

TABLED DOCUMENT

ITEM NO. 2.1

DRAFT PORT STEPHENS LOCAL INFRASTRUCTURE CONTRIBUTION PLAN

ORDINARY COUNCIL MEETING
10 SEPTEMBER 2019



PORT STEPHENS
C O U N C I L



PORT STEPHENS
COUNCIL

Local Infrastructure Contributions Plan



1.0 Executive Summary

Part 7 of the *Environmental Planning and Assessment Act 1979* (the Act) authorises Port Stephens Council (Council) to collect contributions of money, land or both from new development to provide for local infrastructure needs. The Port Stephens Local Infrastructure Contributions Plan (the Plan) has been prepared in accordance with the Act for the purpose of imposing conditions requiring contributions. The Plan authorises the imposition of conditions of consent requiring contributions and provides the framework for the calculation and collection of contributions.

The Plan describes the areas where contributions apply, the types of new development required to pay contributions, how contributions are calculated and the infrastructure that will be funded (wholly or partly) by contributions.

In the period 2016-2036, the population of Port Stephens is expected to increase at a rate of 1.1% per annum. Council will provide new or upgraded local infrastructure such as roads, parks and sporting facilities to accommodate this growth. This Plan sets out the infrastructure and upgrades that will be funded (wholly or partly) by new development and the rate of contributions that will be levied.

The Plan was adopted by Council at a meeting held on **[Insert date]** and came into effect on **[Insert date]**. The Plan supplements the provisions of the *Port Stephens Local Environmental Plan LEP 2013* (LEP) (as amended from time to time).

1.1 Structure of the Plan

The Plan has the following chapters:

- Chapter 1 – Executive Summary: A summary of the essential components of the Plan, including a summary of the contribution rates;
- Chapter 2 – Introduction: Outlines the purpose and objectives of the Plan, including the catchments of land and the types of development it applies to;
- Chapter 3 – Plan Operation: Provides a description of how the contributions are calculated, how they will be indexed in the future and details on making payments;
- Chapter 4 – Administration: Describes the management and administration of the Plan, including how contributions are reported;
- Chapter 5 – Contribution Strategy: Lists each local infrastructure contribution category within each catchment in detail and includes the nexus between new development and the need for additional local infrastructure.
- Appendices: Includes a detailed Work Schedule that lists the infrastructure and upgrade works to be funded (wholly or partly) by contributions and maps showing the location of the works.

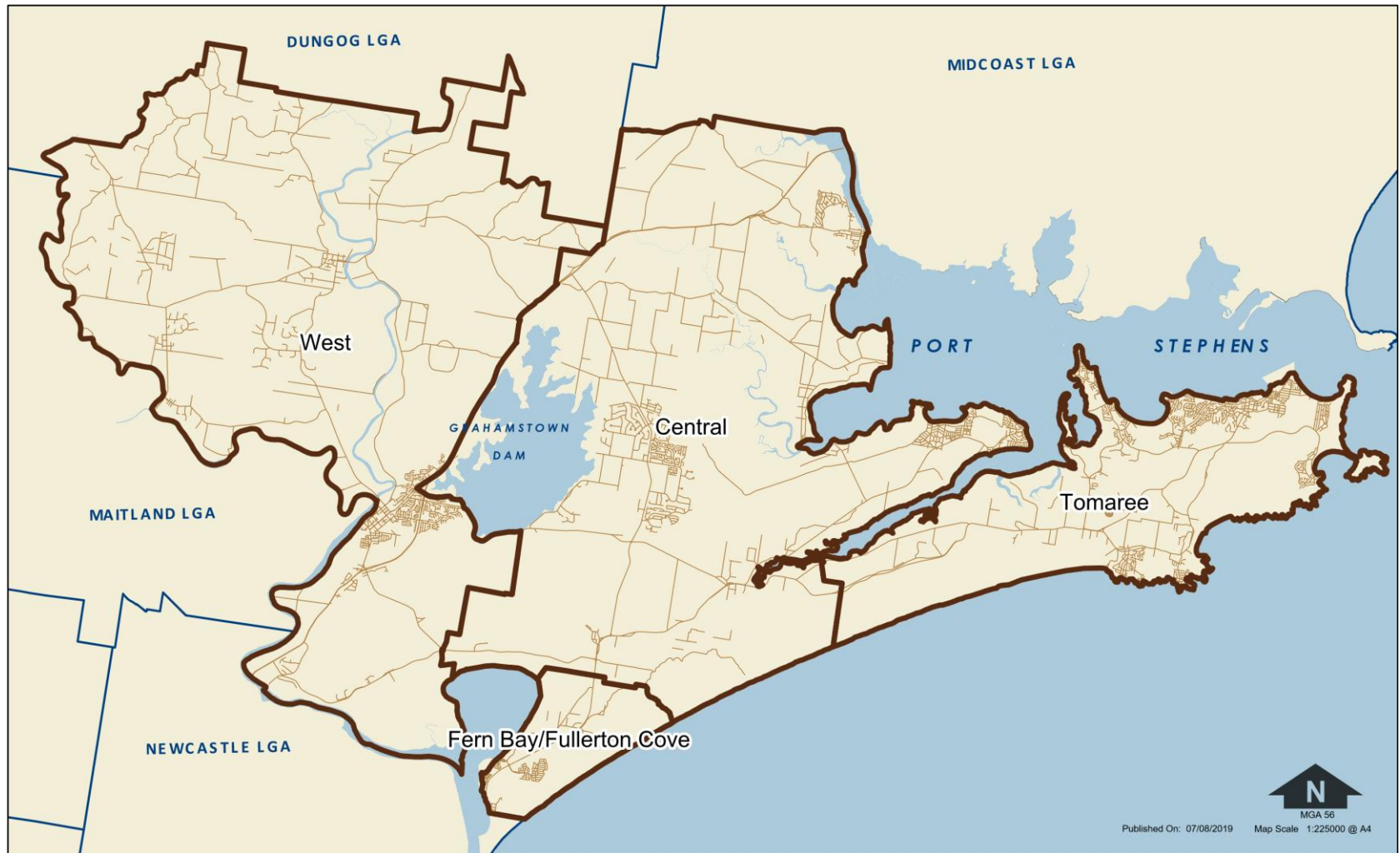
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Catchment Area Map

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1.2 Summary of Contribution Rates

For the purposes of this Plan, the local government area (LGA) has been divided into 5 catchments as illustrated in the Catchment Area Map above.

Additional catchments for specific areas may be determined from time to time (e.g. Kings Hill Urban Release Area) and would be included via a formal amendment to the Local Infrastructure Contributions Plan.

Contributions rates for each catchment have been calculated based on the items listed in the Work Schedule at Appendix A and the Contribution Strategy in Chapter 5 of this Plan.

Table 1 below provides a summary of the contributions payable towards the specific infrastructure categories in each catchment. Further details are provided in Chapter 5 of this Plan.

Table 1 – Summary of local infrastructure contribution category rates per catchment

Infrastructure Category	Catchment Rate (per dwelling/lot)			
	West	Central	Tomaree	Fern Bay/ Fullerton Cove
Civic Administration – Plan Management	\$587	\$587	\$587	\$587
Civic Administration – Works Depot	\$1,531	\$1,531	\$1,531	\$1,531
Town Centre Upgrades	\$4,124	\$4,124	\$4,124	\$4,124
Public Open Space, Parks and Reserves	\$1,147	\$2,038	\$1,516	\$381
Sports and Leisure Facilities	\$2,185	\$3,135	\$2,292	\$2,004
Community and Cultural Facilities	\$0	\$0	\$824	\$0
Road Works	\$5,136	\$2,882	\$2,283	\$0
Medowie Traffic and Transport	\$0	\$3,067	\$0	\$0
Shared Paths	\$2,516	\$831	\$3,312	\$3,070
Bus Facilities	\$17	\$36	\$0	\$1,035
Fire and Emergency	\$34	\$0	\$226	\$2,813
Flood and Drainage Works	\$665	\$1,452	\$1,738	\$0
Cross Boundary Contributions	\$0	\$0	\$0	\$2,407
Total	\$17,942	\$19,683	\$18,433	\$17,952

Table 2 – Summary of discounts for Secondary Dwellings

Infrastructure Category	Catchment Rate (per dwelling)			
	West	Central	Tomaree	Fern Bay/ Fullerton Cove
Civic Administration – Plan Management	\$293	\$293	\$293	\$293
Civic Administration – Works Depot	\$765	\$765	\$765	\$765
Town Centre Upgrades	\$2,062	\$2,062	\$2,062	\$2,062
Public Open Space, Parks and Reserves	\$573	\$1,019	\$758	\$190
Sports and Leisure Facilities	\$1,092	\$1,567	\$1,146	\$1,002
Community and Cultural Facilities	\$0	\$0	\$412	\$0
Road Works	\$2,568	\$1,441	\$1,141	\$0
Medowie Traffic and Transport	\$0	\$1,533	\$0	\$0
Shared Paths	\$1,258	\$415	\$1,656	\$1,535
Bus Facilities	\$8	\$18	\$0	\$517
Fire and Emergency	\$17	\$0	\$113	\$1,406
Flood and Drainage Works	\$332	\$726	\$869	\$0
Cross Boundary Contributions	\$0	\$0	\$0	\$1,203
Total	\$8,968	\$9,839	\$9,215	\$8,973

Table 3 – Summary of discounts for Caravan Parks

Infrastructure Category	Catchment Rate (per site)			
	West	Central	Tomaree	Fern Bay/ Fullerton Cove
Civic Administration – Plan Management	\$293	\$293	\$293	\$293
Civic Administration – Works Depot	\$765	\$765	\$765	\$765
Town Centre Upgrades	\$2,062	\$2,062	\$2,062	\$2,062
Public Open Space, Parks and Reserves	\$573	\$1,019	\$758	\$190
Sports and Leisure Facilities	\$1,092	\$1,567	\$1,146	\$1,002
Community and Cultural Facilities	\$0	\$0	\$412	\$0
Road Works	\$4,109	\$2,306	\$1,826	\$0
Medowie Traffic and Transport	\$0	\$2,454	\$0	\$0
Shared Paths	\$1,258	\$415	\$1,656	\$1,535

Bus Facilities	\$8	\$18	\$0	\$517
Fire and Emergency	\$17	\$0	\$113	\$1,406
Flood and Drainage Works	\$332	\$726	\$869	\$0
Cross Boundary Contributions	\$0	\$0	\$0	\$1,203
Total	\$10,509	\$11,625	\$9,900	\$8,973

Table 4 – Summary of discounts for Tourist and Visitor Accommodation

Infrastructure Category	Catchment Rate (per unit)			
	West	Central	Tomaree	Fern Bay/ Fullerton Cove
Civic Administration – Plan Management	\$293	\$293	\$293	\$293
Civic Administration – Works Depot	\$765	\$765	\$765	\$765
Town Centre Upgrades	\$2,062	\$2,062	\$2,062	\$2,062
Public Open Space, Parks and Reserves	\$573	\$1,019	\$758	\$190
Sports and Leisure Facilities	\$1,092	\$1,567	\$1,146	\$1,002
Community and Cultural Facilities	\$0	\$0	\$412	\$0
Road Works	\$2,568	\$1,441	\$1,141	\$0
Medowie Traffic and Transport	\$0	\$1,533	\$0	\$0
Shared Paths	\$1,258	\$415	\$1,656	\$1,535
Bus Facilities	\$8	\$18	\$0	\$517
Fire and Emergency	\$17	\$0	\$113	\$1,406
Flood and Drainage Works	\$332	\$726	\$869	\$0
Cross Boundary Contributions	\$0	\$0	\$0	\$1,203
Total	\$8,968	\$9,839	\$9,215	\$8,973

Table 5 – Housing for Seniors or People with a Disability (excluding Residential Care Facilities and development undertaken by a Social Housing Provider)

Infrastructure Category	Catchment Rate (per dwelling/unit)			
	West	Central	Tomaree	Fern Bay/ Fullerton Cove
Civic Administration – Plan Management	\$293	\$293	\$293	\$293
Civic Administration – Works Depot	\$765	\$765	\$765	\$765
Town Centre Upgrades	\$2,062	\$2,062	\$2,062	\$2,062

Public Open Space, Parks and Reserves	\$573	\$1,019	\$758	\$190
Sports and Leisure Facilities	\$1,092	\$1,567	\$1,146	\$1,002
Community and Cultural Facilities	\$0	\$0	\$412	\$0
Road Works	\$2,568	\$1,441	\$1,141	\$0
Medowies Traffic and Transport	\$0	\$1,533	\$0	\$0
Shared Paths	\$1,258	\$415	\$1,656	\$1,535
Bus Facilities	\$8	\$18	\$0	\$517
Fire and Emergency	\$17	\$0	\$113	\$1,406
Flood and Drainage Works	\$332	\$726	\$869	\$0
Cross Boundary Contributions	\$0	\$0	\$0	\$1,203
Total	\$8,968	\$9,839	\$9,215	\$8,973

Table 6 – Summary of road haulage contribution

Development Type	Contribution Amount
Extractive Industry and/or mining	\$0.084/t/km

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2.0 Introduction

2.1 Name of this Plan and Commencement

This is the Port Stephens Local Infrastructure Contributions Plan 2020 (the Plan). The Plan commences on XXXX.

2.2 Purpose and Objectives of this Plan

The primary purpose of the Plan is to satisfy the requirements of the Environmental Planning and Assessment Act 1979 (the Act) and authorise the imposition of conditions of consent requiring contributions for the provision of public services and amenities as a result of the increase in demand caused by new development.

The objectives of the Plan are to:

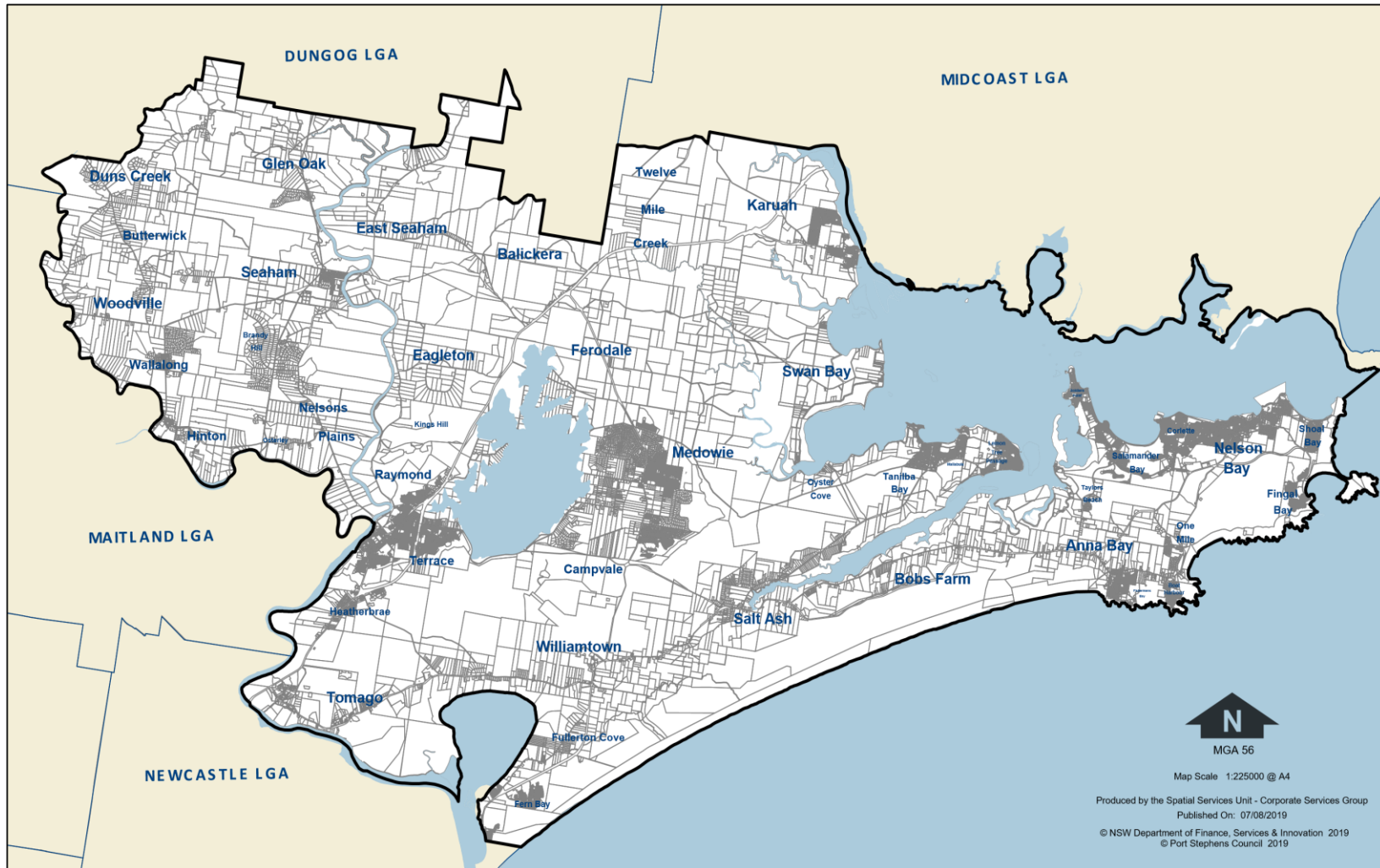
- (a) Authorise the consent authority, or an accredited certifier, to impose conditions under the Act requiring contributions when granting consent to development on land to which this Plan applies, including complying development;
- (b) Provide an administrative framework for Port Stephens Council (Council) in relation to contributions towards the provision, extension or augmentation of local infrastructure;
- (c) Identify additional local infrastructure that will be required to service future development;
- (d) Ensure that local infrastructure is provided to service the needs of the future population without unfairly burdening the existing community with the costs of providing this infrastructure;
- (e) Enable Council to recoup funds it has spent in the provision of local infrastructure in anticipation of new development;
- (f) Provide a comprehensive strategy for the assessment, collection, expenditure, accounting and review of local infrastructure contributions on an equitable basis; and,
- (g) Ensure Council is accountable in the administration of the Plan and the local infrastructure contributions framework.

2.3 Land to which this Plan Applies

This Plan applies to all land within the Port Stephens Local Government Area (LGA) (see Land Application Map below).

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Land Application Map (excluding cross-boundary areas)



2.4 Interpretation

Words and expressions used in this Plan have the same meaning as the Act and *Port Stephens Local Environmental Plan 2013* (PSLEP), unless otherwise defined in the Plan.

2.5 Development to which this Plan Applies

This Plan applies to the following development:

- The subdivision of land, where the subdivision would facilitate a potential increase in the number of dwellings permitted on that land;
- Residential accommodation;
- Seniors housing as defined in the *State Environmental Planning Policy (Housing for Seniors of People with a Disability) 2004* (Seniors Housing SEPP), with the exception of residential care facilities;
- Tourist and visitor accommodation;
- Caravan parks;
- Moveable dwellings;
- Manufactured homes, as defined in *State Environmental Planning Policy 36 – Manufactured Home Estates*;
- Manufactured home estates, as defined in *State Environmental Planning Policy 36 – Manufactured Home Estates*; and,
- Extractive industry; and
- Mining.

2.6 Contributions Rate Reductions

Certain development has the potential to have a lesser impact on the demand for local infrastructure or should be facilitated for policy reasons. Contributions rate reductions apply to the following development for the reasons set out below.

2.6.1 Secondary Dwellings (Granny Flats)

Secondary dwellings are subservient to a primary dwelling, being either 60m² or 40% of the floor area of the primary dwelling. Secondary dwellings are also recognised as a form of affordable housing to be incentivised, consistent with the aims and objectives outlined in *State Environmental Planning Policy (Affordable Rental Housing) 2009*.

Therefore the contribution rate will be 50% of all local infrastructure categories.

2.6.2 Caravan Parks

The Australian Bureau of Statistics Census of Population and Housing 2016 (2016 Census) identified an occupancy rate of 2.5 persons per dwelling for the LGA. The occupancy rate for caravan parks was reported as 1.7 persons per dwelling or caravan. Due to the lower occupancy rate, it is considered that there would be a lesser demand for local infrastructure generated from caravan parks. In addition, caravans are generally towed to site, and therefore the impact on road infrastructure is considered likely greater from this form of development. Therefore a lesser discount should be applied for road work categories.

Therefore the contribution rate will be 50% for all local infrastructure categories except for the road work categories, where the discount will be 20%.

2.6.3 Tourist and Visitor Accommodation

Tourist visitation can create additional demands on local infrastructure in excess of a permanent population demand. For example, demand for public assets and services such as roads, parking, cycleways, boat ramps, tourist information services, foreshore and beach facilities, wharf and aquatic facilities, playing field facilities and passive open space and libraries are all increased as a result of tourist visitation.

However occupancy rates for tourist and visitor accommodation is more sporadic than residential accommodation. Therefore the contribution rate will be 50% for all infrastructure categories.

2.6.4 Housing for Seniors or People with a Disability

Seniors housing is defined under the Seniors Housing SEPP as:

residential accommodation that is, or is intended to be, used permanently for seniors or people with a disability consisting of:

- (a) a residential care facility, or*
- (b) a hostel, or*
- (c) a group of self-contained dwellings, or*
- (d) a combination of these,*

but does not include a hospital.

Note this Plan does not apply to residential care facilities, which may be subject to a contributions plan that authorises conditions for fixed development consent levies under Section 7.12 of the Act.

The Ministerial Direction, issued on 14 September 2007 under Section 7.17 of the Act, exempts payment of a contribution for development carried out under the Seniors Housing SEPP where undertaken by a social housing provider. The SEPP sets out the recognised social housing providers that will be exempt from contributions.

Seniors housing contributes to the demand for local infrastructure, however occupancy rates for seniors housing is less than that of standard dwellings, at a rate of 1.5 people per dwelling. Therefore for seniors housing that is not subject to the Ministerial Direction, the contribution rate will be 50% for all infrastructure categories.

2.7 Savings and Transitional Arrangements

The local infrastructure contributions for development under this Plan shall be determined at the date of determination of the development application or the date of issue of the complying development certificate.

This Plan applies to applications lodged but not determined before the date of commencement of the Plan.

This Plan does not affect any conditions imposed under a previous plan(s). Any application made under the Act to modify a development consent issued before the commencement date of this Plan will be determined against the plan that applied at the date the consent was originally determined.

2.8 Relationship to other plans

This plan repeals the Port Stephens Development Contributions Plan 2007. The repeal of the Port Stephens Development Contributions Plan 2007 does not affect the previous operation of that plan or anything duly completed under that plan, including any indexation provisions. Development consents, including a condition requiring development contributions levied under a previous plan, will continue to be in force.

3.0 Plan Operation

3.1 Calculating the Contributions

The formula for calculating the amount of local infrastructure contributions will vary according to the type of amenity or service to be provided. The formula is based on consideration of:

- The demand generated by a development, based on a calculation recognising population, dwellings, traffic or other relevant factors;
- The current capital cost of providing the amenity or service including, where appropriate, the current cost of acquiring land; and
- The calculation will be rounded up to the nearest dollar.

3.2 Indexation

To ensure that the value of local infrastructure contributions are not eroded over time by movements in the Consumer Price Index (CPI) or through changes in the costs of studies used to support the Plan, local infrastructure contribution rates will be reviewed with reference to the following specific costs and indices:

- Changes in the capital costs associated with provision of administration and salary costs for staff involved in implementing this Plan by reference to increases in salary rates under the Port Stephens Council Enterprise Agreement 2018 (or any subsequent Enterprise Agreement);
- Changes in the capital costs of various studies and activities required to support the strategies in the Plan by reference to the actual costs incurred by Council in obtaining these studies; and
- Changes in the CPI Sydney – All Groups.

In accordance with the *Environmental Planning and Assessment Regulation 2000* (the Regulation), the rates set out in the Plan will be amended without the need to prepare a new contributions plan if the amendments are necessary to fix minor typographical errors, index rates according to the CPI, and to omit the details of works that have been completed.

For changes to the CPI Sydney - All Groups, the contribution rates within the Plan will be amended on a quarterly basis in accordance with the following formula:

$$\text{\$Ca} + \frac{\text{\$Ca} \times (\text{Current Index} - \text{Base Index})}{\text{Base Index}}$$

Where:

\\$Ca is the contribution at the time of adoption of the Plan expressed in dollars.

Current Index is the CPI Sydney - All Groups, as published by the Australian Bureau of Statistics available at the time of review of the contribution rate.

Base Index is the CPI Sydney - All Groups, as published by the Australian Bureau of Statistics. At the date of adoption of the Plan this figure is (()).

Note: In the event that the Current CPI Sydney - All Groups, is less than the previous CPI Sydney - All Groups, the current index shall be taken as not less than the previous index.

3.2.1 Land Cost

The value assessed for land acquisition costs will be reviewed as and when required and this factor will be varied, as necessary, to reflect current costs.

3.2.2 Consent

The local infrastructure contributions conditioned in a development consent are calculated on the basis of the contribution rates determined in accordance with this Plan. If the local infrastructure contributions are not paid within the quarter in which consent is granted then the contributions payable will be adjusted as follows:

$$\text{\$Cp} = \text{\$Cdc} + \frac{[\text{\$Cdc} \times (\text{\$Cq} - \text{\$Cc})]}{\text{\$Cc}}$$

Where:

- \\$Cp** is the amount of the local infrastructure contribution calculated at the time of payment.
- \\$Cdc** is the amount of the original local infrastructure contribution as set out in the development consent.
- \\$Cq** is the local infrastructure contribution rate applicable at the time of payment.
- \\$Cc** is the local infrastructure contribution rate applicable at the time of the original consent.

The current contributions are as stated in this Plan.

3.3 Other Forms of Contributions

Other forms of local infrastructure contributions that may be considered under the provisions of the Act include:

- 1 Dedication of land;
- 2 Voluntary Planning Agreement; and
- 3 Works in Kind or Material Public Benefit Agreement.

3.3.1 Dedication of Land

A decision as to whether to accept the dedication of land free of cost to Council will be at the complete discretion of Council. Factors Council will take into consideration matters including, but not limited to:

- The extent to which the land satisfies a community need;
- The extent to which the land satisfies the purpose for which the contribution was sought;
- Consideration of location and other factors which may affect the benefit to Council and the community; and
- An assessment of recurrent maintenance costs to Council.

3.3.2 Voluntary Planning Agreements (VPA)

A VPA under Section 7.4 of the Act is a legally binding arrangement between one or more planning authorities and a developer.

Under a VPA, the developer may offer to pay money, dedicate land, carry out works, or provide other material public benefits for public purposes. The provisions under a VPA may be additional to, or instead of, payment of contributions imposed under Section 7.11 or Section 7.12 of the Act.

The offer to enter into a VPA will generally need to accompany the relevant development application or planning proposal. Developers should refer to any relevant Council policies and guidelines available on Council's website.

3.3.3 Works in Kind Agreement (WIKA) and Material Public Benefit Agreement (MPBA)

A WIKA is the undertaking of a work or provision of a facility that is scheduled within the Works Schedule of this Plan (Appendix A) in lieu of the part or full payment of either a monetary contribution or the dedication of land that would normally apply.

A MPBA involves the undertaking of a work or provision of a facility in part or full satisfaction of a condition requiring the payment of a monetary contribution or the dedication of land. An MPBA may include the provision of work that is not scheduled within the Works Schedule of this Plan (Appendix A). Council may accept the provision of a MPBA for projects not nominated in the Works Schedule if it can be justified that the public benefit is of equivalent or greater value to the community.

The acceptance of works through a WIKA or MPBA is at the complete discretion of Council and developers should refer to any relevant Council policies and guidelines available on Council's website.

3.4 Settlement of Contributions

The local infrastructure contribution must be paid at the time specified in the development consent or complying development certificate, which will generally be determined in accordance with this Plan.

Settlement of contributions shall be finalised at the following stages:

- Development applications for subdivision – prior to release of the subdivision certificate;
- Development applications for building or other work - prior to the issue of the construction certificate;
- Applications for both building work and subdivision – prior to the issue of the construction certificate, subdivision works certificate, or release of the subdivision certificate, whichever comes first;
- Development applications where no building approval is required – prior to commencement of use in accordance with the conditions of consent or upon issue of the occupation certificate, whichever occurs first;
- Development requiring a complying development certificate – before the commencement of any building work or subdivision work authorised by the certificate; or
- Development applications for moveable dwellings, manufactured homes, caravan parks or manufactured home estates and the like – prior to approval under Section 68 of the *Local Government Act, 1993*.

3.5 Deferred Payment of Contributions

Council, at its complete discretion, may permit the settlement of monetary contributions for local infrastructure on a deferred basis. Such a request must:

- Be made in writing by the applicant with valid reasons for deferral;
- Not prejudice the timing or the manner of the provision of public facilities included in the Works Schedule; and
- In the case of a contribution being made by way of a VPA, WIKA, MPBA or land dedication in lieu of a cash contribution, Council and the applicant must have a legally binding agreement for the provision of works or land dedication.

If the application for deferral is accepted, the following conditions will apply:

- (a) Deferral of settlement will be for a maximum of one year or until commencement of use in accordance with the conditions of consent (whichever comes first);
- (b) The bank guarantee will be issued by an Australian bank or a bank in Australia for the amount of the total contribution or the amount of the outstanding contribution, plus an amount equal to thirteen months interest;
- (c) Any changes associated with managing the bank security are payable by the applicant;
- (d) The bank unconditionally pays the guaranteed sum to the Council, if the Council so demands in writing, not earlier than 12 months from the provision of the guarantee or completion of the work;
- (e) The bank must pay the guaranteed sum without reference to the applicant or landowner or other person who provided the guarantee, and without regard to any dispute, controversy, issue or other matter relating to the development consent or the carrying out of development;
- (f) The bank's obligations are discharged when payment to the Council is made in accordance with this guarantee or when Council notifies the bank in writing that the guarantee is no longer required;
- (g) Where a bank guarantee has been deposited with Council, the guarantee shall not be cancelled until such time as the original contribution and accrued interest are paid; and
- (h) Indexing will be calculated from the date the contribution was due until the date of payment.

3.6 Paying the Contributions

Prior to the payment of contributions, an applicant must request an updated contributions calculation from Council. This will confirm the contributions amount payable which may or may not be inclusive of indexing. Applicants should email the request to Council.

Council will issue email advice that will remain valid until the next quarterly CPI update released by the Australian Bureau of Statistics. If the contributions are not paid by the date specified in the advice, a new request will be required.

Once an applicant obtains the advice, the applicant can present the email and pay the contributions in person or by mail, email or telephone.

Council will provide a receipt confirming payment. In the case of a development application, an applicant can provide a copy of the receipt to the accredited certifier in the process of obtaining a Construction Certificate.

3.7 Refunding the Contribution

The Act does not refer to refunds for contributions and there is no express power for a council to refund contributions already paid in accordance with a condition of consent. However, Council, at its complete discretion, may consider a refund of a contribution where:

- (a) A consent has been modified under the Act resulting in a reduction of the contributions payable; or
- (b) Development has not commenced and will not proceed in accordance with the consent and the contributions have been paid. In this case the consent will need to be surrendered in accordance with the Act.

In each case, Council will consider refunding the contributions if it has not been spent and the refund will not impact on Council's ability to deliver the works in the Works Schedule. The applicant must apply for the refund in writing within 12 months from the payment of the contribution.

4.0 Plan Administration

4.1 Accredited Certifiers

In accordance with the Regulation, an accredited certifier must not issue a certificate for building work or subdivision work unless it has verified that the condition requiring the payment of monetary contributions has been satisfied.

In particular, the accredited certifier must ensure that the applicant provides a receipt(s) confirming that the monetary contributions have been paid in full to Council. Further, a copy of the receipt(s) must be included with the certified plans provided to Council in accordance with the Regulation. Failure to follow this procedure may render such a certificate invalid.

The only exceptions to these requirements are where a VPA, WIKA, MPBA, dedication of land or deferred payment arrangement has been agreed to by Council. In such cases, Council will issue advice confirming that an alternative payment method has been agreed with the applicant.

Under the Act, accredited certifiers are responsible for calculating local infrastructure contributions for complying development and imposing a condition requiring contributions on a complying development certificate in accordance with this Plan. Accredited certifiers must notify Council of their determination within two business days of making the determination, in accordance with the Regulation. Applicants must pay the monetary contribution before commencing the complying development works.

4.2 Accounting for Contributions

Council has established identifiable accounts for the management of local infrastructure contributions, including details of financial transactions for specific categories of works and contributions. Contributions will be spent in accordance with this Plan. Interest will be calculated on funds held and credited as appropriate. Council will maintain a register of all contributions received in accordance with the Act and Regulation.

4.3 Annual Statement

Council will produce an annual statement in accordance with the Regulation. This information will be available for public inspection on Council's website following adoption by Council.

4.4 Review of This Plan

The Works Schedule will be reviewed annually, in line with capital works programming.

Council will generally review this Plan every five years or as required to ensure it addresses community needs, Council priorities and relevant legislation.

The Plan will also be amended to address the matters listed in the Regulation. In particular, indexation of contributions will be reviewed and the Plan amended on a quarterly basis without the need for a public exhibition.

4.5 Pooling of Contributions

This Plan expressly authorises monetary contributions paid for different purposes to be pooled and applied (progressively or otherwise) for those purposes. In this regard, contributions collected will be allocated to works as indicated in the schedules.

4.6 Repealed Contributions

Council will continue to collect contributions under repealed plans, which will be used to fund works or the provision of facilities within the equivalent listed in the Works Schedule of this Plan (Appendix A).

5.0 Contributions Strategy

Council provides public facilities for the current and future population of Port Stephens, including visitors to the area and the workforce located in the LGA. For Council to levy contributions, there must be a clear nexus between the proposed development and the need for the infrastructure, public service or amenity which the contributions will fund. This Chapter details the relationship (nexus) between the expected development in the Port Stephens LGA and the demand for infrastructure, services or amenity.

Council levies new development based on the cost of providing a reasonable standard of public facilities and amenities. A baseline level of adequate infrastructure is determined through developing strategic asset management documents (e.g. Council's Strategic Asset Management Plan and Plans of Management).

Contributions are determined by equating the contribution to the cost per person or cost per vehicular movement, or other appropriate basis for the provision of the infrastructure item, public service or amenity.

The methodology adopted in calculating development contributions (excluding heavy haulage levies) is based on the following steps:

- Step 1: Determine the number of existing lots/dwellings in each catchment as at 1 July 2019
- Step 2: Forecast the number of lots/dwellings in each catchment as at 30 June 2036.
- Step 3: Calculate the number of future lots/dwellings to be developed until 30 June 2036 in each catchment by subtracting the numbers in Step 1 from Step 2.
- Step 4: Determine the cost and timing of projects in each catchment that are required solely due to new development occurring.
- Step 5: Determine the cost and timing of projects in each catchment that are required which will benefit both existing residents and new developments.
- Step 6: Allocate percentage of the cost of projects in Step 4 to be recovered through developer contributions.
- Step 7: Allocate a proportion of the costs of projects identified in Step 5 to be funded by general rates based on the number of lots/dwellings in each catchment as at 1 July 2019 divided by the number of lots/dwellings in each catchment as at 30 June 2036.
- Step 8: Allocate the remaining costs of projects in Step 6 to be recovered through developer contributions.
- Step 9: Calculate the development contribution by adding the sum of projects in each catchment from Step 5 and Step 7 and dividing by the number of lots/dwellings in each catchment calculated in Step 3.

5.1 Nexus and Apportionment

There must be an established nexus or relationship between the expected types of development in the area and the demand for public amenities and services.

Contributions must also be based on a reasonable apportionment of costs to reflect the needs of new development, the existing community and different land uses.¹

This Chapter describes how nexus and apportionment have been considered in the preparation of this Plan and the determination of local infrastructure requirements and contributions.

5.1.1 Nexus

In establishing nexus and identifying the projects in the Works Schedule, the following matters have been considered:

- Whether the anticipated development creates a need or increases the demand for the particular public facility;
- What types of facilities will be required to address that demand;
- Whether existing facilities can satisfy that demand (or a component of it); and
- When new facilities or upgrades will be required to satisfy the demand (i.e. thresholds or timing).

5.1.2 Apportionment

Apportionment ensures that new development pays contributions towards local infrastructure proportionate to the demand created by the new development. The type of new development and land use is considered when estimating the likely future demands. The needs of the existing population and community are also estimated and considered in determining the amount of funding for new infrastructure or upgrades which will be sourced from contributions levied on new development.

5.2 Contributions Catchments

The contribution catchments are geographic areas where new development will contribute to the infrastructure items and upgrades identified in the Works Schedule for each catchment. The catchments are areas where new development and the infrastructure it will fund are located and the boundaries of the catchments have been identified based on where and how new populations are likely to access public amenities and services. The size of the catchments have been calculated to promote efficiency in the timing of the provision of infrastructure whilst also ensuring that the spatial nexus between local infrastructure and development is retained. The catchment areas are illustrated in the Catchment Area Map below.

¹ Secretary's Practice Note: Local Infrastructure Contributions, published by the NSW Department of Planning, Infrastructure, January 2019.

5.3 Local Infrastructure Categories

This Plan provides for Section 7.11 Contributions separated into the categories described below. This Chapter provides a brief description of each category and the nexus identified between expected new development and the local infrastructure to be provided.

5.3.1 Civic Administration – Plan Management

Council must provide resources and expend funds to prepare Contribution Plans, provide for the ongoing administration of plans and the review and preparation of new plans. This includes employee resources as well as consultant costs to prepare background studies.

The services provided by the employees dedicated to the administration of local infrastructure contributions is directly attributable to the increase in demand for public amenities and services created by new development.

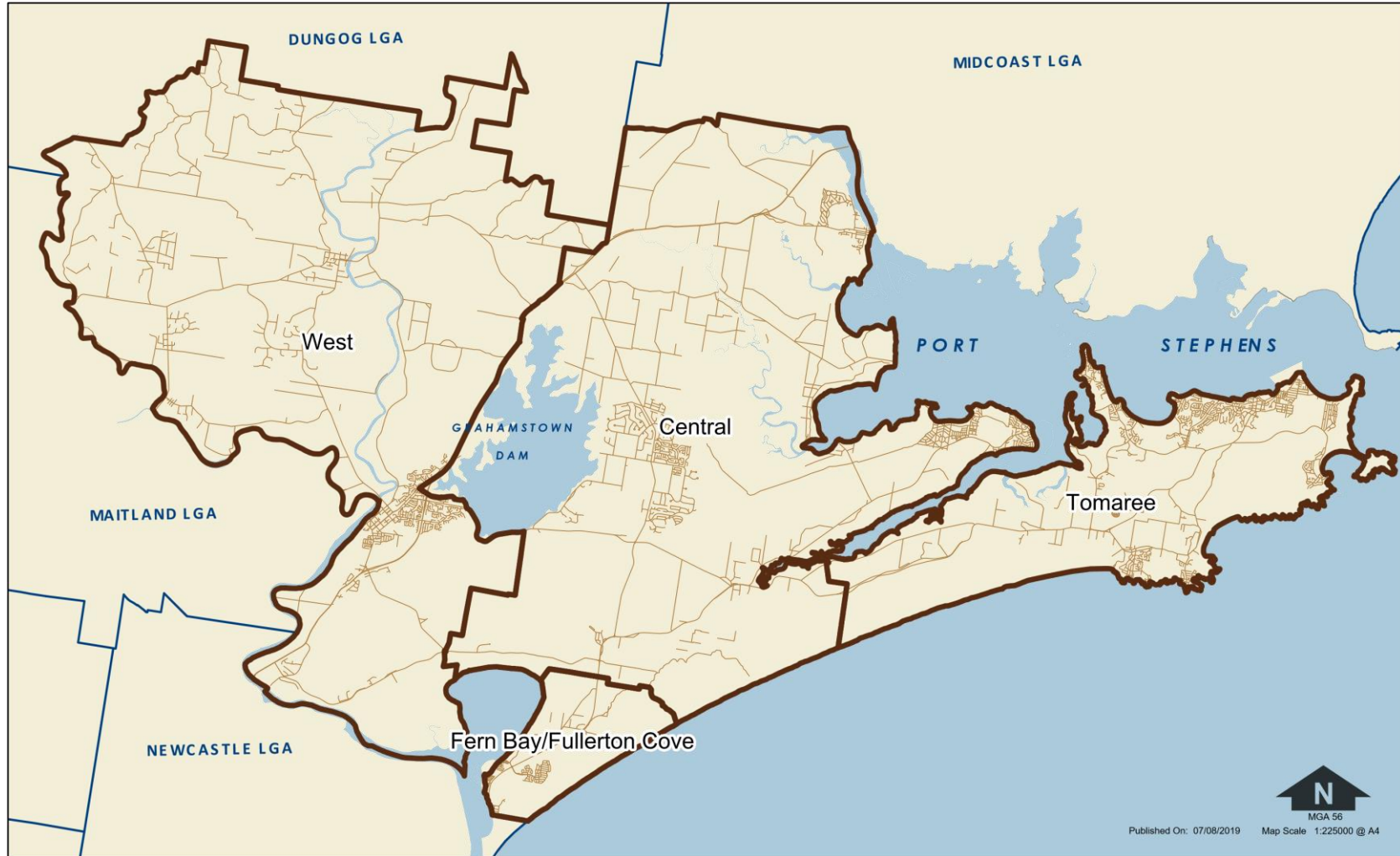
It is considered reasonable and equitable that a management charge should apply to the management and administration of the Plan. The management of the Plan is a LGA-wide costs and therefore the rate is split evenly across all catchments.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
West	\$587
Central	\$587
Tomaree	\$587
Fern Bay/Fullerton Cove	\$587

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Catchment Area Map



5.3.2 Civic Administration – Works Depots

The Strategic Asset Management Plan (Adopted January 2019) identifies future plans to redevelop and relocate the Raymond Terrace and Nelson Bay works depots. The projects are identified as necessary to meet the needs of future growth and maintain a desired level of service.

A site area for a new works depots at Raymond Terrace is estimated at between 2.02 to 2.6 hectares and for Nelson Bay, between 1.4 to 1.6 hectares. These areas are based on the functional life of a depot facility for a maximum of 50 years, servicing a population of 160,000.

The construction of a new works depot at Raymond Terrace, including all assets and infrastructure, is estimated at \$11.25 million and at Nelson Bay \$7.5 million. It should be noted that the unit costs are strategic estimates and are dependent on the final site selected and construction materials used.

The depots provide a base for Council to provide maintenance and construction services for the entire Port Stephens LGA. The expected population increase will result in additional demand for services operating out of Council's depots, such as road works and construction services. Therefore it is considered reasonable that a portion of contributions collected from development be applied towards the redevelopment of Council's work depots.

It is also identified that the provision of Council services through the works depots is a LGA-wide costs and therefore the rate is split evenly across all catchments.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
West	\$1,531
Central	\$1,531
Tomaree	\$1,531
Fern Bay/Fullerton Cove	\$1,531

5.3.3 Town Centre Upgrades

The State Government has identified Raymond Terrace and Nelson Bay as Strategic Centres in the Hunter Regional Plan 2036. The Hunter Regional Plan also identifies Medowie and Fern Bay as a regionally significant centre and the location of current and future housing opportunities in our LGA.

Raymond Terrace provides vital civic and commercial services to the residents of Port Stephens, with the Council administration building, NSW Services and the Port Stephens Hunter Police District headquarters located in the town centre.

Nelson Bay is a primary driver for the visitor and tourist economy in the LGA and Greater Newcastle. Nelson Bay is identified as a regional tourist destination and significant population centre in Port Stephens, offering lifestyle and leisure opportunities for both residents and visitors.

Medowie and Fern Bay are thriving centres earmarked for growth in the State's Hunter Regional Plan. Establishing and consolidating the town centres and surrounding recreation and community facilities will ensure they can service the needs of the growing community and beyond.

To support these strategic centres, Council has prepared local land use strategies that identify town centre improvements and upgrades in Raymond Terrace, Medowie and Nelson Bay to accommodate predicted growth (See the Raymond Terrace and Heatherbrae Strategy, Medowie Planning Strategy, the Nelson Bay Delivery Program and related public domain plans). Additionally Port Stephens Council and City of Newcastle are preparing the Fern Bay/North Stockton Strategy that will unlock the development of a town centre. The Strategic Asset Management Plan (adopted January 2019) also lists identified projects.

The town centre improvements and upgrades outlined in these plans and strategies will support growth in these strategic centres. The anticipated demand for services and amenities within these centres is likely to increase as a result of population growth caused by new development. Further it is recognised that these regionally significant centres are likely to provide amenities to residents and visitors beyond the boundaries of their respective catchments. Therefore contributions towards town centre upgrades in these centres have been applied equally across the LGA at a common rate.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
West	\$4,124
Central	\$4,124
Tomaree	\$4,124
Fern Bay/Fullerton Cove	\$4,124

5.3.4 Public Open Space, Parks and Reserves

Council owned open space, parks and reserves are an important public amenity providing spaces for sport and play, healthy activity, social gathering, and green spaces in urban areas.

Council has prepared an LGA-wide Recreation Strategy to provide the overarching framework and strategic direction for recreation facilities and services in Port Stephens, including open spaces. Council, as a land manager, has also prepared both individual and generic Plans of Management and master plans for Council's parks and open spaces. These documents identify the need for new and augmented infrastructure works and have informed the Works Schedule.

New development will increase our population and place an increased demand for open space, parks and reserves and that this creates an appropriate nexus with the local infrastructure included within the Works Schedule. Projects have been listed where they are of regional value, and therefore attract a high demand from future populations, including populations beyond the immediate locality, as well as projects in areas that are already at capacity.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
West	\$1,147
Central	\$2,038
Tomaree	\$1,516
Fern Bay/Fullerton Cove	\$381

5.3.5 Sports and Leisure Facilities

Sports and leisure facilities range from large integrated complexes, such as Tomaree Sport Complex and Lakeside Sport Complex, to local level facilities such as skate parks, netball courts and tennis courts. These facilities play a vital role in the community, supporting active lifestyles and opportunities for social interactions.

Council has prepared an LGA-wide Recreation Strategy to provide the overarching framework and strategic direction for recreation facilities and services in Port Stephens. Council, as a land manager, has also prepared both individual and generic Plans of Management and master plans for sports and leisure facilities. These documents identify the need for new and augmented infrastructure works, and have informed the Works Schedule.

The anticipated population increase as a result of new development will create additional demand for sports and leisure facilities. Therefore it is considered that there is an appropriate nexus between development and the projects listed in the work schedule under this category.

It should be noted that Council will collect contributions for regional facilities, such as Tomaree Sports Complex and facilities at Lakeside, from development across the entire Port Stephens LGA. This is considered to be reasonable as it is likely that populations outside of their respective geographical catchment will utilise these larger, regional scale facilities.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
West	\$2,185
Central	\$3,135
Tomaree	\$2,292
Fern Bay/Fullerton Cove	\$2,004

5.3.6 Community and Cultural Facilities

Community and cultural facilities can range from multipurpose indoor or outdoor spaces that facilitate social and community interaction to cemeteries.

Multipurpose community facilities can include meeting spaces for centre-based activities such as playgroups, youth, aged and people with a disability. Indoor spaces

could include a hall, meeting rooms, offices and activity rooms. Outdoor spaces could include fenced / enclosed areas, play equipment and garden sheds.

Council has identified a range of multipurpose community facilities in the Works Schedule. The anticipated population growth caused by new development will increase the demand for these types of facilities and therefore it is considered that there is an appropriate nexus between development and this category.

Council provides a public service to the community through the provision of cemeteries. The anticipated population growth through new development will likely increase the demand for these types of facilities and therefore it is considered that there is an appropriate nexus between development and this category.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
West	\$0
Central	\$0
Tomaree	\$824
Fern Bay/Fullerton Cove	\$0

5.3.7 Road Works

Council provides a public service to the community through the provision of new roads and the upgrade of existing roads. This service applies to local roads within the Port Stephens LGA.

The Plan provides the means of collecting contributions from new development and expending payments received on identified local road projects, on a prioritised basis.

This Plan provides for all new development that will lead to increased traffic generation to contribute. It is based on there being zero traffic generation from vacant land at the date of adoption of this Plan.

The nexus has been established through considering the following:

- The anticipated increase in external traffic (to and from the new development) which will create a demand for improvements to the existing road network.
- The nexus between the anticipated development and the improvements to the existing road network taking into account :
 - The traffic generated according to the type of development;
 - The expected increase in traffic as a consequence of that development;
 - The availability, status and capacity of the existing road network;
 - The extent to which the proposed road network will meet the needs of the public;
 - Those road projects which will be used on a collective basis within the districts; and
 - Apportionment of costs to reflect the sharing of the roadwork projects between existing population/road users and those users created by new development.

The Works Schedule identifies:

- Projects which have or will be undertaken to satisfy future demand; and
- Projects that are proposed to be undertaken within a timeframe related to the collection of anticipated income from contributions and the Council apportioned income.

To determine the growth of traffic from new development, the total projected traffic generation for road works has been determined by extending the existing traffic generation by the expected growth rate over the life of the Plan.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
West	\$5,136
Central	\$2,882
Tomaree	\$2,283
Fern Bay/Fullerton Cove	\$0

5.3.8 Medowie Traffic and Transport

Medowie, which is identified as a regionally significant centre in the Hunter Regional Plan 2036 and Greater Newcastle Metropolitan Plan 2036, is slated for long-term housing growth with a number of urban release areas and potential future growth opportunities identified.

The additional population generated because of development will create additional vehicle, pedestrian and cycle movements. The impacts of increased traffic in the area and on adjoining intersections and other road connections has been considered and appropriate facilities and upgrades identified to maintain appropriate safety and amenity.

An assessment of the future traffic and transport needs for Medowie has been carried out to determine future requirements as the result of Medowie's growth. This was undertaken as a series of Local Area Traffic Management studies prepared by Urban Research and Planning (URaP) in 2017. The studies identified works that are to be implemented within designated time periods throughout Medowie. These works have informed the projects listed within the Works Schedule.

The need for the proposed traffic and transport upgrades and infrastructure has been determined on the basis of an analysis of the road network, safety measures, environmental capacities of roads for the existing traffic situation, as well as the estimated additional traffic resulting from forecast growth in terms of population, land use, and floor space area within Medowie. From this, an appropriate nexus has been identified and the cost of works has been apportioned between the existing community and future development accordingly.

It should be noted that this category is unique to the Central Catchment and the contributions will only apply to new development in that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
West	\$0
Central	\$3,067
Tomaree	\$0
Fern Bay/Fullerton Cove	\$0

5.3.9 Shared Pathways

A shared pathway is an area open to the public that is designated for use by both bicycle riders and pedestrians. Shared pathways are an important piece of local infrastructure to ensure active transportation between development and existing areas, including town centres.

Council's Pathway Plans and locational Pedestrian Access and Mobility Plans (PAMPs) identify current and planned shared pathways. The anticipated population increase as a result of new development will create additional demand for these identified pathways. Therefore it is considered that there is an appropriate nexus between development and the projects listed in the Works Schedule under this category.

Calculation of Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
West	\$2,516
Central	\$831
Tomaree	\$3,312
Fern Bay/Fullerton Cove	\$3,070

5.3.10 Bus Facilities

Whilst Transport for NSW controls the routes and operations of buses in the Port Stephens LGA, it is Council's responsibility to provide the local infrastructure, such as seating and shelters.

All forms of urban development, including residential, will result in a need for public transport. Shelters and seating are an integral part of bus facilities to provide comfort and weather protection for the public.

Council has identified a number of projects within the Works Schedule and appropriately apportioned local infrastructure contributions against these works. The anticipated population increase as a result of new development will create additional demand for these bus facilities. Therefore it is considered that there is an appropriate nexus between development and the projects listed in the Works Schedule under this category.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
West	\$17
Central	\$36
Tomaree	\$0
Fern Bay/Fullerton Cove	\$1,035

5.3.11 Fire and Emergency

Council undertakes a number of activities on behalf of, and in consultation with, emergency services such as the Rural Fire Service and State Emergency Services. This includes the construction and upgrade of emergency facilities on Council owned land.

Port Stephens often suffers from a number of natural disasters, including bushfires, flooding and storm events, which requires action from emergency services. Therefore the facilities provided by Council play a vital public service role to the community.

The anticipated population increase as a result of new development will create additional demand for fire and emergency services. Therefore it is considered that there is an appropriate nexus between development and the projects listed in the Works Schedule under this category.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
West	\$34
Central	\$0
Tomaree	\$227
Fern Bay/Fullerton Cove	\$2,813

5.3.12 Flood and Drainage Works

As a result of local characteristics, the Port Stephens LGA suffers from a range of flooding and drainage issues. New development can increase the amount of non-porous area, which then results in additional flow rates and volume and impacts the existing flooding and drainage network. Therefore it is considered that there is a suitable nexus between flood and drainage works and new development generally.

Council has identified a number of projects relating to flooding and drainage through the Strategic Asset Management Plan. This Plan identifies a number of those projects to be funded by contributions in the Works Schedule where new development will have an impact. The cost of the works have been appropriately apportioned towards local infrastructure contributions.

Therefore it is considered that there is an appropriate nexus between new development and the projects listed in the Works Schedule under this category.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
West	\$665
Central	\$1,452
Tomaree	\$1,738
Fern Bay/Fullerton Cove	\$0

5.3.13 Cross Boundary Contributions

Section 7.14 of the Act enables conditions to be imposed for contributions for the benefit of an area that adjoins the local government area in which the new development is to be carried out. A contributions plan approved by both councils can set out the apportionment between councils.

This Chapter provides for the local infrastructure contributions to be paid between Council and the City of Newcastle and Midcoast Council in specified areas. The contribution is required to be paid at a time specified in the condition imposing the contribution, however if no time is specified, the contribution must be paid in accordance with Chapter 3.4 Timing of Settlement in this Plan.

City of Newcastle

These site-specific contributions will apply to land in the localities of Fern Bay and Fullerton Cove as shown in the Catchment Area Map.

The anticipated residential growth within Fern Bay and Fullerton Cove will result in demand for local infrastructure located within both Newcastle and Port Stephens LGAs. This demand will require the upgrade of existing facilities, as well as require the provision of new local infrastructure in both LGAs. This category relates to works within the City of Newcastle LGA only as projects within Fern Bay and Fullerton Cove will be funded by contributions collected under other categories.

Council, with the assistance of the City of Newcastle, has identified a number of projects that the cross boundary contribution will fund in the Works Schedule. All of the contributions received under this category will be apportioned to the City of Newcastle to go towards the construction of these works.

It should be noted that these contributions will only apply to new development in the Fern Bay/Fullerton Cove catchment because there is only a nexus between the cross boundary infrastructure requirements and development in that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
West	\$0
Central	\$0
Tomaree	\$0
Fern Bay/Fullerton Cove	\$2,407

5.3.14 Road Haulage

There are a number of extractive industries operating in the Port Stephens LGA and there could be opportunities for new development or expansion of existing sites, subject to relevant approvals.

Extractive industries generate significant truck movements in Port Stephens, which impacts the road performance and conditions along haulage routes. To offset the impact of haulage associated with mining and extractive industry, this Plan authorises the consent authority to apply a haulage contribution rate where an application is made for such a use. It should be noted that the haulage rate will apply to the proposed haulage route for the life of the development (subject to CPI amendments) and contributions collected will only go towards the road repairs, resealing, upgrading and reconstruction of that road.

The contributions rate for heavy haulage has been calculated based on the following:

- Step 1: Determine the design Equivalent Standard Axles (ESA) for affected local roads.
- Step 2: Estimate the cost to reconstruct/maintain one lane for one kilometre for the above ESA.
- Step 3: Calculate the reconstruction/maintenance cost per ESA per km by dividing the outcome from Step 2 by the outcome from Step 1.
- Step 4: Determine the typical heavy haulage vehicle ESA (assumed at 2.6 ESA).
- Step 5: Calculate the reconstruction/maintenance cost per typical heavy haulage vehicle per km by multiplying the outcome from Step 3 by the outcome from Step 4.
- Step 6: Determine the typical load per typical heavy haulage vehicle (assumed at 15 tonnes).
- Step 7: Calculate the reconstruction/maintenance cost per tonne per km by dividing the outcome from Step 5 by the outcome from Step 6.
- Step 8: Determine the typical distance travelled on Council roads by the typical heavy haulage vehicle (assumed at 14.25km). At its discretion, Council may use a different travel distance for the purpose of calculating the contribution where there is sufficient evidence provided or obtained that indicates a significant departure from the typical/average travel distance for a development and the assumed 14.25km.

Step 9: Calculate the reconstruction/maintenance cost per tonne by multiplying the outcome from Step 7 by the outcome from Step 8.

Step 10: Determine the administration on-cost applicable relating this Plan, i.e. the preparation, implementation and administration as a proportion of the calculated cost of reconstruction/maintenance (calculated at 2.79%).

Step 11: Calculate the reconstruction/maintenance cost (including plan administration) per tonne by multiplying the outcome from Step 9 by the outcome from Step 10.

Based on the above, the contribution rate set out below will apply to this development type across the entire Port Stephens LGA. Notwithstanding the above, Council will accept a variation to the below contribution rate where it is justified by a Traffic and Transport Economic Study that has been prepared to the satisfaction of Council.

Section 7.11 Contribution:

\$0.084/t/km (which is equivalent to \$1.191/t based on a 14.5km haulage route)



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Appendix A

Work Schedule

- A.1 Depot and Administration Building
- A.2 Town Centre Upgrades
- A.3 Public Open Space, Parks & Reserves
- A.4 Sports & Leisure Facilities
- A.5 Community & Cultural Facilities
- A.6 Road Works
- A.7 Medowie Traffic & Transport
- A.8 Shared Paths
- A.9 Bus Facilities
- A.10 Fire and Emergency Services
- A.11 Flooding and Drainage Works
- A.12 Newcastle Council Cross Boundary Projects

The Work Schedule gives detail of the specific public amenities and services proposed by the Council, together with an estimate of their cost and staging.

Both staging and costs will be reviewed annually in line with capital works programming and a full review of Works Schedules will be conducted every 5 years.

A.1 Depot and Administration Buildings

Project No	Project Description	Estimate \$	Staging Threshold
All Catchments			
	Raymond Terrace Works Depot	11,250,000	2020
	Nelson Bay Works Depot	7,500,000	2022
	Total Estimate	18,750,000	

A.2 Town Centre Upgrades

Project No	Project Description	Estimate \$	Staging Threshold
All Catchments			
	Medowie – Town Centre Upgrades	7,500,000	2036
	Fern Bay – Town Centre Upgrades	7,500,000	2036
	Nelson Bay – Town Centre Upgrades	15,000,000	2036
	Raymond Terrace – Town Centre Upgrades	20,500,000	2036
	Total Estimate	50,500,000	

A.3 Public Open Space, Parks and Reserves

Project No	Project Description	Estimate \$	Staging Threshold
West			
	Kinross Park - playground replacement	70,000	2020
	Hinton – construction of public amenities	200,000	2020
	Lakeside 2 Reserve - public amenities	150,000	2020
	Bettles Park – park improvements, entry feature, succession planting, park furniture etc.	120,000	2020
	Feeney Park – playground	70,000	2020
	Seaham Park – playground	150,000	2020
	Seaham Park – park furniture, shelters and BBQ	60,000	2020
	Kitty Hawk – playground, park furniture and shade trees	120,000	2024
	Raymond Terrace Foreshore - Riverside Park - public amenities	150,000	2025
	Wallalong – playground	150,000	2025
	Total Estimate	1,240,000	
Central			
	Boyd Oval - play facilities, furniture, paths and landscape improvements	70,000	2020
	Aliceton Reserve – landscaping, playground and recreation facilities	250,000	2020
	Memorial Park Upgrade – park furniture and carpark works	50,000	2020
	Kindlebark Reserve – playground	70,000	2020
	Kooindah Park to Rudd Reserve - park furniture and respite seating	50,000	2020
	Peace Park – park furniture and BBQ facilities	50,000	2020
	Aliceton Reserve – public amenities	150,000	2024
	Medowie Town Centre - playground, amenities, park furniture, paths and landscape improvements	2,000,000	2024
	Coolabah Reserve – park furniture, seating and half multi-sport court	70,000	2024
	Crichton Drive Reserve - playground	70,000	2024
	Coachwood Reserve – off-leash dog exercise area improvements	80,000	2024
	Henderson Park – masterplan and design	30,000	2024
	Henderson Park – upgraded paths, landscaping, park furniture and BBQ	150,000	2024
	Stephens Square - recreational facilities improvement	70,000	2024
	Foster Park – boat ramp	300,000	2024
	Gula Reserve - playground	70,000	2024
	Lilly Pilly Reserve - boat ramp	300,000	2025
	McCann Park - recreation facility improvements	150,000	2025
	Kooindah Park - formalise off-leash dog exercise area	80,000	2025
	Sunset Park - park furniture and upgrade works	60,000	2025
	Henderson Park - playground	150,000	2031
	Medowie South - open space land acquisition	750,000	2031
	Medowie North - open space land acquisition	750,000	2031
	Total Estimate	\$5,770,000	
Tomaree			
	Conroy Park Upgrades – park furniture, shelters and BBQs	80,000	2020
	Spencer Park - playground and park furniture	190,000	2020
	Taylors Beach – playground	70,000	2020

	Little Beach – playground facilities upgrade	150,000	2024
	George Reserve - playground, accessible pathways, landscaping and park furniture	250,000	2024
	Shoal Bay Foreshore Reserve – park furniture, shelters and park facilities upgrades	200,000	2024
	Anna Bay Recreation Area - facilities improvement	100,000	2025
	Angophora Park - playground and park furniture	110,000	2025
	Conroy Park – public amenities block	150,000	2025
	Barry Park - park furniture and improvements	60,000	2025
	Fisherman's Bay – park furniture and shelters	60,000	2025
	One Mile Beach – park furniture, shelters and BBQs	60,000	2025
	Bob Cairns - playground	70,000	2025
	Pearson Park – park furniture upgrade	70,000	2025
	Birubi Point Aboriginal Place -masterplan implementation	1,000,000	2025
	Boat Harbour – seating, shelters and BBQs	80,000	2031
	Total Estimate	2,700,000	
All Catchments			
	Boomerang Park – off-leash dog exercise area	80,000	2020
	Lakeside Aquatic Centre – facilities upgrades	500,000	2025
	Tomaree Aquatic Centre – facilities upgrades	500,000	2025
	Tilligerry Aquatic Centre – facilities upgrades	200,000	2025
	Nelson Bay Foreshore - playground upgrades and park facilities improvements	750,000	2025
	Nelson Bay Foreshore - viewing platforms, lighting, beach facilities, beach access points, landscape improvement	500,000	2025
	Apex Park redevelopment – implementation of masterplan	500,000	2025
	Boomerang Park – playground upgrade, park facilities improvements and skate park improvements	500,000	2025
	Fly Point Reserve – skate park improvements	250,000	2025
	Total Estimate	3,780,000	

A.4 Sports and Leisure Facilities

Project No	Project Description	Estimate \$	Staging Threshold
West			
	Lakeside Sports Complex - Field renovation	200,000	2025
	Brandon Park - netball and tennis surface upgrades	150,000	2025
	Brandon Park – carpark upgrades	80,000	2025
	Total Estimate	430,000	
Central			
	Mallabulla Sports Complex - playground upgrades	100,000	2020
	Mallabulla Sports Complex - review of masterplan	50,000	2024
	Mallabula Skate Park - facilities upgrade	150,000	2024
	Medowie - new courts and carpark for tennis	150,000	2025
	Ferodale Sports Complex – additional playing field and facility improvements	2,000,000	2025
	Yulong Oval - multipurpose amenities upgrades	1,200,000	2025
	Mallabula Sports Complex - floodlighting and power upgrades	250,000	2031
	Total Estimate	3,900,000	
Tomaree			
	Tomaree Aquatic Centre – shade structure	150,000	2024
	Salamander Sports Complex - lighting upgrades	50,000	2024
	Salamander Sports Complex - field renovation	400,000	2024
	Total Estimate	600,000	
All Catchments			
	King Park Sports Complex - carpark upgrade	500,000	2020
	Tomaree Sports Complex - Don Waring field upgrade	1,535,364	2021
	Tomaree Sports Complex - sports pavilion B1	2,726,072	2021
	King Park Sports Complex - Implementation of Masterplan	7,500,000	2025
	King Park Sports Complex - Field renovation	400,000	2025
	Tomaree Sports Complex - upgrade to Oval 1	3,644,952	2027
	Tomaree Sports Complex - road realignment and new car park	786,659	2027
	Tomaree Sports Complex - entry car park	625,515	2027
	Total Estimate	17,718,562	

A.5 Community and Cultural Facilities

Project No	Project Description	Estimate	Staging Threshold
East			
	Anna Bay – Multi-purpose Community Facility	1,500,000	2027
	Total Estimate	1,500,000	

A.6 Roadworks

Project No	Project Description	Estimate \$	Staging Threshold
West			
	Richardson Road/Halloran Way, Raymond Terrace – roundabout extension	200,000	2020
	Paterson Street, Hinton – bridge to 3 Paterson Street	108,739	2020
	Giggins Road, Heatherbrae – Hank Street to end	109,940	2020
	Duns Creek Road, Duns Creek – 124 Duns Creek Road to 185 Duns Creek Road	276,480	2020
	Clarence Town Road, Glen Oak – 1598 Clarence Town Road to 1676 Clarence Town Road	346,949	2020
	Kuranga Avenue/Dawson Road, Raymond Terrace – upgrade intersection to roundabout	950,000	2020
	East Seaham Road, East Seaham – 806 East Seaham Road to 1042 East Seaham Road	1,121,170	2020
	Glenelg Street, Raymond Terrace - 12 Glenelg Street to Adelaide Street	165,750	2025
	Adelaide Street, Raymond Terrace – 249a Adelaide Street to 251 Adelaide Street	268,497	2025
	Duns Creek Road, Duns Creek – 201 Duns Creek Road to 238 Duns Creek Road	296,352	2025
	Duns Creek Road, Duns Creek – 238 Duns Creek Road to 316 Duns Creek Road	317,952	2025
	East Seaham Road, East Seaham – 248 East Seaham Road to 248 East Seaham Road	149,532	2025
	East Seaham Road, East Seaham – 248 East Seaham Road to 318 East Seaham Road	163,218	2025
	East Seaham Road, East Seaham – 318 East Seaham Road to 348 East Seaham Road	337,634	2025
	East Seaham Road, East Seaham – 348 East Seaham Road to 407 East Seaham Road	481,257	2025
	Rees James Road, Raymond Terrace – Bellevue Street to Kuranga Avenue	768,006	2025
	Rees James Road, Raymond Terrace – Kuranga Avenue to 40 Rees James Road	427,775	2025
	Rees James Road, Raymond Terrace – 42 Rees James Road to 50 Rees James Road	354,822	2025
	Rees James Road, Raymond Terrace – 50 Rees James Road to end	666,517	2025
	Six Mile Road, Eagleton – 149 Six Mile Road to Winston Road	354,897	2025
	Six Mile Road, Eagleton – Winston Road to 401 Six Mile Road	1,245,249	2025
	Six Mile Road, Eagleton – 401 Six Mile Road to 431 Six Mile Road	570,914	2025
	Central Carpark, Raymond Terrace	729,302	2025
	Lakeside Sports Complex 1, Raymond Terrace	795,984	2025
	Lakeside Sports Complex 2, Raymond Terrace	1,475,695	2025
	King Park Sports Complex 1, Raymond Terrace	959,023	2025
	Six Mile Rd, Eagleton – 6 Six Mile Road to 149 Six Mile Road	610,546	2030
	Boomerang Park 2, Raymond Terrace	271,187	2030
	Total Estimate	14,523,387	
Central			
	The Bucketts Way, Twelve Mile Creek – 309 The Bucketts Way to 309 The Bucketts Way	235,104	2020
	The Bucketts Way, Twelve Mile Creek – 451 The Bucketts Way to boundary	272,256	2020
	Ferodale Road, Medowie – 51 Ferodale Road to 85 Ferodale Road	360,000	2020
	Tanilba Road, Mallabula – Fairlands Road to Mallabula Road	606,864	2020
	Ferodale Road – Campvale drain bridge upgrade	1,200,000	2020
	Richardson Road/Grahamstown Dam Road, Campvale –upgrade intersection to roundabout	2,000,000	2020
	Ferodale Road/Peppertree Road, Medowie – upgrade intersection to signalised	1,600,000	2020

	Medowie Road, Campvale – 276 Medowie Road to start of island	108,540	2025
	Ferodale Road, Medowie – Roundabout to 38 Ferodale Road	187,479	2025
	Ferodale Road, Medowie – Roundabout to 46 Ferodale Road	111,387	2025
	Ferodale Road, Medowie – 38 Ferodale Road to 44 Ferodale Road	157,783	2025
	Ferodale Road, Medowie – 21 Laverick Avenue	333,590	2025
	Avenue Of The Allies, Tanilba Bay - Diggers Drive to Lemon Tree Passage Road	664,589	2025
	Grahamstown Road, Medowie - Aquatic Centre to 8 Grahamstown Road	886,761	2025
	Tarean Road, Karuah – 233 Tarean Road to 264 Tarean Road	275,962	2030
	Tarean Road, Karuah – 264 Tarean Road to 370 Tarean Road	275,962	2030
	Tarean Road, Karuah – 423 Tarean Road to 443 Tarean Road	173,664	2030
	Tarean Road, Karuah - 443 Tarean Rd to 446 Tarean Rd	275,962	2030
	Yulong Park, Medowie	584,634	2030
	Total Estimate	10,310,537	
Tomaree			
	Tomaree Road, Shoal Bay – Messines Street to 42 Tomaree Road	294,910	2020
	Tomaree Road, Shoal Bay – 42 Tomaree Road to 86 Tomaree Road	522,161	2020
	Tomaree Road, Shoal Bay – 86 Tomaree Road to 136 Tomaree Road	665,355	2020
	Gowrie Avenue, Nelson Bay – Shoal Bay Road to Kerrigan Street	308,172	2020
	Tomaree Sports Complex 2, Nelson Bay	1,273,795	2020
	One Mile Beach Reserve 2, One Mile	255,024	2020
	Dowling Street, Nelson Bay –Fingal Street to 29 Dowling Street	359,558	2025
	Foreshore Drive, Corlette – 45 Foreshore Drive to 83 Foreshore Drive	418,736	2025
	Church Street, Nelson Bay – Government Road to Dowling Street	479,338	2025
	Dowling Street, Nelson Bay – parking action – bypass work	750,000	2022
	Dowling St/Fingal St – parking action – signalised intersection	1,600,000	2026
	Donald St/Stockton St – parking action – signalised intersection	1,600,000	2026
	Total Estimate	8,527,049	

A.7 Medowie Traffic & Transport

Project No	Project Description	Estimate \$	Staging Threshold
Central			
	Medowie Road – gateway treatment at entrance to Medowie north of Boundary Road	33,000	2021
	Medowie Road – gateway treatment and change in speed zone north of Kindlebark Drive,	33,000	2021
	Medowie Road – gateway treatment at entrance to Medowie south of South Street	33,000	2021
	Medowie Road – gateway treatment and change in speed zone south of Ferodale Road	33,000	2021
	Medowie Road – horizontal displacement mid-block treatment between Boundary Road and Kirrang Drive	50,000	2021
	Medowie Road//Brocklesby Road – upgrade intersection to roundabout	2,050,000	2021
	Lisadell Road and Abundance Road – pavement widening from Fairlands Road to Industrial Road	2,050,000	2021
	Lisadell Road/Fairlands Road – road widening and upgrade intersection to roundabout	802,000	2021
	Lisadell Road/Abundance Road – road realignment to create a T intersection with priority given to the through movement.	615,000	2021
	Abundance Drive – gateway treatment and change in speed zone south of Industrial Road	33,000	2021
	Abundance Drive/Ferodale Road – upgrade intersection to roundabout	902,000	2021
	Ferodale Road/Kirrang Drive – upgrade existing roundabout	820,000	2021
	Ferodale Road – upgrade entrance to commercial land at 37B Ferodale Road to roundabout	820,000	2021
	Various roads – on-road signage and line markings	16,500	2021
	Medowie Road – off road shared path from Boundary Road to Kirrang Drive	460,000	2021
	Medowie Road – off-road shared path from Federation Drive to Kindlebark Drive	515,000	2021
	Medowie Road – off-road shared path from Medowie Road to Cherry Tree Close	50,000	2021
	Medowie Road – off-road shared path from Silver Wattle Drive to Ferodale Road	205,000	2021
	Medowie Road – off-road shared path from Ferodale Road to 500m south	500,000	2021
	Various roads – on-road signage and line markings within rural-residential areas	16,500	2021
	Ferodale Rd – Off-road shared path from Kirrang Drive to Coachwood Drive	1,080,000	2021
	Ford Avenue – off-road shared path with cadastral corridor from Ford Avenue to Sylvan Avenue	50,000	2021
	Medowie Road – upgrade pedestrian refuge at Kirrang Drive/Federation Drive	24,200	2021
	Medowie Road – upgrade pedestrian refuge south of Kindlebark Drive	24,200	2021
	Medowie Road – install pedestrian refuge island at Silver Wattle Drive	24,200	2021
	Silver Wattle Drive – install pedestrian refuge island at Medowie Road	24,200	2021
	Medowie Road – upgrade pedestrian refuge island at Ferodale Road	24,200	2021
	Medowie Road – install pedestrian refuge island south of Ferodale Road	50,000	2021
	Medowie Road install pedestrian refuge island at Blueberry Road	24,200	2021
	Kirrang Drive – install pedestrian refuge island at Ferodale Road	24,200	2021
	Brocklesby Road – install pedestrian refuge island at Ferodale Road	25,000	2021
	Ferodale Road – upgrade pedestrian refuge island west of Medowie Road	24,200	2021
	Various Intersection Upgrades – kerb and gutter and ramps at Ferodale Road intersection with Waropara, Bottle Brush Avenue and Kirrang Drive	157,500	2021
	Install Bicycle Parking Facilities	50,000	2021
	Medowie Road/Kindlebark Drive – upgrade intersection to roundabout	820,000	2032
	Brocklesby Road –off-road shared path from Medowie Road to Ferodale Road	975,000	2032
	Medowie Road – off-road shared path from Ferodale Road to South Street	1,280,000	2032
	Waropara Rd – off-road shared path from Ferodale Road to Kula Road	800,000	2032
	Medowie Road/Blueberry Road – improve channelisation of intersection	176,000	2032

	Medowie Rd – improve roundabout approaches at intersections with Ferodale Road, South Street and access to Kingston site	3,000,000	2032
	Wilga Road – off-road shared path from Wilga Road to Town Centre including bridge for creek crossing	360,000	2032
	Kirrang Drive – off-road shared path from Ferodale Road to Medowie Road	870,000	2032
	Total Estimate	19,924,100	

A.8 Shared Paths

Project No	Project Description	Estimate \$	Staging Threshold
West			
	Raymond Terrace to Lakeside, Raymond Terrace - construction of a new shared pathway	350,000	2020
	King Park waterfront, Raymond Terrace – construction of a new shared pathway	450,000	2027
	Kingston Parade, Heatherbrae – shared path from Kingston Parade to Pacific Highway	28,500	
	Pacific Highway, Heatherbrae – shared path from Kingston Parade to Hunter River High School	108,300	
	Paterson Road, Hinton – shared path from High Street to Swan Street	250,000	
	Swan Street, Hinton – footpath from Hinton Road to Stuart Park	85,500	
	Warren Street, Seaham – shared path from school crossing to community hall.	70,300	
	Lakeside No.2 Reserve, Raymond Terrace shared path from Halloran Way to Luskin Close	48,600	
	Wattle Street, Raymond Terrace shared path from Tarean Road to Engel Avenue	45,600	
	King Park Reserve, Raymond Terrace – shared path from Newline Road to Fitzgerald Bridge	315,400	
	Beaton Avenue, Raymond Terrace – shared path from Kanway Close to King Park	220,000	
	Adelaide Street, Raymond Terrace – shared path from Richardson Road to Roslyn Park	280,000	
	Mount Hall Road, Raymond Terrace – shared path from Clyde Circuit to Pacific Highway underpass	81,700	
	Glenelg Street, Raymond Terrace – shared path from Adelaide Street to Golf course	400,000	
	Hunter Street, Raymond Terrace – shared path from William Street to Barnier Lane	74,000	
	Newbury Park Reserve, Raymond Terrace – shared path from Adelaide Street to Mount Hall Road	89,700	
	Pacific Highway, Raymond Terrace – shared path from Martens Avenue to Rosemount Drive	92,000	
	Kangaroo Street, Raymond Terrace – footpath from Port Stephens Street to Carmichael Street	16,100	
	Adelaide Street, Raymond Terrace – shared path from Pacific Highway to Elkin Avenue	45,600	
	Adelaide Street, Raymond Terrace – shared path from Kangaroo Street to Sturgeon Street	49,000	
	Adelaide Street, Raymond Terrace – shared path from Rees James Road to Richardson Road	110,200	
	Adelaide Street, Raymond Terrace – shared path from Rees James Road to Bellevue Street	312,000	
	Rees James Road, Raymond Terrace – shared path from Bellevue Street to end	675,000	
	Kangaroo Street, Raymond Terrace – footpath from Carmichael Street to Sturgeon Street North	6,125	
	Kangaroo Street, Raymond Terrace – footpath from Sturgeon Street to Adelaide Street (median)	2,500	
	Total Estimate	4,206,125	
Central			
	Engel Avenue, Karuah – shared path From Wattle Street to Karuah MPC	39,900	
	Mustons Road, Karuah – shared path from Boronia Road to Mustons Gully	64,600	
	Mustons Road, Karuah – shared path from Mustons Gully to Tarean Road	133,000	
	Tarean Road, Karuah – footpath from Bundabah Street to Longworth Park	28,000	
	Medowie Road, Medowie – shared path from Federation Drive to Kindlebark Drive	260,000	
	Medowie Road, Medowie – shared path from Silver Wattle Drive to Ferodale Road	142,500	
	Medowie Road, Medowie – shared path from Ferodale Road to Brocklesby Road.	580,700	
	Kirrang Drive, Medowie – shared path from Yulong Oval to Ferodale Road	100,000	
	South Street, Medowie – shared path from Medowie Road to Sylvan Avenue	72,200	
	Silver Wattle Drive, Medowie – shared path from Medowie Road to Bottle Brush Avenue	19,250	
	Grey Gum Street, Medowie – footpath from Medowie Road to Bottle Brush Avenue	17,000	
	Lemon Tree Passage Road, Lemon Tree Passage – shared path from end of existing to Crawley Avenue.	40,000	
	Lemon Tree Passage Road, Lemon Tree Passage – shared path from Crawley Avenue to Blanch Street	123,500	

	Meredith Avenue, Lemon Tree Passage - from Kawarren Street to Kenneth Parade	39,900	
	Cook Parade, Lemon Tree Passage – shared path from Morton Avenue to Meredith Avenue	338,200	
	Kawarren Street, Lemon Tree Passage – shared path from Blanch Street to Kenneth Parade	171,000	
	President Wilson Walk, Tanilba Bay – shared path from Pershing Place to Diggers Drive	106,400	
	President Wilson Walk, Tanilba Bay – shared path from Diggers Drive to King Albert Avenue	68,400	
	President Wilson Walk, Tanilba Bay – footpath from Lemon Tree Passage Road to Lloyd George Grove	19,800	
	Total Estimate	2,364,350	
Tomaree			
	Government Road, Shoal Bay – shared path from Fingal Bay to Shoal Bay missing link	625,000	2027
	Gan Gan Road, Anna Bay – shared path from Gordon Close to Old Main Road	357,200	
	Gan Gan Road, Anna Bay shared path from existing path to existing path	250,000	
	Campbell Avenue, Anna Bay – shared path from Gan Gan Road to Robinson Street	220,000	
	Robinson Street, Anna Bay – shared path from Campbell Avenue to Robinson Reserve	165,000	
	Sandy Point Road, Corlette – shared path from Roy Wood Reserve to foreshore	19,000	
	Foreshore Drive, Salamander Bay/Corlette – shared path from Cook Street to Sandy Point Road	931,000	
	Bagnall Beach Road, Corlette – shared path from Marlin Street to crossing point	19,000	
	Bagnall Beach Road, Corlette – shared path from crossing point to Maruway Street	49,400	
	Bagnall Beach Road, Corlette – shared path from King Fisher Reserve to detention basin	103,000	
	Bagnall Beach Road, Corlette – shared path from Marlin Street to end of existing	24,700	
	Marine Drive, Fingal Bay – shared path from Boulder Bay Road to Barry Park	300,000	
	Beach Road, Nelson Bay – shared path from Gowrie Avenue to Harwood Avenue	220,000	
	Beach Road, Nelson Bay – shared path from Victoria Parade to boat ramp	85,880	
	Beach Road, Nelson Bay – shared path from boat ramp to Gowrie Avenue	45,600	
	Victoria Parade, Nelson Bay – shared path from Fly Point to Beach Road	248,000	
	Donald Street, Nelson Bay – footpath from Magnus Street to grassy knoll	7,875	
	Victoria Parade, Nelson Bay – shared path from Magnus Street to Yacaaba Street	165,300	
	Salamander Way, Salamander Bay – shared path from Port Stephens Drive to Community Close	904,500	
	Beach Road, Shoal Bay – shared path from Harwood Avenue to Shoal Bay Road	161,500	
	Government Road, Shoal Bay – shared path from Messines Street to Peterie Street	241,300	
	Government Road, Shoal Bay – shared path from Peterie Street to Sylvia Street	159,600	
	Shoal Bay Road, Shoal Bay – shared path from Beach Road to end of existing path	155,800	
	Sylvia Street, Shoal Bay – shared path from Government Road to Horace Street	36,100	
	Total Estimate	5,494,755	
Fern Bay/Fullerton Cove			
	Nelson Bay Road, Fern Bay – shared path from Braid Road to Bayway Village	579,000	2026
	Shared path between Seaside Boulevard and Popplewell Road	725,000	2026
	Nelson Bay Road, Fern Bay – shared path from Vardon Road to existing CoN path.	228,000	
	Total Estimate	1,532,000	

A.9 Bus facilities

Project No	Project Description	Estimate \$	Staging Threshold
West			
	Elizabeth Avenue at Bareena Street, Raymond Terrace – bus shelter	20,000	2036
	Rees James Road (near SES), Raymond Terrace – bus shelter	20,000	2036
	Total Estimate	40,000	
Central			
	Tarean Road at golf course, Karuah – bus shelter	40,000	2036
	Fitzroy Street at Campbell Avenue and Admiralty Drive at Caswell Crescent, Tanilba Bay – bus shelter	40,000	2036
	Lemon Tree Passage Road at Blanch Street, Lemon Tree Passage – bus shelter	20,000	2036
	Nelson Bay Road at Lemon Tree Passage Road, Salt Ash – bus shelter	20,000	2036
	Nelson Bay Road at Steel Street, Williamtown – bus shelters	20,000	2036
	Total Estimate	140,000	
Fern Bay/ Fullerton Cove			
	Fern Bay – relocate, replace, upgrade or remove 11 existing bus shelters and provide pedestrian refuge on Nelson Bay Road for access	515,000	2036
	Total Estimate	515,000	

A.10 Fire and Emergency Services

Project No	Project Description	Estimate \$	Staging Threshold
West			
	Seaham – enclose existing carport at RFS station to provide a training room and kitchen facilities	80,000	2020
	Total Estimate	80,000	
Tomaree			
	Corlette – Expand current SES building by three vehicle bays	300,000	2020
	Soldiers Point - expand current facility to 3 vehicle-bay and adding a training room at Soldiers Point	250,000	2031
	Total Estimate	550,000	
Fern Bay/Fullerton Cove			
	Kings Hill – Erect new 3 bay RFS station	1,400,000	2031
	Total Estimate	1,400,000	

A.11 Flooding and Drainage Works

Project No	Project Description	Estimate \$	Staging Threshold
West			
	Tregenna Street, Raymond Terrace – upgrading the drainage system at the intersection of Tregenna Street and Adelaide Street	650,000	2020
	Elizabeth Street, Raymond Terrace – construction of a new drainage system from Elizabeth Street to Phillip Street via Charles Street	550,000	2020
	Kingston Parade, Heatherbrae – upgrading the drainage system from Kingston Parade to the floodplain via 5 Kingston Parade	300,000	2020
	Richardson Road/Halloran Way, Raymond Terrace - detention basin with pre-treatment	850,000	2020
	Enterprise Drive, Tomago - upgrade drainage system at Enterprise Drive	350,000	2027
	Total Estimate	2,700,000	
Central			
	Abundance Road, Medowie - construction of a new drainage system from Abundance Road to Campvale Drain	600,000	2020
	Abundance Road, Medowie – land acquisition	2,000,000	2025
	Campvale Drain, Medowie - augmentation of Campvale Drain from pinch Point to the pumping station	500,000	2027
	James Road, Medowie - enlarge 200m of existing drain between 102 and 104 James Road, creation of trunk drainage system and easement	900,000	2027
	George Street, Karuah – construct a new drainage system	200,000	2027
	Meredith Avenue, Lemon Tree Passage – upgrade the existing drainage system	500,000	2032
	Total Estimate	4,700,000	
Tomaree			
	Warratah Avenue, Soldiers Point – upgrading the drainage system and construction of a new drainage channel	400,000	2020
	Magnus Street, Nelson Bay – construct drainage system from Magnus Street to Victoria Parade and construct the overflow pipe drainage system	800,000	2027
	Soldier Point Road, Salamander Bay - upgrading the trunk drainage system at the intersection of Fleet Street and Soldiers Point Road	300,000	2027
	Nelson Bay Road, Anna Bay – widening of Fern Tree Drain	800,000	2027
	Stockton Street, Nelson Bay - extending and upgrading the drainage system at 45 Donald Street to Donald Street drainage system	300,000	2027
	Gan Gan Road, Anna Bay – upgrade drainage between Morna Point Road and McKinley Swamp	3,765,000	2032
	Total Estimate	6,365,000	

A.12 Cross Boundary Projects – City of Newcastle

Project No	Project Description	Estimate \$	Staging Threshold
Fern Bay/Fullerton Cove			
	South Stockton Active Hub	200,000	2020
	Stockton Local Centre Upgrade	600,000	2020
	Corroba Oval Upgrade	800,000	2021
	Stockton Tennis Court Upgrade	300,000	2021
	Total Estimate	1,900,000	