



Section 94 Contributions Plan 1993 *Amendment No.77 (Area 5) Draft Amendment No.1*

05 Road 0058

**Corks Lane – Princes Highway Link Road and
Associated Works, Milton**

Adopted:

Effective:

Reference: 28709

February, 2006

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1 Introduction

During 2005, Council adopted Contributions Plan Amendment No. 77 which applies to road projects in the City of Shoalhaven, including Council's Planning Area 5 comprising the southern Shoalhaven area including Ulladulla and Milton. At that time, investigations into a new Link Road between Corks Lane and Princes Highway at Milton were not complete, and this project was listed as 'subject to further investigation'. These investigations are now complete, and this further amendment allows Council to include this project in its Contributions Plan.

The concept of a Link Road is included in Shoalhaven Planning Policy No. 1, which was adopted by Council in 2004 and became effective on 27th January 2005. The primary purpose of the proposed Link Road is to service residential growth areas to the north west of Milton, and to alleviate future traffic congestion in Milton when new development occurs. The need for the proposed Link Road has been established by extensive studies by Council staff of expected traffic movements in Milton and surrounds, which have been endorsed by NSW Roads & Traffic Authority. The Link Road and associated works will become necessary only as a result of future residential development in the north west part of Milton.

It is expected that approval of the proposed Link Road by the NSW Roads & Traffic Authority will be contingent on the provision of additional traffic facilities. These include

- the construction of a major roundabout at the intersection of the proposed Link Road with Princes Highway,
- closure of the existing northern intersection of Corks Lane with Princes Highway to left turn exit and all right turn traffic movements, and

- as a consequence, a western and southern extension of Corks Lane to connect with the proposed Link Road to provide for outgoing traffic movements.

Because these additional works are only required as a result of construction of the proposed Link Road, they have been included here as essential parts of this project.

Traffic studies have shown it will also be necessary to improve the intersection of Croobyar Road and Myrtle Street. This work is also included here. A number of additional road improvement projects will also be necessary, to be fully funded as conditions of subdivision approval, and these are not included in this Plan.

2 Definitions

The definitions of terms used in this plan are listed in Appendix A.

3 Name of the Plan

This Contributions Plan is Amendment No. 77 (Area 5) Draft Amendment No. 1 (Corks Lane – Princes Highway Link Road and Associated Works) of the Shoalhaven City Council Section 94 Contributions Plan 1993. This project is identified in the Contributions Plan as project number 05 ROAD 0058.

4 Legal context

This Contributions Plan has been prepared by Shoalhaven City Council pursuant to Section 94 of the Environmental Planning and Assessment Act and in accordance with the Environmental Planning and Assessment Regulation.

5 Purpose of the Plan

The purpose of this Plan is to:

- a) ensure that the road transport needs of future residential development in the Milton area are met;
- b) ensure the timely provision of these facilities;
- c) manage the expected traffic growth in Milton village by providing alternative traffic routes for new development areas;
- d) fund the construction cost of the proposed Link Road and associated works, and to ensure equitable apportionment of costs between existing population and future population as a result of new development;
- e) provide a framework for administration and management of this plan.

6 Commencement of the plan

This Plan will take effect from the date on which public notice is published, pursuant to clause 31(4) of the EP&A Regulation.

7 Relationship with other plans and policies

This Contributions Plan is Amendment No. 77 (Area 5) Draft Amendment No. 1 of the Shoalhaven City Council Section 94 Contributions Plan 1993. This Plan is a supplement to Council's *Cityplan*, Management Plan, Local Environment Plan, and Shoalhaven Planning Policy No.1.

The planning principles that have established the need for the proposed Link Road are described in Shoalhaven Planning Policy No.1, which became effective on 27th January 2005. An extract from this Policy, which shows the development concepts for the Corks Lane development area, is contained in Appendix B.

8 Project Location

The location of the proposed works is generally within the area of Milton village, as shown on the locality map in Appendix C.

9 Area to which the Plan applies

The Benefit Areas for this project are the residential expansion areas to the north west of Milton village, being lands zoned 2(c) Residential Living Area. Three separate Benefit Areas have been designated, because each area will generate different traffic impacts. These areas are shown in the Benefit Area Map in Appendix D to this Plan.

10 Development and Demand Nexus

Fundamental to the levying of Section 94 contributions is the establishment of a nexus between future development and the need for increased or new amenities and services generated by that development.

There are three aspects to the nexus - causal, physical and temporal; that is, the services or facilities being levied for must be:

- needed as a direct result of the development being levied,
- located near enough, in physical

terms, to provide benefit to the development being levied, and

- provided within a reasonable time.

For this project, there is a direct need for the Link Road to service new residential development in the residential expansion areas to the north and west of Milton village. The Link Road will be essential to avoid significantly greater traffic congestion in Milton village, and to maintain traffic and pedestrian safety standards.

The Link Road will connect directly with the residential expansion area and be part of the local road network for residents.

Council's works program lists the Link Road for construction in 2007 – 2012, consistent with the expected rate of development.

Consequently, all three aspects of nexus are met.

11 Estimated Cost of Facility

11.1 Scope of works

This Plan provides for the following works:

- A. Acquisition of land and construction of that part of the Link Road through Lot 50 DP 624847 (23 Princes Highway); the remaining section of link road will be provided as a condition of subdivision and development of the adjoining land (Lot 35 DP 262647).
- B. Acquisition of land and construction of a roundabout at the intersection of the Link Road and

Princes Highway, to comply with RTA requirements. The proposed roundabout will be contained within Lot 50 DP 62484 and the existing Princes Highway road reserve.

- C. All work necessary to the northern section of Corks Lane (within the existing road reserve) to comply with RTA requirements; this is necessary to allow the intersection of the proposed Link Road and Princes Highway to be constructed.
- D. Upgrade of the intersection of Croobyar Road and Myrtle Street by provision of a westbound passing lane to accommodate afternoon peak traffic. This work is necessary as a direct result of new development, and would not be required otherwise.

11.2 Land Costs

The value of land to be acquired for the Link Road and roundabout has been determined by independent valuation, and is included in Table 1 and Appendix E.

11.3 *Estimated Costs*

For each part of the project works, the estimated costs are summarised in Table 1.

Table 1.
Estimated Cost Summary

Project	Description	Estimated Construction Cost	Estimated Land Cost	Estimated total cost
A	Link Road	\$351,476	\$170,650	\$522,126
B	Roundabout	\$879,805	\$112,690	\$992,496
C	Corks Lane (North)	\$377,614	\$0	\$377,614
D	Croobyar/Myrtle passing lane	\$142,447	\$0	\$142,447

For more detailed information relating to estimated costs, refer to the Estimated Cost Tables in Appendix E of this Plan

following new development in each Benefit Area. The cost of new work has been apportioned to Benefit Areas in the same proportion as the amount of vehicle traffic that is generated.

12 **Construction Schedule**

Construction of the facility is included in Council's works program for 2007- 2012. This is considered consistent with the expected rate of development. It is possible that the works will be constructed in stages, depending on the actual rate of development and competing priorities in Council's works program. Clause 17.6 of this Plan provides for construction of the works, or stages of the works, in advance of Council's works program under certain circumstances.

For projects A, B and D, developer contributions will fund the full cost of the proposed works, because the works are only required as a result of future residential development. Council has accepted it would be unreasonable to require developers to fund Project C, the reconstruction of Corks Lane (North), so the cost of Project C will be borne by Council.

13 **Apportionment of Costs**

13.2 *Benefit Area 1*

A large volume of traffic will be generated from this Benefit Area, as a result of 97 new lots proposed in new development. The developer cost share for Benefit Area 1 is summarised in Table 3.

13.1 *Method of apportioning costs to each Benefit Area*

Three Benefit Areas have been designated for this project, as shown in the Benefit Area Map in Appendix D. A Traffic Impact Study has estimated future traffic volumes through each part of the project works

Table 3
Developer cost share from Benefit Area 1

Project	Description	Benefit area 1 developer cost share
A	Link Road	\$372,798
B	Roundabout	\$708,642
C	Corks Lane (North)	\$0
D	Croobyar/Myrtle passing lane	\$104,678
total		\$1,186,117

Table 5
Developer cost share from Benefit Area 3

Project	Description	Benefit area 3 developer cost share
A	Link Road	\$0
B	Roundabout	\$0
C	Corks Lane (North)	\$0
D	Croobyar/Myrtle passing lane	\$37,771
total		\$37,771

13.3 Benefit Area 2

This land has potential for an estimated 25 Equivalent Tenements (ET) under medium density residential development, consistent with Shoalhaven Planning Policy No.1. The developer cost share for Benefit Area 2 is summarised in Table 4.

Table 4
Developer cost share from Benefit Area 2

Project	Description	Benefit area 2 developer cost share
A	Link Road	\$149,328
B	Roundabout	\$283,854
C	Corks Lane (North)	\$0
D	Croobyar/Myrtle passing lane	\$0
total		\$433,182

13.4 Benefit Area 3

Increasing traffic volumes as a result of future development has triggered the need for project D, the intersection upgrade at Croobyar Road and Myrtle Street. Benefit Area 3 will be required to make a contribution to this project, as shown in Table 5. It is estimated that 35 new lots are possible in this Benefit Area.

13.5 Cost share to Council

Council will bear the full cost of project C, being the reconstruction and extension of the northern section of Corks Lane, primarily servicing St. Mary's School.

Table 6
Cost share to be funded by Council

Project	Description	Council cost share
A	Link Road	\$0
B	Roundabout	\$0
C	Corks Lane (North)	\$377,614
D	Croobyar/Myrtle passing lane	\$0
total		\$377,614

13.6 Cost apportionment to projects

For each part of the project works, the apportionment of project cost between Council and developer contributions from all Benefit Areas is shown in Table 7.

Table 7
Expected cost apportionment for project works

Project	Description	Total Cost	Council share		Developer contributions	
			\$	%	\$	%
A	Link Road	\$522,126	\$0	0%	\$522,126	100%
B	Roundabout	\$992,496	\$0	0%	\$992,496	100%
C	Corks Lane (North)	\$377,614	\$377,614	100%	\$0	0%
D	Croobyar/Myrtle passing lane	\$142,447	\$0	0.0%	\$142,448	100.0%
Total		\$2,034,683	\$377,614	18.6%	\$1,657,069	81.4%

13.7 Available funds

This is a new project in Council's Contributions Plan. No developer contributions have been made at the time of commencement of this Plan.

13.8 Grant funding

At the time of commencement of this Plan, no funds were available from grants or other sources.

14 Contributions Formula

14.1 Equivalent Tenements

Council uses the term Equivalent Tenement (ET) when referring to residential development. For residential development, a single detached dwelling is rated as 1.0 ET. For medium density residential development, the number of ET is calculated as follows:

- 1 bedroom unit = 0.4 ET
- 2 bedroom unit = 0.6 ET
- 3 bedroom unit = 0.8 ET
- 4 bedroom unit = 1.0 ET

For minor commercial and industrial developments, the equivalent number of ET is estimated from the floor space of the proposed development and the number of vehicle trips generated by the development.

For any development, an allowance for existing land use is permitted in calculating the number of ET.

14.2 Contribution rate formula

The contribution rate is specified on a '\$ per ET' basis, and is calculated by the following formula:

Contribution Rate (\$/ET) =

$$\frac{\text{Benefit Area developer cost share (\$)}}{\text{Estimated number of new ET}}$$

The Benefit Area developer cost share is taken from Tables 3, 4 and 5 for Benefit Areas 1, 2 and 3 respectively.

The estimated number of new ET is the number of future ET proposed in current development applications, or an estimate based on the zoning of the land.

15 Contribution Rates

In accordance with the contributions formula, a contribution rate has been calculated as follows:

Benefit Area	Benefit Area developer cost share	Estimated number of new ET	Contribution Rate (per ET)
1	\$1,186,117	97	\$12,228.01
2	\$433,182	25	\$17,327.28
3	\$37,771	35	\$1,079.17

16 Review of contribution rates

16.1 Annual review of contribution rates

The above contributions 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.

16.2 Review of project costs

Final construction costs will be reviewed and this Plan amended if the actual cost is significantly different from the estimates used in this Plan.

16.3 Receipt of grant funding

Should grant funding be made toward this project, such funds will be used to reduce the total cost of the relevant part of the project, and contribution rates will be adjusted accordingly.

16.4 Periodic review of population projections

Council periodically reviews population projections, usually at 5 year intervals to coincide with new census data. Should future analysis reveal significant departure from the estimates used in this Plan, the Plan will be amended.

17 Payment of Contributions

The contribution is expected for all subdivision, residential, industrial and commercial development in the designated Benefit Areas. Credit for existing land use is determined at the time of a subdivision or development application.

17.1 Method and timing of payment

Payment of contributions can be by cash, money order or bank cheque. Payment will be required prior to the issuing of the linen plan in the case of subdivisions, or before the issue of a construction certificate in the case of a building development.

17.2 Adjustment of contributions at the time of payment

If payment is not made in the financial year that consent is granted, the amount payable will be adjusted on 1st July in line with movements in the Implicit Price Deflator (New Engineering & Construction) published by the Australian Bureau of Statistics.

17.3 Deferral of payment

In exceptional circumstances, Council may permit deferred payment provided the following criteria are met:

- The maximum deferral is two years from the standard payment date; and
- The provision of a bank guarantee for the required amount, plus an interest charge equivalent to that charged on overdue rates for the period of the bank guarantee, plus an administration fee.

An application for deferral will need to be submitted to Council and will be determined at Council's discretion.

17.4 Savings and transitional arrangements

A subdivision or development application which has been submitted prior to the adoption of this Plan but not determined shall be determined in accordance with the provisions of this Plan if this Plan is effective at the date the application is determined.

17.5 Exemptions and Discounts

Council does not allow exemptions or discounts for contributions in this Plan.

17.6 Works In Kind and other Material Public Benefits

Council will consider the construction or provision of facilities, services or infrastructure by an Applicant to offset a monetary contribution or to bring forward the construction of a facility ahead of Council's budgeted works program.

If construction of a facility is requested by an Applicant in advance of its inclusion in Council's budgeted works schedule, Council will consider options including:

- Provision of the facility by the Applicant by way of Work In Kind or other Material Public Benefit in lieu of a monetary contribution;
- Provision of the facility at the Applicant's expense, with Council recouping contributions from future development in the Benefit Area and reimbursing those to the Applicant for costs exceeding the Applicant's share, up to the total projected cost of the Plan.
- Provision of the facility at the Applicant's expense, with Council reimbursing the Applicant for Council's stated share of the costs when such funds become allocated in the budget.

These options apply to all works described in this Plan, including works to be fully funded by Council.

The applicant will need to initiate an acceptable option by providing Council with the full details of the proposed works prior to construction. Council will then consider the request and advise the Applicant accordingly as part of a negotiated agreement.

Works In Kind and other Material Public Benefits are subject to Council approval, and will be expected to comply with the requirements of any relevant Development Control Plan, Planning Policy, this Contribution Plan amendment and relevant construction standards.

17.7 Land Dedication

Council may permit the dedication of land to offset a monetary contribution. Suitability assessment of the subject land occurs at the development or subdivision application stage. Should the development be approved, the applicant should contact Council to arrange for a valuation of the subject land.

Section 94 Contributions Plan Amendment No. 77 (Area 5) Amendment No. 1 Corks Lane – Princes Highway Link Road and Associated Works, Milton, being this written Statement and accompanying maps, was

18 References

- Environmental Planning & Assessment Act
- Environmental Planning & Assessment Regulation
- Shoalhaven City Council Contributions Plan Manual
- NSW Department of Infrastructure, Planning & Natural Resources: Development Contributions Practice Notes, July 2005.
- Shoalhaven Planning Policy No. 1. Development Guidelines for Certain Residential 2(c) Zoned Land – Milton – Ulladulla, 2004.

Adopted by Council: XXXX

and

Became effective from: XXXX



R D Pigg
General Manager

Date: 8 – 3 - 06

19 Appendices

- A Definitions
- B Extract from Shoalhaven Planning Policy No. 1.
- C Locality Map
- D Benefit Area Maps
- E Estimated Cost Tables

19.1 APPENDIX A

Definitions

The following definitions apply to terminology used in this Plan:

Anticipated Development

An estimate of the number of new dwellings to be built.

Apportionment

The % of the total cost of a project to be borne by existing residents compared to the % of the total cost to be borne by anticipated development.

Benefit Area

The area containing land that will benefit from a project.

Contributions Plan

A formal document prepared by Council as required under the EP&A Act, to explain how developer contributions are calculated and spent, and a number of administrative details.

Contribution rate

The amount to be paid as a development contribution, expressed per unit of development.

Deferral

Payment of Section 94 contributions may be deferred until after the standard date of payment, subject to exceptional circumstances and specific approval from Council.

Development Consent

Formal approval by Council before a development can proceed; s94 contributions are stated as one of the conditions of development consent.

Development Contribution

An amount of money Council is entitled to collect toward the cost of infrastructure arising from new development.

Dwelling

A building used as a separate domicile.

Equivalent Tenement (ET)

A unit of measure, based on the number of bedrooms for a residential development, to determine the relative impact of a development compared to a single detached dwelling.

Implicit Price Deflator (IPD)

A standard measure of price movements published by the Australian Bureau of Statistics. Council uses the IPD for New Engineering and Construction to best reflect changes in the cost of works.

Material Public Benefit

A contribution by a developer that is not in the form of a monetary contribution or land dedication.

Medium Density Development

Residential development consisting of flats, villa units, cluster housing, mobile housing estates or caravan parks.

Nexus

The specific relationship between expected development and the demand it creates for additional infrastructure or facilities.

Patronage Factor

An estimate of how much use of a facility will be generated from a particular area or group.

Residential Development

Development for the construction of dwellings.

Transitional Arrangements

A procedure that is applied whilst a contributions plan is in preparation.

Works In Kind

A type of material public benefit where construction of some or all of the works contained in a contributions plan is by the developer.

Works Program

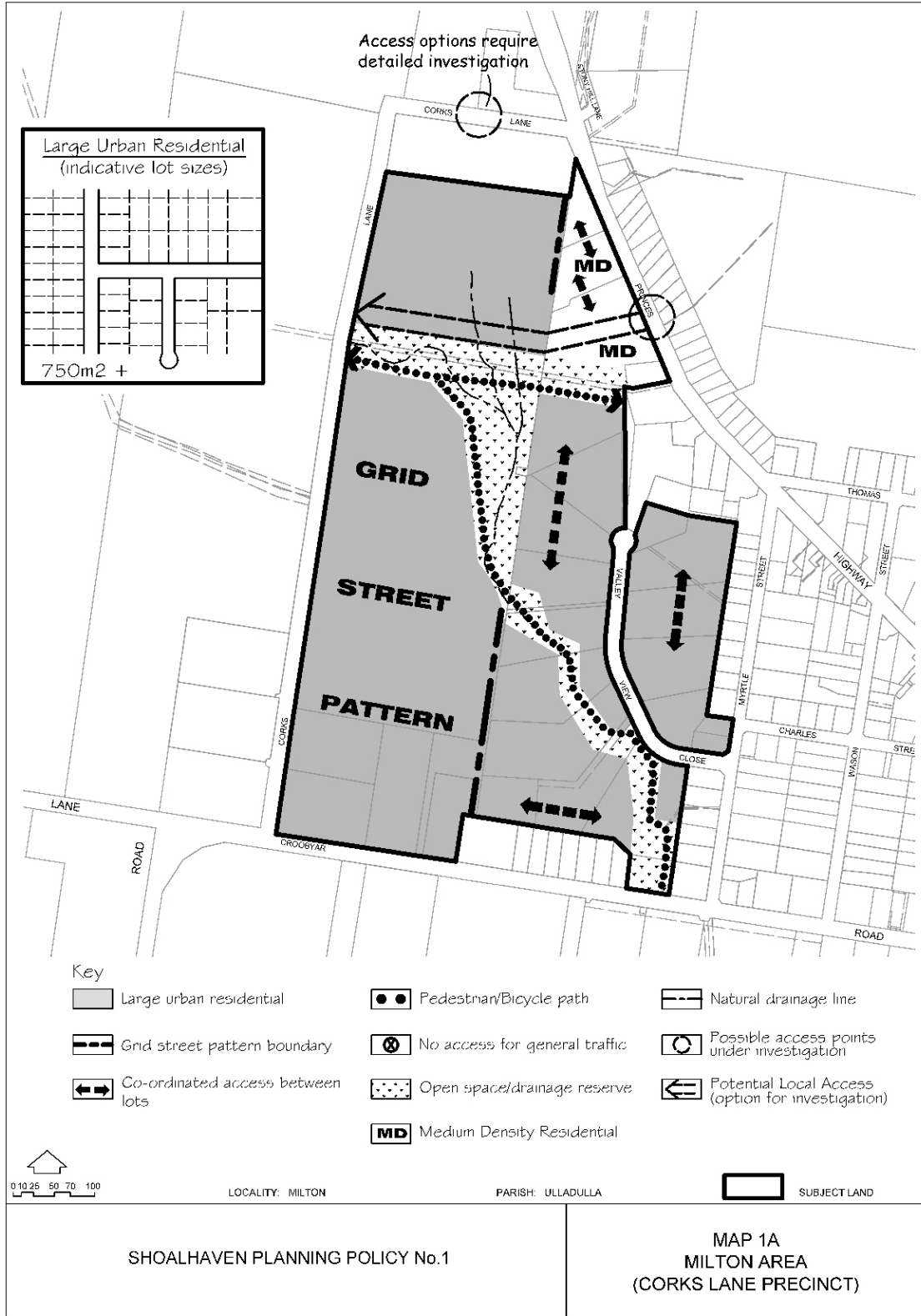
A list of the works to be undertaken by Council.

Works Schedule

A list stating when Council expects the works in the works program to be undertaken.

19.2 APPENDIX B

EXTRACT FROM SHOALHAVEN PLANNING POLICY NO. 1



19.3 APPENDIX C



SHOALHAVEN CITY COUNCIL

S94 CP 1993

AMENDMENT NO.77 (Draft Amendment 1)

ROADS (AREA 5)

LOCALITY MAP

FILE NO:28709

FACILITY: ROADS - PROPOSED WORKS

PROJECT: CORKS LANE - PRINCES HIGHWAY LINK ROAD AND ASSOCIATED WORKS, MILTON

PROJECT NO.
05 ROAD 0058



19.4 APPENDIX D



SHOALHAVEN CITY COUNCIL

S94 CP 1993

AMENDMENT NO.77 (Draft Amendment 1)

ROADS (AREA 5)

BENEFIT AREA MAP

FILE NO: 28709

FACILITY: ROADS

PROJECT: CORKS LANE - PRINCES HIGHWAY LINK ROAD AND
ASSOCIATED WORKS, MILTON

PROJECT NO.
05 ROAD 0058



19.5 APPENDIX E

PROJECT COST SCHEDULES

Costs Schedule: Project A - Princes Highway Link Road

ACTIVITY	UNITS	QUANTITY	AMOUNT	TOTAL
PLANNING				
Works site establishment			\$3,500.00	
Works site de-establishment			\$2,000.00	
Traffic Management Plan			\$7,000.00	
Environmental Management Plan			\$5,000.00	
Prepare Safety Plan			\$1,000.00	
Prepare and implement Quality Plan			\$2,500.00	
Works as Executed Drawings			\$4,000.00	
SUBTOTAL			\$25,000.00	\$25,000.00
CONSTRUCTION				
Site clearing, grubbing and stripping (excavate topsoil)	Bm ³	306	\$5,355.00	
Earthworks	Bm ³		\$20,976.00	
Pipelines (earthworks)	m ³	247	\$7,800.00	
Pipelines	Linear m	200	\$17,000.00	
Concrete structures (kerbing)	Each	4	\$5,500.00	
Pavements	m ²	3300	\$51,285.00	
Pavement seal	m ²	1860	\$31,620.00	
Kerb and gutter construction (trim and shape)	m ²	155	\$1,163.00	
Kerb and gutter (ramps, crossings, etc.)	Linear m	205	\$8,610.00	
Footpath construction			\$14,250.00	
Street lighting	Each	1	\$5,000.00	
Cable/Trenching/Backfill	Linear m	150	\$25,000.00	
Boundary fencing	Linear m	205	\$8,200.00	
SUBTOTAL			\$201,759.00	
Administration (10%)			\$22,675.90	
Contingencies (30%)			\$68,027.70	
Design (10%)			\$22,675.90	
Supervision (5%)			\$11,337.95	
SUBTOTAL			\$124,717.45	\$351,476.45
LAND COSTS				
Lot 50 DP 624847	m ²	2040	\$153,000.00	
Administration (5%)			\$7,650.00	
Transaction Costs			\$10,000.00	
SUBTOTAL			\$170,650.00	
TOTAL				\$522,126.45

Costs Schedule: Project B - Roundabout

ACTIVITY	UNITS	QUANTITY	AMOUNT	TOTAL
PLANNING				
Works site establishment			\$8,500.00	
Works site de-establishment			\$1,000.00	
Traffic Management Plan			\$7,000.00	
Environmental Management Plan			\$6,000.00	
Prepare Safety Plan			\$2,000.00	
Prepare and implement Quality Plan			\$2,000.00	
Works as Executed Drawings			\$2,000.00	
SUBTOTAL			\$28,500.00	\$28,500.00
CONSTRUCTION				
Earthworks			\$50,913.00	
Pipelines (earthworks)	m3	247	\$4,890.00	
Pipelines	Linear m	200	\$27,600.00	
Concrete structures (kerbing)	Each	5	\$8,000.00	
Pavements (base/subbase)			\$280,264.00	
Pavement seal			\$49,039.00	
Kerb and gutter construction (trim and shape)	m2	155	\$155.00	
Kerb and gutter (ramps, crossings, etc.)	Linear m	444	\$15,446.00	
Footpaths	Linear m	110	\$9,900.00	
Driveways			\$19,465.00	
Restoration	m2	120	\$960.00	
Guard railing	Linear m	100	\$15,000.00	
Paving	m2	177	\$11,505.00	
Signposting	Each	20	\$5,300.00	
RAB conc. apron	m2	170	\$13,600.00	
Median conc. infill	m2	120	\$6,000.00	
Street lighting	Each	3	\$15,000.00	
Cable/trenching/backfill	Linear m	100	\$25,000.00	
SUBTOTAL			\$558,037.00	\$586,537.00
Administration (10%)			\$58,653.70	
Contingencies (25%)			\$146,634.25	
Design (10%)			\$58,653.70	
Supervision (5%)			\$29,326.85	
SUBTOTAL			\$293,268.50	\$879,805.50
LAND COSTS				
Lot 50 DP 624847	m2	1304	\$97,800.00	
Administration (5%)			\$4,890.00	
Transaction Costs			\$10,000.00	
SUBTOTAL			\$112,690.00	
TOTAL				\$992,495.50

Costs Schedule: Project C - Corks Lane Reconstruction

ACTIVITY	UNITS	QUANTITY	AMOUNT	TOTAL	
PLANNING					
Works site establishment			\$8,500.00		
Works site de-establishment			\$1,000.00		
Traffic Management Plan			\$7,000.00		
Environmental Management Plan			\$6,000.00		
Prepare Safety Plan			\$2,000.00		
Prepare and implement Quality Plan			\$2,000.00		
SUBTOTAL			\$26,500.00		\$26,500.00
CONSTRUCTION					
Clearing, felling of trees, grubbing	m2	2000	\$4,000.00		
Excavation and removal of topsoil	m ³	300	\$3,000.00		
Earthworks (shaping and subgrading)	m2	2000	\$2,000.00		
Earthworks (excavation works)	Bm ³	884	\$19,560.00		
Pipelines (earthworks)	m3	108	\$4,619.00		
Pipelines	Linear m	278	\$11,902.00		
Concrete structures (kerbing)	Each	5	\$4,900.00		
Scour protection	m2	10	\$1,400.00		
Pavements (base/subbase)	m2	3635	\$49,675.00		
Pavement seal	m2	2300	\$33,000.00		
Pavement seal (sawcut existing seal)	Linear m	100	\$400.00		
Kerb and gutter construction (trim and shape)	m2	162	\$162.00		
Kerb and gutter (ramps, crossings, etc.)	Linear m	186	\$7,188.00		
Footpath construction (trim and shape)	m2	40	\$80.00		
Footpath construction (concreting)	Linear m	33	\$1,650.00		
Signposting/linemarking			\$20,000.00		
Lighting			\$45,000.00		
Timber guard posts	Each	18	\$540.00		
Design			\$20,000.00		
Site supervision			\$5,000.00		
SUBTOTAL			\$234,076.00		\$260,576.00
Administration (10%)			\$23,407.60		
Contingencies (40%)			\$93,630.40		
SUBTOTAL			\$117,038.00		
TOTAL					\$377,614.00

Costs Schedule: Project D - Croobyar Rd/Myrtle St Passing Lane

ACTIVITY	UNITS	QUANTITY	AMOUNT	TOTAL
PLANNING				
Works site establishment			\$8,500.00	
Works site de-establishment			\$1,000.00	
Traffic Management Plan			\$7,000.00	
Environmental Management Plan			\$6,000.00	
Prepare Safety Plan			\$2,000.00	
Prepare and implement Quality Plan			\$2,000.00	
Works as Executed Drawings			\$2,000.00	
SUBTOTAL			\$28,500.00	
CONSTRUCTION				
Earthworks			\$2,095.00	
Pipelines (earthworks)	m3	123	\$2,440.00	
Pipelines	Linear m	150	\$12,350.00	
Concrete structures	Each	2	\$3,850.00	
Pavements (base/subbase)	m2	630	\$11,970.00	
Pavement seal			\$14,480.00	
Kerb and gutter construction (trim and shape)	m2	40	\$80.00	
Kerb and gutter (ramps, crossings, etc.)	Linear m	50	\$2,000.00	
Driveways			\$7,475.00	
Guide Posts	Each	6	\$210.00	
SUBTOTAL			\$56,950.00	
Administration (10%)			\$8,545.00	
Contingencies (30%)			\$25,635.00	
Design (10%)			\$8,545.00	
Supervision (5%)			\$4,272.50	
Possible Telstra Relocation			\$10,000.00	
SUBTOTAL			\$56,997.50	
TOTAL				\$142,447.50