



Local Roads and Traffic Infrastructure Developer Contribution Plan 2009



Adopted January 2010

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Notes and Corrections to this Issue

Please note the following and corrections:

Part A: Introduction, Administration and Operation of the Contribution Plan

1 Introduction

1.1 Name of this Plan

This s.94 Developer Contribution Plan is prepared in accordance with the provisions of section 94 of the *Environmental Planning and Assessment Act (1979) (EP&A Act)* and Part 4 of the *Planning and Assessment Regulation (2000) (Regulation)*.

The Plan is named the "**Local Roads and Traffic Infrastructure Developer Contribution Plan 2009**".

1.2 Commencement of Contribution Plan

This contribution plan is prepared pursuant to the provisions of s.94 of the *EP&A Act* and Part 4 of the *Regulation* and is effective from 12 January 2010.

1.3 What area does this Plan apply to?

This Plan applies to all land within the Kempsey Shire as described in **Part D Section 6: Contribution Catchment Maps Numbers 6.1 – 6.10**

This development contribution plan applies to applications for development consent and applications for complying development certificates under Part 4 of the Act. In some circumstances special provisions apply to the levying of contributions on particular development applications. These are detailed in clauses 5.33 and 5.34.

1.4 What is a s.94 contribution plan?

s.94 of the Act authorises Council to levy contributions from developers as a condition of consent for the provision of public infrastructure, facilities and services that are required as a result of increased development. The s.94 plan remains a public document and describes Council's policy on developer contributions.

A s.94 contribution plan details the expected increase in demand as a result of new development and links this to an increased demand for local public services, facilities and infrastructure to be provided through developer contributions. This 'nexus' is one of the underlying core principles of s.94 and is the key factor in deciding if a contribution can be sought.

A contribution plan must contain a description of how the contribution rate has been determined, and the formulae for determining the rate; the contribution rates; the works schedule; and, timeframe for expenditure and project delivery.

The Plan should be flexible, it should be able to respond to the changing needs of an area, and it should allow for the planned, efficient provision of facilities and infrastructure expected to be required as a result of, or to assist, new development.

The plan should operate over a specific period of time, which in this case is 10 years, for determining both the rate of development and the infrastructure, facilities and services to be provided within that period. The plan should be reviewed and amended if necessary at the programs mid point (5 years), however the plan may be reviewed at any time during the period.

Council can only demand a contribution if it is satisfied the development, the subject of the development application, will or is likely to require the provision of or increase the demand for, public facilities within the area. Contributions may be in the form of monetary payments, dedication of land at no cost to council, the provision of a material public benefit, or a combination of these.

The ability to fund new works facilities and the embellishment of existing infrastructure in the community through the use of s.94 contributions is highly important for Kempsey Shire Council. Through the use of developer contributions Council reduce the cost and impact of existing residents in the LGA for the provision of additional services and infrastructure generated by new development. The utilisation of s.94 contributions guarantees the service level for the existing population is maintained while ensuring an equivalent level is provided for the incoming population.

1.5 Purpose of this contribution plan

This plan satisfies the requirements of the EP&A Act and Regulation. This Plan authorises Kempsey Shire Council to require payment of a monetary contribution, a dedication of land or in lieu of, to accept the provision of material public benefit, including the dedication of land, or the carrying out of a works in kind agreement, towards provision, extension or augmentation of public road infrastructure that will, or are likely to be, required or have an increased demand, as a consequence of development in the Kempsey Shire.

The purpose of this Plan is to:

- Provide the framework for the efficient and equitable determination, collection and management of development contributions towards the provision of public amenities and services
- Ensure that all new development that benefits from these public facilities and infrastructure contribute towards their provision
- Determine the likely development patterns and needs of the population which will result from that development
- Ensure that the existing Kempsey Shire community is not unreasonably burdened by the provision of public facilities and infrastructure required as a result of the ongoing development and redevelopment undertaken within the Kempsey LGA.
- Provide an overall strategy for the coordinated delivery of public facilities and infrastructure consistent with Councils strategic plan and management plan.
- Provide a comprehensive and transparent strategy which is implemented for the assessment, accounting and review of development contributions made under s.94 of the Act and regulation for the Kempsey LGA; and
- Indicate a program of works and capital expenditure for the provision of public works required as a result of development within the LGA.

1.6 Relationship to other Plans

This Plan supersedes:

- *Kempsey Shire Council (1993) Section 94 Contribution Plan Roads*

Contributions raised and paid under the authority of this Plan will be directed towards the respective facility and infrastructure described in the Work Schedule of this Plan. This Plan incorporates the outstanding fund balance of the superseded plan current at the time of this plan's introduction.

Contributions levied under the previous plan may be adjusted according to movements in the Consumer Price Index (CPI). This would arise where the timing of

the payment of the contribution is at least one (1) year from the date of development consent, which contains the condition imposing the section 94 contribution/s.

1.7 For what amenities, facilities and / or infrastructure will contributions be levied?

This contribution plan establishes strategies that allow section 94 contributions to be levied towards the provision of the following categories of infrastructure or service provided these relate to the need generated through increased development demands:

- ***Local Road Upgrades***
- ***Intersection Upgrade***
- ***Cycle Paths***
- ***Drainage associated with road infrastructure***

1.8 Contribution plan structure

The contribution plan is structured in four (4) parts:

Part A: details essential components of the Plan, including the basis for preparing a development contribution plan, describes the Plans operation and administration, defines the area affected by the Plan and its relationship to other plans.

Part B: provides details of the need for public facilities planned, including the expected development and population characteristics of the Kempsey Shire and the plan for the delivery of required facilities and infrastructure.

Part C: provides details on the strategies to deliver each of the categories of facilities and infrastructure, including the causal, spatial and temporal link between the expected development and the facilities required, and the philosophy, standards and manner of facility and service delivery.

Part D: details work schedules, catchment maps, contribution summaries and references.

2. Administration and Operation of the Plan

2.1 Operation of the Plan

Section 94 permits Council to require developers to provide or assist in the provision of new facilities and infrastructure required as a result of new development. The mechanism to require the contribution is through the development assessment process.

In determining a development application or issuing a complying development certificate, Council may impose a condition of consent requiring the payment of a monetary contribution, dedication of land and / or works in kind, in accordance with the provisions of the plan.

This plan identifies the quantum of contribution to be levied on an individual development, and what facilities and infrastructure the contribution may be directed towards. Such details are to be included in the respective development approval. The parameters and assumptions used to identify contributions and the works as a result of development occurring are dynamic. As a result this plan will be reviewed periodically.

Information on the contributions received, and details of how these contributions have been applied towards the provision of the public amenities and services described in this Plan, will be reported in Council's annual financial statements. A register of contributions received under this Plan will also be maintained and made publicly available by Council.

2.2 What is the life of this Plan?

This Plan seeks development contributions for facilities and infrastructure required as a result of population increases occurring over the next ten (10) year period. The time frame selected accords with the estimated rates of development and population projections completed to identify growth from 2008.

2.3 What is the contribution formula?

The formula used to determine the contributions regarding each type of facility and service are set out in Part C of this Plan. The formulas have been based on a generic contribution formula that applies to each facility or infrastructure item.

The contribution rate will be indexed according to the CPI set out in section 2.10. A summary of the contribution rate is provided. The contribution rates for residential development are calculated per person, and then converted to a per dwelling bedroom occupancy or where applicable per new lot.

2.4 When are contributions payable?

The amount of developer contributions will be determined as a part of the assessment of a development application and will appear as a condition of approval on the respective development consent issued under section 80 of the EP&A Act. The notice will include a condition indicating the timing, amount of payment and the specific public amenity or service in respect of which a condition is imposed.

Dedication of land, provision of material public benefits or works in kind, or payment of a monetary contribution is to be made prior to the issue of a construction certificate. In the case of subdivision, the contribution is to be made prior to the issue of the subdivision certificate. Where a developer negotiates a material public benefit, works in kind or dedication of land in lieu of paying a monetary contribution required under this Plan, the developer must also pay Council's reasonable costs for the management of this contribution plan.

The amount of monetary contribution to be paid will be the contribution payable at the time of consent, and depending on when the development consent is acted upon, may be subject to reasonable adjustment due to movements in the financial indices and rates in section 2.10

2.5 Are contributions payable for complying development?

In accordance with s.94EC it is the responsibility of the accredited certifier to accurately calculate and apply the section 94 contribution conditions, where applicable. It is the responsibility of any person issuing a complying development certificate to certify that the contributions have been paid to Council prior to the issue of the certificate. Deferred payments of contributions required by a condition of complying development certificate will not be accepted.

Payment of a monetary contribution is to be made prior to the issue of the complying development certificate. In the case of subdivision, the contribution is to be made prior to the issue of a subdivision certificate.

S.94EC authorises the accredited certifier to impose a monetary contribution only. Material public benefit, works in kind or the dedication of land in lieu of paying the monetary contribution can not be imposed as a condition of complying development.

2.6 Offer to enter into a voluntary planning agreement

If an applicant does not wish to pay a levy in connection with the carrying out of a development, the applicant may offer to enter into a voluntary planning agreement with Council under s.93F of the EP&A Act in connection with making a development application.

Under the planning agreement, the applicant may offer to pay money, dedicate land, carry out works or provide other material benefits for public purposes.

The applicant's provision under a planning agreement may be additional to or instead of paying a contribution in accordance with a condition of development consent authorised by this Plan. This will be a matter of negotiation with Council.

The offer to enter into the planning agreement together with a copy of the draft agreement should accompany the relevant development application.

Council will publicly notify the draft planning agreement and an explanatory note relating to the draft agreement along with the development application and will consider the agreement as part of its assessment of that application.

If council agrees to enter into the planning agreement, it may impose a condition of development consent under s.93I(3) of the EP&A Act requiring the agreement to be entered into and performed. If Council does not agree to enter into the planning agreement, it may grant consent subject to a condition authorised by this Plan requiring the payment of a contribution.

2.7 Works in Kind and Material Public Benefits

Council may allow applicants to make a contribution by way of a material public benefit, (for items NOT included in the Works Schedule) or by works in kind (for items included in the Works Schedule) as referred to in s.94(5) of the Environmental Planning and Assessment Act 1979.

Council may, but is not obliged to, accept material public benefits or works in kind when:

- Agreement is reached between the developer and Council as to the proposed material public benefit or works in kind
- A monetary contribution in accordance with the Section 94 plan is unnecessary or unreasonable in the circumstances
- The value of the material public benefit or works in kind is at least equal to the value of the monetary contribution assessed in accordance with the plan, and
- The material public benefit of all works in kind will not prejudice the timing or the manner of the provision of the public facility for which the contribution was required.

It may also accept a material public benefit for an item not included on the contribution plan work schedule where it considers the acceptance of that material public benefit will not create an unacceptable shortfall in contributions collected which may lead to difficulty in providing other items on the work schedule.

The offer from an applicant or any other entitled to that consent must be made in writing as part of the development application and include details of the extent and nature of the works proposed to be undertaken.

Council will require the applicant to enter into a written agreement for the provision of the works.

Acceptance of any such alternative is at the sole discretion of Council. Valuation of any land to be dedicated will be obtained by Council at the applicant's expense. The cost of the dedications are to be borne by the applicant. The terms of the offer as accepted by Council will be included in the development consent.

2.8 Dedication of Land

Dedication of land in lieu of monetary contributions for infrastructure described in this plan will only be considered where the land has been previously identified as being required for that purpose and identified for acquisition by Council.

Dedication of land will be required on an area basis in accordance with the rates in the plan at the date of dedication. All costs of dedication are to be borne by the applicant, including but not limited to, survey, legal and administration costs.

The land is to be in a condition suitable for its intended purpose cleared of all debris, weeds and waste materials. The land is to have a compliance certificate from a registered testing authority stating that the land is free from contaminated and hazardous materials and substances. Council will not accept dedication of any lands otherwise.

Land to be dedicated is to be shown on the Final Plan of Subdivision that accompanies the Subdivision Certificate application, and come under Council care and control upon registration of the subdivision.

2.9 SEPP5, Crown Development, and existing development where consent was not required.

Dept of Housing SEPP5 Development

Pursuant to section 94E of the Act, the Minister of Planning directed consent authorities that there are no public amenities or services to which a condition under Division 6 Part 4 of the Act may be imposed on the class of development consents identified in Schedule A granted to the department of Housing. This Direction applies to development consents to development applications made on or after 3 May 2001.

Crown Development

Where an application is made from a Crown Authority, Council can only impose conditions that are acceptable to that Authority or agreed to by the Minister of Planning.

Existing Development where development consent not required

There have been circumstances where buildings have been erected on lots and where at the time of erection, development consent was not required. If contributions were not, or could not, be levied at that time, Council cannot seek them on a later consent that does not create additional demand, and then only on the additional demand.

Existing Development without development consent

Where, in the past, a development has proceeded that required development consent, but either:

- consent had not been granted, or
- consent had not been sought,

regardless of whether a contribution would or would not have been imposed, is liable for the contributions payable at the time the development requires to be legitimised.

2.10 Monitoring and Review of Contributions

Kempsey Shire Council acknowledges the need to continually monitor and review this Contribution Plan. The contribution plan will be subject to review that will account for such matters as community need, provision costs, development rates, contribution affordability and performance of provision of works.

In the event of Council identifying changes as a result of the review process, amendments to the contribution plan, (apart from the periodic adjustment of contributions that is provided for in s.2.10 of this Plan, based on published indices), will be publicly exhibited in accordance with the requirements of the EP&A Regulation 2000.

Pursuant to Cl 32(3) of the Regulation 2000, Council may make certain minor adjustments or amendments to the Plan without prior public exhibition and adoption by Council.

2.11 Adjustment of Contributions

To ensure that the values of the contributions are not eroded over time by movements in the Consumer Price Index (CPI), Council will amend the contribution rates. The contribution rates listed in Part C will be amended annually and increased according to the CPI to allow for increases in the cost of provision for facilities.

Contributions will also be adjusted at the time of payment in accordance with the quarterly CPI.

Contributions required as a condition of development consent will be adjusted at the time of payment in accordance with the latest CPI (All Groups – Sydney) as published quarterly by the Australian Bureau of Statistics (ABS), using the following formula.

$$\text{Contribution at the time of payment} = C \times \frac{\text{CPI 2}}{\text{CPI 1}}$$

Where:

- C = The original contribution amount as shown on the consent.
CPI 2 = The CPI Number (All Groups – Sydney) currently available from the ABS at the time of payment.
CPI 1 = The CPI Number (All Groups – Sydney) last published by the ABS at the time of coming into effect of the Plan, or subsequent amendment of the Plan.

2.12 Accountability

Financial management and accountability are important components of section 94, and Council is obliged to maintain an accurate and up to date register of all section 94 contributions.

Monetary contributions received under the authority of this Plan must be recorded and kept through a separate account specifically established for this Plan. The records must indicate the contributions received, contributions expended and must include the interest, if any, earned on invested funds for each account.

These records are updated on a monthly basis.

Separate accounting records are maintained for all Council's section 94 contribution plans. Information on section 94 accounts and funds relating to this plan will be provided in a condensed format within Kempsey Shire Council's Annual Report/s in accordance with requirements of the EP&A Regulation 2000. Information is also available in Council's contribution register relating to this plan, which can be inspected at Council during normal business hours.

2.13 Deferment of Payments

If Council's policy at any given time is to allow deferred or periodic payment options for monetary section 94 contributions it will be subject to consideration of a written application forwarded to Council prior to the due payment date for the contribution as occurs under this plan.

In deciding whether to allow deferred or periodic payment of a monetary section 94 contribution, Council will take into consideration the following:

- the reasons provided by the applicant requesting a deferred or periodic payment
- no prejudice will be caused to the community deriving benefit from the services being provided under this Plan
- whether the deferment or periodic payment of the contribution is likely to prevent the facility or infrastructure being provided to meet the demands of development in a timely manner

- whether the applicant has provided the Council with adequate security in relation to the deferred or periodic payment
- any other relevant circumstances of the case.

If Council determines to allow the application, the arrangements relating to the deferred or periodic payment will not take effect until the applicant has entered into a written agreement with the Council reflecting the terms of the Council's approval.

The decision to agree to such a request will be at the complete discretion of Council.

If Council does decide to accept deferred or periodic payment, Council may require the applicant to provide a bank guarantee by a bank for the full amount of the contribution or the outstanding balance on the condition that:

- indexing will be calculated from the date the contribution was due until the date of payment
- the bank guarantee be by a bank for the amount of the total contribution, or the amount of any outstanding contribution, plus an amount equal to thirteen (13) months interest plus any charges associated with establishing or operating the bank security
- the bank unconditionally pays the guaranteed sum to the Council if the Council so demands in writing not earlier than twelve (12) months from the provision of the guarantee or completion of the work
- 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
- 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
- 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 has been paid.

In some circumstances, and at Council's discretion, the deferral of payment of contributions will be permitted until the sale or transfer of title is undertaken. Indexing will be calculated from the date the contribution was due until the date of payment.

2.14 Pooling of Contributions

This plan authorises monetary s.94 contributions paid for different purposes to be pooled and used progressively or otherwise for those purposes, and are described in the works schedule.

Monetary contributions collected under previous issues of this contribution plan, or under equivalent contribution plans to be extinguished or repealed on adoption of this contribution plan, are authorised to be pooled and used for purposes outlined in this plan where those uses are consistent with the purpose for which the contributions were originally collected, and the intended original purpose has been either completed, abandoned or provided for by other means and/or the contributions are surplus.

2.15 Savings and Transitional Arrangements

A development application submitted prior to the adoption of this plan but not determined shall be determined in accordance with the provisions of the Plan, which applied at the date of determination of the application.

Part B: Community Profile and Population Estimates

3. Community Profile

The community profile is prepared to provide a clear understanding of the characteristics of the resident population of the Kempsey Shire and to identify trends. The profile assists in projecting residential population growth and determining what infrastructure will be required to meet the needs of the population resulting from future development. Data is drawn from the ABS Census data held for 2001 and 2006 using the Kempsey LGA

3.1 Context and Catchments

Kempsey Shire is located on the mid north coast of New South Wales and covers a total area of 3,377 square kilometres..

The major population centres include South West Rocks, Kempsey, South Kempsey and Frederickton provide commercial and residential opportunities. The village of Crescent Head retains potential for limited future residential and rural residential growth.

Land use in the Shire has been primarily rural, however proximity to the coast has provided leverage for expanded residential and rural residential development, particularly in South West Rocks and adjacent areas. Residential development within the established town centres is generally restricted to infill within existing residential precincts.

3.2 Population

Census data from 1996, 2001 and 2006 indicates the Shire has increased by 955 persons over the decade between the 1996 and 2006 census. The official 2006 population is 27,385 persons. On analysis of data from the three previous Census there is a slower rate of population growth occurring between 2001 and 2006, (444 persons) than between 1996 and 2001 (511 persons). Annual population growth over the decade between 1996 and 2006 was 0.36%.

Population Growth – Kempsey Shire 1996-2006

2006 Population by Age

Age Group	Males	Females	Total	% population
0-4years	864	738	1,602	6%
5-14 years	2,103	1,991	4,094	15%
15 – 24 years	1,500	1,377	2,877	11%
25 – 44 years	2,940	3,036	5,976	22%
45 – 54 years	2,114	2,099	4,213	15%
55 – 64 years	1,929	1,872	3,801	14%
65 – 74 years	1,368	1,257	2,625	10%
75 – 84 years	794	943	1,737	6%
85+ years	172	288	460	2%
Total	13,784	13,601	27,385	100%

2001 Population by Age

Age Group	Males	Females	Total	% population
0-14years	3,104	2,978	6,082	23%
15-14 years	1,423	1,374	2,797	10%
25 – 34 years	1,219	1,349	2,568	10%
35 – 44 years	1,819	2,009	3,828	14%
45 – 54 years	2,000	1,939	3,939	15%
55 – 64 years	1,605	1,625	3,230	12%
65 – 74 years	1,319	1,256	2,575	10%
75+ years	843	1,079	1,922	7%
Total	13,332	13,609	26,941	100%

3.3 Household Type

Reflecting the age structure of the population, couple only households (43.4%) and lone person households (25.2%) in 2006 comprised a large proportion of the households in the Kempsey LGA. This is higher than the New South Wales average where couple only households account for 22.9%. Lone person households are marginally higher than the State average of 23.0%.

Single parent families comprise 19% of families, (State av 15.8%). In the 2006 Census Kempsey LGA recorded that family households accounted for 67.3% (State 67.3%) of occupied private dwellings and group households 2.8% (State 3.7%).

3.4 Dwelling and Household Characteristics

3.4.1 Overview

Future housing development in Kempsey LGA is likely to be of a type that is focused on urban and near urban locations, with significant growth in coastal and near coastal locations. It is anticipated that the choice of housing types are likely to broaden in the coming years and allowance has been made in this plan to consider a wider range of options for urban residential development including medium density.

Near urban or rural residential housing development is expected to remain a significant component of the housing mix, as will a likely trend towards multi unit housing. However the demand for separate housing on urban residential lots is expected to remain the key housing choice.

3.4.2 Dwelling Growth

Table 3: Dwelling Growth (2001-2006)

Dwelling Type	2001	2006	% change 01-06
Detached House	8,731	9,156	4.68%
Semi, row, terrace etc	313	295	-5.8%
Flat, unit, apartment.	494	561	11.95%
Other Dwelling			
Caravan, cabin, houseboat	199	198	NA
Improvised home, tent, sleep out	14	44	

House or flat attached to shop, office,	58	38
<i>Total Other Dwelling</i>	<i>271</i>	<i>280</i>
Dwelling structure not stated	28	0
Total Occupied Private Dwellings	9,837	10,292
	4.43%	

The key trends over the period 2001 – 2006 as indicated in Table 3 are:

- Over the 5 years 2001 – 2006 the total number of occupied dwellings in the Kempsey LGA increased by 4.4% or 455 dwellings.
- Development of flats, units and apartments has grown significantly in the period 2001-2006

3.4.3 Dwelling Type

In 2006 detached housing comprised 89% of the Kempsey LGA private occupied housing stock. Medium density type housing, semi detached, units and apartments, made up 8.3% of the stock.

From the data available the ratio of dwelling types across the LGA has remained stable over the period 01-06.

3.4.4 Tenure

In 2006 45.75% of dwellings were fully owned, with a further 26.28% being purchased. This compared with figures for New South Wales where overall 34.82% of dwellings were fully owned and a further 31.88% were being purchased.

In 2006 in the Kempsey LGA 24.52% of dwellings were subject to rental agreements compared to the State figure of 29.53% for the same period.

3.4.5 Occupancy Rates

Table 4: Occupancy Rates (No Bedrooms per dwelling type: 2006 Census)

Number of bedrooms	1	2	3
Detached housing	1.6	1.9	2.5
Semi detached, row or townhouse	1.1	1.5	2.1
Flat Unit or apartment	1.1	1.4	2.0

The household occupancy rate for the Kempsey LGA in 2006 was 2.5 persons compared with a State and national average of 2.6 persons. The average for persons per dwelling, based on the number of bedrooms, is detailed in Table 4 above.

3.4.7 Summary of Key Trends

From analysis of available data provided through the Australian Bureau of Statistics (ABS) and other sources emerging trends in the demographics of the Kempsey LGA can be revealed which will assist in the planning and delivery of new community facilities and infrastructure to meet increased population demand.

Key characteristics of the Kempsey LGA are:

- A low population density of 7.7 persons per sq.km
- A higher than average unemployment rate coupled with a lower labour force participation rate
- A nett decline in the age groups 0 – 44 years. The two age groups with the highest growth in the LGA are those in the 50 –54 age group, and those aged over 85.
- A low income population
- Low dwelling densities
- Lower than average occupancy rates for dwellings
- A high proportion of fully owned dwellings

In common with other coastal LGA's Kempsey LGA is experiencing an ageing population however unlike other equivalent areas it is coupled with a declining birth rate and outward migration of persons aged 20-44 years.

This trend is likely to continue over the longer term due to land supply factors and the LGA's proximity to the regional city of Port Macquarie

The ageing population has effects on the planning and provision of future open space and community facilities.

4. Population Projections

This Section provides detail on the future resident population of the Kempsey LGA across new residential release areas, established urban and villages and rural

Table 6: Population Projections Kempsey Shire 2006 - 2028

Year	Population	Av Annual Growth (%)	Population Projection (2008)	Av Annual Growth (2008) (%)
	ABS Census	ABS Census	S.94 Plan	S.94 Plan
1996	26 430			
2001	26 941	0.4%		
2006	27 385	0.33%		
2008	27 604	0.4%	27 604	0.4%
2012			28 045	
2016			28 494	
2020			28 949	
2024			29 412	
2028			29 882	
2031			30,171	

4.2 Population Projections and Expected Development Trends

Based on data available from the ABS (census 2006) and on historical Census figures (1991, 1996, 2001) it is expected that the population of the Kempsey LGA will increase from 27 385 persons (2006) to 29 882 persons by 2028, indicating a net growth of 2 278 persons, and to 30,171 persons in 2031.

It is expected that most of this growth will occur in or near established urban centres and is more likely to be greater towards the coast. Generally the population growth is not expected to be evenly distributed.

The freestanding detached dwelling is expected to remain the preferred choice of housing stock, however medium density housing such as apartments and villa type development may become more popular as the community ages.

Part C: Principles and Strategy

5. Principles

The underlying principle of s.94 legislation requires a contribution plan to meet the tests of reasonableness and accountability. It is the responsibility of Council to determine what is reasonable, however the concepts of fairness, equity, sound judgement and moderation are seen to underpin the definition.

Reasonableness is demonstrated in terms of *nexus* between the contributing development and the infrastructure being provided through that contribution, and *apportionment of costs*

5.1 Nexus

Legislation requires that in order to demand a contribution for the road and traffic projects detailed in this plan, the plan must meet the three separate conditions of connectivity:

- Causal nexus
- Physical nexus, and
- Temporal nexus

Causal Nexus

Anticipated new residential development in, or close to, existing urban centres will place new demands on the established local road and traffic network. Greater capacity will be required at key local intersections and on local roads to meet the expected demand from the predicted increase in vehicles.

Physical Nexus

Contribution catchments have been identified and determined with regard to the collective nexus between the projects and the community being served by the works.

Temporal Nexus

The schedule of works identifies projects being planned to be provided to satisfy the future demands on the local traffic network. The work schedule details the type, cost and timing of projects to be provided within a specified time frame related to expected contributions.

5.2 Apportionment

The approach and rate of apportionment will vary in each circumstance, however the critical tests of apportionment are that it is:

- practical
- equitable
- based on best available information at the time
- reasonable in the circumstance, and
- publicly accountable

The rate of apportionment for each project is clearly detailed in Part D Catchment Work Schedules. The rate of apportionment is in part calculated on predicted rates of growth across the specific catchments, measured against existing infrastructure capacity.

5.3 Developer Contribution Schedule of Works 2009 – 2031

The road and traffic infrastructure projects detailed at Summary Table 8 will attract a contribution from development occurring within the affected catchment. The projects fall into the following categories and attract an apportioned contribution dependent on scale and type of works and level of need. That is, where a works project is required to provide increased traffic capacity or to service the needs solely or uniquely to a development catchment, in most cases the development within that catchment will be required to pay 100% of the cost of provision. Where the improvement will be shared with the existing community, such as where an existing intersection within an established area is upgraded to meet demands from new infill development, then the cost of that provision will be apportioned between the development and the existing community. The level of apportionment will vary on catchment population and degree of population demand.

The catchment contribution schedules provided in Part D of this plan detail the contribution apportionment percentage for each project

On data available it is expected that the population of the Shire will increase by 2,786 persons by 2031. This growth is predicted to occur within or near to established urban centres. The major proportion of development types is likely to comprise single freestanding buildings on new urban and rural residential lots on the fringes of centres, however an increase across infill and dual occupancy sectors on existing lots in established urban areas will increase.

New residential development will not be equitably distributed across the Shire, nor can it effectively be predicted to occur within a specified time frame or pattern of release. Given that the nature of residential development is guided by a combination of particular market factors, which in turn are directed by broader political and financial influences such as employment, migration (external and internal) and age of the population, the forecast development timeframes may be affected. The increase in population is forecast to be gradual over the life of this plan, however growth spikes may occur within some sectors during the period.

As a result a gradual increase in local traffic volumes will be experienced on existing local roads requiring improvements to key network infrastructure to provide greater capacity.

Local infrastructure projects attracting a contribution under this plan provide for road and traffic improvements on existing local roads and may include:

- Road widening and shoulder improvements
- Intersection improvements
- Roundabout construction
- Traffic control and safety devices
- New road construction
- Signage
- Cycle paths
- Public transport support infrastructure

New commercial development might occur at any time during the life of the plan and demand the provision of additional capacity on the local road network as has been detailed in this contribution plan.

5.3.1 Local Urban Roads

This plan imposes a contribution on development being undertaken in the Shire commensurate with the expected impact on the local road network. The nine local urban road catchments detailed in this plan support schedules outlining the scope of infrastructure works, project cost and delivery thresholds.

The schedules may be amended at any time to include further infrastructure works or remove infrastructure works where economic or demographic circumstances alter. As a result, contribution base rates might increase or decrease accordingly.

Any amendment to work schedules which would result in changes to the contribution base rate will be publicly exhibited.

Local Rural Roads

Council has an extensive local rural roads network with a significant proportion remaining unsealed gravel roads. Development in rural areas of the Shire is not as predictable as development in urban and near urban centres. This contribution plan authorises a Shire wide contribution to be imposed on all development occurring outside the nine local road catchments to be used for improvements on local rural roads.

The per person base rate is calculated at the rate of 9% of total project cost of the expected cost of upgrade works on rural roads over the life of this contribution plan apportioned across the expected new population.

5.3.3 Development in Remote Locations

Development in remote locations may require upgrading of local roads to facilitate access for emergency vehicles and to provide a safe trafficable carriageway for increased traffic volumes that are likely to result from development occurring. The nature of development in these locations is unpredictable and the level of works required may vary. In these cases this contribution plan authorises a contribution up to, but not exceeding \$20,000 per lot, to be imposed where Council considers the level of road upgrade required to Council roads to service the development is greater than the Shire contribution contained in this plan.

5.3.4 Haulage Provisions

Extractive and rural industries where land use is intensified and results in heavy vehicle movements on local roads will be subject to a contribution under this plan for the upgrade of the roads being used by the development. The contribution is calculated on gross tonnage hauled. Contributions payable are calculated on receipt of the development application and are unique to each application.

5.4 Predicted Development

The basis for levying a developer contribution is predicated on the predicted population increase and the future demand for new infrastructure to meet the needs of that population. This contribution plan authorises Council to demand a monetary contribution towards the design and construction of new road and traffic infrastructure required to service the needs of the community as a result of new residential and commercial developments within the designated development catchments.

The residential development yield of the various catchments over the life of this plan is described in Table 7 below.

Table 7: Predicted Development 2008 – 2031

LOCATION	DETACHED LOTS	MEDIUM DENSITY LOTS	CATCHMENT GROWTH / PERSONS	2031 POPULATION	INCREASE	PROJECTED COST (2009) INFRASTRUCTURE WORKS
WEST KEMPSEY						
NORTH STREET RELEASE [1]	22	0	0	55		
NORTH STREET RELEASE [2]	34	0	0	85		
GREEN HILLS RELEASE	330	0	0	825		
SUB TOTAL						\$ 2,446,875.00
SOUTH KEMPSEY						
SOUTH KEMPSEY RELEASE	275	0	0	687.5		\$ 5,343,750.00
EAST KEMPSEY						
MACLEAY STREET	22	0	0	55		\$ 393,750.00
MEDIUM DENSITY INFILL ESTABLISHED AREAS	0	200	200	420		\$ 4,893,750.00
HOSPITAL PRECINCT	0	80	80	168		\$ 1,530,000.00
SUB TOTAL			2295.5	10729.5	29%	\$ 14,608,125.00
CRESCENT HEAD						
BAKER DRIVE WEST	33			82.5		\$ 393,750.00
SUB TOTAL			82.5	1150	30%	\$ 393,750.00
FREDERICKTON						
MACLEAY STREET	46	50	50	220		
EDGAR STREET	10	0	0	25		
GREAT NORTH ROAD	65	0	0	162.5		
SUB TOTAL			407.5	1393	29%	\$ 3,037,500.00
TOTAL						\$ 18,039,375.00
RURAL						
CATEGORY 2 ROADS						\$ 16,377,440.63
TOTAL POPULATION INCREASE 2008-2031			2785.5			
TOTAL ROAD INFRASTRUCTURE COST						\$ 34,416,815.63

5.5 Cost Estimates of Projected Section 94 Infrastructure Works By Catchment

5.5.1 Catchment 1 – Kempsey West New Release

Estimated Total Project Cost: **\$2,446,875.00**
Cost Apportioned to s.94: **\$709,593.75**
Base rate per person: **\$2,378.96**

5.5.2 Catchment 2: Frederickton New Release

Estimated Total Project Cost: **\$ 3,037,500.00**
Cost Apportioned to s.94: **\$ 880,875.00**
Base Rate per person: **\$ 2,164.31**

5.5.3 Catchment 3: South Kempsey New Release

Estimated Total Project Cost: **\$ 5,343,750.00**
Cost Apportioned to s.94: **\$ 2,472,187.50**
Base Rate per person: **\$ 3,595.02**

5.5.4 Catchment 4: Crescent Head New Release

Estimated Total Project Cost: **\$ 393,750.00**
Cost Apportioned to s.94: **\$ 118,125.00**
Base Rate per person: **\$ 1,423.19**

5.5.5 Catchment 5: East Kempsey New Release

Estimated Total Project Cost: **\$ 393,750.00**
Cost Apportioned to s.94: **\$ 114,187.50**
Base Rate per person: **\$ 2,076.14**

5.5.6 Catchment 6: Established Areas – Kempsey Hospital Precinct

Estimated Total Project Cost: **\$ 1,530,000.00**
Cost Apportioned to s.94: **\$ 443,700**
Base Rate per person: **\$ 2,641.07**

5.5.7 Catchment 7: Established Areas – West Kempsey

Estimated Total Project Cost: **\$ 1,518,750.00**
Cost Apportioned to s.94: **\$ 440,437.50**
Base Rate per person: **\$ 2,621.65**

5.5.8 Catchment 8: Established Areas – Frederickton

Estimated Total Project Cost: **\$ 843,750.00**
Cost Apportioned to s.94: **\$ 244,687.50**
Base Rate per person: **\$ 601.20**

5.5.9 Catchment 9: Established Areas – South Kempsey

Estimated Total Project Cost: **\$ 2,531,250.00**
Cost Apportioned to s.94: **\$ 734,062.50**
Base Rate per person: **\$ 1,068.50**

5.5.10 Catchment 10: Shire Roads

Estimated Total Project Cost: **\$ 16,377,440.63**
 Cost Apportioned to s.94: **\$ 3,275,488.13**
 Base Rate per person: **\$ 1,310.20**

Table 8 Developer Contributions Project Schedule Summary

Item	Location of Works	Catchment/s	Description of Works	s.94 Project Cost
1	Intersection North Street and Armidale Road, West Kempsey	1	Intersection upgrade	\$236,531.25
2	Intersection North Street and Kemp Street West Kempsey	1	Intersection Upgrade	\$106,031.25
3.	Green Hills	1	Upgrades to local network intersections with Armidale Road	\$163,125
4.	Intersection Heysen Street and North street	1	Intersection Upgrade	\$97,875
5.	Intersection Belmore Street and North Street	1	Intersection Upgrade	\$81,562.50
6.	North Street	1	Bus parking bays	\$24,468.75
7	Great North Road, Frederickton	2	Road widening and pavement reconstruction west of Flannagan Street	\$391,500
8	Flannagan Street, Frederickton.	2	Road reconstruction	\$163,125
9	Intersection Great North Road and Pacific Hwy, Frederickton	2	Intersection upgrade	\$212,062.50
10	Great North Road and Collombatti Road, Frederickton	2	Roundabout construction	\$114,187.50
11	Pacific Hwy and Middleton Street, South kempsey	3, 9	Intersection upgrade with signals	\$407,812.50
12	Burnt Bridge Road and Maria Street , South Kempsey	3	Intersection upgrade with roundabout	\$81,562.50
13	Burnt Bridge/Middleton/East Streets, South Kempsey	3	Intersection upgrade with roundabout	\$393,750
14	Maria Street, South Kempsey	3	Pavement reconstruction	\$787,500
15	Middleton Street	3	Pavement reconstruction	\$407,812.50
16	Intersection Gowings Hill road and Burnt Bridge Road	3	Intersection upgrade	\$393,750.00
17	Baker Street, Crescent head	4	Pavement upgrade	\$118,125
18	Washington/Macleay Street, East Kempsey.	5	Intersection upgrade	\$114,187.50
Item	Location of Works	Catchment/s	Description of Works	s.94 Project Cost
19	Polwood and River, West Kempsey	6	Intersection upgrade	\$17,943.75
20	Polwwod and Tozer, west kempsey	6	Intersection upgrade	\$17,943.75
21	Tozer Street, West Kempsey	6	Road reconstruction	\$81,562.50
22	Leith Stree between River and Sea, West Kempsey	6	Road reconstruction	\$81,562.50
23	Polwood between Tozer and Sea, West kempsey	6	Road reconstruction	\$81,562.50
24	Tabret between Tozer and Sea, West Kempsey	6	Road reconstruction	\$81,562.50
25	Sea between Broughtan and Neville, West kempsey	6	Road reconstruction	\$81,562.50
26	Elbow between Tozer and River West kempsey	7	Road reconstruction	\$163,125
27	Tozer between Wide and Kemp West Kempsey	7	Road reconstruction	\$163,125
28	Wide Street, West Kempsey	7	Road reconstruction	\$114,187.50
29	Edgar/North/William/Macleay,	8	Road reconstruction	\$244,687.50

	Frederickton			
30	Nicholson/Yarravel/Macquarie South kempsey	9	Road reconstruction	\$244,687.50
31	Angus Neil Cres, South Kempsey	9	Road reconstruction	\$81,562.50
32	PacificHighway/Middleton Street Intersection Upgrade	9	Intersection signalisation	\$407,812.50
33	Shire Rural Roads	10	Road reconstruction, gravel re sheeting and sealing as per S.6.10 Work Schedule	\$3,275,488.13

5.6 Calculation of Contribution Rate

Contributions in this plan are calculated using the following formula across all contribution catchments.

$$\text{Contribution Base Rate [CBR]} = \frac{(\text{Total Project Cost [TPC]} - \text{Project Contributions Held})}{\text{Expected Catchment Population Change [ECPC]} \times \% \text{ TPC Apportioned to ECPC}}$$

Where the:

Contribution Base Rate [CBR]: The contribution base rate is the amount deemed to be payable on development on a per person basis. The rate is derived from the assumed occupancy of particular development types as determined by data provided by the Australian Bureau of Statistics Census 2006 for the Kempsey LGA Statistical Division.

Total Project Cost [TPC]: The TPC is the estimated total cost of the project inclusive of all fees, charges, materials and labour costs based on commercial market rates referenced against projects of equivalent type and scale.

Project Contributions Held: Contributions collected from the previous contribution plan for road and traffic infrastructure projects within the same or equivalent catchment. These contributions are subtracted from the TPC to provide an adjusted project cost.

Expected Catchment Population Change [ECPC]: Defines the expected change in population within the specific contribution catchments over the life of the plan providing a means of determining the per person base contribution rates for the works projects required to meet the predicted demand.

% Apportioned to ECPC: Portion of TPC to be paid for through developer contributions.

Part D: Project Works Schedules, Contribution Catchment Maps and Contribution Rates

6. Work Schedule Explanatory Notes

Reading the Contribution Plan Work Schedules

Description: Describes project type and scope

Unit: Defines costing unit

Qty: Define quantity or amount of unit. In example above it describes 790 linear metres

Rate: Details the cost per unit

Sub Total: Base cost to provide

Cost Contingency: Reasonable project cost risk to be taken into account including project management, material supply variation, design variance, delays, etc.

Total Project Cost: details total cost of project (Sub Total + Contingency)

App/Cost: Proportion in percentage terms of total project cost to be carried by developer contributions

App/Total: Proportion in dollar terms of total project costs to be carried by developer contributions

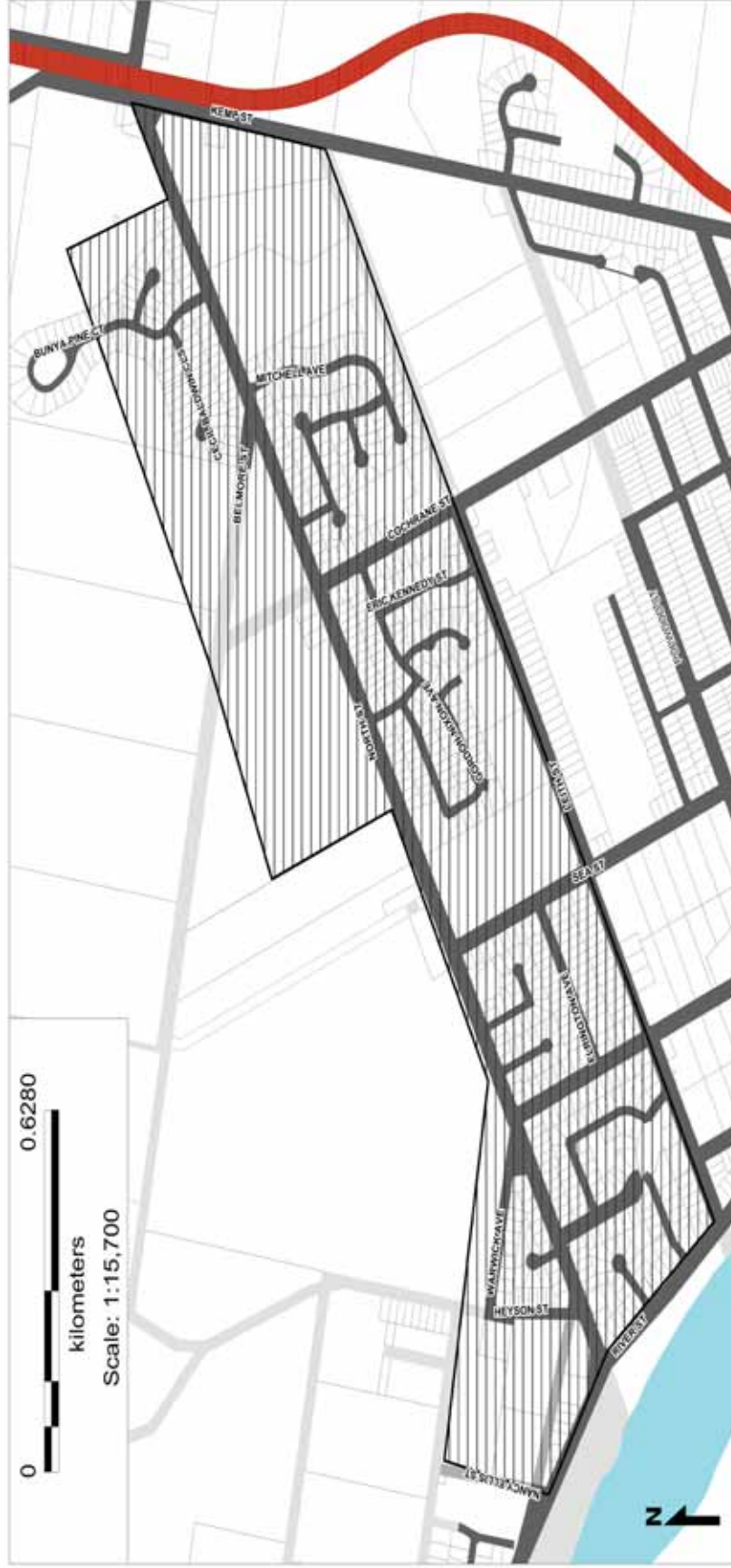
Adjusted Total: Total adjusted after previously collected contributions are accounted for

Rate/Person: Rate per person payable of adjusted total. Also termed the Base Rate

Rate/New Lot: Rate payable on new lot created by subdivision, (Base Rate x 2.4)

Delivery: Date of earliest delivery/ construction of project works

6.1 Catchment 1: Kempsey West New Release



CATCHMENT 1 - KEMPSEY WEST NEW RELEASE

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Road and Traffic Infrastructure Work Schedule
 Catchment 1: Kempsey West New Release

Item	Description	Unit	Qty	Rate	Sub Total	Contingency	Cost	Total Project Cost	App' Cost	App' Total	Adjusted Total [3]	Rate/ Person	Rate/ NewLot	Delivery Threshold	
1	Intersection Upgrade: North Street and Armidale Road	item	1	\$ 725,000.00	\$ 725,000.00	\$ 90,625.00	\$ 815,625.00	\$ 815,625.00	29.00%	\$ 236,531.25	\$ 236,531.25	\$ 245.11	\$ 612.78		
2	Intersection Upgrade: North Street and Kemp Street	item	1	\$ 325,000.00	\$ 325,000.00	\$ 40,625.00	\$ 365,625.00	\$ 365,625.00	29.00%	\$ 106,031.25	\$ 106,031.25	\$ 757.37	\$ 1,893.42		
3	Intersection Upgrade: Heysen Street and North Street	item	1	\$ 300,000.00	\$ 300,000.00	\$ 37,500.00	\$ 337,500.00	\$ 337,500.00	29.00%	\$ 97,875.00	\$ 97,875.00	\$ 101.42	\$ 253.56		
4	Intersection Upgrade: Belmore Street and North Street	item	1	\$ 250,000.00	\$ 250,000.00	\$ 31,250.00	\$ 281,250.00	\$ 281,250.00	29.00%	\$ 81,562.50	\$ 81,562.50	\$ 84.52	\$ 211.30		
5	North Street: Bus Parking Bays	item	1	\$ 75,000.00	\$ 75,000.00	\$ 9,375.00	\$ 84,375.00	\$ 84,375.00	29.00%	\$ 24,468.75	\$ 24,468.75	\$ 25.36	\$ 63.39		
6	Green Hills	item	1	\$ 500,000.00	\$ 500,000.00	\$ 62,500.00	\$ 562,500.00	\$ 562,500.00	29.00%	\$ 163,125.00	\$ 163,125.00	\$ 1,165.18	\$ 2,912.95		
Total Project Cost								\$ 2,446,875.00	\$ 709,593.75	\$ 709,593.75	\$	\$ 2,378.96	\$ 5,947.39		
Total Contribution								\$	\$	\$	\$	\$	\$	\$	

**Kempsey Local Roads and Traffic
Infrastructure Contribution Plan 2009**

Catchment 1: Kempsey West New Release

Applies to all determinations from: 12 January 2010

Application Type	Local Contribution	Shire Contribution	Total Plan Contribution
Base Rate [per person]	\$ 2,378.96	\$ -	
Subdivision/New Lot: [eqv 2.5 persons]ea	\$ 5,947.40	\$ -	\$ 5,947.40
[Dual Occupancy]			
1 BR [1.6]	\$ 3,806.34	\$ -	\$ 3,806.34
2BR [1.9]	\$ 4,520.02	\$ -	\$ 4,520.02
3BR [2.5]	\$ 5,947.40	\$ -	\$ 5,947.40
Semi/Row/Townhouse/Unit			
1BR [1.2]	\$ 2,854.75	\$ -	\$ 2,854.75
2BR [2.3]	\$ 5,471.61	\$ -	\$ 5,471.61
3BR [2.3]	\$ 5,471.61	\$ -	\$ 5,471.61
Self Contained / Independent Seniors Living each			
1BR[0.6]	\$ 1,427.38	\$ -	\$ 1,427.38
2BR[0.8]	\$ 1,903.17	\$ -	\$ 1,903.17
3BR[1.0]	\$ 2,378.96	\$ -	\$ 2,378.96
Tourist per Bed [eqv 0.3 persons]	\$ 713.69	\$ -	\$ 713.69
Aged Care per Bed [eqv 0.3 persons]	\$ 713.69	\$ -	\$ 713.69

6.2 Catchment 2: Frederickickton New Release



CATCHMENT 2 - FREDERICKICKTON NEW RELEASE

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Road and Traffic Infrastructure Work Schedule
 Catchment 2: Frederickton New Release

Item Description	Unit	Qty	Rate	Sub Total	Contingency	Cost	Total Project Cost	App/Cost	App' Total	Adjusted Total [3]	Rate/ Person	Rate/ NewLot	Delivery Threshold
Great North Road Frederickton: Road widening and pavement reconstruction 1 west from Flannagan street.	item	1	\$ 1,200,000.00	\$ 1,200,000.00	\$ 150,000.00	\$ 1,350,000.00	\$ 1,350,000.00	29.00%	\$ 391,500.00	\$ 391,500.00	\$ 961.92	\$ 2,404.79	Post 2010
Flannagan Street Frederickton: Road 2 reconstruction	item	1	\$ 500,000.00	\$ 500,000.00	\$ 62,500.00	\$ 562,500.00	\$ 562,500.00	29.00%	\$ 163,125.00	\$ 163,125.00	\$ 400.80	\$ 1,002.00	Post 2010
Intersection Great North Road and Pacific Hwy Frederickton: Intersection 3 upgrade	item	1	\$ 650,000.00	\$ 650,000.00	\$ 81,250.00	\$ 731,250.00	\$ 731,250.00	29.00%	\$ 212,062.50	\$ 212,062.50	\$ 521.04	\$ 1,302.60	Post 2010
Intersection Upgrade; Roundabout Construction Great North Road and 4 Collombatti Road Frederickton	item	1	\$ 350,000.00	\$ 350,000.00	\$ 43,750.00	\$ 393,750.00	\$ 393,750.00	29.00%	\$ 114,187.50	\$ 114,187.50	\$ 280.56	\$ 701.40	Post 2010
Total Project Cost						\$ 3,037,500.00	\$ 3,037,500.00		\$ 880,875.00	\$ 880,875.00			
Total Contribution											\$ 2,164.31	\$ 5,410.78	

**Kempsey Local Roads and Traffic
Infrastructure Contribution Plan 2009**

Catchment 2: Frederickton New Release

Applies to all determinations from: 12 January 2010

	\$	\$	\$
Per Person Rate	2,164.31	-	2,164.31
Application Type	Local Contribution	Shire Contribution	Total Plan Contribution
Subdivision/New Lot: [eqv 2.5 persons]ea	\$ 5,410.78	\$ -	\$ 5,410.78
[Dual Occupancy]			
1 BR [1.6]	\$ 3,462.90	\$ -	\$ 3,462.90
2BR [1.9]	\$ 4,112.19	\$ -	\$ 4,112.19
3BR [2.5]	\$ 5,410.78	\$ -	\$ 5,410.78
Semi/Row/Townhouse/Unit			
1BR [1.2]	\$ 2,597.17	\$ -	\$ 2,597.17
2BR [2.3]	\$ 4,977.91	\$ -	\$ 4,977.91
3BR [2.3]	\$ 4,977.91	\$ -	\$ 4,977.91
Self Contained / Independent Seniors Living each			
1BR[0.6]	\$ 1,298.59	\$ -	\$ 1,298.59
2BR[0.8]	\$ 1,731.45	\$ -	\$ 1,731.45
3BR[1.0]	\$ 2,164.31	\$ -	\$ 2,164.31
Tourist per Bed [eqv 0.3 persons]	\$ 649.29	\$ -	\$ 649.29
Aged Care per Bed [eqv 0.3 persons]	\$ 649.29	\$ -	\$ 649.29

6.3 Catchment 3: South Kempsey New Release



CATCHMENT 3 - SOUTH KEMPSEY NEW RELEASE

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Road and Traffic Infrastructure Work Schedule
 Catchment 3: South Kempsey New Release

Item	Description	Unit	Qty	Rate	Sub Total	Contingency	Cost	Total Project Cost	App/Cost	App' Total	Adjusted Total [3]	Rate/ Person	Rate/ NewLot	Delivery Threshold
	Intersection Upgrade Pacific Hwy and													
1	Middleton Street South Kempsey	item	1	\$ 1,250,000.00	\$ 1,250,000.00	\$ 156,250.00	\$ 1,406,250.00	\$ 1,406,250.00	29.00%	\$ 407,812.50	\$ 407,812.50	\$ 593.61	\$ 1,484.03	Post 2010
	Intersection Burnt Bridge Road / Maria													
2	Street South Kempsey; Roundabout	item	1	\$ 250,000.00	\$ 250,000.00	\$ 31,250.00	\$ 281,250.00	\$ 281,250.00	29.00%	\$ 81,562.50	\$ 81,562.50	\$ 118.55	\$ 296.38	Post 2010
	Intersection Upgrade Burnt Bridge													
3	Rd/Middleton/east Streets South ;	item	1	\$ 500,000.00	\$ 500,000.00	\$ 62,500.00	\$ 562,500.00	\$ 562,500.00	70.00%	\$ 393,750.00	\$ 393,750.00	\$ 572.31	\$ 1,430.78	Post 2010
	Maria Street South Kempsey- Upgrade													
4	pavement	item	1	\$ 1,000,000.00	\$ 1,000,000.00	\$ 125,000.00	\$ 1,125,000.00	\$ 1,125,000.00	70.00%	\$ 787,500.00	\$ 787,500.00	\$ 1,144.62	\$ 2,861.56	Post 2010
	5 Middleton Street: Pavement Upgrade													
5	Middleton Street: Pavement Upgrade	item	1	\$ 1,250,000.00	\$ 1,250,000.00	\$ 156,250.00	\$ 1,406,250.00	\$ 1,406,250.00	29.00%	\$ 407,812.50	\$ 407,812.50	\$ 593.61	\$ 1,484.03	Post 2010
	Intersection Upgrade:Gowings Hill Road													
6	and Burnt Bridge Road	item	1	\$ 500,000.00	\$ 500,000.00	\$ 62,500.00	\$ 562,500.00	\$ 562,500.00	70.00%	\$ 393,750.00	\$ 393,750.00	\$ 572.31	\$ 1,430.78	Post 2010
Total Project Cost										\$ 2,472,187.50	\$ 2,472,187.50			
Total Contribution										\$ 3,595.02	\$ 3,595.02		\$ 8,987.55	

**Kempsey Local Roads and Traffic
Infrastructure Contribution Plan 2009**

Catchment 3: South Kempsey New Release

Applies to all determinations from: 12 January 2010

Application Type	Local Contribution	Shire Contribution	Total Plan Contribution
Per Person Rate	\$ 3,595.02	\$ -	
Subdivision/New Lot: [eqv 2.5 persons]ea	\$ 8,987.55	\$ -	\$ 8,987.55
[Dual Occupancy]			
1 BR [1.6]	\$ 5,752.03	\$ -	\$ 5,752.03
2BR [1.9]	\$ 6,830.54	\$ -	\$ 6,830.54
3BR [2.5]	\$ 8,987.55	\$ -	\$ 8,987.55
Semi/Row/Townhouse/Unit			
1BR [1.2]	\$ 4,314.02	\$ -	\$ 4,314.02
2BR [2.3]	\$ 8,268.55	\$ -	\$ 8,268.55
3BR [2.3]	\$ 8,268.55	\$ -	\$ 8,268.55
Self Contained / Independent Seniors Living each			
1BR[0.6]	\$ 2,157.01	\$ -	\$ 2,157.01
2BR[0.8]	\$ 2,876.02	\$ -	\$ 2,876.02
3BR[1.0]	\$ 3,595.02	\$ -	\$ 3,595.02
Tourist per Bed [eqv 0.3 persons]	\$ 1,078.51	\$ -	\$ 1,078.51
Aged Care per Bed [eqv 0.3 persons]	\$ 1,078.51	\$ -	\$ 1,078.51

Road and Traffic Infrastructure Work Schedule
 Catchment 4: Crescent Head New Release

Item Description	Unit	Qty	Rate	Sub Total	Contingency	Cost	Total Project Cost	App' Cost	App' Total	Adjusted Total [3]	Rate/ Person	Rate/ NewLot	Delivery Threshold
1 Baker Street Crescent Head Upgrade	item	1	\$ 350,000.00	\$ 350,000.00	\$ 43,750.00	\$ 393,750.00	\$ 393,750.00	30.00%	\$ 118,125.00	\$ 118,125.00	\$ 1,423.19	\$ 3,557.98	
Total Project Cost						\$ 393,750.00	\$ 393,750.00		\$ 118,125.00	\$ 118,125.00	\$ 1,423.19	\$ 3,557.98	
Total Contribution													

**Kempsey Local Roads and Traffic
Infrastructure Contribution Plan 2009**
Catchment 4: Crescent Head New Release

Applies to all determinations from: 12 January 2010

Application Type	Local Contribution	Shire Contribution	Total Plan Contribution
Per Person Rate	\$ 1,423.19	\$ -	
Subdivision/New Lot: [eqv 2.5 persons]ea	\$ 3,557.98	\$ -	\$ 3,557.98
[Dual Occupancy]			
1 BR [1.6]	\$ 2,277.10	\$ -	\$ 2,277.10
2BR [1.9]	\$ 2,704.06	\$ -	\$ 2,704.06
3BR [2.5]	\$ 3,557.98	\$ -	\$ 3,557.98
Semi/Row/Townhouse/Unit			
1BR [1.2]	\$ 1,707.83	\$ -	\$ 1,707.83
2BR [2.3]	\$ 3,273.34	\$ -	\$ 3,273.34
3BR [2.3]	\$ 3,273.34	\$ -	\$ 3,273.34
Self Contained / Independent Seniors Living each			
1BR[0.6]	\$ 853.91	\$ -	\$ 853.91
2BR[0.8]	\$ 1,138.55	\$ -	\$ 1,138.55
3BR[1.0]	\$ 1,423.19	\$ -	\$ 1,423.19
Tourist per Bed [eqv 0.3 persons]	\$ 426.96	\$ -	\$ 426.96
Aged Care per Bed [eqv 0.3 persons]	\$ 426.96	\$ -	\$ 426.96

Road and Traffic Infrastructure Work Schedule
 Catchment 5: East Kempsey New Release

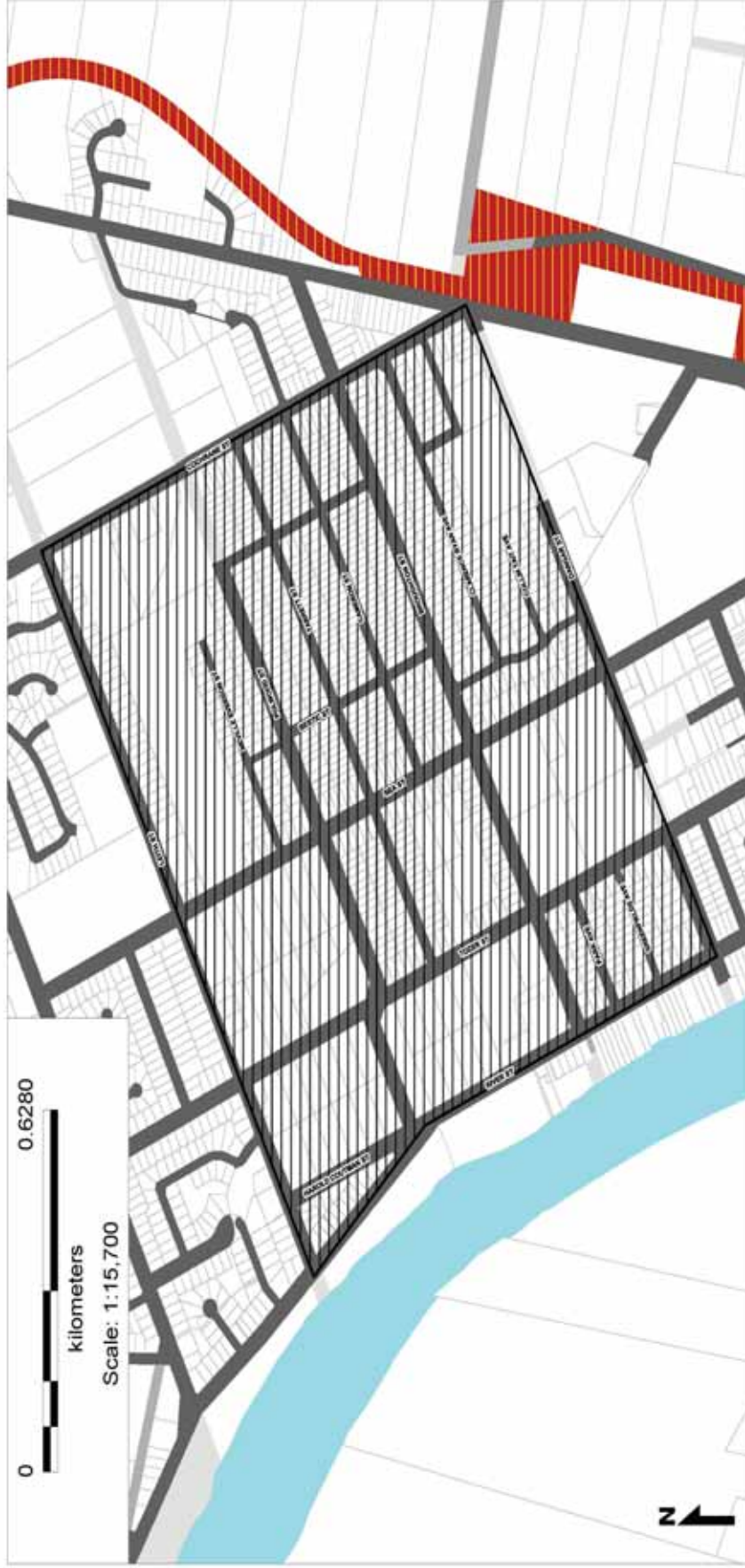
Item	Description	Unit	Qty	Rate	Sub Total	Cost Contingency	Total Project Cost	App/Cost	App' Total	Adjusted Total [3]	Rate/ Person	Rate/ NewLot	Delivery Threshold
	Macleay Street East Kempsey Intersection Roundabout Construction:												
1	Washington St	item	1	\$ 350,000.00	\$ 350,000.00	\$ 43,750.00	\$ 393,750.00	29.00%	\$ 114,187.50	\$ 114,187.50	\$ 2,076.14	\$ 5,190.34	Post 2010
Total Project Cost							\$ 393,750.00		\$ 114,187.50	\$ 114,187.50	\$ 2,076.14	\$ 5,190.34	
Total Contribution													

**Kempsey Local Roads and Traffic
Infrastructure Contribution Plan 2009
Catchment 5: East Kempsey New Release**

Applies to all determinations from: 12 January 2010

	\$	\$	
Per Person Rate	2,076.14	-	
Application Type	Local Contribution	Shire Contribution	Total Plan Contribution
Subdivision/New Lot: [eqv 2.5 persons]ea	\$ 5,190.35	\$ -	\$ 5,190.35
[Dual Occupancy]			
1 BR [1.6]	\$ 3,321.82	\$ -	\$ 3,321.82
2BR [1.9]	\$ 3,944.67	\$ -	\$ 3,944.67
3BR [2.5]	\$ 5,190.35	\$ -	\$ 5,190.35
Semi/Row/Townhouse/Unit			
1BR [1.2]	\$ 2,491.37	\$ -	\$ 2,491.37
2BR [2.3]	\$ 4,775.12	\$ -	\$ 4,775.12
3BR [2.3]	\$ 4,775.12	\$ -	\$ 4,775.12
Self Contained / Independent Seniors Living each			
1BR[0.6]	\$ 1,245.68	\$ -	\$ 1,245.68
2BR[0.8]	\$ 1,660.91	\$ -	\$ 1,660.91
3BR[1.0]	\$ 2,076.14	\$ -	\$ 2,076.14
Tourist per Bed [eqv 0.3 persons]	\$ 622.84	\$ -	\$ 622.84
Aged Care per Bed [eqv 0.3 persons]	\$ 622.84	\$ -	\$ 622.84

6.6 Catchment 6: Established Areas Kempsey Hospital Precinct



CATCHMENT 6 - HOSPITAL PRECINCT/ESTABLISHED AREAS

Disclaimer

There is no warranty that the data on this map does not contain errors and Kempsey Shire Council shall not be liable for any loss, damage or injury suffered by the user or any other person consequent upon the existence of errors. No guarantee as to the accuracy of the data is given.

Road and Traffic Infrastructure Work Schedule
 Catchment 6: Established Areas Kempsey Hospital Precinct

Item	Description	Unit	Qty	Rate	Sub Total	Cost			Total Project			Adjusted			Delivery	
						Contingency	Cost	Total [3]	App' Total	App' Cost	App' Cost	Rate/ Person	Rate/ NewLot	Threshold		
1	Intersection Upgrade Polwood / River	item	1		\$ 55,000.00	\$ 6,875.00	\$ 61,875.00	\$ 17,943.75	\$ 17,943.75	\$ 106.81	\$ 267.02					
2	Intersection Upgrade Polwood / River	item	1		\$ 55,000.00	\$ 6,875.00	\$ 61,875.00	\$ 17,943.75	\$ 17,943.75	\$ 106.81	\$ 267.02					
3	Tozer Street Upgrade: K/G, drainage and pavement reconstruction	item	1		\$ 250,000.00	\$ 31,250.00	\$ 281,250.00	\$ 81,562.50	\$ 81,562.50	\$ 485.49	\$ 1,213.73					
4	Leith Street Upgrade between River and Sea	item	1		\$ 250,000.00	\$ 31,250.00	\$ 281,250.00	\$ 81,562.50	\$ 81,562.50	\$ 485.49	\$ 1,213.73					
5	Polwood Street Upgrade between Tozer and Sea	item	1		\$ 250,000.00	\$ 31,250.00	\$ 281,250.00	\$ 81,562.50	\$ 81,562.50	\$ 485.49	\$ 1,213.73					
6	Tabrett Street Upgrade between Tozer and Sea	item	1		\$ 250,000.00	\$ 31,250.00	\$ 281,250.00	\$ 81,562.50	\$ 81,562.50	\$ 485.49	\$ 1,213.73					
7	Sea Street Upgrade between Broughtian and Neville	item	1		\$ 250,000.00	\$ 31,250.00	\$ 281,250.00	\$ 81,562.50	\$ 81,562.50	\$ 485.49	\$ 1,213.73					
Total Project Cost						\$ 1,530,000.00			\$ 443,700.00			\$ 443,700.00			\$ 6,602.68	
Total Contribution						\$ 1,530,000.00			\$ 443,700.00			\$ 443,700.00			\$ 2,641.07	

**Kempsey Local Roads and Traffic
Infrastructure Contribution Plan 2009**

Catchment 6: Established Areas - Kempsey Hospital

Applies to all determinations from: 12 January 2010

Application Type	Local Contribution	Shire Contribution	Total Plan Contribution
Per Person Rate	\$ 2,641.07	\$ -	
Subdivision/New Lot: [eqv 2.5 persons]ea	\$ 6,602.68	\$ -	\$ 6,602.68
[Dual Occupancy]			
1 BR [1.6]	\$ 4,225.71	\$ -	\$ 4,225.71
2BR [1.9]	\$ 5,018.03	\$ -	\$ 5,018.03
3BR [2.5]	\$ 6,602.68	\$ -	\$ 6,602.68
Semi/Row/Townhouse/Unit			
1BR [1.2]	\$ 3,169.28	\$ -	\$ 3,169.28
2BR [2.3]	\$ 6,074.46	\$ -	\$ 6,074.46
3BR [2.3]	\$ 6,074.46	\$ -	\$ 6,074.46
Self Contained / Independent Seniors Living each			
1BR[0.6]	\$ 1,584.64	\$ -	\$ 1,584.64
2BR[0.8]	\$ 2,112.86	\$ -	\$ 2,112.86
3BR[1.0]	\$ 2,641.07	\$ -	\$ 2,641.07
Tourist per Bed [eqv 0.3 persons]	\$ 792.32	\$ -	\$ 792.32
Aged Care per Bed [eqv 0.3 persons]	\$ 792.32	\$ -	\$ 792.32

6.7 Catchment 7: Established Areas West Kempsey



CATCHMENT 7 - ESTABLISHED AREAS - WEST KEMPSEY

Disclaimer

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Road and Traffic Infrastructure Work Schedule
 Catchment 7: Established Areas West Kempsey

Item Description	Unit	Qty	Rate	Sub Total	Cost Contingency	Total Project Cost	App' Cost	App' Total	Adjusted Total [3]	Rate/ Person	Rate/ NewLot	Delivery Threshold
Elbow street Upgrade between Tozer and River	item	1	\$ 500,000.00	\$ 500,000.00	\$ 62,500.00	\$ 562,500.00	29.00%	\$ 163,125.00	\$ 163,125.00	\$ 970.98	\$ 2,427.46	Post 2010
Tozer Street Upgrade between Wide and 2 Kemp	item	1	\$ 500,000.00	\$ 500,000.00	\$ 62,500.00	\$ 562,500.00	29.00%	\$ 163,125.00	\$ 163,125.00	\$ 970.98	\$ 2,427.46	Post 2010
3 Wide Street Road Upgrade	item	1	\$ 350,000.00	\$ 350,000.00	\$ 43,750.00	\$ 393,750.00	29.00%	\$ 114,187.50	\$ 114,187.50	\$ 679.69	\$ 1,699.22	Post 2010
4 Bloomfield Street Upgrade	item	1	\$ 350,000.00	\$ 350,000.00	\$ 43,750.00	\$ 393,750.00	29.00%	\$ 114,187.50	\$ 114,187.50	\$ 679.69	\$ 1,699.22	Post 2010
5 River Street Pavement Upgrade	item	1	\$ 275,000.00	\$ 275,000.00	\$ 34,375.00	\$ 309,375.00	29.00%	\$ 89,718.75	\$ 89,718.75	\$ 534.04	\$ 1,335.10	Post 2010
Total Project Cost				\$ 2,221,875.00		\$ 2,221,875.00		\$ 644,343.75	\$ 644,343.75		\$ 3,835.38	\$ 9,588.45
Total Contribution												

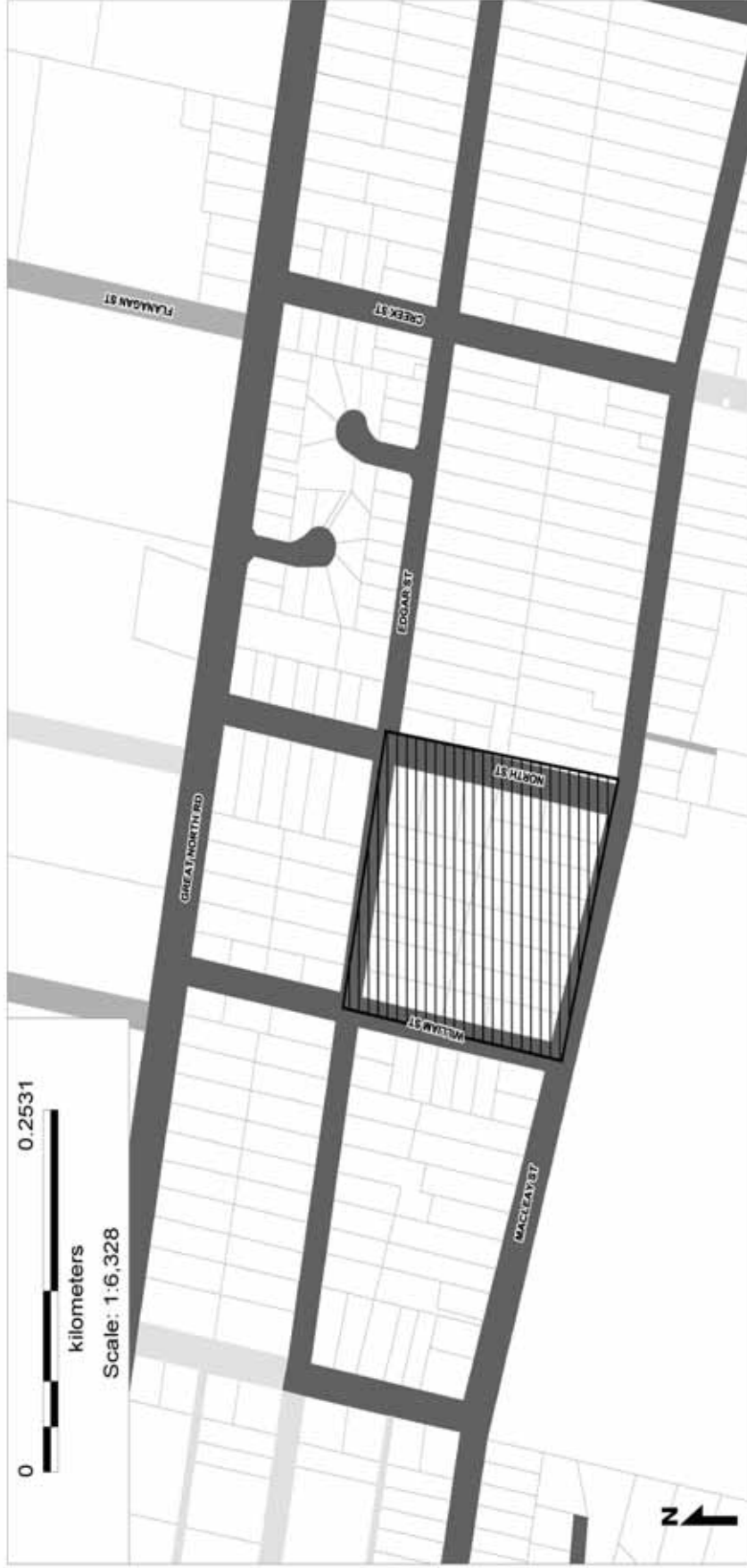
**Kempsey Local Roads and Traffic
Infrastructure Contribution Plan 2009**

Catchment 7: Established Areas - West Kempsey

Applies to all determinations from: 12 January 2010

Application Type	Local Contribution	Shire Contribution	Total Plan Contribution
Per Person Rate	\$ 3,835.38	\$ -	
Subdivision/New Lot: [eqv 2.5 persons]ea	\$ 9,588.45	\$ -	\$ 9,588.45
[Dual Occupancy]			
1 BR [1.6]	\$ 6,136.61	\$ -	\$ 6,136.61
2BR [1.9]	\$ 7,287.22	\$ -	\$ 7,287.22
3BR [2.5]	\$ 9,588.45	\$ -	\$ 9,588.45
Semi/Row/Townhouse/Unit			
1BR [1.2]	\$ 4,602.46	\$ -	\$ 4,602.46
2BR [2.3]	\$ 8,821.37	\$ -	\$ 8,821.37
3BR [2.3]	\$ 8,821.37	\$ -	\$ 8,821.37
Self Contained / Independent Seniors Living each			
1BR[0.6]	\$ 2,301.23	\$ -	\$ 2,301.23
2BR[0.8]	\$ 3,068.30	\$ -	\$ 3,068.30
3BR[1.0]	\$ 3,835.38	\$ -	\$ 3,835.38
Tourist per Bed [eqv 0.3 persons]	\$ 1,150.61	\$ -	\$ 1,150.61
Aged Care per Bed [eqv 0.3 persons]	\$ 1,150.61	\$ -	\$ 1,150.61

6.8 Catchment 8: Established Areas Frederickton



CATCHMENT 8 - ESTABLISHED AREAS FREDERICKTON

Disclaimer

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Road and Traffic Infrastructure Work Schedule
 Catchment 8: Established Areas Frederickton

Item Description	Unit	Qty	Rate	Sub Total	Cost Contingency	Total Project Cost	App/Cost	App' Total	Adjusted Total [3]	Rate/ Person	Rate/ NewLot	Delivery Threshold
Road Upgrades; 1 Edgar/North/William/Macleay	item	1	\$ 750,000.00	\$ 750,000.00	\$ 93,750.00	\$ 843,750.00	29.00%	\$ 244,687.50	\$ 244,687.50	\$ 601.20	\$ 1,502.99	Post 2010
Total Project Cost				\$ 843,750.00		\$ 843,750.00		\$ 244,687.50	\$ 244,687.50	\$ 601.20	\$ 1,502.99	
Total Contribution								\$	\$	\$	\$	

**Kempsey Local Roads and Traffic
Infrastructure Contribution Plan 2009**

Catchment 8: Established Areas - Frederickton

Applies to all determinations from: 12 January 2010

Application Type	Local Contribution	Shire Contribution	Total Plan Contribution
Per Person Rate	\$ 601.20	\$ -	
Subdivision/New Lot: [eqv 2.5 persons]ea	\$ 1,503.00	\$ -	\$ 1,503.00
[Dual Occupancy]			
1 BR [1.6]	\$ 961.92	\$ -	\$ 961.92
2BR [1.9]	\$ 1,142.28	\$ -	\$ 1,142.28
3BR [2.5]	\$ 1,503.00	\$ -	\$ 1,503.00
Semi/Row/Townhouse/Unit			
1BR [1.2]	\$ 721.44	\$ -	\$ 721.44
2BR [2.3]	\$ 1,382.76	\$ -	\$ 1,382.76
3BR [2.3]	\$ 1,382.76	\$ -	\$ 1,382.76
Self Contained / Independent Seniors Living each			
1BR[0.6]	\$ 360.72	\$ -	\$ 360.72
2BR[0.8]	\$ 480.96	\$ -	\$ 480.96
3BR[1.0]	\$ 601.20	\$ -	\$ 601.20
Tourist per Bed [eqv 0.3 persons]	\$ 180.36	\$ -	\$ 180.36
Aged Care per Bed [eqv 0.3 persons]	\$ 180.36	\$ -	\$ 180.36

Catchment 9: Established Areas South Kempsey

Item	Description	Unit	Qty	Rate	Sub Total	Cost Contingency	Total Project Cost	App/Cost	App' Total	Adjusted Total [3]	Rate/ Person	Rate/ NewLot	Delivery Threshold
1	Intersection Upgrade Pacific Hwy and Middleton Street South Kempsey	item	1	\$ 1,250,000.00	\$ 1,250,000.00	\$ 156,250.00	\$ 1,406,250.00	29.00%	\$ 407,812.50	\$ 407,812.50	\$ 593.61	\$ 1,484.03	Post 2010
2	Road Upgrades: Nicholson/Yarravel/Macquarie	item	1	\$ 750,000.00	\$ 750,000.00	\$ 93,750.00	\$ 843,750.00	29.00%	\$ 244,687.50	\$ 244,687.50	\$ 356.17	\$ 890.42	Post 2010
3	Road Upgrade Angus nell Cres.	item	1	\$ 250,000.00	\$ 250,000.00	\$ 31,250.00	\$ 281,250.00	29.00%	\$ 81,562.50	\$ 81,562.50	\$ 118.72	\$ 296.81	Post 2010
Total Project Cost										\$ 734,062.50	\$ 1,068.50	\$ 2,671.26	
Total Contribution										\$ 734,062.50	\$ 1,068.50	\$ 2,671.26	

**Kempsey Local Roads and Traffic
Infrastructure Contribution Plan 2009**

Catchment 9: Established Areas - South Kempsey

Applies to all determinations from: 12 January 2010

Application Type	Local Contribution	Shire Contribution	Total Plan Contribution
Per Person Rate	\$ 1,068.50	\$ -	
Subdivision/New Lot: [eqv 2.5 persons]ea	\$ 2,671.25	\$ -	\$ 2,671.25
[Dual Occupancy]			
1 BR [1.6]	\$ 1,709.60	\$ -	\$ 1,709.60
2BR [1.9]	\$ 2,030.15	\$ -	\$ 2,030.15
3BR [2.5]	\$ 2,671.25	\$ -	\$ 2,671.25
Semi/Row/Townhouse/Unit			
1BR [1.2]	\$ 1,282.20	\$ -	\$ 1,282.20
2BR [2.3]	\$ 2,457.55	\$ -	\$ 2,457.55
3BR [2.3]	\$ 2,457.55	\$ -	\$ 2,457.55
Self Contained / Independent Seniors Living each			
1BR[0.6]	\$ 641.10	\$ -	\$ 641.10
2BR[0.8]	\$ 854.80	\$ -	\$ 854.80
3BR[1.0]	\$ 1,068.50	\$ -	\$ 1,068.50
Tourist per Bed [eqv 0.3 persons]	\$ 320.55	\$ -	\$ 320.55
Aged Care per Bed [eqv 0.3 persons]	\$ 320.55	\$ -	\$ 320.55

6.10 Catchment 10: Shire

Road and Traffic Infrastructure Work Schedule Catchment 10: Shire Roads Pavement Reconstruction

Item Description	Unit	Qty	Rate	Sub Total	Total Project			App' Cost	App' Total	Adjusted Total [3]	Delivery Threshold
					Cost Contingency	Cost	Cost				
1 Aboriginal Station Road	item	1	\$ 27,250.00	\$ 27,250.00	\$ 3,406.25	\$ 30,656.25	20.00%	\$ 6,131.25	\$ 6,131.25	\$ 6,131.25	Post 2010
2 Adelaide Brook Road	item	1	\$ 16,350.00	\$ 16,350.00	\$ 2,043.75	\$ 18,393.75	20.00%	\$ 3,678.75	\$ 3,678.75	\$ 3,678.75	Post 2010
3 Aerodrome Road	item	1	\$ 10,900.00	\$ 10,900.00	\$ 1,362.50	\$ 12,262.50	20.00%	\$ 2,452.50	\$ 2,452.50	\$ 2,452.50	Post 2010
4 Aldavilla road	item	1	\$ 202,500.00	\$ 202,500.00	\$ 25,312.50	\$ 227,812.50	20.00%	\$ 45,562.50	\$ 45,562.50	\$ 45,562.50	Post 2010
5 Arakoon Road	item	1	\$ 236,250.00	\$ 236,250.00	\$ 29,531.25	\$ 265,781.25	20.00%	\$ 53,156.25	\$ 53,156.25	\$ 53,156.25	Post 2010
6 Back Creek road	item	1	\$ 202,500.00	\$ 202,500.00	\$ 25,312.50	\$ 227,812.50	20.00%	\$ 45,562.50	\$ 45,562.50	\$ 45,562.50	Post 2010
7 Balls Road	item	1	\$ 125,000.00	\$ 125,000.00	\$ 15,625.00	\$ 140,625.00	20.00%	\$ 28,125.00	\$ 28,125.00	\$ 28,125.00	Post 2010
8 Barbers Lane	item	1	\$ 15,000.00	\$ 15,000.00	\$ 1,875.00	\$ 16,875.00	20.00%	\$ 3,375.00	\$ 3,375.00	\$ 3,375.00	Post 2010
9 Battles outlet	item	1	\$ 10,000.00	\$ 10,000.00	\$ 1,250.00	\$ 11,250.00	20.00%	\$ 2,250.00	\$ 2,250.00	\$ 2,250.00	Post 2010
10 Belmore River Left and Right Roads	item	1	\$ 102,000.00	\$ 102,000.00	\$ 12,750.00	\$ 114,750.00	20.00%	\$ 22,950.00	\$ 22,950.00	\$ 22,950.00	Post 2010
11 beranghi Road	item	1	\$ 429,975.00	\$ 429,975.00	\$ 53,746.88	\$ 483,721.88	20.00%	\$ 96,744.38	\$ 96,744.38	\$ 96,744.38	Post 2010
12 Blairs lane	item	1	\$ 12,000.00	\$ 12,000.00	\$ 1,500.00	\$ 13,500.00	20.00%	\$ 2,700.00	\$ 2,700.00	\$ 2,700.00	Post 2010
13 Brassils Creek Road	item	1	\$ 125,000.00	\$ 125,000.00	\$ 15,625.00	\$ 140,625.00	20.00%	\$ 28,125.00	\$ 28,125.00	\$ 28,125.00	Post 2010
14 Browns Road	item	1	\$ 5,000.00	\$ 5,000.00	\$ 625.00	\$ 5,625.00	20.00%	\$ 1,125.00	\$ 1,125.00	\$ 1,125.00	Post 2010
15 Bruces lane	item	1	\$ 12,000.00	\$ 12,000.00	\$ 1,500.00	\$ 13,500.00	20.00%	\$ 2,700.00	\$ 2,700.00	\$ 2,700.00	Post 2010
16 Bullocks quarry Road	item	1	\$ 12,000.00	\$ 12,000.00	\$ 1,500.00	\$ 13,500.00	20.00%	\$ 2,700.00	\$ 2,700.00	\$ 2,700.00	Post 2010
17 Burnt Bridge Road	item	1	\$ 35,000.00	\$ 35,000.00	\$ 4,375.00	\$ 39,375.00	20.00%	\$ 7,875.00	\$ 7,875.00	\$ 7,875.00	Post 2010
18 Carrai Road	item	1	\$ 82,000.00	\$ 82,000.00	\$ 10,250.00	\$ 92,250.00	20.00%	\$ 18,450.00	\$ 18,450.00	\$ 18,450.00	Post 2010
19 Cedar Crossing Road	item	1	\$ 5,500.00	\$ 5,500.00	\$ 687.50	\$ 6,187.50	20.00%	\$ 1,237.50	\$ 1,237.50	\$ 1,237.50	Post 2010
20 Collombatti Road	item	1	\$ 405,000.00	\$ 405,000.00	\$ 50,625.00	\$ 455,625.00	20.00%	\$ 91,125.00	\$ 91,125.00	\$ 91,125.00	Post 2010
21 Cooks Lane	item	1	\$ 5,500.00	\$ 5,500.00	\$ 687.50	\$ 6,187.50	20.00%	\$ 1,237.50	\$ 1,237.50	\$ 1,237.50	Post 2010
22 Cooper Street	item	1	\$ 15,000.00	\$ 15,000.00	\$ 1,875.00	\$ 16,875.00	20.00%	\$ 3,375.00	\$ 3,375.00	\$ 3,375.00	Post 2010
23 Crowther Drive	item	1	\$ 16,000.00	\$ 16,000.00	\$ 2,000.00	\$ 18,000.00	20.00%	\$ 3,600.00	\$ 3,600.00	\$ 3,600.00	Post 2010
24 Dennis Road	item	1	\$ 150,000.00	\$ 150,000.00	\$ 18,750.00	\$ 168,750.00	20.00%	\$ 33,750.00	\$ 33,750.00	\$ 33,750.00	Post 2010
25 Dongdingalong Road	item	1	\$ 24,000.00	\$ 24,000.00	\$ 3,000.00	\$ 27,000.00	20.00%	\$ 5,400.00	\$ 5,400.00	\$ 5,400.00	Post 2010
26 Dowlings Falls Road	item	1	\$ 60,000.00	\$ 60,000.00	\$ 7,500.00	\$ 67,500.00	20.00%	\$ 13,500.00	\$ 13,500.00	\$ 13,500.00	Post 2010
27 dungay Creek road	item	1	\$ 325,000.00	\$ 325,000.00	\$ 40,625.00	\$ 365,625.00	20.00%	\$ 73,125.00	\$ 73,125.00	\$ 73,125.00	Post 2010
28 Euroka Road	item	1	\$ 12,000.00	\$ 12,000.00	\$ 1,500.00	\$ 13,500.00	20.00%	\$ 2,700.00	\$ 2,700.00	\$ 2,700.00	Post 2010
29 Everinghans Lane	item	1	\$ 10,000.00	\$ 10,000.00	\$ 1,250.00	\$ 11,250.00	20.00%	\$ 2,250.00	\$ 2,250.00	\$ 2,250.00	Post 2010
30 Fishermans Reach Road	item	1	\$ 35,000.00	\$ 35,000.00	\$ 4,375.00	\$ 39,375.00	20.00%	\$ 7,875.00	\$ 7,875.00	\$ 7,875.00	Post 2010
31 Five Day Creek Road	item	1	\$ 135,000.00	\$ 135,000.00	\$ 16,875.00	\$ 151,875.00	20.00%	\$ 30,375.00	\$ 30,375.00	\$ 30,375.00	Post 2010
32 Gap Beach Road	item	1	\$ 25,000.00	\$ 25,000.00	\$ 3,125.00	\$ 28,125.00	20.00%	\$ 5,625.00	\$ 5,625.00	\$ 5,625.00	Post 2010
33 Goulds Lane	item	1	\$ 12,500.00	\$ 12,500.00	\$ 1,562.50	\$ 14,062.50	20.00%	\$ 2,812.50	\$ 2,812.50	\$ 2,812.50	Post 2010
34 Gowings Hill Road	item	1	\$ 1,012,500.00	\$ 1,012,500.00	\$ 126,562.50	\$ 1,139,062.50	20.00%	\$ 227,812.50	\$ 227,812.50	\$ 227,812.50	Post 2010
35 Grassy Head Road	item	1	\$ 5,500.00	\$ 5,500.00	\$ 687.50	\$ 6,187.50	20.00%	\$ 1,237.50	\$ 1,237.50	\$ 1,237.50	Post 2010

Item Description	Unit	Qty	Rate	Sub Total	Cost Contingency Cost	Total Project		App/Total	App' Total	Adjusted Total [3]	Delivery Threshold
						Cost Contingency Cost	Cost				
36 Hickeys Creek Area	item	1	\$ 337,500.00	\$ 337,500.00	\$ 42,187.50	\$ 379,687.50	20.00%	\$ 75,937.50	\$ 75,937.50	\$ 75,937.50	Post 2010
37 Inches Road	item	1	\$ 15,000.00	\$ 15,000.00	\$ 1,875.00	\$ 16,875.00	20.00%	\$ 3,375.00	\$ 3,375.00	\$ 3,375.00	Post 2010
38 Jacks Crossing	item	1	\$ 49,000.00	\$ 49,000.00	\$ 6,125.00	\$ 55,125.00	20.00%	\$ 11,025.00	\$ 11,025.00	\$ 11,025.00	Post 2010
39 Kemps Access	item	1	\$ 135,000.00	\$ 135,000.00	\$ 16,875.00	\$ 151,875.00	20.00%	\$ 30,375.00	\$ 30,375.00	\$ 30,375.00	Post 2010
40 kemps Road	item	1	\$ 16,000.00	\$ 16,000.00	\$ 2,000.00	\$ 18,000.00	20.00%	\$ 3,600.00	\$ 3,600.00	\$ 3,600.00	Post 2010
41 Kinchela Creek Left & Right bank Roads	item	1	\$ 126,000.00	\$ 126,000.00	\$ 15,750.00	\$ 141,750.00	20.00%	\$ 28,350.00	\$ 28,350.00	\$ 28,350.00	Post 2010
42 Lighthouse Road	item	1	\$ 24,000.00	\$ 24,000.00	\$ 3,000.00	\$ 27,000.00	20.00%	\$ 5,400.00	\$ 5,400.00	\$ 5,400.00	Post 2010
43 Lika Road	item	1	\$ 12,000.00	\$ 12,000.00	\$ 1,500.00	\$ 13,500.00	20.00%	\$ 2,700.00	\$ 2,700.00	\$ 2,700.00	Post 2010
44 Link Road	item	1	\$ 160,000.00	\$ 160,000.00	\$ 20,000.00	\$ 180,000.00	20.00%	\$ 36,000.00	\$ 36,000.00	\$ 36,000.00	Post 2010
45 Loftus Road	item	1	\$ 25,000.00	\$ 25,000.00	\$ 3,125.00	\$ 28,125.00	20.00%	\$ 5,625.00	\$ 5,625.00	\$ 5,625.00	Post 2010
46 Lukes lane	item	1	\$ 10,000.00	\$ 10,000.00	\$ 1,250.00	\$ 11,250.00	20.00%	\$ 2,250.00	\$ 2,250.00	\$ 2,250.00	Post 2010
47 Mackenzies Creek Road	item	1	\$ 53,000.00	\$ 53,000.00	\$ 6,625.00	\$ 59,625.00	20.00%	\$ 11,925.00	\$ 11,925.00	\$ 11,925.00	Post 2010
48 Main Street	item	1	\$ 35,000.00	\$ 35,000.00	\$ 4,375.00	\$ 39,375.00	20.00%	\$ 7,875.00	\$ 7,875.00	\$ 7,875.00	Post 2010
49 maria River Road	item	1	\$ 375,000.00	\$ 375,000.00	\$ 46,875.00	\$ 421,875.00	20.00%	\$ 84,375.00	\$ 84,375.00	\$ 84,375.00	Post 2010
50 Mines Road	item	1	\$ 125,000.00	\$ 125,000.00	\$ 15,625.00	\$ 140,625.00	20.00%	\$ 28,125.00	\$ 28,125.00	\$ 28,125.00	Post 2010
51 Mingaletta Road	item	1	\$ 25,000.00	\$ 25,000.00	\$ 3,125.00	\$ 28,125.00	20.00%	\$ 5,625.00	\$ 5,625.00	\$ 5,625.00	Post 2010
52 Mooneba Road	item	1	\$ 135,000.00	\$ 135,000.00	\$ 16,875.00	\$ 151,875.00	20.00%	\$ 30,375.00	\$ 30,375.00	\$ 30,375.00	Post 2010
53 Moparrabah Road	item	1	\$ 65,000.00	\$ 65,000.00	\$ 8,125.00	\$ 73,125.00	20.00%	\$ 14,625.00	\$ 14,625.00	\$ 14,625.00	Post 2010
54 Mungay Creek Road	item	1	\$ 202,500.00	\$ 202,500.00	\$ 25,312.50	\$ 227,812.50	20.00%	\$ 45,562.50	\$ 45,562.50	\$ 45,562.50	Post 2010
55 Mungay Mines Road	item	1	\$ 202,500.00	\$ 202,500.00	\$ 25,312.50	\$ 227,812.50	20.00%	\$ 45,562.50	\$ 45,562.50	\$ 45,562.50	Post 2010
56 Nagles Fall Road	item	1	\$ 12,500.00	\$ 12,500.00	\$ 1,562.50	\$ 14,062.50	20.00%	\$ 2,812.50	\$ 2,812.50	\$ 2,812.50	Post 2010
57 Nelsons Wharf Road	item	1	\$ 22,500.00	\$ 22,500.00	\$ 2,812.50	\$ 25,312.50	20.00%	\$ 5,062.50	\$ 5,062.50	\$ 5,062.50	Post 2010
58 Nook Creek Road	item	1	\$ 125,000.00	\$ 125,000.00	\$ 15,625.00	\$ 140,625.00	20.00%	\$ 28,125.00	\$ 28,125.00	\$ 28,125.00	Post 2010
59 Nulla Nulla Creek Road	item	1	\$ 135,000.00	\$ 135,000.00	\$ 16,875.00	\$ 151,875.00	20.00%	\$ 30,375.00	\$ 30,375.00	\$ 30,375.00	Post 2010
60 Old Aerodrome Road	item	1	\$ 12,000.00	\$ 12,000.00	\$ 1,500.00	\$ 13,500.00	20.00%	\$ 2,700.00	\$ 2,700.00	\$ 2,700.00	Post 2010
61 Old Coast Road	item	1	\$ 49,000.00	\$ 49,000.00	\$ 6,125.00	\$ 55,125.00	20.00%	\$ 11,025.00	\$ 11,025.00	\$ 11,025.00	Post 2010
62 old pipers creek road	item	1	\$ 35,000.00	\$ 35,000.00	\$ 4,375.00	\$ 39,375.00	20.00%	\$ 7,875.00	\$ 7,875.00	\$ 7,875.00	Post 2010
63 Old Station Road	item	1	\$ 202,500.00	\$ 202,500.00	\$ 25,312.50	\$ 227,812.50	20.00%	\$ 45,562.50	\$ 45,562.50	\$ 45,562.50	Post 2010
64 Outer Road	item	1	\$ 5,500.00	\$ 5,500.00	\$ 687.50	\$ 6,187.50	20.00%	\$ 1,237.50	\$ 1,237.50	\$ 1,237.50	Post 2010
65 Pilpers Creek Road	item	1	\$ 270,000.00	\$ 270,000.00	\$ 33,750.00	\$ 303,750.00	20.00%	\$ 60,750.00	\$ 60,750.00	\$ 60,750.00	Post 2010
66 Point Plomer Road	item	1	\$ 540,000.00	\$ 540,000.00	\$ 67,500.00	\$ 607,500.00	20.00%	\$ 121,500.00	\$ 121,500.00	\$ 121,500.00	Post 2010
67 powicks Access	item	1	\$ 5,500.00	\$ 5,500.00	\$ 687.50	\$ 6,187.50	20.00%	\$ 1,237.50	\$ 1,237.50	\$ 1,237.50	Post 2010
68 Quarry Road	item	1	\$ 15,000.00	\$ 15,000.00	\$ 1,875.00	\$ 16,875.00	20.00%	\$ 3,375.00	\$ 3,375.00	\$ 3,375.00	Post 2010
69 Rainbow Reach Road	item	1	\$ 16,000.00	\$ 16,000.00	\$ 2,000.00	\$ 18,000.00	20.00%	\$ 3,600.00	\$ 3,600.00	\$ 3,600.00	Post 2010
70 ranch Road	item	1	\$ 24,000.00	\$ 24,000.00	\$ 3,000.00	\$ 27,000.00	20.00%	\$ 5,400.00	\$ 5,400.00	\$ 5,400.00	Post 2010
71 Ravenswood Road	item	1	\$ 12,000.00	\$ 12,000.00	\$ 1,500.00	\$ 13,500.00	20.00%	\$ 2,700.00	\$ 2,700.00	\$ 2,700.00	Post 2010

Item Description	Unit	Qty	Rate	Total Project			App/Cont	App' Total	Adjusted Total [3]	Delivery Threshold
				Sub Total	Cost Contingency	Cost				
72 River meadows	item	1	\$ 10,000.00	\$ 10,000.00	\$ 1,250.00	\$ 11,250.00	20.00%	\$ 2,250.00	\$ 2,250.00	Post 2010
73 Rossiters Road	item	1	\$ 35,000.00	\$ 35,000.00	\$ 4,375.00	\$ 39,375.00	20.00%	\$ 7,875.00	\$ 7,875.00	Post 2010
74 Ryans Road	item	1	\$ 1,250,000.00	\$ 1,250,000.00	\$ 156,250.00	\$ 1,406,250.00	20.00%	\$ 281,250.00	\$ 281,250.00	Post 2010
75 Salesyard Road	item	1	\$ 202,500.00	\$ 202,500.00	\$ 25,312.50	\$ 227,812.50	20.00%	\$ 45,562.50	\$ 45,562.50	Post 2010
76 seale Road	item	1	\$ 270,000.00	\$ 270,000.00	\$ 33,750.00	\$ 303,750.00	20.00%	\$ 60,750.00	\$ 60,750.00	Post 2010
77 Settlers Road	item	1	\$ 25,000.00	\$ 25,000.00	\$ 3,125.00	\$ 28,125.00	20.00%	\$ 5,625.00	\$ 5,625.00	Post 2010
78 Seven Hills Road	item	1	\$ 23,500.00	\$ 23,500.00	\$ 2,937.50	\$ 26,437.50	20.00%	\$ 5,287.50	\$ 5,287.50	Post 2010
79 Sherwood Road	item	1	\$ 438,750.00	\$ 438,750.00	\$ 54,843.75	\$ 493,593.75	20.00%	\$ 98,718.75	\$ 98,718.75	Post 2010
80 Smiths Creek	item	1	\$ 270,000.00	\$ 270,000.00	\$ 33,750.00	\$ 303,750.00	20.00%	\$ 60,750.00	\$ 60,750.00	Post 2010
81 Spooners Avenue	item	1	\$ 270,000.00	\$ 270,000.00	\$ 33,750.00	\$ 303,750.00	20.00%	\$ 60,750.00	\$ 60,750.00	Post 2010
82 Stoney Creek Road	item	1	\$ 12,500.00	\$ 12,500.00	\$ 1,562.50	\$ 14,062.50	20.00%	\$ 2,812.50	\$ 2,812.50	Post 2010
83 Summer Island Road	item	1	\$ 594,000.00	\$ 594,000.00	\$ 74,250.00	\$ 668,250.00	20.00%	\$ 133,650.00	\$ 133,650.00	Post 2010
84 Sundowner Road	item	1	\$ 85,000.00	\$ 85,000.00	\$ 10,625.00	\$ 95,625.00	20.00%	\$ 19,125.00	\$ 19,125.00	Post 2010
85 Tanban Road	item	1	\$ 135,000.00	\$ 135,000.00	\$ 16,875.00	\$ 151,875.00	20.00%	\$ 30,375.00	\$ 30,375.00	Post 2010
86 Taylors Arm Road	item	1	\$ 55,000.00	\$ 55,000.00	\$ 6,875.00	\$ 61,875.00	20.00%	\$ 12,375.00	\$ 12,375.00	Post 2010
87 Taylors Road	item	1	\$ 5,500.00	\$ 5,500.00	\$ 687.50	\$ 6,187.50	20.00%	\$ 1,237.50	\$ 1,237.50	Post 2010
88 temagog Road	item	1	\$ 350,000.00	\$ 350,000.00	\$ 43,750.00	\$ 393,750.00	20.00%	\$ 78,750.00	\$ 78,750.00	Post 2010
89 Toms Gully Road	item	1	\$ 125,000.00	\$ 125,000.00	\$ 15,625.00	\$ 140,625.00	20.00%	\$ 28,125.00	\$ 28,125.00	Post 2010
90 Toorooka Road	item	1	\$ 225,000.00	\$ 225,000.00	\$ 28,125.00	\$ 253,125.00	20.00%	\$ 50,625.00	\$ 50,625.00	Post 2010
91 Toorumbee Road	item	1	\$ 86,000.00	\$ 86,000.00	\$ 10,750.00	\$ 96,750.00	20.00%	\$ 19,350.00	\$ 19,350.00	Post 2010
92 TooseRoad	item	1	\$ 135,000.00	\$ 135,000.00	\$ 16,875.00	\$ 151,875.00	20.00%	\$ 30,375.00	\$ 30,375.00	Post 2010
93 Turners Flat Road	item	1	\$ 708,750.00	\$ 708,750.00	\$ 88,593.75	\$ 797,343.75	20.00%	\$ 159,468.75	\$ 159,468.75	Post 2010
94 Two Hills Lane	item	1	\$ 135,000.00	\$ 135,000.00	\$ 16,875.00	\$ 151,875.00	20.00%	\$ 30,375.00	\$ 30,375.00	Post 2010
95 Upper Smiths Creek road	item	1	\$ 270,000.00	\$ 270,000.00	\$ 33,750.00	\$ 303,750.00	20.00%	\$ 60,750.00	\$ 60,750.00	Post 2010
96 Verges creek road	item	1	\$ 97,000.00	\$ 97,000.00	\$ 12,125.00	\$ 109,125.00	20.00%	\$ 21,825.00	\$ 21,825.00	Post 2010
97 Warbro Brook Road	item	1	\$ 270,000.00	\$ 270,000.00	\$ 33,750.00	\$ 303,750.00	20.00%	\$ 60,750.00	\$ 60,750.00	Post 2010
98 Wharf Road	item	1	\$ 12,000.00	\$ 12,000.00	\$ 1,500.00	\$ 13,500.00	20.00%	\$ 2,700.00	\$ 2,700.00	Post 2010
99 Willi Willi Road	item	1	\$ 540,000.00	\$ 540,000.00	\$ 67,500.00	\$ 607,500.00	20.00%	\$ 121,500.00	\$ 121,500.00	Post 2010
100 Winstead Road	item	1	\$ 56,000.00	\$ 56,000.00	\$ 7,000.00	\$ 63,000.00	20.00%	\$ 12,600.00	\$ 12,600.00	Post 2010
101 Yessabah Road	item	1	\$ 135,000.00	\$ 135,000.00	\$ 16,875.00	\$ 151,875.00	20.00%	\$ 30,375.00	\$ 30,375.00	Post 2010
102 Stuarts Point	item	1	\$ 202,500.00	\$ 202,500.00	\$ 25,312.50	\$ 227,812.50	20.00%	\$ 45,562.50	\$ 45,562.50	Post 2010
103 Suez Road	item	1	\$ 5,500.00	\$ 5,500.00	\$ 687.50	\$ 6,187.50	20.00%	\$ 1,237.50	\$ 1,237.50	Post 2010
Total Project Cost						\$ 16,377,440.63		\$ 3,275,488.13	\$ 3,275,488.13	
Base Rate [per person]								\$ 1,310.20	\$	
Rate [per lot]								\$	\$ 3,275.49	

**Kempsey Local Roads and Traffic
Infrastructure Contribution Plan 2009**

Catchment 10: Shire

Applies to all determinations from: 12 January 2010

Application Type	Local Contribution	Shire Contribution	Total Plan Contribution
Per Person Rate	\$ -	\$ 1,310.20	
Subdivision/New Lot: [eqv 2.5 persons]ea	\$ -	\$ 3,275.50	\$ 3,275.50
[Dual Occupancy]			
1 BR [1.6]	\$ -	\$ 2,096.32	\$ 2,096.32
2BR [1.9]	\$ -	\$ 2,489.38	\$ 2,489.38
3BR [2.5]	\$ -	\$ 3,275.50	\$ 3,275.50
Semi/Row/Townhouse/Unit			
1BR [1.2]	\$ -	\$ 1,572.24	\$ 1,572.24
2BR [2.3]	\$ -	\$ 3,013.46	\$ 3,013.46
3BR [2.3]	\$ -	\$ 3,013.46	\$ 3,013.46
Self Contained / Independent Seniors Living each			
1BR[0.6]	\$ -	\$ 786.12	\$ 786.12
2BR[0.8]	\$ -	\$ 1,048.16	\$ 1,048.16
3BR[1.0]	\$ -	\$ 1,310.20	\$ 1,310.20
Tourist per Bed [eqv 0.3 persons]	\$ -	\$ 393.06	\$ 393.06
Aged Care per Bed [eqv 0.3 persons]	\$ -	\$ 393.06	\$ 393.06

6.11 References

National Census of Population and Housing 2006. Australian Bureau of Statistics, Canberra (2006)

Kempsey Shire Council Local Growth Management Strategy [Residential Component] Blueprint Planning Consultants (2009)