PORT STEPHENS
COUNCIL

Local Infrastructure Contributions Plan

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1.0 Executive Summary

Part 7of 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.

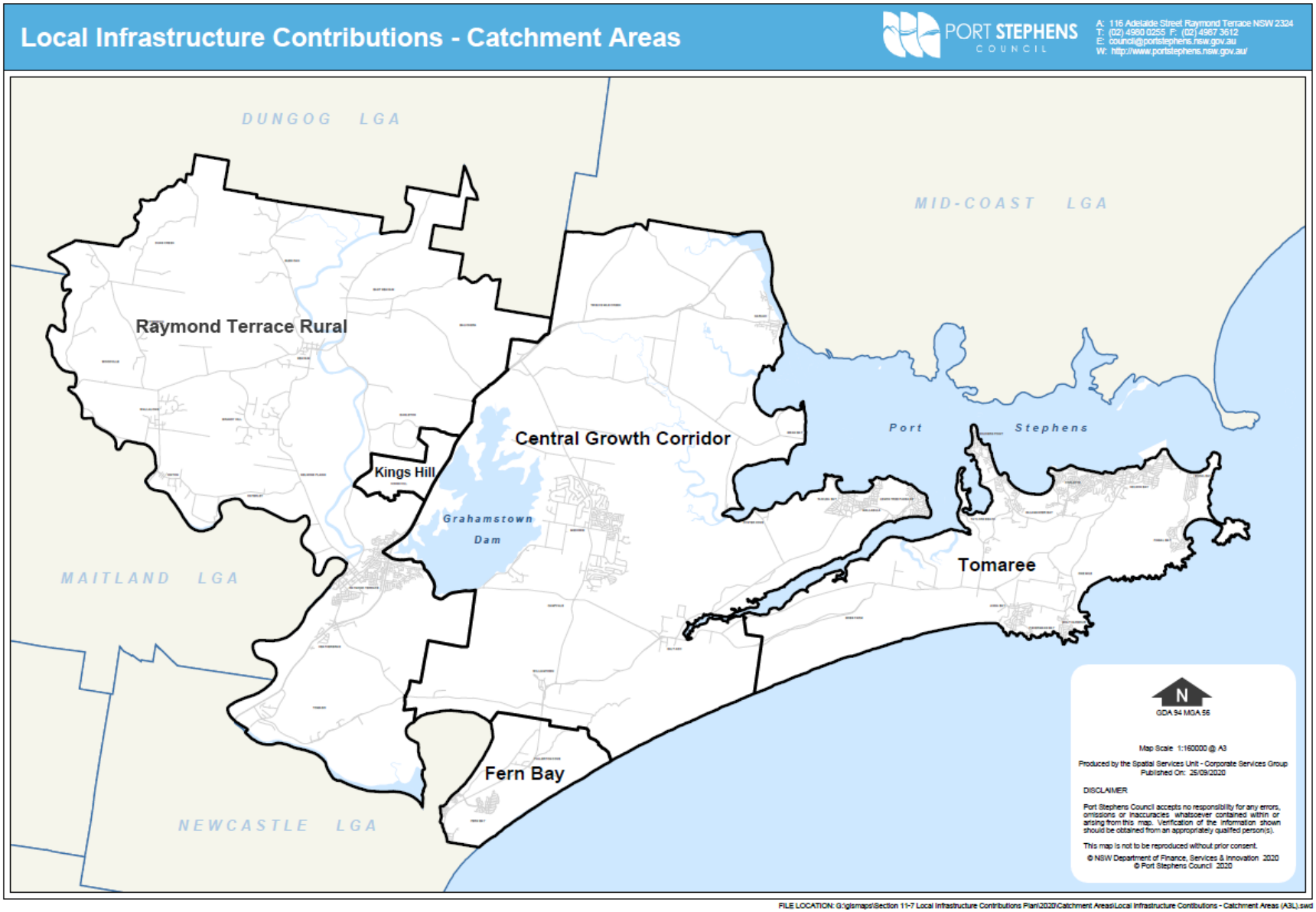
In the period 2016-2036, the population of Port Stephens is expected to increase at a rate of 1.1% per annum. Council will provide new or upgraded local infrastructure such as roads, parks and sporting facilities to accommodate this growth. This Plan sets out the infrastructure and upgrades that will 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 10 December 2019 and came into effect on 1 January 2020. 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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1.2 Summary of Contribution Rates

For the purposes of this Plan, the local government area (LGA) has been divided into 4 catchments as illustrated in the Catchment Area Map above.

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)				
	Raymond Terrace and the West	Central Growth Corridor	Tomaree	Fern Bay	Kings Hill URA
Civic Administration – Plan Management	$472	$472	$472	$472	$472
Civic Administration – Works Depot	$1,231	$1,231	$1,231	$1,231	$1,231
Town Centre Upgrades	$3,316	$3,316	$3,316	$3,316	$3,316
Public Open Space, Parks and Reserves	$817	$2,220	$2,012	$336	$336
Sports and Leisure Facilities	$1,801	$2,800	$1,914	$1,611	$1,611
Community and Cultural Facilities	$430	$430	$1,296	$430	$430
Road Works	$5,256	$3,136	$3,489	$2,643	$0
Medowie Traffic and Transport	$0	$3,088	$0	$0	$0
Shared Paths	$3,790	$490	$3,196	$2,754	$0
Bus Facilities	$18	$32	$12	$1,098	$0
Fire and Emergency	$36	$0	$240	$0	$0
Flood and Drainage Works	$706	$1,736	$1,846	$0	$0
Cross Boundary Contributions	$0	$0	$0	$3,272	$0
Kings Hill Urban Release Area	$768	$293	$293	$293	$16,636
Total	**$18,641**	**$19,244**	**$19,317**	**$17,456**	**$24,032**

Table 2 – Summary of discounts for Secondary Dwellings, Tourist and Visitor Accommodation and Housing for Seniors or People with a Disability

Infrastructure Category	Catchment Rate (per dwelling/lot)				
	Raymond Terrace and the West	Central Growth Corridor	Tomaree	Fern Bay	Kings Hill URA
Civic Administration – Plan Management	$236	$236	$236	$236	$236
Civic Administration – Works Depot	$616	$616	$616	$616	$616
Town Centre Upgrades	$1,658	$1,658	$1,658	$1,658	$1,658
Public Open Space, Parks and Reserves	$409	$1,110	$1,006	$168	$168
Sports and Leisure Facilities	$900	$1,399	$956	$805	$805
Community and Cultural Facilities	$214	$214	$647	$214	$214
Road Works	$2,628	$1,568	$1,745	$1,322	$0
Medowie Traffic and Transport	$0	$1,544	$0	$0	$0
Shared Paths	$1,894	$245	$1,597	$1,376	$0
Bus Facilities	$8	$16	$5	$549	$0
Fire and Emergency	$18	$0	$120	$0	$0
Flood and Drainage Works	$353	$868	$923	$0	$0
Cross Boundary Contributions	$0	$0	$0	$1,636	$0
Kings Hill Urban Release Area	$385	$147	$147	$147	$8,317
Total	**$9,319**	**$9,621**	**$9,656**	**$8,727**	**$12,014**

Table 3 – Summary of discounts for Caravan Parks

Infrastructure Category	Catchment Rate (per dwelling/lot)				
	Raymond Terrace and the West	Central Growth Corridor	Tomaree	Fern Bay	Kings Hill URA
Civic Administration – Plan Management	$236	$236	$236	$236	$236
Civic Administration – Works Depot	$616	$616	$616	$616	$616
Town Centre Upgrades	$1,658	$1,658	$1,658	$1,658	$1,658
Public Open Space, Parks and Reserves	$409	$1,110	$1,006	$168	$168
Sports and Leisure Facilities	$900	$1,399	$956	$805	$805
Community and Cultural Facilities	$214	$214	$647	$214	$214
Road Works	$4,205	$2,509	$2,791	$2,115	$0
Medowie Traffic and Transport	$0	$2,470	$0	$0	$0
Shared Paths	$1,894	$245	$1,597	$1,376	$0
Bus Facilities	$8	$16	$5	$549	$0
Fire and Emergency	$18	$0	$120	$0	$0
Flood and Drainage Works	$353	$868	$923	$0	$0
Cross Boundary Contributions	$0	$0	$0	$1,636	$0
Kings Hill Urban Release Area	$385	$147	$147	$147	$8,317
Total	**$10,896**	**$11,488**	**$10,702**	**$9,520**	**$12,014**

Table 4 – Summary of road haulage contribution

Development Type	Contribution Amount
Extractive Industry and/or mining	$0.086/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 commenced on 1 January 2020. Amendments to the Plan are identified in Appendix B.

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 Section 7.11 and 7.12 of 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 will or may spend in the provision of local infrastructure in anticipation of new development, subject to any amendment to the plan;
(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)

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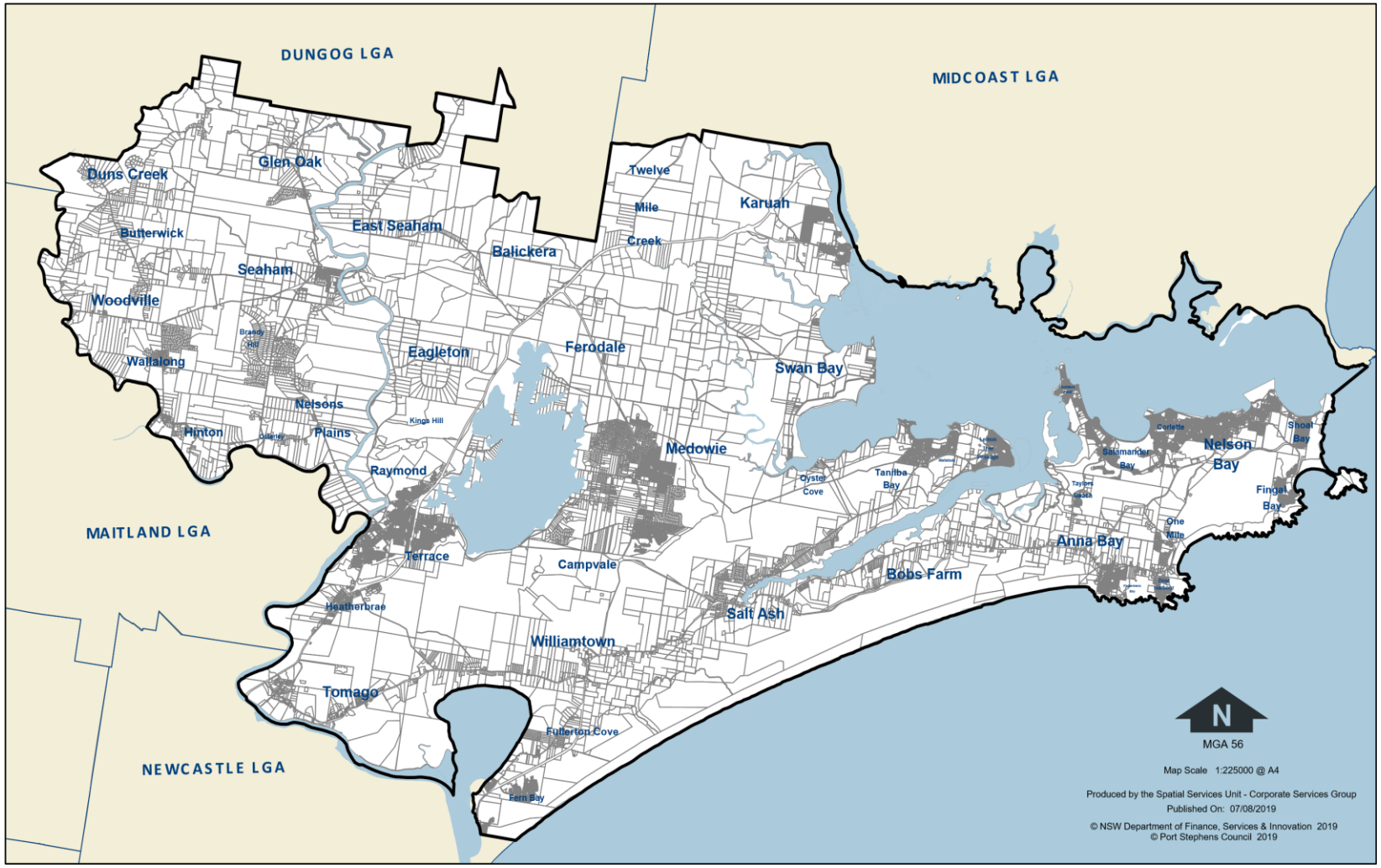


2.4 Interpretation

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 development as outlined in the table below.

DEVELOPMENT TYPE	DEVELOPMENT CONTRIBUTION TYPE
The subdivision of land, where the subdivision would facilitate a potential increase in the number of dwellings permitted on that land	Section 7.11
Residential accommodation	Section 7.11
Seniors housing as defined in the *State Environmental Planning Policy (Housing for Seniors of People with a Disability) 2004* (Seniors Housing SEPP), excluding residential care facilities	Section 7.11
Tourist and visitor accommodation	Section 7.11
Caravan parks	Section 7.11
Moveable dwellings	Section 7.11
Manufactured homes, as defined in *State Environmental Planning Policy 36 – Manufactured Home Estates*	Section 7.11
Manufactured home estates, as defined in *State Environmental Planning Policy 36 – Manufactured Home Estates*	Section 7.11
Extractive industry	Section 7.11 (haulage)
Mining	Section 7.11 (haulage)
All other types of development not captured above (with the exception of alterations to or the construction of single dwellings) where the proposed cost of carrying out the development is more than $100,000	Section 7.12

This Plan does not apply to development identified as exempt from requirements to pay contributions under any applicable Ministerial Direction issued under Section 7.17 of the Act.

This Plan does not apply to public infrastructure carried out by or on behalf of Council, such as, but not limited to: libraries, community facilities, recreation areas and facilities or car parks.

2.6 Rate Adjustments for Section 7.11 Contributions

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 relate solely to Section 7.11 contributions and 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 60m^2 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%.

A caravan park might include both caravans and moveable dwellings. Where development includes moveable dwellings with long term occupants, which have similar demands for the provision of Council facilities and services as other medium density development, no adjustment to the contribution rate will be applied.

This Plan also permits Council to not adjust the contribution rate for caravan parks at its discretion, depending on the circumstances of the case. Some of the matters Council might consider include the status of the majority of the occupancy (long term or short term), the size and nature of the proposed dwellings (caravans or moveable dwellings installed onsite) and the provision of affordable housing options in the locality.

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.

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.

Note: Local Infrastructure Contributions under Section 7.11 do not apply to residential care facilities and therefore this adjustment does not apply to this type of development. However, Section 7.12 may still be applicable, provided the cost of works is over $100,000 and is not exempt under the Ministerial Direction.

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 required under Section 7.11 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.

Contributions required under Section 7.12 will be determined in accordance with the maximum levies set out in Clause 25K of the Environmental Planning and Assessment Regulation 2000 (the Regulation), as summarised in the table below.

Type of Development	Levy
All development with a proposed cost of up to and including $100,000	Nil
All development with a proposed cost of more than $100,000 and up to and including $200,000	0.5% of that cost
All development with a proposed cost of more than $200,000	1% of that cost

3.2 Section 7.12: Calculating the Cost of Works

Clause 25J of the Regulation provides the framework for determining the proposed cost of development:

1) The proposed cost of carrying out development is to be determined by the consent authority, for the purpose of a section 7.12 levy, by adding up all the costs and expenses that have been or are to be incurred by the applicant in carrying out the development, including the following:

(a) if the development involves the erection of a building, or the carrying out of engineering or construction work—the costs of or incidental to erecting the building, or carrying out the work, including the costs (if any) of and incidental to demolition, excavation and site preparation, decontamination or remediation;

(b) if the development involves a change of use of land—the costs of or incidental to doing anything necessary to enable the use of the land to be changed;

(c) if the development involves the subdivision of land—the costs of or incidental to preparing, executing and registering the plan of subdivision and any related covenants, easements or other rights.

2) For the purpose of determining the proposed cost of carrying out development, a consent authority may have regard to an estimate of the proposed cost of carrying out the development prepared by a person, or a person of a class, approved by the consent authority to provide such estimates.

3) The following costs and expenses are not to be included in any estimate or determination of the proposed cost of carrying out development:

(a) the cost of the land on which the development is to be carried out;
(b) the costs of any repairs to any building or works on the land that are to be retained in connection with the development;
(c) the costs associated with marketing or financing the development (including interest on any loans);
(d) the costs associated with legal work carried out or to be carried out in connection with the development;
(e) project management costs associated with the development;
(f) the cost of building insurance in respect of the development;
(g) the costs of fittings and furnishings, including any refitting or refurbishing; associated with the development (except where the development involves an enlargement, expansion or intensification of a current use of land);
(h) the costs of commercial stock inventory;
(i) any taxes, levies or charges (other than GST) paid or payable in connection with the development by or under any law;
(j) the costs of enabling access by disabled persons in respect of the development;
(k) the costs of energy and water efficiency measures associated with the development;
(l) the cost of any development that is provided as affordable housing;
(m) the costs of any development that is the adaptive reuse of a heritage item.

For the purposes of subclause (2) above, a development application or an application for a complying development certificate *must* be accompanied by a report setting out an estimate of the proposed cost of carrying out development prepared as follows:

- ***Where the estimated cost of carrying out the whole of the development as approved by the consent is $1,000,000 or less*** - a cost summary report in accordance with Appendix C of this Plan; or
- ***Where the estimated cost of carrying out the whole of the development as approved by the consent is more than $1,000,000*** - A quantity surveyor's detailed cost report, completed by a quantity surveyor who is a registered associate member or above of the Australian Institute of Quantity Surveyors, in accordance with Appendix C of this Plan of this Plan.

Council may review the valuation of works and seek to have the report independently reviewed to verify the costs. The cost of any independent review will be borne by the applicant prior to the determination of the application. No consent will be issued until such time that the costs have been paid.

3.3 Indexation of Section 7.11 Contributions

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:

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

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 115.4.

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.

3.3.1 Land Cost

Land acquisition costs will be subject to indexation as described under this section of the Plan. 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.

3.3.2 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:

$$\$\boldsymbol{Cp} = \$\boldsymbol{Cdc} + \frac{\{\$\boldsymbol{Cdc}\ (\$\boldsymbol{Cq} - \$\boldsymbol{Cc})\}}{\$\boldsymbol{Cc}}$$

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.

3.4 Indexation of Section 7.12 Contributions

Pursuant to Clause 25J(4) of the Regulation, the proposed cost of carrying out development is to be indexed before payment to reflect quarterly variations in the CPI All Group Index Number for the weighted average of eight capital cities between the date the proposed cost was determined by the Council and the date the levy is paid.

Contributions required as a condition of consent under the provisions of this Plan will be adjusted at the time of payment of the contribution in accordance with the following formula:

$$ODC + A$$

Where:

ODC is the original contribution as set out in the consent

A is the adjustment amount which is:

$$A = ODC\left\{\frac{(Current\ Index - Base\ Index)}{Base\ Index}\right\}$$

Where

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 issuing development consent or the Complying Development Certificate.

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.

3.5 Ministerial Direction: Section 7.11 Thresholds

On 21 August 2012, the then Minister for Planning and Infrastructure issued a Direction under Section 7.17 of the Act that places a cap on local infrastructure contributions required under Section 7.11 for residential development.

The Direction requires, among other things, that a consent authority or planning panel cannot impose a section 7.11 condition on a development consent for residential dwellings or residential lots that exceeds the following caps:

- $30,000 for each dwelling or lot within a greenfield area; and
- $20,000 for each dwelling or lot in infill areas.

The contribution rates calculated in accordance with this Plan will not exceed the thresholds in the Ministerial Direction, unless the Plan is subject to an IPART review or any subsequent direction from the Minister.

3.6 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.

3.6.1 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.

3.6.2 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.

3.6.3 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.

3.7 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.

3.8 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.

3.9 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.

3.10 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.

3.11 Contributions for Mixed Use Development

Pursuant to Section 7.12(2) of the Act, a consent authority cannot impose a condition for contributions under both Section 7.11 and 7.12.

Where development includes elements that may be captured under Section 7.11 and Section 7.12 (for example, mixed used development comprising of commercial development and shop top housing), Section 7.11 contributions will take precedence.

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 and updated in accordance with the Regulations.

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 Work Schedule of this Plan (Appendix A).

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 catchment area listed in the Works Schedule of this Plan (Appendix A).

4.7 Application of Section 7.12 Monies Collected under this Plan

Money paid to Council under a condition for Section 7.12 contributions authorised by this Plan is to be applied towards meeting the costs of one or more local infrastructure projects listed within the Works Schedule, but not necessarily in the order specified in the Works Schedule.

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 2018

Step 2: Forecast the number of lots/dwellings in each catchment as at 30 June 2037. This data has been collated and prepared by REMPLAN and is based on the 2016 census, trends (such as births, deaths and migration) and an audit of the development pipeline.

Step 3: Calculate the number of future lots/dwellings to be developed until 30 June 2037 in each catchment by subtracting the numbers in Step 1 from Step 2. For each catchment, this is as follows:

- Raymond Terrace and the West – 1,447 lots/dwellings
- Central Growth Corridor – 2,846 lots/dwellings
- Tomaree – 1,484 lots/dwellings
- Fern Bay – 507 lots/dwellings
- Kings Hill – 3,500 lots/dwellings

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. This information is provided in the Work Schedule attached as Appendix A.

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, divided by the number of lots/dwellings in each catchment calculated in Step 3 and times the apportionment rate determined in Step 6.

$$\$\boldsymbol{C} = \sum \left(\frac{\$\boldsymbol{TP}}{\boldsymbol{ND}} \right) \times \%\boldsymbol{F}^{\$}$$

Where:

$\$\boldsymbol{C}$	is the amount of contributions per lot/dwelling for a given catchment.
$\$\boldsymbol{TP}$	is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).
$\%\boldsymbol{F}^{\$}$	is the apportionment of the project cost towards local infrastructure contributions.
$\boldsymbol{ND}$	is the amount of new lots/dwellings to be developed within that catchment.

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).

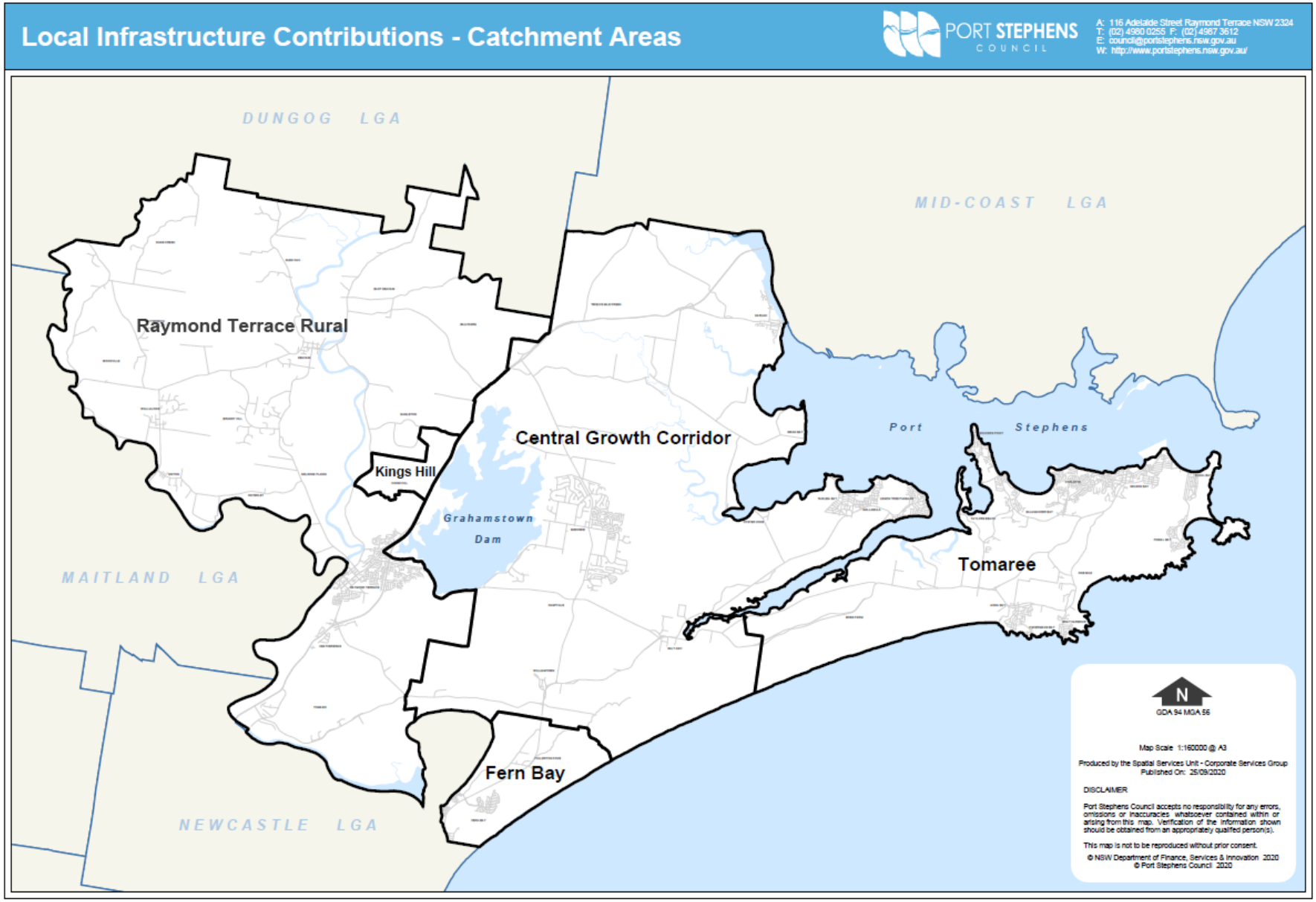
[1] Secretary's Practice Note: Local Infrastructure Contributions, published by the NSW Department of Planning, Infrastructure, January 2019.

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.



FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Catchment Areas\Local Infrastructure Contributions - Catchment Areas (A3L).swd

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 and wholly funded by local infrastructure contributions.

The costs of plan management have been determined using estimates of yearly administration based on employee wages, estimates of yearly consumables and estimates of plan costs for plan updates every 5 years. The final contribution amount has been determined using the following formula:

$$\$C = \sum \frac{\$TA}{ND}$$

Where:

$\$C$ is the amount of contributions per lot/dwelling for a given catchment.

$\$TA$ is the total cost of each activity to administer the Plan over the lifetime of the Plan.

ND is the amount of new lots/dwellings to be developed within that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
Raymond Terrace and the West	$472
Central Growth Corridor	$472
Tomaree	$472
Fern Bay	$472
Kings Hill URA	$472

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.

The funding has been apportioned to take into account the demands of projected growth. The formula below has been used to calculate the contribution:

$$\$\boldsymbol{C} = \sum \left(\frac{\$\boldsymbol{TP}}{\boldsymbol{ND}} \right) \times \%\boldsymbol{F}^{\$}$$

Where:

$\$\boldsymbol{C}$	is the amount of contributions per lot/dwelling for a given catchment.
$\$\boldsymbol{TP}$	is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).
$\%\boldsymbol{F}^{\$}$	is the apportionment of the project cost towards local infrastructure contributions.
$\boldsymbol{ND}$	is the amount of new lots/dwellings to be developed within that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
Raymond Terrace and the West	$1,231

Central Growth Corridor	$1,231
Tomaree	$1,231
Fern Bay	$1,231
Kings Hill URA	$1,231

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.

Town centre improvements will contain the following works:

- Road and intersection upgrades.
- Street furniture.
- Signage and wayfinding.
- Amenity improvements.
- Kerb and gutter improvements and drainage works

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.

The estimated costs within this category has been determined based on works identified within local land use strategies, public domain plans, and the Strategic Asset Management Plan. The apportionment of funding from local infrastructure contributions has been determined taking into account the increased demand on town centres from new development. The below formula has been used to calculate the contribution:

$$\$C = \sum \left(\frac{\$TP}{ND} \right) \times \%F^{\$}$$

Where:

$\$C$	is the amount of contributions per lot/dwelling for a given catchment.
$\$TP$	is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).
$\%F^{\$}$	is the apportionment of the project cost towards local infrastructure contributions.
ND	is the amount of new lots/dwellings to be developed within that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
Raymond Terrace and the West	$3,316
Central Growth Corridor	$3,316
Tomaree	$3,316
Fern Bay	$3,316
Kings Hill URA	$3,316

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.

All new park and recreation items are the result of identified new community demand and are required to cater for the Port Stephens community moving forward. Therefore all new facilities will be funded wholly by local infrastructure contributions. Likewise, the acquisition of new land to service an identified community need is linked directly to a requirement for an increased level of service. As such, land acquisitions may be wholly funded through contributions.

The replacement and upgrade of existing park infrastructure involves a review of the park layout, relocation of assets as required and upgrade of the assets with current products. As some assets continue to serve the same purpose, a stronger reliance on replacement is evident with these items and therefore local infrastructure contributions may not fund the entirety of these works. In these instances apportionment of funding from local infrastructure contributions has been determined taking into account the increased demand on town centres from new development.

The below formula has been used to calculate the contribution:

$$\$\boldsymbol{C} = \sum \left(\frac{\$\boldsymbol{TP}}{\boldsymbol{ND}} \right) \times \%\boldsymbol{F}^{\$}$$

Where:

$\$\boldsymbol{C}$ is the amount of contributions per lot/dwelling for a given catchment.

$\$\boldsymbol{TP}$ is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).

$\%\boldsymbol{F}^{\$}$ is the apportionment of the project cost towards local infrastructure contributions.

$\boldsymbol{ND}$ is the amount of new lots/dwellings to be developed within that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
Raymond Terrace and the West	$817
Central Growth Corridor	$2,220
Tomaree	$2,012
Fern Bay	$336
Kings Hill URA	$336

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.

Sporting and leisure infrastructure is a maintenance heavy asset class. The ongoing maintenance tasks associated with these assets are funded through the Public Domain and Services budget. However, where infrastructure works will increase the capacity of the open space to cater for more regular use as a result of new development (i.e. field renovation, drainage works, surface replacement and flood lighting), the increased level of service is to be reflected in the apportionment of funding from local infrastructure contributions. Should new fields or playing surfaces be required, these assets will provide for an increased level of community service and will be able to be funded wholly through development contributions.

The development of master planning documents for key community and recreation precincts will set the strategic direction for facilities upgrades, inform Council's planning strategies and provide accurate project costings for the implementation of the plan. As such, these plans may be funded through local infrastructure contributions.

The below formula has been used to calculate the contribution:

$$\$\boldsymbol{C} = \sum \left(\frac{\$\boldsymbol{TP}}{\boldsymbol{ND}} \right) \times \%\boldsymbol{F}^{\$}$$

Where:

$\$C$	is the amount of contributions per lot/dwelling for a given catchment.
$\$TP$	is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).
$\%F^{\$}$	is the apportionment of the project cost towards local infrastructure contributions.
ND	is the amount of new lots/dwellings to be developed within that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
Raymond Terrace and the West	$1,801
Central Growth Corridor	$2,800
Tomaree	$1,914
Fern Bay	$1,611
Kings Hill URA	$1,611

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, including library facilities and the resources within, 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. The funding has been apportioned to take into account the demands of projected growth.

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.

Libraries provide a focal point for community access to information, recreation and technology resources. As a public service, libraries should attract users of all ages, income levels and backgrounds, providing areas for relaxation, research, leisure, learning and entertainment.

There are currently two branch libraries (Raymond Terrace and Tomaree) and two library lounges (Tilligerry and the mobile library) in Port Stephens. As Council has a desired provision of one branch library for every 20,000 people and one library lounge for every 10,000 people, it is considered that future population growth from new development will cause a demand for additional facilities.

In addition to library facilities, the collection of library resources such as books, ebooks, periodical subscriptions and other media is required to meet public expectations. Council currently has a collection of 96,684 resource items, which is rotated between the branch libraries and library lounges, and Council aims to meet the minimum standards outlined in ‘NSW Living Learning Libraries: Standards and Guidelines for NSW Public Libraries’.

Population growth, residential development and demographic changes significantly influence the demand for library resources. Therefore, it is considered that there is an appropriate nexus between development and the provision of new resources under the plan.

The below formula has been used to calculate the contribution:

$$\$C = \sum \left(\frac{\$TP}{ND} \right) \times \%F^{\$}$$

Where:

$\$C$	is the amount of contributions per lot/dwelling for a given catchment.
$\$TP$	is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).
$\%F^{\$}$	is the apportionment of the project cost towards local infrastructure contributions.
ND	is the amount of new lots/dwellings to be developed within that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
Raymond Terrace and the West	$430
Central Growth Corridor	$430
Tomaree	$1,296
Fern Bay	$430
Kings Hill URA	$430

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.

In determining the apportionment, Council has considered the ratio of complete replacement against the cost of upgrade. This is shown using the following formula:

$$\%\boldsymbol{F}^{\$} = \frac{\boldsymbol{C^u} - \boldsymbol{C^l}}{\boldsymbol{C^u}}$$

Where:

$\%\boldsymbol{F}^{\$}$	is the apportionment of costs towards local infrastructure contributions.
$\boldsymbol{C^u}$	is the cost of upgrade.
$\boldsymbol{C^l}$	is the current literal replacement cost.

Based on the apportionment, the below formula has been used to calculate the contribution:

$$\$\boldsymbol{C} = \sum \left(\frac{\$\boldsymbol{TP}}{\boldsymbol{ND}}\right) \times \%\boldsymbol{F}^{\$}$$

Where:

$\$\boldsymbol{C}$	is the amount of contributions per lot/dwelling for a given catchment.
$\$\boldsymbol{TP}$	is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).
$\%\boldsymbol{F}^{\$}$	is the apportionment of the project cost towards local infrastructure contributions.
$\boldsymbol{ND}$	is the amount of new lots/dwellings to be developed within that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
Raymond Terrace and the West	$5,256
Central Growth Corridor	$3,136
Tomaree	$3,489
Fern Bay	$2,643
Kings Hill URA	$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.

The apportionment rate has been determined based on the percentage of population increase expected in the catchment area. Therefore local infrastructure contributions will only be applied towards the portion of expected population increase.

The below formula has been used to calculate the contribution:

$$\$\boldsymbol{C} = \sum \left(\frac{\$\boldsymbol{TP}}{\boldsymbol{ND}} \right) \times \%\boldsymbol{F}^{\$}$$

Where:

$\$C$ is the amount of contributions per lot/dwelling for a given catchment.

$\$TP$ is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).

$\%F^{\$}$ is the apportionment of the project cost towards local infrastructure contributions.

ND is the amount of new lots/dwellings to be developed within that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
Raymond Terrace and the West	$0
Central Growth Corridor	$3,088
Tomaree	$0
Fern Bay	$0
Kings Hill URA	$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.

Similar to projects in public open space, parks and reserves, all new pathways that provide an improved level of service to the community will be funded wholly by local infrastructure contributions.

The below formula has been used to calculate the contribution:

$$\$C = \sum \left(\frac{\$TP}{ND} \right) \times \%F^{\$}$$

Where:

$\$C$ is the amount of contributions per lot/dwelling for a given catchment.

$\$TP$ is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).

$\%F^{\$}$ is the apportionment of the project cost towards local infrastructure contributions.

ND is the amount of new lots/dwellings to be developed within that catchment.

Calculation of Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
Raymond Terrace and the West	$3,790
Central Growth Corridor	$490
Tomaree	$3,196
Fern Bay	$2,754
Kings Hill URA	$0

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.

$$\$C = \sum \left(\frac{\$TP}{ND} \right) \times \%F^{\$}$$

Where:

$\$C$ is the amount of contributions per lot/dwelling for a given catchment.

$\$TP$ is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).

$\%F^{\$}$ is the apportionment of the project cost towards local infrastructure contributions.

ND is the amount of new lots/dwellings to be developed within that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
Raymond Terrace and the West	$18
Central Growth Corridor	$32
Tomaree	$12
Fern Bay	$1,098
Kings Hill URA	$0

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.

The capital replacement of emergency services facilities is linked to a community requirement for an increased level of service. These replacements occur intermittently and similar to community facilities, involve a significant budget allowance. As these facilities have wide ranging community benefits to existing and future populations, the apportionment of funding from local infrastructure contributions has been determined taking into account the increased demand from new development.

The below formula has been used to calculate the contribution:

$$\$C = \sum \left(\frac{\$TP}{ND} \right) \times \%F^{\$}$$

Where:

$\$C$ is the amount of contributions per lot/dwelling for a given catchment.

$\$TP$ is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).

$\%F^{\$}$ is the apportionment of the project cost towards local infrastructure contributions.

ND is the amount of new lots/dwellings to be developed within that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
Raymond Terrace and the West	$36
Central Growth Corridor	$0
Tomaree	$240
Fern Bay	$0
Kings Hill URA	$0

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.

The flooding and drainage works listed in the Work Schedule are anticipated to benefit both existing and identified future residential land. In order to determine the amount to be funded by local infrastructure contributions, Council has determined the approximate area of land that would be positively affected by the works. The percentage of the developable land resulting from the works is taken to be the percentage amount funded by local infrastructure contributions.

The below formula has been used to calculate the contribution:

$$\$C = \sum \left(\frac{\$TP}{ND} \right) \times \%F^{\$}$$

Where:

$\$C$ is the amount of contributions per lot/dwelling for a given catchment.

$\$TP$	is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).
$\%F^{\$}$	is the apportionment of the project cost towards local infrastructure contributions.
ND	is the amount of new lots/dwellings to be developed within that catchment.

Section 7.11 Contribution:

CATCHMENT	CONTRIBUTION PER LOT/DWELLING
Raymond Terrace and the West	$706
Central Growth Corridor	$1,736
Tomaree	$1,846
Fern Bay	$0
Kings Hill URA	$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 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.

<u>City of Newcastle</u>

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.

The costs will be shared between Port Stephens and City of Newcastle based on the percentage of the expected population increases. Using projection data provided by the City of Newcastle's website and detailed projections undertaken by Port Stephens Council for the preparation of this plan, it is expected that the population of

the Fern Bay/Fullerton Cove and Stockton area will increase by 1,314. Of that increase, it is expected that 79.1% will occur in Fern Bay/Fullerton Cove. Therefore, contributions from Port Stephens Council will contribute 79.1% towards the total costs of projects. A formula is provided below:

$$\%\boldsymbol{PSC} = \frac{\boldsymbol{PFB}}{\boldsymbol{PopTot}}$$

Where:

%PSC is the proportion of costs towards Port Stephens Council.

PFB is the projected population increase in Fern Bay, taken to be 1,039.

PopTot is the projected population increase in Fern Bay and Stockton, taken to be 1,314

The below formula is then used to calculate the contribution:

$$\$\boldsymbol{C} = \sum \left(\frac{\$\boldsymbol{TP}}{\boldsymbol{ND}} \right) \times \%\boldsymbol{F}^{\$}$$

Where:

$\boldsymbol{\$C}$ is the amount of contributions per lot/dwelling for a given catchment.

$\boldsymbol{\$TP}$ is the total cost of a project within that catchment (including relevant indexation between the original date of the estimation and staging threshold).

$\boldsymbol{\%F^{\$}}$ is the apportionment of the project cost towards local infrastructure contributions.

$\boldsymbol{ND}$ is the amount of new lots/dwellings to be developed within that catchment.

All of the contributions received under this category will be wholly apportioned to the City of Newcastle.

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
Raymond Terrace and the West	$0
Central Growth Corridor	$0
Tomaree	$0
Fern Bay	$3,272
Kings Hill URA	$0

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) per applicable vehicle (classes 3-12) for affected local roads.

$$\boldsymbol{dESA = \frac{365 \times AADT \times ESA \times DL \times DF}{NoHR}}$$

Where:

dESA	is the design ESA.
AADT	is the annual average daily traffic count for heavy vehicles over Council's haulage routes.
ESA	is the average ESA per heavy vehicle.
$\boldsymbol{DL}$	is the design life in years.
$\boldsymbol{DF}$	is the directional distribution factor.
$\boldsymbol{NoHR}$	is the number of haulage routes used to determine the ESA and AADT

Step 2: Estimate the cost to reconstruct/maintain one lane for one kilometre for the above ESA, which is based on the capital cost, maintenance cost and whole of life cost for Council's haulage routes.

Step 3: Calculate the reconstruction/maintenance cost per ESA per km by dividing the outcome from Step 2 by the outcome from Step 1.

$$\boldsymbol{\$km = \frac{\$M}{dESA}}$$

Where:

$\boldsymbol{\$km}$	is the cost of maintenance per ESA per km.
$\boldsymbol{dESA}$	is the design ESA calculated in step 1.
$\boldsymbol{\$M}$	is the cost to reconstruct/maintain one land for one kilometre.

Step 4: Determine the typical heavy haulage vehicle ESA (assumed at 2.6 ESA based on a typical truck and dog combination).

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.

$$\$\boldsymbol{HVkm} = \$\boldsymbol{km} \times \boldsymbol{hvESA}$$

Where:

$\$\boldsymbol{HVkm}$ is the maintenance cost per typical heavy vehicle.

$\$\boldsymbol{km}$ is the cost of maintenance per ESA per km as calculated in step 3.

$\boldsymbol{hvESA}$ is the heavy vehicle ESA.

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.

$$\$\boldsymbol{tkm} = \frac{\$\boldsymbol{HVkm}}{\boldsymbol{t}}$$

Where:

$\$\boldsymbol{tkm}$ is the maintenance cost per tonne per km.

$\$\boldsymbol{HVkm}$ is the maintenance cost per typical heavy vehicle as calculated in Step 5.

$\boldsymbol{t}$ is the typical load per typical heavy vehicle.

Step 8: 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 9: Calculate the total contribution rate by multiplying the outcome from Step 8 by the outcome from Step 7.

$$\$\boldsymbol{CR} = \$\boldsymbol{tkm} \times (\boldsymbol{100}\% + \$\boldsymbol{PA})$$

Where:

$\$\boldsymbol{CR}$ is the contribution rate per tonne per kilometre.

$\$\boldsymbol{tkm}$ is the maintenance cost per tonne per km.

$\$\boldsymbol{PA}$ is the cost of administrating the Plan.

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:

$0.085/t/km (which is equivalent to $1.231/t based on a 14.5km haulage route)

5.3.15 Kings Hill Urban Release Area

Introduction

This chapter addresses the contributions that apply to development in the urban release area known as Kings Hill, namely:

a) Contributions for local infrastructure within the Kings Hill area catchment,
b) Contributions for Kings Hill and Raymond Terrace, and
c) Contributions for LGA wide infrastructure

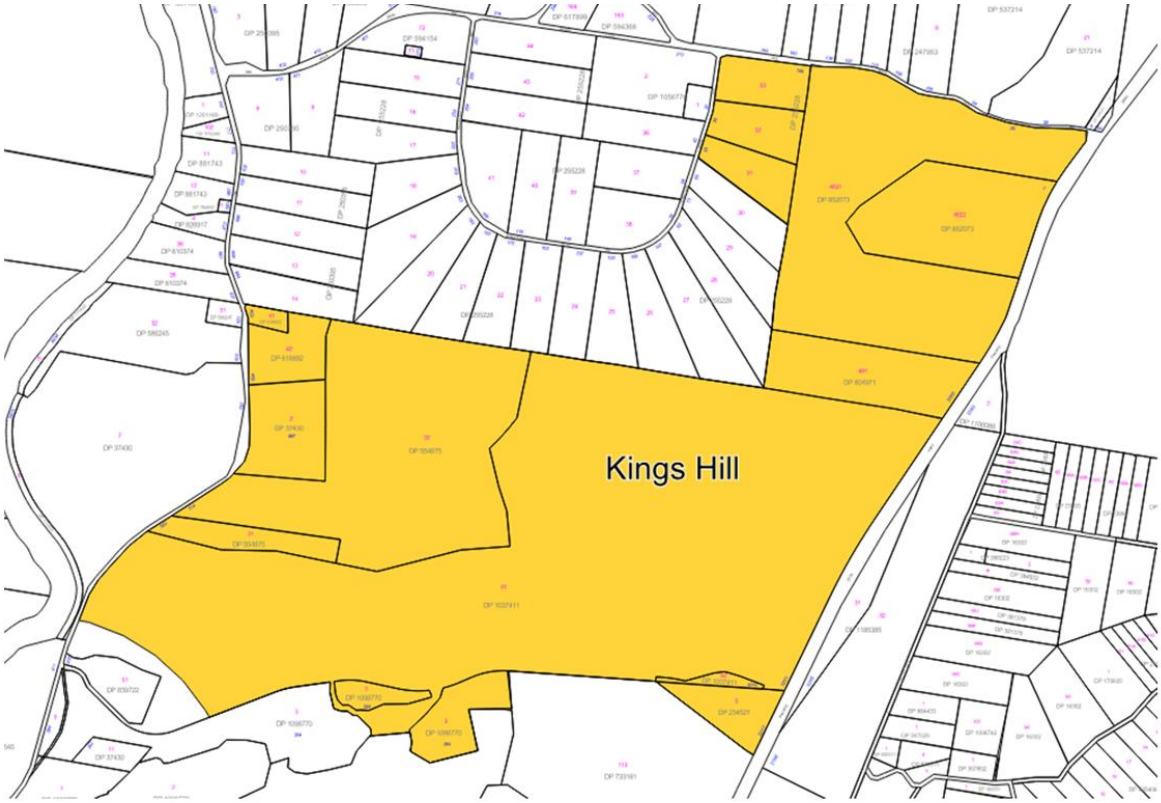
Contributions (b) and (c) are described elsewhere in other sections of the Plan.

This section of the Plan is subject to all the administration, indexation and other matters contained in other sections of the Plan.

Area and Expected Development

Kings Hill Urban Release Area (URA) is located to the north of Raymond Terrace, bordered by the Pacific Highway to the east and the localities of Eagleton (north) and Nelsons Plains (west) as shown in Figure 1.

The site was rezoned by the NSW Government in 2010 for residential, commercial, recreation and environmental management/conservation areas.



Source: Port Stephens Council

Figure 1 Kings Hill Urban Release Area

Kings Hill URA is expected to provide 3,500 new dwellings that will house a population of about 8,750 people. Development will comprise a variety of dwelling forms and non-residential development.

Infrastructure Needs

Stormwater drainage, highway access and school

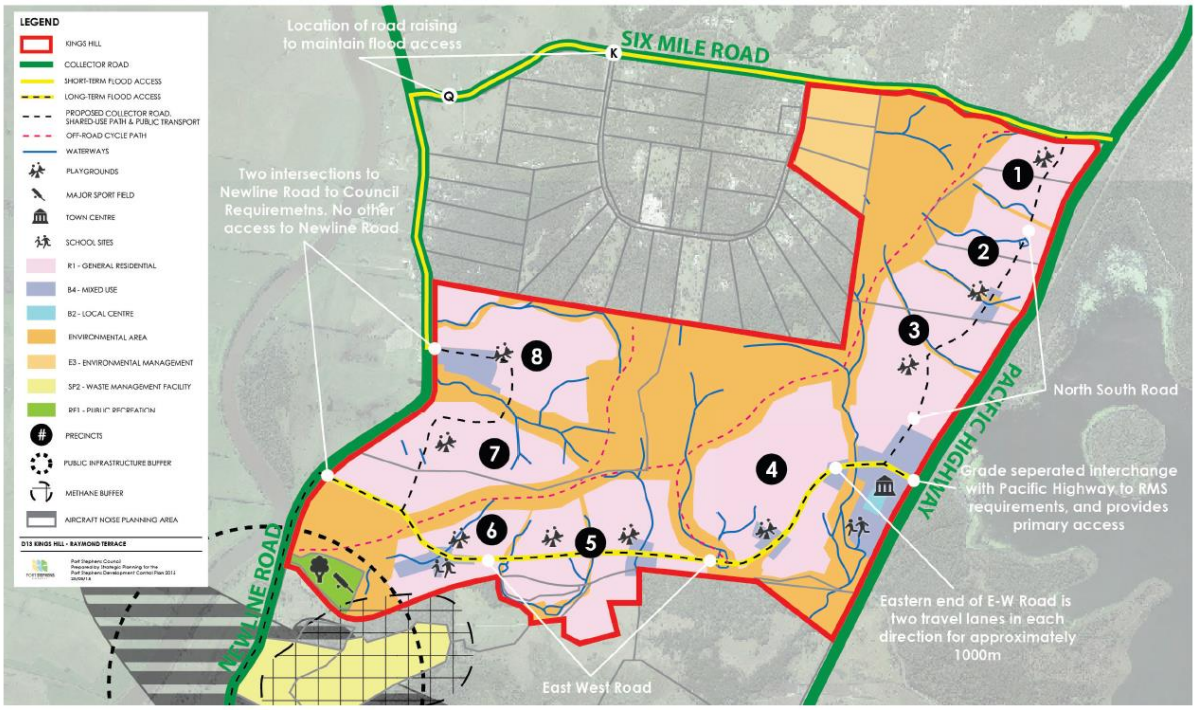
Due to water quality impacts to the drinking water catchment known as Grahamstown Dam to the east of the release area, the State Government proposed the construction of drainage infrastructure along the eastern boundary.

Future access into Kings Hill will be provided by an interchange at the Pacific Highway. The interchange will be constructed and delivered by Transport for NSW and it is possible that up to 400 lots may be able to be constructed before the interchange is required, provided flood free access is maintained.

Developers are expected to make monetary contributions toward the provision of the drainage and interchange infrastructure, together with the dedication of land for a public school, via a separate planning agreement with the NSW Government.

Local infrastructure needs and nexus

The local infrastructure needs of Kings Hill were first outlined in Part D14 of the Port Stephens Development Control Plan, as shown in the 'locality controls map' of that plan (Figure 2 below).



Source: Port Stephens Council DCP

Figure 2 Indicative layout of Kings Hill Urban Release Area

Since the DCP was prepared, Council commissioned the following studies to better understand the demand created by Kings Hill URA:

- Kings Hill Urban Release Area Community and Recreation Infrastructure Study (2020), GHD

- Kings Hill Residential Lands Rezoning Updated Traffic and Transport Study (2019), GHD
- Draft Port Stephens Demographic and Housing Overview (May 2019), REMPLAN
- Kings Hill Flood Free Access Review Study (Nov 2017), BMT WBM

The studies have informed the local infrastructure requirements for Kings Hill URA included in the Plan. Some of the items identified by the studies are not included in the works schedule to contain the costs or because they can be provided by other means. The cost associated with some of the infrastructure has been updated since the publication of the studies because there has been further investigation of the existing site conditions and constraints.

The schedule of infrastructure land and works that Kings Hill URA development will contribute towards is included in Appendix A. The schedule contains details of costs, cost apportionment and staging. Locations of facilities are shown on the map in Appendix D.

The following is a summary of the infrastructure items.

1) Local infrastructure in the Kings Hill URA:
    a) Traffic and transport:
        - East-west collector road – from Pacific Highway interchange works to Newline Road
        - East-west collector road intersection with north-south collector road
        - East-west collector intersection with Newline Road
        - Newline Road shoulder widening
        - William Bailey Street, Seaham Road, Newline Road & Port Stephens Street intersection upgrade including signalisation[2]
        - Newline Road shared pathway
    b) Community and recreation and emergency services
        - Multi-purpose community space with pop-up library
        - RFS building
        - District park
        - Skate park
        - Multi-purpose sports court

[2] Located outside the URA, the costs of these works are apportioned 45% to Kings Hill URA development – i.e. Kings Hill traffic as a percentage of overall traffic growth

2) Kings Hill and Raymond Terrace:

The increase in population because of the Kings Hill URA development, will also place additional demand for some of the regional community and recreation services beyond the site.

The items identified include:

- Central library expansion
- Cemetery expansion and niche walls
- Upgrades to Riverside Park and Lakeside Reserve
- Lakeside district sports complex
- Fitzgerald bridge reserve
- Indoor sports and recreation centre

3) LGA wide infrastructure

The Plan levies contributions across Port Stephens LGA for infrastructure that services an LGA wide catchment. These contributions are discussed in Sections 5.3.1 – 5.3.6 of the Plan, and include:

- Administration and plan management
- Council works depot
- Town centre upgrades
- Public open space, parks and reserves – regional facilities
- Sports and leisure – regional facilities
- Community and cultural – regional facilities

Apportionment and Contribution Rate Calculation

Traffic and transport

All items inside the Kings Hill URA are required to accommodate the demand created by the new residents of Kings Hill. For this reason, the costs of these infrastructure works are apportioned entirely to the future development.

The widening of Newline Road and the intersection of William Bailey Street, Seaham Road, Newline Road and Port Stephens Street is to accommodate the demand created by existing residents of Raymond Terrace and the future residents of Kings Hill. It is reasonable that for the purposes of determining the contribution rate, the

costs of the infrastructure are apportioned to both the existing and future development. The cost of the works apportioned to Kings Hill is 45%.[3]

The contribution calculation is as follows:

$$\boldsymbol{Contribution\ per\ person}\ (\$) = \sum\left(\frac{\$\boldsymbol{INF\ x\ A}\%}{\boldsymbol{D}}\right)$$

Where:

$\$\boldsymbol{INF}$	is the estimated cost of providing each infrastructure item in this category, in dollars
$\boldsymbol{A}\%$	is the proportion of the infrastructure item cost that new development should reasonably be required to pay
$\boldsymbol{D}$	is the expected residential development in Kings Hill URA (i.e. 3,500 lots).

Using the above formula, the contribution per lot is $12,552.00

Community and recreation and emergency services

All the facilities proposed within the release area are to accommodate the demand created by the new residents of Kings Hill. For this reason, the costs of infrastructure works are apportioned entirely to the future development.

The contribution calculation is as follows:

$$\boldsymbol{Contribution\ per\ person}\ (\$) = \sum\left(\frac{\$\boldsymbol{INF\ x\ A}\%}{\boldsymbol{D}}\right)$$

Where:

$\$\boldsymbol{INF}$	is the estimated cost of providing each infrastructure item in this category, in dollars
$\boldsymbol{A}\%$	is the proportion of the infrastructure item cost that new development should reasonably be required to pay
$\boldsymbol{D}$	is the expected residential development in Kings Hill URA (i.e. 3,500 lots).

Using the above formula, the contribution per lot is $2,546.00

[3] Apportionment is provided in the GHD traffic and transport study. It is calculated as the Kings Hill traffic as a percentage of the overall traffic growth.

Kings Hill and Raymond Terrace

All the facilities are to accommodate the demand created by existing residents of Raymond Terrace and the future residents of Kings Hill URA. It is reasonable that for the purposes of determining the contribution rate, the costs of the infrastructure are apportioned to both the existing and future development. The apportionment[4] to Kings Hill is as follows.

INFRASTRUCTURE ITEM	APPORTIONMENT TO KINGS HILL URA
Library expansion	12%
Cemetery expansion	12%
Cemetery niche walls	50%
Indoor sports and recreation centre	12%
Fitzgerald bridge reserve	28%
Riverside Park and Lakeside Reserve	28%
Lakeside sports complex	28%

The contribution calculation is as follows:

$$\boldsymbol{Contribution\ per\ person} = \sum \left(\frac{\$\boldsymbol{INF\ x\ A}\%}{\boldsymbol{D}} \right)$$

Where:

$\$\boldsymbol{INF}$ is the estimated cost of providing each infrastructure item in this category, in dollars

$\boldsymbol{A}\%$ is the proportion of the infrastructure item cost that new development should reasonably be required to pay

$\boldsymbol{D}$ is the expected residential development in Kings Hill URA (i.e. 3,500 lots).

Using the above formula, the contribution per lot is $731.00

[4] Apportionment is provided in the GHD Kings Hill Urban Release Area Community and Recreation Infrastructure Study. It is calculated as the Kings Hill population as a percentage of the combined Raymond Terrace/Kings Hill population.

LGA wide facilities

The new development in Kings Hill will be required to contribute their share of the infrastructure items that are apportioned to all new development in the Port Stephens LGA. The infrastructure item costs are contained in Table 1 of the Executive Summary of the Plan.

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
A.13	Kings Hill Urban Release Area

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

All Catchments

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
CAF1	Raymond Terrace Works Depot	11,250,000	60%	2020
CAF2	Nelson Bay Works Depot	7,500,000	60%	2020
	Total Estimate	**18,750,000**		

A.2 Town Centre Upgrades

All Catchments

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
TCU1	Medowie – Town Centre Upgrades	7,500,000	60%	2036
TCU2	Fern Bay – Town Centre Upgrades	7,500,000	60%	2036
TCU3	Nelson Bay – Town Centre Upgrades	15,000,000	60%	2036
TCU4	Raymond Terrace – Town Centre Upgrades	20,500,000	60%	2036
	Total Estimate	**50,500,000**		

A.3 Public Open Space, Parks and Reserves

Raymond Terrace - Rural

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
OSF1	Kinross Park, Raymond Terrace - playground replacement	70,000	60%	2020
OSF2	Lakeside 2 Reserve, Raymond Terrace - public amenities	150,000	100%	2020
OSF3	Bettles Park, Raymond Terrace – park improvements, entry feature, succession planting, park furniture etc.	120,000	40%	2020
OSF4	Feeney Park, Raymond Terrace – playground	70,000	60%	2020
OSF5	Seaham Park, Seaham – playground	150,000	60%	2020
OSF6	Seaham Park, Seaham – park furniture, shelters and BBQ	60,000	40%	2020
OSF7	Kitty Hawk, Raymond Terrace – playground, park furniture and shade trees	120,000	60%	2024
OSF8	Raymond Terrace Foreshore, Raymond Terrace - Riverside Park - public amenities	150,000	60%	2025
OSF9	Wallalong – playground	150,000	60%	2025
	Total Estimate	**1,040,000**		

Central Growth Corridor

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
OSF10	Boyd Oval, Medowie - play facilities, furniture, paths and landscape improvements	70,000	60%	2020
OSF11	Aliceton Reserve, Karuah – landscaping, playground and recreation facilities	250,000	100%	2020
OSF12	Memorial Park, Karuah – park furniture and carpark works	50,000	40%	2020
OSF13	Kindlebark Reserve, Medowie – playground	70,000	60%	2020
OSF14	Kooindah Park to Rudd Reserve, Lemon Tree Passage - park furniture and respite seating	50,000	100%	2020
OSF15	Peace Park, Tanilba Bay – park furniture and BBQ facilities	50,000	60%	2020
OSF16	Aliceton Reserve, Karuah – public amenities	150,000	100%	2024
OSF17	Medowie - playground, amenities, park furniture, paths and landscape improvements	2,000,000	100%	2024
OSF18	Coolabah Reserve, Medowie – park furniture, seating and half multi-sport court	70,000	60%	2024
OSF19	Crichton Drive Reserve, Medowie - playground	70,000	60%	2024
OSF20	Coachwood Reserve, Medowie – off-leash dog exercise area improvements	80,000	40%	2024
OSF21	Henderson Park, Lemon Tree Passage – masterplan and design	30,000	100%	2024
OSF22	Henderson Park, Lemon Tree Passage – upgraded paths, landscaping, park furniture and BBQ	150,000	60%	2024
OSF23	Foster Park, Tanilba Bay – boat ramp	300,000	60%	2024
OSF24	Gula Reserve, Tanilba Bay - playground	70,000	60%	2024
OSF25	Lilly Pilly Reserve, Lemon Tree Passage - boat ramp	300,000	60%	2025
OSF26	McCann Park, Lemon Tree Passage - recreation facility improvements	150,000	60%	2025
OSF27	Kooindah Park, Lemon Tree Passage - formalise off-leash dog exercise area	80,000	100%	2025
OSF28	Sunset Park, Tanilba Bay - park furniture and upgrade works	60,000	40%	2025
OSF29	Henderson Park, Lemon Tree Passage - playground	150,000	60%	2031
OSF30	Medowie South - open space land acquisition	750,000	100%	2031
OSF31	Medowie North - open space land acquisition	750,000	100%	2031
	Total Estimate	**5,700,000**		

Tomaree

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold

OSF32	Conroy Park Upgrades, Corlette – park furniture, shelters and BBQs	80,000	40%	2020
OSF33	Spencer Park, Soldiers Point - playground and park furniture	190,000	60%	2020
OSF34	Taylors Beach – playground	70,000	60%	2020
OSF35	Little Beach, Nelson Bay – playground facilities upgrade	150,000	60%	2024
OSF36	George Reserve, Soldiers Point - playground, accessible pathways, landscaping and park furniture	250,000	60%	2024
OSF37	Shoal Bay Foreshore Reserve, Shoal Bay – park furniture, shelters and park facilities upgrades	200,000	100%	2024
OSF38	Anna Bay Recreation Area, Anna Bay - facilities improvement	100,000	60%	2025
OSF39	Angophora Park, Corlette - playground and park furniture	110,000	60%	2025
OSF40	Conroy Park, Corlette – public amenities block	150,000	60%	2025
OSF41	Barry Park, Fingal Bay - park furniture and improvements	60,000	60%	2025
OSF42	Fisherman's Bay – park furniture and shelters	60,000	60%	2025
OSF43	One Mile Beach, One Mile – park furniture, shelters and BBQs	60,000	60%	2025
OSF44	Bob Cairns, Salamander Bay - playground	70,000	60%	2025
OSF45	Pearson Park, Soldiers Point – park furniture upgrade	70,000	40%	2025
OSF46	Birubi Point Aboriginal Place, Anna Bay -masterplan implementation	1,000,000	60%	2025
OSF47	Boat Harbour – seating, shelters and BBQs	80,000	40%	2031
OSF48	Little Beach, Nelson Bay – car park upgrade	850,000	80%	2031
	Total Estimate	**3,550,000**		

All Catchments

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
OSF49	Boomerang Park Raymond Terrace – off-leash dog exercise area	80,000	100%	2020
OSF50	Lakeside Aquatic Centre, Raymond Terrace – facilities upgrades	500,000	60%	2025
OSF51	Tomaree Aquatic Centre, Nelson Bay – facilities upgrades	500,000	60%	2025
OSF52	Tilligerry Aquatic Centre, Mallabula – facilities upgrades	200,000	60%	2025
OSF53	Nelson Bay Foreshore, Nelson Bay - playground upgrades and park facilities improvements	750,000	80%	2025
OSF54	Nelson Bay Foreshore, Nelson Bay - viewing platforms, lighting, beach facilities, beach access points, landscape improvement	500,000	80%	2025
OSF55	Apex Park redevelopment, Nelson Bay – implementation of masterplan	500,000	80%	2025
OSF56	Boomerang Park, Raymond Terrace – playground upgrade, park facilities improvements and skate park improvements	500,000	80%	2025
OSF57	Fly Point Reserve, Nelson Bay – skate park improvements	250,000	80%	2025
OSF58	Boomerang Park, Raymond Terrace – car park upgrade	600,000	81%	2030
	Total Estimate	**4,130,000**		

A.4 Sports and Leisure Facilities

Raymond Terrace - Rural

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
SRF1	Lakeside Sports Complex, Raymond Terrace - Field renovation	200,000	60%	2025
SRF2	Brandon Park, Seaham - netball and tennis surface upgrades	150,000	60%	2025
SRF3	Brandon Park, Seaham – carpark upgrades	80,000	60%	2025
	Total Estimate	**430,000**		

Central Growth Corridor

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
SRF4	Mallabulla Sports Complex, Mallabula - playground upgrades	100,000	60%	2020
SRF5	Mallabula Sports Complex, Mallabula - review of masterplan	50,000	100%	2024
SRF6	Mallabula Skate Park, Mallabula - facilities upgrade	150,000	60%	2024
SRF7	Medowie - new courts and carpark for tennis	150,000	60%	2025
SRF8	Ferodale Sports Complex, Medowie – additional playing field and facility improvements	2,000,000	100%	2025
SRF9	Yulong Oval, Medowie - multipurpose amenities upgrades	1,200,000	60%	2025
SRF10	Mallabula Sports Complex, Mallabula - floodlighting and power upgrades	250,000	60%	2031
	Total Estimate	**3,900,000**		

Tomaree

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
SRF11	Tomaree Aquatic Centre, Nelson Bay – shade structure	150,000	100%	2024
SRF12	Salamander Sports Complex, Salamander Bay - lighting upgrades	50,000	60%	2024
SRF13	Salamander Sports Complex, Salamander Bay - field renovation	400,000	60%	2024
	Total Estimate	**600,000**		

All Catchments

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
SRF14	King Park Sports Complex, Raymond Terrace - carpark upgrade	500,000	60%	2020
SRF15	Tomaree Sports Complex, Nelson Bay - Don Waring field upgrade	1,535,364	60%	2021
SRF16	Tomaree Sports Complex, Nelson Bay - sports pavilion B1	2,726,072	100%	2021
SRF17	King Park Sports Complex, Raymond Terrace - Implementation of Masterplan	7,500,000	100%	2025
SRF18	King Park Sports Complex, Raymond Terrace - Field renovation	400,000	60%	2025
SRF19	Tomaree Sports Complex, Nelson Bay - upgrade to Oval 1	3,644,952	60%	2027
SRF20	Tomaree Sports Complex, Nelson Bay - road realignment and new car park	786,659	60%	2027
SRF21	Tomaree Sports Complex, Nelson Bay - entry car park	625,515	60%	2027
	Total Estimate	**17,718,562**		

A.5 Community and Cultural Facilities

Tomaree

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
CCF1	Anna Bay – multi-purpose community facility	1,500,000	80%	2027
	Total Estimate	**1,500,000**		

All Catchments

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
CCF2	Library Resources	4,000,000	100%	2020-36
	Total Estimate	**4,000,000**		

A.6 Roadworks

Raymond Terrace - Rural

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
RW1	Richardson Road/Halloran Way, Raymond Terrace – roundabout extension	200,000	100%	2020
RW2	Paterson Street, Hinton – bridge to 3 Paterson Street	108,739	63%	2020
RW3	Duns Creek Road, Duns Creek – 201 Duns Creek Road to 238 Duns Creek Road	296,352	48%	2020
RW4	Clarence Town Road, Glen Oak – 1598 Clarence Town Road to 1676 Clarence Town Road	346,949	47%	2020
RW5	Kuranga Avenue/Dawson Road, Raymond Terrace – upgrade intersection to roundabout	950,000	100%	2020
RW6	East Seaham Road, East Seaham – 806 East Seaham Road to 1042 East Seaham Road	1,121,170	48%	2020
RW7	Glenelg Street, Raymond Terrace - 12 Glenelg Street to Adelaide Street	165,750	54%	2025
RW8	Adelaide Street, Raymond Terrace – 249a Adelaide Street to 251 Adelaide Street	268,497	54%	2025
RW9	East Seaham Road, East Seaham – 248 East Seaham Road to 248 East Seaham Road	149,532	64%	2025
RW10	East Seaham Road, East Seaham – 248 East Seaham Road to 318 East Seaham Road	163,218	64%	2025
RW11	East Seaham Road, East Seaham – 318 East Seaham Road to 348 East Seaham Road	337,634	64%	2025
RW12	East Seaham Road, East Seaham – 348 East Seaham Road to 407 East Seaham Road	481,257	64%	2025
RW13	Rees James Road, Raymond Terrace – Bellevue Street to Kuranga Avenue	768,006	81%	2025
RW14	Rees James Road, Raymond Terrace – Kuranga Avenue to 40 Rees James Road	427,775	81%	2025
RW15	Rees James Road, Raymond Terrace – 42 Rees James Road to 50 Rees James Road	354,822	81%	2025
RW16	Rees James Road, Raymond Terrace – 50 Rees James Road to end	666,517	88%	2025
RW17	Central Carpark, Raymond Terrace	729,302	44%	2025
RW18	Lakeside Sports Complex 1, Raymond Terrace	795,984	33%	2025
RW19	Lakeside Sports Complex 2, Raymond Terrace	1,475,695	70%	2025
RW20	King Park Sports Complex 1, Raymond Terrace	959,023	44%	2025
RW21	Laverick Avenue, Tomago – 21 Laverick Avenue	333,590	64%	2025
RW22	Boomerang Park 2, Raymond Terrace	271,187	44%	2030
	Total Estimate	**11,370,999**		

Central Growth Corridor

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
RW23	The Bucketts Way, Twelve Mile Creek – 309 The Buckets Way to 309 The Buckets Way	235,104	38%	2020
RW24	The Bucketts Way, Twelve Mile Creek – 451 The Buckets Way to boundary	272,256	33%	2020
RW25	Ferodale Road, Medowie – 51 Ferodale Road to 85 Ferodale Road	360,000	72%	2020
RW26	Tanilba Road, Mallabula – Fairlands Road to Mallabula Road	606,864	85%	2020
RW27	Ferodale Road – Campvale drain bridge upgrade	1,200,000	100%	2020
RW28	Richardson Road/Grahamstown Dam Road, Campvale –upgrade intersection to roundabout	2,000,000	100%	2020
RW29	Ferodale Road/Peppertree Road, Medowie – upgrade intersection to signalised	1,600,000	100%	2020
RW30	Medowie Road, Campvale – 276 Medowie Road to start of island	108,540	63%	2025
RW31	Ferodale Road, Medowie – Roundabout to 38 Ferodale Road	187,479	54%	2025
RW32	Ferodale Road, Medowie – Roundabout to 46 Ferodale Road	111,387	54%	2025
RW33	Ferodale Road, Medowie – 38 Ferodale Road to 44 Ferodale Road	157,783	54%	2025
RW34	Avenue Of The Allies, Tanilba Bay - Diggers Drive to Lemon Tree Passage Road	664,589	66%	2025
RW35	Grahamstown Road, Medowie - Aquatic Centre to 8 Grahamstown Road	886,761	74%	2025

RW36	James Road, Medowie – 52 James Road to 101 James Road	650,000	78%	2025
RW37	Tarean Road, Karuah – 233 Tarean Road to 264 Tarean Road	275,962	54%	2030
RW38	Tarean Road, Karuah – 264 Tarean Road to 370 Tarean Road	275,962	54%	2030
RW39	Tarean Road, Karuah – 423 Tarean Road to 443 Tarean Road	173,664	54%	2030
RW40	Tarean Road, Karuah - 443 Tarean Rd to 446 Tarean Rd	275,962	54%	2030
RW41	Yulong Park, Medowie	584,634	44%	2030
	Total Estimate	**10,626,947**		

Tomaree

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
RW42	Tomaree Road, Shoal Bay – Messines Street to 42 Tomaree Road	294,910	78%	2020
RW43	Tomaree Road, Shoal Bay – 42 Tomaree Road to 86 Tomaree Road	522,161	78%	2020
RW44	Gowrie Avenue, Nelson Bay – Shoal Bay Road to Kerrigan Street	308,172	78%	2020
RW45	Tomaree Sports Complex 2, Nelson Bay	1,273,795	70%	2020
RW46	One Mile Beach Reserve 2, One Mile	255,024	70%	2020
RW47	Dowling Street, Nelson Bay –Fingal Street to 29 Dowling Street	359,558	73%	2025
RW48	Foreshore Drive, Corlette – 45 Foreshore Drive to 83 Foreshore Drive	418,736	75%	2025
RW49	Church Street, Nelson Bay – Government Road to Dowling Street	479,338	59%	2025
RW50	Dowling Street, Nelson Bay – parking action – bypass work	750,000	100%	2022
RW51	Dowling St/Fingal St – parking action – signalised intersection	1,600,000	40%	2026
RW52	Donald St/Stockton St – parking action – signalised intersection	1,600,000	40%	2026
	Total Estimate	**7,861,694**		

Fern Bay

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
RW53	Rankin Road, Fern Bay – Popplewell Road to Nelson Bay Road	800,000	85%	2025
RW54	Taylor Road, Fern Bay – Popplewell Road to Nelson Bay Road	700,000	85%	2025
	Total Estimate	**1,500,000**		

A.7 Medowie Traffic & Transport

Central Growth Corridor

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
MTT1	Medowie Road – gateway treatment at entrance to Medowie north of Boundary Road	33,000	43%	2021
MTT2	Medowie Road – gateway treatment and change in speed zone north of Kindlebark Drive,	33,000	43%	2021
MTT3	Medowie Road – gateway treatment at entrance to Medowie south of South Street	33,000	43%	2021
MTT4	Medowie Road – gateway treatment and change in speed zone south of Ferodale Road	33,000	43%	2021
MTT5	Medowie Road/Brocklesby Road – upgrade intersection to roundabout	2,050,000	43%	2021
MTT6	Lisadell Road and Abundance Road – pavement widening from Fairlands Road to Industrial Road	2,050,000	43%	2021
MTT7	Lisadell Road/Fairlands Road – road widening and upgrade intersection to roundabout	802,000	43%	2021
MTT8	Lisadell Road/Abundance Road – road realignment to create a T intersection with priority given to the through movement.	615,000	43%	2021
MTT9	Abundance Drive – gateway treatment and change in speed zone south of Industrial Road	33,000	43%	2021
MTT10	Abundance Drive/Ferodale Road – upgrade intersection to roundabout	902,000	43%	2021
MTT11	Ferodale Road/Kirrang Drive – upgrade existing roundabout	820,000	43%	2021
MTT12	Ferodale Road – upgrade entrance to commercial land at 37B Ferodale Road to roundabout	820,000	43%	2021
MTT13	Various roads – on-road signage and line markings	16,500	43%	2021
MTT14	Medowie Road – off-road shared path from Medowie Road to Cherry Tree Close	50,000	43%	2021
MTT15	Medowie Road – off-road shared path from Silver Wattle Drive to Ferodale Road	205,000	43%	2021
MTT16	Medowie Road – off-road shared path from Ferodale Road to 500m south	500,000	43%	2021
MTT17	Various roads – on-road signage and line markings within rural-residential areas	16,500	43%	2021
MTT18	Ferodale Rd – Off-road shared path from Kirrang Drive to Coachwood Drive	1,080,000	43%	2021
MTT19	Ford Avenue – off-road shared path with cadastral corridor from Ford Avenue to Sylvan Avenue	50,000	43%	2021
MTT20	Medowie Road – upgrade pedestrian refuge at Kirrang Drive/Federation Drive	24,200	43%	2021
MTT21	Medowie Road – upgrade pedestrian refuge south of Kindlebark Drive	24,200	43%	2021
MTT22	Medowie Road – install pedestrian refuge island at Silver Wattle Drive	24,200	43%	2021
MTT23	Silver Wattle Drive – install pedestrian refuge island at Medowie Road	24,200	43%	2021
MTT24	Medowie Road – upgrade pedestrian refuge island at Ferodale Road	24,200	43%	2021
MTT25	Medowie Road – install pedestrian refuge island south of Ferodale Road	50,000	43%	2021
MTT26	Medowie Road install pedestrian refuge island at Blueberry Road	24,200	43%	2021
MTT27	Kirrang Drive – install pedestrian refuge island at Ferodale Road	24,200	43%	2021
MTT28	Brocklesby Road – install pedestrian refuge island at Ferodale Road	25,000	43%	2021
MTT29	Ferodale Road – upgrade pedestrian refuge island west of Medowie Road	24,200	43%	2021
MTT30	Various Intersection Upgrades – kerb and guter and ramps at Ferodale Road intersection with Waropara, Bottle Brush Avenue and Kirrang Drive	157,500	43%	2021
MTT31	Install Bicycle Parking Facilities	50,000	43%	2021
MTT32	Medowie Road/Kindlebark Drive – upgrade intersection to roundabout	820,000	43%	2032
MTT33	Brocklesby Road –off-road shared path from Medowie Road to Ferodale Road	975,000	43%	2032
MTT34	Medowie Road – off-road shared path from Ferodale Road to South Street	1,280,000	43%	2032
MTT35	Waropara Rd – off-road shared path from Ferodale Road to Kula Road	800,000	43%	2032
MTT36	Medowie Road/Blueberry Road – improve channelisation of intersection	176,000	43%	2032
MTT37	Medowie Rd – improve roundabout approaches at intersections with Ferodale Road, South Street and access to Kingston site	3,000,000	43%	2032

MTT38	Wilga Road – off-road shared path from Wilga Road to Town Centre including bridge for creek crossing	360,000	43%	2032
MTT39	Kirrang Drive – off-road shared path from Ferodale Road to Medowie Road	870,000	43%	2032
	Total Estimate	**18,899,100**		

A.8 Shared Paths

Raymond Terrace - Rural

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
SP1	Raymond Terrace to Lakeside, Raymond Terrace - construction of a new shared pathway	350,000	100%	2020
SP2	Brandy Hill Drive, Brandy Hill – shared path from Clarence Town Road to Seaham Road	2,500,000	60%	2025
SP3	Kingston Parade, Heatherbrae – shared path from Kingston Parade to Pacific Highway	28,500	100%	2027
SP4	Pacific Highway, Heatherbrae – shared path from Kingston Parade to Hunter River High School	108,300	100%	2027
SP5	Paterson Road, Hinton – shared path from High Street to Swan Street	250,000	100%	2027
FP6	Swan Street, Hinton – footpath from Hinton Road to Stuart Park	85,500	100%	2027
SP7	Warren Street, Seaham – shared path from school crossing to community hall.	70,300	100%	2027
SP8	Lakeside No.2 Reserve, Raymond Terrace shared path from Halloran Way to Luskin Close	48,600	100%	2027
SP9	King Park Reserve, Raymond Terrace – shared path from Newline Road to Fitzgerald Bridge	315,400	100%	2027
SP10	Beaton Avenue, Raymond Terrace – shared path from Kanwary Close to King Park	220,000	100%	2027
SP11	Adelaide Street, Raymond Terrace – shared path from Richardson Road to Roslyn Park	280,000	100%	2027
SP12	Mount Hall Road, Raymond Terrace – shared path from Clyde Circuit to Pacific Highway underpass	81,700	100%	2027
SP13	Glenelg Street, Raymond Terrace – shared path from Adelaide Street to Golf course	400,000	100%	2027
SP14	Hunter Street, Raymond Terrace – shared path from William Street to Barnier Lane	74,000	100%	2027
SP15	Newbury Park Reserve, Raymond Terrace – shared path from Adelaide Street to Mount Hall Road	89,700	100%	2027
SP16	Pacific Highway, Raymond Terrace – shared path from Martens Avenue to Rosemount Drive	92,000	100%	2027
FP17	Kangaroo Street, Raymond Terrace – footpath from Port Stephens Street to Carmichael Street	16,100	100%	2027
SP18	Adelaide Street, Raymond Terrace – shared path from Pacific Highway to Elkin Avenue	45,600	100%	2027
SP19	Adelaide Street, Raymond Terrace – shared path from Kangaroo Street to Sturgeon Street	49,000	100%	2027
SP20	Adelaide Street, Raymond Terrace – shared path from Rees James Road to Richardson Road	110,200	100%	2027
SP21	Adelaide Street, Raymond Terrace – shared path from Rees James Road to Bellevue Street	312,000	100%	2027
SP22	Rees James Road, Raymond Terrace – shared path from Bellevue Street to end	675,000	100%	2027
FP23	Kangaroo Street, Raymond Terrace – footpath from Carmichael Street to Sturgeon Street North	6,125	100%	2027
FP24	Kangaroo Street, Raymond Terrace – footpath from Sturgeon Street to Adelaide Street (median)	2,500	100%	2027
	Total Estimate	**6,210,525**		

Central Growth Corridor

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
SP25	Wattle Street, Karuahshared path from Tarean Road to Engel Avenue	45,600	100%	2027
SP26	Engel Avenue, Karuah – shared path From Wattle Street to Karuah MPC	39,900	100%	2027
SP27	Mustons Road, Karuah – shared path from Boronia Road to Mustons Gully	64,600	100%	2027
SP28	Mustons Road, Karuah – shared path from Mustons Gully to Tarean Road	133,000	100%	2027
FP29	Tarean Road, Karuah – footpath from Bundabah Street to Longworth Park	28,000	100%	2027
SP30	South Street, Medowie – shared path from Medowie Road to Sylvan Avenue	72,200	100%	2027
SP31	Silver Wattle Drive, Medowie – shared path from Medowie Road to Bottle Brush Avenue	19,250	100%	2027
FP32	Grey Gum Street, Medowie – footpath from Medowie Road to Bottle Brush Avenue	17,000	100%	2027
SP33	Lemon Tree Passage Road, Lemon Tree Passage – shared path from end of existing to Crawley Avenue.	40,000	100%	2027
SP34	Lemon Tree Passage Road, Lemon Tree Passage – shared path from Crawley Avenue to Blanch Street	123,500	100%	2027

SP35	Meredith Avenue, Lemon Tree Passage - from Kawarren Street to Kenneth Parade	39,900	100%	2027
SP36	Cook Parade, Lemon Tree Passage – shared path from Morton Avenue to Meredith Avenue	338,200	100%	2027
SP37	Kawarren Street, Lemon Tree Passage – shared path from Blanch Street to Kenneth Parade	171,000	100%	2027
SP38	President Wilson Walk, Tanilba Bay – shared path from Pershing Place to Diggers Drive	106,400	100%	2027
SP39	President Wilson Walk, Tanilba Bay – shared path from Diggers Drive to King Albert Avenue	68,400	100%	2027
SP40	President Wilson Walk, Tanilba Bay – footpath from Lemon Tree Passage Road to Lloyd George Grove	19,800	100%	2027
	Total Estimate	**1,326,750**		

Tomaree

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
SP41	Gan Gan Road, Anna Bay shared path from existing path to existing path	250,000	100%	2027
SP42	Campbell Avenue, Anna Bay – shared path from Gan Gan Road to Robinson Street	220,000	100%	2027
SP43	Robinson Street, Anna Bay – shared path from Campbell Avenue to Robinson Reserve	165,000	100%	2027
SP44	Sandy Point Road, Corlette – shared path from Roy Wood Reserve to foreshore	19,000	100%	2027
SP45	Foreshore Drive, Salamander Bay/Corlette – shared path from Cook Street to Sandy Point Road	931,000	100%	2027
SP46	Bagnall Beach Road, Corlette – shared path from Marlin Street to crossing point	19,000	100%	2027
SP47	Bagnall Beach Road, Corlette – shared path from crossing point to Maruway Street	49,400	100%	2027
SP48	Bagnall Beach Road, Corlette – shared path from King Fisher Reserve to detention basin	103,000	100%	2027
SP49	Bagnall Beach Road, Corlette – shared path from Marlin Street to end of existing	24,700	100%	2027
SP50	Marine Drive, Fingal Bay – shared path from Boulder Bay Road to Barry Park	300,000	100%	2027
SP51	Beach Road, Nelson Bay – shared path from Gowrie Avenue to Harwood Avenue	220,000	100%	2027
SP52	Beach Road, Nelson Bay – shared path from Victoria Parade to boat ramp	85,880	100%	2027
SP53	Beach Road, Nelson Bay – shared path from boat ramp to Gowrie Avenue	45,600	100%	2027
SP54	Victoria Parade, Nelson Bay – shared path from Fly Point to Beach Road	248,000	100%	2027
FP55	Donald Street, Nelson Bay – footpath from Magnus Street to grassy knoll	7,875	100%	2027
SP56	Victoria Parade, Nelson Bay – shared path from Magnus Street to Yacaaba Street	165,300	100%	2027
SP57	Salamander Way, Salamander Bay – shared path from Port Stephens Drive to Community Close	904,500	100%	2027
SP58	Beach Road, Shoal Bay – shared path from Harwood Avenue to Shoal Bay Road	161,500	100%	2027
SP59	Government Road, Shoal Bay – shared path from Messines Street to Peterie Street	241,300	100%	2027
SP60	Government Road, Shoal Bay – shared path from Peterie Street to Sylvia Street	159,600	100%	2027
SP61	Shoal Bay Road, Shoal Bay – shared path from Beach Road to end of existing path	155,800	100%	2027
SP62	Sylvia Street, Shoal Bay – shared path from Government Road to Horace Street	36,100	100%	2027
	Total Estimate	**4,512,555**		

Fern Bay

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
SP63	Nelson Bay Road, Fern Bay – shared path from Braid Road to Bayway Village	579,000	100%	2026
SP64	Shared path between Seaside Boulevarde and Popplewell Road	725,000	100%	2026
	Total Estimate	**1,304,000**		

A.9 Bus facilities

Raymond Terrace - Rural

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
BS1	Elizabeth Avenue at Bareena Street, Raymond Terrace – bus shelter	20,000	60%	2036
BS2	Rees James Road (near SES), Raymond Terrace – bus shelter	20,000	60%	2036
	Total Estimate	**40,000**		

Central Growth Corridor

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
BS3	Tarean Road at golf course, Karuah – bus shelter	40,000	80%	2036
BS4	Admiralty Drive at Caswell Crescent, Tanilba Bay – bus shelter	20,000	80%	2036
BS5	Lemon Tree Passage Road at Blanch Street, Lemon Tree Passage – bus shelter	20,000	60%	2036
BS6	Nelson Bay Road at Lemon Tree Passage Road, Salt Ash – bus shelter	20,000	60%	2036
BS7	Nelson Bay Road at Steel Street, Williamtown – bus shelter	20,000	60%	2036
	Total Estimate	**120,000**		

Tomaree

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
BS8	Fitzroy Street at Campbell Avenue, Anna Bay – bus shelter	20,000	60%	2036
	Total Estimate	**20,000**		

Fern Bay

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
BS9	Fern Bay – relocate, replace, upgrade or remove 11 existing bus shelters and provide pedestrian refuge on Nelson Bay Road for access	515,000	100%	2036
	Total Estimate	**515,000**		

A.10 Fire and Emergency Services

Raymond Terrace - Rural

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
FEF1	Seaham – enclose existing carport at RFS station to provide a training room and kitchen facilities	80,000	60%	2020
	Total Estimate	**80,000**		

Tomaree

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
FEF2	Corlette – Expand current SES building by three vehicle bays	300,000	60%	2020
FEF3	Soldiers Point - expand current facility to 3 vehicle-bay and adding a training room at Soldiers Point	250,000	60%	2031
	Total Estimate	**550,000**		

A.11 Flooding and Drainage Works

Raymond Terrace - Rural

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
FD1	Tregenna Street, Raymond Terrace – upgrading the drainage system at the intersection of Tregenna Street and Adelaide Street	650,000	70%	2020
FD2	Elizabeth Street, Raymond Terrace – construction of a new drainage system from Elizabeth Street to Phillip Street via Charles Street	550,000	70%	2020
FD3	Kingston Parade, Heatherbrae – upgrading the drainage system from Kingston Parade to the floodplain via 5 Kingston Parade	300,000	70%	2020
FD4	Richardson Road/Halloran Way, Raymond Terrace - detention basin with pre-treatment	850,000	70%	2020
FD5	Enterprise Drive, Tomago - upgrade drainage system at Enterprise Drive	350,000	70%	2027
	Total Estimate	**2,700,000**		

Central Growth Corridor

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
FD6	Abundance Road, Medowie - construction of a new drainage system from Abundance Road to Campvale Drain	600,000	100%	2020
FD7	Abundance Road, Medowie – land acquisition	2,000,000	100%	2025
FD8	Campvale Drain, Medowie - augmentation of Campvale Drain from pinch Point to the pumping station	500,000	100%	2027
FD9	James Road, Medowie - enlarge 200m of existing drain between 102 and 104 James Road, creation of trunk drainage system and easement	900,000	70%	2027
FD10	George Street, Karuah – construct a new drainage system	200,000	100%	2027
FD11	Medowie Road, Medowie – culvert upgrade between 38 Ferodale Road and 754 Medowie Road	350,000	100%	2030
FD12	Medowie Road, Medowie – channel improvement from Medowie Road to 38 Ferdoale Road	220,000	100%	2030
FD13	Meredith Avenue, Lemon Tree Passage – upgrade the existing drainage system	500,000	50%	2032
	Total Estimate	**5,270,000**		

Tomaree

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
FD14	Waratah Avenue, Soldiers Point – upgrading the drainage system and construction of a new drainage channel	400,000	50%	2020
FD15	Magnus Street, Nelson Bay – construct drainage system from Magnus Street to Victoria Parade and construct the overflow pipe drainage system	800,000	50%	2027
FD16	Soldier Point Road, Salamander Bay - upgrading the trunk drainage system at the intersection of Fleet Street and Soldiers Point Road	300,000	50%	2027
FD17	Nelson Bay Road, Anna Bay – widening of Fern Tree Drain	800,000	50%	2027
FD18	Stockton Street, Nelson Bay - extending and upgrading the drainage system at 45 Donald Street to Donald Street drainage system	300,000	50%	2027
FD19	Gan Gan Road, Anna Bay – upgrade drainage between Morna Point Road and McKinley Swamp	3,765,000	50%	2032
	Total Estimate	**6,365,000**		

A.14 Cross Boundary Projects – City of Newcastle

Fern Bay

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
CPB1	South Stockton Active Hub	158,143	100%	2022
CPB2	Stockton sporting facilities – upgrades to Corroba Oval, Ballast Ground, pool, netball and tennis court and supporting infrastructure	2,372,146	60%	2023
	Total Estimate	**2,530,289**		

A.13 Kings Hill Urban Release Area

Kings Hill

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
KH1	East/west collector road (land acquisition and capital costs)	27,496,123	100%	2024
KH2	Intersection of east/west collector road and north/south road (land acquisition and capital costs)	4,393,000	100%	2024
KH3	Intersection of east/west collector road and Newline Road (land acquisition and capital costs)	4,075,800	100%	2024
KH4	Newline Road – road upgrades	2,256,800	45%	2027
KH5	Intersection upgrade at Newline Road, Seaham Road, Port Stephens Street, William Bailey Drive	4,355,000	45%	2027
KH6	Shared pathway along Newline Road	4,992,000	100%	2027
KH7	Multi-purpose community space (land acquisition and capital costs)	1,515,000	100%	2030
KH8	District park (land acquisition and capital costs)	6,018,530	100%	2032
KH9	Skate Park	374,000	100%	2032
KH10	Multi-purpose sports court	600,000	100%	2032
KH11	RFS station (land acquisition and capital costs)	404,500	100%	2036
	Total Estimate	**56,480,753**		

Kings Hill & Raymond Terrace

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
KH12	Riverside Park and Lakeside Reserve – upgrade play equipment, additional pathways and amenity	700,000	28%	2024
KH13	Fitzgerald Bridge reserve – enhance area surrounding boat ramp	1,137,500	28%	2024
KH14	Raymond Terrace Cemetery – niche walls	98,000	50%	2029
KH15	Raymond Terrace Cemetery – expansion	3,627,000	12%	2036
KH16	Lakeside Sports Complex – floodlighting and car park upgrade	1,880,000	28%	2036
KH17	Raymond Terrace Library – expansion	5,921,000	12%	2036
	Total Estimate	**13,363,500**		

All Catchments

Project No	Project Description	Estimate $	Apportion-ment	Staging Threshold
KH18	Raymond Terrace – indoor sports and recreation centre	22,754,000	12%	2024
	Total Estimate	**22,754,000**		

Appendix B

List of Amendments to the Plan

TITLE	DESCRIPTION	DATE OF COMMENCEMENT
	CPI adjustment for quarter ended 31 December 2019. All groups CPI weighted average of eight capital cities – 116.2 (December 2019)	29 January 2020
	CPI adjustment for quarter ended 31 March 2020 All groups CPI weighted average of eight capital cities – 116.6 (March 2020)	29 April 2020
	CPI Adjustment for quarter ended 31 December 2020. All groups CPI weighted average of eight capital cities – 117.2 (Dec 2020)	27 January 2021
Amendment No. 1	Addition of Kings Hill URA chapter and administrative amendments, including the incorporation of the Port Stephens Fixed Local Infrastructure Contribution Plan 2020 and changes to remove completed projects.	1 March 2021
	CPI Adjustment for quarter ended 31 March 2021. All groups CPI weighted average of eight capital cities – 117.9 (Mar 2021)	28 April 2021
	CPI Adjustment for quarter ended 30 June 2021. All groups CPI weighted average of eight capital cities – 118.8 (June 2021)	28 July 2021
	CPI Adjustment for quarter ended 30 September 2021. All groups CPI Sydney – 120.2 (September 2021)	27 October 2021
	CPI Adjustment for quarter ended 31 December 2021.	25 January 2022

	All groups CPI Sydney – 121.6 (December 2021)	
	CPI Adjustment for quarter ended 31 March 2022. All groups CPI Sydney – 123.7 (March 2022)	27 April 2022

Appendix C

Cost Summary Reports

Cost Summary Report

Development Costs less than $1,000,000

Development Application No: _____

Complying Development No: _____

Date: _____

Applicant's name: _____

Applicant's address: _____

Development type: _____

Development address: _____

DEVELOPMENT COSTS:

Demolition and alterations	$
Structure	$
External walls, windows and doors	$
Internal walls, screens and doors	$
Wall finishes	$
Floor finishes	$
Ceiling finishes	$
Fittings and equipment	$
Hydraulic services	$
Mechanical services	$
Fire Services	$
Lift Services	$
External works	$
External services	$
Other related works	$
Subtotal	**$**
Subtotal above carried forward	**$**
Preliminaries and margin	$

Consultants fees	$
Other related development costs	$
GST	$
Total Development Costs	**$**

I certify that I have:

- Inspected the plans the subject of the application for development consent, complying development certificate.
- Calculated the proposed cost of carrying out the development in accordance with clause 25J of the *Environmental Planning and Assessment Regulation 2000* at current prices.
- Included GST in the calculation.

Signed: _____

Name: _____

Position & Qualifications: _____

Quantity Surveyor's Cost Summary Report

Development Costs greater than $1,000,000

Development Application No: _____

Complying Development No: _____

Date: _____

Applicant's name: _____

Applicant's address: _____

Development type: _____

Development address: _____

Development Details:

Gross Floor Area – Commercial	m^2	Gross Floor Area – other	m^2
Gross Floor Area – Residential	m^2	Total Gross Floor Area	m^2
Gross Floor Area – Retail	m^2	Total Site Area	m^2
Gross Floor Area Car parking	m^2	Total car parking spaces	
Total Development Cost	$		
Total Construction Cost	$		
Total GST	$		

Estimate Details

Professional fees	$	**Excavation**	$
% of Development cost	%	Cost per m^2 of site area	$ /m^2
% of Construction cost	%	**Car park**	$
Demolition and site preparation	$	Cost per m^2 of site area	$ /m^2
Cost per m^2 - site area	$ /m^2	Cost per space	$
Construction - Commercial	$	**Fit out – Commercial**	$
Cost per m^2 - commercial area	$ /m^2	Cost per m^2 - commercial area	$ /m^2

Construction Residential	$	**Fit out - residential**	$
Cost per m^2 - residential area	$ /m^2	Cost per m^2 - residential area	$ /m^2
Construction – retail	$	**Fit out - retail**	$
Cost per m^2 - retail area	$ /m^2	Cost per m^2 - retail area	$ /m^2

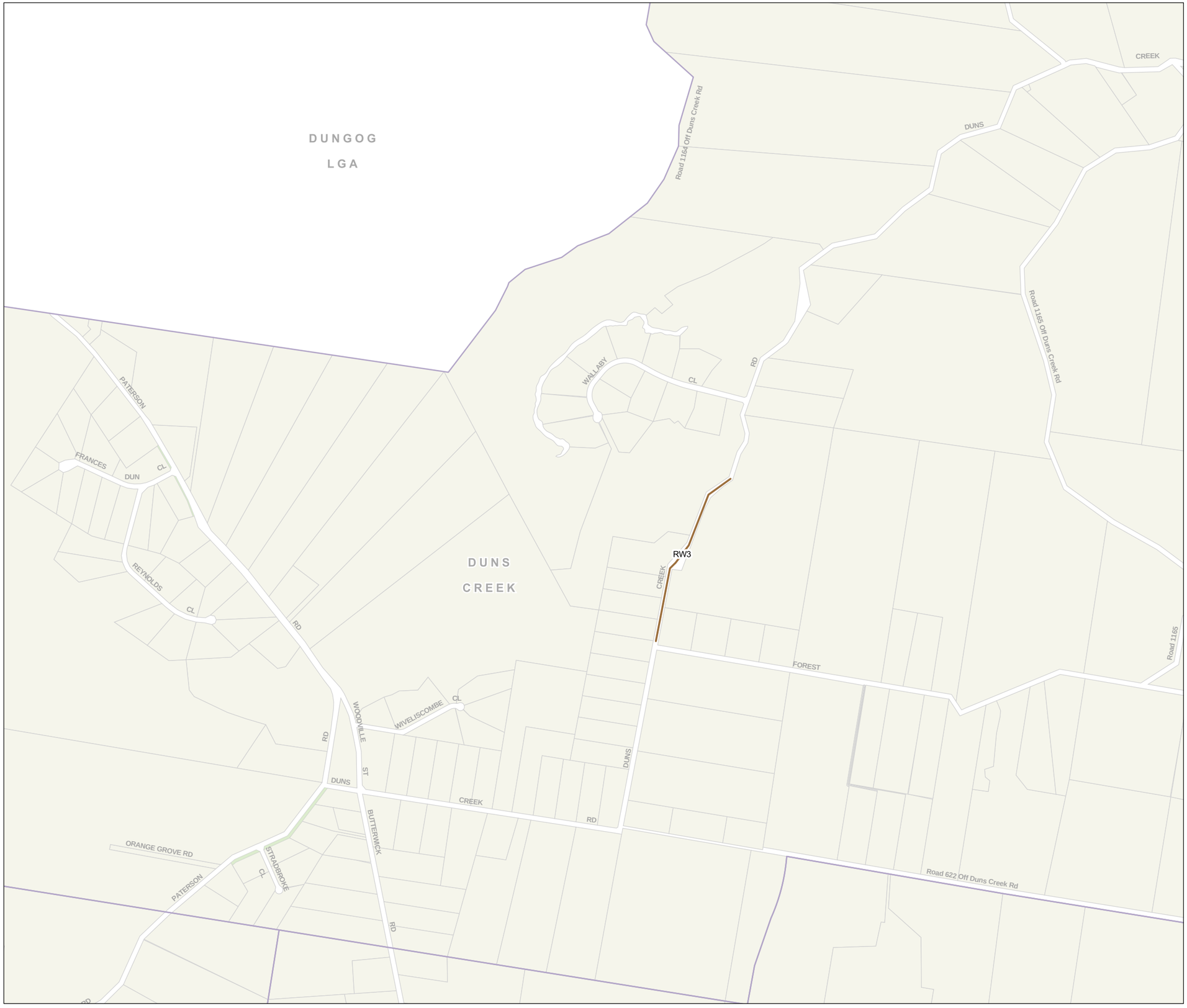
I certify that I have:

- Inspected the plans the subject of the application for development consent, complying development certificate.
- Prepared and attached an elemental estimate generally prepared in accordance with the most recent Australian Cost Management Manuals published by the Australian Institute of Quantity Surveyors (AIQS).
- Calculated the proposed cost of carrying out the development in accordance with clause 25J of the *Environmental Planning and Assessment Regulation 2000* at current prices.
- Included GST in the calculation.
- Measured gross floor areas in accordance with the Method of Measurement of Building Area in the AIQS Cost Management Manual Volume 1, Appendix A2.

Signed: _____

Name: _____

Position & Qualifications: _____



PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

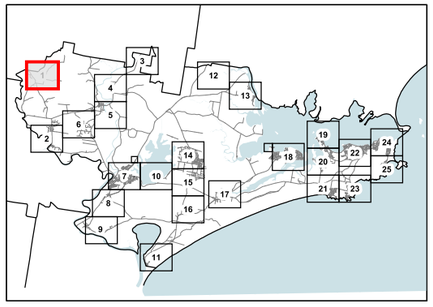
RAYMOND TERRACE - RURAL CATCHMENT

Duns Creek

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
- (BS) Bus Facilities
- (FEF) Fire & Emergency Services
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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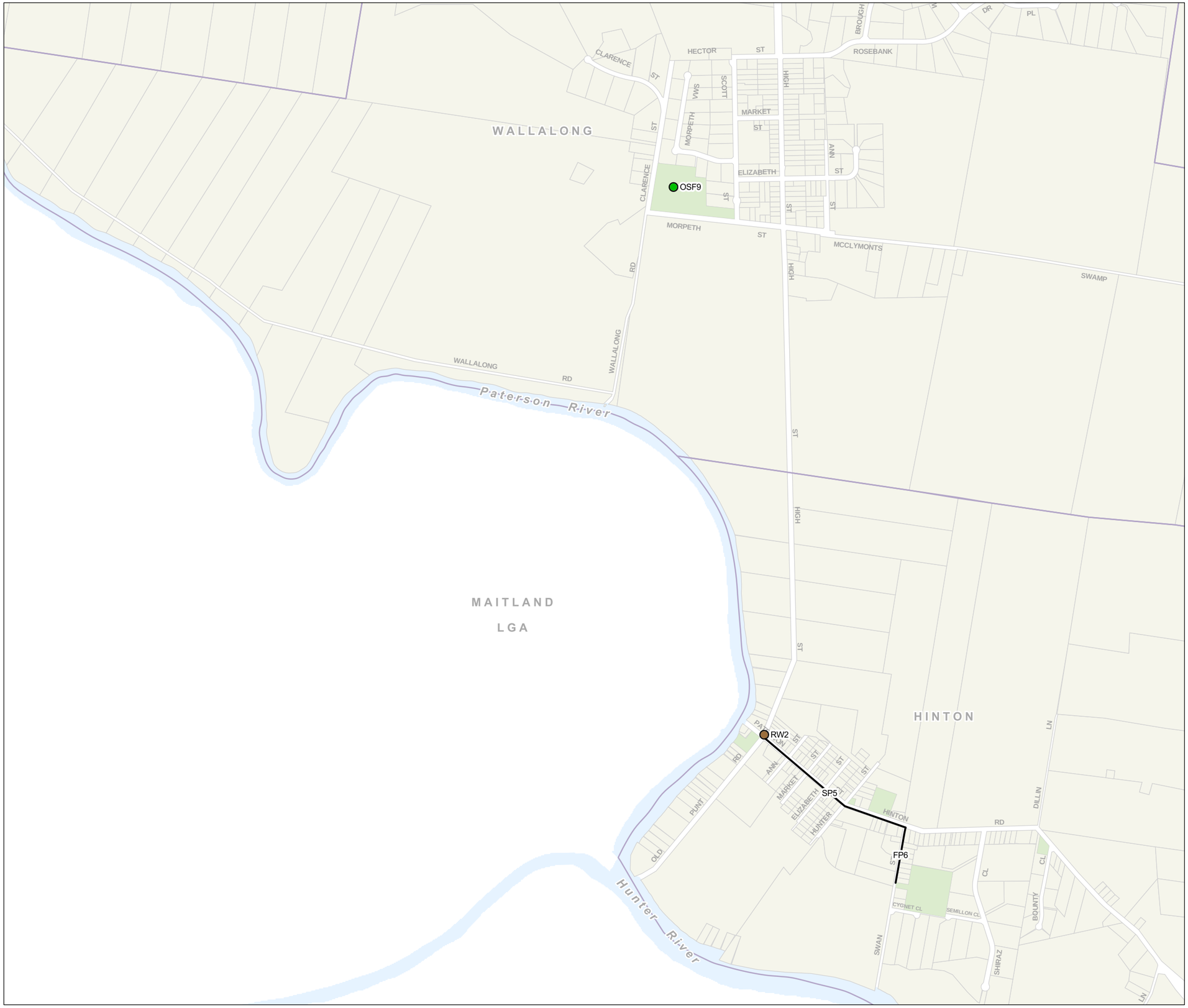

PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

RAYMOND TERRACE - RURAL CATCHMENT

Wallalong Hinton

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
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- (BS) Bus Facilities
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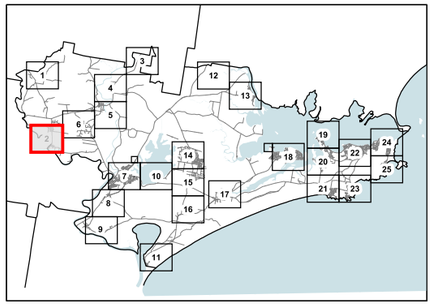
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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Local Infrastructure Contributions Plan

RAYMOND TERRACE - RURAL CATCHMENT

East Seaham

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
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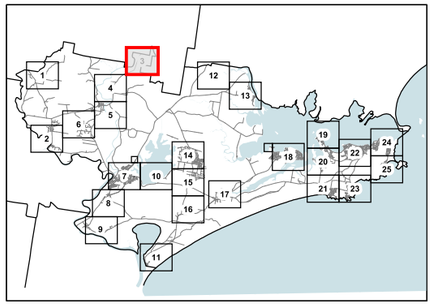
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

RAYMOND TERRACE - RURAL CATCHMENT

East Seaham

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
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- (TCU) Town Centre Upgrades
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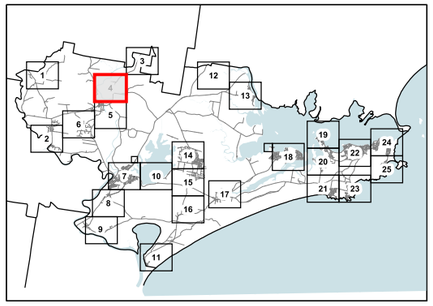
- Parks/Reserves

KEY MAP



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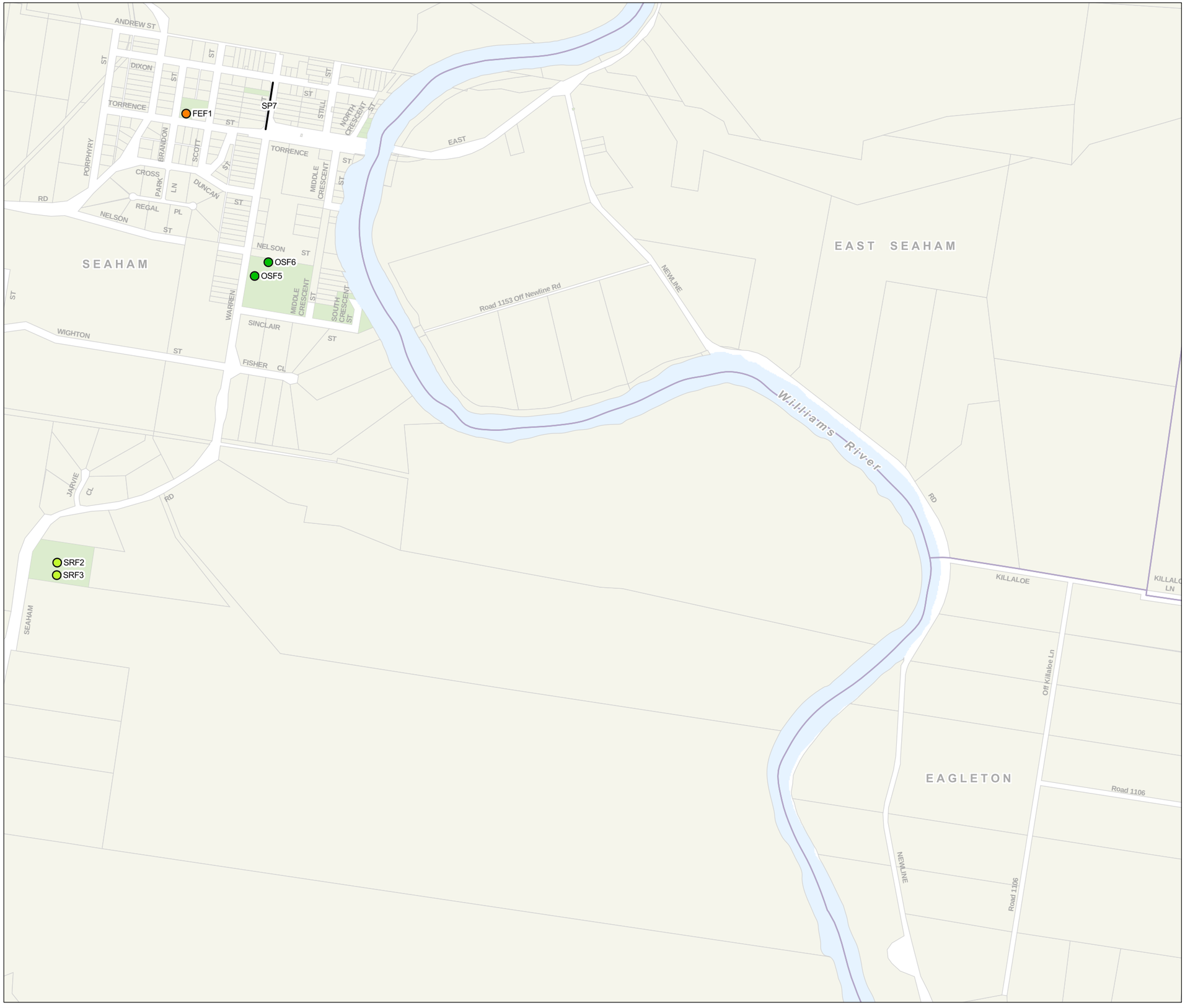
Local Infrastructure Contributions Plan

RAYMOND TERRACE - RURAL CATCHMENT

Seaham



Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
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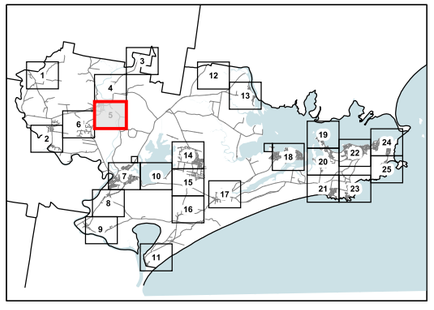

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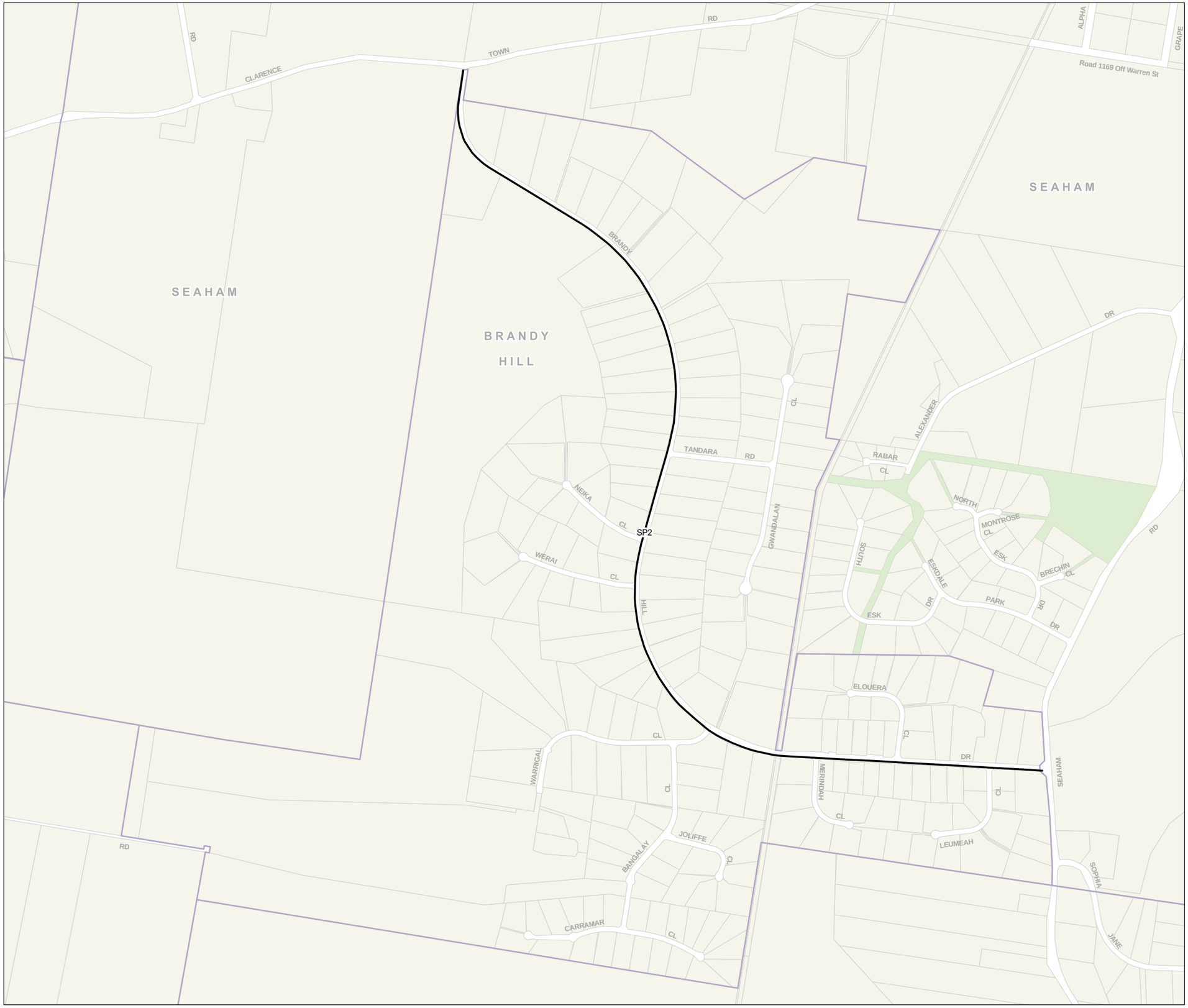

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Local Infrastructure Contributions Plan

RAYMOND TERRACE - RURAL CATCHMENT

Brandy Hill

Legend

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- (OSF) Public Open Space, Parks & Reserves
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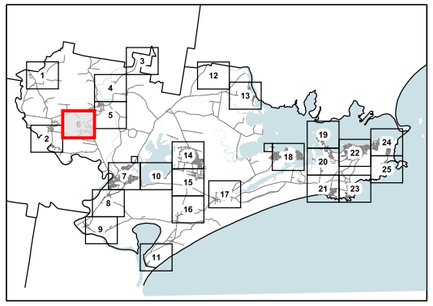

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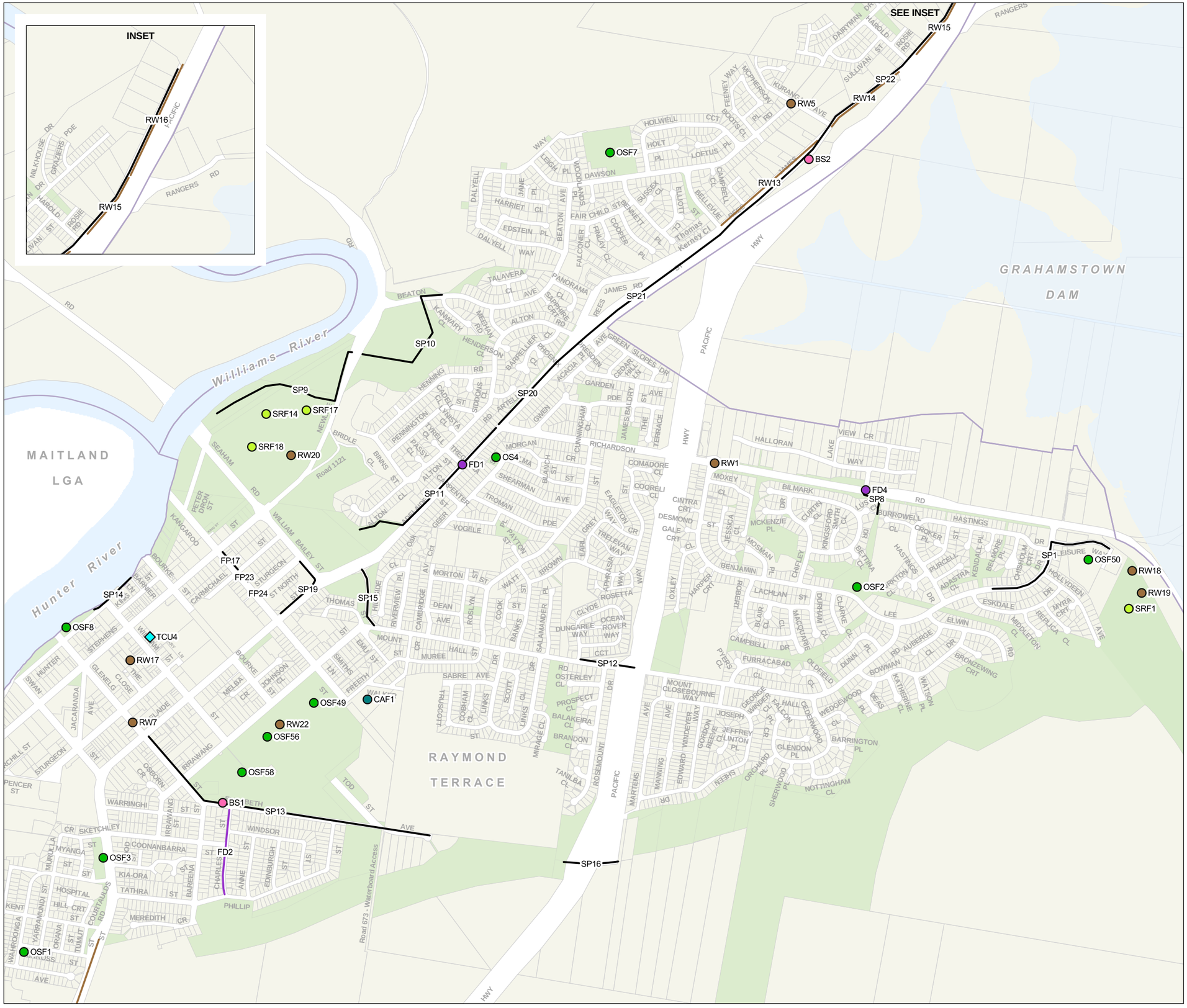

PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

RAYMOND TERRACE - RURAL CATCHMENT

Raymond Terrace

Legend

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- (OSF) Public Open Space, Parks & Reserves
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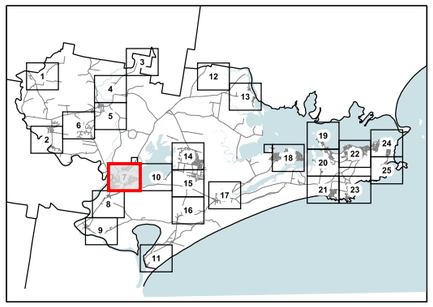

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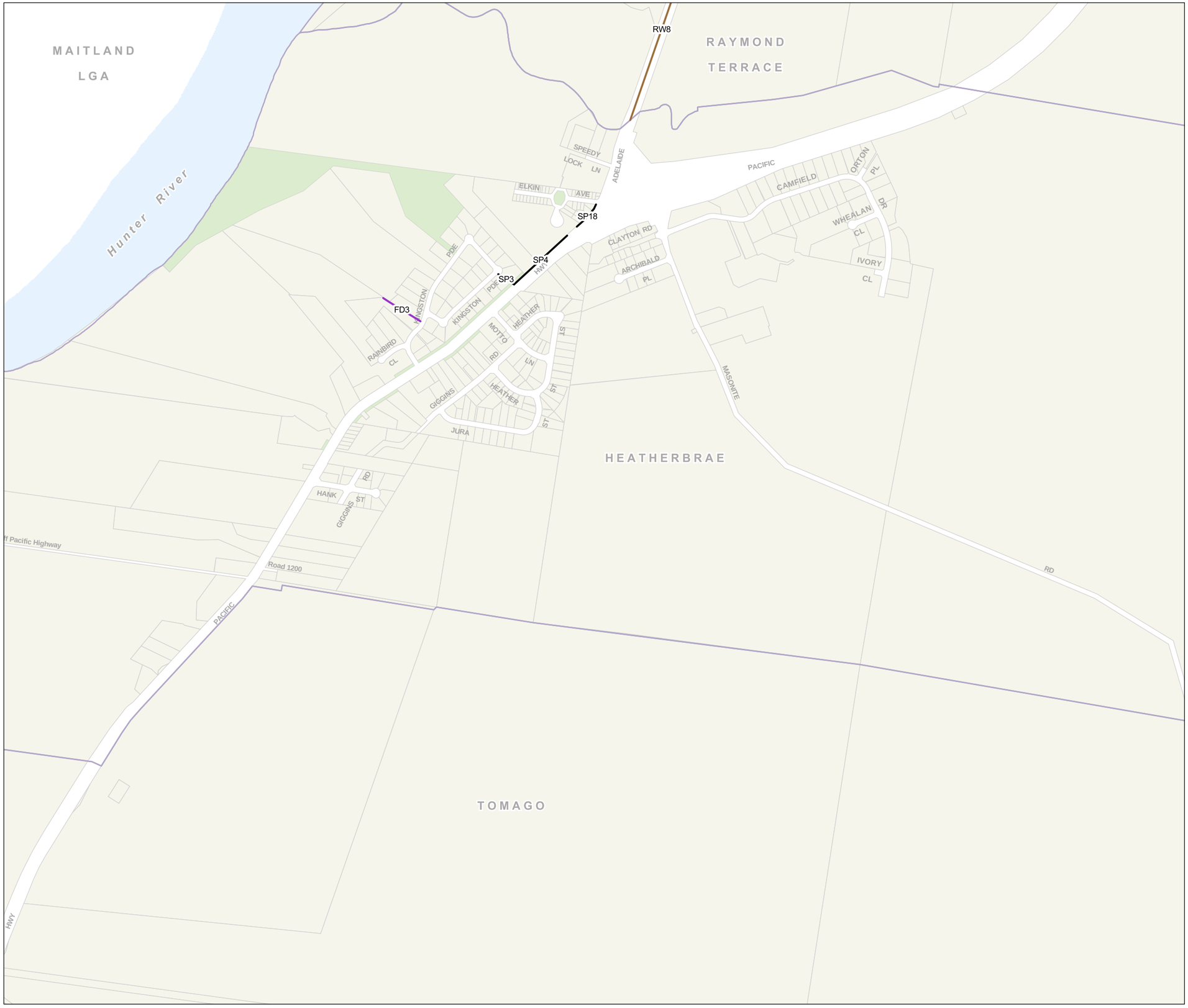

PORT STEPHENS
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Local Infrastructure Contributions Plan

RAYMOND TERRACE - RURAL CATCHMENT

Heatherbrae

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
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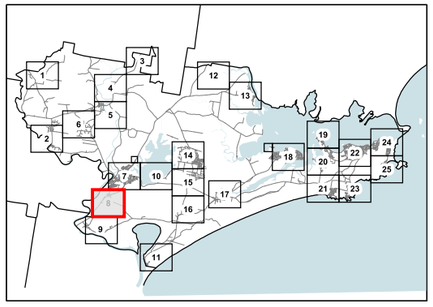

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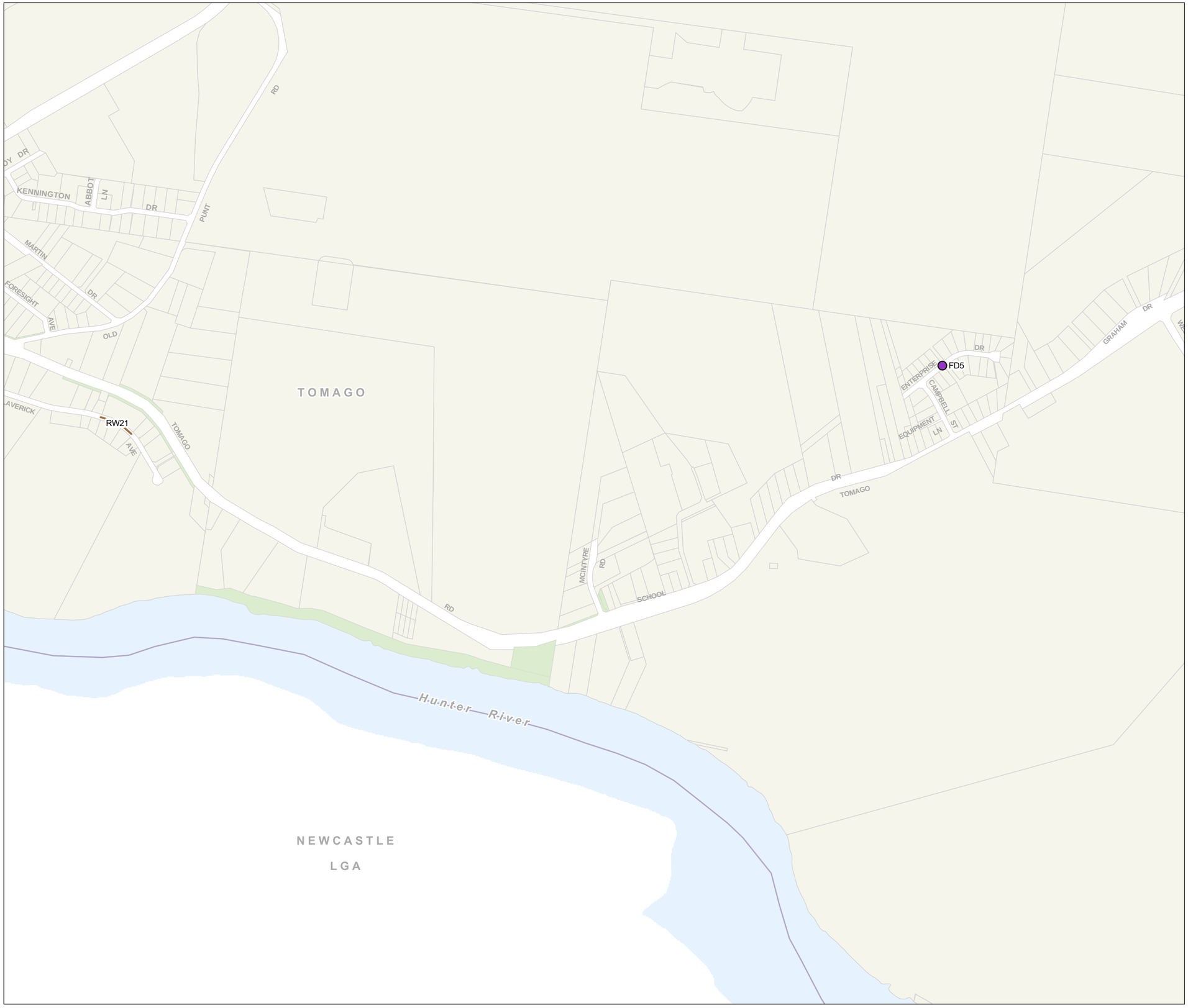

PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

RAYMOND TERRACE - RURAL CATCHMENT

Tomago

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
- (BS) Bus Facilities
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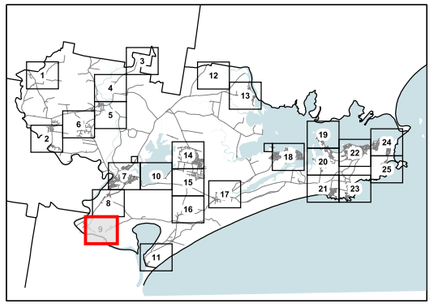
KEY MAP



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PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

CENTRAL GROWTH CORRIDOR CATCHMENT

Medowie West

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
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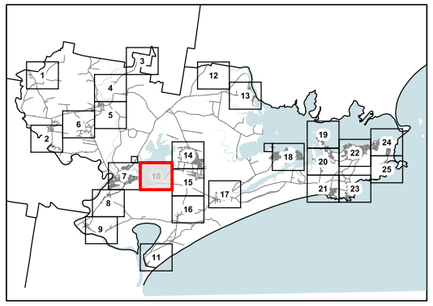
- Parks/Reserves

KEY MAP



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PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

FERN BAY CATCHMENT

Fern Bay

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
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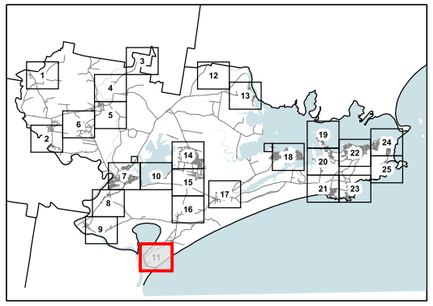
KEY MAP



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PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

CENTRAL GROWTH CORRIDOR CATCHMENT

Twelve Mile Creek

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
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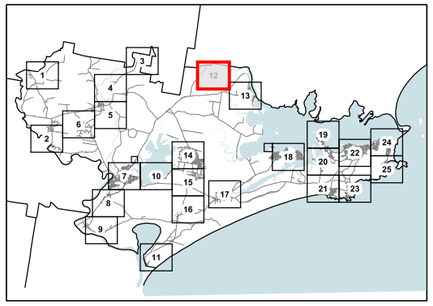
- Parks/Reserves

KEY MAP



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GDA94 MGA 56

0 metres 750

SCALE: 1:15000 @ A3

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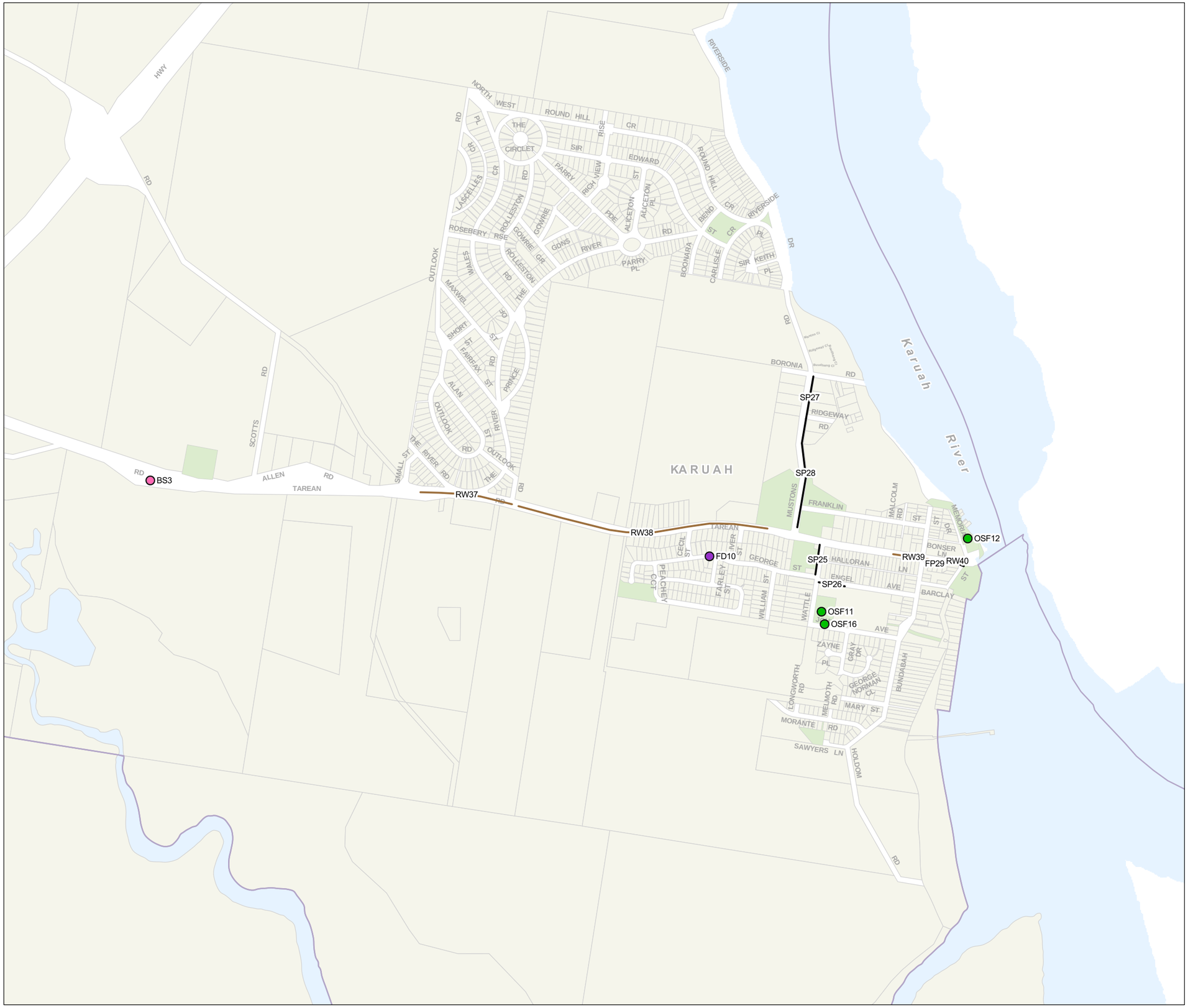
SHEET 12 OF 25

FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Contributions Plan\swds\LIC Plan - Twelve Mile Creek Sht12of25 (A3L).swd



PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

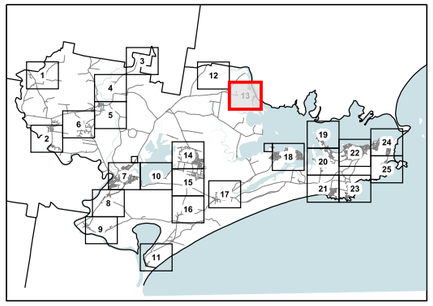
CENTRAL GROWTH CORRIDOR CATCHMENT

Karuah

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
- (BS) Bus Facilities
- (FEF) Fire & Emergency Services
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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0 metres 750

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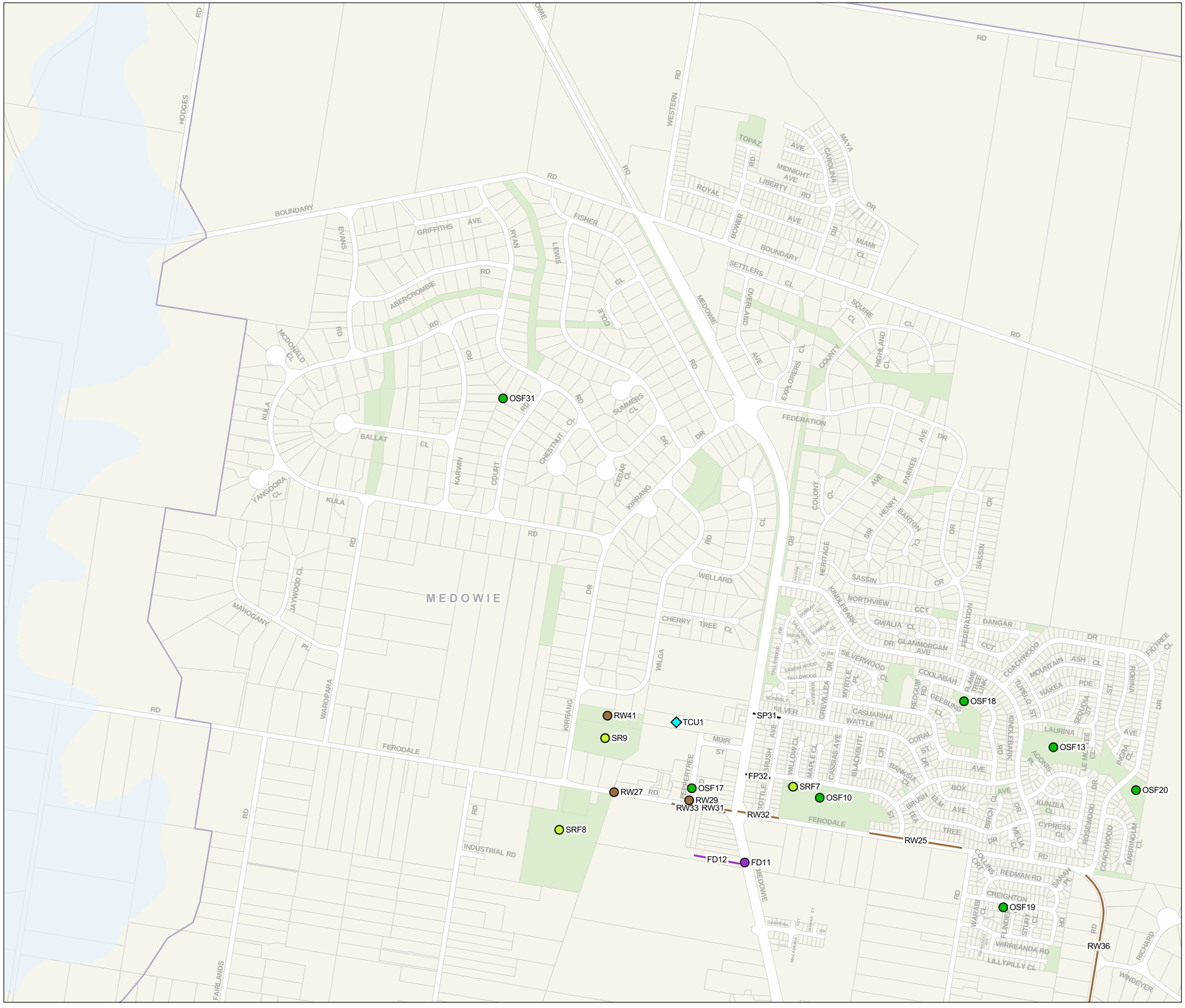
FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Contributions Plan\swds\LIC Plan - Karuah Sht13of25 (A3L).swd

PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

CENTRAL GROWTH CORRIDOR CATCHMENT

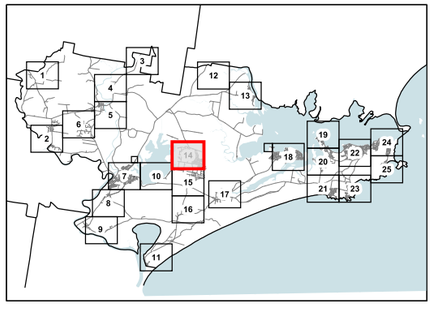
Medowie North



Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
- (BS) Bus Facilities
- (FEF) Fire & Emergency Services
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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0 metres 750

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FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Contributions Plan\swds\LIC Plan - Medowie North Sht14of25 (A3L).swd

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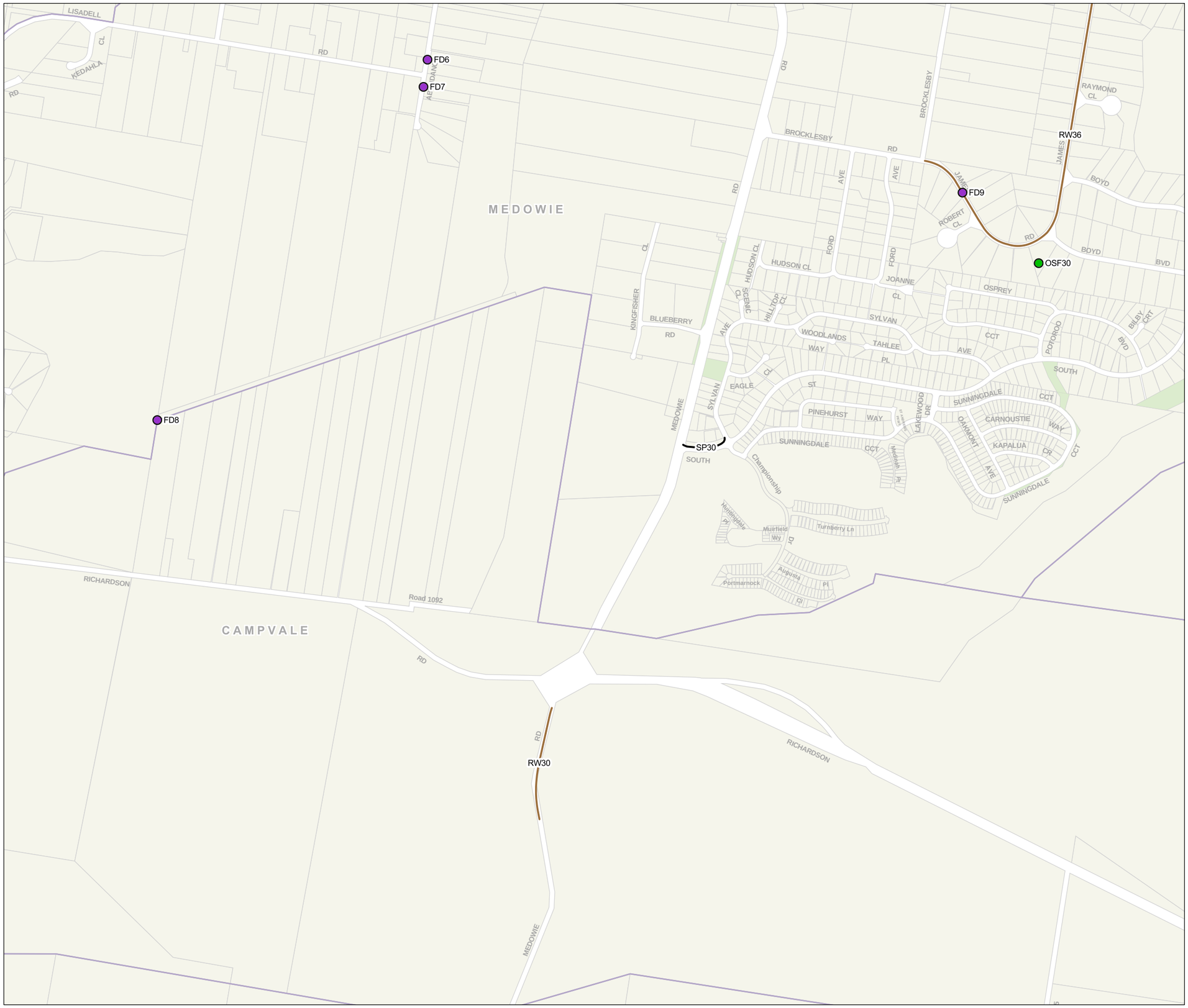
Local Infrastructure Contributions Plan

CENTRAL GROWTH CORRIDOR CATCHMENT

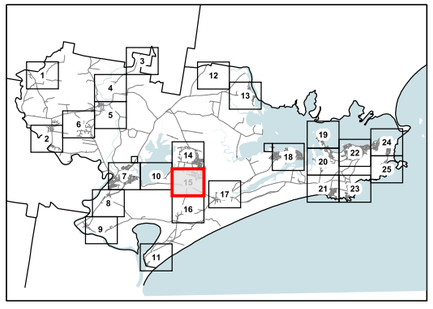
Medowie South



Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
- (BS) Bus Facilities
- (FEF) Fire & Emergency Services
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Contributions Plan\swds\LIC Plan - Medowie South Sht15of25 (A3L).swd

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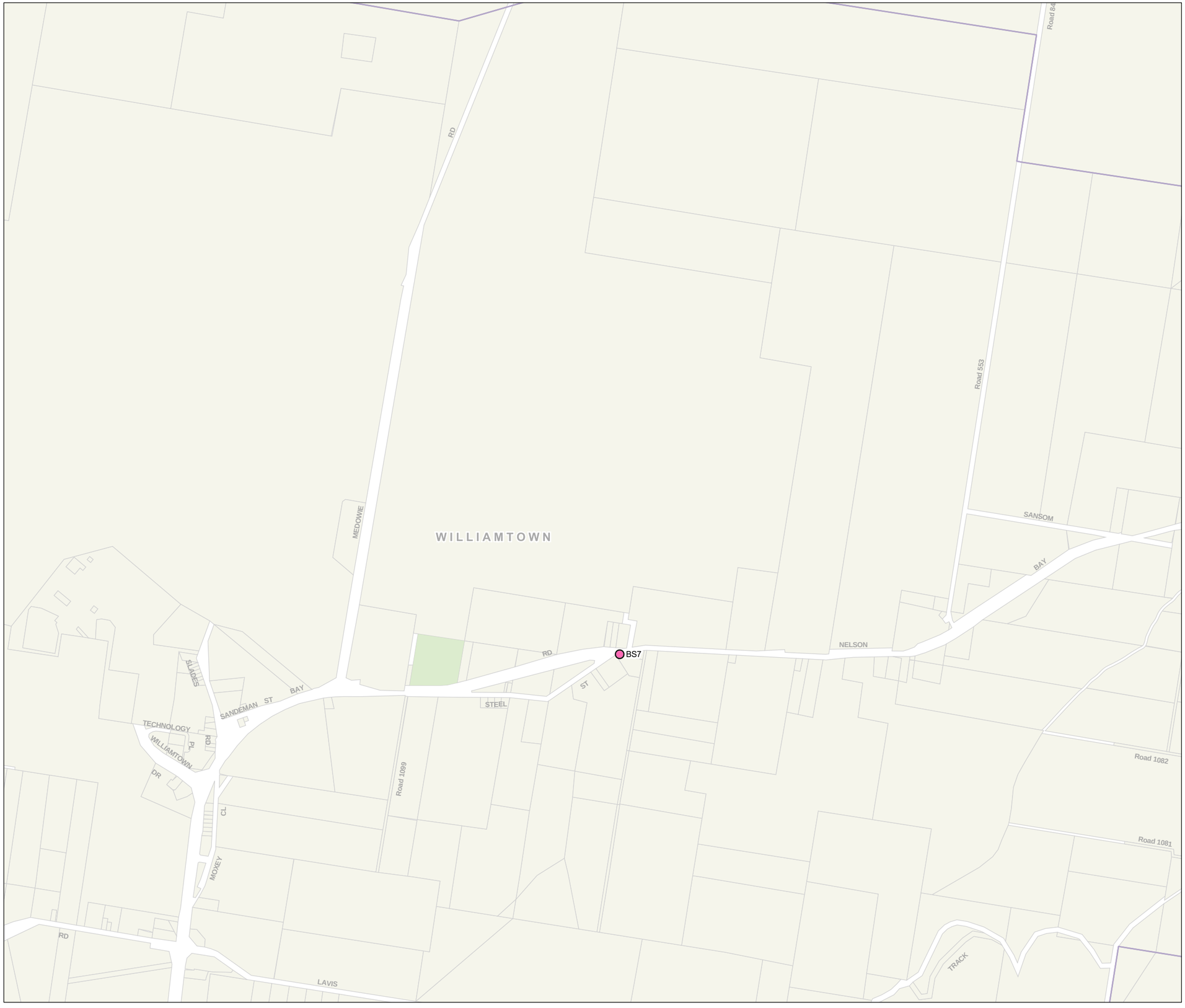
Local Infrastructure Contributions Plan

CENTRAL GROWTH CORRIDOR CATCHMENT

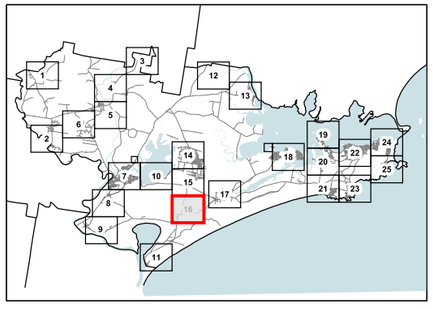
Williamtown



Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
- (BS) Bus Facilities
- (FEF) Fire & Emergency Services
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Contributions Plan\swds\LIC Plan - Williamtown Sht16of25 (A3L).swd

PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

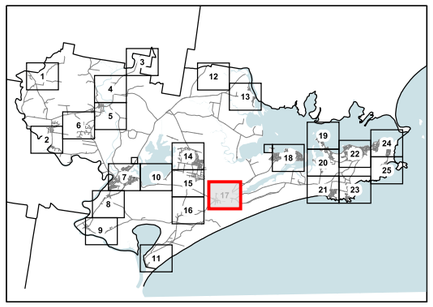
CENTRAL GROWTH CORRIDOR CATCHMENT

Salt Ash

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
- (BS) Bus Facilities
- (FEF) Fire & Emergency Services
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Contributions Plan\LIC Plan - Salt Ash Sht17of25 (A3L).swd

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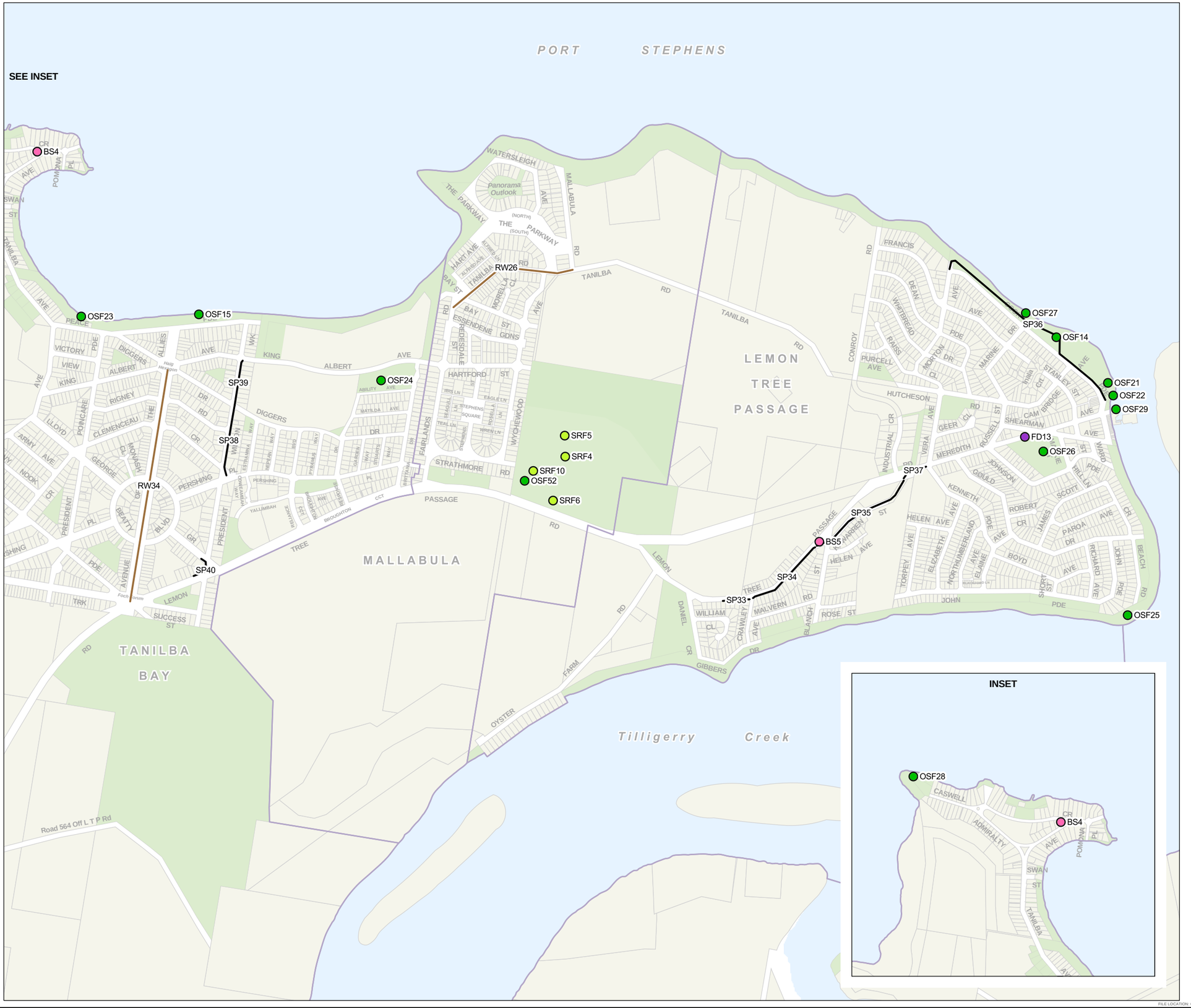
Local Infrastructure Contributions Plan

CENTRAL GROWTH CORRIDOR CATCHMENT

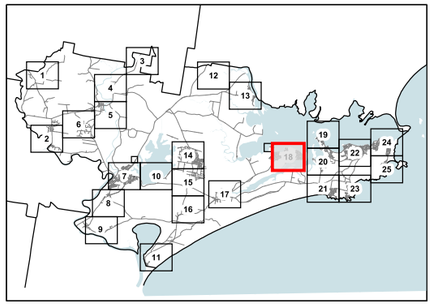
Lemon Tree Passage Mallabula Tanilba Bay



Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
- (BS) Bus Facilities
- (FEF) Fire & Emergency Services
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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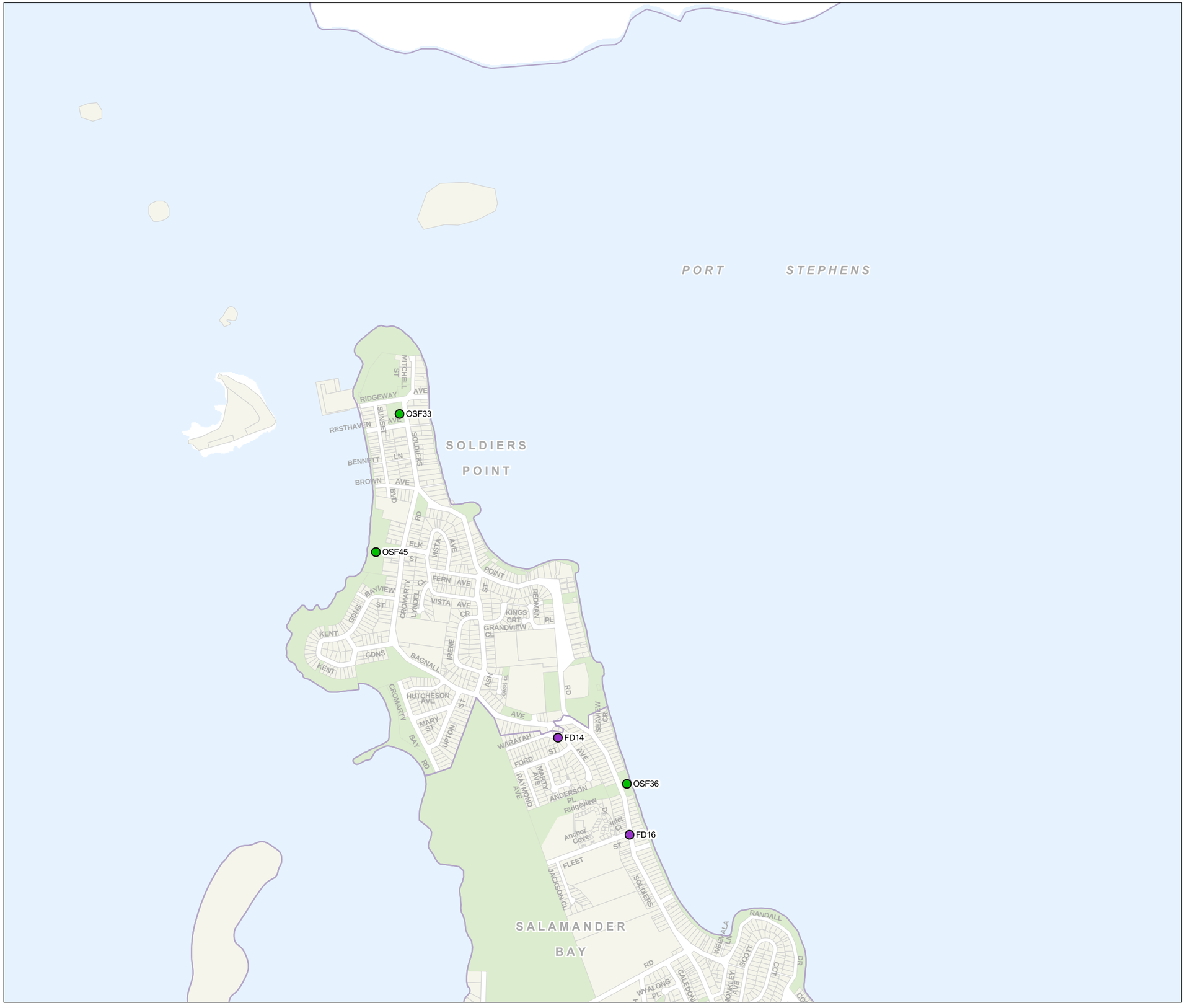
FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Contributions Plan\LIC Lemon Tree Passage-Mallabula-Tanilba Bay Sht18of25 (A3L).swd



PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

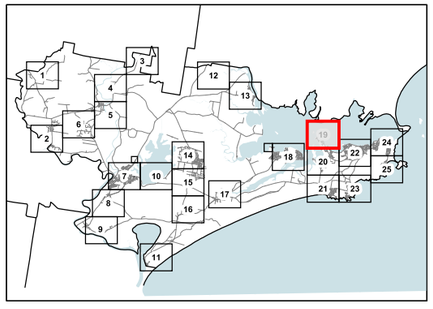
TOMAREE CATCHMENT

Soldiers Point

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
- (BS) Bus Facilities
- (FEF) Fire & Emergency Services
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Contributions Plan\swds\LIC Plan - Soldiers Point Sht19of25 (A3L).swd

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Local Infrastructure Contributions Plan

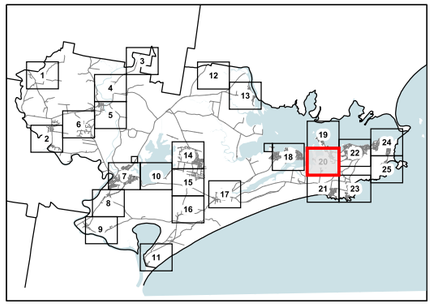
TOMAREE CATCHMENT

Taylors Beach Salamander Bay

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
- (BS) Bus Facilities
- (FEF) Fire & Emergency Services
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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0 metres 750

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FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Contributions Plan\swds\LIC Plan - Taylors Beach-Salamander Bay Sht20of25 (A3L).swd

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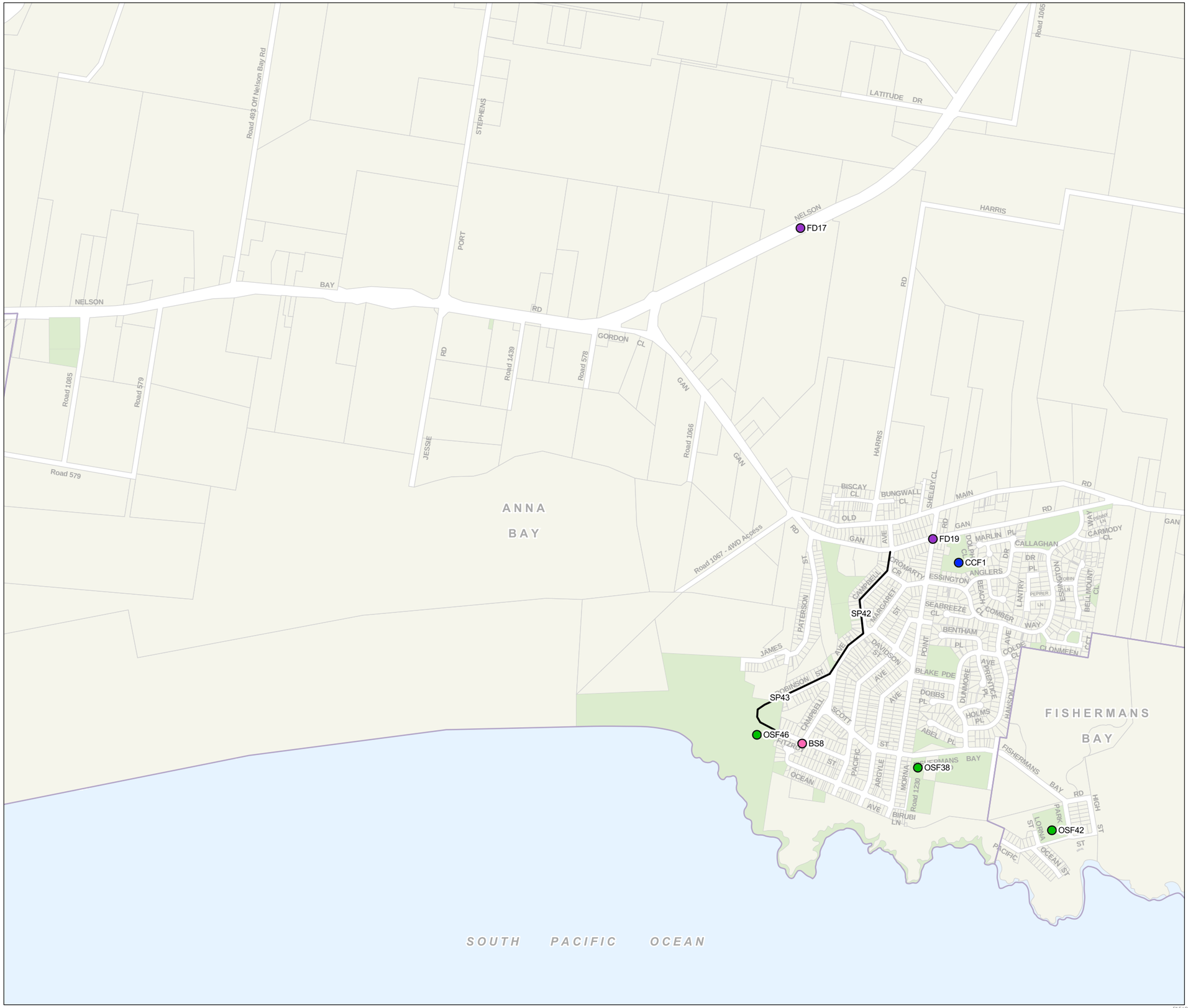
Local Infrastructure Contributions Plan

TOMAREE CATCHMENT

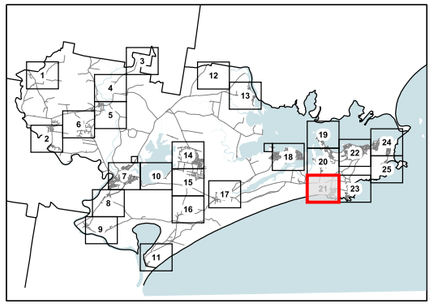
Anna Bay Fishermans Bay



Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
- (BS) Bus Facilities
- (FEF) Fire & Emergency Services
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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0 metres 750

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SHEET 21 OF 25

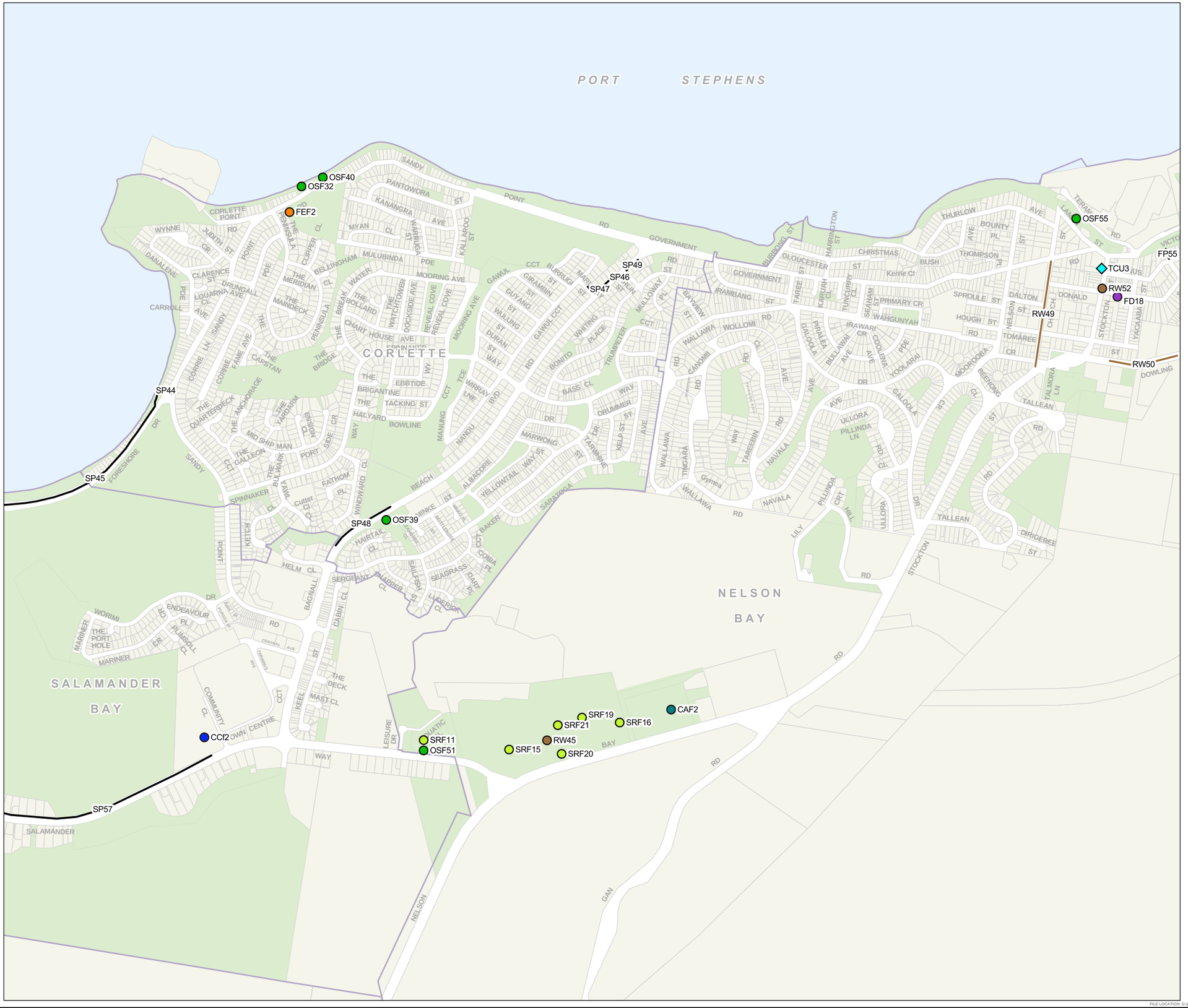
FILE LOCATION: G:\gismapa\Section 11-7 Local Infrastructure Contributions Plan\2020\Contributions Plan\awds\LIC Plan - Anna Bay-Fishermans Bay Sh21of25 (A3L).wsd

PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

TOMAREE CATCHMENT

Corlette Salamander Bay Nelson Bay



Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
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- (BS) Bus Facilities
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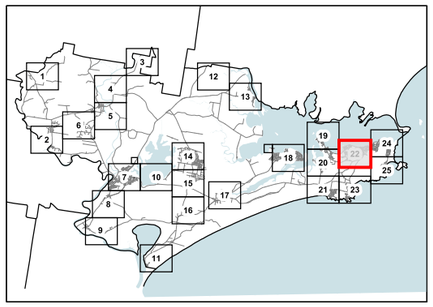
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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0 metres 750

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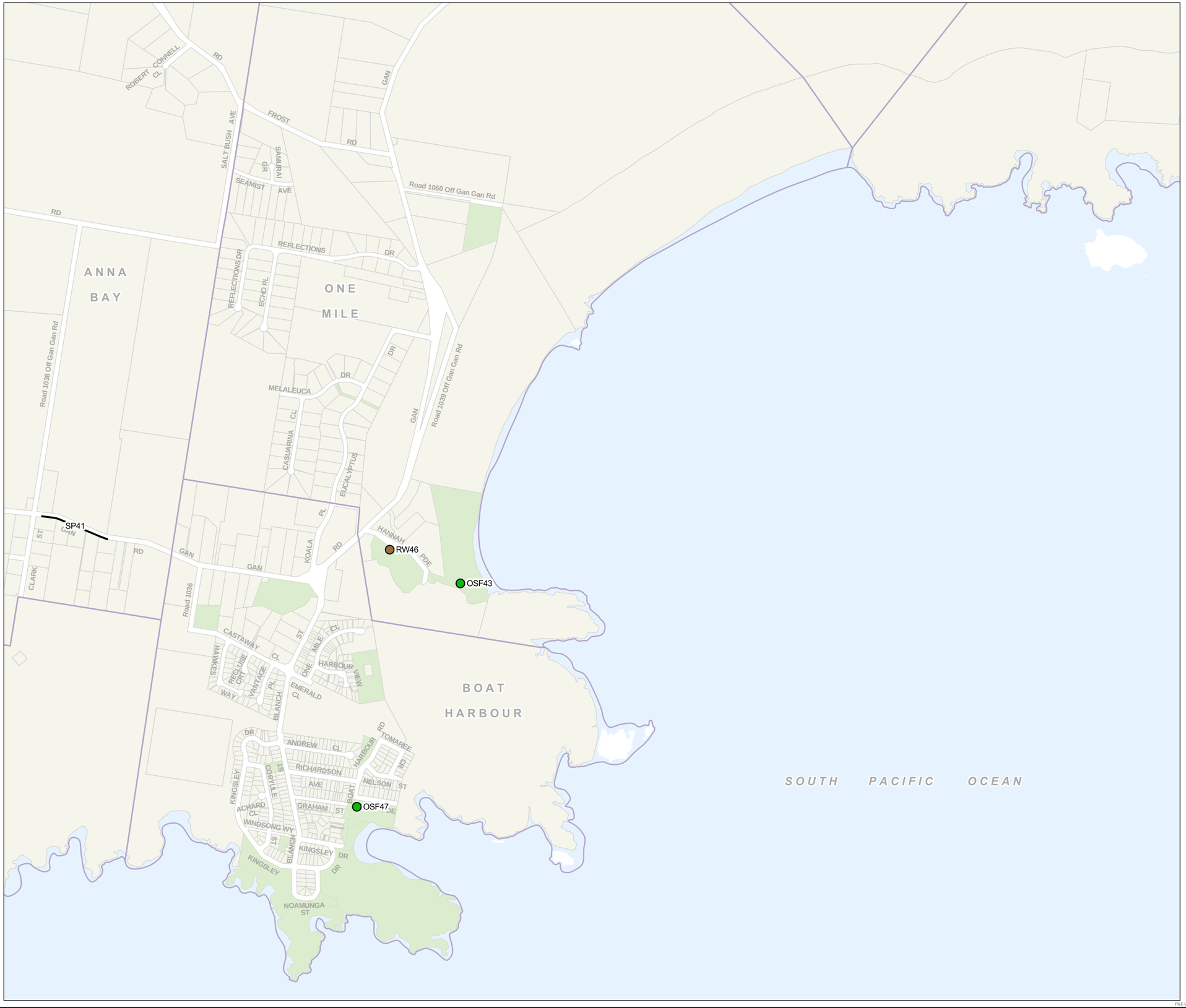
SHEET 22 OF 25

FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Contributions Plan\swds\LIC Plan - Corlette-Salamander Bay-Nelson Bay Sht22of25 (A3L).swd



PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

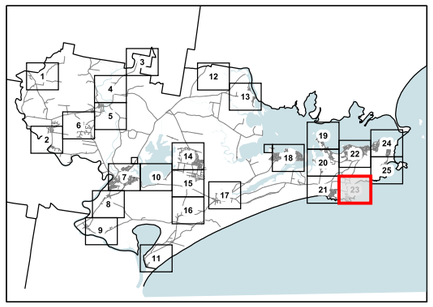
TOMAREE CATCHMENT

Boat Harbour One Mile

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
- (BS) Bus Facilities
- (FEF) Fire & Emergency Services
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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0 metres 750

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FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Contributions Plan\swds\LIC Plan - Boat Harbour-One Mile Sht23of25 (A3L).swd

PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

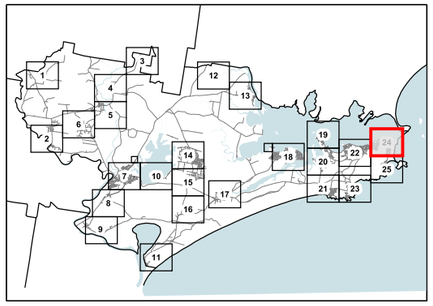
TOMAREE CATCHMENT

Nelson Bay
Shoal Bay

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
- (BS) Bus Facilities
- (FEF) Fire & Emergency Services
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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0 metres 750

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FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Contributions Plan\swds\LIC Plan - Nelson Bay-Shoal Bay Sh24of25 (A3L).swd

PORT STEPHENS COUNCIL

Local Infrastructure Contributions Plan

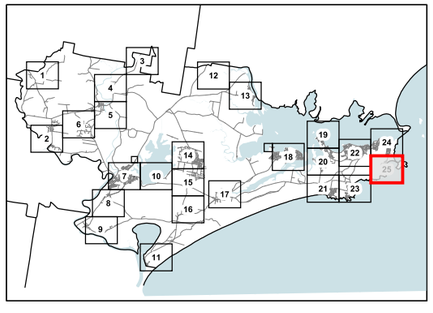
TOMAREE CATCHMENT

Fingal Bay

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
- (RW) Roadworks
- (BS) Bus Facilities
- (FEF) Fire & Emergency Services
- (FD) Flooding & Drainage Works
- (TCU) Town Centre Upgrades
- (SP) Shared Path
- (FP) Footpath
- Parks/Reserves

KEY MAP



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FILE LOCATION: G:\gis\maps\Section 11-7 Local Infrastructure Contributions Plan\2020\Contributions Plan\cwds\LIC Plan - Fingal Bay Sht25of25 (A3L).swd

Local Infrastructure Contributions Plan
Newcastle Council Cross Boundary Projects

PORT STEPHENS COUNCIL

FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Newcastle Council Cross Boundary Projects\LIC Plan - Newcastle Council Cross Boundary Projects (A3P).swd

Local Infrastructure Contributions Plan
Medowie Traffic & Transport

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FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Medowie Traffic & Transport\LIC Plan - Medowie Traffic & Transport (A3P).swd

Local Infrastructure Contributions Plan
Kings Hill Urban Release Area

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FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2020\Kings Hill Urban Release Area\LIC Plan - Kings Hill Urban Release Area (A3P).swd

PORT STEPHENS
COUNCIL

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Raymond Terrace NSW 2324

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