



Section 94 Contributions Plan 1993

Amendment No. 81

Pointer Road & Little Forest Rural Lifestyle Areas

Pointer Road: 05 ROAD 0023
Little Forest Road/Prince Highway Intersection: 05 ROAD 0024
Little Forest Road: 05 ROAD 0025
Little Forest Road (East of Coral Tree Lane): 05 ROAD 0026
Cedar Hills Road: 05 ROAD 0027

Adopted by Council: 27th April, 2004

Effective: 9th June, 2004

Reference 29358

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1. Introduction/ Background

At its meeting on Tuesday 24th April, 2001, Council resolved to amend the Contributions Plan to incorporate the contributions for upgrading the roads associated with servicing the rural lifestyle areas throughout the City to bitumen seal standard.

For some time, Council has been aware of a demand for rural lifestyle development within the Shoalhaven and, as a result of a review of the provisions contained in the Shoalhaven Local Environmental Plan, a rural amendment to SLEP was gazetted in July 1999.

SLEP Amendment (No. 127), commonly referred to as "The Rural Plan", provided a strategy for rural lifestyle development within the City by zoning certain selected areas as Rural 1(c)(Rural Lifestyle) allowing for residents to enjoy a rural lifestyle as an alternative to urban living.

2. Legal

This Contributions Plan is made under the provisions of Part 4, Division 6, Section 94B of the Environmental Planning and Assessment Act 1979 (as amended), in accordance with Part 4 of the Environmental Planning and Assessment Regulations 2002 to that Act.

3. Purpose of the Plan

(Clause 27(1)(a)
E P & A Regulation 2000)

The purpose of the Plan is to fund the costs associated with upgrading and sealing the pavements of Pointer and Little Forest Roads by way of a Section 94 contribution on the development of land (including the erection of new dwellings) within the benefit areas associated with those roads. For

more detail, refer to the *Benefit Area Maps* shown in the Appendices to this Plan.

4. Land to which the Plan Applies

(Clause 27(1)(b)
E P & A Regulation 2000)

The Plan applies to the lands situated within the Benefit Areas associated with the Pointer Road and Little Forest Road projects.

The subject areas are shown hatched and bordered by a thick black line on the *Benefit Area Maps* associated with Section 94 Road Projects 05 ROAD 0023, 05 ROAD 0024, 05 ROAD 0025, 05 ROAD 0026 and 05 ROAD 0027.

The subject lands benefiting from a particular Road Project are generally located adjoining and adjacent to, and gain vehicular access from that road. For more detail, refer to the *Benefit Area Maps* shown in the Appendices to this Plan.

5. Performance Criteria

The future potential of the 1(c) Rural Residential Lifestyle zone located within the relevant Benefit Areas is estimated in accordance with the Performance Criteria set out in Development Control Plan No. 72 (Subdivision for Rural Lifestyle Development in the City of Shoalhaven).

Clause 6.2.2 of DCP No. 72 provides that for the subdivision within the Yatte Yattah - Pointer Road 1(c) Rural Residential Lifestyle Areas in accordance with sub-clause 15.3 to ensure that:

- (a) no lot created is less than 1 hectares in area; and
- (b) the overall density of lots created from a holding within the area is no greater

than 1 lot per 10 hectares of land or part thereof.

Clause 6.2.2 of DCP No. 72 also provides that for the subdivision within the Milton - Little Forest Road 1(c) Rural Residential Lifestyle Areas in accordance with sub-clause 9.6 to ensure that:

- (a) no lot created is less than 1 hectares in area;
- (b) the overall density of lots created from each holding is no greater than 1 lot per 10 hectares of land or part thereof north of Little Forest Road and 3 lots per 10 hectares of land or part thereof south of Little Forest Road; and
- (c) development does not occur on land with slope in excess of 20% (1:5).

6. Development Potential

6.1 Benefit Area 05 ROAD 0023 Pointer Road Upgrade & Seal 2.75 km

Pointer Road serves a Rural Residential Lifestyle Area and a Rural 1(d) Benefit Area.

The rural area comprises eighteen (18) existing dwellings with the possibility of three (3) additional previously approved infill developments. It is estimated there is potential for an additional three (3) new lots within the Rural Benefit Area.

It is estimated there is potential for an additional eleven (11) new allotments in the Rural Residential Lifestyle zone.

Refer to the Benefit Area Map 05 ROAD 0023 in the Appendices to this Plan.

6.2 Benefit Area 05 ROAD 0024 Little Forest Road/Princes Hwy Intersection

Little Forest Road/Princes Highway Intersection serves a Rural Residential Lifestyle Area and a Rural 1(d) Benefit Area.

The rural area comprises sixty-six (66) existing dwellings with the possibility of six (6) additional previously approved infill developments.

It is estimated there is potential for an additional thirteen (13) new lots within the Rural Benefit Area.

It is estimated there is potential for an additional nineteen (19) new allotments in the Rural Residential Lifestyle zone.

Refer to the Benefit Area Map 05 ROAD 0024 in the Appendices to this Plan.

6.3 Benefit Area 05 ROAD 0025 Little Forest Road Upgrade & Seal 2.3 km

Little Forest Road serves a Rural Residential Lifestyle Area and a Rural 1(d) Benefit Area.

The rural area comprises forty-three (43) existing dwellings with the possibility of six (6) additional previously approved infill developments.

It is estimated there is potential for an additional nine (9) new lots within the Rural Benefit Area.

It is estimated there is potential for an additional nineteen (19) new allotments in the Rural Residential Lifestyle zone.

Refer to the Benefit Area Map 05 ROAD 0025 in the Appendices to this Plan.

6.4 Benefit Area 05 ROAD 0026

Little Forest Road Upgrade &
Seal 500m East of Coral Tree Lane

Little Forest Road serves a Rural 1(d)
Benefit Area.

The rural area comprises thirty-three (33)
existing dwellings with the possibility of two
(2) additional previously approved infill
developments.

It is estimated there is potential for an
additional two (2) new lots within the
Benefit Area.

Refer to the *Benefit Area Map 05 ROAD
0026* in the Appendices to this Plan.

6.5 Benefit Area 05 ROAD 0027

Cedar Hills Road Upgrade 2.4km
Gravel Pavement & Drainage

Cedar Hills Road serves a Rural 1(d)
Benefit Area.

The rural area comprises two (2) existing
dwellings with the possibility of two (2)
additional previously approved infill
developments.

It is estimated there is potential for an
additional six (6) new lots within the Benefit
Area.

Refer to the *Benefit Area Map 05 ROAD
0027* in the Appendices to this Plan.

7. Development and Demand Nexus

(Clause 27(1)(c)
E P & A Regulation 2000)

7.1 General

Shoalhaven Local Environmental Plan
(Amendment No. 127) enabled Council the
legal ability to approve the subdivision of
certain lands adjoining and adjacent to

Pointer and Little Forest Roads allowing for
the creation of allotments less than forty
hectares in area.

In order to adequately cater for the
additional demand generated by future
rural residential lifestyle development, it
has become necessary to upgrade and
seal the pavements of the local rural
residential road system. It is, therefore,
appropriate that the developers within the
rural residential lifestyle zone fund the full
cost associated with rural residential road
upgrading within the Wandandian Rural
Residential Lifestyle Area.

Council, however, is responsible for that
portion of the costs associated with existing
development located on rural zoned land
within the benefit areas.

7.2 Strengthening Existing Sealed Pavement

The rate of wear, and the standard of
pavement required, is increased with
higher volumes of traffic. As a
consequence, the pavement will require
strengthening and/or sealing where further
new development generates additional
traffic onto the road.

Council has developed a strategy to
rehabilitate existing roads showing signs of
distress due to increased traffic flows.
Such work involves the strengthening of
the road pavement, and may involve the
following:

- (a) increasing pavement thickness;
- (b) mechanical or chemical stabilisation of
the pavement; and/or
- (c) hotmix overlay.

Before such work is undertaken, the
pavement is tested and then designed to
cater for future traffic volumes. The
upgraded pavement will then have a level
of service equivalent to a new road and will
benefit both existing and future

developments.

7.3 Upgrade Gravel Pavement to Sealed Road Standard

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

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

The upgrading works may involve additional drainage and an improved road alignment.

8. Contributions Formula

(Clause 27(1)(d)
E P & A Regulation 2000)

The contribution rate is based on the following formula:

- For 1(c) Rural Residential Lifestyle Areas

$$\text{Contribution} = \frac{\text{Estimated Project Cost}}{\text{Number of Potential New Lots (E. T.s)}}$$

- For 1(d) Rural Areas

$$\text{Contribution} = \frac{\text{Estimated Project Cost}}{\text{Number of existing + infill + potential new lots (E.T.s)}}$$

For more detail, refer to the *Apportionment*

Table in the Appendices to this Plan.

9. Contribution Rates

(Clause 27(1)(e)
E P & A Regulation 2000)

The contribution rate amounts are calculated as follows:

05 ROAD 0023

Pointer Road Upgrade and Seal 2.75 km

▪ Benefit Area 1

1(c) Rural Residential Lifestyle Area

Estimated cost of the project to Benefit Area 1 = \$192,714

divided by

11 estimated potential new lots

= \$17,519.43/E.T.

▪ Benefit Area 2

1(d) Rural Zone

Estimated cost of the project to Benefit Area 2 = \$330,366

divided by

18 existing + 3 infill + 3 potential new lots

= \$13,765.26/E.T.

Refer to the *Apportionment Table 05 ROAD 0023* in the Appendices to this Plan.

05 ROAD 0024

Little Forest Road/Princes Hwy Intersection

▪ Benefit Area 1

1(c) Rural Residential Lifestyle Area

Estimate cost of the project to Benefit Area 1 = \$268,587

divided by

19 estimated potential new lots

= \$14,136.17/E.T.

▪ **Benefit Area 2**

1(d) Rural Zone

Estimated cost of the project to Benefit Area 2 = \$485,743

divided by

66 existing + 6 infill + 13 potential new lots

= \$5,714.62/E.T.

05 ROAD 0025

Little Forest Rd Upgrade & Seal 2.3 km

▪ **Benefit Area 1**

1(c) Rural Residential Lifestyle Area

Estimate cost of the project to Benefit Area 1 = \$164,471

divided by

19 estimated potential new lots

= \$8,656.34/E.T.

▪ **Benefit Area 2**

1(d) Rural Zone

Estimated cost of the project to Benefit Area 2 = \$289,069

divided by

43 existing + 6 infill + 9 potential new lots

= \$4,983.96/E.T.

05 ROAD 0026

Little Forest Road Upgrade & Seal 500m East of Coral Tree Lane

▪ **Benefit Area 1**

1(d) Rural Zone

Estimated cost of the project to Benefit Area 2 = \$116,640

divided by

33 existing + 2 infill + 2 potential new lots

= \$3,152.43/E.T.

05 ROAD 0027

Cedar Hills Road Upgrade 2.4km Gravel Pavement and Drainage

▪ **Benefit Area 1**

1(d) Rural Zone

Estimated cost of the project to Benefit Area 2 = \$134,580

divided by

2 existing + 2 infill + 6 potential new lots

= \$13,458.00/E.T.

The above contribution rates are calculated on a lot/dwelling or Equivalent Tenement (E.T.) basis and are adjusted annually in line with movements in the Constant Price Index.

Refer to the *Apportionment Table 03 ROAD 0028* in the Appendices to this Plan.

10. Payment of Contribution

(Clause 27(1)(f)
E P & A Regulation 2000)

10.1 Method of Payment

There are three possible methods of payment for Section 94 contributions:

- cash;
- money order; or
- bank cheque.

The method of payment for residential development is by way of a cash contribution per lot on release of the linen plan, where subdivision is involved.

For other types of development, or where construction is involved, the cash payment is made prior to issuing the building permit(s).

10.2 Deferment

Under exceptional circumstances only, and subject to suitable financial undertakings on the part of the applicant, Council may consider allowing a deferment of the condition(s) requiring the payment of monetary Section 94 contributions, provided the following criteria are satisfied:

- (a) the contributions do not relate to facilities or services which, if not provided with the development, could threaten public safety and/or health;
- (b) the maximum deferral period would not exceed two (2) years from the date of the building permit issue, linen plan release or determination of the development approval (whichever is applicable); and
- (c) the applicant will be required to provide:
 - a bank guarantee for the required amount + interest over the period of the bank guarantee; and
 - a minor administration fee.

Deferral of contribution payments will be assessed on individual merit and applicants should not rely on precedent set by this or any other council.

The interest rate applying to authorised deferred payments will be in accordance with current rate charged on overdue rate arrears.

Deferred or periodic contribution payments will be subject to the approval of the General Manager, after considering the circumstances of the case.

10.3 Works-in-Kind

Where Council is satisfied that it is appropriate and in the public interest, Council may accept the construction of amenities or the provision of services to

offset the monetary contribution.

The applicant will need to initiate this option by providing Council with full details the proposed works prior to construction. Council will consider the request and advise the applicant accordingly.

10.4 Quarry Contribution Payment

The contribution shall be calculated and paid annually.

On or before the thirtieth day of January, the quarry operator shall provide the Shoalhaven City Council with a certified copy of weighbridge or other records showing the true quantities of material transported from the subject land during the immediately proceeding twelve months period.

The Shoalhaven City Council will issue the quarry operator with an invoice for the contribution sum payable, which the quarry operator shall pay to the City Council within fourteen (14) days of the date thereof.

The quarry operator shall pay or procure payment to the Shoalhaven City Council a contribution under Section 94 of the Environmental Planning and Assessment Act 1979 at a rate of ten (10) cents per tonne of all material transported to or from the subject land and exiting onto Wandean Road, Wandandian.

The contribution shall be indexed and adjusted annually in accordance with the New South Wales Roads and Traffic Authority Cost Rise Index applicable to each year ending 30th June.

Indexing of the contribution for the succeeding year shall take effect from the 1st July in each year.

11. Works Schedule

(Clause 27(1)(g)
E P & A Regulation 2000)

Road projects selected for inclusion in this Contributions Plan fall into three main categories:

- (a) strengthen an existing sealed pavement;
- (b) upgrade a gravel pavement to sealed road standard;
- (c) other works such as:
 - widening an existing road;
 - a new bridge;
 - a new traffic facility; or
 - an upgraded intersection and/or drainage.

12. Estimated Cost

(Clause 27(1)(g) E P & A
Regulations 2000)

05 ROAD 0023

Pointer Road
\$523,080

05 ROAD 0024

Little Forest Rd/Princes Hwy Intersection
\$754,330

05 ROAD 0025

Little Forest Road Upgrade & Seal 2.3 km
\$453,540

05 ROAD 0026

Little Forest Road Upgrade & Seal 500m
East of Coral Tree Lane
\$116,640

05 ROAD 0027

Cedar Hills Road Upgrade 2.4km Gravel
Pavement & Drainage
\$134,580

The above Estimated Costs are adjusted annually in line with movements in the Implicit Price Deflator.

Refer to the *Apportionment Tables* in the Appendices to this Plan.

13. Timing of Works

(Clause 27(1)(g) E P & A
Regulations 2000)

13.1 Works Program

The works program includes the timing and staging of all acquisition and construction. Details of the anticipated timing and staging of works is outlined below for each project.

The timings shown are approximate and have been determined assuming a steady rate of development in each of the benefit areas.

Fluctuations in the rate of development and, therefore, the amount of contributions received may affect the program for some of the projects.

In any event, the contributions received will be spent on the project for which they are received within a reasonable time.

In some isolated rural areas however, significant development is unlikely within a period of 15 to 20 years. The cost of upgrading long lengths of road is significant and in some areas the total project will not be required unless full development occurs.

Where only part of the full potential development occurs within the next 15 years (approximately), then the standard of the programmed work may need to be reduced as a consequence of the actual rate of development.

13.2 Timing

In some cases, it may not be cost-effective or appropriate to proceed with construction of a particular project until demand is generated by the development of at least

80% of the benefit area.

Subject to sufficient demand being generated by development, the implementation of projects are anticipated as follows:

05 ROAD 0023

Pointer Road Upgrade & Seal 2.75 km

2005 50%

2010 50%

05 ROAD 0024

Little Forest Rd/Princes Hwy Intersection

2000 50%

2006 50%

05 ROAD 0025

Little Forest Road Upgrade & Seal 2.3 km

2001 34%

2004 34%

2005 32%

05 ROAD 0026

Little Forest Road Upgrade & Seal 500m
East of Coral Tree Lane

1994 100%

05 ROAD 0027

Cedar Hills Road Upgrade 2.4km Gravel
Pavement & Drainage

1999 32%

2002 32%

2006 36%

Appendices

- A 05 ROAD 0023: Benefit Area Map
- B 05 ROAD 0024: Benefit Area Map
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- O 05 ROAD 0027: Estimated Cost Table

References

- Section 94 Environmental Planning & Assessment Act, 1979;
- Clauses 26-38 (inclusive) Environmental Planning & Assessment Regulation 2000; and
- Shoalhaven City Council Contributions Plan Manual.

Section 94 Contributions Plan 1993
Amendment No. 81 being this written
Statement and accompanying map, was

Adopted by Council: 27th April, 2004

and

Became effective from: 9th June, 2004

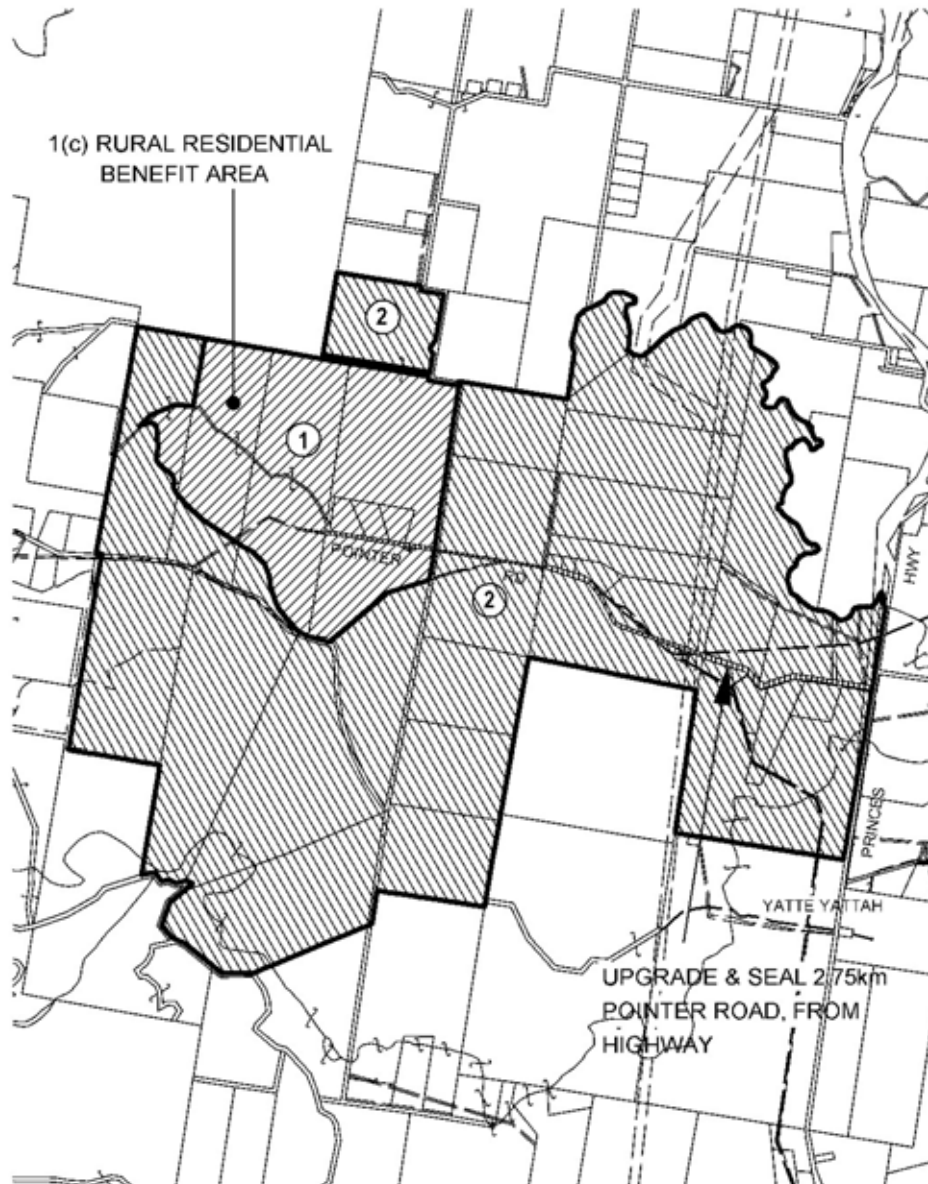


RD Pigg
General Manager

Date: 2 – 6 - 04

Appendices

Appendix A - 05 ROAD 0023: Benefit Area Map



SHOALHAVEN CITY COUNCIL
**CONTRIBUTION PLAN AREA 5
AMENDMENT NO.81**

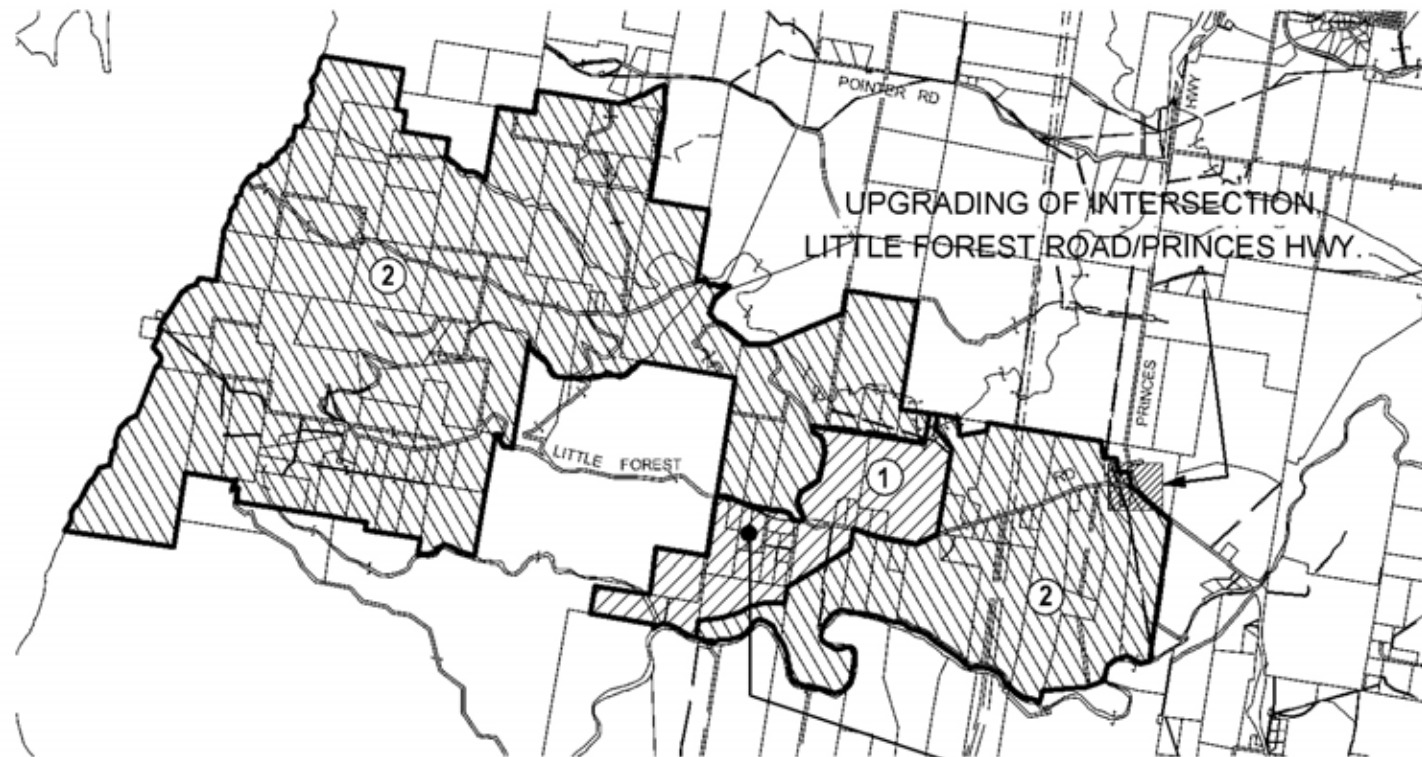
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FACILITY: ROADS
PROJECT: POINTER ROAD, YATTE YATTAH & POINTER MOUNTAIN -
UPGRADE & SEAL 2.75km

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Section94\Section94\Amendment81

PROJECT NO.
05 ROAD 0023



Appendix B - 05 ROAD 0024: Benefit Area Map



SHOALHAVEN CITY COUNCIL
**CONTRIBUTION PLAN AREA 5
AMENDMENT NO.81**

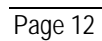
FILE NO: 29358
FACILITY: ROADS
PROJECT: LITTLE FOREST ROAD, LITTLE FOREST & POINTER MOUNTAIN -
UPGRADE HIGHWAY INTERSECTION

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Section94\Section94\Amendment81

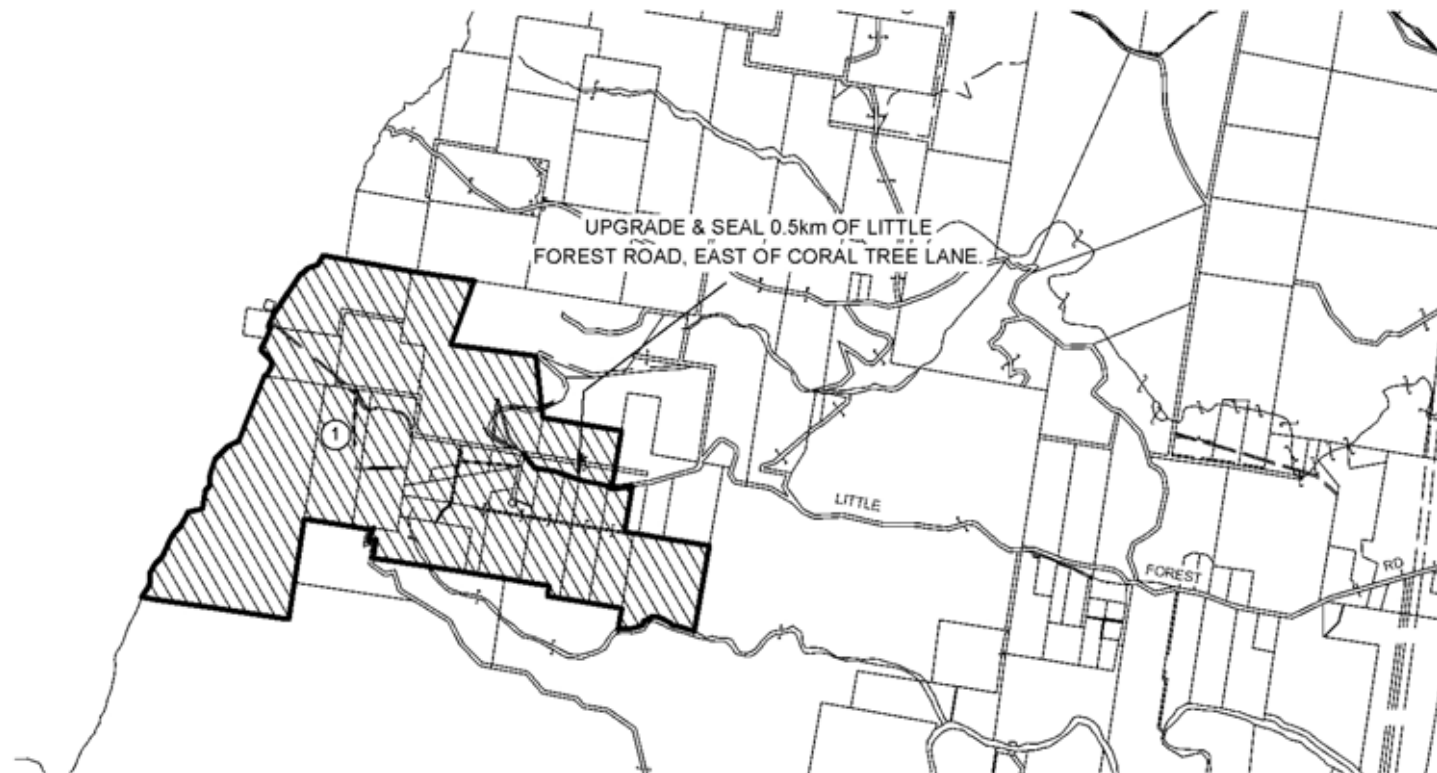
RURAL RESIDENTIAL LIFESTYLE
BENEFIT AREA

PROJECT NO.
05 ROAD 0024





Appendix D - 05 ROAD 0026: Benefit Area Map



SHOALHAVEN CITY COUNCIL
CONTRIBUTION PLAN AREA 5
AMENDMENT NO.81

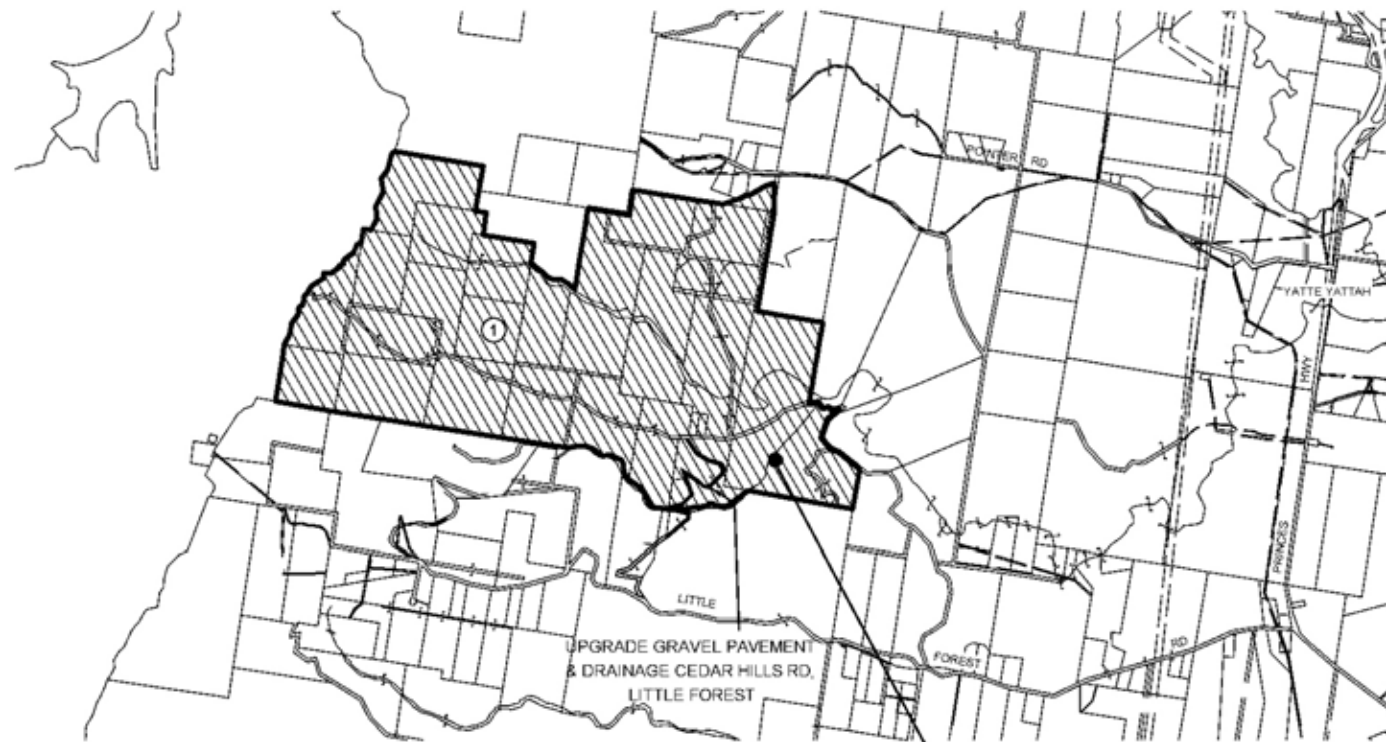
FILE NO: 29358
FACILITY: ROADS
PROJECT: LITTLE FOREST ROAD (EAST OF CORAL TREE LANE), LITTLE FOREST -
UPGRADE & SEAL 0.5km

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PROJECT NO.
05 ROAD 0026



Appendix E - 05 ROAD 0027: Benefit Area Map



SHOALHAVEN CITY COUNCIL
CONTRIBUTION PLAN AREA 5
AMENDMENT NO.81

FILE NO: 29358

FACILITY: ROADS

PROJECT: CEDAR HILLS ROAD, LITTLE FOREST & POINTER MOUNTAIN -
UPGRADE GRAVEL PAVEMENT & DRAINAGE

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Section94\Section94\Amendment81

ADDITIONAL '64 HOLDING
REFERRED IN THE
SUBMISSION

PROJECT NO.
05 ROAD 0027



Appendix F - 05 ROAD 0023: Apportionment Table
(Clause 27(1)(e) E P & A Regulation 2000)

Benefit Areas	Existing Dwellings	Estimated Infill Dwellings	Estimated Potential New Lots	Estimated Total Dwellings	Vehicles per Day	% of Traffic	Estimated Cost per Benefit Area	Estimated Contribution Rate
1 1(c) Rural Residential Lifestyle Benefit Area	3	0	11	14	126	36.84%	\$192,714	\$17,519.43
2 Rural Benefit Area	18	3	3	24	216	63.16%	\$330,366	\$13,765.26
Through Traffic	0	0	0	0	0	0.00%	\$0.00	\$0.00
TOTAL	21	3	14	38	342	100.00%	\$523,080	

Note: For traffic generation, use the Traffic Authority of NSW Guidelines, 9 vehicles/day per dwelling (i.e. per E.T.)

Appendix G - 05 ROAD 0024: Apportionment Table
(Clause 27(1)(e) E P & A Regulation 2000)

Benefit Areas	Existing Dwellings	Estimated Infill Dwellings	Estimated Potential New Lots	Estimated Total Dwellings	Vehicles per Day	% of Traffic	Estimated Cost per Benefit Area	Estimated Contribution Rate
1 1(c) Rural Residential Lifestyle Benefit Area	28	0	19	47	423	35.61%	\$268,587	\$14,136.17
2 Rural Benefit Area	66	6	13	85	765	64.39%	\$485,743	\$5,714.62
Through Traffic	0	0	0	0	0	0.00%	\$0.00	\$0.00
TOTAL	94	6	32	132	1188	100.00%	\$754,330	

Note: For traffic generation, use the Traffic Authority of NSW Guidelines, 9 vehicles/day per dwelling (i.e. per E.T.)

Appendix H - 05 ROAD 0025: Apportionment Table
(Clause 27(1)(e) E P & A Regulation 2000)

Benefit Areas	Existing Dwellings	Estimated Infill Dwellings	Estimated Potential New Lots	Estimated Total Dwellings	Vehicles per Day	% of Traffic	Estimated Cost per Benefit Area	Estimated Contribution Rate
1 1(c) Rural Residential Lifestyle Benefit Area	14	0	19	33	297	36.26%	\$164,471	\$8,656.34
2 Rural Benefit Area	43	6	9	58	522	63.74%	\$289,069	\$4,983.96
Through Traffic	0	0	0	0	0	0.00%	\$0.00	\$0.00
TOTAL	57	6	28	91	819	100.00%	\$453,540	

Note: For traffic generation, use the Traffic Authority of NSW Guidelines, 9 vehicles/day per dwelling (i.e. per E.T.)

Appendix I - 05 ROAD 0026: Apportionment Table
(Clause 27(1)(e) E P & A Regulation 2000)

Benefit Areas	Existing Dwellings	Estimated Infill Dwellings	Estimated Potential New Lots	Estimated Total Dwellings	Vehicles per Day	% of Traffic	Estimated Cost per Benefit Area	Estimated Contribution Rate
1 Rural Benefit Area	33	2	2	37	333	100.00%	\$116,640	\$3,152.43
Through Traffic	0	0	0	0	0	0.00%	\$0.00	\$0.00
TOTAL	33	2	2	37	333	100.00%	\$116,640	

Note: For traffic generation, use the Traffic Authority of NSW Guidelines, 9 vehicles/day per dwelling (i.e. per E.T.)

Appendix J - 05 ROAD 0027: Apportionment Table

(Clause 27(1)(e) E P & A Regulation 2000)

Benefit Areas	Existing Dwellings	Estimated Infill Dwellings	Estimated Potential New Lots	Estimated Total Dwellings	Vehicles per Day	% of Traffic	Estimated Cost per Benefit Area	Estimated Contribution Rate
1 Rural Benefit Area	2	3	6	11	90	100.00%	\$134,580	\$12,234.55
Through Traffic	0	0	0	0	0	0.00%	\$0.00	\$0.00
TOTAL	2	3	6	11	90	100.00%	\$134,580	

Note: For traffic generation, use the Traffic Authority of NSW Guidelines, 9 vehicles/day per dwelling (i.e. per E.T.)

Appendix K - 05 ROAD 0023: Estimated Cost Table

(Clause 27(1)(g) E P & A Regulation 2000)

	Length	x	Width	=	Area M ²	x	Rate	=	Estimated
Pavement Construction	2,750	x	4.8	=	13,200	x	\$32.00	=	\$422,400
Drainage + Erosion Control			Item	=	1	x	\$27,140	=	\$27,140
							Sub Total	=	\$449,540
Survey, Design & Supervision				=	6.0%	x	\$449,540	=	\$26,970
Administration & On-costs				=	15.5%	x	\$449,540	=	\$46,570
							Total Estimated Cost	=	\$523,080

Appendix L - 05 ROAD 0024: Estimated Cost Table
(Clause 27(1)(g) E P & A Regulation 2000)

	Length	x	Width	=	Area M ²	x	Rate	=	Estimated
Earthworks									
Rock Excavation 100m x 7m x 3m	2,100m ³			=	2,100	x	\$32.00	=	\$67,200
Allow Other Fill 150m x 5m x 1.5m	2,250 m ³			=	2,250	x	\$18.41	=	\$41,420
Strip & Stockpile Topsoil	1,600 m ³			=	1,600	x	\$4.91	=	\$7,860
Cut out Shoulders etc for pavement & transfer to fill areas, spread & compact New Pavement Area	7,885 m ²								
New Gravel Shoulder Area	1,500 m ²			=	9,385m ²				
Bitumen Seal Area 500m x 6.2	3,100 m ²								
Therefore, Cut Out Area	6,285 m ²	x	0.3	=	1,885.50	x	\$7.00	=	\$13,200
Trim & Consolidate Sub-grade					6,285	x	\$2.21	=	\$13,890
Cut out existing Pavement Bitumen & Shape to Match					3,100	x	\$2.21	=	\$6,850
Pavement (0.3m consolidated)									
(a) Base-course - assume full area					9,385	x	\$24.54	=	\$230,310
(b) Two Coat Seal					7,885	x	\$4.42	=	\$34,850
(c) Line-mark/ Separation Treatment			Allow		1 Item		\$18,410.00	=	\$18,410
(d) Drainage K & G in Cuttings			Lineal Metres		300	x	\$122.73	=	\$36,820
Sub-soil Drainage			Lineal Metres		800	x	\$19.64	=	\$15,710
Survey Control			13	x	2.5	x	\$466.46	=	\$15,160
Traffic Control			13	x	5	x	\$417.23	=	\$27,120
Erosion Control			Allow		1 Item		\$6,140.00	=	\$6,140
Soil Testing			Allow		1 Item		\$6,140.00	=	\$6,140
Revegetation	1000	x	5	=	5000	x	\$6.14	=	\$30,700
Land Acquisition			Allow		1 Item		\$24,550.00	=	\$24,550
Relocate Power Poles	6 Poles in rock		Allow		1 Item		\$24,550.00	=	\$24,550
Sub Total								=	\$620,880
Design & Initial Survey, Supervision				=	6.0%	x	\$620,880.00	=	\$37,240
Administration & On-Costs				=	15.5%	x	\$620,880.00	=	\$96,210
Total Estimated Cost								=	\$754,330

Appendix M - 05 ROAD 0025: Estimated Cost Table

(Clause 27(1)(g) E P & A Regulation 2000)

	Length	x	Width	=	Area M ²	x	Rate	=	Estimated
Pavement Construction	2,300	x	4.8	=	11,040	x	\$32.00	=	\$353,280
Drainage + Erosion Control			Item	=	1	x	\$20,000	=	\$20,000
Sub Total									\$373,280
Survey, Design & Supervision				=	6.0%	x	\$373,280	=	\$22,400
Administration & On-costs				=	15.5%	x	\$373,280	=	\$57,860
Total Estimated Cost									\$453,540

Appendix N - 05 ROAD 0026: Estimated Cost Table

(Clause 27(1)(g) E P & A Regulation 2000)

	Length	x	Width	=	Area M ²	x	Rate	=	Estimated
Pavement Construction	500	x	6	=	3,000	x	\$32.00	=	\$96,000
Survey, Design & Supervision				=	6.0%	x	\$96,000	=	\$5,760
Administration & On-costs				=	15.5%	x	\$96,000	=	\$14,880
Total Estimated Cost									\$116,640

Appendix O - 05 ROAD 0027: Estimated Cost Table

(Clause 27(1)(g) E P & A Regulation 2000)

	Length	x	Width	=	Area M ²	x	Rate	=	Estimated
Trim, Spread & Finish	2,400	x	6	=	14,400	x	\$1.08	=	\$15,550
Supply Shale Material to Site	14,400	x	0.15	=	2,376	x	\$23.95	=	\$56,900
Earthworks			Item	=	1	x	\$23,940	=	\$23,940
Drainage Culverts			Item	=	1	x	\$14,370	=	\$14,370
Sub Total									\$110,760
Survey, Design & Supervision				=	6.0%	x	\$110,760	=	\$6,650
Administration & On-costs				=	15.5%	x	\$110,760	=	\$17,170
Total Estimated Cost									\$134,580