



Section 94 Contributions Plan 1993

Amendment No.77 (Area 5) Draft Amendment No.2

05 Road 0058

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

Adopted:

Effective:

Reference: 34684

Minor Editing Changes are shown as highlighted

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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 various traffic management works at Milton were not complete, and this project was listed as 'subject to further investigation'. These have since been completed, and an amendment to the Plan relating to this project became effective on 3rd May 2006. However, Council has resolved to make a further amendment to this Plan (Council resolution MIN 06.922, 27th June 2006).

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. These have shown that the proposed Link Road and associated works will become necessary as a result of future residential development in the north west part of Milton, and would not be considered in Council's priorities otherwise.

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) Amendment No. 2 (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 necessary 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.
- 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 repeals 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 underpin 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.

Detailed analysis of the expected traffic impacts of future development is contained in the Milton CBD Traffic Impact Study of September 2004.

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 Contribution Area for this project is the residential expansion area to the north west of Milton village, being lands zoned 2(c) Residential Living Area. This land is shown in the Contribution Area Map in Appendix D.

10 Assessment of Demand

The number of dwellings in the Milton area is expected to increase in accordance with the provisions of Shoalhaven Planning Policy No. 1, and this will increase the amount of vehicle traffic on existing roads. A stage will be reached when existing roads and intersections will reach their capacity. Increasing traffic will also have a negative impact on the efficiency of the road network, road safety and amenity, the life of road pavements, and, as a result, increasing costs to the public.

Council has undertaken the Milton CBD Traffic Impact Study into the future traffic needs of the Milton area, and has used computer models to determine the impact future residential development will create on traffic facilities. The critical factor in the assessment of demand for traffic management facilities is the capacity of existing intersections to accommodate future traffic flows. In this regard, Council's investigations have shown that the Myrtle Street / Princes Highway intersection is the critical intersection, which reaches an unacceptable level of service when future development is complete.

To cater for traffic demand, the traffic investigations have determined that a new local access should be provided to cater specifically to the land the subject of this plan. This will provide the necessary access to the Princes Highway for these lands and will ensure this development does not create adverse traffic impacts in the township.

In the opinion of Council, the need for these works is supported by NSW RTA and by independent analysis of the traffic impacts of future residential development.

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 component of the project works, the estimated costs are summarised in Table 1. These costs include incidental costs such as contract administration, project management and contingencies

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
Total		\$1,751,342	\$283,340	\$2,034,683

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

12 Construction Schedule

Construction of the facility will be considered 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 17.8 of this Plan provides for construction of the works, or stages of the works, in advance of Council's Works Program under certain circumstances.

13 Apportionment of Costs

13.1 Method of apportioning Costs

The proposed works are required as a result of residential development within the designated Contribution Area.

However, Council is prepared to pay 50% of the expected cost of Project C, Corks Lane (North). This amounts to \$188,807. The remaining costs, amounting to \$1,845,876, will be apportioned equally to all lots created in the Contribution Area.

13.2 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.

13.3 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) =

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

The Contribution Area developer cost share is \$1,845,876.

The estimated number of ET is 201; that is, the number of future ET proposed in current development applications, plus the number of lots created in approved subdivisions within the Contribution Area, plus an estimate for land within the Contribution Area not yet subject to subdivision.

15 Contribution Rates

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

$$\begin{aligned} \text{Contribution Rate} &= \frac{\$1,845,876}{201} \\ &= \$9,183 \text{ per ET.} \end{aligned}$$

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 Contribution Area. 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 or complying development certificate in any other case.

17.2 Construction Certificates and the Obligation of Accredited Certifiers

In accordance with section 94EC of the *EP&A Act* and Clause 146 of the *EP&A Regulation*, 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 in accordance with clause 142(2) of the *EP&A Regulation*. Failure to follow this procedure may render such a certificate invalid.

The only exceptions to the requirement are where a works in kind, material public benefit, dedication of land or deferred payment arrangement has been agreed by the council. In such cases, council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

17.3 Complying Development and the Obligation Of Accredited Certifiers

In accordance with s94EC(1) of the *EP&A Act*, accredited certifiers must impose a condition requiring monetary contributions in accordance with this development contributions plan for residential development of all types.

The conditions imposed must be consistent with Council's standard section 94 consent conditions and be strictly in accordance with this development contributions plan. It is the professional responsibility of accredited certifiers to accurately calculate the contribution and to apply the section 94

condition correctly.

17.4 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.

17.5 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.

17.6 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.

17.7 Exemptions and Discounts

In accordance with Council resolution MIN 06.922 of 27th June 2006, Council will exempt lots within the Price Parkway subdivision which have an existing dwelling or have had Section 149 certificates or binding contract for sale issued as at 1st July 2006.

17.8 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 Contribution 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. Acceptance of any such alternative is at the sole discretion of Council.

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. Council will require the applicant to enter into a written agreement for the provision of the works.

17.9 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.

18 References

18.1 General 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.

18.2 Supplementary Documents

- Shoalhaven Planning Policy No. 1. Development Guidelines for Certain Residential 2(c) Zoned Land – Milton – Ulladulla, 2004.
- Correspondence from NSW RTA in relation to Milton CBD Traffic Impact Study.

- Milton CBD Traffic Impact Study – Development of a Traffic and Pedestrian Management Plan. Shoalhaven City Council, September 2004.
- Minutes of Shoalhaven Traffic (Development) Committee of 20 July 2004 and 16 August 2005 in relation to residential development at Corks Lane Milton.
- Statement of Evidence on Road and Traffic Issues for Proposed Residential Subdivision, Corks Lane Milton. Mr C Hallam, July 2006.

19 Appendices

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

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

Adopted by Council:

and

Became effective from:



R D Pigg
General Manager

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.

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.

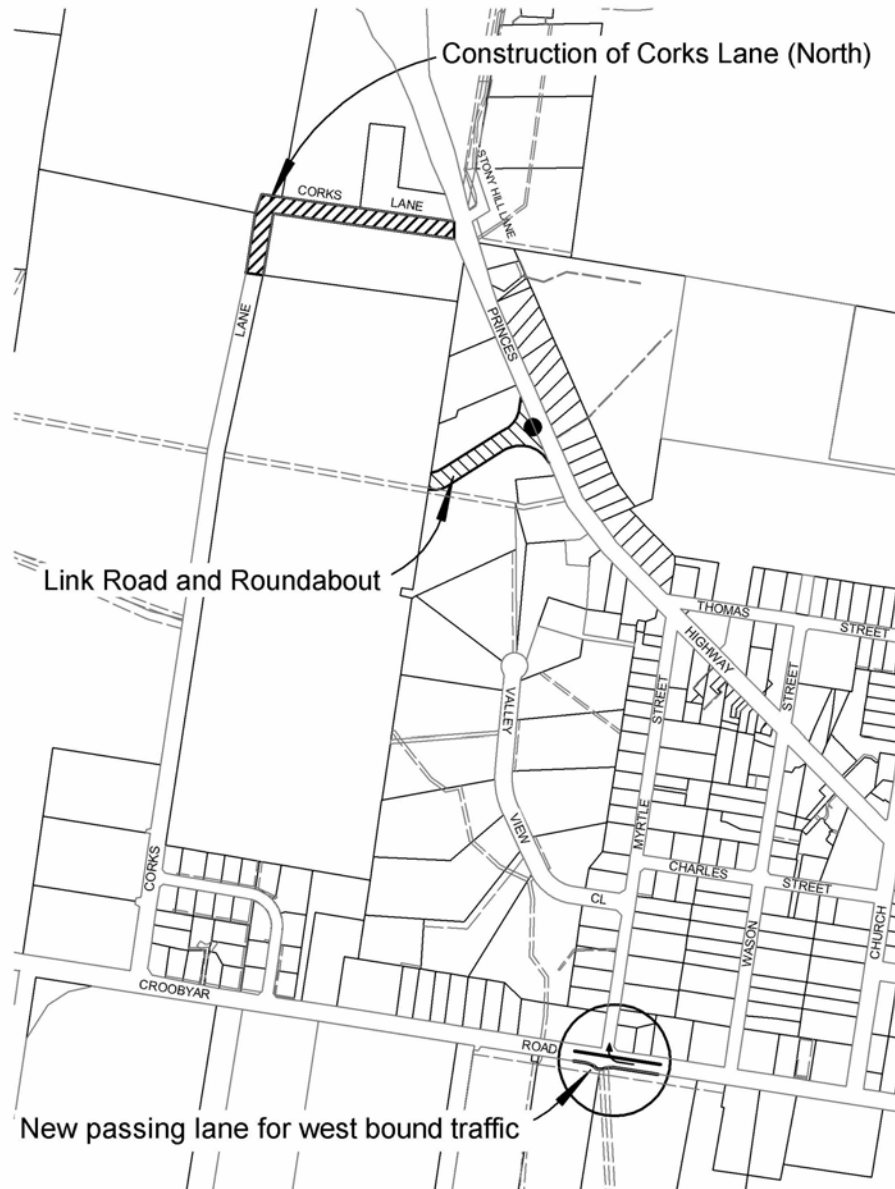
Works Program

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.

19.3 APPENDIX C



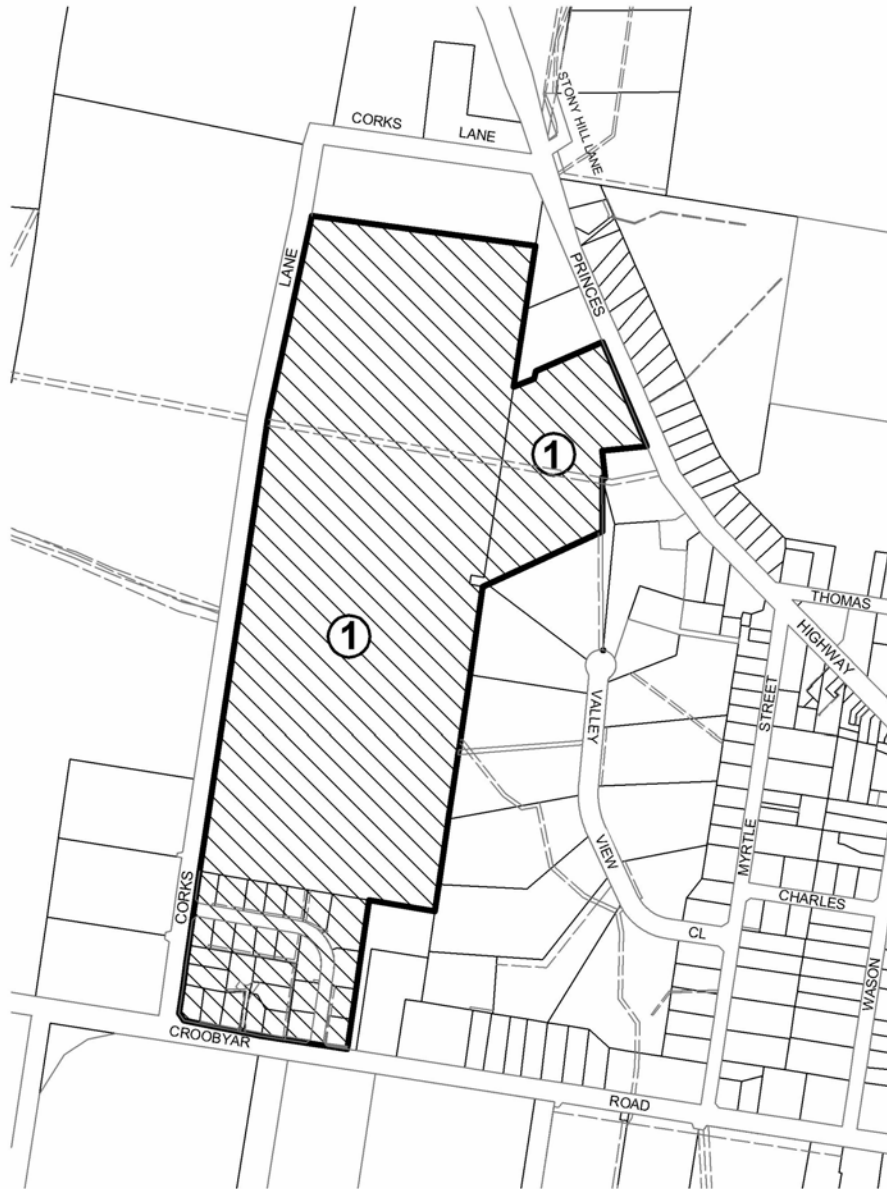
SHOALHAVEN CITY COUNCIL
S94 CP 1993
AMENDMENT NO.77 (Draft Amendment 2)
ROADS (AREA 5)

LOCALITY MAP
FILE NO:34684
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 2)
ROADS (AREA 5)
CONTRIBUTION AREA MAP
FILE NO: 34684
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	
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	
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		\$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		\$85,450.00
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	