



DRAFT FOR EXHIBITION

Roads Area 2

Contributions Plan Amendment 77.2

Projects

02ROAD2001
Culburra Road/ Prince Edward Avenue, Culburra Beach

02ROAD2002
Currarong Road (Western end), Currarong

02ROAD2005
Currarong Road Bridge, Currarong

02ROAD2007
DCP No.41 Area Roads, Callala Bay

02ROAD0011
East and West Crescent, Culburra Beach

Adopted:

Effective:

Reference: 28709-02

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1. Introduction

Shoalhaven City Council's 1993 Contributions Plan (CP) is a comprehensive document covering some 340 projects and has now been in force for some 16 years. Since 1993 the CP has had numerous amendments to reflect the changing nature of development.

There are several factors that have led to a need to amend the CP. Some of these factors include:

- Changes that have occurred in strategies or policies;
- A need for increased flexibility to make implementation of the CP easier;
- A need to spend accumulated S94 funds;
- Changes in project details
- Add new projects where it is appropriate;
- Effect a closer integration between the CP and the long and short term works and financial programs of Council; and,
- Improve the format of the CP.

2. Legal

This Contributions Plan Amendment No. 77.2 has been prepared by Shoalhaven City Council pursuant to the Environmental Planning and Assessment Act and in accordance with the Environmental Planning and Assessment Regulation.

3. Purpose of the Plan

The purpose (aim) of the Contributions Plan Amendment (the Plan) is to fund a proportion of the costs of providing roads and other traffic facilities within Planning Area 2 by way of a levy on new (future) development of land within the relevant project contribution areas.

Further aims of this Plan are to:

- Delete four Area 2 road projects from the CP;
- Retain and update one road project from the CP;
- Create one new Area 2 road project;
- Retain three recoupment road projects for the cost of roads that Council has constructed in anticipation of new development.

4. Deleted Projects

This Plan deletes four Area 2 road projects from the CP.

The main reasons for deleting project are:

- Project completed; and/or

- Project unlikely to be developed.

Any contributions funds available in deleted project accounts will be spent on roads within Planning Area 2.

Details of Area 2 deleted road projects are shown in *Appendix A: Area 2 Projects*.

5. Updated and Retained Project

This Plan updates and retains road project 02 ROAD 2007, currently contained in Shoalhaven Contributions Plan 1993.

Details on road project 02 ROAD 2007 are shown in *Appendix A: Area 2 Projects*.

6. Recoupment Projects

This Plan retains three road projects for which recoupment of costs is sought for roads that Council has constructed in anticipation of new development.

Assuming the relevant benefit areas are fully developed, the Plan seeks to recoup \$298,466 as shown in *Appendix A: Area 2 Road Projects*.

7. New Projects

This Plan contains one (1) new road project:

02ROAD0011	East and West Crescent, Culburra Beach
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Details on road project 02 ROAD 0011 are shown in *Appendix A: Area 2 Road Projects*.

8. Land to which the Plan Applies

The Plan applies to the lands situated within the Contribution Areas associated with the individual road projects contained within this document. The subject areas are shown hatched and bordered by a thick black line on the Contribution Area maps for each road project in this Plan (Appendix C).

The properties which generate demand for a particular road project are generally located adjoining and adjacent to, and gain vehicular access from that road project.

9. Nexus

Where new development requires the construction of roads or the upgrading of existing roads, each additional dwelling (or equivalent tenement - E.T.) will be levied its proportion of the cost.

The proportion of the cost levied on new development will be equivalent to its proportion of traffic usage of the new or upgraded road. This ensures that new development pays an equitable share of the costs associated with providing a suitable road network.

It is assumed that the most direct routes will be used and areas closest to a specific road project create a greater demand.

Council is responsible for the costs apportioned to existing development (including “through” traffic).

Projects have been selected using the following criteria as a guide:

- anticipated traffic volumes;
- use of the road as a bus route;
- grade of the road where it affects the integrity of the pavement;
- proximity and number of dwellings to the road where dust problems may develop; and,
- distribution and density of development along the road.

A number of roads will require upgrading from gravel to a sealed standard due to increasing traffic volumes. The upgrading works involves a seal treatment to the pavement and may include additional drainage and an improved road alignment.

10. Demand Generated by Different Types of Development

The proportion of the cost levied on new development will be equivalent to its proportion of traffic usage of the new or upgraded road. Contributions will be charged per additional equivalent tenement (ET). Table 1 below summarises the formula used to calculate ET's.

Table 1 – Calculation of ET's

Development Type	Base	ET's per dwelling/ m²
Single Dwelling	1.0	Per Dwelling
Multi Unit:		
1 Bedroom	0.4	Per Dwelling
2 Bedroom	0.6	Per Dwelling
3 Bedroom	0.8	Per Dwelling
4 Bedroom	1.0	Per Dwelling
Retail	1.0	Per 10m ²
Office	1.0	Per 100m ²
Industrial	1.0	Per 1,000m ²

11. Contributions Formula**11.1 Standard Development**

For standard developments, the contribution is based on the following formula:

$$\text{Contribution} = \frac{\text{Estimated Project Cost}}{\text{Estimated number of All Benefiting Lots/Dwellings (E.T.'s)}}$$

11.2 Rural Residential Development

For rural residential developments, the contribution is based on the following formula:

$$\text{Contribution} = \frac{\text{Estimated Project Cost}}{\text{Estimated Number of Potential (New) Lots/Dwellings (E.T.'s)}}$$

12. Contribution Rates

Contribution rates relating to individual road projects contained in this Plan are summarised in Table 2:

Table 2 – Contribution Rates

Project	Contribution Rate
02 ROAD 2001 Culburra Road/Prince Edward Avenue, Culburra Beach (Recoupment project)	\$197.90 / E.T.
02 ROAD 2002 Currarong Road (Western end), Currarong (Recoupment project)	\$383.84 / E.T.
02 ROAD 2005 Currarong Road Bridge, Currarong (Recoupment project)	\$304.20 / E.T.
02 ROAD 2007 DCP 41 Area Callala Bay	\$13,270.17 / E.T.
02 ROAD 0011 East and West Crescent Culburra Beach	\$14,320.27 / E.T.

These rates are adjusted annually in line with the Implicit Price Deflator.

For additional information relating to contribution rates, refer to the *Apportionment and Estimated Cost Tables* in the appendices to this Plan.

13. Review of contribution rates

Contribution rates will be adjusted annually on 1st July in line with movements in the Implicit Price Deflator (New Engineering & Construction) published by the Australian Bureau of Statistics.

The cost of works proposed by the Plan (including land values) may also need review over time if there is a concern that the indexation of costs may not be adequately reflecting actual current costs.

It is anticipated that all projections, costs and assumptions are reviewed at five yearly intervals, generally in line with Census dates. Where significant departures from this Plan occur, Council will consider amending this Plan.

14. Estimated Costs

Estimated costs associated with individual road projects are shown in *Appendix B* of this Plan.

Estimated costs are adjusted annually in line with the Constant Price Index.

For additional information relating to the estimated cost of projects, refer to the *Apportionment and Estimated Cost Tables* in the appendices to this Plan.

15. Schedule of Facilities

Road projects selected for inclusion in this Contributions Plan fall into 3 (3) main categories:

- Strengthen an existing sealed pavement
- Upgrade an existing gravel pavement to a sealed road standard
- Other traffic devices, facilities and road works, such as:
 - a new road
 - widening an existing road
 - a new bridge
 - a new traffic facility
 - an upgraded intersection.

16. Timing

In some cases it may not be cost-effective to construct a project until the contribution area generates at least 80% of the demand.

Subject to sufficient development the implementation of projects are anticipated as outlined in Table 3:

Table 3 – Timing

Project	Anticipated Year
02 ROAD 2001 Culburra Road/Prince Edward Avenue, Culburra Beach	Existing
02 ROAD 2002 Currarong Road (Western end), Currarong	Existing
02 ROAD 2005 Currarong Road Bridge, Currarong	Existing
02 ROAD 2007 DCP 41 Area, Callala Bay	Stage I: Completed Stages II and III to be constructed as sufficient funds become available. [Applicant to provide temporary access in the interim]
02 ROAD 0011 East and West Crescent, Culburra Beach	2010/15

17. Payment of contributions

17.1 Method and timing of contributions

Payment of contributions can be made by cash, money order or bank cheque.

A contribution must be paid to the Council at the time specified in the condition of development consent that imposes the contribution. If no such time is specified, the contribution must be paid prior to the issue of a subdivision certificate in the case of subdivisions, or prior to the issue of a construction certificate or complying development certificate in the case of other development.

17.2 Allowance for existing land use

Contributions will be levied on all development according to the estimated increase in demand. An amount equivalent to the contribution attributable to any existing development on the site of a proposed new development will be allowed for in the calculation of contributions.

17.3 Construction certificates and the obligations of accredited certifiers

A certifying authority must not issue a construction certificate for building work or subdivision work under a development consent unless it has verified that each condition requiring the payment of monetary contributions has been satisfied.

In particular, the certifier must ensure that the applicant provides a receipt(s) confirming that contributions have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council. Failure to follow this procedure may render such a certificate invalid.

Where Council has agreed to an alternative payment method (provision of works in kind or other material public benefit, dedication of land, deferred payment or payment by instalments), Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

17.4 Complying development and the obligations of accredited certifiers

Accredited certifiers must impose a condition on a Complying Development Certificate requiring monetary contributions in accordance with this CP, for all types of development.

The conditions imposed must be consistent with Council's standard conditions of consent and be strictly in accordance with this CP. It is the responsibility of accredited certifiers to accurately calculate the contribution and to apply the condition correctly.

17.5 Adjustment of contributions at the time of payment

The contributions stated in the conditions of consent for a development are calculated on the basis of the contribution rates determined in accordance with this CP. If the contributions are not paid within the financial year in which consent is granted, the contributions payable will be adjusted and the amount payable will be calculated on the basis of the contribution rates that are applicable at the time of payment in the following manner:

$$\text{\$CRC} = \text{\$CRP} \times \text{IPDC} \div \text{IPDP}$$

Where:

- \\$ CRC is the amount of the contribution for the current financial year
- \\$ CRP is the amount of the original contribution as set out in the development consent
- IPDC is the implicit price deflator for the current financial year
- IPDP is the implicit price deflator applicable at the time of the original consent
- Current contribution rates are available from Council offices.

17.6 Deferral of payment and payment by instalments

Deferred payment of development contributions may be permitted in exceptional circumstances. For tenants or businesses operating in the Shoalhaven Local Government Area, payment by instalments may also be permitted.

Council will review each situation on its merit and according to the following criteria:

- an application for deferred payment or payment by instalments is to be made in writing to Council explaining the circumstances of the request;
- the decision to allow deferred payment will be at the sole discretion of Council; the timing or the manner of the provision of public facilities included in the works program will not be prejudiced;
- the works project to which the request applies does not relate to public safety or health;
- the amount of the contribution or outstanding balance is not less than \$5,000; the applicant intends to make a contribution by way of a planning agreement, material public benefit, works-in-kind or land dedication in lieu of a monetary contribution and Council and the applicant have a legally binding agreement for the provision of the works or land dedication;
- there are circumstances justifying deferred payment or payment of the contribution by instalments;
- the maximum period of deferred payment of the contribution is two years from the standard payment date;

- the maximum period for payment by instalments is five years from the standard payment date;
- deferred payments and payments by instalments are subject to interest charges equivalent to that applied to overdue rates and an administration charge equivalent to the bank guarantee lodgement fee for subdivision related matters as stated in Council's Fees & Charges.

If Council agrees to accept deferred payment or payment by instalments, Council will require the applicant to provide a bank guarantee with the following conditions:

- the bank guarantee be by a bank equal to the value of the contribution payable or the amount of the outstanding contribution, plus interest and the administration charge;
- the bank unconditionally pays the guaranteed sum to the Council if the Council so demands in writing;
- the bank must 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;
- the bank's obligations are discharged when payment to the Council is made in accordance with the guarantee or when Council notifies the bank in writing that the guarantee is no longer required;
- where a bank guarantee has been deposited with Council, the guarantee shall not be cancelled until such time as the original contribution, accrued interest and other charges are paid.

17.7 Exemption and discounts

Council will not provide exemption to development contributions made under Council's Contributions Plans other than exemptions afforded under direction of the Minister for Planning. Council does not apply discounts to the payment of development contributions.

17.8 Works in kind and other material public benefits

The Council may accept an offer by the applicant to provide an "in-kind" contribution (i.e. the applicant completes part or all of the work/s identified in the CP) or through provision of another material public benefit in lieu of making a monetary contribution as otherwise required under this CP.

Council will consider such alternatives in the following circumstances:

- the value of the works to be undertaken is at least equal to the value of the contribution that would otherwise be required under this CP;
- the value of the works to be substituted must be provided by the applicant at the time of the request and must be independently certified by a Quantity Surveyor who is registered with the Australian Institute of Quantity Surveyors or a person who can demonstrate equivalent qualifications;
- the standard of the works is to Council's full satisfaction;

- Council will require the applicant to enter into a written agreement for the provision of the works;
- the provision of the material public benefit will not prejudice the timing or the manner of the provision of public facilities included in the works program in this Plan; and
- It must not result in piecemeal delivery of any works (e.g. streetscape and public domain works) or likely result in the need to reconstruct the works due to likely future adjacent developments (i.e. normally the works will need to relate to a whole street block or a discreetly defined precinct).

Work in-kind relates to the undertaking of a specific or equivalent work specified in the contributions plan, and is therefore more readily capable, in comparison to other material public benefits, of meeting the above criteria. In accepting other material public benefits, Council must be satisfied that the offer provides a substantial public benefit not envisaged by the CP and that this benefit warrants Council accepting responsibility in fulfilling the intent of the CP notwithstanding a reduction in expected monetary contributions.

If the construction of a work in-kind exceeds the estimated cost in the CP or is proposed by the applicant prior to the timing proposed by the CP, or insufficient funds have been accumulated by the CP to offset the additional cost to the applicant, Council may consider the following:

- provision of the work at the applicant's expense with Council recouping contributions from future development and reimbursing the applicant for costs exceeding the applicant's share, up to the total estimated cost in the CP; or
- provision of the work at the applicant's expense with Council reimbursing the applicant for the costs when such funds become allocated in Council's budget.

Acceptance of any such alternative is at the sole discretion of the Council and will be the subject of a formal agreement between parties. Council may review the value of works and may seek the services of an independent person to verify their value. In these cases, all costs and expenses borne by the Council in determining the value of the works must be paid for by the applicant.

17.9 Goods and Services Tax

Monetary development contributions are exempt from the Federal Government Goods and Services Tax (GST).

17.10 Voluntary Planning agreements

An applicant may voluntarily offer to enter into a planning agreement with Council in connection with a development application. Under a voluntary planning agreement, the applicant may offer to pay money, dedicate land, carry out works, or provide other material public benefits for public purposes. The applicant's provision under a voluntary planning agreement may be additional to or instead of making monetary contributions under this

Plan. Refer to Council's policy on Voluntary Planning Agreements for more information.

17.11 Land dedication

Council may require dedication of land for projects identified in this Plan. Such land will be assessed at the development or subdivision stage when Council will commission a valuation of the subject land. The value of the land may be offset against the monetary contribution.

Where land has not been identified for acquisition in this Plan, a monetary contribution will be required.

17.12 Transitional arrangements

A development application which has been submitted prior to the adoption of this CP but not determined shall be determined in accordance with the provisions of this CP, if this CP is effective at the date of determination of that application, and with the provisions of any other development contributions plans which apply at the date of determination.

18. References

Section 94 Environmental Planning & Assessment Act, 1979;

Clauses 26-38 (inclusive) Environmental Protection and Authority Regulations 2000;

Shoalhaven City Council Contributions Plan 1993; and,

Shoalhaven City Council Contributions Plan Manual.

Development Contributions Plan 2009 Area 2 Roads and Traffic Control,
being this written Statement and accompanying maps, was

Adopted by Council: XXXXXXXXXXXXX

and

Became effective from: XXXXXXXXXXXXX

A handwritten signature in black ink, appearing to read 'R D Pigg'.

Russ Pigg
General Manager

Appendix A – Area 2 Projects

Deleted Projects

PROJECT NUMBER	DESCRIPTION	REASON FOR DELETION	S94 BALANCE	RECOMMENDATION
02ROAD0006	Coonemia Road Bridge Coonemia, Wollumboola	Project completed R2R funding	\$27,245.19	Allocate to improve Coonamia Road
02ROAD0008	Coonamia-Culburra Link Road Construct, Wollumboola	Unlikely to be developed	\$83,000.26	Allocate to improve Culburra Road
02ROAD0009	Coonamia-Culburra Link Road Acquisition, Wollumboola	Unlikely to be developed	\$0.00	
02ROAD0010	Wollumboola Subdivision, Wollumboola	Unlikely to be developed	\$0.00	
		Total =	\$110,245.45	

Updated and Retained Projects

PROJECT NUMBER	DESCRIPTION	COUNCIL SHARE	%	DEVELOPMENT SHARE	%	ESTIMATED COST
02 ROAD 2007	DCP No.41 Area Roads, Callala Bay	\$0	0.0%	\$1,194,316	100.0%	\$1,194,316

Recoupment Projects

PROJECT NUMBER	DESCRIPTION	COUNCIL SHARE	%	COUNCIL SPENT	%	Amount to be RECOUPED
02 ROAD 2001	Culburra Rd/Prince Edward Ave, Culburra Beach	\$476,347	64.3%	\$740,940	100.0%	\$264,593
02 ROAD 2002	Currarong Road, Currarong	\$209,574	91.5%	\$229,150	100.0%	\$19,576
02 ROAD 2005	Currarong Road Bridge, Currarong	\$166,093	82.8%	\$180,390	100.0%	\$14,297
					Total to be Recouped =	\$298,466

New Projects

PROJECT NUMBER	DESCRIPTION	COUNCIL SHARE	%	DEVELOPER SHARE	%	ESTIMATED COST
02 ROAD 0011	East/ West Streets, Culburra Beach	\$57,281	3.1%	\$1,790,034	96.9%	\$1,847,315

Appendix B – Apportionment and Estimated Cost Tables

1.	Locality	Culburra Beach									
2.	Project Description	Culburra Rd/Prince Edward Ave									
3.	Project No.	02 ROAD 2001 Recoupment Project									
4.	Actual Cost	\$740,940									
5.	Contributions Apportionment Table										
BENEFIT AREA 02 ROAD 2001 RECOUPMENT	ESTIMATED EQUIVALENT TENEMENTS (lots / dwellings)				ESTIMATED APPORTIONMENT			CONTRIBUTION RATE per E.T. (lot / dwelling)	Council Share	Development Share	
	Existing	Infill	Potential	Total	Vehicles per Day	% Traffic Generation	Area Cost		64.29%	35.71%	
	ORIENT POINT	324	11	0	335	3,350	8.95%		\$66,297	\$64,120	\$2,177
	CULBURRA BEACH	2,076	214	96	2,386	23,860	63.73%		\$472,191	\$410,842	\$61,349
	CULBURRA EXPANSION	0	0	1,000	1,000	10,000	26.71%		\$197,901	\$0	\$197,901
	RURAL	7	0	16	23	230	0.61%		\$4,552	\$1,385	\$3,166
	Assumed Through Traffic	0	0	0	0	0	0.00%		\$0	\$0	\$0
				3,744	37,440	100.00%	\$740.940	\$197.90	\$476,347	\$264,593	

02 ROAD 2001 Project Cost

Upgrade and Seal	Length	Width		Quantity	Rate		Total	% Est. Cost
3.5 to 4.4km from Pyree	900	m	x	8	7,200	m2 x \$24.59	= \$177,060	23.90%
5.55 to 6.35km from Pyree	800	m	x	8	6,400	m2 x \$24.59	= \$157,380	21.24%
8.3 to 9km from Pyree	700	m	x	8	5,600	m2 x \$24.59	= \$137,695	18.58%
0.15 to 0.85km fr Culburra	700	m	x	8	5,600	m2 x \$24.59	= \$137,695	18.58%
Pavement	3,100	m	x	8	24,800	m2 Sub-Total	= \$609,830	82.30%
Design					3.0%	x \$609,830	= \$18,300	2.47%
Supervision					3.0%	x \$609,830	= \$18,300	2.47%
Administration and On-costs					15.5%	x \$609,830	= \$94,510	12.76%
Project Cost							= \$740,940	100.00%

1.	Locality	Currarong									
2.	Project Description	Currarong Road									
3.	Project No.	02 ROAD 2002 Recoupment Project									
4.	Actual Cost	\$229,150									
5.	Contributions Apportionment Table										
BENEFIT AREA 02 ROAD 2002 RECOUPMENT	ESTIMATED EQUIVALENT TENEMENTS (lots / dwellings)				ESTIMATED APPORTIONMENT			CONTRIBUTION RATE per E.T. (lot / dwelling)	COUNCIL SHARE	DEVELOPMENT SHARE	
	Existing	Infill	Potential	Total	Vehicles per Day	% Traffic Generation	Area Cost		91.46%	8.54%	
	CURRARONG	546	6	41	593	5,930	99.33%		\$227,615	\$209,574	\$18,040
	RURAL	0	0	4	4	40	0.67%		\$1,535	\$0	\$1,535
	Assumed Through Traffic					0	0.00%		\$0	\$0	\$0
				597	5,970	100.00%	\$229,150	\$383.84	\$209,574	\$19,576	

02 ROAD 2002 Project Cost

Upgrade and Seal	Length	Width	Quantity	Rate	Total	% Est. Cost
1.25 to 1.85 km	600	m x 6.1	3,660	m2 x \$19.95 =	\$73,000	31.86%
3.6 to 4.55 km	950	m x 6.1	5,795	m2 x \$19.95 =	\$115,600	50.45%
				Sub-Total =	\$188,600	82.30%
Design			3.0%	x \$188,600 =	\$5,660	2.47%
Supervision			3.0%	x \$188,600 =	\$5,660	2.47%
Administration and On-costs			15.5%	x \$188,600 =	\$29,230	12.76%
Project Cost =					\$229,150	100.00%

1.	Locality	Currarong									
2.	Project Description	Currarong Bridge and Approaches									
3.	Project No.	02 ROAD 2005 Recoupment Project									
4.	Actual Cost	\$180,390									
5.	Contributions Apportionment Table										
BENEFIT AREA 02 ROAD 2005 RECOUPMENT	ESTIMATED EQUIVALENT TENEMENTS (lots / dwellings)				ESTIMATED APPORTIONMENT			CONTRIBUTION RATE per E.T. (lot / dwelling)	COUNCIL SHARE	DEVELOPMENT SHARE	
						% Traffic Generation			92.07%	7.93%	
	Existing	Infill	Potential	Total	Vehicles per Day		Area Cost				
	CURRARONG	546	6	41	593	5,930	100.00%		\$180,390	\$166,093	\$14,297
	Assumed Through Traffic					0	0.00%		\$0	\$0	\$0
					5,930	100.00%	\$180,390	\$304.20	\$166,093	\$14,297	

02 ROAD 2005 Project Cost

	Length	Width	Quantity		Rate		Total	% Est. Cost
Improvements to Bridge and Approaches			1	item x	\$148,470	=	\$148,470	82.31%
Design			3.0%	x	\$148,470	=	\$4,455	2.47%
Supervision			3.0%	x	\$148,470	=	\$4,455	2.47%
Administration and On-costs			15.5%	x	\$148,470	=	\$23,010	12.76%
Project Cost =							\$180,390	100.00%

1.	Locality	Callala Bay									
2.	Project Description	Development Control Plan No.41 Roads									
3.	Project No.	02 ROAD 2007									
4.	Estimated Cost	\$1,194,316									
5.	Contributions Apportionment Table										
DEMAND AREA 02 ROAD 2007	ESTIMATED EQUIVALENT TENEMENTS (lots / dwellings)				ESTIMATED APPORTIONMENT			CONTRIBUTION RATE per E.T.	Council Share	Development Share	
	Existing	Infill	Potential	Total	Vehicles per Day	% Traffic Generation	Benefit Area Cost		0.00%	100.00%	
	DCP No.41 DEMAND AREA	20	14	56	90	900	100.00%	\$1,194,316	\$13,270.17	\$0	\$1,194,316
	Assumed Through Traffic					0	0.00%	\$0		\$0	\$0
					900	100.00%	\$1,194,316	\$0		\$1,194,316	

Upgrade and Seal Pavement	Quantity		Rate		Total	
Stage 1 Actual Cost	(Already Constructed)		=		\$402,450	
Stage 2 Construction	2,480	m ²	X	\$45.23	=	\$112,164
Survey and Design	1		X	\$1,442	=	\$1,442
Stage 2 Total			=		\$113,606	
Stage 3 Construction	2,500	m ²	X	\$235.92	=	\$589,791
Works on Cost (10%)	1		X	\$58,979	=	\$58,979
Survey, Design and Administration Costs (5%)	1		X	\$29,490	=	\$29,490
Stage 3 Total			=		\$678,260	
Total Cost			=		\$1,194,316	

Note: Unit rates vary due to the differing scope of works involved in the construction of the different stages.

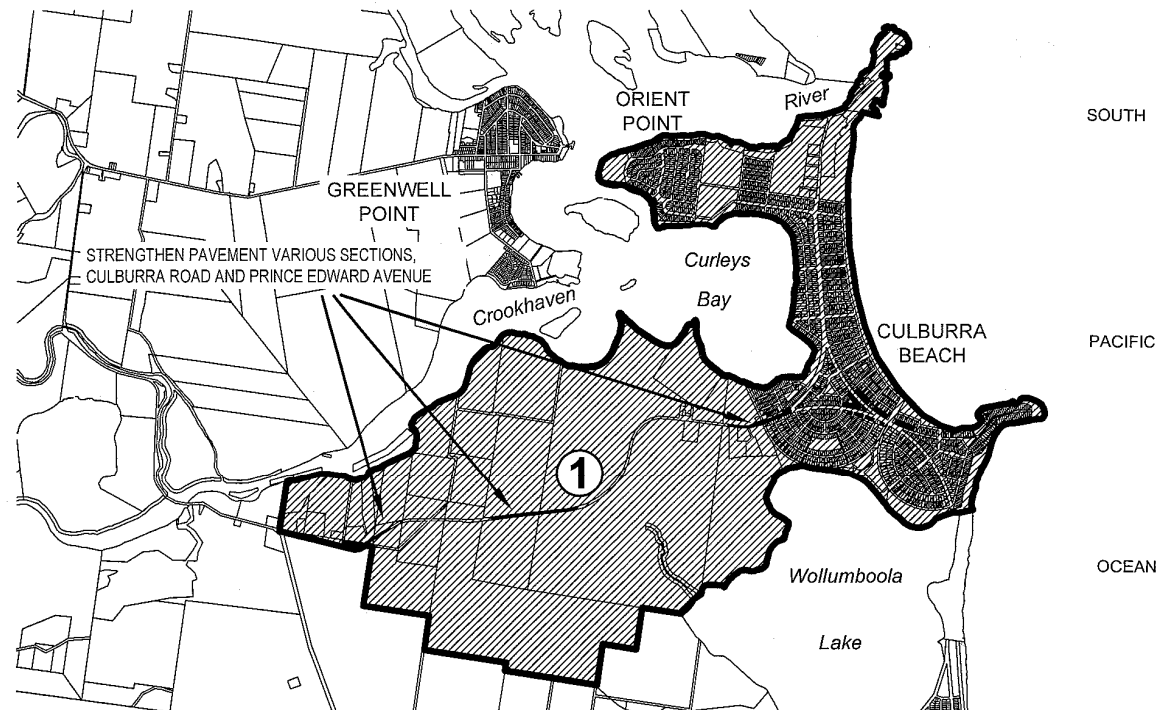
1. Locality	Culburra Beach
2. Project Description	East and West Crescents
3. Project No.	02 ROAD 0011
4. Estimated Cost	\$1,847,315
5. Contributions Apportionment Table	

BENEFIT AREA 02 ROAD 0011	Estimated Equivalent Tenement (lots / dwellings)				Estimated Apportionment			CONTRIBUTION RATE per E.T.	Council Share	Development Share
	Existing	Infill	Potential	Total	Vehicles per Day	% Traffic Generation	Benefit Area Cost		3.10%	96.90%
East and West Streets Benefit Area	4	114	11	129	1,290	100.00%	\$1,847,315	\$14,320.27	\$57,281	\$1,790,034
Assumed Through Traffic					0	0.00%	\$0			
						100.00%			\$57,281	\$1,790,034

02 ROAD 0011 Project Cost

Upgrade and Seal Pavement	Quantity		Rate		Total	
Construction	5,425	m ²	X	\$254.85	=	\$1,382,550
Works on Cost (20%)					=	\$276,510
Survey, Design and Administration Costs (10%)					=	\$138,255
Alteration to Public Utilities					=	\$50,000
Total					=	\$1,847,315

Appendix C – Contribution Area Maps



SHOALHAVEN CITY COUNCIL

DRAFT S94 CONTRIBUTION PLAN

ROADS

AMENDMENT NO. 77.2

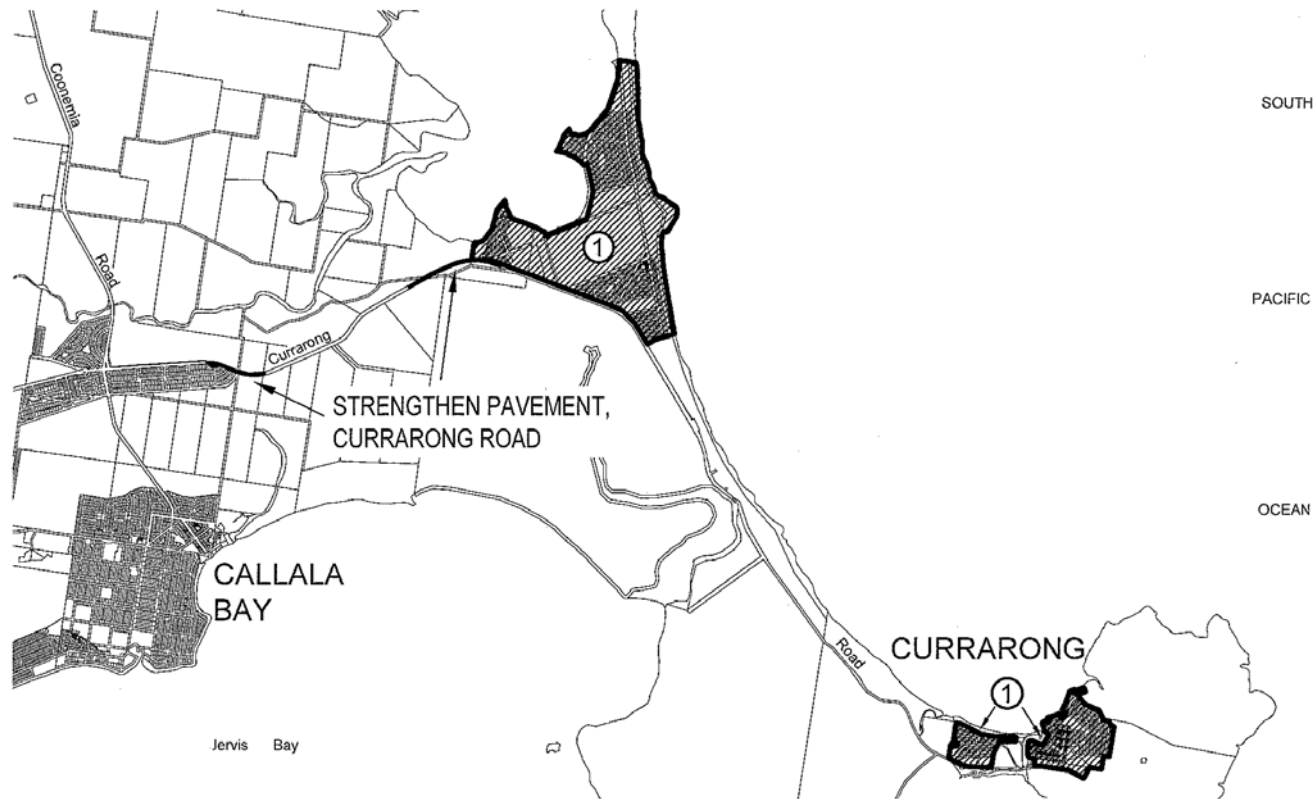
FILE NO: 28709

FACILITY: ROADS

PROJECT: CULBURRA ROAD & PRINCE EDWARD AVENUE, WOLLUMBOOLA
STRENGTHEN PAVEMENT VARIOUS SECTIONS

PROJECT NO.
02 ROAD 2001



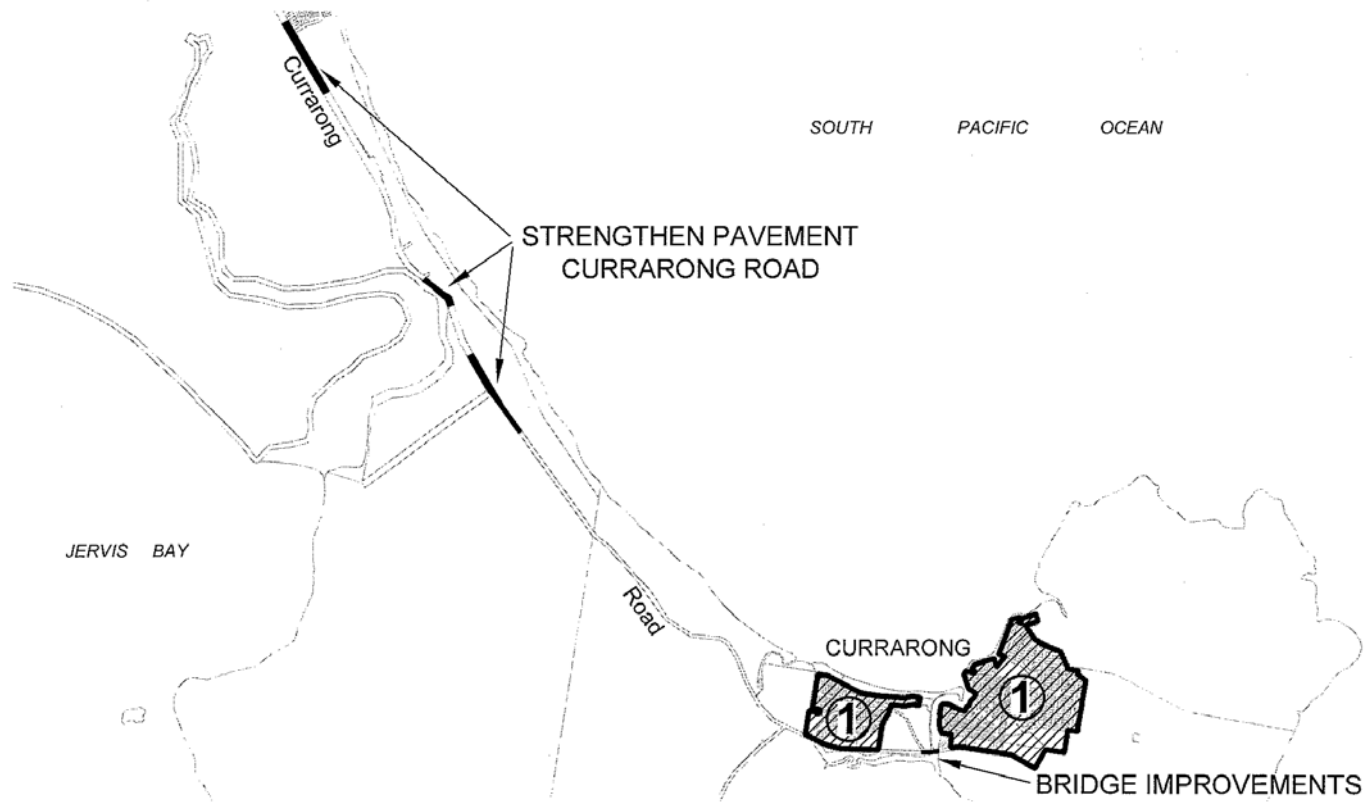


SHOALHAVEN CITY COUNCIL
DRAFT S94 CONTRIBUTION PLAN
ROADS
AMENDMENT NO. 77.2

FILE NO: 28709
FACILITY: ROADS
PROJECT: CURRARONG ROAD, CURRARONG - STRENGTHEN PAVEMENT
(1.25 TO 1.35KM AND 3.6 TO 4.55KM FROM COONEMIA ROAD)

PROJECT NO.
02 ROAD 2002





SHOALHAVEN CITY COUNCIL
DRAFT S94 CONTRIBUTION PLAN
ROADS
AMENDMENT NO. 77.2

FILE NO: 28709

FACILITY: ROADS

PROJECT: CURRARONG ROAD, CURRARONG - STRENGTHEN PAVEMENT
(6.5 TO 7.0KM & 8.45 TO 8.65KM & 8.7 TO 9.4KM) & BRIDGE IMPROVEMENTS

PROJECT NO.
02 ROAD 2005





SHOALHAVEN CITY COUNCIL
DRAFT S94 CONTRIBUTION PLAN
ROADS
AMENDMENT NO. 77.2

FILE NO: 28709
FACILITY: ROADS
PROJECT: DCP41, CALLALA BAY -
CONSTRUCT AND SEAL ROADWORKS

PROJECT NO
02 ROAD 2007





SHOALHAVEN CITY COUNCIL
DRAFT S94 CONTRIBUTION PLAN
AMENDMENT NO.77.2
ROADS

FILE NO: 28709
FACILITY: ROADS
PROJECT: EAST AND WEST CRESCENT, CULBURRA BEACH
PROPOSED NEW ROAD

PROJECT NO.
02 ROAD 2011

