



PORT STEPHENS
COUNCIL

Local Infrastructure Contributions Plan

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.



GUUDJI YIIGU

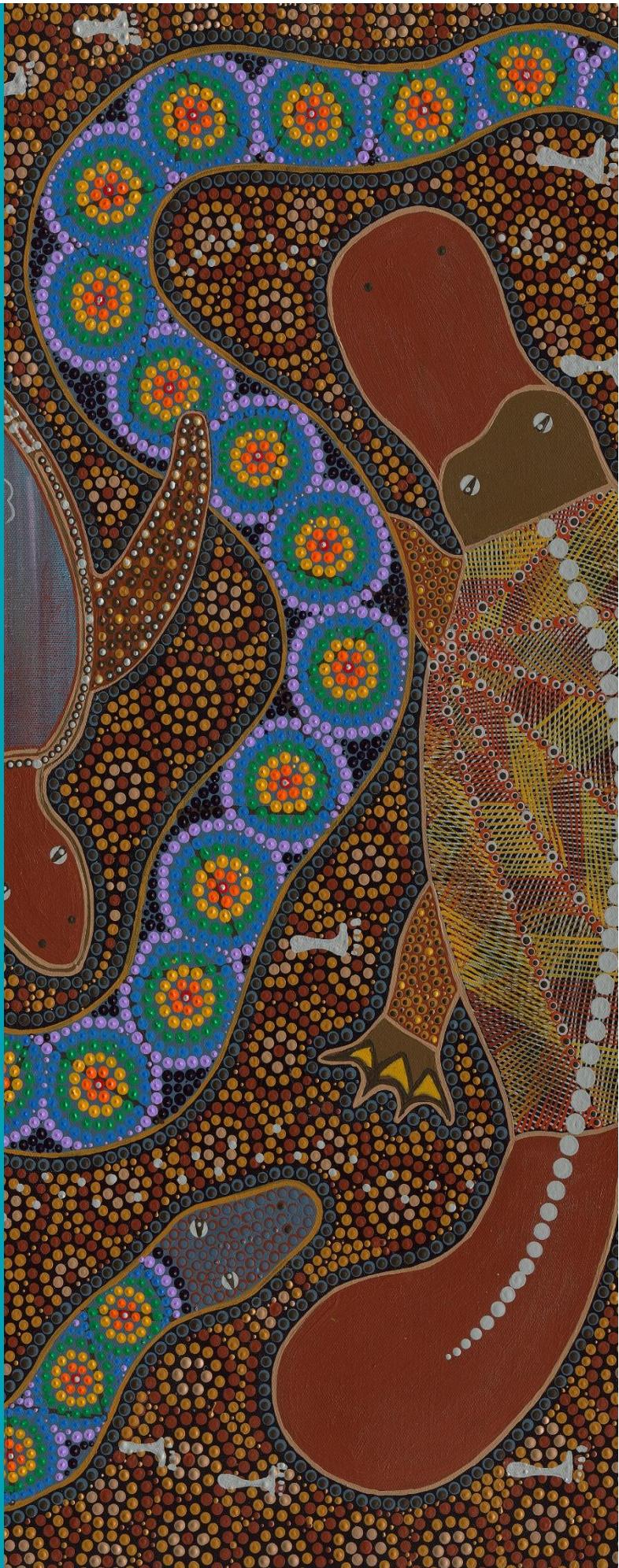
(GOO-JEE IK-KOO)

We welcome you to Port Stephens – part of the Worimi Aboriginal Nation. Port Stephens Council acknowledges the Worimi people as traditional owners and custodians of the lands and waterways on which we all live, learn, work and play.

We value and respect the Worimi people and the legacy 60,000 years of Aboriginal Nation traditions and culture brings with it. As part of Council's culture of acceptance, diversification and harmony we walk alongside the Worimi people on a journey of listening and learning.

Together we will strive to make this a better place for all peoples. As guardians of these lands, we ask that you tread lightly to help preserve the biodiversity and respect those who came before as well as those who will follow.

Artwork by Regan Lilley.



1.0

Executive Summary



1.0 Executive Summary

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

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

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

The Plan was adopted by Council at a meeting held on 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

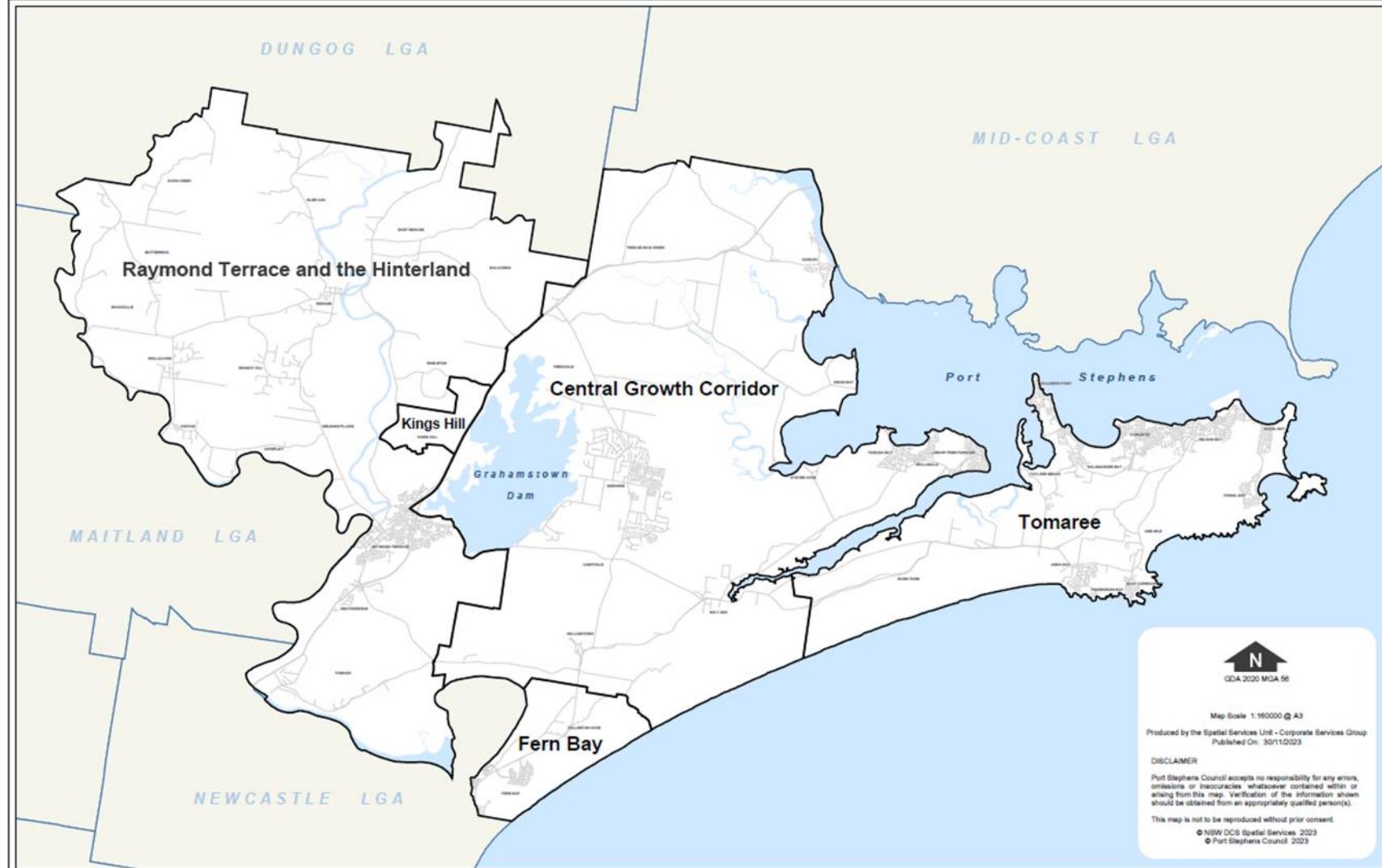
The Plan has the following chapters:

- 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.

Local Infrastructure Contributions - Catchment Areas



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FILE LOCATION: G:\gismaps\Section 11-7 Local Infrastructure Contributions Plan\2029\Catchment Areas\Local Infrastructure Contributions - Catchment Areas (A3).swd

1.2 Summary of Contribution Rates

For the purposes of this Plan, the local government area (LGA) has been divided into five 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 Hinterland | Central Growth Corridor | Tomaree | Fern Bay | Kings Hill URA |
| Civic Administration – Plan Management | \$755 | \$757 | \$755 | \$756 | \$723 |
| Civic Administration – Works Depot | \$1,170 | \$1,170 | \$1,170 | \$1,170 | \$1,401 |
| Town Centre Upgrades | \$3,414 | \$3,433 | \$3,412 | \$3,414 | \$3,772 |
| Public Open Space, Parks and Reserves | \$861 | \$2,443 | \$2,264 | \$368 | \$407 |
| Sports and Leisure Facilities | \$4,282 | \$3,565 | \$2,082 | \$1,948 | \$1,824 |
| Community and Cultural Facilities | \$443 | \$445 | \$445 | \$443 | \$489 |
| Road Works | \$3,190 | \$2,439 | \$3,570 | \$4,804 | \$0 |
| Medowie Traffic and Transport | \$0 | \$3,135 | \$0 | \$0 | \$0 |
| Shared Paths | \$4,239 | \$481 | \$3,286 | \$2,336 | \$0 |
| Bus Facilities | \$18 | \$33 | \$9 | \$1,121 | \$0 |
| Fire and Emergency | \$116 | \$0 | \$528 | \$0 | \$0 |
| Flood and Drainage Works | \$720 | \$1,795 | \$2,177 | \$0 | \$0 |
| Cross Boundary Contributions | \$0 | \$0 | \$0 | \$3,337 | \$0 |
| Kings Hill Urban Release Area | \$792 | \$304 | \$302 | \$303 | \$21,384 |
| Total | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$30,000 |

Table 2 – Summary of infrastructure rates for secondary dwellings, housing for seniors or people with a disability and affordable housing (only applicable by meeting the requirements as set out in Section 2.6 of this Plan)

| Infrastructure Category | Catchment Rate (per dwelling/lot) | | | | |
|--|------------------------------------|-------------------------|-----------------|-----------------|-----------------|
| | Raymond Terrace and the Hinterland | Central Growth Corridor | Tomaree | Fern Bay | Kings Hill URA |
| Civic Administration – Plan Management | \$378 | \$378 | \$378 | \$378 | \$362 |
| Civic Administration – Works Depot | \$585 | \$585 | \$585 | \$585 | \$700 |
| Town Centre Upgrades | \$1,706 | \$1,716 | \$1,706 | \$1,706 | \$1,887 |
| Public Open Space, Parks and Reserves | \$431 | \$1,221 | \$1,132 | \$184 | \$203 |
| Sports and Leisure Facilities | \$2,141 | \$1,783 | \$1,041 | \$974 | \$912 |
| Community and Cultural Facilities | \$222 | \$223 | \$223 | \$222 | \$245 |
| Road Works | \$1,595 | \$1,219 | \$1,784 | \$2,401 | \$0 |
| Medowie Traffic and Transport | \$0 | \$1,567 | \$0 | \$0 | \$0 |
| Shared Paths | \$2,119 | \$241 | \$1,642 | \$1,168 | \$0 |
| Bus Facilities | \$9 | \$17 | \$5 | \$561 | \$0 |
| Fire and Emergency | \$58 | \$0 | \$264 | \$0 | \$0 |
| Flood and Drainage Works | \$360 | \$898 | \$1,089 | \$0 | \$0 |
| Cross Boundary Contributions | \$0 | \$0 | \$0 | \$1,669 | \$0 |
| Kings Hill Urban Release Area | \$396 | \$152 | \$151 | \$152 | \$10,691 |
| Total | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$15,000 |

Table 3 – Summary of discounted infrastructure rates for tourist and visitor accommodation and caravan parks for short term occupation (only applicable by meeting the requirements as set out in Section 2.6 of this Plan)

| Infrastructure Category | Catchment Rate (per dwelling/lot) | | | | |
|--|------------------------------------|-------------------------|-----------------|-----------------|-----------------|
| | Raymond Terrace and the Hinterland | Central Growth Corridor | Tomaree | Fern Bay | Kings Hill URA |
| Civic Administration – Plan Management | \$566 | \$568 | \$566 | \$567 | \$542 |
| Civic Administration – Works Depot | \$878 | \$878 | \$878 | \$878 | \$1,051 |
| Town Centre Upgrades | \$2,560 | \$2,575 | \$2,558 | \$2,561 | \$2,829 |
| Public Open Space, Parks and Reserves | \$646 | \$1,832 | \$1,698 | \$276 | \$305 |
| Sports and Leisure Facilities | \$3,211 | \$2,673 | \$1,562 | \$1,461 | \$1,368 |
| Community and Cultural Facilities | \$332 | \$334 | \$334 | \$332 | \$367 |
| Road Works | \$2,393 | \$1,829 | \$2,677 | \$3,602 | \$0 |
| Medowie Traffic and Transport | \$0 | \$2,351 | \$0 | \$0 | \$0 |
| Shared Paths | \$3,179 | \$361 | \$2,464 | \$1,752 | \$0 |
| Bus Facilities | \$14 | \$25 | \$7 | \$841 | \$0 |
| Fire and Emergency | \$87 | \$0 | \$396 | \$0 | \$0 |
| Flood and Drainage Works | \$540 | \$1,346 | \$1,633 | \$0 | \$0 |
| Cross Boundary Contributions | \$0 | \$0 | \$0 | \$2,503 | \$0 |
| Kings Hill Urban Release Area | \$594 | \$228 | \$227 | \$227 | \$16,038 |
| Total | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$22,500 |

Table 5 – Summary of road haulage contribution

| Development Type | Contribution Amount |
|-----------------------------------|---------------------|
| Extractive Industry and/or mining | \$0.097/t/km |

Contents

| | |
|--|-----|
| 1.0 Executive Summary | iii |
| 1.1 Structure of the Plan..... | iii |
| 1.2 Summary of Contribution Rates..... | v |
| 2.0 Introduction | 2 |
| 2.1 Name of this Plan and Commencement | 2 |
| 2.2 Purpose and Objectives of this Plan..... | 2 |
| 2.3 Land to which this Plan Applies..... | 2 |
| 2.4 Interpretation..... | 4 |
| 2.5 Development to which this Plan Applies | 4 |
| 2.6 Rate adjustments for section 7.11 contributions | 5 |
| 2.6.1 Secondary dwellings (granny flats) | 5 |
| 2.6.2 Tourist and Visitor Accommodation and caravan parks | 5 |
| 2.6.3 Housing for Seniors or People with a Disability | 5 |
| 2.6.4 Affordable Rental Housing | 6 |
| 2.6.5 Moveable Dwellings | 7 |
| 2.7 Savings and Transitional Arrangements | 7 |
| 2.8 Relationship to other plans..... | 7 |
| 3.0 Plan Operation | 9 |
| 3.1 Calculating the Contributions..... | 9 |
| 3.2 Section 7.12: Calculating the Cost of Works..... | 9 |
| 3.3 Indexation of Section 7.11 Contributions | 11 |
| 3.3.1 Land Cost | 11 |
| 3.3.2 Consent..... | 12 |
| 3.3.3 Heavy haulage | 12 |
| 3.4 Indexation of section 7.12 contributions | 12 |
| 3.5 Ministerial Direction: Section 7.11 Thresholds | 13 |
| 3.6 Other Forms of Contributions | 13 |
| 3.6.1 Dedication of Land | 14 |
| 3.6.2 Voluntary Planning Agreements | 14 |
| 3.6.3 Works in Kind Agreement and Material Public Benefit Agreement..... | 15 |
| 3.6.4 Works required as a condition of consent | 16 |
| 3.7 Settlement of Contributions..... | 17 |

| | |
|---|-----------|
| 3.8 Deferred Payment of Contributions | 17 |
| 3.9 Paying the Contributions | 18 |
| 3.10 Refunding the Contribution | 18 |
| 3.11 Contributions for Mixed Use Development..... | 19 |
| 4.0 Plan Administration | 21 |
| 4.1 Accredited certifiers..... | 21 |
| 4.2 Accounting for contributions | 21 |
| 4.3 Annual statement | 21 |
| 4.4 Review of this plan..... | 21 |
| 4.5 Pooling of Contributions | 22 |
| 4.6 Repealed Contributions..... | 22 |
| 4.7 Application of Section 7.12 Monies Collected under this Plan | 22 |
| 5.0 Contributions Strategy | 24 |
| 5.1 Nexus and Apportionment..... | 25 |
| 5.1.1 Nexus..... | 25 |
| 5.1.2 Apportionment..... | 26 |
| 5.2 Contributions Catchments..... | 26 |
| 5.3 Local Infrastructure Categories..... | 26 |
| 5.3.1 Civic Administration - Plan Management | 27 |
| 5.3.2 Civic Administration - Works Depot..... | 27 |
| 5.3.3 Town Centre Upgrades | 29 |
| 5.3.4 Public Open Space, Parks and Reserves | 30 |
| 5.3.5 Sports and Leisure Facilities | 31 |
| 5.3.6 Community and Cultural Facilities..... | 33 |
| 5.3.7 Road Works | 34 |
| 5.3.8 Medowie Traffic and Transport..... | 36 |
| 5.3.9 Shared Pathways | 37 |
| 5.3.10 Bus Facilities | 38 |
| 5.3.11 Fire and Emergency | 39 |
| 5.3.12 Flood and Drainage Works | 40 |
| 5.3.13 Cross Boundary Contributions..... | 41 |
| 5.3.14 Road Haulage..... | 42 |
| 5.3.15 Kings Hill Urban Release Area..... | 45 |

Appendix A Work Schedule

Appendix B Mapping

Appendix C Cost Summary Reports

Appendix D List of Amendments to the Plan



2.0

Introduction



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 D.

2.2 Purpose and Objectives of this Plan

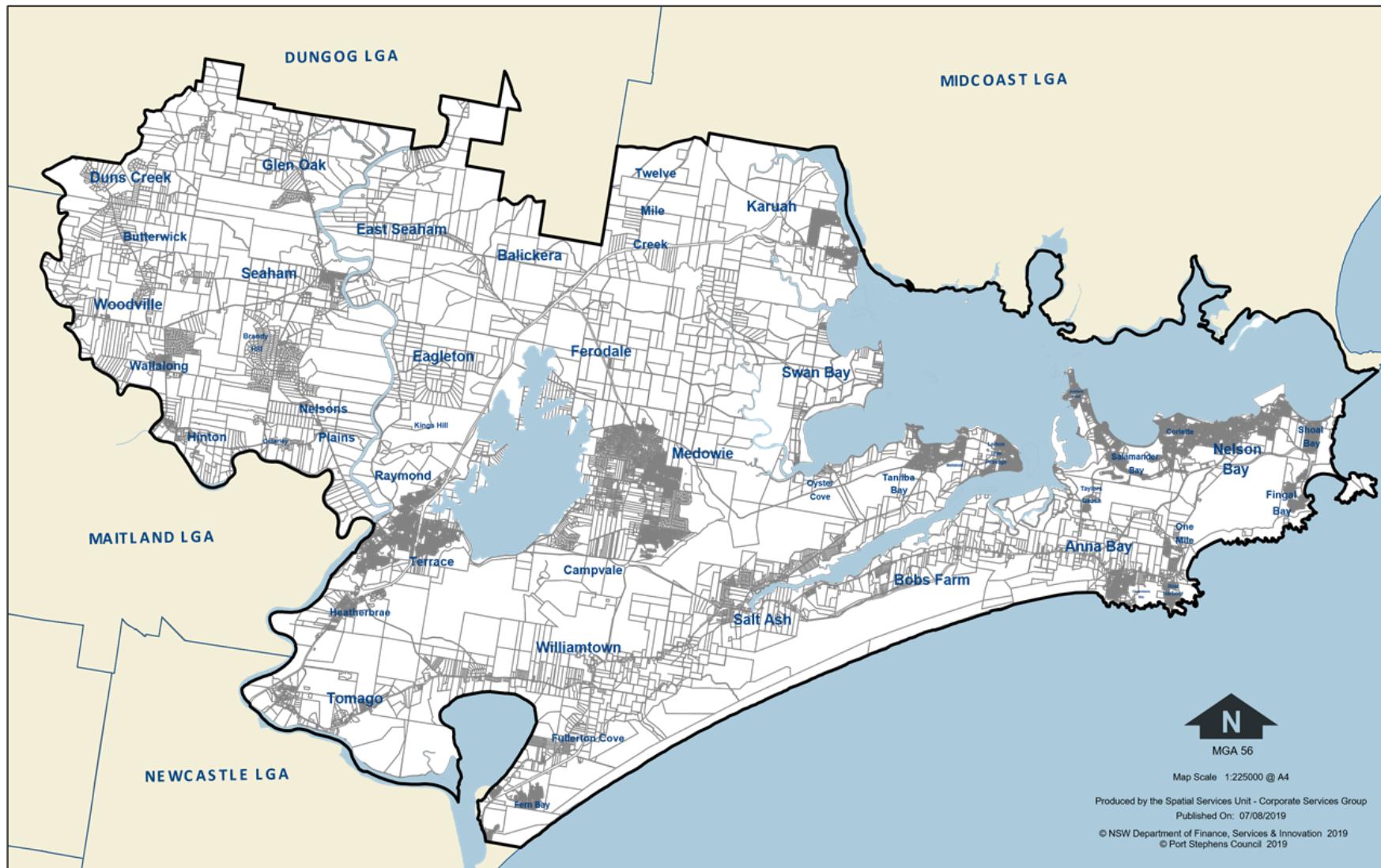
The primary purpose of the Plan is to satisfy the requirements of the Environmental Planning and Assessment Act 1979 (the Act) and authorise the imposition of conditions of consent requiring contributions for the provision of public services and amenities as a result of the increase in demand caused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



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) 2021 (Housing SEPP), excluding residential care facilities | Section 7.11 |
| Affordable rental housing managed by a Community Housing Provider | 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 <i>State Environmental Planning Policy 36 – Manufactured Home Estates</i> | Section 7.11 |
| Manufactured home estates, as defined in <i>State Environmental Planning Policy 36 – Manufactured Home Estates</i> | 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 |
| Development that 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 or Section 7.12 (whichever is greater) |

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, and are recognised as a form of diverse housing to be incentivised, consistent with the aims and objectives outlined in *State Environmental Planning Policy (Housing) 2021*.

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

2.6.2 Tourist and Visitor Accommodation and caravan parks

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 and caravan parks are more sporadic than long term residential accommodation. Therefore, the contribution rate will be 75% for all infrastructure categories.

2.6.3 Housing for Seniors or People with a Disability

Seniors housing is defined in the Standard Instrument (Local Environmental Plans) Order 2006 as:

a building or place that is—

- (a) a residential care facility, or*
- (b) a hostel within the meaning of State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5, or*
- (c) a group of independent living units, or*
- (d) a combination of any of the buildings or places referred to in paragraphs (a)–(c), and that is, or is intended to be, used permanently for—*
- (e) seniors or people who have a disability, or*
- (f) people who live in the same household with seniors or people who have a disability, or*
- (g) staff employed to assist in the administration of the building or place or in the provision of services to persons living in the building or place, 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 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.

2.6.4 Affordable Rental Housing

Affordable rental housing is housing that is managed by a registered Community Housing Provider (such as Hume Community Housing or Home In Place).

It can also include rental properties managed by social housing providers such as NSW Land & Property Corporation, Aboriginal Housing Office, or NSW Department of Communities and Justice, however these providers generally do not pay contributions when undertaking new development.

Affordable rental housing is housing that meets the needs of a range of very low to moderate income households and priced so that these households are also able to meet other basic living costs, such as food, clothing, transport, medical care and education. A condition of consent requires affordable rental housing to be managed by a community housing provider usually for a period of at least 15 years.

Affordable rental housing is recognised as a form of diverse housing to be incentivised, consistent with the aims and objectives outlined in *State Environmental Planning Policy (Housing) 2021*.

The contribution rate for residential development being used for affordable rental housing will be discounted by 50% for all infrastructure categories. The discount only applies to the affordable rental housing components of the development.

Council will consider the following when deciding whether or not a discount should apply:

- Evidence the proposed dwelling(s) shall be used for the purpose of affordable rental housing for a minimum of 15 years from the date of first occupation of the dwelling(s)

Where a development is proposing multiple uses, the above discount will only apply to the dwellings and/or rooms that are being used as affordable rental housing.

2.6.5 Moveable Dwellings

Moveable dwellings can include:

- Short term accommodation for tourists and visitors located in a caravan park; or
- Long term accommodation for residents in caravan parks.

For moveable dwellings in caravan parks that are short term tourist and visitor accommodation, the discount on the contributions rate that applies to other tourist and visitor accommodation will apply (25% discount).

For moveable dwellings that provide long term accommodation in caravan parks a 25% discount will apply because this type of housing can:

- Provide an important supply of affordable housing;
- Offer higher densities and increase the supply of housing in an area; and
- Have lower occupancy rates as they are often marketed to seniors and retirees, and therefore has a lower infrastructure demand.

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. In accordance with Section 7.20(4) of the Act, 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



3.0 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 Section 208 of the *Environmental Planning and Assessment Regulation 2021* (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

Section 208 of the Regulation provides the framework for determining the proposed cost of development:

- (1) *The proposed cost of carrying out development must be determined by the consent authority by adding up all the costs and expenses that have been or will be incurred by the applicant in carrying out the development.*
- (2) *The costs of carrying out development include the costs of, and costs incidental to, the following—*
 - (a) *if the development involves the erection of a building or the carrying out of engineering or construction work—*
 - (i) *erecting the building or carrying out the work, and*
 - (ii) *demolition, excavation and site preparation, decontamination or remediation,*
 - (b) *if the development involves a change of use of land—doing anything necessary to enable the use of the land to be changed,*
 - (c) *if the development involves the subdivision of land—preparing, executing and registering—*
 - (i) *the plan of subdivision, and*
 - (ii) *the related covenants, easements or other rights.*

(3) *In determining the proposed cost, a consent authority may consider an estimate of the proposed cost that is prepared by a person, or a person of a class, approved by the consent authority to provide the estimate.*

(4) *The following costs and expenses must not be included in an estimate or determination of the proposed cost—*

- (a) *the cost of the land on which the development will be carried out,*
- (b) *the costs of repairs to a building or works on the land that will be kept in connection with the development,*
- (c) *the costs associated with marketing or financing the development, including interest on 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 for the development,*
- (g) *the costs of fittings and furnishings, including refitting or refurbishing, associated with the development, except if the development involves an enlargement, expansion or intensification of a current use of land,*
- (h) *the costs of commercial stock inventory,*
- (i) *the taxes, levies or charges, excluding GST, paid or payable in connection with the development by or under a law,*
- (j) *the costs of enabling access by people with disability to the development,*
- (k) *the costs of energy and water efficiency measures associated with the development,*
- (l) *the costs of development that is provided as diverse housing,*
- (m) *the costs of development that is the adaptive reuse of a heritage item.*

(5) *The proposed cost may be adjusted before payment of a development levy, as specified in a contributions plan, to reflect quarterly or annual variations to readily accessible index figures adopted by the plan between the day on which the proposed cost was determined by the consent authority and the day by which the development levy must be paid.*

For the purposes of subsection (3) 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 2021* (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:

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

Where:

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

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

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

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

Where:

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

The current contributions are as stated in this plan.

3.3.3 Heavy haulage

For changes to the Producer Price Index (PPI) - Road and bridge construction NSW, the contribution rates within the plan will be amended on an annual basis in accordance with the following formula:

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

Where:

- $\$Ca$** is the contribution at the time of adoption of the Plan expressed in dollars.
- Current Index** is the PPI Road and bridge construction, as published by the Australian Bureau of Statistics available at the time of review of the contribution rate.
- Base Index** is the PPI Road and bridge construction, as published by the Australian Bureau of Statistics. At the date of adoption of the Plan this figure is 149.1.

3.4 Indexation of section 7.12 contributions

Pursuant to Section 208 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:

- Dedication of land;
- Voluntary Planning Agreement; and

- 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.

VPAs offer an enhanced and more flexible mechanism for collecting development contributions which achieves net community benefits from development wherever possible and appropriate.

The offer to enter into a VPA will generally need to accompany the relevant development application or planning proposal. A Letter of Offer template is available on Council's website. Unless otherwise agreed with a developer, Council will prepare the draft VPA.

In considering, negotiating and entering into a VPA, Council will consider the following objectives:

- Compensation for the loss of, or damage to, a public amenity, service, resource or asset caused by the development through its replacement, substitution, repair or regeneration.
- It meets the demands created by the development for new public infrastructure, amenities and services.
- It achieves community benefits, such as the provision of affordable housing, securing conservation outcomes, or economic development opportunities and initiatives.
- It addresses a deficiency in the existing provision of public facilities in the Council's area.
- It achieves ongoing funding in respect of public facilities or management of land, including bushland.

- That the prescribed inclusions in the development are consistent with Council's strategic and infrastructure plans and meets specific planning objectives of Council.
- Allowing the payment of monetary contributions at various stages of development which may differ to that specified in an adopted Contributions Plan, pending careful consideration of public facility delivery, delivery of community benefits and associated financial implications.

Council plans and policies may identify funding targets for VPAs and other planning agreements. These will reflect the cost of the infrastructure needed to support growth in an identified precinct.

VPAs must provide for security to cover the developer's obligations under the planning agreement. VPAs will contain provision requiring a bond or bank guarantee or other suitable means to enforce the planning agreement in the event of a breach by the landowner or developer. Monetary contributions or the delivery of works are to be provided prior to the issuing of any Part 6 Certificate under the Act, usually a subdivision certificate or construction certificate.

VPAs will be registered on title. It is the developer's obligation to obtain written agreement of all persons with an interest in the land prior to execution of the planning agreement.

The developer is responsible for all costs related to the negotiation and execution of the VPA.

These costs include:

- Negotiating, preparing, advertising and entering into the VPA (including but not limited to legal fees, consultants, valuers, quantity surveyors' fees and Council staff costs);
- Registration of the VPA on the title of any relevant land; and
- Enforcement of the VPA.

The Port Stephens Fees and Charges set out the minimum fees payable by the developer, however additional costs may be incurred. Council will recover any additional costs via a term within the VPA.

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 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. A 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.

When deciding to accept a WIKA or MPBA proposal, Council will consider (but not be limited to) the following:

- The works in kind facilities which are already included in the Contributions Plan, or other works as identified in the Strategic Asset Management Plan, Public Domain Plans, Place Plans or Council's other adopted planning documents.
- The impending need to construct the works for which the contributions are to be offset.
- The value of the works to be undertaken are equal to or greater than the value of the contribution assessed in accordance with the Plan
- An assessment of the shortfall or credit in contributions as a result of the proposals.
- The impact on provision of other facilities in a timely and orderly manner.
- The extent to which the works satisfy the purpose for which the contribution was sought.

The acceptance of works through a WIKA or MPBA is at the complete discretion of Council. Unless otherwise agreed with a Developer, Council will manage the preparation of any draft agreement

3.6.4 Works required as a condition of consent

In addition to infrastructure contributions, development may be conditioned to require the provision of infrastructure.

Council maintains existing infrastructure as necessary to ensure an acceptable standard of service. Some infrastructure and locations may not be able to accommodate additional growth (for example new housing or additional heavy vehicle loading) without immediate upgrades. For example, there may be upgrades to roads, footpaths, drains, or traffic facilities that are directly required by a development and without which the development could not or should not reasonably occur.

New infrastructure, or upgrades to existing infrastructure, may be required to accommodate the additional growth and the impacts attributed to the new development.

Existing infrastructure items listed in the Plan to be funded by contributions may not have been designed to accommodate the level of additional growth that is attributed to a new development. These items may have been considered sufficient to maintain an acceptable level of service without the new development, but would be insufficient to maintain that level should the new development go ahead. In these instances, the upgrades required to these infrastructure projects can be attributed to the new development and without which the development could not or should not reasonably occur.

Where a development requires works to be undertaken, the requirement will be by way of a condition imposed on the development consent under section 4.17(1)(f) of the EP&A Act. This will be in addition to any local infrastructure contributions required.

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 generally take precedence, however, this is at the discretion of Council.



4.0

Plan Administration



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 Regulation.

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

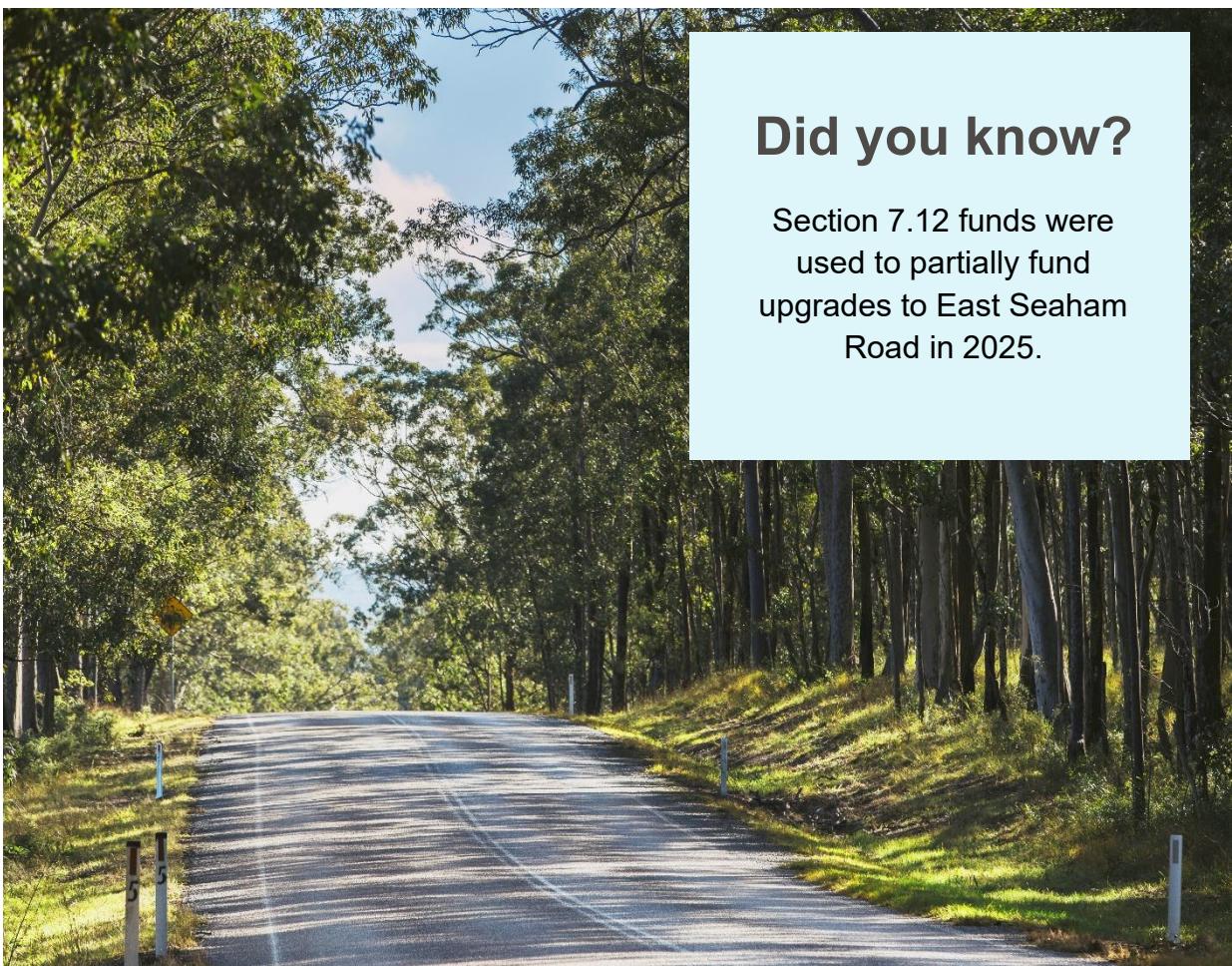
This plan authorises monetary contributions paid for different purposes to be pooled and applied (progressively or otherwise) to any item as set out in the Works Schedule of this Plan (Appendix A).

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.



Did you know?

Section 7.12 funds were used to partially fund upgrades to East Seaham Road in 2025.

5.0

Contributions Strategy



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 Hinterland – 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.

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

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.

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).

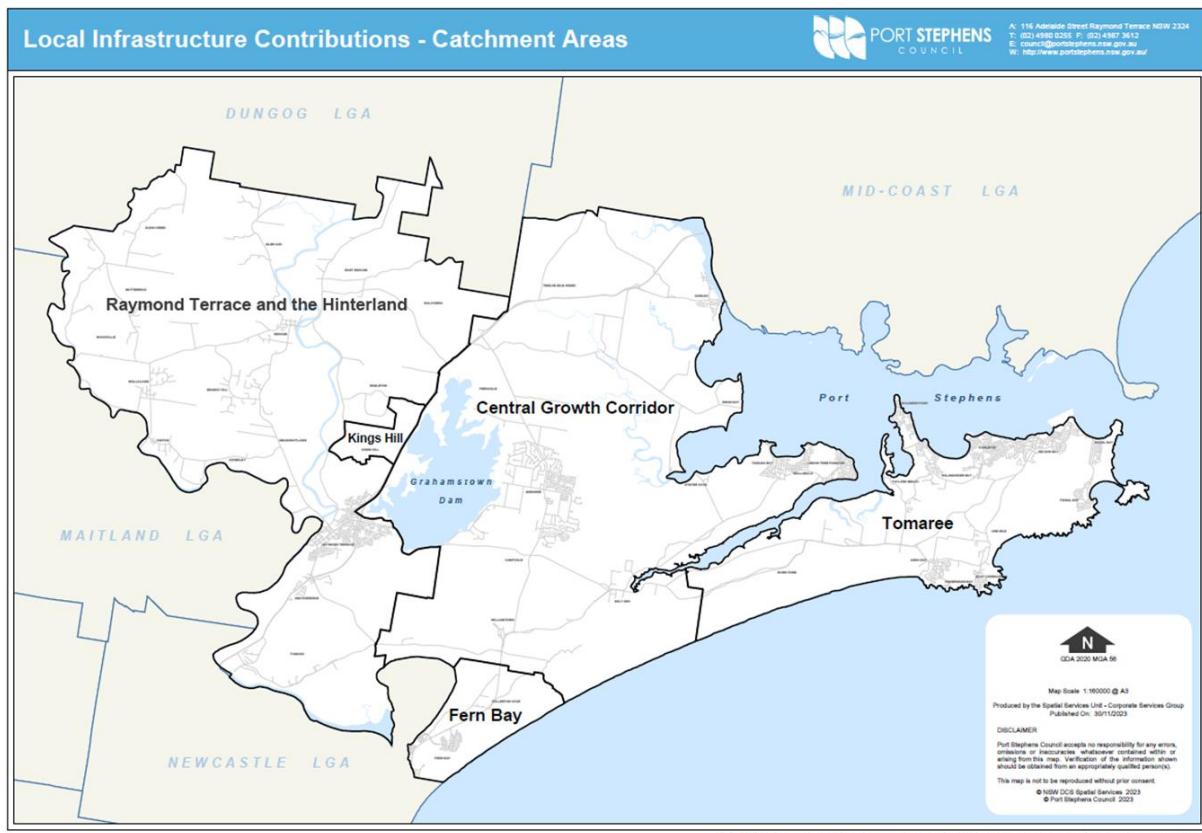
¹ Secretary's Practice Note: Local Infrastructure Contributions, published by the NSW Department of Planning, Infrastructure, January 2019.

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.



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.

Civic administration - plan management Section 7.11 Contribution:

| CATCHMENT | CONTRIBUTION PER LOT/DWELLING |
|------------------------------------|-------------------------------|
| Raymond Terrace and the Hinterland | \$755 |
| Central Growth Corridor | \$757 |
| Tomaree | \$755 |
| Fern Bay | \$756 |
| Kings Hill URA | \$723 |

5.3.2 Civic Administration - Works Depot

The Resourcing Strategy 2025 to 2035 identifies future plans to redevelop and relocate the Nelson Bay works depots. The project is identified as necessary to meet the needs of future growth and maintain a desired level of service.

A site area for a new works depot at Nelson Bay is estimated between 1.4 to 1.6 hectares. This area is 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 Nelson Bay, including all assets and infrastructure is estimated at \$13.75 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 depot provides 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 cost 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:

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

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.

Civic administration works - depot Section 7.11 Contribution:

| CATCHMENT | CONTRIBUTION PER LOT/DWELLING |
|------------------------------------|-------------------------------|
| Raymond Terrace and the Hinterland | \$1,170 |
| Central Growth Corridor | \$1,170 |
| Tomaree | \$1,170 |
| Fern Bay | \$1,170 |
| Kings Hill URA | \$1,401 |

5.3.3 Town Centre Upgrades

The State Government has identified Raymond Terrace and Nelson Bay as Strategic Centres in the Hunter Regional Plan 2041. The Hunter Regional Plan also identifies Medowie and Fern Bay as priority locations for future housing.

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, Medowie Place Plan the Nelson Bay Delivery Program and related public domain plans). Additionally, Port Stephens Council and City of Newcastle have prepared the Fern Bay/North Stockton Strategy that will unlock the development of a town centre. The Resourcing Strategy 2025 to 2035 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.

Town centre upgrades Section 7.11 Contribution:

| CATCHMENT | CONTRIBUTION PER LOT/DWELLING |
|------------------------------------|-------------------------------|
| Raymond Terrace and the Hinterland | \$3,414 |
| Central Growth Corridor | \$3,433 |
| Tomaree | \$3,412 |
| Fern Bay | \$3,414 |
| Kings Hill URA | \$3,772 |

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 a 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 masterplans 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:

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

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.

Public open space, parks and reserves Section 7.11 Contribution:

| CATCHMENT | CONTRIBUTION PER LOT/DWELLING |
|------------------------------------|-------------------------------|
| Raymond Terrace and the Hinterland | \$861 |
| Central Growth Corridor | \$2,443 |
| Tomaree | \$2,264 |
| Fern Bay | \$368 |
| Kings Hill URA | \$407 |

5.3.5 Sports and Leisure Facilities

Sports and leisure facilities range from large integrated complexes, such as Tomaree Sport Complex and King Park 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 a 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 King Park, 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:

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

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.

Sports and leisure Section 7.11 Contribution:

| CATCHMENT | CONTRIBUTION PER LOT/DWELLING |
|------------------------------------|-------------------------------|
| Raymond Terrace and the Hinterland | \$4,282 |
| Central Growth Corridor | \$3,565 |
| Tomaree | \$2,082 |
| Fern Bay | \$1,948 |
| Kings Hill URA | \$1,824 |

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.

Community and cultural facilities Section 7.11 Contribution:

| CATCHMENT | CONTRIBUTION PER LOT/DWELLING |
|------------------------------------|-------------------------------|
| Raymond Terrace and the Hinterland | \$443 |
| Central Growth Corridor | \$445 |
| Tomaree | \$445 |
| Fern Bay | \$443 |
| Kings Hill URA | \$489 |

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:

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

Where:

$\%F\$$ is the apportionment of costs towards local infrastructure contributions.

C^u is the cost of upgrade.

C^l is the current literal replacement cost.

Based on the apportionment, 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.

Road works Section 7.11 Contribution:

| CATCHMENT | CONTRIBUTION PER LOT/DWELLING |
|------------------------------------|-------------------------------|
| Raymond Terrace and the Hinterland | \$3,190 |
| Central Growth Corridor | \$2,439 |
| Tomaree | \$3,570 |
| Fern Bay | \$4,804 |
| 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 2041 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:

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

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.

Medowie traffic and transport Section 7.11 Contribution:

| CATCHMENT | CONTRIBUTION PER LOT/DWELLING |
|------------------------------------|-------------------------------|
| Raymond Terrace and the Hinterland | \$0 |
| Central Growth Corridor | \$3,135 |
| 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.

Shared paths section 7.11 contribution:

| CATCHMENT | CONTRIBUTION PER LOT/DWELLING |
|------------------------------------|-------------------------------|
| Raymond Terrace and the Hinterland | \$4,239 |
| Central Growth Corridor | \$481 |
| Tomaree | \$3,286 |
| Fern Bay | \$2,336 |
| 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.

Bus facilities Section 7.11 Contribution:

| CATCHMENT | CONTRIBUTION PER LOT/DWELLING |
|------------------------------------|-------------------------------|
| Raymond Terrace and the Hinterland | \$18 |
| Central Growth Corridor | \$33 |
| Tomaree | \$9 |
| Fern Bay | \$1,121 |
| 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.

Fire and emergency Section 7.11 Contribution:

| CATCHMENT | CONTRIBUTION PER LOT/DWELLING |
|------------------------------------|-------------------------------|
| Raymond Terrace and the Hinterland | \$116 |
| Central Growth Corridor | \$0 |
| Tomaree | \$528 |
| 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 projects 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.

Flood and drainage works Section 7.11 Contribution:

| CATCHMENT | CONTRIBUTION PER LOT/DWELLING |
|------------------------------------|-------------------------------|
| Raymond Terrace and the Hinterland | \$720 |
| Central Growth Corridor | \$1,795 |
| Tomaree | \$2,177 |
| 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.

City of Newcastle

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

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

Council, with the assistance of the City of Newcastle, has identified a number of projects that the cross boundary contribution will fund in the Works Schedule.

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:

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

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:

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

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.

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.

Cross boundary contributions section 7.11 contribution:

| CATCHMENT | CONTRIBUTION PER LOT/DWELLING |
|------------------------------------|-------------------------------|
| Raymond Terrace and the Hinterland | \$0 |
| Central Growth Corridor | \$0 |
| Tomaree | \$0 |
| Fern Bay | \$3,337 |
| 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).

For the purpose of this Plan, the contributions collected for haulage will go towards all necessary works of carriageway construction and maintenance, including pavement, associated culverts, bridges, drainage, signs, line marking, noise attenuation measures, landscaping, safety and traffic management measures, including bus bays, pedestrian crossings and footpaths associated with the haulage route.

Some roads and infrastructure may not be able to accommodate additional heavy vehicle loading without immediate upgrades. There may be upgrades to roads or traffic facilities that are directly required by a development and without which the development could not or should not reasonably occur. New roads, or upgrades to the existing road network, may be required to accommodate the additional heavy vehicle loading. Where a development requires works to be undertaken, the requirement will be by way of a condition imposed on the development consent under section 4.17(1)(f) of the EP&A Act. This will be in addition to contributions required for haul routes.

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.

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

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.

DL is the design life in years.

DF is the directional distribution factor.

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.

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

Where:

\$km is the cost of maintenance per ESA per km.
dESA is the design ESA calculated in step 1.
\$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.

$$\$HVkm = \$km \times hvESA$$

Where:

\$HVkm is the maintenance cost per typical heavy vehicle.
\$km is the cost of maintenance per ESA per km as calculated in step 3.
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.

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

Where:

\$tkm is the maintenance cost per tonne per km.
\$HVkm is the maintenance cost per typical heavy vehicle as calculated in Step 5.
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 10%).
Step 9: Calculate the total contribution rate by multiplying the outcome from Step 8 by the outcome from Step 7.

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

Where:

\$CR is the contribution rate per tonne per kilometre.
\$tkm is the maintenance cost per tonne per km.
\$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.

Haulage Section 7.11 contribution:

\$0.097/t/km (which is equivalent to \$1.247/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.

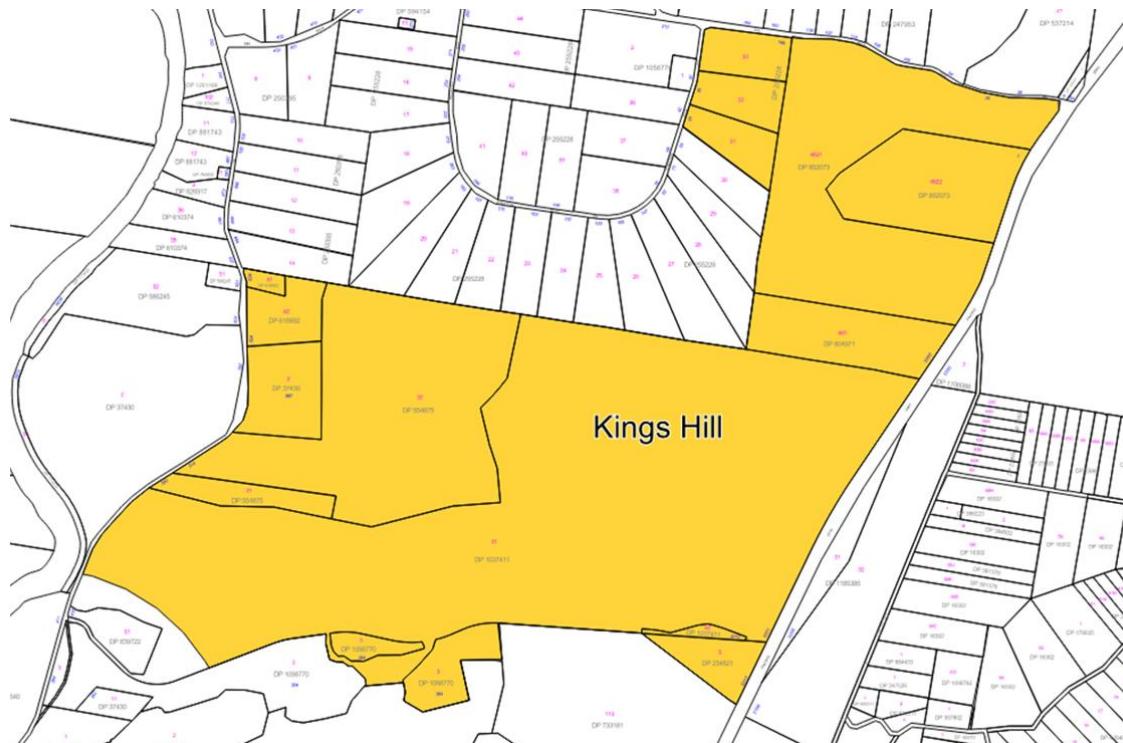


Figure 1 Kings Hill Urban Release Area

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

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 700 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).

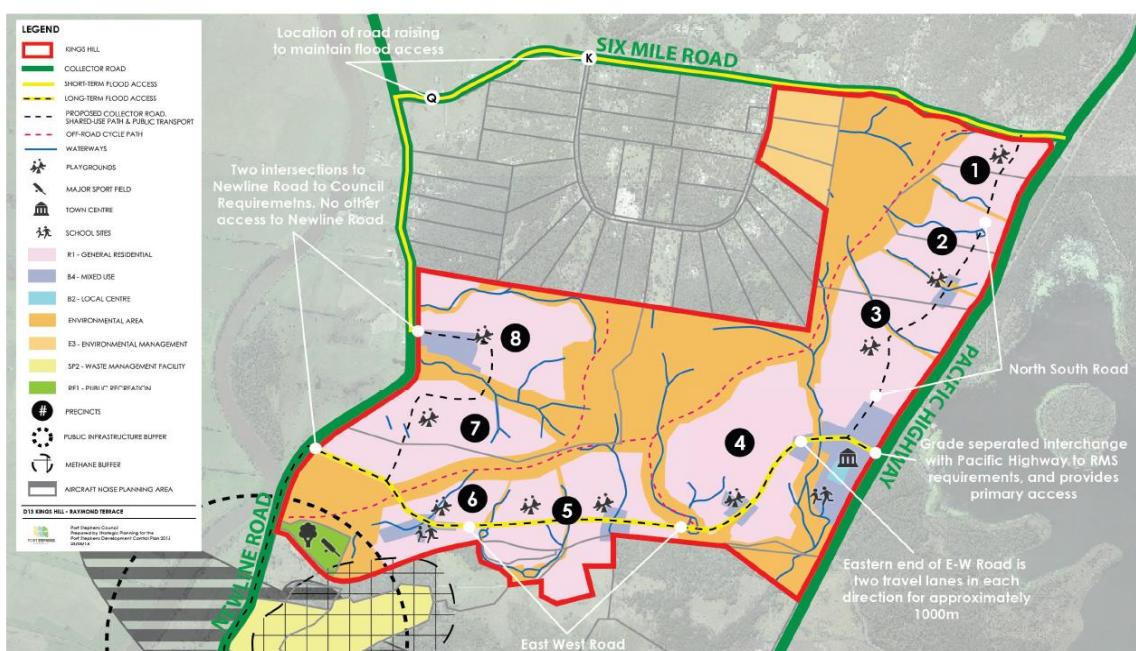


Figure 2 Indicative layout of Kings Hill Urban Release Area

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 B.

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 signalisation²
 - 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:

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

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.

Where:

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

A% is the proportion of the infrastructure item cost that new development should reasonably be required to pay

D is the expected residential development in Kings Hill URA (i.e. 3,500 lots).

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:

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

Where:

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

A% is the proportion of the infrastructure item cost that new development should reasonably be required to pay

D is the expected residential development in Kings Hill URA (i.e. 3,500 lots).

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 apportionment⁴ 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% |

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.

The contribution calculation is as follows:

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

Where:

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

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

D is the expected residential development in Kings Hill URA (i.e. 3,500 lots).

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



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 Building

All Catchments

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|-----------------------|--|-------------------|---------------|-------------------|
| CAF2 | Nelson Bay Works Depot - Phase 1 | 13,750,000 | 60% | 2027 |
| CAF4 | Council Administration Building Upgrade, Raymond Terrace - Phase 2 | 3,750,000 | 60% | 2025 |
| Total Estimate | | 17,500,000 | | |

A.2 Town Centre Upgrades

All Catchments

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | 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 and the Hinterland

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|-----------------------|--|------------------|---------------|-------------------|
| OSF2 | Lakeside 2 Reserve, Raymond Terrace - public amenities | 210,000 | 70% | 2026 |
| OSF4 | Feeaney Park, Raymond Terrace - playground | 150,000 | 60% | 2030 |
| OSF5 | Seaham Park, Seaham - playground | 150,000 | 60% | 2027 |
| OSF8 | Riverside Park, Raymond Terrace - public amenities | 210,000 | 60% | 2028 |
| OSF60 | Boomerang Park - irrigation upgrade | 55,000 | 60% | 2027 |
| OSF71 | Riverside Park, Raymond Terrace - park infrastructure | 100,000 | 71% | 2027 |
| OSF77 | Riverside Park, Raymond Terrace - playground | 150,000 | 60% | 2027 |
| Total Estimate | | 1,175,000 | | |

Central Growth Corridor

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|-----------------------|--|------------------|---------------|-------------------|
| OSF13 | Kindlebark Reserve, Medowie - playground | 150,000 | 60% | 2027 |
| OSF14 | Kooindah Park to Rudd Reserve, Lemon Tree Passage - park furniture and respite seating | 50,000 | 100% | 2026 |
| OSF18 | Coolabah Reserve, Medowie - park furniture, seating and half multi-sport court | 70,000 | 60% | 2027 |
| OSF19 | Creighton Drive Reserve, Medowie - playground | 70,000 | 60% | 2029 |
| OSF20 | Coachwood Reserve, Medowie - off-leash dog exercise area improvements | 80,000 | 40% | 2026 |
| OSF23 | Foster Park, Taniilba Bay - boat ramp | 300,000 | 60% | 2027 |
| OSF24 | Gula Reserve, Taniilba Bay - playground | 150,000 | 60% | 2028 |
| OSF25 | Lilly Pilly Reserve, Lemon Tree Passage - boat ramp | 500,000 | 60% | 2027 |
| OSF26 | McCann Park, Lemon Tree Passage - recreation facility improvements | 150,000 | 60% | 2027 |
| OSF27 | Kooindah Park, Lemon Tree Passage - formalise off-leash dog exercise area | 80,000 | 100% | 2027 |
| OSF28 | Sunset Park, Taniilba Bay - park furniture and upgrade works | 60,000 | 40% | 2025 |
| OSF61 | Salt Ash - amenities building | 120,000 | 60% | 2026 |
| OSF72 | Medowie Recreation Precinct - upgrades | 3,500,000 | 100% | 2026 |
| OSF73 | Memorial Park, Karuah - upgrades | 120,000 | 100% | 2027 |
| OSF76 | Aliceton Reserve, Karuah - implement masterplan | 800,000 | 60% | 2026 |
| OSF78 | Henderson Park, Lemon Tree Passage - playground | 180,000 | 60% | 2031 |
| OSF79 | Longworth Park, Karuah - playground | 150,000 | 60% | 2027 |
| Total Estimate | | 6,530,000 | | |

Tomaree

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|------------|--|-------------|---------------|-------------------|
| OSF33 | Spencer Park, Soldiers Point - playground and park furniture | 190,000 | 60% | 2025 |
| OSF38 | Anna Bay Recreation Area, Anna Bay - facilities improvement | 150,000 | 50% | 2025 |

| | | | | |
|-----------------------|---|------------------|-----|------|
| OSF39 | Angophora Park, Corlette - playground and park furniture | 150,000 | 60% | 2030 |
| OSF40 | Conroy Park, Corlette - public amenities block | 210,000 | 60% | 2026 |
| OSF43 | One Mile Beach, One Mile - amenities | 500,000 | 60% | 2026 |
| OSF44 | Bob Cairns, Salamander Bay - playground | 150,000 | 60% | 2026 |
| OSF45 | Pearson Park, Soldiers Point - playground and amenities | 500,000 | 40% | 2028 |
| 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 |
| OSF62 | Fingal Bay Foreshore - amenities | 400,000 | 60% | 2028 |
| OSF65 | Taylors Beach - foreshore reserve furniture | 40,000 | 60% | 2026 |
| Total Estimate | | 4,290,000 | | |

All Catchments

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTION- MENT | STAGING THRESHOLD |
|-----------------------|--|------------------|-----------------|-------------------|
| OSF50 | Lakeside Aquatic Centre, Raymond Terrace - facilities upgrades | 500,000 | 60% | 2027 |
| OSF51 | Tomaree Aquatic Centre, Nelson Bay - facilities upgrades | 500,000 | 60% | 2027 |
| OSF52 | Tilligerry Aquatic Centre, Mallabula - facilities upgrades | 400,000 | 60% | 2028 |
| OSF53 | Nelson Bay Foreshore, Nelson Bay - playground upgrades and park facilities improvements | 750,000 | 80% | 2028 |
| OSF54 | Nelson Bay Foreshore, Nelson Bay - viewing platforms, lighting, beach facilities, beach access points, landscape improvement | 500,000 | 80% | 2030 |
| OSF55 | Apex Park redevelopment, Nelson Bay - implementation of masterplan | 500,000 | 80% | 2027 |
| OSF58 | Boomerang Park, Raymond Terrace - car park upgrade | 600,000 | 80% | 2030 |
| OSF68 | Boomerang Park, Raymond Terrace - playground upgrade, park facilities improvements and skate park improvements | 600,000 | 80% | 2035 |
| OSF80 | Flypoint - Neil Caroll, Shoal Bay - masterplan design | 100,000 | 80% | 2026 |
| Total Estimate | | 4,450,000 | | |

A.4 Sports and Leisure Facilities

Raymond Terrace and the Hinterland

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|-----------------------|---|-------------|------------------|-------------------|
| SRF27 | Lakeside Sports Complex, Raymond Terrace - implement masterplan | 6,000,000 | 60% | 2025 |
| SRF28 | Boomerang Park, Raymond Terrace - dog park, building renovation | 300,000 | 60% | 2028 |
| SRF29 | Stuart Park, Hinton - field lighting | 350,000 | 60% | 2027 |
| Total Estimate | | | 6,650,000 | |

Central Growth Corridor

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|-----------------------|---|-------------|-------------------|-------------------|
| SRF7 | Medowie - tennis facility upgrade | 150,000 | 60% | 2025 |
| SRF8 | Ferodale Sports Complex, Medowie - additional playing field and facility improvements | 4,000,000 | 60% | 2027 |
| SRF30 | Mallabula Sports Complex, Mallabula - implement masterplan | 6,500,000 | 40% | 2026 |
| Total Estimate | | | 10,650,000 | |

Tomaree

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|-----------------------|---|-------------|----------------|-------------------|
| SRF11 | Tomaree Aquatic Centre, Nelson Bay - shade structure | 150,000 | 100% | 2026 |
| SRF12 | Salamander Sports Complex, Salamander Bay - lighting upgrades | 350,000 | 60% | 2028 |
| SRF13 | Salamander Sports Complex, Salamander Bay - field renovation | 400,000 | 60% | 2028 |
| Total Estimate | | | 900,000 | |

Fern Bay

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|-----------------------|---------------------------------|-------------|----------------|-------------------|
| SRF31 | Fern Bay - tennis court upgrade | 250,000 | 60% | 2027 |
| Total Estimate | | | 250,000 | |

All Catchments

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|-----------------------|--|-------------|-------------------|-------------------|
| SRF14 | King Park Sports Complex, Raymond Terrace - carpark upgrade | 500,000 | 60% | 2027 |
| SRF17 | King Park Sports Complex, Raymond Terrace - implementation of masterplan | 7,500,000 | 100% | 2026 |
| SRF18 | King Park Sports Complex, Raymond Terrace - field renovation | 400,000 | 60% | 2026 |
| SRF26 | Tomaree Sports Complex - implementation of masterplan | 6,681,566 | 100% | 2027 |
| Total Estimate | | | 15,081,566 | |

A.5 Community and Cultural Facilities

All Catchments

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|------------|-----------------------|------------------|---------------|-------------------|
| CCF2 | Library Resources | 4,000,000 | 100% | 2020-36 |
| | Total Estimate | 4,000,000 | | |

A.6 Roadworks

Raymond Terrace and the Hinterland

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|-----------------------|--|------------------|---------------|-------------------|
| RW17 | Central Carpark, Raymond Terrace | 729,302 | 50% | 2027 |
| RW20 | King Park Sports Complex 1, Raymond Terrace - carpark | 959,023 | 50% | 2027 |
| RW21 | Laverick Avenue, Tomago - 21 Laverick Avenue | 333,590 | 64% | 2027 |
| RW22 | Boomerang Park 2, Raymond Terrace - carpark | 300,000 | 50% | 2030 |
| RW55 | Rees James Road, Raymond Terrace - Bellevue Street to Kuranga Avenue | 1,095,000 | 90% | 2026 |
| RW56 | Rees James Road, Raymond Terrace - Kuranga Avenue to Harold Road | 720,000 | 90% | 2026 |
| RW57 | Rees James Road, Raymond Terrace - Harold Road to Dairyman Drive | 896,000 | 90% | 2030 |
| RW58 | Rees James Road, Raymond Terrace - Dairyman Drive to end | 341,000 | 75% | 2035 |
| RW71 | Duns Creek Road, Duns Creek - 201 Duns Creek Road to 238 Duns Creek Road | 406,359 | 30% | 2027 |
| Total Estimate | | 5,780,274 | | |

Central Growth Corridor

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|-----------------------|---|-------------------|---------------|-------------------|
| RW25 | Ferodale Road, Medowie - 51 Ferodale Road to 85 Ferodale Road | 360,000 | 72% | 2027 |
| RW27 | Ferodale Road - Campvale drain bridge upgrade | 3,200,000 | 50% | 2032 |
| RW29 | Ferodale Road / Peppertree Road, Medowie - upgrade intersection to signalised | 1,600,000 | 100% | 2027 |
| RW75 | Tarean Road, Karuah - road improvements | 1,200,000 | 60% | 2027 |
| RW62 | Franklin Street, Karuah - initial seal | 576,000 | 41% | 2030 |
| RW63 | Wychewood Avenue, Mallabula - Strathmore Road to Hartford Street | 1,319,200 | 30% | 2030 |
| RW74 | Yulong Park, Medowie - carpark | 750,000 | 50% | 2030 |
| RW76 | Ferodale Road, Medowie - 36 to 44 Ferodale Road | 1,210,000 | 80% | 2032 |
| Total Estimate | | 10,215,200 | | |

Tomaree

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|-----------------------|---|------------------|---------------|-------------------|
| RW44 | Gowrie Avenue, Nelson Bay - Shoal Bay Road to Kerrigan Street | 308,172 | 78% | 2030 |
| RW45 | Tomaree Sports Complex 2, Nelson Bay - carpark | 1,273,795 | 70% | 2027 |
| RW47 | Dowling Street, Nelson Bay - Fingal Street to 29 Dowling Street | 359,558 | 73% | 2026 |
| RW50 | Dowling Street, Nelson Bay - town centre bypass | 750,000 | 100% | 2029 |
| RW51 | Dowling St/Fingal St - signalised intersection | 1,600,000 | 40% | 2030 |
| RW52 | Donald St/Stockton St - signalised intersection | 1,600,000 | 40% | 2030 |
| RW64 | Tomaree Road, Shoal Bay - Messines Street to Edward Street | 862,500 | 80% | 2032 |
| RW65 | Tomaree Road, Shoal Bay - Edward Street to Verona Road | 901,250 | 80% | 2032 |
| Total Estimate | | 7,655,275 | | |

Fern Bay

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTION- MENT | STAGING THRESHOLD |
|-----------------------|--|------------------|-----------------|-------------------|
| RW66 | Rankin Road, Fern Bay – Popplewell Road to Nelson Bay Road | 850,000 | 85% | 2032 |
| RW67 | Taylor Road, Fern Bay – Popplewell Road to Nelson Bay Road | 750,000 | 85% | 2032 |
| RW68 | Vardon Road, Fern Bay - 19 Vardon Road to Poppelwell Road | 290,000 | 85% | 2028 |
| RW69 | Braid Road, Fern bay - from Popplewell Road to Nelson Bay Road | 500,000 | 50% | 2035 |
| RW77 | Fern Bay Reserve, Fern Bay - carpark | 1,420,000 | 30% | 2030 |
| Total Estimate | | 3,810,000 | | |

A.7 Medowie Traffic and Transport

Central Growth Corridor

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|------------|--|-------------|---------------|-------------------|
| MTT1 | Medowie Road - gateway treatment at entrance to Medowie north of Boundary Road | 33,600 | 65% | 2026 |
| MTT2 | Medowie Road - gateway treatment and change in speed zone north of Kindlebark Drive, | 33,000 | 60% | 2026 |
| MTT3 | Medowie Road - gateway treatment at entrance to Medowie south of South Street | 33,000 | 60% | 2026 |
| MTT4 | Medowie Road - gateway treatment and change in speed zone south of Ferodale Road | 33,000 | 60% | 2026 |
| MTT5 | Medowie Road/Brocklesby Road - upgrade intersection to roundabout | 2,050,000 | 43% | 2032 |
| MTT7 | Lisadell Road/Fairlands Road - road widening and upgrade intersection to roundabout | 802,000 | 43% | 2030 |
| MTT8 | Lisadell Road/Abundance Road - road realignment to create a T intersection with priority given to the through movement. | 615,000 | 43% | 2027 |
| MTT10 | Abundance Drive/Ferodale Road - upgrade intersection to roundabout | 902,000 | 43% | 2032 |
| MTT11 | Ferodale Road/Kirrang Drive - upgrade existing roundabout | 820,000 | 43% | 2030 |
| MTT12 | Ferodale Road - upgrade entrance to commercial land at 37B Ferodale Road to roundabout | 820,000 | 43% | 2035 |
| MTT13 | Various roads - on-road signage and line markings | 16,500 | 43% | 2026 |
| MTT14 | Medowie Road - off-road shared path from Medowie Road to Cherry Tree Close | 50,000 | 43% | 2028 |
| MTT16 | Medowie Road - off-road shared path from Ferodale Road to 500m south | 500,000 | 43% | 2026 |
| MTT17 | Various roads - on-road signage and line markings within rural-residential areas | 16,500 | 43% | 2028 |
| MTT18 | Ferodale Rd - off-road shared path from Kirrang Drive to Coachwood Drive | 1,080,000 | 43% | 2035 |
| MTT19 | Ford Avenue - off-road shared path with cadastral corridor from Ford Avenue to Sylvan Avenue | 50,000 | 43% | 2029 |
| MTT25 | Medowie Road - install pedestrian refuge island south of Ferodale Road | 50,000 | 43% | 2028 |
| MTT26 | Medowie Road - install pedestrian refuge island at Blueberry Road | 24,200 | 43% | 2030 |
| MTT27 | Kirrang Drive - install pedestrian refuge island at Ferodale Road | 24,200 | 43% | 2030 |
| MTT28 | Brocklesby Road - install pedestrian refuge island at Ferodale Road | 25,000 | 43% | 2026 |
| MTT30 | Various Intersection Upgrades - kerb and gutter and ramps at Ferodale Road intersection with Waropara, Bottle Brush Avenue and Kirrang Drive | 157,500 | 43% | 2028 |
| MTT31 | Install Bicycle Parking Facilities | 50,000 | 43% | 2030 |
| MTT33 | Brocklesby Road - off-road shared path from Medowie Road to Ferodale Road | 975,000 | 43% | 2032 |
| MTT36 | Medowie Road/Blueberry Road - improve channelisation of intersection | 176,000 | 43% | 2032 |
| MTT38 | Wilga Road - off-road shared path from Wilga Road to Town Centre including bridge for creek crossing | 360,000 | 43% | 2032 |
| MTT41 | Medowie Road/Kindlebark Drive - upgrade intersection to roundabout | 1,500,000 | 55% | 2032 |
| MTT43 | Waropara Rd - off-road shared path from Ferodale Road to Kula Road | 400,000 | 51% | 2032 |

| | | | | |
|-----------------------|--|-------------------|-----|------|
| MTT44 | Medowie Rd - improve roundabout approaches at intersections with Ferodale Road, South Street and access to Kingston site | 1,827,500 | 51% | 2025 |
| MTT46 | Kirrang Drive - off-road shared path from Ferodale Road to Medowie Road | 2,830,000 | 45% | 2030 |
| MTT47 | Lisadell Road and Abundance Road - pavement widening from Fairlands Road to Abundance road | 1,268,942 | 55% | 2026 |
| Total Estimate | | 17,523,000 | | |

A.8 Shared Paths

Raymond Terrace and the Hinterland

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|------------|---|-------------|---------------|-------------------|
| SP1 | Raymond Terrace to Lakeside, Raymond Terrace - construction of a new shared pathway | 350,000 | 100% | 2030 |
| 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 |
| SP8 | Lakeside No.2 Reserve, Raymond Terrace - shared path from Halloran Way to Luskin Close | 48,600 | 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 |
| SP14 | Hunter Street, Raymond Terrace - shared path from William Street to Barnier Lane | 409,500 | 100% | 2027 |
| SP15 | Newbury Park Reserve, Raymond Terrace - shared path from Adelaide Street to Mount Hall Road | 89,700 | 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 |
| 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 |
| FP65 | Kangaroo Street, Raymond Terrace – footpath from Carmichael Street to Sturgeon Street North | 33,600 | 95% | 2027 |
| FP66 | Kangaroo Street, Raymond Terrace - footpath from Sturgeon Street to Adelaide Street (median in Sturgeon Street) | 25,520 | 95% | 2027 |
| FP67 | Wahroonga Street, Raymond Terrace - footpath from 5 Wahroonga Street to Adelaide Street | 19,000 | 75% | 2027 |
| SP68 | Adelaide Street, Raymond Terrace - shared path from Kangaroo Street to William Bailey Street | 62,900 | 95% | 2027 |
| SP69 | Sturgeon Street, Raymond Terrace - from Jacaranda Street to Glenelg Street | 68,200 | 75% | 2027 |
| SP70 | Rees James Drive, Raymond Terrace - shared path from pathway at end of Bennett Place to Bellevue Street | 150,000 | 85% | 2027 |
| SP80 | Glenelg Street, Raymond Terrace - shared path from Adelaide Street to Charles Street | 504,573 | 100% | 2027 |
| SP81 | Rees James Road, Raymond Terrace - shared path from Bellevue Street to end | 851,467 | 100% | 2027 |

| | | | | |
|------|--|------------------|-----|------|
| SP82 | Elizabeth avenue, Raymond Terrace - shared path from Charles street to end | 1,009,146 | 45% | 2026 |
| | Total Estimate | 7,324,606 | | |

Central Growth Corridor

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTION- MENT | STAGING THRESHOLD |
|------------|---|------------------|-----------------|-------------------|
| SP25 | Wattle Street, Karuah - shared 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 |
| FP29 | Tarean Road, Karuah - footpath from Bundabah Street to Longworth Park | 28,000 | 100% | 2027 |
| SP31 | Silver Wattle Drive, Medowie - shared path from Medowie Road to Bottle Brush Avenue | 20,000 | 100% | 2027 |
| SP37 | Kawarren Street, Lemon Tree Passage - shared path from Blanch Street to Kenneth Parade | 171,000 | 50% | 2027 |
| SP38 | President Wilson Walk, Tarean - shared path from Pershing Place to Diggers Drive | 106,400 | 100% | 2027 |
| SP39 | President Wilson Walk, Tarean - shared path from Diggers Drive to King Albert Avenue | 69,000 | 100% | 2027 |
| SP71 | Strathmore Road / Fairlands Road, Mallabula - shared path from Pershing Place to Aquatic Centre | 161,000 | 24% | 2028 |
| SP72 | Barclay Street, Karuah - Shared path from Bundabah Street to Longworth Park | 112,600 | 40% | 2028 |
| SP83 | Mustons Road, Karuah - shared path from Boronia Road to Mustons Gully | 500,000 | 80% | 2026 |
| SP84 | Mustons Road, Karuah - shared path from Mustons Gully to Tarean Road | 470,000 | 80% | 2026 |
| | Total Estimate | 1,723,500 | | |

Tomaree

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTION- MENT | STAGING THRESHOLD |
|------------|--|-------------|-----------------|-------------------|
| SP42 | Campbell Avenue, Anna Bay - shared path from Gan Gan Road to Robinson Street | 317,000 | 60% | 2027 |
| SP43 | Robinson Street, Anna Bay - shared path from Campbell Avenue to Robinson Reserve | 165,000 | 60% | 2027 |
| SP44 | Sandy Point Road, Corlette - shared path from Roy Wood Reserve to foreshore | 19,000 | 100% | 2027 |
| SP46 | Bagnall Beach Road, Corlette - shared path from Marlin Street to crossing point | 60,000 | 100% | 2027 |
| SP47 | Bagnall Beach Road, Corlette - shared path from crossing point to Maruway Street | 129,000 | 100% | 2027 |
| SP48 | Bagnall Beach Road, Corlette - shared path from King Fisher Reserve to detention basin | 200,000 | 100% | 2027 |
| SP49 | Bagnall Beach Road, Corlette - shared path from Marlin Street to end of existing | 60,000 | 100% | 2027 |
| SP51 | Beach Road, Nelson Bay - shared path from Gowrie Avenue to Harwood Avenue | 950,000 | 80% | 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 |
| SP59 | Government Road, Shoal Bay - shared path from Messines Street to Peterie Street | 241,300 | 100% | 2027 |
| SP62 | Sylvia Street, Shoal Bay - shared path from Government Road to Horace Street | 36,100 | 100% | 2030 |
| SP75 | Government Road, Shoal Bay - shared path from Peterie Street to Sylvia Street | 185,000 | 100% | 2035 |
| SP76 | Shoal Bay Road, Shoal Bay - shared path from Beach Road to end of existing path | 700,000 | 80% | 2027 |
| SP77 | Beach Road, Shoal Bay - shared path from Harwood Avenue to Shoal Bay Road | 900,000 | 100% | 2027 |
| Total Estimate | | 5,032,200 | | |

Fern Bay

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTION- MENT | STAGING THRESHOLD |
|-----------------------|--|------------------|-----------------|-------------------|
| SP64 | Shared path between Seaside Boulevarde and Popplewell Road | 725,000 | 100% | 2026 |
| SP79 | Shared path - Braid Road, Fern bay - shared path from Popplewell Road to Nelson Bay Road | 300,000 | 100% | 2035 |
| Total Estimate | | 1,025,000 | | |

A.9 Bus Facilities

Raymond Terrace and the Hinterland

| 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, Taree - bus shelter | 20,000 | 80% | 2036 |
| BS5 | Lemon Tree Passage Road at Blanch Street, Lemon Tree Passage - bus shelter | 20,000 | 60% | 2036 |
| BS7 | Nelson Bay Road at Steel Street, Williamtown - bus shelter | 20,000 | 60% | 2036 |
| BS10 | Medowie Road, Medowie near intersection of Gardenia Drive - 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 | | |

All Catchments

| 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 and the Hinterland

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTION- MENT | STAGING THRESHOLD |
|------------|---|----------------|-----------------|-------------------|
| FEF1 | Seaham RFS - provide a training room and kitchen facilities | 280,000 | 60% | 2028 |
| | Total Estimate | 280,000 | | |

Tomaree

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTION- MENT | STAGING THRESHOLD |
|------------|---|------------------|-----------------|-------------------|
| FEF2 | Soldiers Point SES - Tomaree emergency facilities | 3,000,000 | 20% | 2025 |
| FEF3 | Soldiers Point RFS - Tomaree emergency facilities | 250,000 | 60% | 2031 |
| | Total Estimate | 3,250,000 | | |

A.11 Flooding and Drainage Works

Raymond Terrace and the Hinterland

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTION- MENT | STAGING THRESHOLD |
|-----------------------|--|------------------|-----------------|-------------------|
| FD26 | Raymond Terrace - construct and / or upgrade drainage systems and overland flow paths within the urban catchment | 1,875,000 | 60% | 2030 |
| FD27 | Heatherbrae - construct and / or upgrade drainage systems and overland flow paths within the urban catchment | 450,000 | 70% | 2030 |
| FD28 | Tomago - construct and / or upgrade drainage systems and overland flow paths within the industrial catchment | 450,000 | 70% | 2030 |
| FD29 | Hinterland - construct and / or upgrade drainage systems and overland flow paths | 450,000 | 30% | 2030 |
| Total Estimate | | 3,225,000 | | |

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% | 2030 |
| FD7 | Abundance Road, Medowie - land acquisition | 2,000,000 | 100% | 2030 |
| FD30 | Medowie - construct and / or upgrade drainage systems and overland flow paths within the urban catchment | 1,680,000 | 85% | 2030 |
| FD31 | Karuah - construct and / or upgrade drainage systems and overland flow paths within the urban catchment | 400,000 | 80% | 2030 |
| FD32 | Tilligerry Peninsula - construct and / or upgrade drainage systems and overland flow paths within the urban catchment | 500,000 | 80% | 2030 |
| Total Estimate | | 5,180,000 | | |

Tomaree

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTION- MENT | STAGING THRESHOLD |
|-----------------------|---|------------------|-----------------|-------------------|
| FD19 | Gan Gan Road, Anna Bay – upgrade drainage between Morna Point Road and McKinley Swamp | 3,765,000 | 50% | 2032 |
| FD33 | Shoal Bay - construct and / or upgrade drainage systems and overland flow paths within the urban catchment | 1,000,000 | 80% | 2030 |
| FD34 | Nelson Bay - construct and / or upgrade drainage systems and overland flow paths within the urban catchment | 460,000 | 80% | 2030 |
| FD35 | Soldiers Point - construct and / or upgrade drainage systems and overland flow paths within the urban catchment | 400,000 | 50% | 2030 |
| FD36 | Salamander Bay - construct and / or upgrade drainage systems and overland flow paths within the urban catchment | 450,000 | 60% | 2030 |
| Total Estimate | | 6,060,000 | | |

A.12 Cross Boundary Project - City of Newcastle

Fern Bay

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|-----------------------|---|------------------|---------------|-------------------|
| CBP1 | South Stockton Active Hub | 350,000 | 57% | 2026 |
| CBP2 | Stockton sporting facilities – upgrades to Corroba Oval, Ballast Ground, pool, netball and tennis court and supporting infrastructure | 2,303,217 | 60% | 2030 |
| Total Estimate | | 2,653,217 | | |

A.13 Kings Hill Urban Release Area

Kings Hill

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|------------|--|-----------------------|-------------------|-------------------|
| KH1 | East/west collector road (land acquisition and capital costs) | 32,496,123 | 100% | 2027 |
| KH2 | Intersection of east/west collector road and north/south road (land acquisition and capital costs) | 4,393,000 | 100% | 2027 |
| KH3 | Intersection of east/west collector road and Newline Road (land acquisition and capital costs) | 4,075,800 | 100% | 2027 |
| 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) | 2,015,000 | 100% | 2030 |
| KH8 | District park (land acquisition and capital costs) | 8,018,530 | 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 | 63,980,753 | |

Kings Hill and Raymond Terrace

| PROJECT NO | PROJECT DESCRIPTION | ESTIMATE \$ | APPORTIONMENT | STAGING THRESHOLD |
|------------|---|-----------------------|-------------------|-------------------|
| KH12 | Riverside Park and Lakeside Reserve - upgrade play equipment, additional pathways and amenity | 700,000 | 28% | 2028 |
| KH13 | Fitzgerald Bridge reserve - enhance area surrounding boat ramp | 1,137,500 | 28% | 2027 |
| 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 \$ | APPORTIONMENT | STAGING THRESHOLD |
|------------|---|-----------------------|-------------------|-------------------|
| KH18 | Raymond Terrace - indoor sports and recreation centre | 22,754,000 | 12% | 2028 |
| | | Total Estimate | 22,754,000 | |

Appendix B

Mapping

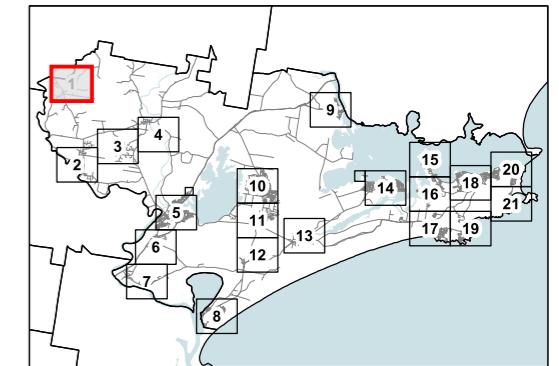


Duns Creek

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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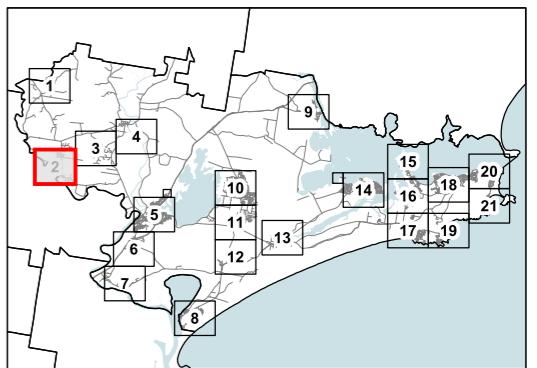
SHEET 1 OF 21

Wallalong Hinton

Legend

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- (OSF) Public Open Space, Parks & Reserves
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KEY MAP

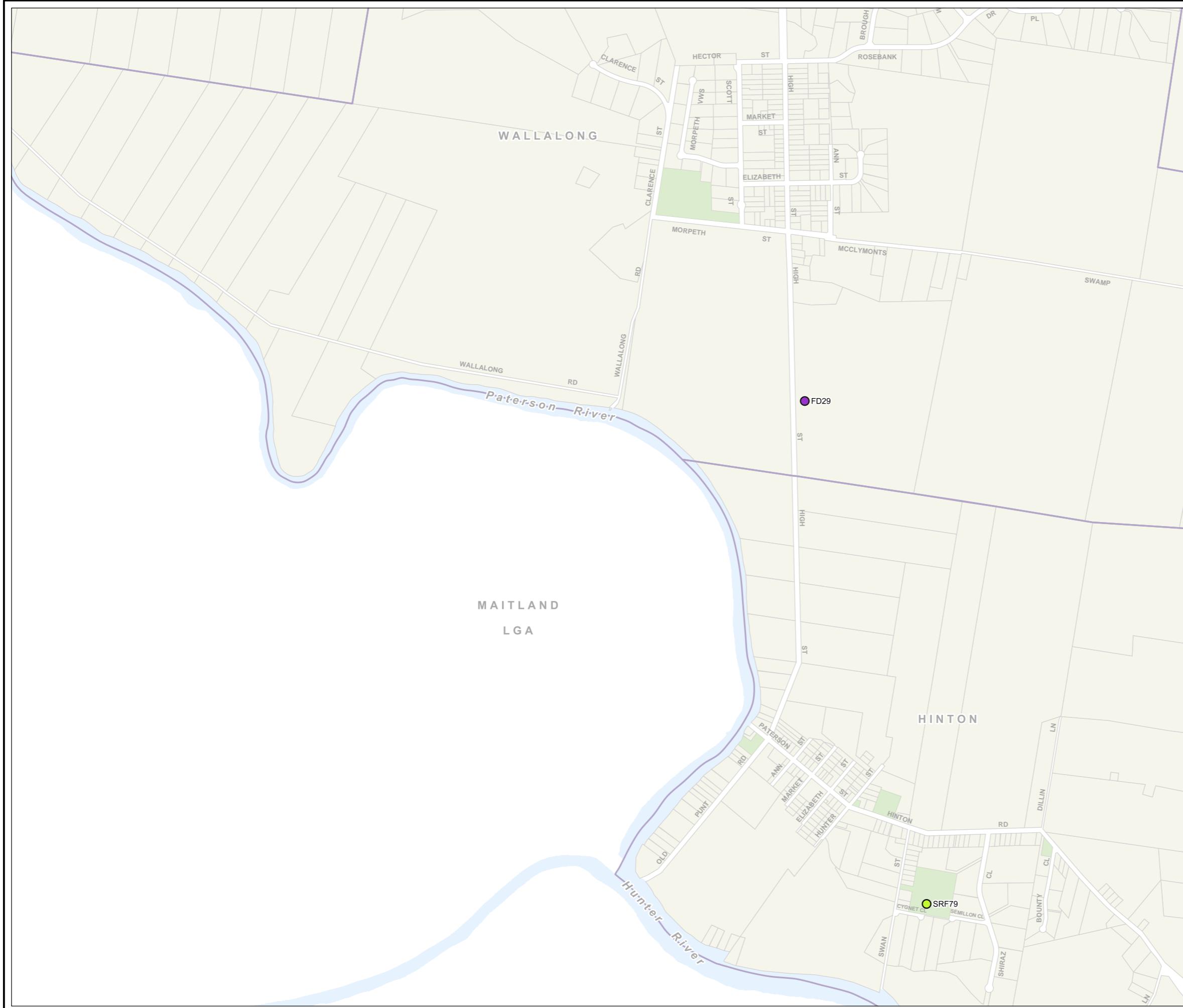

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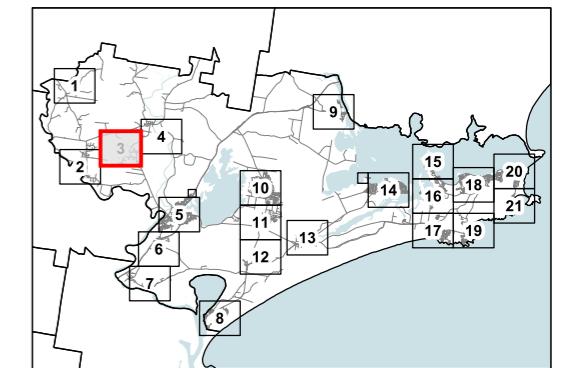
SHEET 2 OF 21


Brandy Hill

Legend

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- (OSF) Public Open Space, Parks & Reserves
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KEY MAP

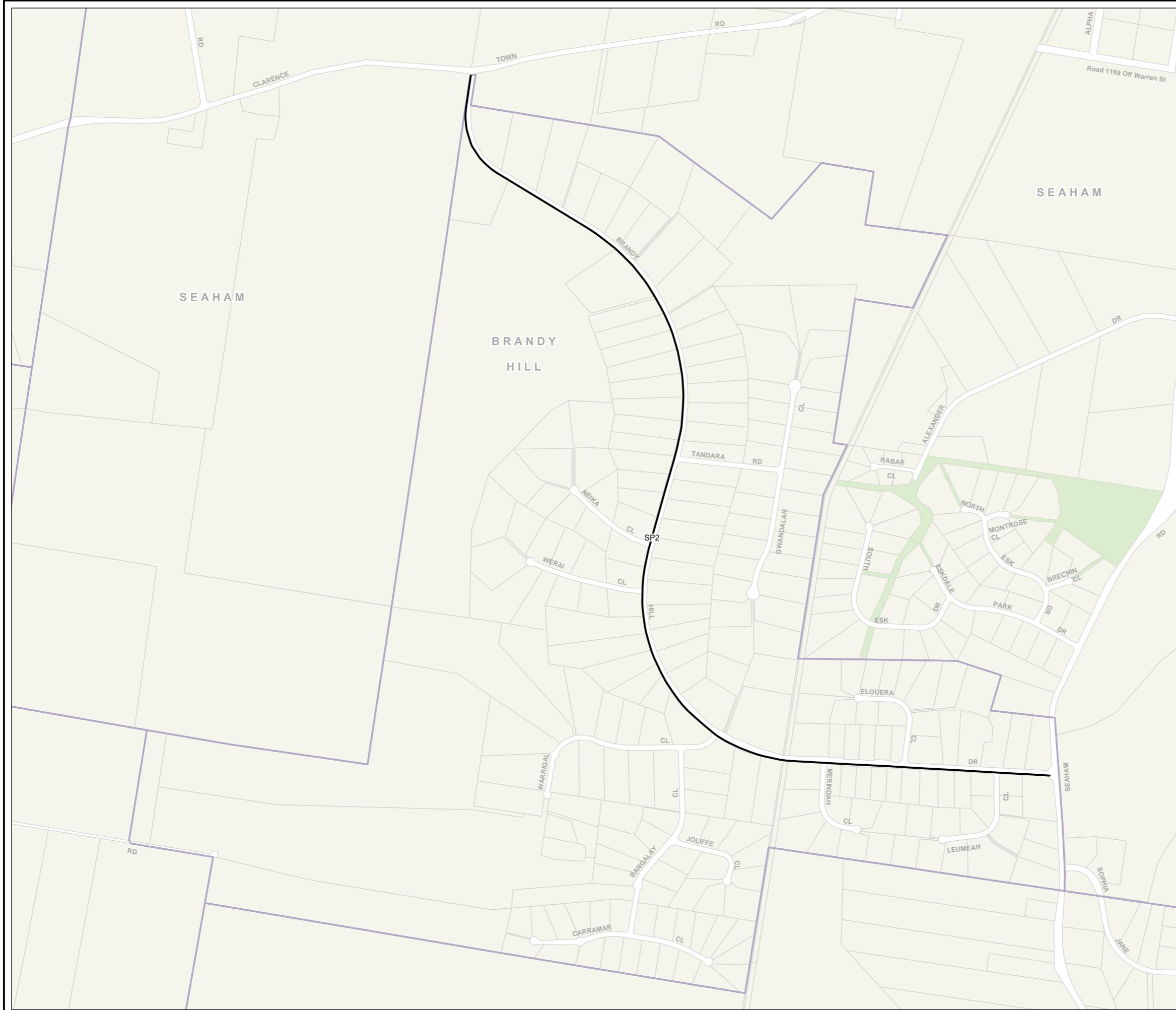

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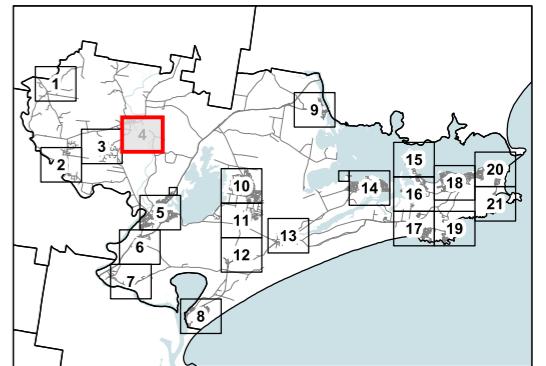


Seaham

Legend

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- (OSF) Public Open Space, Parks & Reserves
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- (RW) Roadworks
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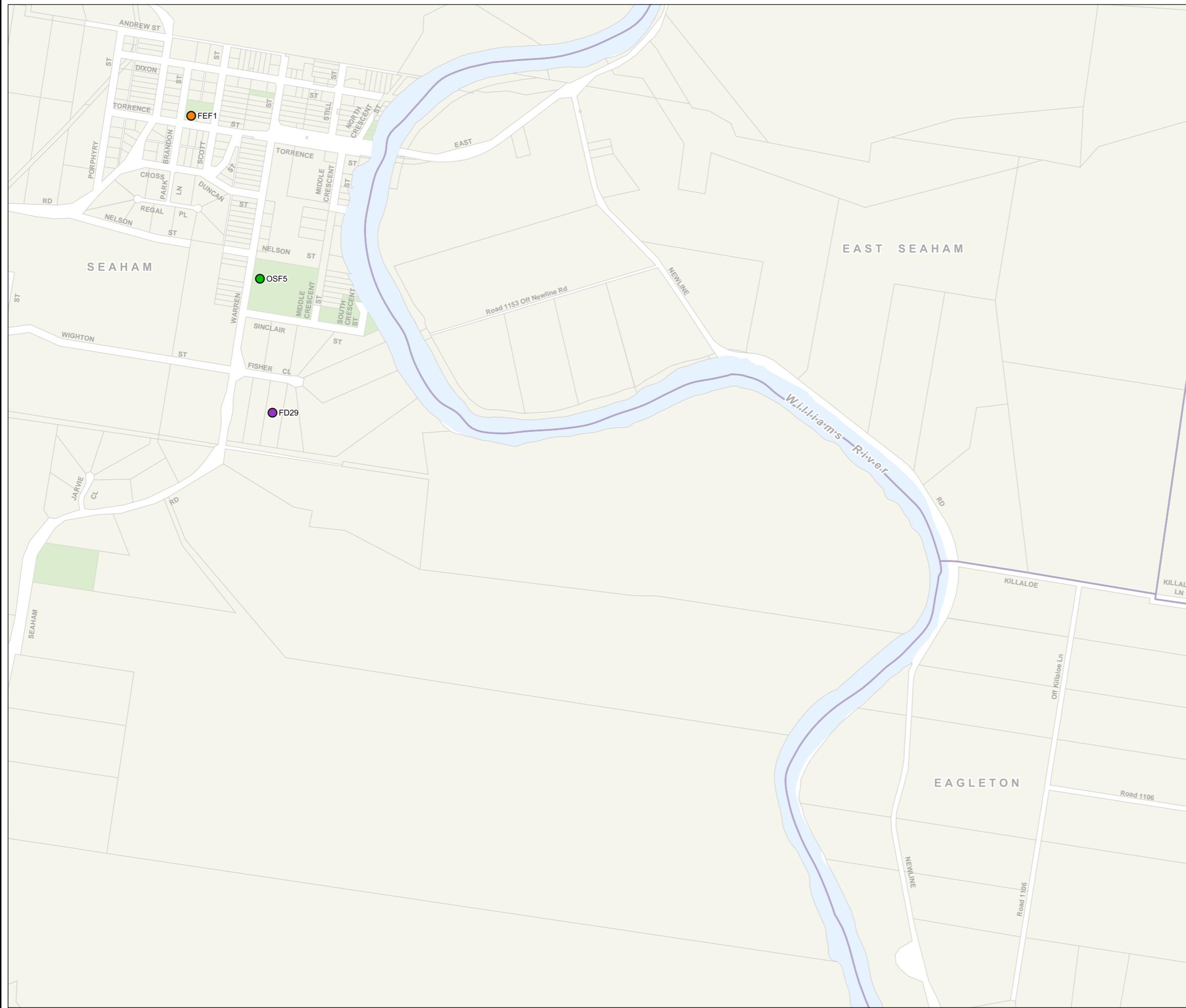
KEY MAP


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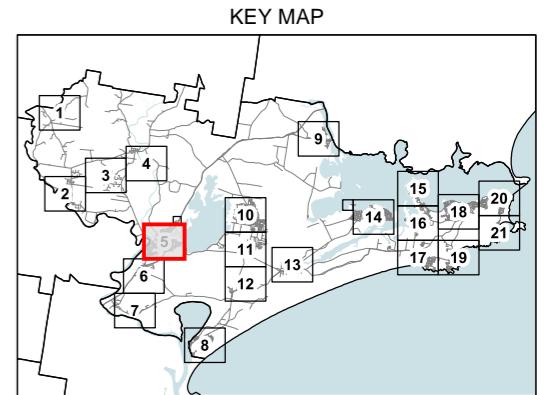
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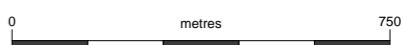
Raymond Terrace

Legend

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- (SRF) Sports & Leisure Facilities
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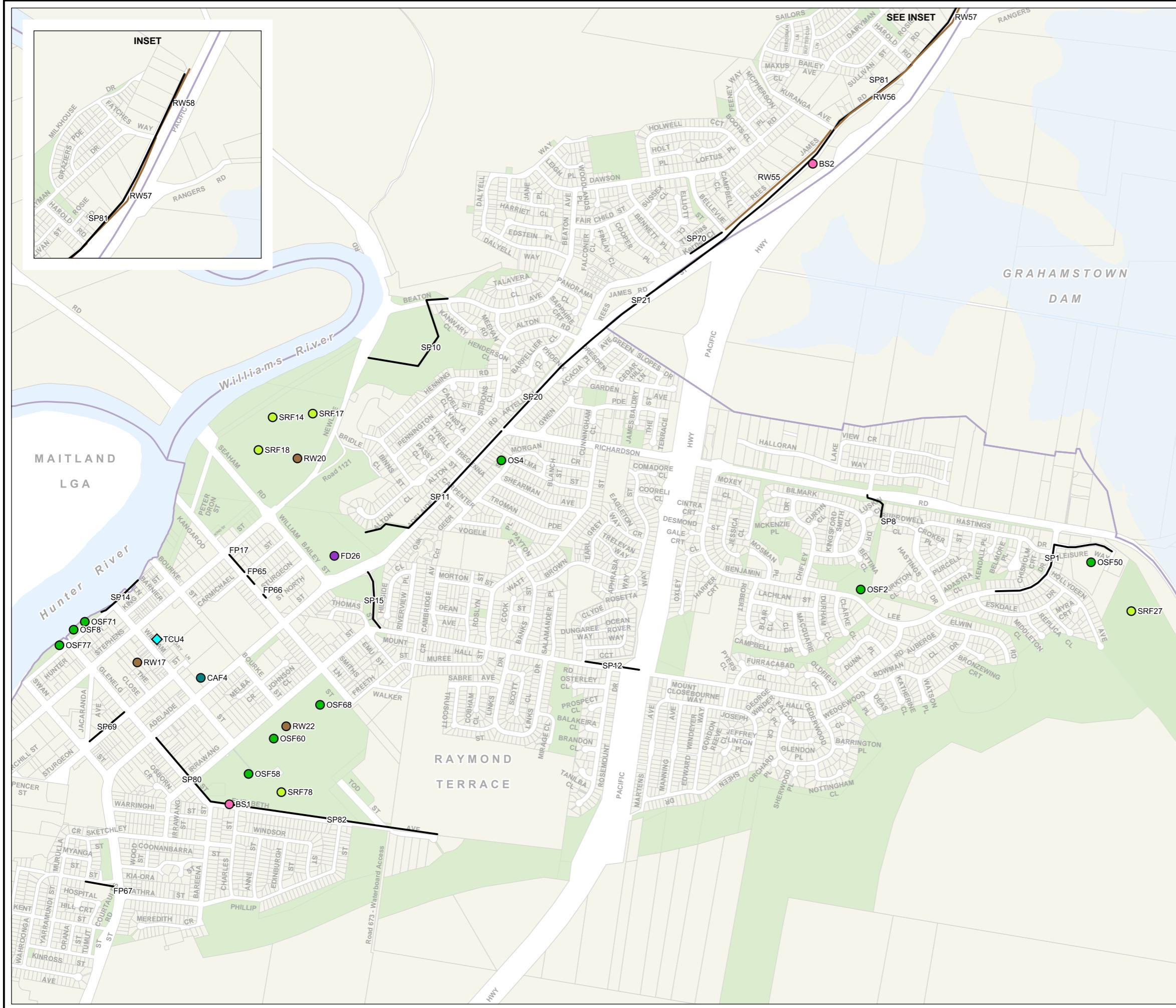

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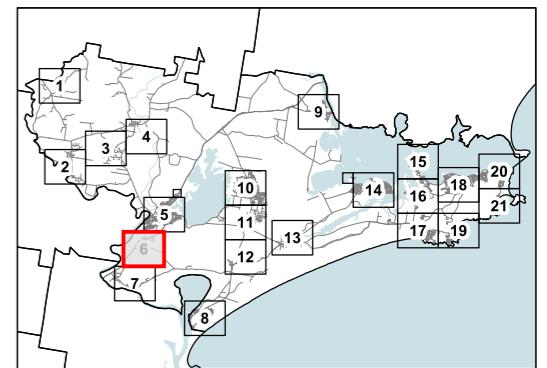


Heatherbrae

Legend

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- (OSF) Public Open Space, Parks & Reserves
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- (CCF) Community & Cultural Facilities
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-  Parks/Reserves

KEY MAP

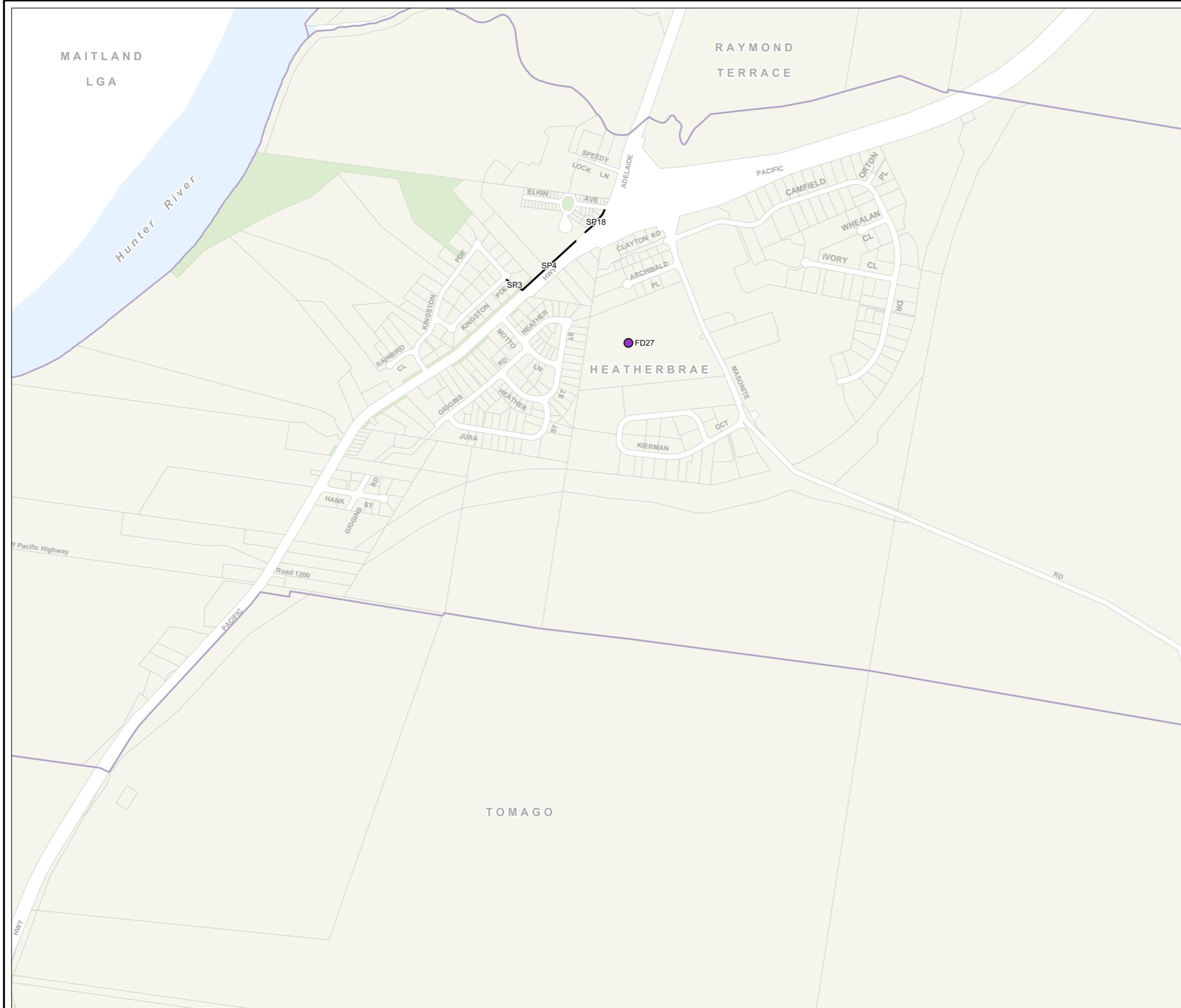

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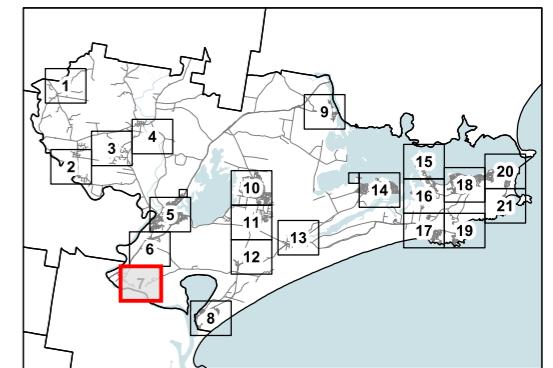
SHEET 6 OF 21


Tomago

Legend

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

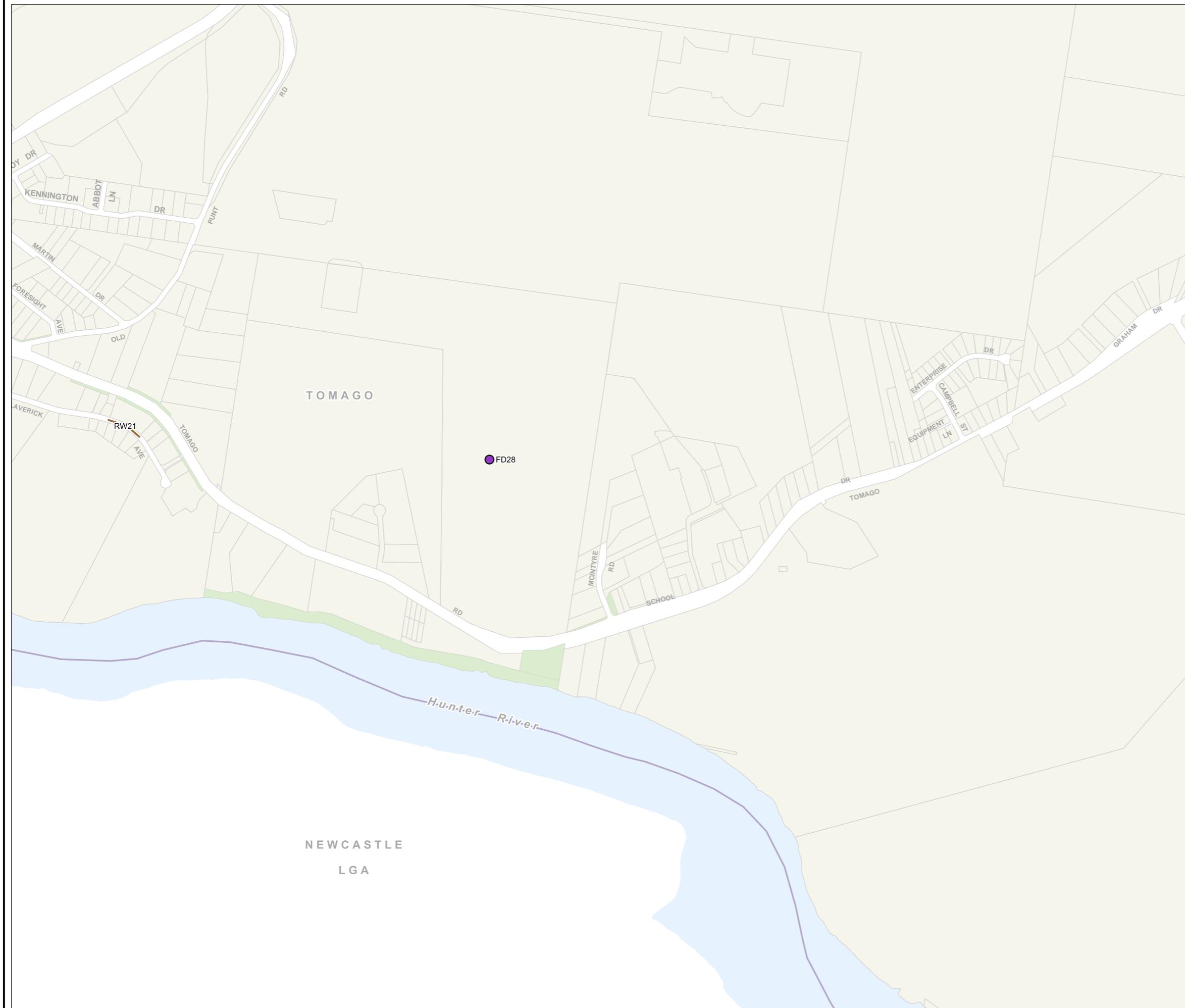

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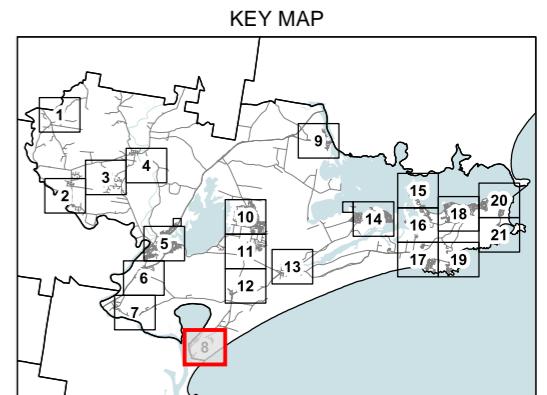
SHEET 7 OF 21



Fern Bay

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
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SHEET 8 OF 21





Local Infrastructure Contributions Plan **CENTRAL GROWTH CORRIDOR CATCHMENT**

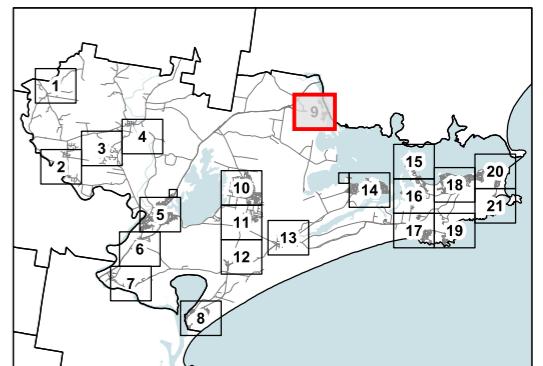
Karuah

Legend

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

 Parks/Reserves

KEY MAP



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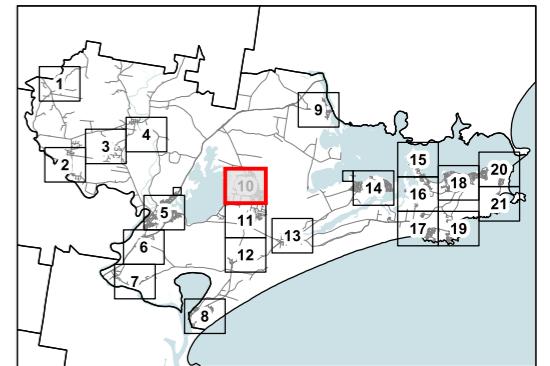
SHEET 9 OF 21

Medowie North

Legend

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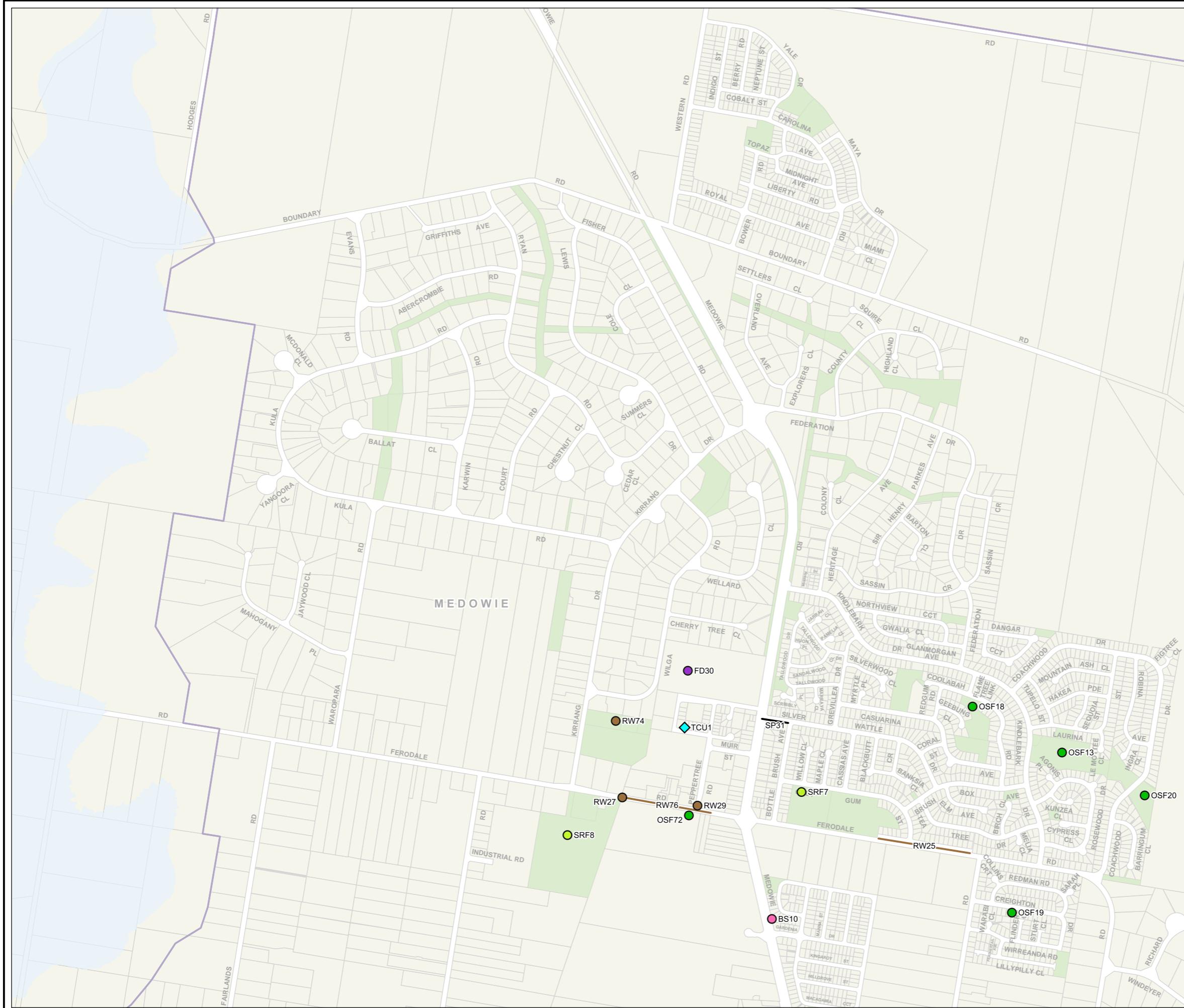


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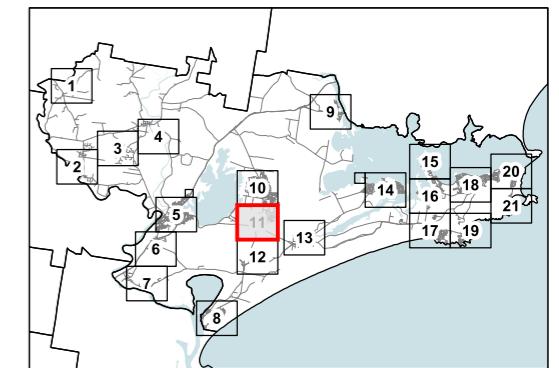
SHEET 10 OF 21


Medowie South

Legend

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- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
- (CCF) Community & Cultural Facilities
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KEY MAP

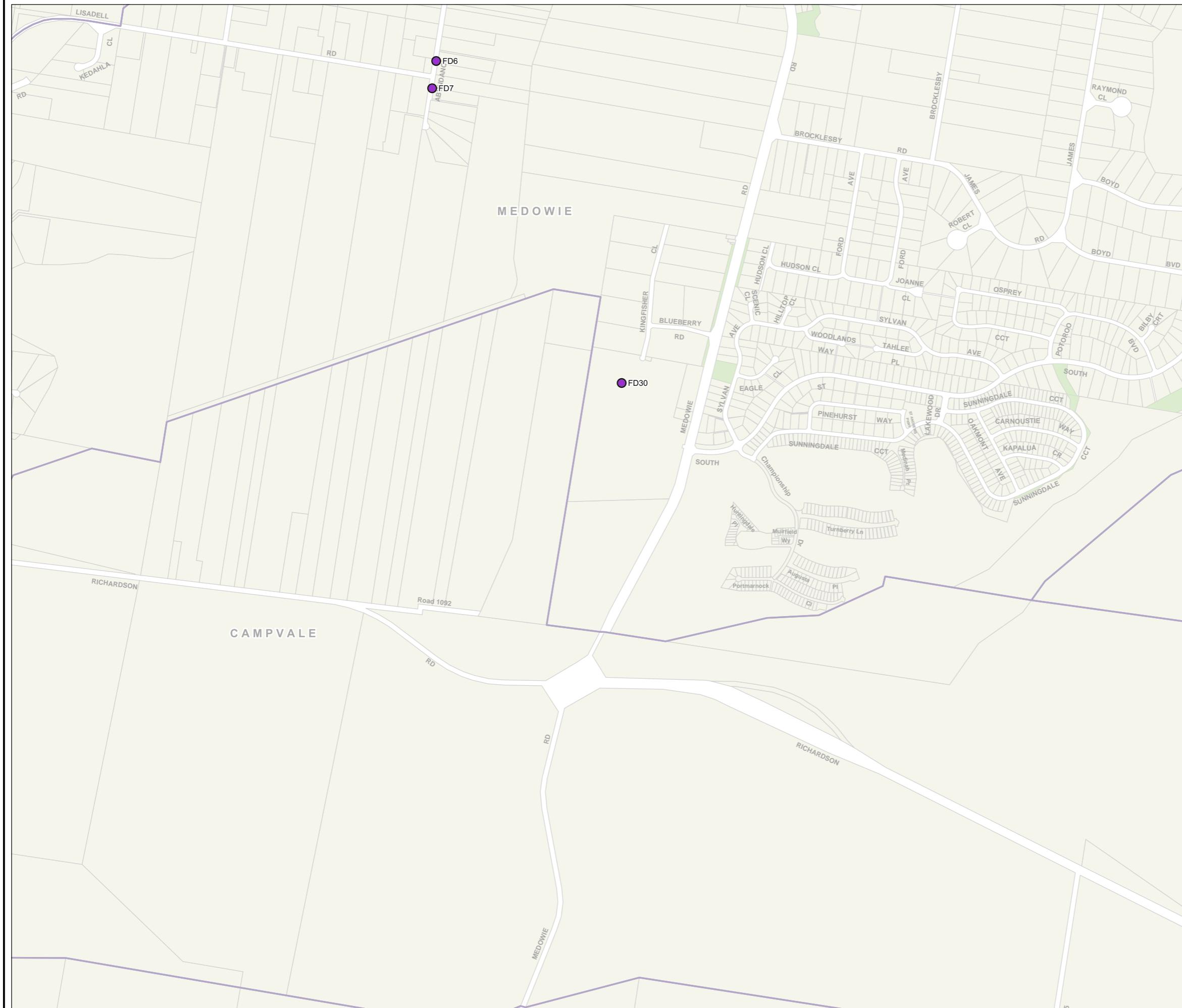

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SHEET 11 OF 21




PORT STEPHENS
COUNCIL

Local Infrastructure Contributions Plan **CENTRAL GROWTH CORRIDOR CATCHMENT**

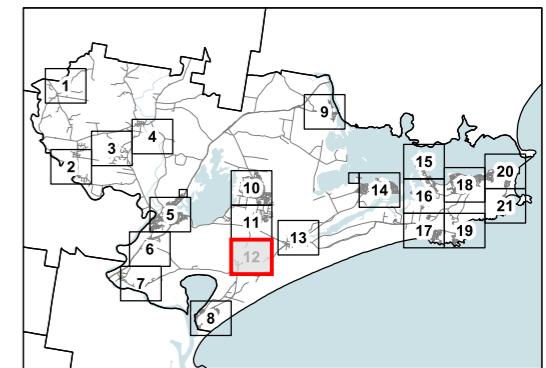
Williamtown

Legend

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- (OSF) Public Open Space, Parks & Reserves
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- (CCF) Community & Cultural Facilities
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- (FP) Footpath

 Parks/Reserves

KEY MAP



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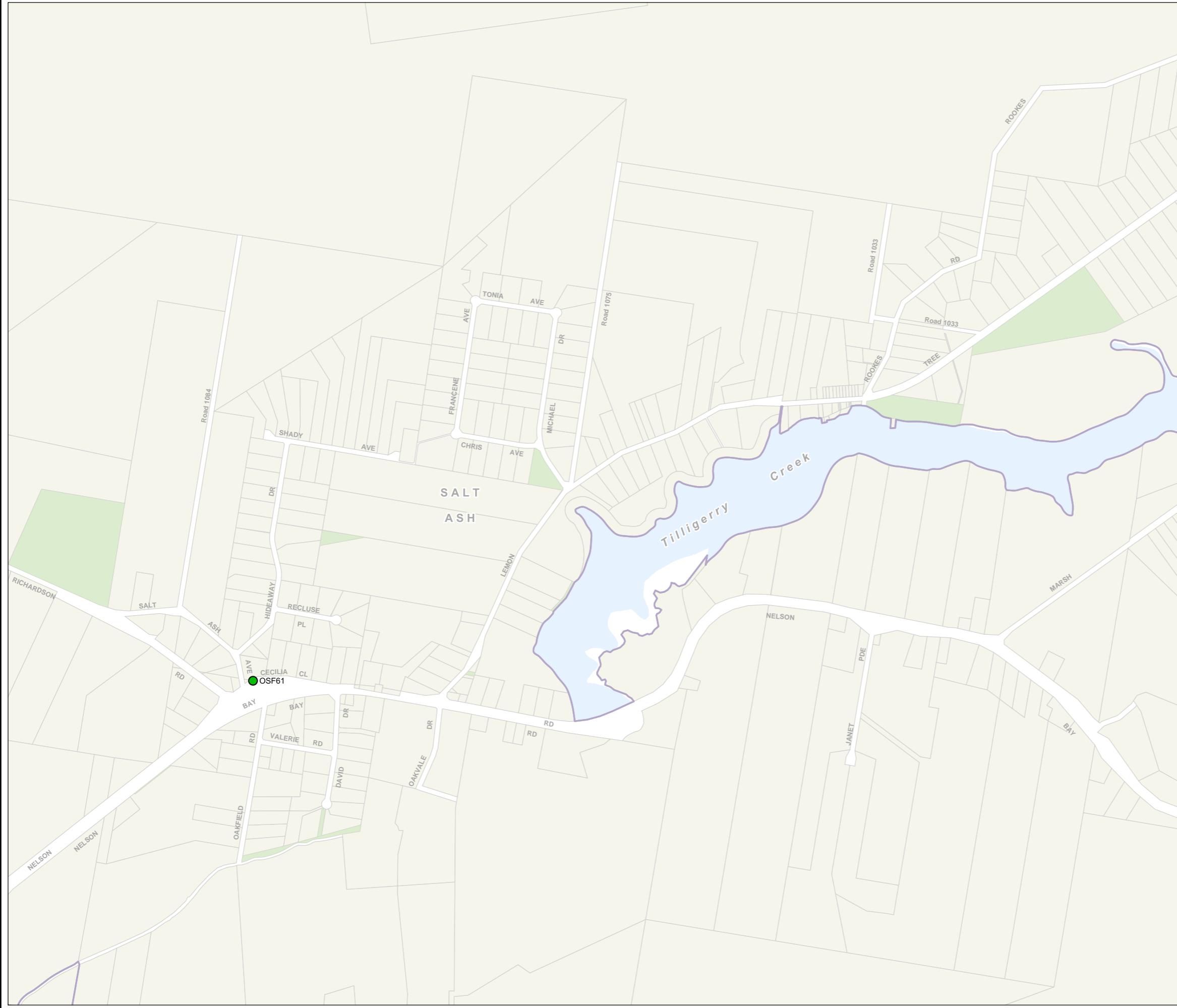
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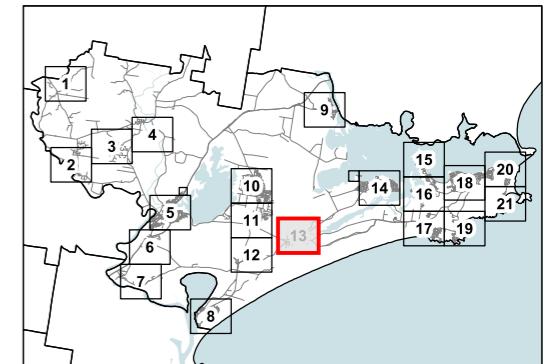
Salt Ash



Legend

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- (OSF) Public Open Space, Parks & Reserves
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- Parks/Reserves

KEY MAP



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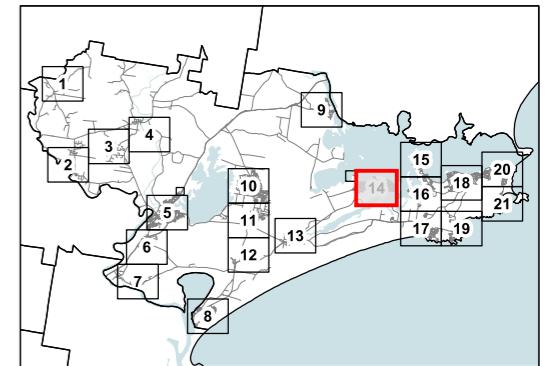
SHEET 13 OF 21

Lemon Tree Passage Mallabula Tanilba Bay

Legend

- (CAF) Depots & Administration Building
- (OSF) Public Open Space, Parks & Reserves
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- (FP) Footpath
- Parks/Reserves

KEY MAP



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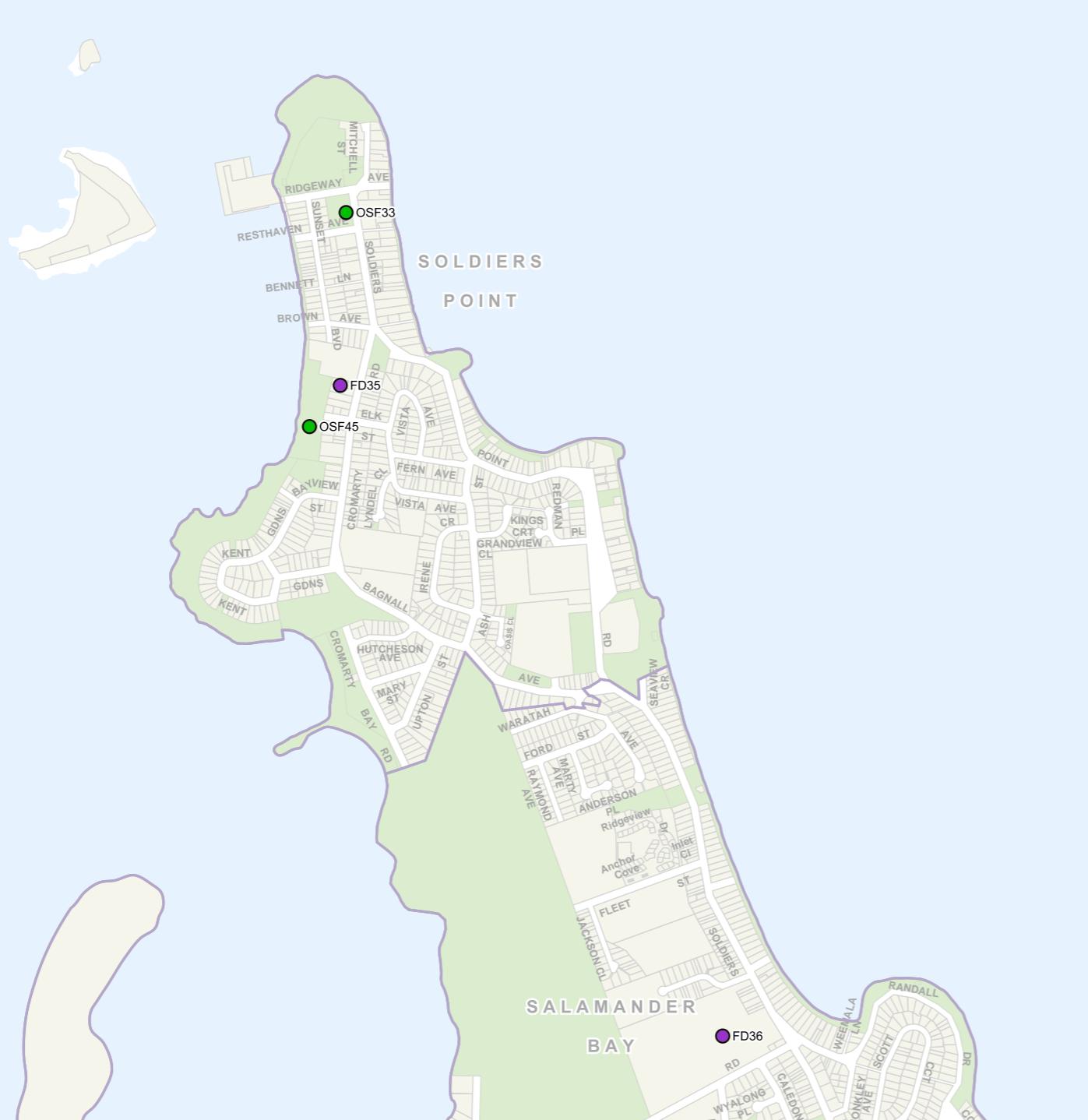
SEE INSET



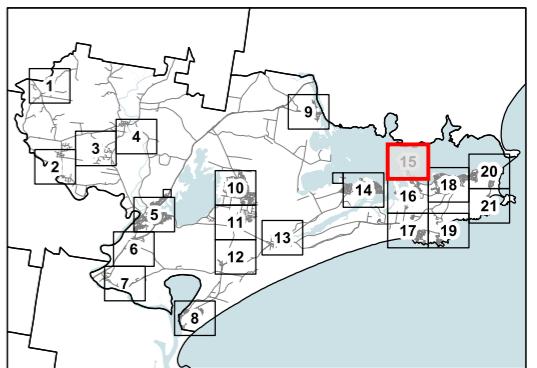
Soldiers Point

Legend

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



KEY MAP



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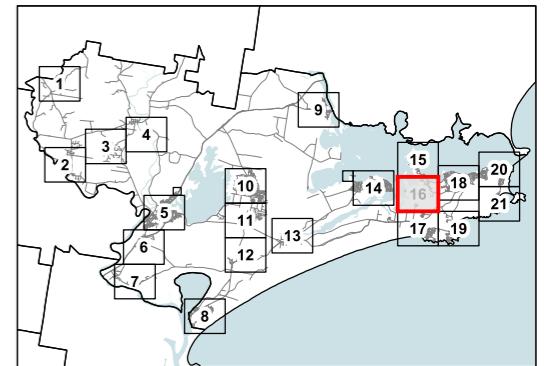
SHEET 15 OF 21

Taylors Beach Salamander Bay

Legend

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- (OSF) Public Open Space, Parks & Reserves
- (SRF) Sports & Leisure Facilities
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- (FP) Footpath
- Parks/Reserves

KEY MAP


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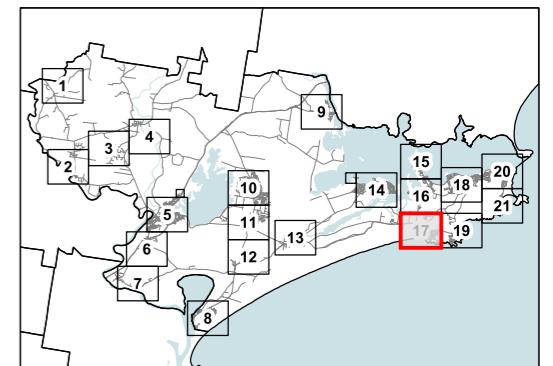


Anna Bay Fishermans Bay

Legend

- (CAF) Depots & Administration Building
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- (FP) Footpath
- Parks/Reserves

KEY MAP


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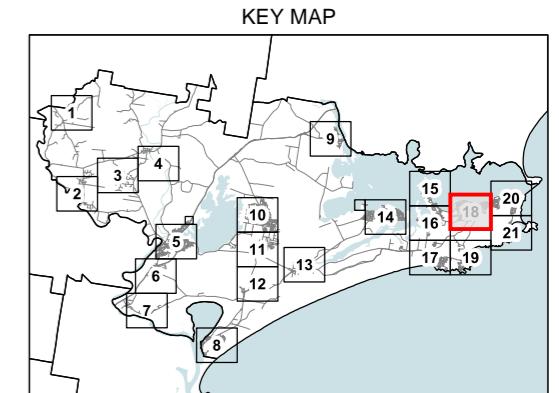
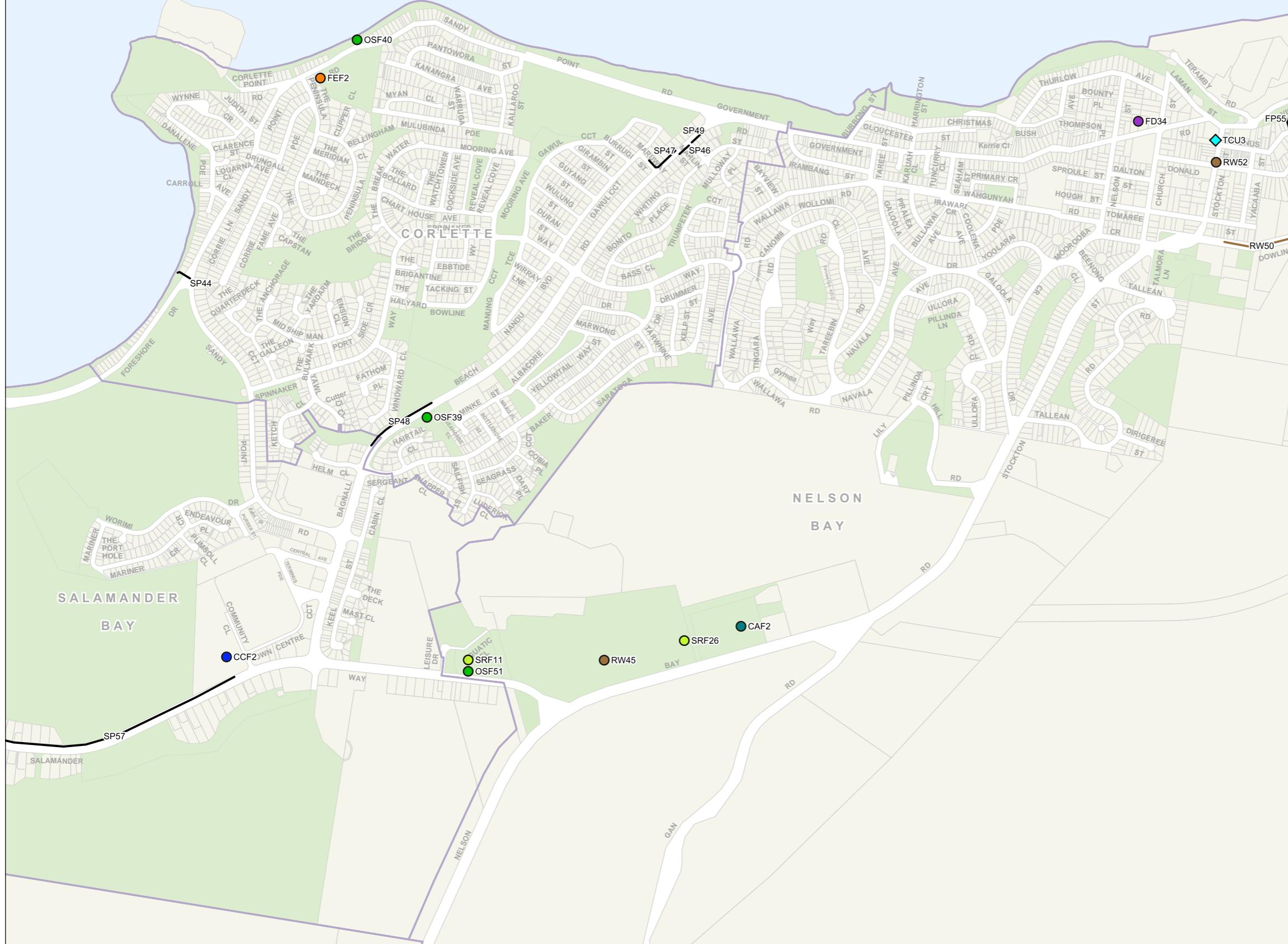
SHEET 17 OF 21



Corlette Salamander Bay Nelson Bay

Legend

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



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0 metres 750

SCALE: 1:15000 @ A3

Edition Date: MAY 2025

SHEET 18 OF 21

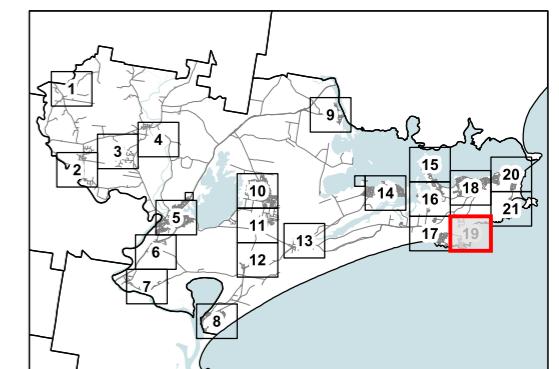
Boat Harbour One Mile

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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GDA 2020 MGA 56

0 metres 750

SCALE: 1:15000 @ A3

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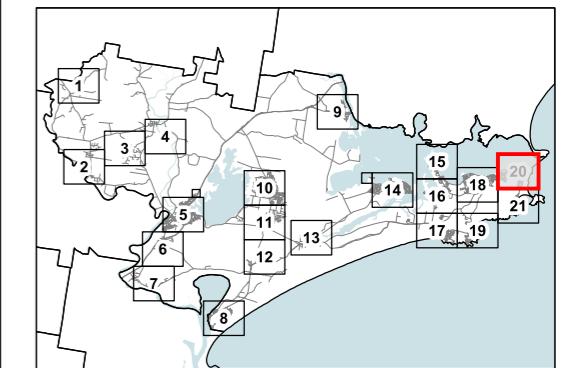
SHEET 19 OF 21

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

SCALE: 1:15000 @ A3

Edition Date: MAY 2025

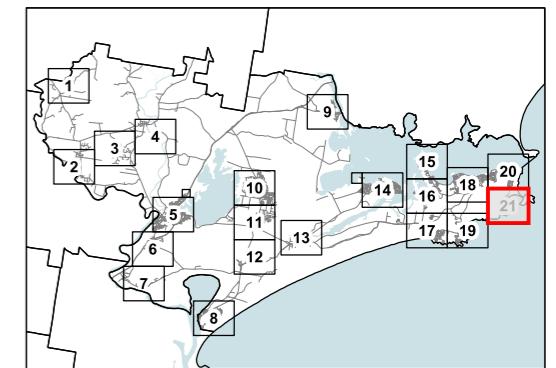
SHEET 20 OF 21

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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GDA 2020 MGA 56

0 metres 750

SCALE: 1:15000 @ A3

Edition Date: MAY 2025

SHEET 21 OF 21

Local Infrastructure Contributions Plan

Newcastle Council Cross Boundary Projects



PORT STEPHENS
COUNCIL



Local Infrastructure Contributions Plan Medowie Traffic & Transport



PORT STEPHENS
COUNCIL



Local Infrastructure Contributions Plan Kings Hill Urban Release Area



PORT STEPHENS
COUNCIL



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 208 of the *Environmental Planning and Assessment Regulation 2021* 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 208 of the *Environmental Planning and Assessment Regulation 2021* 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: _____

Appendix D

List of

Amendments

to the Plan



Appendix D

List of Amendments to the Plan

| TITLE | DESCRIPTION | DATE OF COMMENCEMENT |
|------------------------|--|-------------------------|
| CPI update | 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 update | 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 update | 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 update | 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 update | 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 update | CPI Adjustment for quarter ended 30 September 2021. All groups CPI Sydney – 120.2 (September 2021). | 27 October 2021 |
| CPI update | CPI Adjustment for quarter ended 31 December 2021. All groups CPI Sydney – 121.6 (December 2021). | 25 January 2022 |
| CPI update | CPI Adjustment for quarter ended 31 March 2022. All groups CPI Sydney – 123.7 (March 2022). | 27 April 2022 |
| CPI update | CPI Adjustment for quarter ended 30 June 2022. All groups CPI Sydney – 125.7 (June 2022). | 27 July 2022 |
| CPI update | CPI Adjustment for quarter ended 30 September 2022. All groups CPI Sydney – 128.6 (September 2022). | 26 October 2022 |
| Amendment No. 2 | Administrative amendments, the removal of and amendments to infrastructure items and the introduction of additional infrastructure items. | 13 December 2022 |
| CPI update | CPI Adjustment for quarter ended 31 December 2022. All groups CPI Sydney – 130.9 (December 2022). | 25 January 2023 |
| CPI update | CPI Adjustment for quarter ended 31 March 2023. All groups CPI Sydney – 132.7 (March 2023). | 26 April 2023 |
| CPI update | CPI Adjustment for quarter ended 30 June 2023. All groups CPI Sydney – 134.0 (June 2023). | 26 July 2023 |
| CPI update | CPI Adjustment for quarter ended 30 September 2023. All groups CPI Sydney – 135.8 (September 2023). | 25 October 2023 |
| Amendment No. 3 | Administrative and minor policy amendments, the removal of and amendments to infrastructure items and the introduction of additional infrastructure items. | 28 November 2023 |
| CPI update | CPI Adjustment for quarter ended 31 December 2023. | 31 January 2024 |

| | | |
|------------------------|---|------------------------|
| | All groups CPI Sydney – 136.4 (December 2023). | |
| CPI update | CPI Adjustment for quarter ended 31 March 2024. All groups CPI Sydney – 137.7 (March 2024). | 24 April 2024 |
| CPI update | CPI Adjustment for quarter ended 30 June 2024. All groups CPI Sydney – 139.1 (June 2024). | 31 July 2024 |
| CPI update | CPI Adjustment for quarter ended 30 September 2024. All groups CPI Sydney – 139.80 (September 2024). | 30 October 2024 |
| CPI update | CPI Adjustment for quarter ended 31 March 2025. All groups CPI Sydney – 140.9 (March 2025). | 30 April 2025 |
| Amendment No. 4 | Comprehensive amendment – inserted discount for affordable rental housing, increased levy for visitor and tourist accommodation, inserted additional planning agreement policy. Administrative amendments, the removal of and amendments to infrastructure items and the introduction of additional infrastructure items. | 1 December 2025 |

