan.	Nexus to new development is not proven as this is deemed to be maintenance works.	Yes
OS13	How can the cost of installation of training lights be solely apportioned to the increase in residential development. It is seen as more an expectation of the community. It is agreed that the new residential development will place a demand but not 100% and	Reasonableness is not satisfied as the total cost cannot be apportioned to the increase in residential development when the entire City will benefit.	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
	they are to benefit the entire Orange population.		
OS15b	Refer to OS15 above. This item not included in 2017 plan. But no mention of Item 15a.	No Transparency.	
<b>Community &amp; Cultural</b>			
C1	<p>The proposed land acquisition for the community centre in South Orange appears to have a high m<sup>2</sup> rate (\$60) applied when considering other open space m<sup>2</sup> rates used in the plan in South Orange (\$30). The land cost has not been adjusted for increases in land value and is not supported by a land valuation.</p> <p>This item must be included in the Shiralee Local facilities as it is there supposedly to serve that area particularly as community centres are proposed for other development areas. Other development areas cannot be made to contribute to a community facility in their area as well as one in South Orange.</p> <p>Is this a community expectation or is it a wish list item?</p>	<p>Reasonableness is not satisfied on a cost basis.</p> <p>Nexus is not proven to the residential growth.</p> <p>Reasonableness is not satisfied with regard to apportionment of cost.</p>	Yes
C3	The youth facilities are no doubt available to all youths across Orange and not just those from the new residential areas, therefore the cost should be apportioned to entire population of Orange. There has been no increase/indexation of the costs provided from the 2017 plan to this plan.	Reasonableness is not satisfied with regard to apportionment of or actual cost.	Yes
C4	The museum and business centre will be available to the entire population of Orange. Whilst the cost is noted as being apportioned there is no indication of what the entire cost is and therefore it is not transparent as to how the apportionment of cost has been applied. There has been no increase/indexation of the costs provided from the 2017 plan to this plan.	Reasonableness is not satisfied with regard to apportionment of or actual cost.	Yes
C5	<p>This item seems to have been removed from this plan, yet it was in the 2017 plan. If this plan is a review of the 2017 plan, what happened to this item. Has it been completed or just removed because it is not required? If completed, it should be shown to account for costs.</p> <p>The Conservatorium of Music/Planetarium (Preliminary)</p>	No Transparency.	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
<b>Roads &amp; Traffic Management Facilities</b>			
All Items	<p>General comment on all items regarding the contribution catchment. Refer to Item No. 6 detailed earlier in this submission that deals with the reasonable apportionment of costs for new residential development.</p> <p>The contribution catchment has not changed from the 2017 plan of 7388 yet the development yields have changed.</p> <p>There appears to be a lot of shuffling of cost amounts with no explanation. One can only wonder if this has been done in order to arrive a certain monetary amount for the overall contribution to keep contributions close to the capped limit.</p>	Reasonable for all items needs to be proven by a robust traffic study and Transport Strategy for the entire City of Orange. Until that is done there will not be clear direction for development of this city or will the contributions be considered reasonable by nexus or cost apportionment.	Yes
RC5	This item has seen an increase in base cost of \$451,731.70 (18%) from the 2017 plan. This is on top of a 47% increase from the 2015 to 2017 plan. This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation. What has justified the additional increase particularly after the substantial increase from 2015 to 2017?	Reasonableness not proven by cost increase or available information.	Yes
RC10	Increase in base cost from \$2,500,000 (2017 plan) to <b>\$13,823,616 (452)</b> . This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation. What has justified the additional increase particularly after the substantial increase from 2015 to 2017? No justification provided for the exorbitant increase and therefore no transparency.	Reasonableness not proven by massive cost increase or available information.	Possibly if incorrect costings
RC12	<p>Increase in base cost from \$4,500,000 (2017 plan) to <b>\$7,047,692 (57%)</b>. No justification provided for the exorbitant increase and therefore no transparency. This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation. What has justified the additional increase?</p> <p>Cost apportioned to residential development only, yet the demand can be attributed to health precinct and the entire population of Orange for access to the hospital and sporting precinct</p>	<p>Reasonableness not proven by massive cost increase or available information.</p> <p>Apportionment of cost is not justified.</p>	Yes
RC14	Increase in base cost from \$1,750,000 (2017 plan) to <b>\$4,350,000 (149%)</b> . No justification provided for the exorbitant increase and therefore no transparency. This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation. What has justified the additional increase?	<p>Reasonableness not proven by massive cost increase or available information.</p> <p>Apportionment of cost is not justified.</p>	Yes



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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
	Cost apportioned to residential development only, yet the demand can be attributed to health precinct and the entire population of Orange for access to the hospital and sporting precinct.		
RC106	Increase in base cost from \$750,000 (2017 plan) to <b>\$1,923,077 (256%)</b> . This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation. What has justified the additional increase? No justification provided for the exorbitant increase and therefore no transparency.	Reasonableness not proven by massive cost increase or available information.	Possibly if incorrect costings
RC108	The calculation for the total estimated cost of this item does not appear to be correct. It was our understanding that this item has been completed and as such should be shown that way with the final cost less government grants.	Information is not accurate	Yes
RC105	The calculation for the total estimated cost of this item does not appear to be correct. It was our understanding that this item has been completed and as such should be shown that way with the final cost less government grants.	Information is not accurate	Yes
RC21	Traffic has increased along this section of road as a result of the mine, commercial developments along Peisley Street and the base hospital on Forest Road. Therefore, the apportionment of cost cannot be reasonably applied to the residential development.  The item claims an SFR Nexus but it is our opinion there are many contributing factors resulting in the required upgrade, not residential development.	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from residential development.	Yes
RC26a	This item has seen an increase in base cost of \$123,077 (4.4%) from the 2017 plan. This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation.  The requirement for this upgrade is predominantly a result of industrial developments in the area and some additional residential development contemplated in the Greater Waratahs area. As a result the cost can only be apportioned to those developments and not the entire residential development demand.  It is our understanding that Council has been provided Government funds to carry out this work but there is no way on knowing is the amount has been deducted from the cost of this item.	Nexus to the entire residential development is not proven.  No transparency in the calculation of the true cost.	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
RC17	Realignment of Ophir Road & Winter Street.	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from residential development.	Yes
RC104	What is the total cost of the beautification of Summer Street and where is this documented? It appears that a number has been "plucked out of the air" with a 10% apportionment applied. How does the residential development create a need for this work and therefore prove a nexus?	Reasonableness is not satisfied as the nexus to the demand is not proven. Apportionment of cost is not reasonable as the true costs are not justified or the arbitrary apportionment chosen.	Yes
RC111	New item added under this plan claiming an NDR Nexus. If this was indeed and NDR Nexus it should have been in previous contributions plans. If there is a need for an intersection upgrade it would solely be apportioned to new industrial and residential development that would use this for access from Clergate Road. There is no nexus to residential development in other development areas.	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Yes
RC112	New item added under this plan – Road upgrade Clergate Road Upgrade – Pearce's Lane (Rail Crossing to Ralston Drive).  Any need for this item would solely be apportioned to new industrial and residential development in that area. There is no nexus to residential development in other development areas. This item should appear in the local facilities for the relevant development area.	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Yes
RC113	New item added under this plan – Road upgrade – Murphy's Lane upgrade (900m) from Mitchell Highway.  Any need for this item would solely be apportioned to new residential development in that area. There is no nexus to residential development in other development areas. This item should appear in the local facilities for the relevant development area.	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Yes
RC114	New item added under this plan – Intersection upgrade – Gorman Rd/Murphy Ln Intersection upgrade.  Any need for this item would solely be apportioned to new residential development in that area. There is no nexus to residential development in other development areas. This item should appear in the local facilities for the relevant development area.	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Yes
RC4	Cost should be apportioned correctly based on actual road usage. Refer to Item No. 6 detailed earlier in this submission.	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
		residential development.	
RC103	Has this item actually been completed? Why are there still traffic barriers on this section of road?		
RC72 – RC79 RC80, RC82 – RC86, RC90- RC100, RC1 & RC5a	Cost should be apportioned correctly based on actual road usage. Refer to Item No. 6 detailed earlier in this submission.	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Yes
RC8	Completed Item, but what is the true cost and what proportion was funded by Government grants?	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Yes
RC9	Completed Item, but what is the true cost and what proportion was funded by Government grants?	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Yes
RC11	Completed Item, but what is the true cost and what proportion was funded by Government grants?	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Yes
RC25	Completed Item, but what is the true cost and what proportion was funded by Government grants?	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Yes
RC26	Completed Item, but what is the true cost and what proportion was funded by Government grants? We understood the majority of these works were funded by a government grant.  There is a substantial difference in the base cost amount from the 2017 plan to the actual amount shown for the completed cost.	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
RC16	Completed Item.  There is a substantial difference (-\$810,000) in the estimated cost from the 2017 plan to the actual amount shown for the completed cost.	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Yes
RC107	Completed Item.  There is a substantial difference (-\$380,000) in the estimated cost from the 2017 plan to the actual amount shown for the completed cost.	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Yes
RC110	Completed Item.  Hill street was realigned as part of NDR works in approximately 2005, for which contributions were collected under the 1999 contributions plan. As a result of commercial development at the intersection of the NDR & Telopea Way and more through traffic than was anticipated by Council, a new link road was constructed to alleviate traffic congestion at the intersection of Telopea Way and the NDR. This link road will now place additional traffic at the intersection of William Maker Drive and the NDR requiring a new traffic facility. Council decided to realign Hill Street back to near its original location to reduce an intersection.  There is no nexus to the residential development. It is clearly a result of Council poor planning, commercial development in the vicinity, the Waratahs Sports complex and the higher than expected traffic volumes.	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Yes
RC109	Completed Item.  There is a substantial difference (-\$374,000) in the estimated cost from the 2017 plan to the actual amount shown for the completed cost.	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Yes
<b>Stormwater Drainage</b>			
All Items	Refer to Item No. 7 detailed earlier in this submission that deals with the failure to prove a nexus between these contributions and the development of residential land.  These items were removed from the 2017 contributions plan as Council sought advice with regard to Nexus but they have now reappeared in OCP2022.  Orange City ratepayers are levied a stormwater levy which it is understood was to cover these types of works.	Nexus is NOT proven and as such the contribution is NOT reasonable.	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
<b>Greater Waratah's Local Facilities</b>			
All Items	It is unclear why a number of items included in the 2017 plan have now been removed from OCP2022 whilst others have remained as completed, even though there appears to be a surplus of funds held by Council for these items. One can only assume that this has been done to maintain the contributions as close to or at the capped limit.	Apportionment of cost is not clear or transparent.	Yes
W23	Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the land to be acquired. The land value has not been adjusted or indexed from the original Waratahs contributions plan prepared in 2005, 17 years ago, yet land prices have more than doubled.  Project oncosts are calculated at 2% for this item.	Reasonableness is not satisfied with regard to apportionment of cost.	Yes
W24	There is no justification or valuation provided to inform the amount shown.  Project oncosts total 20% for this item which is exorbitant for land acquisition particularly when the item above has 2% oncosts.	Reasonableness is not satisfied with regard to calculation of costs.	Yes
W30	This is a new item under this plan as it was not in the 2017 plan even though Item W22 was included. There is no justification or valuation provided to inform the amount shown. Project oncosts total 20% for this item which is exorbitant for land acquisition.  One of the requirements for this is a result of commercial development that has occurred in this area. As a result the apportionment of the cost solely to residential development is not justified.	Reasonableness is not satisfied with regard to the calculation of or the apportionment of cost.	
W5	With development in the vicinity of this proposed OSD basin all but complete the need for this basin is now, yet Council have indicated that it will occur in 0-5 years, the same timeframe as shown in the 2017 plan which was prepared 5 years ago.	Reasonableness is not satisfied with regard to the provision of the infrastructure.	
W8	With development in the vicinity of this proposed OSD basin all but complete the need for this basin is now, yet Council have indicated that it will occur in 0-5 years, the same timeframe as shown in the 2017 plan which was prepared 5 years ago.	Reasonableness is not satisfied with regard to the provision of the infrastructure.	
W22	Increase in base cost from \$120,000 (2017 plan) to <b>\$634,250 (528%)</b> . No justification provided for the exorbitant increase and therefore no transparency. This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation. What has justified the additional	Reasonableness not proven by massive cost increase or available information.  Reasonableness is not satisfied with regard to the	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
	<p>increase?</p> <p>Cost apportioned to residential development only, yet the demand can be attributed to commercial development in the area.</p> <p>OCP2022 indicates the slip lane will be constructed in 0-5 years, the same timeframe as shown in the 2017 plan which was prepared 5 years ago.</p>	<p>provision of the infrastructure.</p> <p>Apportionment of cost is not justified.</p>	
W9	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space. Some embellishments works have been carried out but there is no costs showing for these completed works. The works schedule requires these works to be carried out within 3 years of land registration.	Reasonableness is not satisfied with regard to the provision or cost of the infrastructure.	
W10	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space. The works schedule requires these works to be carried out within 3 years of land registration, yet the costs indicate no work has been done.	Reasonableness is not satisfied with regard to the provision or cost of the infrastructure.	
W11	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space.		
W25	Has a need for this item been identified? There would appear to be no strategy to support this item given the RNS predates any contemplation of rezoning of land in this area. A new strategy should be prepared to support and inform and prove a nexus for this item.	Nexus not proven.	Yes
W12	This item suggest that the bike paths are to be constructed within 3 years of land registration. As there have been some paths constructed in the Waratahs area why is no cost for completed works being shown against this item.	Financial Accountability not satisfied.	Yes
W28	<p>This is a new item in OCP2022 and refers to a shared cycleway network. Is the demand for this item justified or is it a wish item. If it is justified, then it would have to benefit the entire Orange population now and into the future and as such the cost apportioned accordingly. It cannot be entirely attributed to this area.</p> <p>The timeframe shown for this item is 15-20 years well beyond the life of this plan.</p>	Nexus not proven. Reasonableness is not satisfied with regard to the provision of the infrastructure or cost.	Yes
W13	This item has changed from a pedestrian overpass in 2010/12 to traffic signals in 2015 to a traffic facility in the 2017 plan to now not appearing in OCP2022. What happened to this item and why isn't it shown if it is completed given that other items	No Transparency or financial accountability.	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
	are even though there is a surplus of funds shown.		
W6	This item appears in the mapping shown for the works items but does not appear in the works schedules. To comply with Council's development requirements this item is required.	Reasonableness is not satisfied with regard to the provision of the infrastructure.	Yes
<b>North Orange Local Facilities</b>			
NO1	There does not appear to be a valuation or justification as to how a value of \$40/m <sup>2</sup> has been arrived at. Council cannot just use some arbitrary number that suits their needs or what they think they are willing to pay. The location of the open space is not identified on any works plans. The estimated delivery for these items is 15-20 years which is well outside the 10 year life of OCP2022.  Project oncosts are calculated at 2% for this item.  The contribution catchment appears to be incorrect.	Nexus not proven. Reasonableness is not satisfied with regard to the provision of the infrastructure or cost.	Yes
NO2	How has a nexus for this item been proven given it is unclear as to where it is? The estimated delivery for these items is 15-20 years which is well outside the 10 year life of OCP2022.	Nexus not proven.	
NO3	How has a nexus for this item been proven given it is unclear as to where it is? The estimated delivery for these items is 15-20 years which is well outside the 10 year life of OCP2022.	Nexus not proven.	
<b>Molong Road Entrance Local Facilities</b>			
MRE1 & MRE2	There does not appear to be a valuation or justification as to how a value of \$40/m <sup>2</sup> has been arrived at. Council cannot just use some arbitrary number that suits their needs or what they think they are willing to pay. The location of the open space is not identified on any works plans.  Project oncosts are calculated at 30% for this item which is exorbitant for land acquisition.	Nexus not proven. Reasonableness is not satisfied with regard to the provision of the infrastructure or cost.	Yes
MRE3	How has a nexus for this item been proven given it is unclear as to where it is? Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space. The proposed cost equates to a rate of \$1million/ha or \$100/m <sup>2</sup> . Which is 64.5 times more than any embellishment in the Waratahs area. How or where is the demand for this level of embellishment justified?	Nexus not proven. Reasonableness is not satisfied with regard to the cost of the infrastructure.	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
MRE6	Is there a community desire for a Community Building or is it just a wish list of Council's? The demand needs to be proven in order to prove a nexus.	Nexus not proven.	Yes
MRE7	It is not clear which section of Gorman Road this item is referring as is not shown on the works maps. Has the need for this upgrade been proven in a study or strategy?	Nexus not proven.	Yes
MRE8	Molong/Murphy Intersection. There appears to be some overlap with Items RC113, RC114 and MRE7. When these items are considered all together they total over <b>\$15million</b> worth of works including oncosts. This price appears exorbitant and potentially poorly thought out and costed.  RC113 and RC114 are more appropriate to be included under Molong Road Entrance facilities as there is no nexus to other development areas.	Reasonableness is not satisfied with regard to the provision of the infrastructure or cost.	Yes
<b>Rosedale Gardens Local Facilities</b>			
RG1 & RG2	There does not appear to be a valuation or justification as to how a value of \$40/m <sup>2</sup> has been arrived at. Council cannot just use some arbitrary number that suits their needs or what they think they are willing to pay. The location of the open space is not identified on any works plans.  Project oncosts are calculated at 30% for this item which is exorbitant for land acquisition.	Nexus not proven. Reasonableness is not satisfied with regard to the provision of the infrastructure or cost.	Yes
RG3	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space. The proposed cost equates to a rate of \$1million/ha or \$100/m <sup>2</sup> . Which is 64.5 times more than any embellishment in the Waratahs area.  How or where is the demand for this level of embellishment justified?	Nexus not proven. Reasonableness is not satisfied with regard to the cost of the infrastructure.	Yes
RG7	The section of road needs to be extended to the end of the Bunnings widening otherwise there will be a small piece of road between Miriam Dve and Bunnings that does not get completed.  How has this cost been calculated?	No Transparency in costings	Yes
RG8	How does the existing Leeds Parade/NDR roundabout need to be upgraded to cater for development in this area?	Nexus not proven.	Yes
RG9	Why does the intersection of Telopea Way and the NDR need to be upgraded to cater for development in this area? What level of treatment is proposed beyond the traffic lights? Surely the current design would have catered for expansion and	Nexus not proven.	Yes



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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
	development?		
<b>Greater Ploughman's Valley Local Facilities</b>			
All Items	The contribution catchment appears to be incorrect.		Yes
PV1a	<p>Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the land to be acquired. The land value has not been adjusted or indexed from at least the 2012 contributions plan, 10 years ago, yet land prices have more than tripled in this area.</p> <p>Project oncosts are calculated at 2% for this item.</p> <p>Much of the open space in this area has already been dedicated yet the land area has remained unchanged since 2012 with no items included in the completed items column.</p>	Reasonableness is not satisfied with regard to the calculation of cost. Financial accountability appears to be lacking.	Yes
PV1b	<p>Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the land to be acquired. The land value has not been adjusted or indexed from at least the 2012 contributions plan, 10 years ago, yet land prices have more than tripled in this area.</p> <p>Project oncosts are calculated at 2% for this item.</p> <p>Much of the open space in this area has already been dedicated yet the land area has remained unchanged since 2012 with no items included in the completed items column.</p>	Reasonableness is not satisfied with regard to the calculation of cost. Financial accountability appears to be lacking.	Yes
PV1b	<p>Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the land to be acquired. The land value has not been adjusted or indexed from at least the 2012 contributions plan, 10 years ago, yet land prices have more than tripled in this area.</p> <p>Project oncosts are calculated at 2% for this item.</p>	Reasonableness is not satisfied with regard to the calculation of cost. Financial accountability appears to be lacking.	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
	Much of the open space in this area has already been dedicated yet the land area has remained unchanged since 2012 with no items included in the completed items column.		
PV10	It is understood that the land identified in this item has already been obtained, yet it is not shown as completed.  The purchase of land for road widening in the location shown is required for the construction of the proposed roundabout under Item RC10. There is no nexus between this item and the residential development in this area as it is required for the traffic facilities which are with the Roads & Traffic Management Facilities section.	Nexus not proven. Financial accountability appears to be lacking.	Yes
PV4	Increase in base cost from \$575,00 to <b>\$1,016,600 (177%)</b> from the 2017 plan. No justification provided for the exorbitant increase and therefore no transparency. This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation. What has justified the additional increase?	Reasonableness not proven by massive cost increase or available information.	Yes
PV13	This item was completed in 2015 yet still remains as future works.		Yes
PV11	Some of these works have already been carried out by the developer at their cost. Council should be liable to reimburse the developer as they have levied a contribution. It would have been prudent to have this upgrade done at the same time.		
PV14	This item refers to a cycleway but only offers a 1.2m wide path. It is our understanding that this has been constructed and should be shown as a completed item.	Financial accountability appears to be lacking.	Yes
PV18	The extent or location of these walkways is unclear and difficult to determine. 3.98km appears to be overestimated and may in fact not be attributable to the demand from this area.	Nexus not proven. Reasonableness is not satisfied with regard to the provision of the infrastructure or cost.	Yes
PV6	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space. Some embellishments works have been carried out but there is no costs showing for these completed works. The works schedule requires these works to be carried out within 3 years of land registration.	Reasonableness is not satisfied with regard to the provision of the infrastructure or cost.	Yes
PV19	This is a new item under this plan. We understand there is already a playground provided in the open space in Stirling Avenue. Has an actual demand been identified	Nexus not proven.	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
	for this playground or is this just something Council think the people want?		
PV2	The completed cost for this item is less than the total estimated cost by exactly \$150,000. Appears to be too convenient.	Financial accountability appears to be lacking.	
PV3	The true cost of the upgrade cost is not reflected in the completed costs.	Financial accountability appears to be lacking.	
PV12	The true cost of the Cargo Road upgrade is not shown in the completed cost, only the original 2017 base cost is shown. This is not the true completed cost.	Financial accountability appears to be lacking.	
<b>North West Orange Local Facilities</b>			
NW1 & NW2	<p>Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the land to be acquired. The land value has not been adjusted or indexed from at least the 2012 contributions plan, 10 years ago.</p> <p>Project oncosts are calculated at 2% for this item.</p> <p>Some of the open space in this area has already been dedicated yet the land area has remained unchanged since 2012 with no items included in the completed items column.</p>	Reasonableness is not satisfied with regard to the calculation of cost. Financial accountability appears to be lacking.	Yes
NW4	<p>The m<sup>2</sup> rate for this item is \$5 less than item NW2. Yet the land description is the same. This is not consistent or justified.</p> <p>Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the land to be acquired. The land value has not been adjusted or indexed from at least the 2012 contributions plan, 10 years ago.</p> <p>Project oncosts are calculated at 2% for this item.</p> <p>Some of the open space in this area has already been dedicated yet the land area has remained unchanged since 2012 with no items included in the completed items column.</p>	Reasonableness is not satisfied as it is not fair or equitable. Financial accountability appears to be lacking.	Yes
NW3 & NW5	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space. Some embellishments works have been carried out but there is no costs	Reasonableness is not satisfied with regard to the provision of the infrastructure or cost. Financial accountability appears to be lacking.	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
	showing for these completed works.		
NW7 & NW8	After 7 years since the 2015 contributions plan was adopted these facilities still carry the same timeframe as to when they can be expected to be completed, 6-10 years and 11-15 years respectively. Surely their completion should be within the life of this plan, particularly when the contributions being held are in surplus.	Reasonableness is not satisfied with regard to the provision of the infrastructure.	
<b>Bloomfield/DPI</b>			
B2 & B3	Both items identify an apportionment of cost. How is this apportionment calculated?	The apportionment of cost is not proven nor is the nexus as to the demand created by the development.	Yes
<b>Phillip Street</b>			
PS1	Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the land to be acquired. The land value has not been adjusted or indexed from at least the 2017 contributions plan.  Project oncosts are calculated at 2% for this item.	Reasonableness is not satisfied with regard to the calculation of cost.	Yes
PS2 & PS3	The cost of these upgrades appear to be very cheap when compared against other road construction items. Where is the level of upgrade documented or identified? If it is not identified and transparent there is scope for this item to be "interpreted" differently.	Reasonableness is not satisfied with regard to the calculation of cost.	Yes
<b>Shiralee Local Facilities – Full Cost</b>			
All Items	Only the full cost items have been assessed as we believe this to be most prudent. The capped items appear to have been reduced as required to get to the \$20,000 limit with no explanation of where the additional funds will come from to deliver the proposed infrastructure. A closer examination and clarification of the full cost items may assist in reducing the full cost.		
S1, S2, S3, S4 & S5	Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the land to be acquired. The land value has not been adjusted or indexed from at least the 2015 contributions plan, 7 years ago, even though land values have more than doubled in the area.	Reasonableness is not satisfied with regard to the calculation of cost.	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
	Project oncosts are calculated at 2% for this item. Some of the open space in this area has already been dedicated yet no items are included in the completed items column.		
S3	The calculation for the estimated base cost is not correct. It should be \$312,000.	Calculation incorrect.	Yes
S5	The estimated base cost shown of \$ 88,235 is not correct when the actual calculation is made of $3000\text{m}^2 \times \$30/\text{m}^2 = \$ 90,000$	Calculation incorrect	Yes
S7	This item has had the base cost adjusted by the removal of some costs for Item 7a (New item). It would make much more sense to just include the completed section of road in the completed cost column of the same line item. The oncosts are shown as being more than 100% of the new base cost.		
S8	This items seems to have been broken into Item S8a and S8b.  Item S8a shows that a section of road from Shiralee road towards Lysterfield Road for a distance of 190m has been completed. This is NOT correct.	Financial accountability appears to be lacking.	
S9	This item has had its base cost reduced from the 2017 plan by approx. \$131,000 with no explanation. What has occurred to allow its removal?	Reasonableness is not satisfied with regard to the calculation of cost.	Yes
S12	This item was included in the 2017 contributions plan but has been removed from this plan with no justification. There is a significant need for this item given the volume of traffic.	No Transparency.	Yes
S14	This item was included in the 2017 contributions plan but has been removed from this plan with no justification. What has occurred to allow its removal?	No Transparency.	
S15	The calculation for the cost of constructing not only this road but others in the Shiralee area must be checked. Whilst we assisted Council with rates, which included allowances for oncosts such survey investigation and design, the 30% allowance for oncosts on top of those rates may mean some oncosts are being doubled up.  For this item it appears the total cost is calculated from the \$170/m <sup>2</sup> meaning that the oncosts are included in the square metre rate.		Possibly
S6 to S14 &	All of these items have a notation such as ( <i>app 66%</i> ) or similar. It is not transparent as to whether the base cost is the full cost or the apportioned cost. It is also not clear	Apportionment is not proven as the calculations are not transparent.	Possibly

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
S16	how these roads are to be built. Recent discussions with Council staff have revealed that their interpretation is that the cost shown is only for them to construct a road between normal kerbs lines, ie does not include kerbs, parking lanes etc. Unfortunately, there is no transparency in this approach as it does not appear to be documented anywhere and is open to interpretation.	This area needs to be clarified prior to development in the Shiralee area otherwise it will create continual uncertainty.	
S17	The base cost for this item is not consistent with other similar items such as W12 where cycleways are costed at \$200 lineal metre.  Using this consistent approach then the base cost for this item should be 2000m x \$200/m = \$400,000 plus associated infrastructure NOT \$731,250.	Apportionment is not considered fair or equitable as it not consistent. Lacks financial accountability.	Yes
S18 & S19	These items are not clear as to where they are applicable leaving it open to interpretation. Are contributions being collected for landscaping on all streets? If not where is the landscaping applicable? If it is, then why are developers also conditioned via development approvals to provide landscaping. The DCP suggest Council will do all landscaping.	No Transparency. Nexus for demand not clarified.	
S20 & S21	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space. The proposed cost equates to a rate of \$800,000/ha or \$80/m <sup>2</sup> . Which is 50 times more than any embellishment in the Waratahs area.  How or where is the demand for this level of embellishment justified?	Reasonableness is not satisfied as it is not proven that the demand requires such facilities nor is it considered to be fair and equitable. Lacks financial accountability	Yes
S24	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space.  Is the demand for another Sports area proven? Given the considerable upgrades to other sports ovals included in the plan then surely additional sports areas are not required.  Project oncosts calculated at 25% differing to other areas.	Nexus is not proven as the demand for the facility is not proven when considered on a broader scale. Lacks financial accountability	Yes
S25	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space.  The rate used for this item is excessive. It calculates out at \$300,000 per hectare compared against other areas where the rate is as low as \$8,000 per hectare.	Reasonableness is not satisfied as it is not proven that the demand requires such facilities nor is it considered to be fair and equitable. Lacks financial accountability	Yes

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Item No.	General Comment	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied)	Is there a financial impact on the Contribution rate?
	Project oncosts calculated at 25% differing to other areas.		
S26	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space.  The rate used for this is excessive. It calculates out at \$2,700,000 per hectare.  Project oncosts calculated at 25% differing to other areas.	Reasonableness is not satisfied as it is not proven that the demand requires such facilities nor is it considered to be fair and equitable.	Yes
S27 to S35	It is our understanding that Council have changed focus with regard to the provision of some stormwater detention basins. This is evident in how conditions are being imposed on new subdivisions in the area. If this is the case, then the justification for these items MUST be revisited.	Issues with Nexus.	Yes
Land Existing	This is a new item not previously included in the 2017 contributions plan. The item is shown to relate to Items S8b & S9 with completed costs included. From our research there does not appear to be much if any land that has been acquired by Council for these specific road items. For transparency these need to be clarified.	No transparency. Lacks financial accountability	

We are also concerned about the omission of a key cost item that has not been included in either the 2017 plan or OCP2022, namely the purchase cost and subsequent draining of the Hawke Dam above Hawkes Lane. The Shiralee Development Control Plan identifies an *exclusion zone that may not be subdivided or otherwise developed until the dam has been decommissioned or appropriate works have been undertaken to safely convey discharges from the dam.*”. It is understood that Council purchased the land containing the dam for a price of approximately \$1,825,000 and subsequently spent a considerable sum of money on draining the dam. This land is not zoned for development and sits outside the Shiralee DCP area, therefore, whilst it may be a strategic purchase to facilitate development in Shiralee, the cost of this purchase should therefore be borne by the development downstream that directly benefits from this Council purchase and not the remaining ratepayers of Orange City. Whilst Council may choose not to include this item into its contributions plans as it will only increase the contributions further above the \$20,000 capped limit. Council must be accountable to all of the ratepayers of Orange.

Council has the option to levy contributions above the \$20,000 capped limit. To do this they must submit their contributions plan to IPART for an independent review.

We respectfully recommend that Orange City Council do not adopt the draft Orange Contributions Plan 2022 and that the following occurs:

- Obtain up to date valuations on englobo land and more importantly on land identified to be acquired;
- Conduct a full traffic analysis and prepare a robust transport strategy for the City;
- Review all items in the works schedules to be confident there is a clear nexus between the item and demand area so that the cost can be equitably apportioned.
- Consult with the key stakeholder groups such as business groups, community groups and local developers;
- Conduct a new Recreational Needs Study to consider the new development areas and significant changes that have occurred over the last 14 years.
- Review the need for such vast areas of open space and the level of embellishment actually required and identified in the RNS.
- Review the actual demand for the public facilities;
- Incorporate commercial and industrial development into the plan to enable cost recovery from these areas for the demands they place on the public facilities, in particular roads and traffic management facilities.

I believe that unless the above is carried out Council will leave itself open for the Contributions Plan to be legally challenged.

If you have any questions please do not hesitate to contact the undersigned.

Yours faithfully

Per:

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18 March 2024

Dear

### **ORANGE DEVELOPMENT CONTRIBUTIONS PLAN**

Thank you for your submission dated 22 Jul 2022 on the Draft Orange Section 7.11 Development Contributions Plan 2022 (Draft Plan). Council officers have reviewed the submission and the table at the end of the letter identifies each of your points and our responses.

Council is very mindful of its responsibilities under the Environmental Planning and Assessment Act 1979 as amended when compiling the Draft Plan, and the importance of complying with the Act and the related Regulation.

To this end, prior to exhibition, Council had the Draft Plan reviewed by an experienced firm of lawyers to ensure it was legally sound.

Your letter raises a number of important matters relating to the basis and operation of the Plan. This letter seeks to respond to these matters.

#### **Note 1. Commercial and Industrial Development**

Council are currently investigating opportunities to levy Commercial and Industrial development through the development of a S7.12 levy. Currently the impacts to traffic from the growth of industrial and employment areas has been accounted for in the apportionment of road infrastructure trips, as outlined in *Table 8: Share of cost of road and traffic management works attributable to demand sectors* of the Draft Plan. This indicates that infrastructure costs associated with these vehicle movements are borne by Council through other funding mechanisms and are not attributed to the developer contributions apportionment of the Draft Plan.

#### **Note 2. Work Schedule Adjustments**

Projects under the plan are constructed using S7-11 funding. In addition to S7-11 funding a project may require additional funding for planned or unplanned reasons, such as apportionment, cost overruns and project scope changes. Occasionally a project receives funding that negates the need for all, or a portion of the section 7-11 funding required. Projects are listed and collected in a pooled manor to assist with the variability of the funding. Money that has been held by council for projects not yet constructed is listed in the plan under the '*Less Contributions Held*' line item, and the funding available is used to discount the overall contribution required on a contribution rate basis. If a project has received alternative funding

and no longer needs all or a portion of the S7-11 contributions, the additional funding collected will be distributed across outstanding projects under this mechanism.

Projects are moved out of the schedule post construction if the costs of the project have been covered by the S7-11 contributions, or funding has been obtained through other sources. Occasionally a project will be removed from the plan before construction, when sufficient funding has been obtained, and the project is awaiting construction. Very infrequently a project may be removed from the plan without construction as it has been identified that project is longer required as the provision of service has come through another mechanism, or the project is deemed unsuitable at this time. As a above any additional funding collected in this manor is redistributed using the '*Less Contributions Held*' line item.

**Note 3. Land Valuations**

The valuer general sets land values for rateable purposes. A review of Valuer General land values in Orange has been conducted for the development areas, and these values have been taken into consideration when setting acquisition values for the purpose of collecting funds under the S7-11 Plan. Notwithstanding the values expressed in the Draft Plan, any owner of land being acquired as a result of a contribution plan is entitled to seek fair value for the land via the Land Acquisition (Just Terms Compensation) Act 1991

**Note 4. Population Projections, Work Schedules, and Project Completion Timeframes**

The 10-year population projection refers to facilities that are whole of development population (4,650 additional residents) or whole of Orange contributing population (final population of 48,500 residents). With regards to local area facilities the contribution catchments refer to development population of the area until area completion, which may fall outside of the 10-year growth timeframe. In this instance some project timelines may fall out of the 10-year horizon indicated.

Roads and Traffic Facilities are based on an extended development timeframe (7,388 dwellings), which was developed in the 2010 plan and continued through plan reviews. This horizon allowed for a longer-term strategic approach to developing the traffic network in Orange, and results in construction timeframes that sit outside of the 10-year plan.

Under the plan contributions should be expended on works with a reasonable time. Sometimes works are undertaken ahead of demand or the receipt of contributions, and in these cases the cost is recouped over time. The timeframes for the completion of development areas and the provision of works vary in the Draft Plan to reflect the realities of different development areas and different items of works. Because development contributions are levied per person/per dwelling and calculated according to the demand created by a specific development's new residents are levied their share of the cost of works, no matter the development timeframe. Council has also varied the timeframe for growth and infrastructure projections to consider the differences between the localities and developments, and to ensure that the requirements and costs for infrastructure are captured in an equitable manner.

**Note 5. Open Space Embellishment Rates – Shiralee**

The Open Space Embellishment rates outlined in the plan for Shiralee are targeted for specific areas of Shiralee and do not cover all the open space land within the Shiralee footprint. As such a calculated rate/m2 cannot be directly compared to the open space embellishment rates of Greater Waratahs, Ploughmans Valley and North West Orange, where the open space rates are for all open space land.

Comparing the Open Space contribution rates for the 7 projects listed in the Draft Plan under Open Space Improvements for Shiralee (S20- S26) in the original estimates the base rates of the projects were reduced slightly, whilst the design and project management fees increased. Comparing across the two estimates the original Shiralee Estimates that formed part of the Shiralee Estimates totalled \$3,404,500, with an additional \$340,450 (10%) for Survey, Investigation, Design & Project Management, a total of \$3,744,950. The Draft Plan estimates before indexation accounted for \$2,748,000 worth of projects, and \$687,000 (25%) in oncosts, or a total of \$3,435,000 Open Space Improvement costs. After indexation from 2017 to 2022 the total sum for these items is \$3,905,223.71. As the 10% oncosts from the original estimates were not included in the schedule, the total project oncosts for these projects is 25%, and within the 30% upper limit recommended by IPART.

**Note 6. Roads and Traffic Management**

As outlined in the response to Note. 4, the Roads and Traffic Management plan has its own population and project horizon, which allows for growth for beyond the 10 years in the plan. For transparency reasons the Contribution Catchment of 7,388 standard dwellings has remained consistent with prior development plans, and accounts for dwellings both prior to and post the horizon of the 2022 plan.

The 2018 Orange Strategic Transport Model Update, commissioned by RMS, identified similar growth areas to those formalised through the recent Housing Strategy, with the anticipate road projects largely unchanged from prior modelling. This indicates that the anticipated network wide improvements are sufficient to cater for the growth in traffic, including these new housing areas. As the newer housing areas are further formalised through development plans undertaken by Council and developers, further traffic modelling to refine project design will be undertaken.

The development of roads in growth corridors does not limit, and cannot feasibly limit, the use of the roads to only new residential development traffic. By removing the traffic from the CBD through the development of the NDR/NOB this has provided some additional capacity in the CBD for the traffic growth arise from the development, reducing the need for corridor and intersection treatments within the CBD.

The apportionment costs of the NDR refer to the original construction costs for the road. This includes the acquisition of the land corridors required for the construction. The 'Proposed Accelerated Roads Program' covered upgrade works to the NDR and was not funded from S7-11 contributions. As such a maximum of the 71% apportionment was used to for the initial NDR corridor acquisition and construction projects, and further growth on the road traffic

volumes was catered for primarily through pavement upgrades and funded outside of S7-11 contributions.

**Note 7. Stormwater Drainage**

Council has a responsibility to manage stormwater including both runoff volumes and water quality issues. As highlighted in your letter, where development occurs within a contribution area (greenfields area) identified in the plan Council uses a combination of identified local area facilities proposed under the contributions plan, and conditions of consent via the development approval process to provide onsite stormwater detention, water quality management and to reduce post development flows to pre-development flows. As such these areas will not be required to contribute to the stormwater network development.

Outside of these areas, in the remainder of LGA, the infill development of land adds to runoff volumes and pollutant loading. Infill development projects are required to return peak flows to pre-existing levels; however the water quality overall discharge volumes and net stormwater impacts are not negated. As such it is reasonable to collect development contributions funds towards the general network upgrades to account for detention and water quality works. The collection of these funds is limited to areas of infill development areas under the LGA remainder contribution schedule, and this change has been reflected in the S7-11 plans.

**Note 8. Developer Servicing Plans**

Noted.

**Other**

The attached tables address as number of the matters you raise in detail. In general, please see commentary below regarding aspects of your review –

**Apportionment**

The Plan seeks to apportion the cost of infrastructure to the relevant development. The cost of infrastructure in the works schedule has been apportioned according to the extent to which a specific development generates demand. Demand generated by a number of developments and existing demand are considered in setting the contribution levels.

**Nexus**

The draft Plan has drawn the nexus between development and the demand for infrastructure from a range of sources as appropriate. The Plan aims to be consistent with Council's overall framework for the provision of infrastructure, reflective to the existing standard of provision, and recognising changing patterns of demand. Council's view is the resultant levels of provision envisaged in the Plan are reasonable and justified. The Plan does not attempt to fund maintenance or asset preservation works.

**Cost Increases**

The draft Plan contains some significant cost increases for works included in previous plans. This is because the cost of capital works has increased dramatically in recent years and well above consumer price index increases. The costings used in the draft Plan reflect either Council's recent experience in undertaking similar works or accepted industry costings.

It should be noted that Council has kept the contribution rate for all areas at or less than \$20,000 per lot/dwelling by discounting the cost of some works as necessary.

**Costing**

The costing of works in the Plan take into account any anticipated Government grants or other financial inputs. It is agreed that this is not explicit and the draft Plan will be amended to reflect this. If unanticipated grants or other financial inputs are received, the equivalent funds will be credited to the Plan.

**Contribution Areas**

You refer to inconsistency in the spatial presentation of data and tables. The draft Plan will be amended to achieve greater consistency and comparability in the presentation of data.

**Traffic Analysis**

Council utilises the *Orange Strategic Transport Model Update Report* prepared by Stantec for Roads and Maritime Services in September 2018. This document has forecast traffic volumes until 2028, accounting for development growth.

Yours faithfully

Jason Theakstone

## ATTACHMENTS&gt;&gt;&gt;

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
OS2	The estimated base cost (\$181,107) is not correct when applying the cost of 1 every 3 years @ \$60,000 each (\$180,000). This was the base cost used in the 2015 and 2017 plan and if 1 every 3 years has been provided then this should potentially be reduced as at least 2 of these should have been provided. Therefore, there should be items shown in the completed items.	<p>It is unclear what these sportsground embellishments are for or to what sportsgrounds they apply to. Therefore, there is no transparency and the nexus (demand) is NOT proven.</p> <p>As there is local open space and playgrounds embellishments to be provided within the development areas under their local infrastructure, this cost cannot be attributed to the increase in new residential development.</p>	<p>Council acknowledges a typo in OS2 and will amend the schedule to show the estimated base cost to be \$180,000.</p> <p>Council has completed numerous items using the allocated funds plus general revenue. This item relates to sportsgrounds, not open space and playgrounds.</p> <p>These works apply to all sportsgrounds. Embellishments are modifications to existing sports ground facilities to cater for greater use, such as lighting to provide longer hours of operation. This is to cater for new demand generated from residential developments. Only \$180,000 will be spent over the 10 year contributing population growth.</p> <p>The schedule to be adjusted to reflect above comments</p>	Adjust schedule
OS3	The estimated base cost (\$270,191) is not correct when applying the cost of 1 every 3 years @ \$60,000 each (\$180,000). This was the base cost used in the 2015 and 2017 plan and if 1 every 3 years has been provided then	It is unclear what these playgrounds and embellishments are for or where they are to be applied. Therefore, there is no	Council acknowledges a typo in OS3 and will amend the schedule to show the estimated cost for each playground being \$90,000 and the estimated base cost to be \$270,000.	Adjust schedule

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	this should potentially be reduced as at least 2 of these should have been provided. Therefore there should be items shown in the completed items.	transparency and the nexus (demand) is NOT proven.  As there is local open space and playgrounds embellishments to be provided within the development areas under their local infrastructure, this cost cannot be attributed to the increase in new residential development.	Council has completed numerous items using the allocated funds plus general revenue.  These works apply to all playgrounds and open space. Embellishments are additions to cater for new demand generated from residential development.  The schedule to be adjusted to reflect above comments	
OS5	How can the cost of installation of competition lights be solely apportioned to the increase in residential development. It is agreed that the new residential development will place a demand but not 100% and they are to benefit the entire Orange population.	Reasonableness is not satisfied as the total cost cannot be apportioned to the increase in residential development when the entire City will benefit.	The current layout and facilities have served the sport for a number of years but the increase in the population has placed a greater demand on the existing facilities. Lighting will extend usage into afternoons and night and reduce the need for additional fields.	No
OS10	This item appears to have undergone a name change from Bloomfield Area Precinct-upgrade to Gosling Creek and environs masterplan. This is either a major typo or is very deceptive in trying to shift previously identified contributions to a different area.	Reasonableness is not satisfied as the total cost cannot be apportioned to the increase in residential development when the entire City will benefit. Therefore, there is no transparency and the nexus (demand) is NOT proven.	Gosling Creek and Environs is located within the Bloomfield Area Precinct. The name change for this item is to provide a more descriptive item name that provides details of a specific area within the Bloomfield Area.  The current facilities have served the City for a number of years but the increase in the	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	Either way the cost of the upgrade cannot be solely apportioned to the increase in residential development as it is for the benefit of the entire Orange population.		population has placed a greater demand on the existing facilities. Existing population has already contributed to current facilities. It is appropriate that the extra population be accountable for this additional facility.	
OS21	What does the Anzac Park expansion/facility upgrade actually entail? How has the increase in population been proven to require this upgrade?	Nexus is not proven	The original concept design for the Anzac Park stadium identified the need for further expansion to cater for future population growth. The expansion includes additional indoor courts and parking. The works will be moved to "Works required to address both current and future needs" to better address the shared nature of the works.	Adjust schedule
OS14	The synthetic athletics track has been identified to serve both current and future needs. Therefore, the cost MUST be apportioned with consideration of the future growth into the future and not just the next 10 years.	Apportionment of cost is not reasonable.	The synthetic athletics track will be constructed as part of OS30 Sporting Precinct – Sir Jack Brabham Park, the TEC has been reduced to \$0 as it is included within the OS30 budget.  Upon completion of the project the total costs will be evaluate and if appropriate the project will be removed from the plan.	Adjust schedule
OS15 &	This item carries the same heading as Item 15b and Item 15a in 2017 plan. We note 15b was never identified in the 2017 plan but has magically appeared as a completed item in	Nexus is not proven. There is NO transparency and Apportionment is not reasonable.	Parts of the Wade Park Master Plan has been included while other works are outstanding. Therefore, there is contribution for future	No



Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
OS15b	<p>this plan and is identified as Indoor Cricket Centre. The amount shown is significantly less than what the true cost would be, but the question is where was it identified previously and if the total amount was in Item 15 why has Item 15 not been reduced.</p> <p>If the demand is there to improve the facilities for Wade Park then how is the new sporting complex (OS30) justified or is the new sporting complex just on the "wish list"?</p>		<p>works and a contribution for recoupment of costs expended to date.</p> <p>The different sporting facilities across the city cater for different sports, therefore there is a need for multiple city-wide facilities.</p>	
OS20	<p>What does Showground Development actually mean? How does the residential development place an increase on demand on who knows what?</p> <p>The base cost shown in OCP2022 is reduced from the 2017 plan with no explanation. It is assumed that Item 20a which now appears in completed works was originally part of Item OS20.</p>	Nexus is not proven	<p>The showground development means the further development of the showground precinct to accommodate for future growth of the facility.</p> <p>Yes, OS20a (Naylor Pavilion) was a component of OS20 in 2017 which has now been constructed and is being recouped.</p>	No
OS30	What is the true cost of the sporting precinct and how much grant money has been committed. The sporting precinct will no doubt serve the Orange population for more than the next 10 years and as such the long	Reasonableness is not satisfied as the nexus to the demand is not proven when other facilities are being developed under this plan. Apportionment of cost is not reasonable as the facility benefits the wider region and future populations beyond this plan, and the	Post the exhibition of the draft Plan, the sporting precinct has secured grant funding that currently matches the estimate cost of the project, and the project cost has been reduced to \$0 in the contribution plan.	Adjust schedule

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	term population projection MUST be used to have an equitable apportionment of cost.  Developer contributions cannot be required to pay for upgrade to existing facilities to meet demand as well as pay for a new facility.	cost should be apportioned over the future population and not just the 10years of this plan.	Upon completion of the project the total costs will be evaluate and if appropriate the project will be removed from the plan.	
OS11	Developer contributions cannot be applied to maintenance of a facility. The rehabilitation including levelling and topsoiling is deemed to be maintenance and therefore should not be in the 2017 plan or this plan.	Nexus to new development is not proven as this is deemed to be maintenance works.	The works are not maintenance but additional works to upgrade the fields to a competition level.	No
OS13	How can the cost of installation of training lights be solely apportioned to the increase in residential development? It is seen as more an expectation of the community. It is agreed that the new residential development will place a demand but not 100% and they are to benefit the entire Orange population.	Reasonableness is not satisfied as the total cost cannot be apportioned to the increase in residential development when the entire City will benefit.	The current facilities have served the sport for a number of years but the increase in the population has placed a greater demand on the existing facilities. Training lights provided longer operating hours to service a greater portion of the community. Existing population has already contributed to current facilities. It is appropriate that the extra population be accountable for this additional facility.	No
C1	The proposed land acquisition for the community centre in South Orange appears to have a high m <sup>2</sup> rate (\$60) applied when	Reasonableness does not appear to be satisfied on a cost basis.	It is expected that land will need to be acquired under Just Terms Compensation which has a higher rate than basic land value.	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	<p>considering other open space m<sup>2</sup> rates used in the plan in South Orange (\$30). The land cost has not been adjusted for increases in land value and is not supported by a land valuation.</p> <p>This item must be included in the Shiralee Local facilities as it is there supposedly to serve that area particularly as community centres are proposed for other development areas. Other development areas cannot be made to contribute to a community facility in their area as well as one in South Orange.</p> <p>Is this a community expectation or is it a wish list item?</p>	<p>Nexus is not proven to the residential growth.</p> <p>Reasonableness is not satisfied with regard to apportionment of cost.</p>	<p>It will serve all of Orange. It is noted that the contribution covers the cost of land acquisition only. Council will provide the community building using funds from other sources.</p>	
C3	<p>The youth facilities are no doubt available to all youths across Orange and not just those from the new residential areas, therefore the cost should be apportioned to entire population of Orange. There has been no increase/indexation of the costs provided from the 2017 plan to this plan.</p>	<p>Reasonableness is not satisfied with regard to apportionment of or actual cost.</p>	<p>The current facilities have served Orange's youth for a number of years but the increase in the population has placed a greater demand on the existing facilities and the need for new facilities.</p> <p>It is to be noted that the schedule shows an indexed increase in cost from \$546,000 to \$620,000.</p>	No
C4	<p>The museum and business centre will be available to the entire population of Orange. Whilst the cost is noted as being apportioned</p>	<p>Reasonableness is not satisfied with regard to apportionment of or actual cost.</p>	<p>Indexation was not applied to the complete items.</p>	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	there is no indication of what the entire cost is and therefore it is not transparent as to how the apportionment of cost has been applied. There has been no increase/indexation of the costs provided from the 2017 plan to this plan.			
C5	<p>This item seems to have been removed from this plan, yet it was in the 2017 plan. If this plan is a review of the 2017 plan, what happened to this item. Has it been completed or just removed because it is not required? If completed, it should be shown to account for costs.</p> <p>The Conservatorium of Music/Planetarium (Preliminary)</p>	No Transparency.	Item C5 was removed as the item in 2017 was for the purchase of land for the facility. The facility is now being built on Council owned land, therefore it has been removed.	No
All Items	<p>General comment on all items regarding the contribution catchment. Refer to Item No. 6 detailed earlier in this submission that deals with the reasonable apportionment of costs for new residential development.</p> <p>The contribution catchment has not changed from the 2017 plan of 7388 yet the development yields have changed.</p> <p>There appears to be a lot of shuffling of cost amounts with no explanation. One can only</p>	Reasonable for all items needs to be proven by a robust traffic study and Transport Strategy for the entire City of Orange. Until that is done there will not be clear direction for development of this city or will the contributions be considered reasonable by nexus or cost apportionment.	See response to Note 6.	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	wonder if this has been done in order to arrive a certain monetary amount for the overall contribution to keep contributions close to the capped limit.			
RC5	This item has seen an increase in base cost of \$451,731.70 (18%) from the 2017 plan. This is on top of a 47% increase from the 2015 to 2017 plan. This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation. What has justified the additional increase particularly after the substantial increase from 2015 to 2017?	Reasonableness not proven by cost increase or available information.	This item in the Draft 2022 Plan includes more appropriate costings in line with current proposals and costs. No indexation has been applied to these refined costings.	No
RC10	Increase in base cost from \$2,500,000 (2017 plan) to \$13,823,616 (452). This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation. What has justified the additional increase particularly after the substantial increase from 2015 to 2017? No justification provided for the exorbitant increase and therefore no transparency.	Reasonableness not proven by massive cost increase or available information.	This item in the Draft 2022 Plan includes more appropriate costings in line with current proposals and costs. No indexation has been applied to these refined costings.	No
RC12	Increase in base cost from \$4,500,000 (2017 plan) to \$7,047,692 (57%). No justification provided for the exorbitant increase and	Reasonableness not proven by massive cost increase or available information.	The item in the Draft 2022 plan includes more appropriate costings in line with	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	<p>therefore no transparency. This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation. What has justified the additional increase?</p> <p>Cost apportioned to residential development only, yet the demand can be attributed to health precinct and the entire population of Orange for access to the hospital and sporting precinct</p>	Apportionment of cost is no justified.	<p>recent tendered rates. No indexation has been applied to these refined costings.</p> <p>External funding has been excluded from the contribution rate. The contribution rate is calculated by the total estimated cost minus funding with consideration to apportionment.</p> <p>In Council's opinion, the apportionment is correct.</p>	
RC14	<p>Increase in base cost from \$1,750,000 (2017 plan) to \$4,350,000 (149%). No justification provided for the exorbitant increase and therefore no transparency. This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation. What has justified the additional increase?</p> <p>Cost apportioned to residential development only, yet the demand can be attributed to health precinct and the entire population of Orange for access to the hospital and sporting precinct.</p>	<p>Reasonableness not proven by massive cost increase or available information.</p> <p>Apportionment of cost is not justified.</p>	<p>This item in the Draft 2022 Plan includes more appropriate costings in line with current proposals and costs. No indexation has been applied to these refined costings.</p> <p>In Council's opinion, the apportionment is correct.</p>	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
RC106	Increase in base cost from \$750,000 (2017 plan) to \$1,923,077 (256%). This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation. What has justified the additional increase? No justification provided for the exorbitant increase and therefore no transparency.	Reasonableness not proven by massive cost increase or available information.	This item in the Draft 2022 Plan includes more appropriate costings in line with current proposals and costs. No indexation has been applied to these refined costings.	No
RC108	The calculation for the total estimated cost of this item does not appear to be correct. It was our understanding that this item has been completed and as such should be shown that way with the final cost less government grants.	Information is not accurate	Item has been moved to Works – Existing – Distributor Road (Southern Feeder Road), costs price updated to Actual, Indexed Cost for completed items.	Yes
RC105	The calculation for the total estimated cost of this item does not appear to be correct. It was our understanding that this item has been completed and as such should be shown that way with the final cost less government grants.	Information is not accurate	Item has been moved to Works – Existing – Distributor Road (Southern Feeder Road), with costs updated to Actual, Indexed Cost for completed items.	Yes
RC21	Traffic has increased along this section of road as a result of the mine, commercial developments along Peisley Street and the base hospital on Forest Road. Therefore, the apportionment of cost cannot be reasonably applied to the residential development.	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from residential development.	Required due to construction of SFR and future population demands from the South Orange development areas.	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	The item claims an SFR Nexus but it is our opinion there are many contributing factors resulting in the required upgrade, not residential development.			
RC26a	<p>This item has seen an increase in base cost of \$123,077 (4.4%) from the 2017 plan. This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation.</p> <p>The requirement for this upgrade is predominantly a result of industrial development in the area and some additional residential development contemplated in the Greater Waratahs area. As a result the cost can only be apportioned to those developments and not the entire residential development demand.</p> <p>It is our understanding that Council has been provided Government funds to carry out this work but there is no way on knowing is the amount has been deducted from the cost of this item.</p>	Reasonableness not proven by massive cost increase or available information	<p>The item in the Draft 2022 plan includes more appropriate costings in line with recent tendered rates. No indexation has been applied to these refined costings.</p> <p>External funding has been excluded from the contribution rate. The contribution rate is calculated by the total estimated cost minus funding with consideration to apportionment.</p> <p>In Council's opinion, the apportionment is correct.</p>	No



Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
RC17	Realignment of Ophir Road & Winter Street.	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from residential development.	This project will not be funded from S7.11 contributions and will be removed from the schedule.	Yes
RC104	What is the total cost of the beautification of Summer Street and where is this documented? It appears that a number has been “plucked out of the air” with a 10% apportionment applied. How does the residential development create a need for this work and therefore prove a nexus?	Reasonableness is not satisfied as the nexus to the demand is not proven. Apportionment of cost is not reasonable as the true costs are not justified or the arbitrary apportionment chosen.	Estimates of costs have been undertaken and the contribution is approximately 10% of the expected project costs.	No
RC111	New item added under this plan claiming an NDR Nexus. If this was indeed an NDR Nexus it should have been in previous contributions plans. If there is a need for an intersection upgrade it would solely be apportioned to new industrial and residential development that would use this for access from Clergate Road. There is no nexus to residential development in other development areas.	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Council notes the comments and agrees that the additional demand causing congestion at this intersection is due to the residential growth to the north. Council has amended the Plan to reflect this.	Yes
RC112	New item added under this plan – Road upgrade Clergate Road Upgrade – Pearce’s Lane (Rail Crossing to Ralston Drive).	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase	Council acknowledges your comments and notes that this item will be apportioned to Rosedale Gardens and Greater Waratahs and removed from Roads and Traffic.	Yes

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	Any need for this item would solely be apportioned to new industrial and residential development in that area. There is no nexus to residential development in other development areas. This item should appear in the local facilities for the relevant development area.	in population resulting from all residential development.		
RC113	<p>New item added under this plan – Road upgrade – Murphy’s Lane upgrade (900m) from Mitchell Highway.</p> <p>Any need for this item would solely be apportioned to new residential development in that area. There is no nexus to residential development in other development areas.</p> <p>This item should appear in the local facilities for the relevant development area.</p>	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Council acknowledges your comments. This item will be moved to Molong Entrance Local Area Facilities. The Plan will be amended accordingly.	Yes
RC114	<p>New item added under this plan – Intersection upgrade – Gorman Rd/Murphy Ln Intersection upgrade.</p> <p>Any need for this item would solely be apportioned to new residential development in that area. There is no nexus to residential development in other development areas.</p>	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	Council acknowledges your comments. This item will be moved to Molong Entrance Local Area Facilities. The Plan will be amended accordingly.	Yes

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	This item should appear in the local facilities for the relevant development area.			
RC4	Cost should be apportioned correctly based on actual road usage. Refer to Item No.6 detailed earlier in this submission.	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	See detailed response to Item No. 6	No
RC103	Has this item actually been completed? Why are there still traffic barriers on this section of road?		Council is working with the Contractor to complete this work. Project costs are finalised, and the project has been moved to completed items.	No
RC72 –RC79 RC80, RC82 RC86,RC90, RC100  RC1 & RC5a	Cost should be apportioned correctly based on actual road usage. Refer to Item No.6 detailed earlier in this submission.	Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	See detailed response to Item No. 6.	No
RC8	Completed Item, but what is the true cost and what proportion was funded by Government grants?	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	The project costs have been updated to reflect actual project costs; less contributions received via. external funding. The S7.11 apportionment has been applied to the total project costs, except where external funding exceeds this value at which point the total	Yes

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
			recoupment costs limited to total council contribution component.	
RC 9	Completed Item, but what is the true cost and what proportion was funded by Government grants?	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	The project costs have been updated to reflect actual project costs; less contributions received via. external funding. The S7.11 apportionment has been applied to the total project costs, except where external funding exceeds this value at which point the total recoupment costs limited to total council contribution component.	Yes
RC11	Completed Item, but what is the true cost and what proportion was funded by Government grants?	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	The project costs have been updated to reflect actual project costs; less contributions received via. external funding. The S7.11 apportionment has been applied to the total project costs, except where external funding exceeds this value at which point the total recoupment costs limited to total council contribution component.	Yes
RC25	Completed Item, but what is the true cost and what proportion was funded by Government grants?	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	The project costs have been updated to reflect actual project costs; less contributions received via. external funding. The S7.11 apportionment has been applied to the total project costs, except where external funding exceeds this value at which point the total recoupment costs limited to total council contribution component.	Yes

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
RC26	Completed Item, but what is the true cost and what proportion was funded by Government grants? We understood the majority of these works were funded by a government grant.  There is a substantial difference in the base cost amount from the 2017 plan to the actual amount shown for the completed cost.	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	The project costs have been updated to reflect actual project costs; less contributions received via. external funding. The \$7.11 apportionment has been applied to the total project costs, except where external funding exceeds this value at which point the total recoupment costs limited to total council contribution component.	Yes
RC16	Completed Item.  There is a substantial difference (-\$810,000) in the estimated cost from the 2017 plan to the actual amount shown for the completed cost.	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	The project received external funding, with the amount listed in the plan for recoupment reflecting the total contributions required by Council at completion.	No
RC107	Completed Item.  There is a substantial difference (-\$380,000) in the estimated cost from the 2017 plan to the actual amount shown for the completed cost.	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	The project received external funding, with the amount listed in the plan for recoupment reflecting the total contributions required by Council at completion.	No
RC110	Completed Item.  Hill street was realigned as part of NDR works in approximately 2005, for which contributions were collected under the 1999 contributions plan. As a result of commercial development at the intersection of the NDR	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	There is a nexus between the traffic generated by the residential development in North Orange and the increased traffic volumes along Hill Street and NDR.  The project costs have been updated to reflect actual project costs; less contributions	Yes

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	<p>&amp; Telopea Way and more through traffic than was anticipated by Council, a new link road was constructed to alleviate traffic congestion at the intersection of Telopea Way and the NDR. This link road will now place additional traffic at the intersection of William Maker Drive and the NDR requiring a new traffic facility. Council decided to realign Hill Street back to near its original location to reduce an intersection.</p> <p>There is no nexus to the residential development. It is clearly a result of Council poor planning, commercial development in the vicinity, the Waratahs Sports complex and the higher than expected traffic volumes.</p>		received via. external funding. The S7.11 apportionment has been applied to the total project costs, except where external funding exceeds the 29% remaining traffic apportionment at which point the total recoupment costs limited to total council contribution component.	
RC109	<p>Completed Item.</p> <p>There is a substantial difference (-\$374,000) in the estimated cost from the 2017 plan to the actual amount shown for the completed cost.</p>	No Transparency. Reasonableness is not satisfied with regard to apportionment of cost or nexus not proven that demand is a result of an increase in population resulting from all residential development.	<p>There is a nexus between the traffic generated by the residential development in North Orange and the increased traffic volumes along Hill Street and NDR.</p> <p>The project received external funding, with the amount listed in the plan for recoupment reflecting the total contributions required by Council at completion.</p>	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
All Items	It is unclear why a number of items included in the 2017 plan have now been removed from OCP2022 whilst others have remained as completed, even though there appears to be a surplus of funds held by Council for these items. One can only assume that this has been done to maintain the contributions as close to or at the capped limit.	Apportionment of cost is not clear or transparent.	<p>For clarity, the 2023 schedule has been adjusted to reflect that outstanding projects listed in Waratahs Local Area Facilities that were included in the 2017 plan will still need to be constructed but have no requirements for contribution under the current plan. This is shown by having a contributing population of zero, resulting in a \$0 contribution rate.</p> <p>Projects completed under the 2017 plan have been removed from the new schedule as recoupment is not required.</p> <p>The Less Contribution Held figure has been reduced to reflect the anticipated project costs for future construction coming from available funds.</p>	Yes
W23	Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the land to be acquired. The land value has not been adjusted or indexed from the original Waratahs contributions plan prepared in 2005, 17 years ago, yet land prices have more than doubled.	Reasonableness is not satisfied with regard to apportionment of cost.	This item is discussed in Council's covering letter.	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	Project oncosts are calculated at 2% for this item.			
W24	There is no justification or valuation provided to inform the amount shown.  Project oncosts total 20% for this item which is exorbitant for land acquisition particularly when the item above has 2% oncosts.	Reasonableness is not satisfied with regard to calculation of costs.	Oncosts have been reduced.	Yes
W30	This is a new item under this plan as it was not in the 2017 plan even though Item W22 was included. There is no justification or valuation provided to inform the amount shown. Project oncosts total 20% for this item which is exorbitant for land acquisition.  One of the requirements for this is a result of commercial development that has occurred in this area. As a result, the apportionment of the cost solely to residential development is not justified.	Reasonableness is not satisfied with regard to the calculation of or the apportionment of cost.	W30 Is a new item. Land acquisition is required to complete this project outlined in W22. The oncosts reflect a reasonable costs for survey and legal fees associated with land acquisition.  Council holds firm on its position that the demand on this item is born from residential development.	No
W5	With development in the vicinity of this proposed OSD basin all but complete the need for this basin is now, yet Council have indicated that it will occur in 0-5 years, the	Reasonableness is not satisfied with regard to the provision of the infrastructure.	Council notes that this item is required in the immediate future and is currently competing with other works and priorities.	N/A



Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	same timeframe as shown in the 2017 plan which was prepared 5 years ago.			
W8	With development in the vicinity of this proposed OSD basin all but complete the need for this basin is now, yet Council have indicated that it will occur in 0-5 years, the same timeframe as shown in the 2017 plan which was prepared 5 years ago.	Reasonableness is not satisfied with regard to the provision of the infrastructure.	Council notes that this item is required in the immediate future and is currently competing with other works and priorities.	N/A
W22	<p>Increase in base cost from \$120,000 (2017 plan) to \$634,250 (528%). No justification provided for the exorbitant increase and therefore no transparency. This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation. What has justified the additional increase?</p> <p>Cost apportioned to residential development only, yet the demand can be attributed to commercial development in the area.</p> <p>OCP2022 indicates the slip lane will be constructed in 0-5 years, the same timeframe as shown in the 2017 plan which was prepared 5 years ago.</p>	<p>Reasonableness not proven by massive cost increase or available information.</p> <p>Reasonableness is not satisfied with regard to the provision of the infrastructure.</p> <p>Apportionment of cost is not justified.</p>	<p>This item has been edited to combine with other anticipated intersection works at Telopea Way/Farrell Road/Northern Distributor Road.</p> <p>The project has been apportioned 50% to residential development, split between Rosedale Gardens and Greater Waratahs, to reflect that traffic generated from future commercial development is also anticipated to contribute to the requirement to upgrade this intersection.</p>	Yes

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
W9	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space. Some embellishments works have been carried out but there is no costs showing for these completed works. The works schedule requires these works to be carried out within 3 years of land registration.	Reasonableness is not satisfied with regard to the provision or cost of the infrastructure.	Different embellishment rates are used for the varying release areas as each area requires differing levels of embellishment. To date, items falling under item W9 (neighbourhood parks) have not been constructed. These are to be completed in the future.	No
W10	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space. The works schedule requires these works to be carried out within 3 years of land registration, yet the costs indicate no work has been done.	Reasonableness is not satisfied with regard to the provision or cost of the infrastructure.	Different embellishment rates are used for the varying release areas as each area requires differing levels of embellishment. To date, items falling under item W10 (neighbourhood parks) have not been constructed. These are to be completed in the future.	No
W11	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space.		Different embellishment rates are used for the varying release areas as each area requires differing levels of embellishment. To date, items falling under item W11 (neighbourhood parks) have not been constructed. These are to be completed in the future.	No
W25	Has a need for this item been identified? There would appear to be no strategy to	Nexus not proven.	As the 2022 plan covers an extended area and population estimates outside of the	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	support this item given the RNS predates any contemplation of rezoning of land in this area. A new strategy should be prepared to support and inform and prove a nexus for this item.		existing RNS population growth it is reasonable to anticipate demand for a new local facility.	
W12	This item suggest that the bike paths are to be constructed within 3 years of land registration. As there have been some paths constructed in the Waratahs area why is no cost for completed works being shown against this item.	Financial Accountability not satisfied.	Ideally, Council would like to construct within 3 years but changing project priorities can delay the staging for these projects. It is noted that all paths have not been completed, therefore this is why the project hasn't moved to the completed projects. The outstanding costs of works has been edited to reflect the 1064lm of works remaining.	Yes
W28	<p>This is a new item in OCP2022 and refers to a shared cycleway network. Is the demand for this item justified or is it a wish item. If it is justified, then it would have to benefit the entire Orange population now and into the future and as such the cost apportioned accordingly. It cannot be entirely attributed to this area.</p> <p>The timeframe shown for this item is 15-20 years well beyond the life of this plan.</p>	Nexus not proven. Reasonableness is not satisfied with regard to the provision of the infrastructure or cost.	<p>The name has been edited to better reflect the works as a shared pathway. The shared pathway network refers to facilities within the new development area, and where required, connections through to existing facilities. Active transport and recreational use of these facilities is justified through the Active Travel Management Plan and the CSP.</p> <p>The timeframe for delivery for these items reflects the required staging of the development, and the need to wait until development of the area is nearing</p>	Yes

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
			completion to prevent damage to the facilities when constructed.	
W13	This item has changed from a pedestrian overpass in 2010/12 to traffic signals in 2015 to a traffic facility in the 2017 plan to now not appearing in OCP2022. What happened to this item and why isn't it shown if it is completed given that other items are even though there is a surplus of funds shown.	No Transparency or financial accountability.	The traffic facility was constructed as part of the William Maker Drive/NDR/Hill Street roundabout project. Council considers this project as completed and funded, therefore justifying its removal from the 2022 Draft Plan.	No
W6	This item appears in the mapping shown for the works items but does not appear in the works schedules. To comply with Council's development requirements this item is required.	Reasonableness is not satisfied with regard to the provision of the infrastructure.	Council acknowledges this error in the mapping and will amend the Plan.	Yes
NO1	There does not appear to be a valuation or justification as to how a value of \$40/m <sup>2</sup> has been arrived at. Council cannot just use some arbitrary number that suits their needs or what they think they are willing to pay. The location of the open space is not identified on any works plans. The estimated delivery for these items is 15-20 years which is well outside the 10 year life of OCP2022.	Nexus not proven. Reasonableness is not satisfied with regard to the provision of the infrastructure or cost.	<p>This item is discussed in Council's covering letter.</p> <p>Council stands by its oncost calculations, 2% is correct.</p> <p>The contribution catchment is correct and reflects the final adopted Orange Local Housing Strategy.</p>	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	<p>Project oncosts are calculated at 2% for this item.</p> <p>The contribution catchment appears to be incorrect.</p>			
NO2	How has a nexus for this item been proven given it is unclear as to where it is? The estimated delivery for these items is 15-20 years which is well outside the 10 year life of OCP2022.	Nexus not proven.	<p>As the newer areas of the plan were not identified for development at the time the RNS was undertaken, the facilities in these areas have been identified using performance indicators outlined in the NSW Government Architects draft <i>Greener Places Design Guide</i>. Furthermore, the Orange City Council Community Strategic Plan 2022-2023 (CSP) outlines a clear community desire for access to open space and recreation facilities with "Objective 2: A healthy and active community that is supported by sport and recreational infrastructure", and "Objective 7: More for young people to do" both outlining requirements for additional open space and recreational areas.</p> <p>The embellishment costs are project specific, and the development costs of a sports field far exceed general open space</p>	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
			embellishment costs, such as those identified in the Waratahs area.	
NO3	How has a nexus for this item been proven given it is unclear as to where it is? The estimated delivery for these items is 15-20 years which is well outside the 10 year life of OCP2022.	Nexus not proven.	<p>As the newer areas of the plan were not identified for development at the time the RNS was undertaken, the facilities in these areas have been identified using performance indicators outlined in the NSW Government Architects draft <i>Greener Places Design Guide</i>. Furthermore, the Orange City Council Community Strategic Plan 2022-2023 (CSP) outlines a clear community desire for access to open space and recreation facilities with "Objective 2: A healthy and active community that is supported by sport and recreational infrastructure", and "Objective 7: More for young people to do" both outlining requirements for additional open space and recreational areas.</p> <p>The embellishment costs are project specific, and the development costs of a sports field far exceed general open space embellishment costs, such as those identified in the Waratahs area.</p>	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
MRE1 & MRE2	<p>There does not appear to be a valuation or justification as to how a value of \$40/m<sup>2</sup> has been arrived at. Council cannot just use some arbitrary number that suits their needs or what they think they are willing to pay. The location of the open space is not identified on any works plans.</p> <p>Project oncosts are calculated at 30% for this item which is exorbitant for land acquisition.</p>	Nexus not proven. Reasonableness is not satisfied with regard to the provision of the infrastructure or cost.	<p>This item is discussed in Council's covering letter, no changes to the Draft 2022 Plan required.</p> <p>Oncosts have been adjusted down to reflect oncosts of similar land acquisitions.</p>	No
MRE3	How has a nexus for this item been proven given it is unclear as to where it is? Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space. The proposed cost equates to a rate of \$1million/ha or \$100/m <sup>2</sup> . Which is 64.5 times more than any embellishment in the Waratahs area. How or where is the demand for this level of embellishment justified?	Nexus not proven. Reasonableness is not satisfied with regard to the cost of the infrastructure.	As the newer areas of the plan were not identified for development at the time the RNS was undertaken, the facilities in these areas have been identified using performance indicators outlined in the NSW Government Architects draft <i>Greener Places Design Guide</i> . Furthermore, the Orange City Council Community Strategic Plan 2022-2023 (CSP) outlines a clear community desire for access to open space and recreation facilities with "Objective 2: A healthy and active community that is supported by sport and recreational infrastructure", and "Objective 7: More for	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
			<p>young people to do” both outlining requirements for additional open space and recreational areas.</p> <p>The embellishment costs are project specific, and the development costs of a sports field far exceed general open space embellishment costs, such as those identified in the Waratahs area.</p>	
MRE6	Is there a community desire for a Community Building or is it just a wish list of Council's? The demand needs to be proven in order to prove a nexus.	Nexus not proven.	The Orange City Council Community Strategic Plan 2022-2023 (CSP) documents the aspirations and desires of our community. The CSP clearly outlines the communities desire for community infrastructure. The CSP objective 3.2 demonstrates this desire with the community wanting infrastructure and activities to provide an environment where people will feel safe and included. A community building would deliver this objective by proving this infrastructure and a location to undertake activities. There is a nexus and therefore the Plan does not require any amendment.	No



Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
MRE7	It is not clear which section of Gorman Road this item is referring as is not shown on the works maps. Has the need for this upgrade been proven in a study or strategy?	Nexus not proven.	Noted. Council will add MRE7 to map.	Yes
MRE8	<p>Molong/Murphy Intersection. There appears to be some overlap with Items RC113, RC114 and MRE7. When these items are considered all together they total over \$15million worth of works including oncosts. This price appears exorbitant and potentially poorly thought out and costed.</p> <p>RC113 and RC114 are more appropriate to be included under Molong Road Entrance facilities as there is no nexus to other development areas.</p>	Reasonableness is not satisfied with regard to the provision of the infrastructure or cost.	<p>RC113, RC114 have been moved to Molong Road Entrance Facilities, and are now listed as MRE9 and MRE10.</p> <p>Costings for this project have been estimated based on recently tendered rates.</p>	Yes
RG1 & RG2	<p>There does not appear to be a valuation or justification as to how a value of \$40/m<sup>2</sup> has been arrived at. Council cannot just use some arbitrary number that suits their needs or what they think they are willing to pay. The location of the open space is not identified on any works plans.</p> <p>Project oncosts are calculated at 30% for this item which is exorbitant for land acquisition.</p>	Nexus not proven. Reasonableness is not satisfied with regard to the provision of the infrastructure or cost.	Oncosts have been adjusted to reflect land acquisition oncosts in other areas of the plan. Please see detailed response to land valuation questions.	Yes

Item No.	General Comment from Heath [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
RG3	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space. The proposed cost equates to a rate of \$1million/ha or \$100/m <sup>2</sup> . Which is 64.5 times more than any embellishment in the Waratahs area.  How or where is the demand for this level of embellishment justified?	Nexus not proven. Reasonableness is not satisfied with regard to the cost of the infrastructure.	This item is the construction of a sportsfield, not an embellishment. This is a similar allocation for a sportsfield in Waratahs (Item W25). No amendments required.	No
RG7	The section of road needs to be extended to the end of the Bunnings widening otherwise there will be a small piece of road between Miriam Drive and Bunnings that does not get completed.  How has this cost been calculated?	No Transparency in costings	Noted. Description amended to include road from Bunnings to Rosedale development.  Costings are based on recent unit rates and similar projects. Costing to be amended to include extra additional length of road.	Yes
RG8	How does the existing Leeds Parade/NDR roundabout need to be upgraded to cater for development in this area?	Nexus not proven.	This item will be removed from the Rosedale Gardens local facility schedule. Plan to be amended.	Yes.
RG9	Why does the intersection of Telopea Way and the NDR need to be upgraded to cater for development in this area? What level of treatment is proposed beyond the traffic lights? Surely the current design would have catered for expansion and development?	Nexus not proven.	The project has been revaluated and combined with the Telopea Way Slip Lane (W22) to better reflect the intent for an overall intersection upgrade. The project has been apportioned at 50% to residential development, split 62% Greater Waratahs,	Yes

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
			<p>38% Rosedale Gardens to reflect the contributing populations.</p> <p>The current performance of this intersection is a Level C and it is expected that the level of service will continue to reduce with ongoing development. Council has undertaken a traffic study of the North Orange corridor (Clergate Road through to Hill Street) which proposes several possible changes to the intersection to address future demand. As the NDR has recently been transferred to a State Road, any further intersection improvement works will be subject to Transport for NSW approvals.</p>	
All Items	The contribution catchment appears to be incorrect.		The contributing catchment has been reviewed, and matches the catchment shown in the 2022 Housing strategy. It reflects the remaining lots to be developed in Ploughmans Valley, with a boundary adjustment to align with the additional lots identified in the housing strategy.	

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
PV1a	<p>Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the land to be acquired. The land value has not been adjusted or indexed from at least the 2012 contributions plan, 10 years ago, yet land prices have more than tripled in this area.</p> <p>Project oncosts are calculated at 2% for this item.</p> <p>Much of the open space in this area has already been dedicated yet the land area has remained unchanged since 2012 with no items included in the completed items column.</p>	Reasonableness is not satisfied with regard to the calculation of cost. Financial accountability appears to be lacking.	This item is discussed in Council's covering letter.	
PV1b	<p>Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the land to be acquired. The land value has not been adjusted or indexed from at least the 2012 contributions plan, 10 years ago, yet land prices have more than tripled in this area.</p>	Reasonableness is not satisfied with regard to the calculation of cost. Financial accountability appears to be lacking.	This item is discussed in Council's covering letter.	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	<p>Project oncosts are calculated at 2% for this item.</p> <p>Much of the open space in this area has already been dedicated yet the land area has remained unchanged since 2012 with no items included in the completed items column.</p>			
PV10	<p>It is understood that the land identified in this item has already been obtained, yet it is not shown as completed.</p> <p>The purchase of land for road widening in the location shown is required for the construction of the proposed roundabout under Item RC10. There is no nexus between this item and the residential development in this area as it is required for the traffic facilities which are with the Roads &amp; Traffic Management Facilities section.</p>	Nexus not proven. Financial accountability appears to be lacking.	<p>The land identified in PV10 has not been purchased or dedicated at this stage.</p> <p>This land is not required for the construction of a roundabout. The land for the roundabout has already been acquired under item RC5a, as listed for recoupment in the Roads and Traffic portion of the plan. The unshaded portion in the plan is the land previously purchased.</p>	No
PV4	<p>Increase in base cost from \$575,000 to \$1,016,600 (177%) from the 2017 plan.</p> <p>No justification provided for the exorbitant increase and therefore no transparency.</p>	Reasonableness not proven by massive cost increase or available information.	This item in the Draft 2022 Plan includes more appropriate costings in line with current proposals and costs. No indexation has been applied to these refined costings.	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	This is separate to the indexed total cost shown from the 2017 to 2022 plan. It appears that Council may have doubled up on indexation. What has justified the additional increase?			
PV13	This item was completed in 2015 yet still remains as future works.		Council acknowledges this comment, and it is correct. This project has been completed and paid for therefore it will be removed from the Plan.	Yes
PV11	Some of these works have already been carried out by the developer at their cost.  Council should be liable to reimburse the developer as they have levied a contribution. It would have been prudent to have this upgrade done at the same time.		Works have not been undertaken, therefore no amendment to the Plan.	No
PV14	This item refers to a cycleway but only offers a 1.2m wide path. It is our understanding that this has been constructed and should be shown as a completed item.	Financial accountability appears to be lacking.	Noted. This item was only recently completed, post the drafting of the Plan. This will be moved to the completed projects.  The width of the pathway was governed by site constraints.	Yes
PV18	The extent or location of these walkways is unclear and difficult to determine. 3.98km appears to be overestimated and may in fact	Nexus not proven. Reasonableness is not satisfied with regard to the provision of the infrastructure or cost.	This item is the linking of the greater Ploughman's area to the existing walkway network. Description has been changed to	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	not be attributable to the demand from this area.		shared pathways to better reflect the intended nature of the pathways.	
PV6	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space. Some embellishments works have been carried out but there is no costs showing for these completed works. The works schedule requires these works to be carried out within 3 years of land registration.	Reasonableness is not satisfied with regard to the provision of the infrastructure or cost.	<p>Different embellishment rates are used for the varying release areas as each area requires differing levels of embellishment. To date, items falling under item PV6 neighbourhood parks have not been constructed. These are to be completed in the future.</p> <p>It is to be noted that there are some neighbourhood parks that have been constructed within the release area, however these were funded from outside the Plan from other sources, therefore why these are not showing in the completed items list.</p> <p>The embellishments will occur in a works prioritisation for the development area and there is no requirement for this construction within a defined timeframe. Timeframes are estimates and dependant on work priorities.</p>	No
PV19	This is a new item under this plan. We understand there is already a playground provided in the open space in Stirling Avenue. Has an actual demand been	Nexus not proven.	The Orange City Council Community Strategic Plan 2022-2023 (CSP) documents the aspirations and desires of our community. The CSP clearly outlines the	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	identified for this playground or is this just something Council think the people want?		communities desire for community recreational infrastructure. The CSP objective 2 demonstrates this desire with the community wanting sport and recreational infrastructure and activities to provide a healthy and active community. There is a nexus and therefore the Plan does not require any amendment.	
PV2	The completed cost for this item is less than the total estimated cost by exactly \$150,000. Appears to be too convenient.	Financial accountability appears to be lacking.	The recoupment for this item is the same as the total estimated cost that was documented in the 2017 Plan. No change to the Plan required.	No
PV3	The true cost of the upgrade cost is not reflected in the completed costs.	Financial accountability appears to be lacking.	This column only represents the portion of the project cost that is attributed to the Plan, not the total construction cost. No change to Plan required.	No
PV12	The true cost of the Cargo Road upgrade is not shown in the completed cost, only the original 2017 base cost is shown. This is not the true completed cost.	Financial accountability appears to be lacking.	This column only represents the portion of the project cost that is attributed to the Plan, not the total construction cost. No change to Plan required.	No
NW1 & NW2	Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the	Reasonableness is not satisfied with regard to the calculation of cost. Financial accountability appears to be lacking.	This item is discussed in Council's covering letter.  All oncosts are correct and appropriate.	No



Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	<p>land to be acquired. The land value has not been adjusted or indexed from at least the 2012 contributions plan, 10 years ago.</p> <p>Project oncosts are calculated at 2% for this item.</p> <p>Some of the open space in this area has already been dedicated yet the land area has remained unchanged since 2012 with no items included in the completed items column.</p>		For simplicity the open space land acquisition will remain in future acquisition until the completion of all acquisition has occurred.	
NW4	<p>The m<sup>2</sup> rate for this item is \$5 less than item NW2. Yet the land description is the same. This is not consistent or justified.</p> <p>Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the land to be acquired. The land value has not been adjusted or indexed from at least the 2012 contributions plan, 10 years ago.</p> <p>Project oncosts are calculated at 2% for this item.</p>	Reasonableness is not satisfied as it is not fair or equitable. Financial accountability appears to be lacking.	<p>The rates have been calculated based on staff assessment of each site.</p> <p>For simplicity the open space land acquisition will remain in future acquisition until the completion of all acquisition has occurred.</p>	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	Some of the open space in this area has already been dedicated yet the land area has remained unchanged since 2012 with no items included in the completed items column.			
NW3 & NW5	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space. Some embellishments works have been carried out but there is no costs showing for these completed works.	Reasonableness is not satisfied with regard to the provision of the infrastructure or cost. Financial accountability appears to be lacking.	Different embellishment rates are used for the varying release areas as each area requires differing levels of embellishment. Embellishment works undertaken have been funded from sources outside of S7.11, with future embellishment works using S7.11 funds still to be undertaken.	No
NW7 & NW8	After 7 years since the 2015 contributions plan was adopted these facilities still carry the same timeframe as to when they can be expected to be completed, 6-10 years and 11-15 years respectively. Surely their completion should be within the life of this plan, particularly when the contributions being held are in surplus.	Reasonableness is not satisfied with regard to the provision of the infrastructure.	The listed items will occur in a works prioritisation for the development area and there is no requirement for this construction within a defined timeframe. Timeframes are estimates and dependant on work priorities.	No
B2 & B3	Both items identify an apportionment of cost. How is this apportionment calculated?	The apportionment of cost is not proven nor is the nexus as to the demand created by the development.	B2 apportionment was assessed utilising existing Council traffic model. B3 has been removed from the schedule, to reflect its	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
			removal from the Shiralee Local Facilities Schedule.	
PS1	Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the land to be acquired. The land value has not been adjusted or indexed from at least the 2017 contributions plan.  Project oncosts are calculated at 2% for this item.	Reasonableness is not satisfied with regard to the calculation of cost.	This item is discussed in Council's covering letter.  All oncosts are correct and appropriate.	No
PS2 & PS3	The cost of these upgrades appear to be very cheap when compared against other road construction items. Where is the level of upgrade documented or identified? If it is not identified and transparent there is scope for this item to be "interpreted" differently.	Reasonableness is not satisfied with regard to the calculation of cost.	Phillip Street will be bitumen sealed on the current pavement only. Intersection requires minor works with Council covering part of the costs due to current traffic demand.	No
All items	Only the full cost items have been assessed as we believe this to be most prudent.  The capped items appear to have been reduced as required to get to the \$20,000 limit with no explanation of where the		Only the Shiralee Full Cost schedule will be used in the 2023 plan to remove confusion. The application of any cap will be accounted for internally.	Yes

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	additional funds will come from to deliver the proposed infrastructure. A closer examination and clarification of the full cost items may assist in reducing the full cost.			
S1, S2, S3, S4 & S5	<p>Refer to Item No. 3 detailed earlier in this submission that deals with the failure to account for increases in land value over time or to provide an appropriate valuation for the land to be acquired. The land value has not been adjusted or indexed from at least the 2015 contributions plan, 7 years ago, even though land values have more than doubled in the area.</p> <p>Project oncosts are calculated at 2% for this item.</p> <p>Some of the open space in this area has already been dedicated yet no items are included in the completed items column.</p>	Reasonableness is not satisfied with regard to the calculation of cost.	<p>This item is discussed in Council's covering letter.</p> <p>All oncosts are correct and appropriate.</p> <p>No land has been purchased out of this Plan yet.</p>	No
S3	The calculation for the estimated base cost is not correct. It should be \$312,000.	Calculation incorrect	Noted. This will be amended in the schedule.	Yes
S5	The estimated base cost shown of \$ 88,235 is not correct when the actual calculation is made of $3000\text{m}^2 \times \$30/\text{m}^2 = \$ 90,000$	Calculation incorrect	Noted. This will be amended in the schedule.	Yes

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
S7	This item has had the base cost adjusted by the removal of some costs for Item 7a (New item). It would make much more sense to just include the completed section of road in the completed cost column of the same line item. The oncosts are shown as being more than 100% of the new base cost.		Thank you for your comments. Council is retaining its method of presenting this project as it is.  It's noted that there is an error in the full cost. This will be amended.	Yes
S8	This item seems to have been broken into Item S8a and S8b.  Item S8a shows that a section of road from Shiralee Road towards Lysterfield Road for a distance of 190m has been completed. This is NOT correct.	Financial accountability appears to be lacking.	Item S8a has been completed and the schedule is correct.	No
S9	This item has had its base cost reduced from the 2017 plan by approx. \$131,000 with no explanation. What has occurred to allow its removal?	Reasonableness is not satisfied with regard to the calculation of cost.	Part of this road has been completed. There is an item in Works Existing listed as S9a representing the completed section. For Consistency, S9 will be labelled as S9b.	Yes
S12	This item was included in the 2017 contributions plan but has been removed from this plan with no justification. There is a significant need for this item given the volume of traffic.	No Transparency.	This item was removed from the Plan as there is no need for this roundabout as DPI are not development the adjoining land in the near future.	No

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
S14	This item was included in the 2017 contributions plan but has been removed from this plan with no justification. What has occurred to allow its removal?	No Transparency.	Council doesn't consider a roundabout as a necessary intersection treatment.	No
S15	The calculation for the cost of constructing not only this road but others in the Shiralee area must be checked. Whilst we assisted Council with rates, which included allowances for oncosts such survey investigation and design, the 30% allowance for oncosts on top of those rates may mean some oncosts are being doubled up.  For this item it appears the total cost is calculated from the \$170/m <sup>2</sup> meaning that the oncosts are included in the square metre rate.		The oncosts are appropriate and have not been doubled up on.	
S6 to S14 & S16	All of these items have a notation such as (app 66%) or similar. It is not transparent as to whether the base cost is the full cost or the apportioned cost. It is also not clear how these roads are to be built. Recent discussions with Council staff have revealed that their interpretation is that the cost shown is only for them to construct a road between normal kerbs lines, ie does not include kerbs, parking lanes etc.	This area needs to be clarified prior to development in the Shiralee area otherwise it will create continual uncertainty. Stirling Avenue.pv19	Notation has been adjust to "(66% construction)" to avoid misinterpretation as an apportionment rate. The following commentary has been added to the Plan within <i>Table 13: Shiralee contribution requirements</i> ;  "Where the project description includes the notation of "(66% construction)" the roadway is subject to a 66% construction	Yes

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	Unfortunately, there is no transparency in this approach as it does not appear to be documented anywhere and is open to interpretation.		requirement. The Total Estimated Cost covers the cost of road construction from outer bicycle fog line to outer bicycle fog line (66% of the total area of the roadway). Outside the bicycle fog line to the property boundary is the responsibility of the developer adjacent to the roadway."	
S17	The base cost for this item is not consistent with other similar items such as W12 where cycleways are costed at \$200 lineal metre.  Using this consistent approach then the base cost for this item should be 2000m x \$200/lm = \$400,000 plus associated infrastructure NOT \$731,250.	Apportionment is not considered fair or equitable as it not consistent. Lacks financial accountability.	It is not appropriate to apply a consistent unit rate across differing development areas due to associated infrastructure cost specific to a development.	No
S18 & S19	These items are not clear as to where they are applicable leaving it open to interpretation. Are contributions being collected for landscaping on all streets? If not where is the landscaping applicable? If it is, then why are developers also conditioned via development approvals to provide landscaping. The DCP suggest Council will do all landscaping.	No Transparency. Nexus for demand not clarified.	This item refers to the landscaping associated with areas of Council owned land and land frontages. The schedule description has been updated to remove confusion.	Yes

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
S20 & S21	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space. The proposed cost equates to a rate of \$800,000/ha or \$80/m <sup>2</sup> . Which is 50 times more than any embellishment in the Waratahs area.  How or where is the demand for this level of embellishment justified?	Reasonableness is not satisfied as it is not proven that the demand requires such facilities nor is it considered to be fair and equitable. Lacks financial accountability	See detailed response to Item No. 5.	No.
S24	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space.  Is the demand for another Sports area proven? Given the considerable upgrades to other sports ovals included in the plan then surely additional sports areas are not required.  Project oncosts calculated at 25% differing to other areas.	Nexus is not proven as the demand for the facility is not proven when considered on a broader scale. Lacks financial accountability	It was identified that the proposed facility will be required within the Shiralee Area as part of the Shiralee DCP process.	No
S25	Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space.	Reasonableness is not satisfied as it is not proven that the demand requires such facilities nor is it considered to be fair and equitable. Lacks financial accountability	See detailed response to Item No. 5.	No



Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	<p>The rate used for this item is excessive. It calculates out at \$300,000 per hectare compared against other areas where the rate is as low as \$8,000 per hectare.</p> <p>Project oncosts calculated at 25% differing to other areas.</p>			
S26	<p>Refer to Item No. 5 detailed earlier in this submission that deals with the disproportionate rate at which Council have calculated the embellishment of open space.</p> <p>The rate used for this is excessive. It calculates out at \$2,700,000 per hectare.</p> <p>Project oncosts calculated at 25% differing to other areas.</p>	Reasonableness is not satisfied as it is not proven that the demand requires such facilities nor is it considered to be fair and equitable.	See detailed response to Item No. 5.	No
S27 to S35	It is our understanding that Council have changed focus with regard to the provision of some stormwater detention basins. This is evident in how conditions are being imposed on new subdivisions in the area. If this is the case, then the justification for these items MUST be revisited.	Issues with Nexus.	Council has not changed its focus for stormwater management in the Shiralee Area.	No
Land Existing	This is a new item not previously included in the 2017 contributions plan. The item is shown to relate to Items S8b & S9 with completed costs included. From our research	No transparency. Lacks financial accountability	On review this was works not land costs for S8a and S9a, and has been corrected in the schedule to reflect this.	Yes

Item No.	General Comment from [REDACTED]	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) [REDACTED] Comments	Orange City Council Comments	Adjust Plan Yes/No
	there does not appear to be much if any land that has been acquired by Council for these specific road items. For transparency these need to be clarified.			
	We are also concerned about the omission of a key cost item that has not been included in either the 2017 plan or OCP2022, namely the purchase cost and subsequent draining of the Hawke Dam above Hawkes Lane. The Shiralee Development Control Plan identifies an exclusion zone that may not be subdivided or otherwise developed until the dam has been decommissioned or appropriate works have been undertaken to safely convey discharges from the dam." It is understood that Council purchased the land containing the dam for a price of approximately \$1,825,000 and subsequently spent considerable sum of money on draining the dam. This land is not zoned for development and sits outside the Shiralee DCP area, therefore, whilst it may be a strategic purchase to facilitate development in Shiralee, the cost of this purchase should therefore be borne by the development downstream that directly benefits from this Council purchase and not the remaining		Hawkes Dam – this was purchased with funds outside of this Plan and all associated works was funded from sources outside the Plan, therefore not relevant to the Plan.	No

Item No.	General Comment from <div></div>	Are the Principles of Reasonableness (Nexus and Apportionment or Accountability satisfied) <div></div> Comments	Orange City Council Comments	Adjust Plan Yes/No
	ratepayers of Orange City. Whilst Council may choose not to include this item into its contributions plans as it will only increase the contributions further above the \$20,000 capped limit. Council must be accountable to all of the ratepayers of Orange.			



is supportive of Orange City Council's initiative to update its Contributions Planning Framework to ensure that the provision of public infrastructure for the Shiralee Release Area is provided equitably. would however like to raise the following issues for consideration by Orange City Council as part of the finalisation of the Draft Plan:

- + hold the understanding that the current and proposed contributions planning framework for Shiralee Estate would allow for the preparation of a Voluntary Planning Agreement (to be negotiated with Council) the aim of which would be enable the offsetting of contributions payable in respect of new subdivision work through physical provision of (Work Schedule) infrastructure items within respective propertie . wish to confirm their support for this approach provided the offsetting of contributions amounts is calculated and negotiated based on the total actual cost of providing the infrastructure item and not the 'capped cost' estimations which appear in the Draft Plan.
- + Sections 3.6 and 3.7 of the Draft Plan provides the framework to guide development processes involving the dedication of land or provision of a material public benefit (including works-in-kind) in lieu of full or partial payments of monetary contributions. We feel the plan would benefit from greater clarification about whether the framework allows for the offsetting of the total contribution amount (on a per lot basis) or just the component of the contribution amount that relates (in the case of a land dedication) to public open space embellishment, or (in the case of a material public benefit) the component of contribution amount attributed to the specific Works Schedule Item. would not support a framework that proposes only the latter, as this may create a financial disadvantage for new developments in Shiralee, particular where large amounts of land have been identified for public open space purposes within individual property holdings.
- + With regards to 'Works Schedule Table – Shiralee Local Facilities – Full Cost' (refer pg. 97 of Volume 1 of the Draft Plan) the amounts at S11 don't seem to correlate – The base amount is identified to be \$789,999.75, with project on-costs at \$111,281, however the total estimated cost calculates incorrectly a \$445,125, as does the final cost 20107-2022 at \$505,379.34. has noticed similar discrepancies and recommends a review of the tables to ensure the figures are calculating correctly.
- + The Table Heading on Page 94 of Volume 1 of the Draft Plan still refers to the Orange Development Contributions Plan 2017.

Please be advised that also intends to submit a completed Planning Proposal to Orange City Council for its estate at around the end of July 2022 to allow further consideration of housing and infrastructure planning options.

Yours faithfully,

## Response to Submission 2

18 March 2024

Dear

**ORANGE DEVELOPMENT CONTRIBUTIONS PLAN**

Thank you for your submission on behalf of dated 22 Jul 2022 on the Draft Orange Section 7.11 Development Contributions Plan 2022 (Draft Plan). Council officers have reviewed the submission and have provided our responses below.

**Voluntary Planning Agreements**

It is believed that any queries regarding Voluntary Planning Agreements (VPAs) on land subject to Section 7.11 contributions have been resolved with independent of the response to this submission. Please contact us if any further information is required.

**Material Public Benefit**

The provision of material public benefit (including work-in-kind) is done on an agreement basis, and as such any discussions on the intent to undertake a work-in-kind agreement should be had with Council's Development Services staff prior to lodging a development application. These discussions would be able to resolve any queries had regarding the offsetting of part or total contributions.

**Shiralee Local Facilities – S11**

This error has been corrected.

**Shiralee Local Facilities – Incorrect Reference to 2017**

This error has been corrected.

Yours faithfully,

Jason Theakstone

**MANAGER ENGINEERING SERVICES**