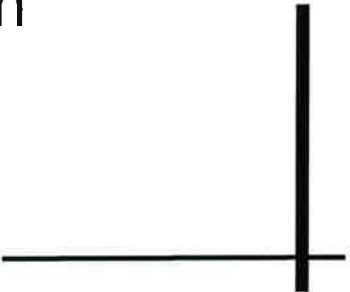


Appendix 3

Port Macquarie Hastings Council – *Section 94 Major Roads
Contributions Plan Version 2.2 - April 2006*



Version 2.2

Port Macquarie-Hastings Council
April 2006

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REVISION HISTORY

Version	Adopted	Commenced	Notes
2.0	28/06/2004	1/07/2004	
2.1	07/03/2005	16/03/2005	Amended to incorporate new policy on deferral of payment of contributions.
2.2	6/03/2006	3/04/2006	Amended to incorporate new provisions for Monitoring Review and Adjustment of Rates, Pooling of Contributions and Contributions Ratios for Residential Development.

Part 1

EXECUTIVE SUMMARY

Hastings is one of the fastest growing coastal councils in NSW. This growth is creating significant demands for a range of community facilities and services, including roads cycleways and footpaths.

A nexus between population growth and demand for major road facilities was established by the Major Municipal Roads Section 94 Plan study by Connell Wagner (NSW) Pty Ltd completed in May 1993. Accordingly a works program for major development was prepared in response to those demands. This works program has since been refined and updated through the preparation of the Hastings Roads and Traffic Study Final Report July 2003. This recent study has been further refined to provide for additional traffic facilities at collector and local road level, through the preparation of the Hastings Section 94 Plan for roads Phase II Report.

The purpose of the Major Roads Section 94 Contributions Plan is to clearly indicate to prospective developers in the Hastings LGA the rationale and processes for Council applying the provisions of Section 94 of the EP&A Act, 1979 (as amended). The plan describes:

- The types of development excluded from the application of the plan.
- The manner of calculations of the monetary value of the contribution.
- The schedule of works within each urban area and the estimated costs of these works.
- The method and timing of contributions payments.
- The manner in which Council will accept contributions and the way in which Council will review the charges.
- The method of accounting for contributions.

This Section 94 contributions plan applies to the entire local government area of Hastings Council, in accordance with the requirements and rationale articulated in the plan. Where appropriate, specific local benefit areas have been identified. Refer figures 3.1-3.8

The contribution rates for regional and local facilities are summarised in Table 1.1. These are on a per ET (household) basis. The rate for multi-unit and other forms of residential development are calculated as a percentage of the low-density single dwelling rate contributions as show in Table 3.5.

Table 1.1: Regional & Local Facility Contributions Summary

Catchment	Regional Facilities	Local Facilities	Total Facilities
	Per ET	Per ET	Per ET
1: Port Macquarie	\$4,035	\$1310	\$5,345
2: Innes Peninsular **	\$4,035	\$2,548**	\$6,583**
3: Sancrox Thrumster	\$4,035	\$1,641	\$5,675
4: Lake Cathie/Bonny Hills	\$4,035	\$77	\$4,111
5: Camden	\$4,035	\$1,875	\$5,910
6: Wauchope	\$4,035	\$960	\$4,995
7. Kings Creek*	\$4,035	*	*
8: All other areas	\$4,035	\$0	\$4035

*The area covered by the Kings Creek Local Catchment is subject to a separate local catchment contribution under the Kings Creek Contribution Plan. **The area covered by the Innes Peninsula Local Catchment is subject to a separate local catchment contribution under the Innes Peninsula Road Works Contribution Plan Only the Regional contribution applies to the Kings Creek and Innes Peninsula areas under this Plan.

Part 2

ADMINISTRATION

2.1 THE NAME OF THIS CONTRIBUTION PLAN

This Contributions Plan (CP) may be referred to as the Hastings S.94 Major Roads Contributions Plan – Version 2.2.

The plan has been prepared in accordance with the Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulation 2000.

2.2 BACKGROUND

Hastings is one of the fastest growing coastal councils in NSW. This growth is creating significant demands for a range of community facilities and services, including roads cycleways and footpaths.

A nexus between population growth and demand for major road facilities was established by the Major Municipal Roads Section 94 Plan study by Connell Wagner (NSW) Pty Ltd completed in May 1993. Accordingly a works program for major development was prepared in response to those demands. This works program has since been refined and updated through the preparation of the Hastings Roads and Traffic Study Final Report July 2003. This recent study has been further refined to provide for additional traffic facilities at collector and local road level, through the preparation of the Hastings Section 94 Plan for Roads Phase II Report.

Legal Context

This plan outlines the contributions that Council can levy for road facilities under Section 94 of the Environmental Planning and Assessment (Contributions Plan) Amendment Act 1991.

This contributions plan is made under the provisions of 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.

Following public exhibition, this plan can be adopted by Council and provide the basis for levying Section 94 contributions in the future. The enabling legislation permits Council to levy a charge to cover the costs associated with development in the Hastings LGA. This is a contribution paid to cover the costs of road facilities provided to meet the demand of the development.

Guidelines for the use of Section 94 impose requirements upon Council to review its current practices and to adopt consistent and accountable methods of administering Section 94 contributions. The key features of these requirements are:

- Establishing a nexus (or direct relationship) between the need created by a new development and the provision of public services.
- The contributions must relate to or be imposed for a planning purpose.
- The contributions must be reasonable for the particular development.
- The contributions must be spent on the purpose for which they are collected within a reasonable time-frame.
- The funds collected must be accounted for in a clearly identifiable manner.

The Hastings Section 94 Plan for Roads Report has been prepared to satisfy the nexus, planning purpose and reasonableness requirements of the Section 94 guidelines.

2.3 THE PURPOSE OF THIS CONTRIBUTIONS PLAN

The purpose of the Major Roads Section 94 Contributions Plan is to clearly indicate to prospective developers in the Hastings LGA the rationale and processes for Council applying the provisions of Section 94 of the EP&A Act, 1979 (as amended). The plan describes:

- The types of development excluded from the application of the plan.
- The manner of calculations of the monetary value of the contribution.
- The schedule of works within each urban area and the estimated costs of these works.
- The method and timing of contributions payments.
- The manner in which Council will accept contributions and the way in which Council will review the charges.
- The method of accounting for contributions.

This plan has the following objectives:

- To clearly articulate the need for road and traffic facilities within the Hastings Council LGA.
- To clearly outline the statutory context of Section 94 so that the community and developers are aware of the legal obligations and limitations which govern the levying of contributions on new development.
- To identify the growth characteristics of Hastings LGA so that the general and unique development pressures experienced by the municipality can be recognised and accounted for in the Section 94 contributions plan for road, traffic, cycleway and footpath facilities.
- To adopt and articulate a set of standards which can be used to develop appropriate formulae for the levying of road, traffic, cycleway and footpath facilities. Section 94 contributions for new development.
- To create a clear and straight forward framework for the Section 94 Major Roads Contributions Plan to facilitate updating in response to changing circumstances.

2.4 TO WHAT AREA DOES THIS CONTRIBUTION PLAN APPLY?

This Section 94 contributions plan applies to the entire local government area of Hastings Council, in accordance with the requirements and rationale articulated in the plan. Refer figure 3.1. Where appropriate, specific local benefit areas have been identified. Refer figures 3.2-3.8.

2.5 WHEN ARE CONTRIBUTIONS PAYABLE?

Council will only accept S.94 contributions in the following manner:

Where a DA is required including integrated housing	Prior to the release of the construction certificate, or as specified in the development consent
Subdivision	Prior to the subdivision certificate being issued, or as specified in the development consent
Strata Development	Prior to the release of the construction certificate where required. If no construction certificate is required, prior to the subdivision certificate being issued or as otherwise specified in the development consent

Contributions shall be determined at the time of payment of the contribution. Payment is to be made prior to release of the construction certificate or the linen plan in the case of subdivision. Where no building approval is required, payment is to be made within three (3) months of the granting of development consent or prior to occupation, whichever is the sooner.

Section 94 of the EP&A Act, 1979 (as amended), enables Council to receive contributions in the following manner:

- (a) As a direct cash contribution according to the formula relating to that form of public infrastructure.
- (b) Dedication of land to the value (or part thereof) of the total cash contribution.
- (c) Provision of material benefit to the estimated value (or part thereof) of a cash contribution.

In the case of option (b) it is a requirement that Council and the developer agree on the value of the land that is being dedicated. The engagement of a valuer at the cost of the developer is required.

The provision of public benefit will need to comply with Council's Works in Kind Policy

'Works in Kind'

Council, at its own discretion, may accept 'works in kind' from a developer in lieu of cash contributions where the 'works in kind' form part of Council's overall planning for the locality or it can be demonstrated that their acceptance would be of significant benefit to the community as detailed in Council's Works in Kind Policy. 'works in kind' can be in the form of the provision of land or the construction of physical improvements or infrastructure over and above normal requirements.

Where the provision is in the form of land, a valuation provided by a registered valuer at the developer's expense, would be required by Council to evaluate the offset against the contribution. If the 'works in kind' contribution is in the form of physical improvements or infrastructure, documentary proof of the cost would need to be produced to Council's satisfaction, in a form suitable for inclusion in Council's asset register.

Where the Crown acts as a private developer, it will be expected to pay a level of contribution equal to the private sector.

Deferment

Council will allow the deferral of the payment of Development Contributions involving the construction of a building subject to:

- i) Lodgement of an irrevocable guarantee for the amount of the contributions plus an additional 12 month interest amount calculated at the average rate of Council's investments performance over the past 12 months plus 1%.
- ii) The maximum period for which the guarantee will be accepted is the sooner of 12 months or the issue of an occupation certificate for the development.
- iii) Guarantees will only be accepted from an institution approved by the Manager Corporate and Financial Planning.
- iv) If at the end of the period for the lodgment of the guarantee, the outstanding contributions plus the additional amount referred to in 'i' have not been paid, Council will call in the guarantee without further reference to the applicant.
- v) A prorata reduction in the amount referred to in 'i' will be allowed for payment of the outstanding contributions within 12 months or the calling in of the guarantee within 12 months.
- vi) The guarantee is to provide for Council to unconditionally call in the guarantee for the full amount at any time.

2.6 ARE THERE ANY EXEMPTIONS FROM CONTRIBUTION PAYMENTS?

Exemptions

The types of development exempted from the application of this plan include:

- Non residential land uses and other uses that are not specified in table 3.5.
- Existing vacant residential lots currently rated for water and sewer (except where subdivision or an increase in population density is involved).
- A change of land use not involving the creation of additional lots, dwellings or increased population.
- Development exempted by direction of the Minister pursuant to SEPP Seniors Living
- Rural or farming enterprises, which do not result in an increase in the demand for road and traffic facilities.
- Development exempted by Council's Development Contribution Assessment Policy.

2.7 RELATIONSHIP TO OTHER PLANS AND POLICIES

This plan relates to the following relevant Council plans and policies:

- Hastings LEP (2001)
- Hastings Urban Growth Strategy (2001)
- Hastings Council Development Contribution Assessment Policy
- Hastings Council Works in Kind Policy

2.8 MONITORING, REVIEW AND ADJUSTMENT OF RATES

Council will adjust the contributions levy in this plan on a quarterly basis. To ensure that the value of the contributions is not eroded by inflation, Council will increase the levy in accordance with the Consumer Price Index All Group Index Number for Sydney (CPI), as published by the ABS.

Where contributions have been levied under an existing consent, granted in accordance with this Plan, but not yet paid, the contribution will continue to be indexed on a quarterly basis in accordance with the above until such time as they are paid.

Contributions rates will be adjusted in accordance with the following formula

$$CR_A = \left(1 + \frac{CPI_C - CPI_O}{CPI_O}\right) \times CRO$$

Where

CRA is the adjusted contributions rate at the time of adjustment in the Contributions Plan, or at the time of payment of the contributions, as applicable.

CRO is the original contribution rate in the contributions plan, or at the time of the development consent, as applicable.

CPIO is the original CPI rate at the time of adoption of the contributions plan, or at the time of the development consent, as applicable.

CPIC is the current CPI rate at the time of adjustment of the contributions rate in the Contributions Plan, or payment of the contributions, as applicable.

The cost of proposed works in the contribution plan will be reviewed annually if warranted, but at least every three years, to ensure the CPI adjustments reflect the 'real' cost of acquisitions and construction.

Council will also review this plan if it becomes necessary to borrow additional funds to meet the Section 94 funding component of the works program due to a shortfall in the receipt of development contributions.

2.9 HOW IS ACCOUNTABILITY ENSURED?

Council is required by the EP&A Act 1979 to maintain a Contributions Ledger, and to produce annual statements on the performance of each plan. These documents are publicly available from Council's main administration offices in Burrawan Street, Port Macquarie.

2.10 POOLING OF CONTRIBUTIONS

This plan expressly authorises monetary S94 Contributions paid for different purposes to be pooled and applied (progressively or otherwise) for those purposes. The priorities for the expenditure of the levies are shown in the works schedule.

PART 3

HOW DOES THIS PLAN OPERATE?**3.1 DEMOGRAPHIC TRENDS**

The Hastings Urban Growth Strategy has forecast that the population of the Hastings area will increase to 88,300 people by 2016 and 97,800 by 2021. This growth is expected to occur primarily in the coastal areas, with the inland rural areas forecast to sustain modest growth levels.

To maintain a level of road and traffic facilities amenity enjoyed by the current residents and to enable the continuing satisfaction of road needs throughout the Hastings LGA, it is reasonable that the incoming population contribute towards the construction of new or upgraded facilities so that the current residents do not experience a reduction in the standard of provision.

3.2 ANTICIPATED POPULATION GROWTH

The time span of this contribution plan is 20 years. The population growth figures contained in the Hastings Urban Growth Study have therefore been extrapolated to 2024 to provide for a 20 year horizon. The anticipated growth in Hastings' population is summarised in Table 2.1. Whilst Port Macquarie is anticipated to sustain the highest levels of growth in absolute terms, catchments such as Sancrox Thrumster and Innes Peninsular are anticipated to experience the highest relative growth, starting as they do from a low base line. NB population figures in table 3.1 include some adjacent Rural population has shown in figures 3.1 – 3.8

Table 3.1: **Anticipated Population Growth**

	2004 (Estimate)	2024 (Forecast)	Increase No.	Increase %
1. Port Macquarie	38998	47896	8898	18.6
2. Innes Peninsular	1805	7174	5369	74.8
3. Sancrox Thrumster	1450	7966	6516	81.8
4. Lake Cathie/Bonny Hills	4670	10444	5774	55.3
5. Camden Haven	9481	12778	3297	25.8
6. Wauchope	5435	7279	1844	28.6
8. Rural Western:	7405	7952	547	6.9
Total Hastings Council Area:	70200	103177	32977	32.0

3.3 DEVELOPMENT IMPLICATIONS

There is a strong correlation between population growth higher traffic volumes and the need to upgrade traffic facilities as a result of the increased growth. The anticipated level of urban development will put significant additional demands on the Hastings road system. In response to this anticipated demand, priorities for road, cycleway and footpath facilities have been developed, the works costed, scheduled and an allowance made for existing demands and potential community benefit.

3.4 MAJOR ROADS DEVELOPMENT PROGRAM

To meet the needs of both the existing and anticipated populations, Council has identified a major roads development program with an estimated price tag of \$ 212.3 million. These costs are phased as shown in Works Program. Costs have been determined on the basis of demand assessment and take into account:

- Government grants for road facilities; and
- Community benefits arising from general improvements to the roads system.

This approach is acknowledged to be fair and reasonable and has been endorsed by the Land and Environment Court on many occasions.

Scope of Works

The scope of works includes:

- Road Facilities (bridge construction, road duplication, major intersection work, new roads, road reconstruction, road widening and traffic management);
- Cycleways as proposed in Council's various adopted Bike Plans;
- Footpaths as detailed in Councils adopted Pedestrian Access and Mobility Plans (PAMP) where these facilities are located or are proposed to be located within road reserves;
- Bus Shelters;
- Carparking Facilities.

Project costs include: land acquisition, facility construction, planning, design, project management, relevant fees, charges and contingencies.

3.5 DEVELOPMENT NEXUS

The apportionment of benefit derived from road facilities within the Hastings LGA has two nexus components: spatial hierarchy (regional/local) and resident responsibility (existing/future populations).

Spatial Hierarchy

Road facilities are judged to meet: regional and local demands for transport opportunities. Accordingly the works program has been differentiated between regional and local facilities.

Regional facilities are deemed to meet the needs and be accessible to the whole population of the Hastings LGA. Regional facilities are generally on arterial and sub arterial roads or collector roads that serve traffic from across the entire local government area such as Ocean Drive Upgrading. Local facilities include collector and local roads that generally only serve traffic within the local catchment.

Contributions also include a contribution towards cycleways as proposed in the various adopted Bike Plans and contributions for footpaths as detailed in Councils adopted Pedestrian Access and Mobility Plans (PAMP) where these facilities are located or are proposed to be located within road reserves.

Maps showing the catchments for local facilities are listed as figures 3.1-3.8. The area covered by the Kings Creek Local Catchment is subject to a separate local catchment contribution under the Kings Creek Contribution Plan.

Resident Responsibility

Road facilities are considered to meet the needs of either: both future population and existing populations, or solely the future population.

Apportionment for the needed road facilities were determined through computer modelling of projected traffic volumes, Councils pavement management system and the need to provide a level of service for traffic facilities equal to or better than the current level of service.

Apportionment for Cycleways, footpaths and bus shelters was based on the percentage of new population served by the new facilities.

Apportionment for the regional parking facility was based on a projected need of 1572 parking spaces required in the Port Macquarie CBD over the next 20 years (extrapolated from the recommendation in the Hastings Parking Study Report July 2001 by Christopher Hallam and Associates Pty Ltd) and by taking 13.7% of this requirement (215 spaces) which the Parking Study attributed as the additional requirement generated in the Hastings compared to RTA's State Wide Parking Rates.

3.6 REGIONAL FACILITIES

Proposed regional road facilities are estimated to cost \$172 million. The most significant project being the upgrading of the various sections of Ocean Drive. A map showing the catchment for regional facilities is shown in figure 3.1

Total Regional works program spending and the apportionment is shown in table 3.2.

Table 3.2: Regional Road Facilities: Works Program Summary

S94 Component	Council Component	Total
\$54,527,274	\$117,848,790	\$172,376,604

3.7 LOCAL FACILITIES

Proposed local catchment road facilities are estimated to cost \$ 41.55 million. Total Local works program spending and the apportionment is shown in table 3.3 Maps showing the catchments for local facilities are listed as figures 3.2-3.8. Local contributions for the Kings Creek Local Catchment are calculated under the Kings Creek Contribution Plan and Local contributions for Innes Peninsular and charged under the Innes Peninsular Road Works Contribution Plan.

Table 3.3: Local Catchment Facilities: Works Program Summary

Catchment	S94 Component	Council Component	Total
1. Port Macquarie:	\$4,778,557	\$12,667,491	\$17,446,048
2. Innes Peninsular:	\$4,700,104	\$2,072,871	\$6,772,975
3. Sancrox /Thrumster:	\$4,381,465	\$3,585,635	\$7,967,100
4. Lake Cathie/Bonny Hills:	\$181,185	\$183,055	\$364,240
5. Camden Haven:	\$2,534,151	\$4,088,861	\$6,623,012
6. Wauchope:	\$725,639	\$1,655,204	\$2,380,843

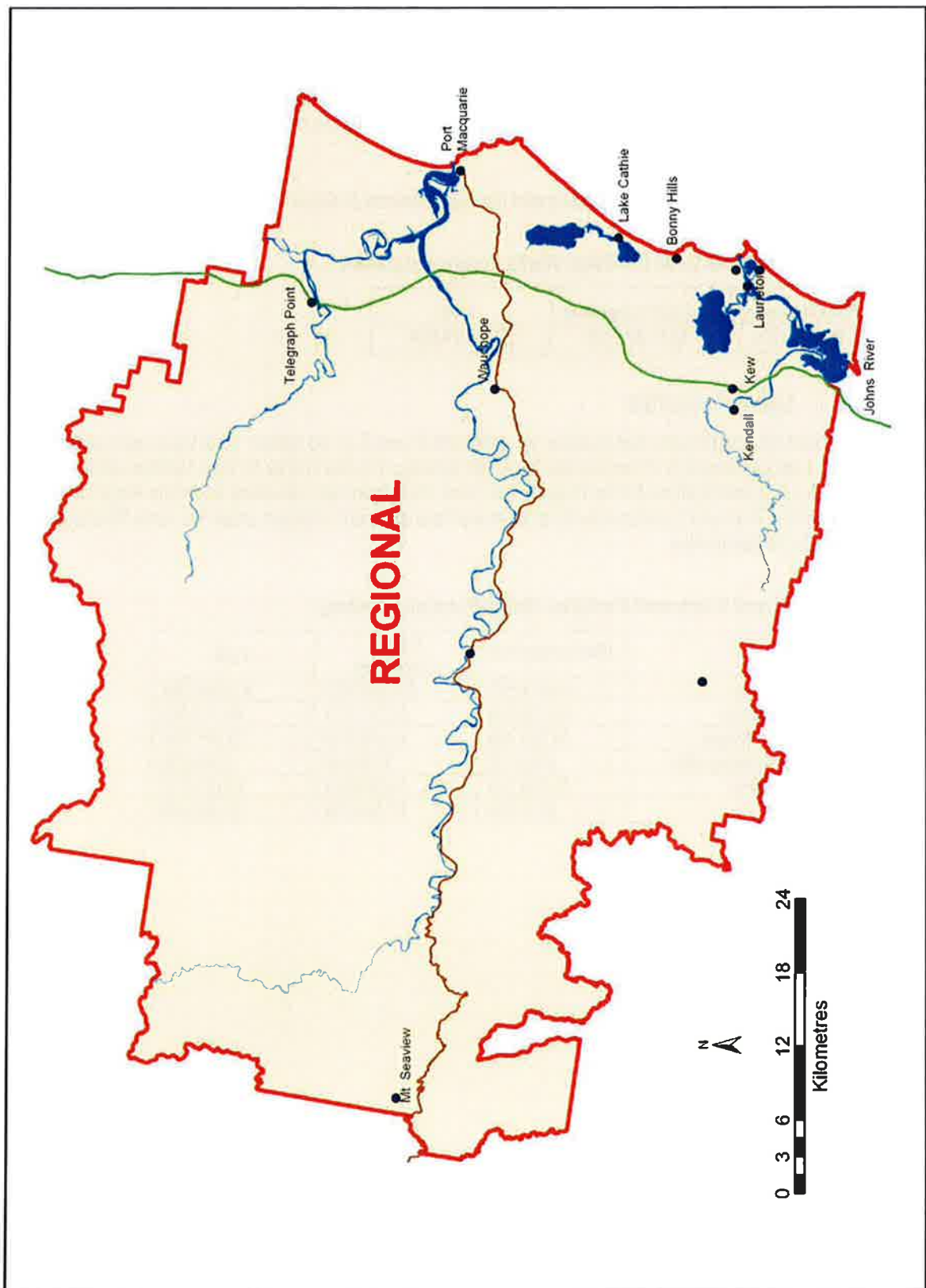


Figure 3.1 Regional Catchment Area

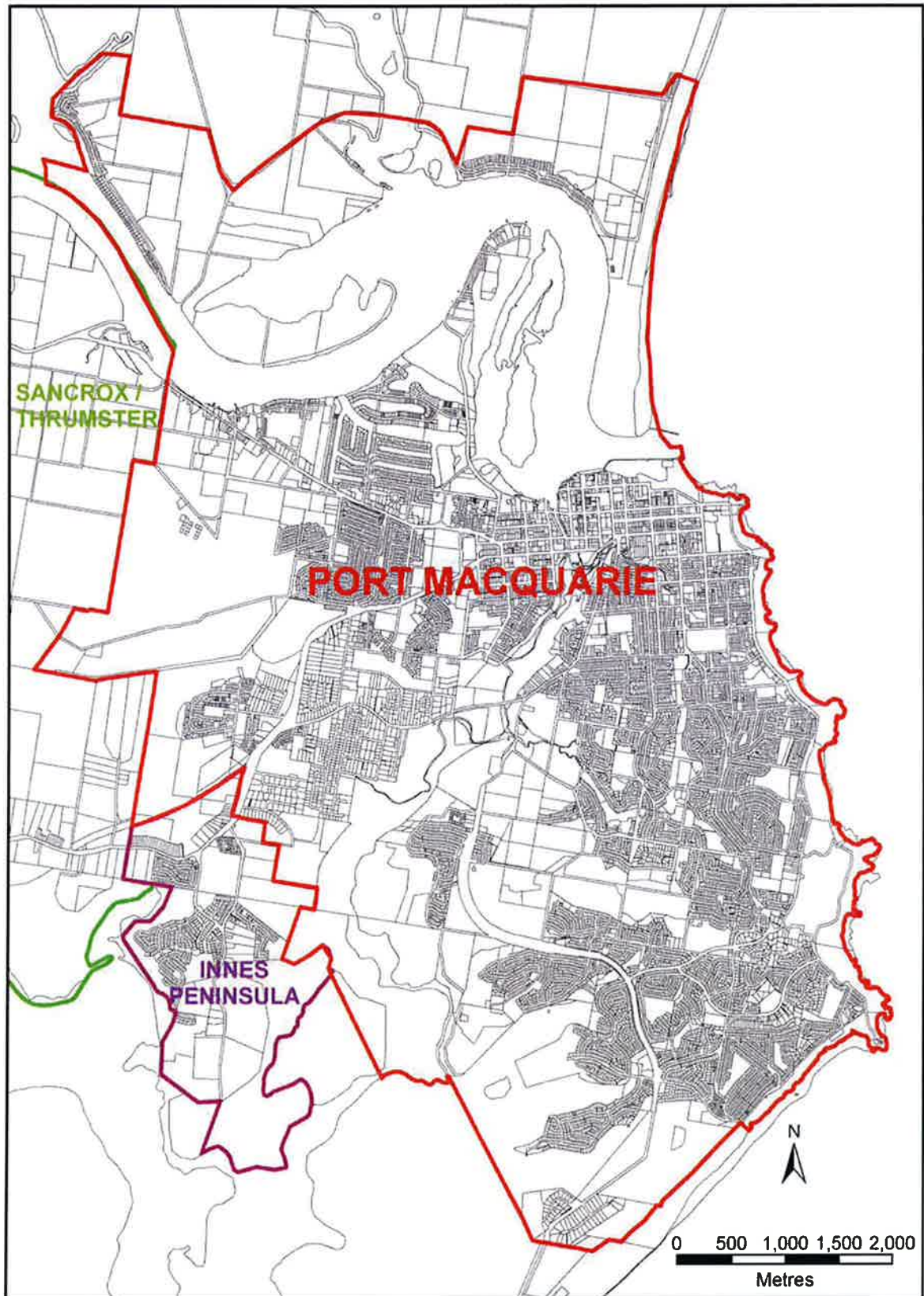


Figure 3.2 Port Macquarie Local Catchment Area

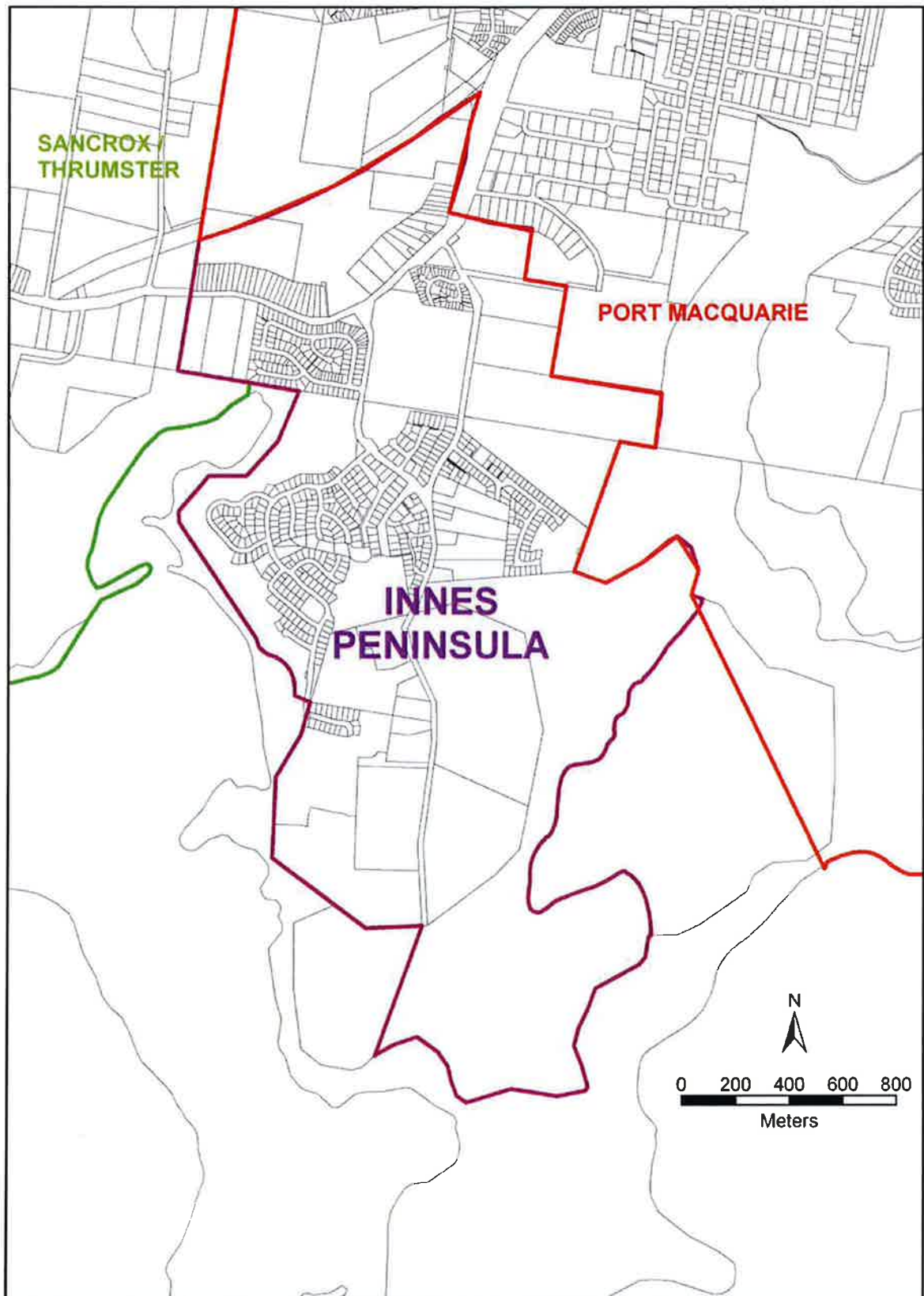


Figure 3.3 Innes Peninsula Local Catchment Area

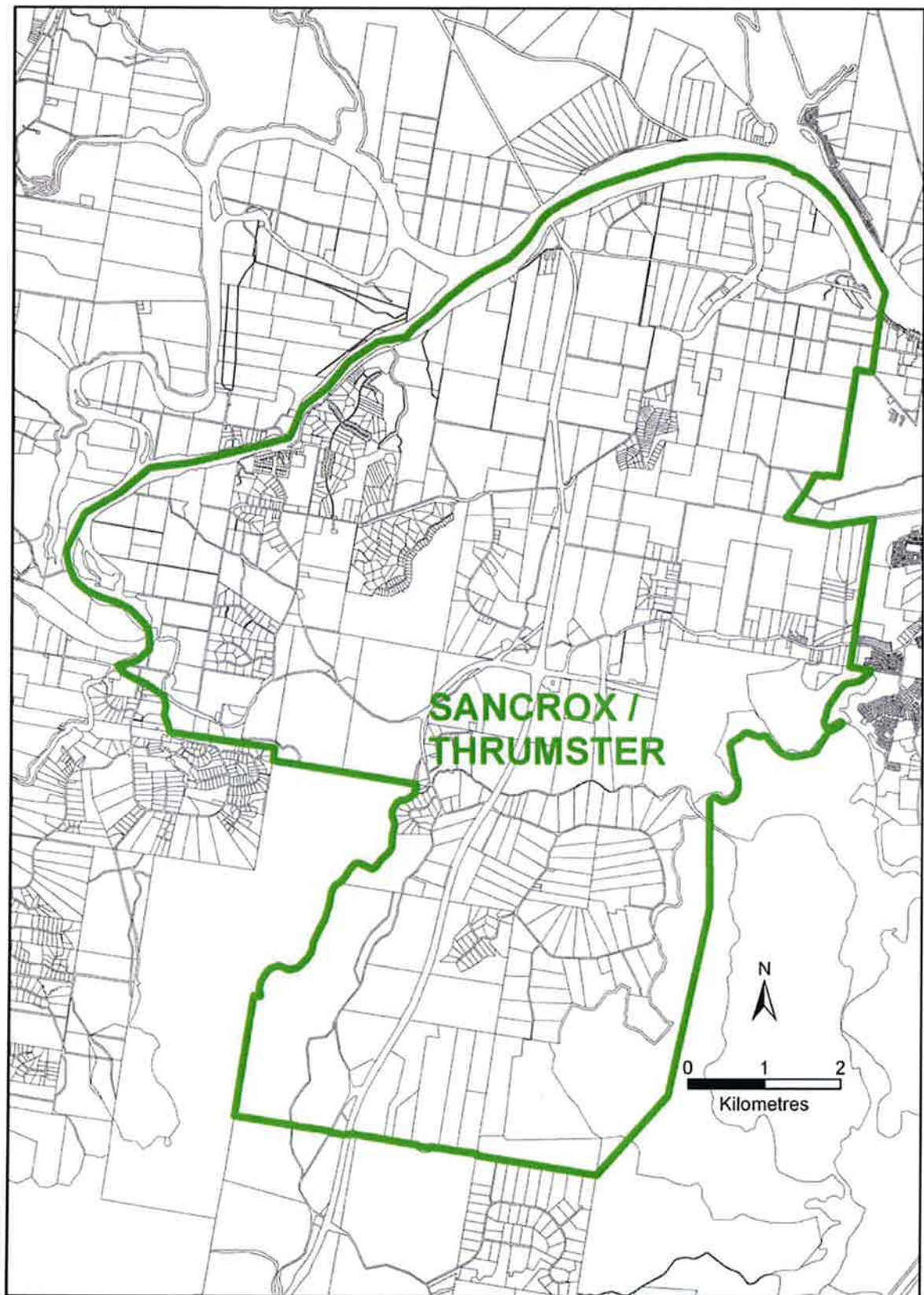


Figure 3.4 Sancrox / Thrumster Local Catchment Area

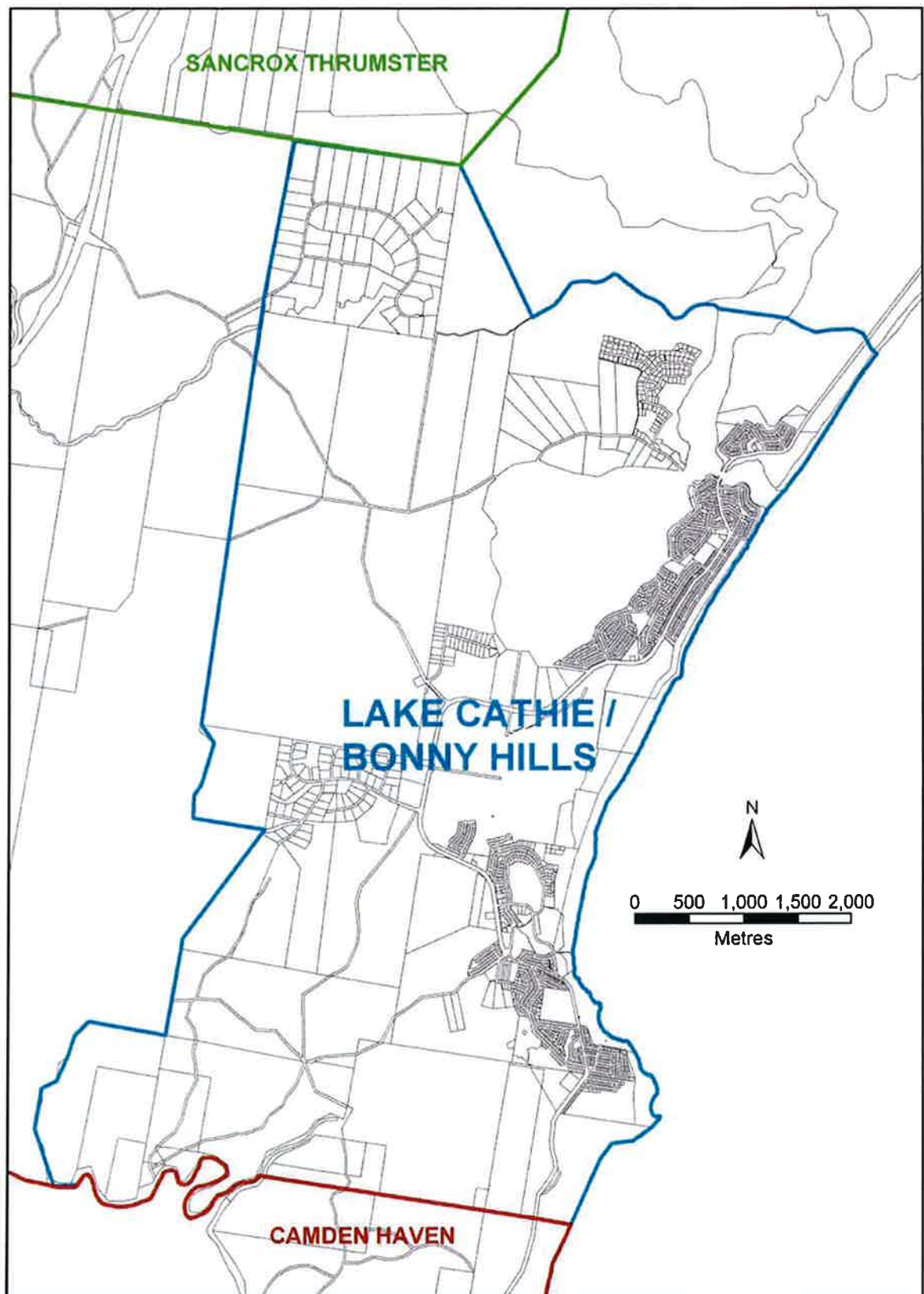


Figure 3.5 Lake Cathie / Bonny Hills Local Catchment Area

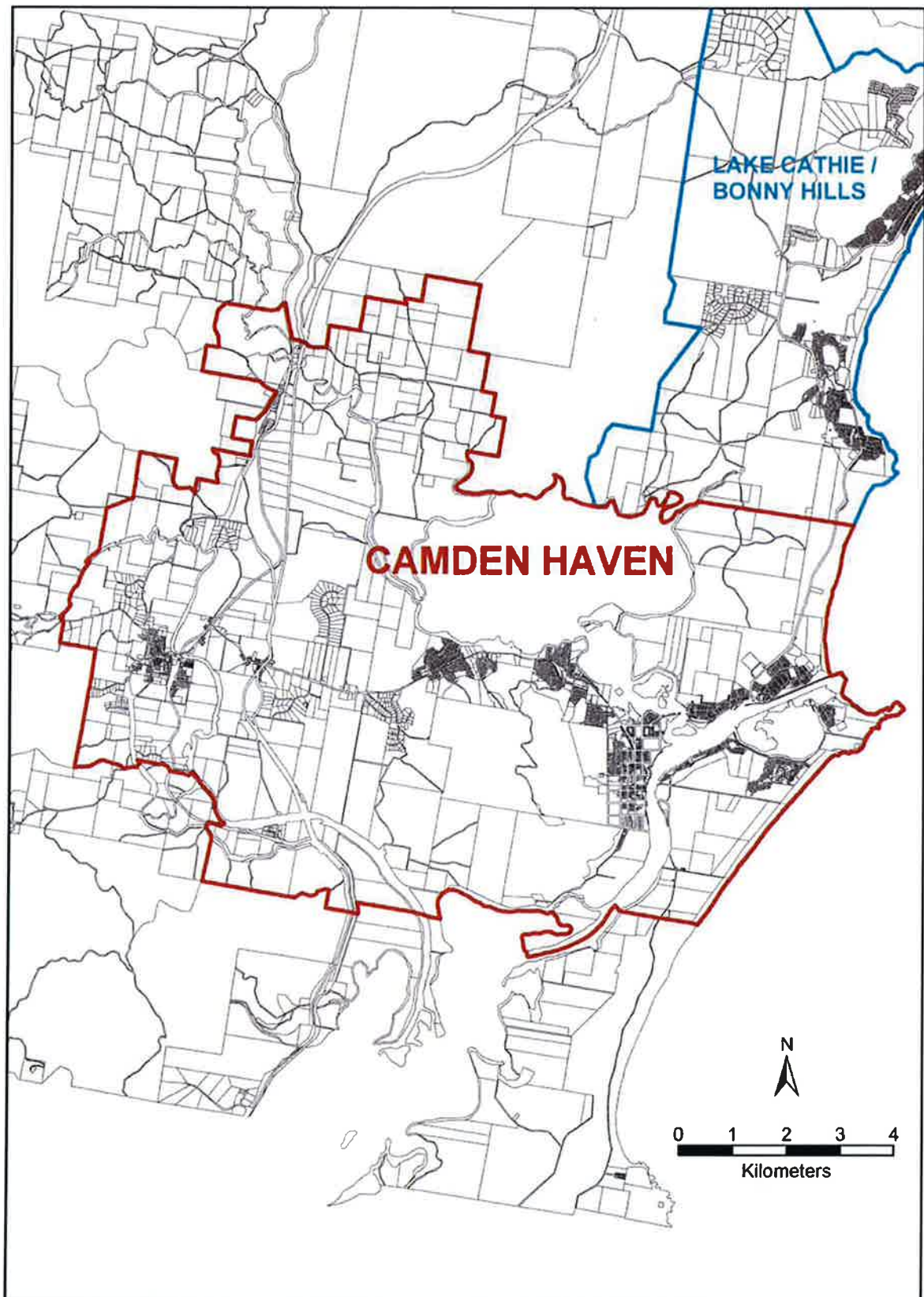


Figure 3.6 Camden Haven Local Catchment Area

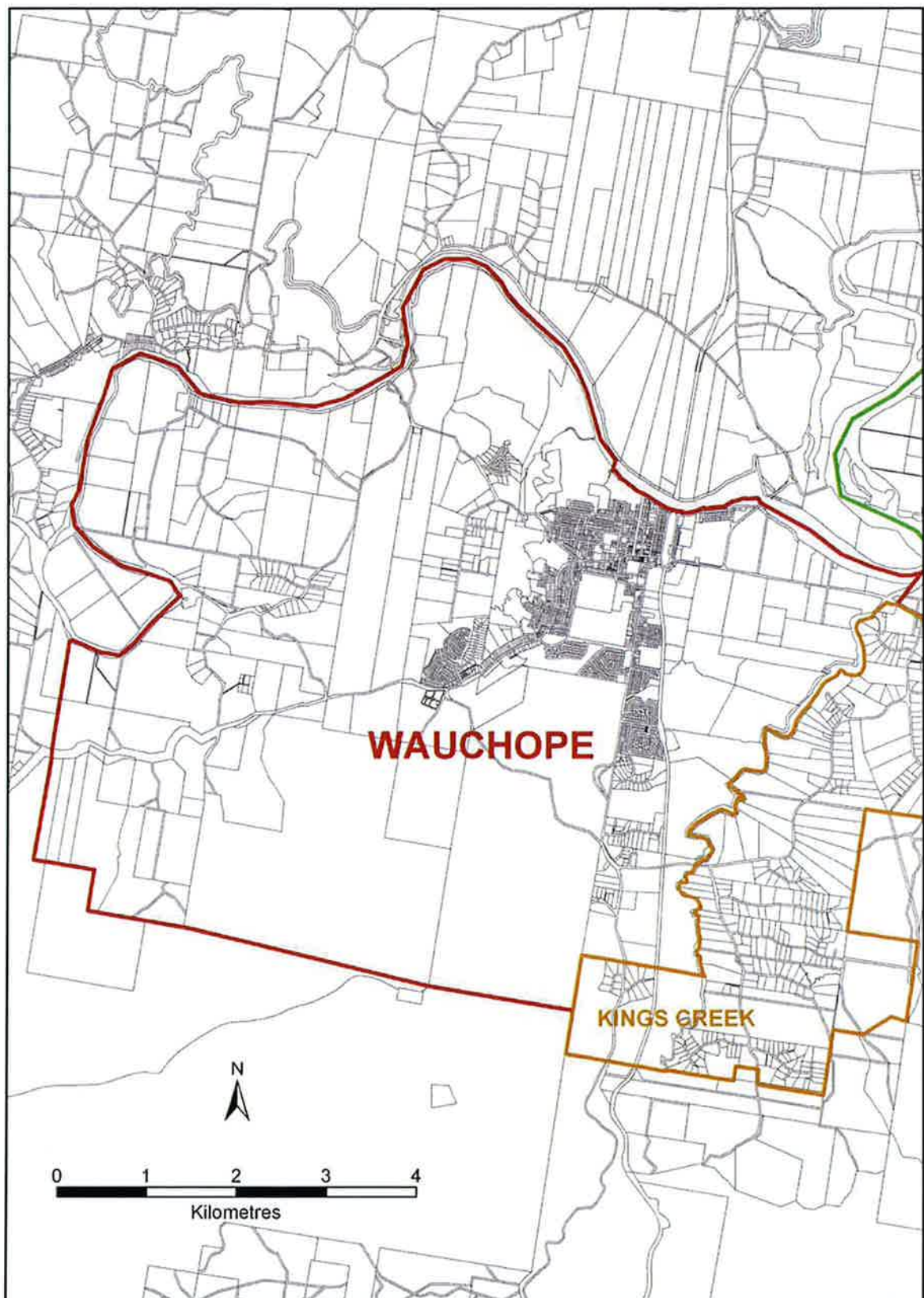


Figure 3.7 Wauchope Local Catchment Area

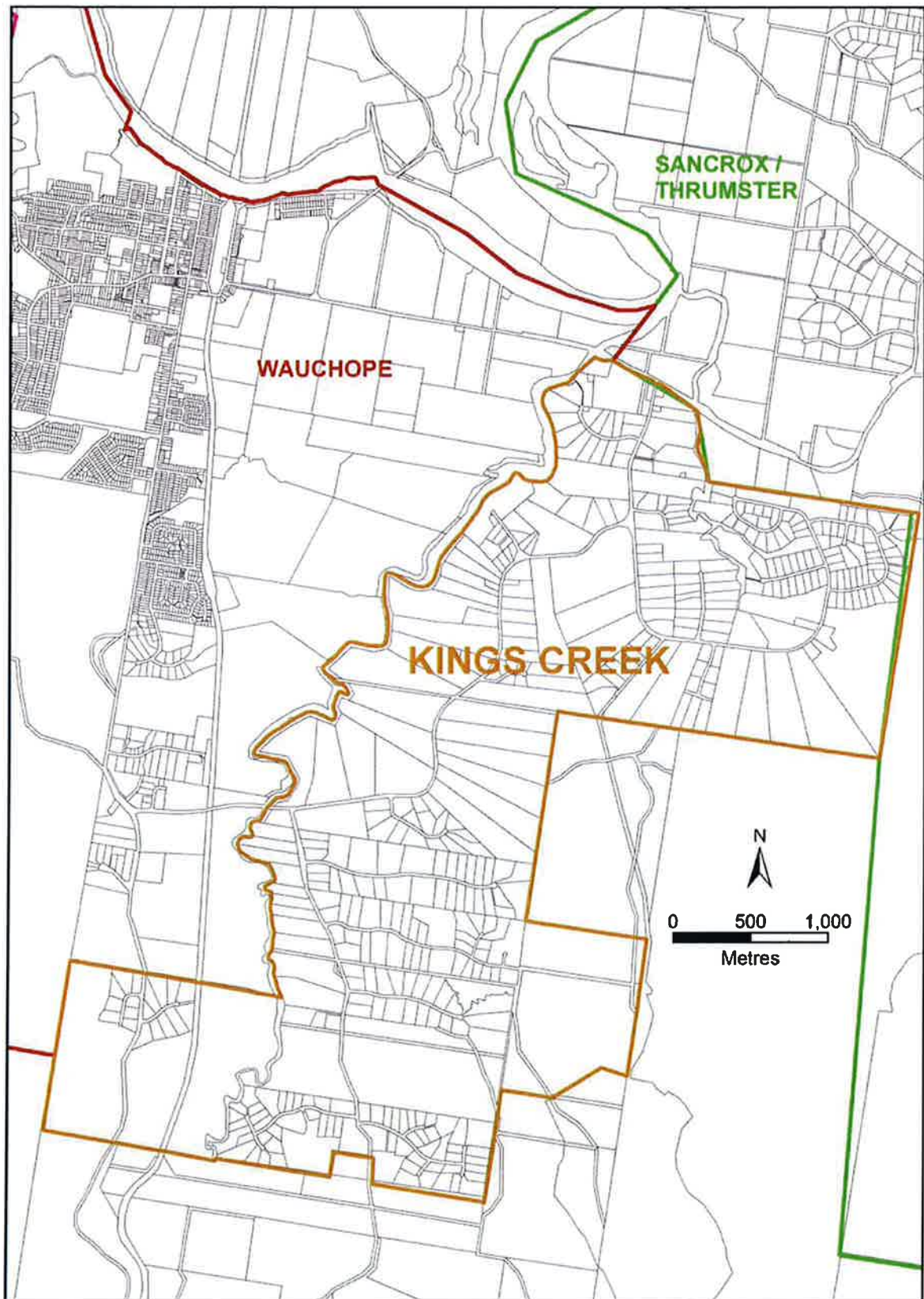


Figure 3.8 **Kings Creek Local Catchment Area** (Subject to Kings Creek Contribution Plan)

3.8 CONTRIBUTION FORMULAE

The major roads contributions are based on the analysis and findings contained in the Hastings Roads and Traffic Study Phase II Report. They are supported by the open space works program summarised in Tables 3.2 and 3.3 and detailed in PART 4. Contributions for major roads have a district and a local component.

$$\text{Major Roads Contribution} = \text{Regional Contribution} + \text{Local Contribution}$$

Regional and local contributions are calculated using the following formulae:

$$\begin{array}{l} \text{Contribution} \\ \text{Rate} \\ \text{(Per Lot or ET)} \end{array} = \frac{((TC - S) \times P) + I}{n} \times r$$

TC = Total Cost of Facilities - sum of capital costs of the infrastructure, which is to be provided

S = Direct Subsidies and Grants

P = Proportion attributable to new development

n = Population Increase

r = Average Occupancy rate for detached single house taken from 2001 Census (2.44 persons)

ET = Equivalent Tenement eg A house – single density, one lot with one dwelling entitlement)

3.9 CONTRIBUTION RATES

The contribution rates for regional and local facilities are summarised in Table 3.4. These are on a per ET (household) basis. The rate for multi-unit and other forms of residential development are calculated as a percentage of the low-density single dwelling rate contributions as show in Table 3.5.

Table 3.4: Regional & Local Facility Contributions Summary

Catchment	Regional Facilities	Local Facilities	Total Facilities
	Per ET	Per ET	Per ET
1: Port Macquarie	\$4,035	\$1310	\$5,345
2: Innes Peninsular **	\$4,035	\$2,548**	\$6,583**
3: Sancrox Thrumster	\$4,035	\$1,641	\$5,675
4: Lake Cathie/Bonny Hills	\$4,035	\$77	\$4,111
5: Camden	\$4,035	\$1,875	\$5,910
6: Wauchope	\$4,035	\$960	\$4,995
7. Kings Creek*	\$4,035	*	*
8: All other areas	\$4,035	\$0	\$4035

*The area covered by the Kings Creek Local Catchment is subject to a separate local catchment contribution under the Kings Creek Contribution Plan. **The area covered by the Innes Peninsula Local Catchment is subject to a separate local catchment contribution under the Innes Peninsula Road Works Contribution Plan Only the Regional contribution applies to the Kings Creek and Innes Peninsula areas under this Plan.

Table 3.5 Contributions Ratios for Residential Development

Description	Percentage
A house - single density (one lot with one dwelling entitlement) detached dwelling in Rural 1(a1),1(a3) or 1(a4) zones (eg managers residence or rural worker's dwelling) Lots > 450	100
Flats, units, town houses, villas, dual occupancies, Integrated Housing designed for lots less than 450m2 etc. and permanent self-contained caravan park accommodation	
• one (1) bedroom	50
• two (2) bedroom	67
• three (3) bedroom	90
• four (4) or more bedrooms	100
High density (3 or more storeys)	
• one (1) bedroom	50
• two (2) bedroom	67
• three (3) bedroom	90
• four (4) or more bedrooms	100
Boarding houses, guest houses, hostels, B&Bs etc	
• not self-contained, shared facilities for cooking, laundry and bathrooms per bedroom not dormitory or bunk rooms	25
• partially self contained, shared facilities for cooking & laundry but own ensuite per bedroom not dormitory or bunk rooms	35
• not self-contained, shared facilities for cooking, laundry and bathrooms per bed, dormitory or bunk rooms	12.5
• partially self contained, shared facilities for cooking & laundry but own ensuite per bed, dormitory or bunk rooms	17.5
• B&Bs are currently contributions exempt for a trial period	Nil
Motel unit	
• partially self contained (shared facilities for cooking & laundry but own ensuite)	25
• self contained (ensuite and kitchen) Equates to a 1 bedroom unit. For motel suites in excess of 1 bedroom, apply the percentages for high density units	50

Major Roads Contributions Plan

Description	Percentage
Aged unit where the development is approved under SEPP (Seniors Living) or the Applicant demonstrates to Council's satisfaction that the development will be occupied by older persons as defined in the SEPP and the maximum occupancy for any unit is 2 persons	
• self contained (ensuite & kitchen) 1 bedroom	40
• self contained 2 bedroom	55
• self contained 3 or more bedrooms	75
Nursing Home/Hostels	
• High Dependency/Residential Care Facility (per bed)	Nil
• Low Dependency/Hostel (per bed)	35
Caravan parks and or camping sites	
• transient, not permanent (not self-contained)	25
• transient, not permanent (partially self-contained)	35
• permanent (not self-contained)	25
• permanent (partially self-contained, ensuite)	35
• permanent (self-contained, ensuite & kitchen)	see flats, units, townhouses etc

Note: Residential Development means any use listed in this table whether or not the use is intended for temporary, short term, long term, permanent, or tourist accommodation.

Part 4

MAJOR ROADS WORKS PROGRAM

Road Facilities

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
Albert Street Kendall	Albert Street Bridge - 7009/0.7	Camden Haven Plan	36%	\$14,513	\$ 40,000	2004/05
Batar Creek Road	BATAR CK RD/CULVERT-HOUSE 44	Camden Haven Plan	36%	\$137,314	\$ 378,450	2020/21
Batar Creek Road	BATAR CK RD/HOUSE 44-ALBERT STREET	Camden Haven Plan	36%	\$73,800	\$ 203,400	2023/24
Batar Creek Road	BATAR CREEK RD/DRIVEWAY 256 NORTH TO CULVERT	Camden Haven Plan	36%	\$236,748	\$ 652,500	2018/19
Bold Street	Bold St LATM Scheme Stage 2- Intersection upgrade Tunis Street	Camden Haven Plan	46%	\$91,772	\$ 200,000	2004/05
Bold Street	Bold St LATM Scheme Stage 3- Intersection upgrade Laurie Street	Camden Haven Plan	46%	\$68,829	\$ 150,000	2008/09
Bold Street	Bold St LATM Scheme Stage 4 - Footpath upgrades Laurie to Seymour Phase A	Camden Haven Plan	46%	\$160,601	\$ 350,000	2006/07
Bold Street	Bold St LATM Scheme Stage 4 - Footpath upgrades Laurie to Seymour Phase B	Camden Haven Plan	46%	\$160,601	\$ 350,000	2009/10
Bold Street	Bold St LATM Scheme Stage 5 - remaining refugees & intersection Seymour St upgrade per mainstreet enhancement plan	Camden Haven Plan	46%	\$206,487	\$ 450,000	2012/13
Bold Street	BOLD ST/CASTLE ST-OCEAN DR	Camden Haven Plan	46%	\$78,121	\$ 170,250	2014/15
Bold Street	BOLD ST/KEW RD-CASTLE STREET	Camden Haven Plan	46%	\$58,505	\$ 127,500	2014/15
Logans Crossing Road	LOGANS CROSS RD/END SEAL-START SEAL	Camden Haven Plan	15%	\$28,485	\$ 189,900	2019/20
Logans Crossing Road	LOGANS CROSS RD/LORNE RD-END SEAL	Camden Haven Plan	15%	\$131,220	\$ 874,800	2019/20
Logans Crossing Road	LOGANS CROSS RD/START SEAL- CORRIGANSRD	Camden Haven Plan	15%	\$11,678	\$ 77,850	2022/23
The Boulevard	THE BOULEVARD/CAMDEN HEAD RD-NO 70	Camden Haven Plan	81%	\$91,835	\$ 113,750	2007/08
The Boulevard	THE BOULEVARD/NO 65-NO 36	Camden Haven Plan	67%	\$406,966	\$ 607,500	2014/15
The Boulevard	THE BOULEVARD/NO 70-NO 65	Camden Haven Plan	81%	\$82,752	\$ 102,500	2010/11
The Boulevard	THE BOULEVARD/NO36-NO 33	Camden Haven Plan	67%	\$137,330	\$ 205,000	2015/16
The Parade	THE PARADE/SURF CLUB-EDITH ST	Camden Haven Plan	26%	\$205,441	\$ 793,750	2023/24
Kenwood Drive	Kenwood Dr Bridge - Approaches/Protection	Lake Cathie/Bonny Hills Plan	30%	\$24,000	\$ 80,000	2006/07
Banagalay Drive	BANGALAY DR/ASHDOWN DR-ROMA	Port Macquarie Plan	23%	\$89,661	\$ 396,750	2012/13
Banagalay Drive	BANGALAY DR/CATHIE-PACIFIC DR	Port Macquarie Plan	38%	\$182,031	\$ 481,500	2017/18
Banagalay Drive	BANGALAY DR/LIGHTHOUSE-ASHDOWN	Port Macquarie Plan	9%	\$19,539	\$ 222,750	2013/14

Major Roads Contributions Plan

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
Banagalay Drive	BANGALAY DR/ROMA-CATHIE ROAD	Port Macquarie Plan	40%	\$89,516	\$ 222,000	2015/16
Blackbutt Road, PM	Extension to Kingfisher Road	Port Macquarie Plan	32%	\$193,109	\$ 612,500	2009/10
Church Street	Lord St to Grant St per Church St Streetscape Plan	Port Macquarie Plan	15%	\$43,378	\$ 297,500	2021/22
Church Street	Owen St to Lord St per Church St Streetscape Plan	Port Macquarie Plan	12%	\$35,259	\$ 297,500	2018/19
Clifton Drive	Pavement rehabilitation - Mermaid to Lady	Port Macquarie Plan	47%	\$59,028	\$ 125,000	2013/14
Clifton Drive	Pavement rehabilitation - West to Regatta	Port Macquarie Plan	45%	\$133,852	\$ 300,000	2010/11
Clifton Drive	Pavement rehabilitation, Regatta to mermaid Crescent.	Port Macquarie Plan	47%	\$33,646	\$ 71,250	2013/14
Fernhill Road	Pavement rehabilitation - Acacia to Oxley	Port Macquarie Plan	46%	\$133,187	\$ 291,000	2004/05
Fernhill Road	Pavement rehabilitation, Acacia to lake Road	Port Macquarie Plan	43%	\$158,375	\$ 366,000	2012/13
Flynn Street	FLYNN ST/PACIFIC-KENNEDY	Port Macquarie Plan	20%	\$79,886	\$ 403,500	2012/13
Granite Street	GRANITE STREET/BELLEVUE-SAVOY	Port Macquarie Plan	21%	\$75,449	\$ 353,250	2022/23
Granite Street	GRANITE STREET/BERIDA-BELLEVUE DVE	Port Macquarie Plan	35%	\$158,040	\$ 453,000	2019/20
Granite Street	GRANITE STREET/HAMLYN-BERIDA	Port Macquarie Plan	24%	\$42,987	\$ 181,500	2017/18
Granite Street	GRANITE STREET/KOALA-HAMLYN	Port Macquarie Plan	31%	\$115,707	\$ 378,000	2013/14
Grant Street	Reconstruction and upgrade to distributor road - Hill to Burrawan	Port Macquarie Plan	24%	\$60,460	\$ 250,000	2008/09
Hill Street	Granite St to Lord St, pavement rehabilitation	Port Macquarie Plan	20%	\$36,368	\$ 180,000	2022/23
Hill Street	Lake Rd to Granite St , pavement rehabilitation	Port Macquarie Plan	19%	\$82,965	\$ 441,750	2019/20
Hill Street	Lake Rd to Lord St , pavement rehabilitation	Port Macquarie Plan	19%	\$20,659	\$ 110,000	2006/07
Jindalee Road	JINDALEE RD/GEEBUNG-SMALL	Port Macquarie Plan	37%	\$71,527	\$ 192,000	2019/20
Jindalee Road	JINDALEE RD/SMALL-LAKE	Port Macquarie Plan	42%	\$244,147	\$ 577,500	2021/22
Lighthouse Road	LIGHTHOUSE RD/K&G-K&G	Port Macquarie Plan	18%	\$79,946	\$ 435,000	2018/19
Lighthouse Road	LIGHTHOUSE RD/K&G-PACIFIC DRIVE	Port Macquarie Plan	18%	\$80,635	\$ 438,750	2021/22
Lighthouse Road	LIGHTHOUSE RD/LIGHTH-MATTHEW FLIND	Port Macquarie Plan	20%	\$153,879	\$ 765,000	2014/15
Lighthouse Road	LIGHTHOUSE RD/MATTHEW FLIND K&G	Port Macquarie Plan	20%	\$67,134	\$ 333,750	2012/13
Matthew Flinders Drive	MATTHEW FLINDERS DR/FAIRWAY-HART	Port Macquarie Plan	50%	\$182,780	\$ 363,750	2020/21
Matthew Flinders Drive	MATTHEW FLINDERS DR/HART-WATONGA	Port Macquarie Plan	63%	\$486,517	\$ 770,000	2022/23
Matthew Flinders Drive	MATTHEW FLINDERS DR/OCEAN-FAIRWAY	Port Macquarie Plan	50%	\$301,493	\$ 600,000	2019/20
Owen Street	Burrawan St to Hill St	Port Macquarie Plan	15%	\$43,390	\$ 281,250	2018/19
Owen Street	William St to Burrawan Street	Port Macquarie Plan	21%	\$59,211	\$ 281,250	2017/18
Shelley Beach Road	SHELLY BEACH RD/PACIFIC-KENNEDY	Port Macquarie Plan	33%	\$132,982	\$ 408,750	2023/24
Sherwood Road	SHERWOOD RD/OXLEY-LINCOLN	Port Macquarie Plan	30%	\$98,386	\$ 333,000	2023/24
Shoreline Drive	SHORELINE DR/2ND BRIDGE ABUT-PAST S FLY ALLY	Port Macquarie Plan	15%	\$89,505	\$ 596,700	2011/12
Shoreline Drive	SHORELINE DR/NO59 - 2ND BRIDGE ABUT	Port Macquarie Plan	15%	\$60,750	\$ 405,000	2007/08

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
Shoreline Drive	SHORELINE DR/NTH SHORE DR - NO59	Port Macquarie Plan	15%	\$46,575	\$ 310,500	2006/07
Shoreline Drive	SHORELINE DR/SFLY ALLEY-RIVSIDE DR	Port Macquarie Plan	15%	\$111,780	\$ 745,200	2014/15
Stewart Street	Lord St to Owen St per Town Beach Streetscape Plan	Port Macquarie Plan	27%	\$115,381	\$ 435,000	2022/23
Aston Street	Extension of Aston St to Bay St	Regional Plan	36%	\$179,359	\$ 500,000	2011/12
Bagnoo Road	Bagnoo Road Bridge - 16/7.6	Regional Plan	43%	\$13,175	\$ 30,700	2004/05
Bago Road	BAGO RD/CULVERT-END GUARD RAIL	Regional Plan	40%	\$108,006	\$ 269,100	2017/18
Bago Road	BAGO RD/END GUARD RAIL-MARK ON RD	Regional Plan	40%	\$306,499	\$ 763,650	2018/19
Bago Road	BAGO RD/KINGS CK RD-CAMERON STREET	Regional Plan	34%	\$210,439	\$ 624,600	2015/16
Bago Road	BAGO RD/MARK ON RD-BAULMAN LKOUT RD	Regional Plan	40%	\$102,588	\$ 255,600	2014/15
Bago Road	BAGO RD/MARK ON RD-KINGS CK RD	Regional Plan	37%	\$260,259	\$ 706,050	2013/14
Bago Road	BAGO RD/MARK ON RD-RAIL BRIDGE	Regional Plan	40%	\$352,374	\$ 877,950	2007/08
Bago Road	BAGO RD/RAIL BRIDGE-MARK ON ROAD	Regional Plan	40%	\$134,737	\$ 335,700	2011/12
Bago Road	BAGO RD/SH 10-MARK ON ROAD	Regional Plan	40%	\$210,855	\$ 525,350	2006/07
Bago Road	Rehabilitation/reconstruction of existing road pavement - Stage 2 - 4.43km to 5.95km	Regional Plan	40%	\$275,614	\$ 686,700	2009/10
Ballengarra Bransdon Road	BALL*GRA BRANS RD/BALANCE TO BRIDGE	Regional Plan	15%	\$59,400	\$ 396,000	2020/21
Ballengarra Bransdon Road	BALL*GRA BRANS RD/BRIDGE-SCOTTS PLANS	Regional Plan	15%	\$168,075	\$ 1,120,500	2022/23
Ballengarra Bransdon Road	BALL*GRA BRANS RD/END OF SEAL TOWARDS GUM SCRUB	Regional Plan	15%	\$33,750	\$ 225,000	2004/05
Ballengarra Bransdon Road	BALL*GRA BRANS RD/HOUSE131-HOUSE173	Regional Plan	15%	\$26,325	\$ 175,500	2014/15
Ballengarra Bransdon Road	BALL*GRA BRANS RD/HOUSE173-HOUSE331	Regional Plan	15%	\$105,975	\$ 706,500	2017/18
Ballengarra Bransdon Road	BALL*GRA BRANS RD/ROLL PL RD-HSE131	Regional Plan	15%	\$89,100	\$ 594,000	2012/13
Ballengarra Bransdon Road	Ballengarra Bransdon Bridge - 53/4.3	Regional Plan	15%	\$10,500	\$ 70,000	2004/05
Ballengarra Bransdon Road	Ballengarra Bransdon Bridge - 53/5.9	Regional Plan	15%	\$6,000	\$ 40,000	2004/05
Batar Creek Road	BATAR CK RD/CATTLE GRID-CAUSEWAY	Regional Plan	36%	\$352,019	\$ 970,200	2012/13
Batar Creek Road	BATAR CK RD/CAUSEWAY - END SEAL	Regional Plan	36%	\$293,567	\$ 809,100	2011/12
Batar Creek Road	BATAR CK RD/SEAL-DAIRY SHED 256	Regional Plan	36%	\$282,954	\$ 779,850	2016/17
Batar Creek Road	Batar Creek Road Bridge - 18/5.8	Regional Plan	36%	\$14,513	\$ 40,000	2005/06

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
Bay Street	BAY ST/PARK-BALLINA	Regional Plan	43%	\$144,080	\$ 332,250	2012/13
Bay Street	Pavement rehabilitation - Newport Is to Ballina	Regional Plan	36%	\$430,461	\$ 1,200,000	2010/11
Bay Street	Stage 3 Settlement City LATM Scheme	Regional Plan	36%	\$53,808	\$ 150,000	2008/09
Beechwood Road	BEECHWOOD RD/OXLEY HWY-WAUGH ST	Regional Plan	40%	\$162,409	\$ 405,000	2016/17
Beechwood Road	Pavement rehabilitation/reconstruction within village area	Regional Plan	11%	\$10,086	\$ 90,000	2006/07
Beechwood Road	Waugh to Bains dairy access, reconstruction 2 lane rural road with on - road cycleway	Regional Plan	38%	\$279,995	\$ 733,500	2007/08
Beechwood Road	Bains Dairy access to Rosewood Road, 2 lane rural road with on-road cycleway	Regional Plan	38%	\$256,042	\$ 682,500	2009/10
Beechwood Road	BEECHWOOD RD/BELLANGRY RD-END K&G	Regional Plan	11%	\$19,668	\$ 175,500	2014/15
Beechwood Road	BEECHWOOD RD/DRIVEWAY 249 - INT PEMBROOKE RD	Regional Plan	39%	\$250,297	\$ 634,500	2013/14
Beechwood Road	BEECHWOOD RD/END K&G - HALL 725	Regional Plan	11%	\$12,608	\$ 112,500	2012/13
Beechwood Road	BEECHWOOD RD/HALL 725-HOUSE 779	Regional Plan	11%	\$24,711	\$ 220,500	2011/12
Beechwood Road	BEECHWOOD RD/HOUSE 506-BELLANGRY RD	Regional Plan	11%	\$78,672	\$ 702,000	2016/17
Beechwood Road	BEECHWOOD RD/HOUSE 779-KOREE IS RD	Regional Plan	11%	\$20,677	\$ 184,500	2011/12
Beechwood Road	BEECHWOOD RD/PEMBROOKE RD-HOUSE506	Regional Plan	11%	\$59,509	\$ 531,000	2017/18
Beechwood Road/Waugh St Intersection	Channelisation	Regional Plan	38%	\$16,040	\$ 42,000	2006/07
Bellangry Road	BELLANDRY RD/MARK ON RD-COWAL CK RD	Regional Plan	15%	\$31,725	\$ 211,500	2009/10
Bellangry Road	BELLANGRY RD/COWAL CK RD-MILL	Regional Plan	15%	\$64,125	\$ 427,500	2012/13
Bellangry Road	BELLANGRY RD/CULVERT - HOUSE 686	Regional Plan	15%	\$102,600	\$ 684,000	2018/19
Bellangry Road	BELLANGRY RD/CULVERT-HOUSE 979	Regional Plan	15%	\$110,700	\$ 738,000	2016/17
Bellangry Road	BELLANGRY RD/HOUSE 686 -TROTTERS RD	Regional Plan	15%	\$124,875	\$ 832,500	2021/22
Bellangry Road	BELLANGRY RD/HOUSE 979 - CULVERT	Regional Plan	15%	\$95,175	\$ 634,500	2017/18
Bellangry Road	BELLANGRY RD/MARK ON RD-MARK ON RD	Regional Plan	15%	\$112,050	\$ 747,000	2009/10
Bellangry Road	BELLANGRY RD/MILL-CULVERT	Regional Plan	15%	\$116,100	\$ 774,000	2014/15
Bellangry Road	BELLANGRY RD/START SEAL-MARK ON RD	Regional Plan	15%	\$72,900	\$ 486,000	2005/06
Bellangry Road	Bellangry Road - 10/7.3 (Crowes)	Regional Plan	15%	\$10,650	\$ 71,000	2008/09
Berryman Road	Berryman Road Bridge - 313/48	Regional Plan	15%	\$9,750	\$ 65,000	2011/12
Blackbutt Drive	BLACKBUTT DR/CAMERON ST-MAHOAGNY	Regional Plan	45%	\$93,308	\$ 207,350	2014/15
Blackbutt Drive	BLACKBUTT DR/MAHOAGNY-OXLEY HWY	Regional Plan	51%	\$259,373	\$ 507,000	2015/16
Blackbutt Drive/ High St Intersection	Roundabout	Regional Plan	37%	\$127,842	\$ 350,000	2015/16

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
Buller Street/Hollingsworth Intersection	Buller/Hollingsworth Intersection Traffic Signals	Regional Plan	39%	\$86,396	\$ 220,000	2015/16
Burrawan Forest Drive	Burrawan Forest Drive Works	Regional Plan	59%	\$29,341	\$ 50,000	2008/09
Burrawan Forest Drive	Wrights Creek Bridge - 254/1.0	Regional Plan	59%	\$76,816	\$ 130,900	2004/05
Cameron Street	Blackbutt Drive to King Street , pavement rehabilitation	Regional Plan	36%	\$186,380	\$ 520,500	2011/12
Cameron Street	King St to High Street, pavement rehabilitation	Regional Plan	32%	\$79,256	\$ 249,000	2014/15
Cameron Street/Blackbutt Drive Intersection	Construction of a roundabout at the intersection of Cameron Street and Blackbutt Drive Wauchope in line with the Wauchope Traffic Study.	Regional Plan	32%	\$112,551	\$ 350,000	2011/12
Campbell Street/High St/Range St Intersection	Campbell/High/Range Streets intersection re-alignment in line with the Wauchope Traffic Study.	Regional Plan	30%	\$59,806	\$ 200,000	2015/16
Cedar Creek Road	Cedar Creek Road Bridge	Regional Plan	40%	\$24,082	\$ 60,000	2013/14
Central Road	Intersection channelisation , Hindman St.	Regional Plan	31%	\$46,115	\$ 150,000	2019/20
Central Road	Pavement rehabilitation - Lake to Hindman	Regional Plan	23%	\$360,936	\$ 1,544,625	2014/15
Clarence Street	Munster St to School St per Town Beach Streetscape Plan	Regional Plan	27%	\$42,035	\$ 156,250	2014/15
Clarence Street	School St to Grant St per Town Beach Streetscape Plan	Regional Plan	18%	\$65,455	\$ 360,000	2010/11
Colling Road	Colling Road Bridge - 12/7.3km	Regional Plan	15%	\$9,855	\$ 65,700	2008/09
Comboyne Road	Comboyne Road Bridge - 191/33 (Donkins Flat)	Regional Plan	15%	\$7,050	\$ 47,000	2009/10
Comboyne Road	COMBYN RD/BBQ AREA - GATE 1752	Regional Plan	15%	\$142,425	\$ 949,500	2021/22
Comboyne Road	COMBYN RD/COLING RD - ENTRY TO TIP	Regional Plan	15%	\$143,775	\$ 958,500	2008/09
Comboyne Road	COMBYN RD/END CH*WRE FENCE-END G*RL	Regional Plan	15%	\$116,100	\$ 774,000	2023/24
Comboyne Road	COMBYN RD/ENTRY TIP - MILK SHED	Regional Plan	15%	\$62,100	\$ 414,000	2012/13
Comboyne Road	COMBYN RD/GATE 1752-END CH*WRE FENCE	Regional Plan	15%	\$112,050	\$ 747,000	2023/24
Comboyne Road	COMBYN RD/GIBALTAR - COLING RD	Regional Plan	15%	\$116,775	\$ 778,500	2008/09
Comboyne Road	COMBYN RD/LANSOWNE RD - LORNE RD	Regional Plan	15%	\$79,920	\$ 532,800	2014/15
Comboyne Road	COMBYN RD/LORNE RD-MILK CAN 2243	Regional Plan	15%	\$148,500	\$ 990,000	2017/18
Comboyne Road	COMBYN RD/MILK CAN 2243-STENETTS RD	Regional Plan	15%	\$104,625	\$ 697,500	2018/19
Comboyne Road	COMBYN RD/MILK SHED-PONSFORD RD	Regional Plan	15%	\$164,700	\$ 1,098,000	2015/16
Comboyne Road	COMBYN RD/PONSFORD RD-RIVER ST	Regional Plan	15%	\$115,020	\$ 766,800	2012/13
Comboyne Road	COMBYN RD/STENETTS RD-BBQ AREA	Regional Plan	15%	\$73,575	\$ 490,500	2019/20
Comboyne Road	COMBYNE RD/CNCL BOUND - GIBALTA	Regional Plan	15%	\$87,750	\$ 585,000	2008/09
Comboyne Road	Rehabilitation - Selected Areas	Regional Plan	15%	\$87,750	\$ 585,000	2009/10
Eastern Boundary Road	Eastern Boundary Road Bridge - 226/1.8km	Regional Plan	15%	\$8,850	\$ 59,000	2005/06
Farrawells Road	Farrawells Road Bridge - 175/2.7	Regional Plan	15%	\$6,000	\$ 40,000	2009/10

Major Roads Contributions Plan

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
Forbes River Road	Forbes River Road Bridge - 17/11.5	Regional Plan	15%	\$12,750	\$ 85,000	2004/05
Freemans Road	Freemans Road Bridge - 26/0.7	Regional Plan	59%	\$26,407	\$ 45,000	2011/12
Glen Ewan Road	Glen Ewan Road Bridge - 94/1.2	Regional Plan	15%	\$9,000	\$ 60,000	2011/12
Gordon Street	Hollingsworth to Gore , pavement rehabilitation	Regional Plan	44%	\$124,078	\$ 281,250	2013/14
Gordon Street	Gore to Hindman , pavement rehabilitation	Regional Plan	45%	\$126,257	\$ 281,250	2014/15
Gordon Street	Horton to Hollingsworth , pavement rehabilitation	Regional Plan	42%	\$175,608	\$ 417,500	2011/12
Gordon Street	Lake Road to Horton Street , 4 lane median separated carriageway	Regional Plan	36%	\$304,497	\$ 850,080	2006/07
Gordon Street/ Hindman St Intersection	Traffic Lights /Ped crossing	Regional Plan	41%	\$282,622	\$ 686,700	2010/11
Gordon Street/Horton St Intersection	Traffic Lights /Ped crossing	Regional Plan	36%	\$159,789	\$ 450,000	2010/11
Grant Street/ Gordon St Intersection	Traffic Lights /Ped crossing	Regional Plan	32%	\$79,295	\$ 250,000	2016/17
Hastings River Drive	Boundary St to Saltwater Creek , pavement rehabilitation	Regional Plan	33%	\$156,250	\$ 468,750	2008/09
Hastings River Drive	Gordon to Park Streets, reconstruction 4 lane median separated carriageway.	Regional Plan	29%	\$124,291	\$ 425,250	2008/09
Hastings River Drive	Hibbard Drive West to Boundary Street, reconstruction 4 lane median separated carriageway	Regional Plan	37%	\$231,646	\$ 623,250	2009/10
Hastings River Drive	HRD/BIG OYSTER - HUMPTY CREEK	Regional Plan	34%	\$143,974	\$ 427,500	2018/19
Hastings River Drive	HRD/HUMPTY CK - FERNBANK CK	Regional Plan	34%	\$287,948	\$ 855,000	2021/22
Hastings River Drive	HRD/W*BONE WHARF - BIG OYSTER	Regional Plan	34%	\$126,293	\$ 375,000	2012/13
Hastings River Drive	Newport Island Road to Kemp St, reconstruction, 4 lane median separated carriageway	Regional Plan	34%	\$139,045	\$ 405,000	2008/09
Hastings River Drive	Reconstruction Park To Aston St.	Regional Plan	26%	\$447,303	\$ 1,700,000	2006/07
Hastings River Drive	Roundabout intersection Boundary St	Regional Plan	37%	\$185,810	\$ 500,000	2010/11
Hastings River Drive	Roundabout intersection Newport Island Rd	Regional Plan	35%	\$138,963	\$ 400,000	2008/09
Hastings River Drive	Roundabout intersection with Hughes Place	Regional Plan	35%	\$225,374	\$ 650,000	2004/05
Hastings River Drive	Stage 3 - Woods St to Hibbard Dr West	Regional Plan	35%	\$606,776	\$ 1,750,000	2005/06
Hastings River Drive Bellbowrie/Widderson St Intersection	Traffic Signals	Regional Plan	26%	\$20,523	\$ 77,500	2017/18
Hastings River Drive/ Boundary St Intersection	Roundabout	Regional Plan	37%	\$185,810	\$ 500,000	2004/05

Major Roads Contributions Plan

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
Hastings River Drive/ Parks St Intersection	Traffic Signals	Regional Plan	30%	\$29,698	\$ 100,000	2014/15
Hay Street	HAY ST/GORDON-HAYWARD	Regional Plan	34%	\$38,922	\$ 113,750	2011/12
Hay Street	HAY ST/HAYWARD-WILLIAM	Regional Plan	34%	\$95,809	\$ 280,000	2013/14
Haydens Wharf Road	Haydens Wharf Road Bridge - 101/2.6km	Regional Plan	15%	\$3,105	\$ 20,700	2009/10
High Street, Wauchope	Hastings St to Campbell , Pavement rehabilitation	Regional Plan	30%	\$47,097	\$ 157,500	2022/23
High Street/Hastings St Intersection	Construction of Roundabout at intersection of High and Hastings Streets in line with the Wauchope Traffic Study.	Regional Plan	30%	\$29,903	\$ 100,000	2014/15
Hill Street/ Lake Rd Intersection	Channelisation	Regional Plan	18%	\$8,983	\$ 50,000	2008/09
Hill Street/ Pacific Dr Intersection	Channelisation	Regional Plan	17%	\$35,168	\$ 210,000	2010/11
Hindman Street Ring Road Link	Upgrade Hindman St , Kooloonbung Cl. to Gordon St. to dual carriageway (Stage 4)	Regional Plan	35%	\$904,491	\$ 2,612,500	2011/12
Houston Michell Drive	HOUSTON MITCHELL DR/MARK ON RD TO MARK ON RD	Regional Plan	52%	\$353,290	\$ 683,250	2011/12
Houston Michell Drive	HOUSTON MITCHELL DR/MARK ON RD TO MARK ON RD	Regional Plan	52%	\$240,827	\$ 465,750	2014/15
Houston Michell Drive	HOUSTON MITCHELL DR/MARK ON RD TO PACIFIC HWY	Regional Plan	52%	\$354,841	\$ 686,250	2017/18
Houston Michell Drive	HOUSTON MITCHELL DR/OCEAN DR TO MARK ON RD	Regional Plan	52%	\$748,463	\$ 1,447,500	2010/11
Kendall Road	KENDALL RD/BRIDGE TO NO. 89	Regional Plan	27%	\$47,905	\$ 175,000	2006/07
Kendall Road	KENDALL RD/NO. 89 TO NO. 158	Regional Plan	27%	\$54,749	\$ 200,000	2006/07
Kennedy Drive	Oleander to Orr St, Pavement rehabilitation	Regional Plan	40%	\$70,212	\$ 174,000	2020/21
Kennedy Drive	Oleander to Pacific Drive reconstruction, pavement widenings and intersection channelisation	Regional Plan	38%	\$272,854	\$ 713,250	2010/11
Kennedy Drive	Rehabilitation - Shelly Beach Rd to Hillcrest	Regional Plan	47%	\$233,503	\$ 500,000	2008/09
Kennedy Drive/ Koala St Intersection	Channelisation	Regional Plan	45%	\$242,641	\$ 542,250	2010/11
Kennedy Drive/ Pacific Dr Intersection	Channelisation	Regional Plan	43%	\$86,273	\$ 200,000	2008/09
Kennedy Drive/ Shelly Beach Intersection	Channelisation	Regional Plan	45%	\$387,224	\$ 870,000	2010/11
Kindee Road	Kindee Road Bridge - 20/9.9	Regional Plan	15%	\$5,595	\$ 37,300	2008/09
King Creek Road	Sarahs Crescent to Narran Close	Regional Plan	30%	\$169,425	\$ 564,750	2008/09
King Creek Road	Narran Close to lot 24DP 248284	Regional Plan	30%	\$167,625	\$ 558,750	2010/11

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
King Creek Road	Lot 24 DP 248284 to Old King Ck Rd	Regional Plan	30%	\$427,050	\$ 1,423,500	2013/14
King Creek Road	Old King Ck Rd to Railway	Regional Plan	30%	\$117,450	\$ 391,500	2015/16
Koala Street	Amira Drive to Obriens Rd, reconstruction rural road concrete dish drains,on-road cycleway and intersection upgrades	Regional Plan	24%	\$159,545	\$ 675,000	2018/19
Koala Street	Granite St to Obriens Rd, reconstruction rural road concrete dish drains,on-road cycleway and intersection upgrades	Regional Plan	27%	\$141,076	\$ 521,250	2020/21
Koala Street	Ocean Drive (ring rd) to old Ocean Drive, 4 lane median separated carriageway	Regional Plan	19%	\$108,023	\$ 562,500	2011/12
Koala Street	Old Ocean Dr to Amira Drive, reconstruction rural road concrete dish drains,on-road cycleway and intersection upgrades	Regional Plan	19%	\$160,115	\$ 833,750	2015/16
Koala Street/ O'Briens Rd (west) Intersection	Channelisation	Regional Plan	24%	\$70,909	\$ 300,000	2009/10
Koala Street/Granite Street Intersection	Channelisation	Regional Plan	26%	\$25,916	\$ 100,000	2007/08
Lake Road	Blackbutt to Central Road, 4 lane median separated carriageway	Regional Plan	33%	\$367,885	\$ 1,111,000	2017/18
Lake Road	Central Road to Ocean Drive, 4 lane median separated carriageway	Regional Plan	24%	\$191,928	\$ 787,500	2020/21
Lake Road	Fernhill Rd to Blackbutt , 4 lane median separated carriageway	Regional Plan	49%	\$707,393	\$ 1,449,250	2017/18
Lake Road	LATM Savoy to Hill Street	Regional Plan	18%	\$17,963	\$ 100,000	2004/05
Lake Road	Oxley Highway to Fernhill Rd , 4 lane median separated carriageway	Regional Plan	55%	\$268,417	\$ 488,750	2008/09
Lake Road	Pavement rehabilitation - Jindalee to Blackbutt	Regional Plan	48%	\$169,255	\$ 350,000	2004/05
Lake Road	Signalised intersection , Blackbutt Road	Regional Plan	38%	\$206,443	\$ 550,000	2009/10
Lake Road	Signalised intersection , Jindalee Road	Regional Plan	49%	\$266,970	\$ 550,000	2012/13
Lake Road / Fernhill Rd Intersection	Roundabout	Regional Plan	50%	\$125,553	\$ 250,000	2008/09
Lord Street, PM	Everard to Herschel St, pavement rehabilitation	Regional Plan	35%	\$78,833	\$ 225,000	2023/24
Lord Street, PM	Hill St to Everard St , 4 lane median separated carriageway	Regional Plan	32%	\$159,503	\$ 506,250	2015/16
Lord Street, PM	LORD STREET/FLYNN-CRISP	Regional Plan	32%	\$146,901	\$ 466,250	2013/14
Lord Street, PM	LORD STREET/HILL-HOME	Regional Plan	30%	\$76,358	\$ 253,750	2017/18
Lord Street, PM	LORD STREET/HILL-HOME	Regional Plan	30%	\$76,358	\$ 253,750	2019/20

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
Lord Street, PM	LORD STREET/HOME-BURRAWAN	Regional Plan	31%	\$97,691	\$ 312,500	2023/24
Lord Street, PM	LORD STREET/HOME-BURRAWAN	Regional Plan	31%	\$97,691	\$ 312,500	2023/24
Lord Street, PM	LORD STREET/KENNEDY-FLYNN	Regional Plan	32%	\$137,516	\$ 436,250	2013/14
Lord Street, PM	LORD STREET/WILLIAM-STEWARD	Regional Plan	33%	\$47,146	\$ 142,500	2015/16
Lord Street, PM	Roundabout Burrawan St intersection	Regional Plan	15%	\$52,500	\$ 350,000	2009/10
Lorne Road	LORNE RD/2ND FOREST SIGN-STUMP RHS	Regional Plan	15%	\$267,750	\$ 1,785,000	2023/24
Lorne Road	LORNE RD/BRIDGE(EAST END)-STEWART RIV RD	Regional Plan	15%	\$106,875	\$ 712,500	2017/18
Lorne Road	LORNE RD/COMBOYNE RD - PLAYFORDS RD	Regional Plan	15%	\$112,500	\$ 750,000	2009/10
Lorne Road	LORNE RD/COMBOYNE RD - PLAYFORDS RD (Stage 1)	Regional Plan	15%	\$31,500	\$ 210,000	2004/05
Lorne Road	LORNE RD/FOREST SIGN-SND FST SIGN	Regional Plan	15%	\$182,025	\$ 1,213,500	2020/21
Lorne Road	LORNE RD/HOUSE842-SOMMERVILLES RD	Regional Plan	15%	\$173,475	\$ 1,156,500	2021/22
Lorne Road	LORNE RD/ISAACS RD-BRIDGE(EAST END)	Regional Plan	15%	\$225,000	\$ 1,500,000	2016/17
Lorne Road	LORNE RD/KOPPIN YARRATT-FOREST SIGN	Regional Plan	15%	\$172,125	\$ 1,147,500	2015/16
Lorne Road	LORNE RD/MCLEODS CKRD-TELEPOSTS LHS	Regional Plan	15%	\$157,500	\$ 1,050,000	2019/20
Lorne Road	LORNE RD/PLAYFORD RD - UPSALS CK	Regional Plan	15%	\$144,000	\$ 960,000	2009/10
Lorne Road	LORNE RD/RMB 1464-ISAACS RD	Regional Plan	15%	\$157,500	\$ 1,050,000	2012/13
Lorne Road	LORNE RD/SOMMERVILLES-NRTH BRANCH	Regional Plan	15%	\$247,500	\$ 1,650,000	2023/24
Lorne Road	LORNE RD/STEWART RIV RD/HOUSE 842	Regional Plan	15%	\$210,375	\$ 1,402,500	2019/20
Lorne Road	LORNE RD/STUMP RHS - MCLEODS CK RD	Regional Plan	15%	\$104,175	\$ 694,500	2022/23
Lorne Road	LORNE RD/TELEPOSTS LHS-RMB 1464	Regional Plan	15%	\$183,375	\$ 1,222,500	2013/14
Lorne Road	LORNE RD/UPSALS CK - KOPPIN YARRATT	Regional Plan	15%	\$211,500	\$ 1,410,000	2015/16
Lorne Road	Lorne Road Bridge - 190/16.6 (Top Crossing)	Regional Plan	15%	\$52,500	\$ 350,000	2005/06
Lorne Road	Lorne Road Bridge - 190/16.6 (Top Crossing)	Regional Plan	15%	\$52,500	\$ 350,000	2006/07
Lorne Road	Upsalls Creek Bridge - 190/29.5	Regional Plan	15%	\$60,000	\$ 400,000	2004/05
Munster Street/ William St Intersection	Traffic Lights /Ped crossing	Regional Plan	39%	\$59,030	\$ 150,000	2008/09
Murray Street	Extension to Gordon Street	Regional Plan	26%	\$206,609	\$ 804,000	2019/20
Newport Island Road	NEWPORT ISLAND RD/HRD-BAY	Regional Plan	36%	\$102,728	\$ 283,750	2022/23
North Branch Road	North Branch Road Bridge - 91/4.5	Regional Plan	12%	\$1,818	\$ 15,000	2004/05
Ocean Drive Ring Road Link	Crestwood to/Greenmeadows Dr duplications - Stage 3	Regional Plan	46%	\$832,748	\$ 1,800,000	2008/09
Ocean Drive Ring Road Link	Emerald Dr to Crestwood Dr duplications - Stage 5	Regional Plan	59%	\$708,770	\$ 1,200,000	2012/13

Major Roads Contributions Plan

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
Ocean Drive Ring Road Link	Lake Rd to Hindman St-(stages 1a, 1b, 1c)	Regional Plan	28%	\$1,357,126	\$ 4,800,000	2005/06
Ocean Drive Ring Road Link	Lochinvar Pl to Lake Rd - stage 2a	Regional Plan	41%	\$1,022,999	\$ 2,500,000	2006/07
Ocean Drive Ring Road Link	Lochinvar Pl to Lake Rd - stage 2b	Regional Plan	41%	\$2,250,597	\$ 5,500,000	2007/08
Ocean Drive, Bonny Hills	Between Houston Mitchell Dr and Bonny Hills Reconstruction (2km)	Regional Plan	58%	\$104,759	\$ 180,000	2009/10
Ocean Drive, Bonny Hills	Bonny Hills Bypass	Regional Plan	51%	\$2,535,885	\$ 5,000,000	2016/17
Ocean Drive, Bonny Hills	Bonny Hills to Cook St, North Haven (4.5km)	Regional Plan	56%	\$158,907	\$ 283,500	2012/13
Ocean Drive, Lake Cathie	Reconstruction "midblock" to Miala St	Regional Plan	55%	\$382,277	\$ 700,000	2004/05
Ocean Drive, Lake Cathie	Reconstruction Bridge to Ernest, Lake Cathie	Regional Plan	55%	\$286,707	\$ 525,000	2011/12
Ocean Drive, Lake Cathie	Reconstruction Dirah St To Evans St North ,Lake Cathie	Regional Plan	42%	\$318,886	\$ 757,750	2009/10
Ocean Drive, Lake Cathie	Reconstruction Ernest to Fiona St , Lake Cathie	Regional Plan	55%	\$477,846	\$ 875,000	2007/08
Ocean Drive, Lake Cathie	Reconstruction Evans St North to Bridge, Lake Cathie	Regional Plan	42%	\$397,688	\$ 945,000	2008/09
Ocean Drive, Lake Cathie	Reconstruction Fiona to "midblock" Lake Cathie	Regional Plan	55%	\$464,466	\$ 850,500	2013/14
Ocean Drive, Lakewood	Christmas Cove Caravan Park to Kew Rd (3.4km)	Regional Plan	50%	\$366,109	\$ 725,000	2012/13
Ocean Drive, Lakewood	Rehabilitation/Reconstruction Mountain View Road to Sirius Dr (1.3km)	Regional Plan	52%	\$259,547	\$ 496,364	2010/11
Ocean Drive, Laurieton	Bold St to Hoschke Road, reconstruction 2 lane rural road,on-road cycleway,channelised intersections & concrete dish drains	Regional Plan	52%	\$513,781	\$ 983,250	2018/19
Ocean Drive, North Haven	Adeline St to Pioneer St (0.6km) upgrades	Regional Plan	49%	\$103,911	\$ 210,000	2013/14
Ocean Drive, North Haven	Pioneer St to Bridge , reconstruction including LATM facilities	Regional Plan	52%	\$354,340	\$ 678,750	2009/10
Ocean Drive, North Haven	Stingray Creek Bridge	Regional Plan	52%	\$428,079	\$ 820,000	2004/05
Ocean Drive, North Haven	Stingray Creek Bridge	Regional Plan	52%	\$722,403	\$ 1,385,000	2005/06
Ocean Drive, North Haven	Stingray Creek Bridge	Regional Plan	52%	\$722,294	\$ 1,386,000	2006/07
Ocean Drive, North Haven	The Parade to Pioneer St , reconstruction including LATM facilities	Regional Plan	52%	\$267,549	\$ 512,500	2008/09
Ocean Drive, West haven	Hoschke Rd to Waterview, reconstruction 2 lane rural road,on-road cycleway,channelised intersections & concrete dish drains	Regional Plan	55%	\$335,816	\$ 615,750	2020/21
Ocean Drive/ Binbilla Dr Intersection	Channelisation	Regional Plan	70%	\$161,797	\$ 230,250	2011/12

Major Roads Contributions Plan

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
Ocean Drive/ Bonny View Intersection	Channelisation	Regional Plan	47%	\$202,869	\$ 430,500	2010/11
Ocean Drive/ Houston Mitchell Dr Intersection	Roundabout	Regional Plan	59%	\$1,246,575	\$ 2,100,000	2011/12
Ocean Drive/ Kew Rd Intersection	Roundabout	Regional Plan	50%	\$99,629	\$ 200,000	2013/14
Ocean Drive/ Panorama Dr (sth) Intersection	Roundabout	Regional Plan	64%	\$127,953	\$ 200,000	2019/20
Ocean Drive/Crestwood Intersection	Upgrade to a two lane roundabout or traffic lights	Regional Plan	47%	\$94,161	\$ 200,000	2015/16
Old Mill Road	Old Mill Road - 342/0.8	Regional Plan	15%	\$6,750	\$ 45,000	2006/07
Old School Road	Old School Road - 341/3.4	Regional Plan	15%	\$6,750	\$ 45,000	2006/07
Oxley Highway By-passed Section	Major Innes Dr to The Ruins Way	Regional Plan	85%	\$502,168	\$ 592,500	2019/20
Oxley Highway By-passed Section	The Ruins Way to Phillip Charley Drive	Regional Plan	78%	\$1,224,286	\$ 1,576,500	2022/23
Oxley Highway By-passed Section	Wrights Rd to major Innes Dr	Regional Plan	90%	\$367,668	\$ 408,750	2018/19
Oxley Highway/King Creek Intersection	Type C Intersection	Regional Plan	23%	\$169,500	\$ 750,000	2006/07
Pacific Drive	Kennedy Dr to Lighthouse Rd upgrade 2 lane rural road , on road cycleway & dish drains	Regional Plan	49%	\$113,567	\$ 232,500	2013/14
Pacific Drive	Leanda Street to Ocean St, Urban design incorporating shareway concepts Stage 1	Regional Plan	7%	\$65,605	\$ 972,000	2019/20
Pacific Drive	Lighthouse Rd to Waterview Cl Upgrade to tourist drive / collector road	Regional Plan	29%	\$169,217	\$ 582,857	2008/09
Pacific Drive	Ocean St to Flynn St, Urban design incorporating shareway concepts Stage 2	Regional Plan	12%	\$72,510	\$ 589,750	2022/23
Pacific Drive	Shelley Beach Rd to Parklands Avenue, upgrade 2 lane urban , on road cycleway & concrete dish drain/K&G	Regional Plan	19%	\$189,321	\$ 992,500	2020/21
Pacific Drive	Traffic management improvement works - Traffic management near Flynn's Beach	Regional Plan	12%	\$11,967	\$ 100,000	2010/11
Pacific Hwy / Sancroix Intersection	Intersection upgrade to facilitate traffic safety and management.	Regional Plan	52%	\$258,357	\$ 500,000	2013/14
Papinbarra Road	PAPINBARRA RD/BRIDGE - HOUSE 2011	Regional Plan	9%	\$62,728	\$ 661,500	2021/22
Papinbarra Road	PAPINBARRA RD/CULVERT - CULVERT	Regional Plan	9%	\$86,625	\$ 913,500	2015/16

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
Pappinbarra Road	PAPPINBARRA RD/CULVERT - NEAR CULV	Regional Plan	9%	\$75,957	\$ 801,000	2017/18
Pappinbarra Road	PAPPINBARRA RD/CULVT-OCEAN VALEY RD	Regional Plan	9%	\$58,461	\$ 616,500	2009/10
Pappinbarra Road	PAPPINBARRA RD/DUNCRIEVE 179-CULVERT	Regional Plan	9%	\$87,478	\$ 922,500	2006/07
Pappinbarra Road	PAPPINBARRA RD/HOUSE 2011-CULVERT	Regional Plan	9%	\$60,168	\$ 634,500	2022/23
Pappinbarra Road	PAPPINBARRA RD/HOUSE 853-CULVERT	Regional Plan	9%	\$73,823	\$ 778,500	2014/15
Pappinbarra Road	PAPPINBARRA RD/KOREE IS RD-HSE 179	Regional Plan	9%	\$75,530	\$ 796,500	2010/11
Pappinbarra Road	PAPPINBARRA RD/MARK ON RD-BRIDGE	Regional Plan	9%	\$68,276	\$ 720,000	2021/22
Pappinbarra Road	PAPPINBARRA RD/NEAR CULV-MRK ON RD	Regional Plan	9%	\$63,582	\$ 670,500	2020/21
Pappinbarra Road	PAPPINBARRA RD/NEAR CULV-NEAR CULV	Regional Plan	9%	\$63,582	\$ 670,500	2018/19
Pappinbarra Road	PAPPINBARRA RD/NO.701-HOUSE NO.853	Regional Plan	9%	\$64,435	\$ 679,500	2014/15
Pappinbarra Road	PAPPINBARRA RD/OCEAN VALL RD-HSE701	Regional Plan	9%	\$78,517	\$ 828,000	2012/13
Pappinbarra Road	Pappinbarra Road Bridge - 1/23	Regional Plan	9%	\$10,905	\$ 115,000	2004/05
Pappinbarra Road	Pappinbarra Road Bridge - 1/24.1	Regional Plan	9%	\$7,112	\$ 75,000	2007/08
Pappinbarra Road	Pappinbarra Road Bridge - 1/24.1	Regional Plan	9%	\$6,638	\$ 70,000	2013/14
Pappinbarra Road - Left Arm	Pappinbarra Left Arm Bridge - 57/5.1	Regional Plan	9%	\$11,759	\$ 124,000	2004/05
Park Street	PARK ST/ RIVER PARK- SETTLEMENT POINT	Regional Plan	39%	\$495,003	\$ 1,262,500	2021/22
Park Street	PARK ST/HRD-WARLTERS	Regional Plan	33%	\$143,952	\$ 437,500	2017/18
Park Street	PARK ST/RSL-RIVER PARK	Regional Plan	39%	\$142,130	\$ 362,500	2020/21
Park Street	PARK ST/WARLTERS-RSL	Regional Plan	40%	\$287,801	\$ 725,000	2021/22
Park Street	PARK ST/WARLTERS-RSL	Regional Plan	40%	\$287,801	\$ 725,000	2022/23
Pembroke Road	PEMBROOKE RD/HOUSE 468-MARK ON ROAD	Regional Plan	42%	\$283,970	\$ 675,000	2020/21
Pembroke Road	PEMBROOKE RD/INT B*WD RD-MARK ON RD	Regional Plan	43%	\$159,389	\$ 373,500	2013/14
Pembroke Road	PEMBROOKE RD/MARK ON RD-REDBANK RD	Regional Plan	43%	\$80,655	\$ 189,000	2015/16
Pembroke Road	PEMBROOKE RD/MARK ON ROAD-STONY CK RD	Regional Plan	42%	\$149,558	\$ 355,500	2021/22
Pembroke Road	PEMBROOKE RD/MORTON CK RD-HOUSE 468	Regional Plan	42%	\$372,947	\$ 886,500	2022/23
Pembroke Road	PEMBROOKE RD/REDBNK RD-MORTON CK RD	Regional Plan	42%	\$261,252	\$ 621,000	2018/19
Pembroke Road	PEMBROOKE RD/STONY CK RD-MARK ON RD	Regional Plan	43%	\$38,358	\$ 90,000	2023/24
Rawdon Island Road	RAWD IS RD/489 MINORA-END SEAL	Regional Plan	59%	\$273,843	\$ 466,650	2020/21
Rawdon Island Road	RAWD IS RD/COLVIN ST-HOUSE NO.489(MINORA)	Regional Plan	59%	\$479,026	\$ 816,300	2019/20
Roaches Road	Roaches Road - 276/0.35	Regional Plan	9%	\$9,862	\$ 104,000	2007/08
Rollands Plains Road	Pavement rehabilitation various sections	Regional Plan	20%	\$20,247	\$ 100,000	2020/21
Rollands Plains Road	ROLL PL RD/DRIVE 362-NEAR HOUSE 535	Regional Plan	20%	\$152,156	\$ 751,500	2018/19
Rollands Plains Road	ROLL PL RD/HOUSE 76 - NEAR ACACIA	Regional Plan	20%	\$127,556	\$ 630,000	2013/14

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
Rollands Plains Road	ROLL PL RD/NEAR ACACIA-DRIVEWAY 362	Regional Plan	20%	\$132,111	\$ 652,500	2015/16
Rollands Plains Road	ROLL PL RD/NR HOUSE 535-QUARRY DRWY	Regional Plan	20%	\$119,356	\$ 589,500	2020/21
Rollands Plains Road	ROLL PL RD/QUARRY DRWY-DRWY NR BRDG	Regional Plan	20%	\$71,067	\$ 351,000	2022/23
Rollands Plains Road	ROLL PL RD/SH10- HOUSE 76	Regional Plan	20%	\$68,333	\$ 337,500	2007/08
Rollands Plains Road	Rollands Plains Road - 151/9.0 (Thompsons)	Regional Plan	20%	\$14,173	\$ 70,000	2007/08
Rollands Plains Road	Rollands Plains Road - 2/28.1	Regional Plan	20%	\$16,198	\$ 80,000	2008/09
Scotts Plains Road	Scotts Plains Road - 125/0.9	Regional Plan	20%	\$20,247	\$ 100,000	2005/06
Settlement Point Road	SETTLEMENT PT RD/82-FERRY RAMP	Regional Plan	30%	\$194,400	\$ 648,000	2023/24
Settlement Point Road	SETTLEMENT PT RD/PARK ST - NO 82	Regional Plan	30%	\$85,050	\$ 283,500	2022/23
Stoney Creek Road	STONE CK RD/1ST ABUT BRIDGE- OX HWY	Regional Plan	36%	\$168,173	\$ 463,500	2023/24
Stoney Creek Road	STONE CK RD/CULVERT-HOUSE NO.243	Regional Plan	36%	\$290,628	\$ 801,000	2013/14
Stoney Creek Road	STONE CK RD/POLE 42763 TO DRIVEWAY NO.163	Regional Plan	36%	\$124,088	\$ 342,000	2017/18
Stoney Creek Road	STONE CK RD/START SEAL-CULVERT	Regional Plan	36%	\$326,549	\$ 900,000	2014/15
Stoney Creek Road	Stoney Creek Bridge - 33/6.33km	Regional Plan	36%	\$21,407	\$ 59,000	2006/07
Stoney Creek Road	Stoney Creek Bridge - 33/6.9km	Regional Plan	36%	\$34,469	\$ 95,000	2006/07
Sun Valley Road	Sun Valley Road Bridge - 100/0.4km	Regional Plan	36%	\$14,513	\$ 40,000	2005/06
Toms Creek Road	Toms Creek Road Bridge - 15/13	Regional Plan	15%	\$22,695	\$ 151,300	2009/10
Wallis Road	Wallis Road Bridge - 78/5	Regional Plan	15%	\$6,750	\$ 45,000	2004/05
Warriors St / Park St Intersection	Channelisation	Regional Plan	35%	\$71,384	\$ 205,000	2010/11
William Street	Grant to Munster Sts upgrade 4 lane median separated carriageway	Regional Plan	17%	\$58,295	\$ 337,500	2005/06
William Street	Lord St to Owen St per Town Beach Streetscape Plan	Regional Plan	12%	\$40,000	\$ 337,500	2013/14
William Street	Lord to Grant upgrade 4 lane median separated carriageway	Regional Plan	15%	\$57,412	\$ 393,750	2010/11
William Street	WILLIAM ST/PACIFIC-OWEN	Regional Plan	21%	\$60,263	\$ 286,250	2015/16
William/Owen Streets Intersection Upgrade	Intersection upgrade to facilitate traffic safety and management.	Regional Plan	22%	\$66,414	\$ 300,000	2010/11
Fernbank Creek Road	FERNBANK CK RD/BOAT RAMP-FERRY RAMP	Thrumster/Sancroix Plan	43%	\$266,502	\$ 621,000	2016/17
Fernbank Creek Road	FERNBANK CK RD/CULVERT-MARK ON ROAD	Thrumster/Sancroix Plan	52%	\$299,613	\$ 581,250	2020/21
Fernbank Creek Road	FERNBANK CK RD/FERRY RAMP-NEAR HSE	Thrumster/Sancroix Plan	74%	\$311,684	\$ 423,000	2019/20
Fernbank Creek Road	FERNBANK CK RD/HRD - BEND IN ROAD	Thrumster/Sancroix Plan	43%	\$158,034	\$ 368,250	2012/13
Fernbank Creek Road	FERNBANK CK RD/HRD-CULVERT	Thrumster/Sancroix Plan	52%	\$486,340	\$ 943,500	2018/19
Fernbank Creek Road	FERNBANK CK RD/MARK ON RD-END SEAL	Thrumster/Sancroix Plan	52%	\$199,871	\$ 387,750	2023/24
Fernbank Creek Road	FERNBANK CK RD/NEAR BEND-BOAT RAMP	Thrumster/Sancroix Plan	43%	\$297,401	\$ 693,000	2013/14

Major Roads Contributions Plan

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
Fernbank Creek Road	FERNBANK CK RD/NEAR HOUSE 287-HRD	Thrumster/Sancrox Plan	74%	\$478,579	\$ 649,500	2021/22
Rawdon Island Road	RAWD IS RD/HOUSE NO.85 - HOUSE 192	Thrumster/Sancrox Plan	59%	\$280,972	\$ 478,800	2014/15
Rawdon Island Road	RAWD IS RD/HSE 192-INT SANCROX RD	Thrumster/Sancrox Plan	59%	\$158,971	\$ 270,900	2018/19
Rawdon Island Road	RAWD IS RD/INT ST HWY-HOUSE NO.85	Thrumster/Sancrox Plan	59%	\$219,444	\$ 373,950	2013/14
Rawdon Island Road	RAWD IS RD/SANCROX RD-COLVIN ST	Thrumster/Sancrox Plan	59%	\$132,828	\$ 226,350	2018/19
Sancrox Road	SANCROX RD/MARK ON RD-PET KENNELS	Thrumster/Sancrox Plan	59%	\$152,174	\$ 257,400	2020/21
Sancrox Road	SANCROX RD/PACIFIC HWY- PIONEER QRY	Thrumster/Sancrox Plan	50%	\$75,455	\$ 151,650	2013/14
Sancrox Road	SANCROX RD/PET KENN-RAWDON IS RD	Thrumster/Sancrox Plan	59%	\$456,521	\$ 772,200	2023/24
Sancrox Road	SANCROX RD/PIONEER QRY-MRK ON RD	Thrumster/Sancrox Plan	50%	\$251,442	\$ 505,350	2015/16
Sancrox Road	SANCROX RD/RAWD IS RD-HOUSE NO.437	Thrumster/Sancrox Plan	59%	\$155,632	\$ 263,250	2022/23
Campbell Street	CAMPBELL ST/BAIN ST-HIGH SCHOOL	Wauchope Plan	34%	\$47,733	\$ 139,500	2020/21
Hastings Street, Wauchope	HASTINGS ST/BAIN ST-RIVER ST	Wauchope Plan	30%	\$63,675	\$ 212,250	2013/14
Hastings Street, Wauchope	HASTINGS ST/HIGH ST-YOUNG ST	Wauchope Plan	30%	\$40,275	\$ 134,250	2018/19
Hastings Street, Wauchope	HASTINGS ST/OXLEY HWY-YOUNG ST	Wauchope Plan	30%	\$40,275	\$ 134,250	2015/16
Hastings Street, Wauchope	HASTINGS ST/YOUNG ST-BAIN ST	Wauchope Plan	30%	\$44,775	\$ 149,250	2020/21
Hastings Street, Wauchope	HASTINGS ST/YOUNG ST-BAIN ST	Wauchope Plan	30%	\$45,000	\$ 150,000	2022/23
Quarry Road	QUARRY RD/ROSEWOOD RD-HOUSE 105	Wauchope Plan	30%	\$135,000	\$ 450,000	2022/23
Waugh St / James St Intersection	Roundabout	Wauchope Plan	34%	\$119,761	\$ 350,000	2013/14

Other Facilities

PROJECT LOCATION	PROJECT DESCRIPTION	Sub-area?	% Growth (2004/5 to 2024/5)	S94 Contribution (\$)	Council's Estimates	Council's Schedule
Camden Haven Bus Shelters	Bus Shelters - Urban	Camden Haven Plan	25.8%	\$7,353	\$ 28,500	2004/2024
Camden Haven Bus Shelters	Bus Shelters - Rural	Camden Haven Plan	25.8%	\$3,483	\$ 13,500	2004/2024
Camden Haven Bus Shelters	Bus Bays	Camden Haven Plan	25.8%	\$13,158	\$ 51,000	2004/2024
Camden Haven Cycleways	Cycleways as per Bike Plan strategy	Camden Haven Plan	25.8%	\$30,859	\$ 119,607	2004/2024
Camden Haven PAMP	PAMP	Camden Haven Plan	25.8%	\$96,300	\$ 373,255	2004/2024
Lake Cathie/Bonny Hills Bus Shelters	Bus Shelters - Urban	Lake Cathie/Bonny Hills Plan	55.3%	\$26,268	\$ 47,500	2004/2024
Lake Cathie/Bonny Hills PAMP	PAMP	Lake Cathie/Bonny Hills Plan	55.3%	\$130,917	\$ 236,740	2004/2024
Port Macquarie Bus Shelters	Bus Shelters - Urban	Port Macquarie Plan	18.6%	\$35,340	\$ 190,000	2004/2024
Port Macquarie Bus Shelters	Bus Shelters - Rural	Port Macquarie Plan	18.6%	\$1,674	\$ 9,000	2004/2024
Port Macquarie Bus Shelters	Bus Bays	Port Macquarie Plan	18.6%	\$12,648	\$ 68,000	2004/2024
Port Macquarie Cycleways	Cycleways as per Bike Plan strategy	Port Macquarie Plan	18.6%	\$181,768	\$ 977,248	2004/2024
Port Macquarie PAMP	PAMP	Port Macquarie Plan	18.6%	\$278,005	\$1,494,650	2004/2024
Regional Bus Shelters	Bus Shelters - Rural	Regional Plan	32.0%	\$7,200	\$ 22,500	2004/2024
Regional Cycleways	Cycleways as per Bike Plan strategy	Regional Plan	32.0%	\$1,074,908	\$3,359,088	2004/2024
Wauchope Bus Shelters	Bus Shelters - Urban	Wauchope Plan	28.6%	\$8,151	\$ 28,500	2004/2024
Wauchope Cycleways	Cycleways as per Bike Plan strategy	Wauchope Plan	28.6%	\$96,351	\$ 336,893	2004/2024
Wauchope PAMP	PAMP	Wauchope Plan	28.6%	\$84,642	\$ 295,950	2004/2024
Port Macquarie CBD Regional Parking Facility	Construction of additional car parking facilities	Regional Plan	100%	\$2,400,000	\$2,400,000	2009/10

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