

# Eurobodalla Local Infrastructure Contributions Plan

2022

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# Eurobodalla Local Infrastructure Contributions Plan 2022

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## Glossary of terms and abbreviations

Words and phrases used in this plan have the same meaning as the terms defined in the Eurobodalla LEP 2012, or the EP&A Act, except as provided for below.

In this plan, the following words and phrases have the following meanings:

**CDC** means complying development certificate.

**Consent authority** has the same meaning as in the EP&A Act but also includes an accredited certifier responsible for issuing a complying development certificate.

**Council** means Eurobodalla Shire Council.

**EP&A Act** means the NSW Environmental Planning and Assessment Act 1979.

**EP&A Regulation** means the NSW Environmental Planning and Assessment Regulation 2000.

**LEP** means the Eurobodalla Local Environmental Plan 2012

**LGA** means local government area

**Local infrastructure** means public amenities and public services that are traditionally the responsibility of local government, excluding water supply or sewerage services

**Residential accommodation** has the same meaning as the Standard Instrument.

**Self-contained dwellings** means a dwelling or part of a building (other than a hostel), whether attached to another dwelling or not, housing seniors or people with a disability, where private facilities for significant cooking, sleeping and washing are included in the dwelling or part of the building, but where clothes washing facilities or other facilities for use in connection with the dwelling or part of the building may be provided on a shared basis.

**Seniors Housing** has the same meaning as the Standard Instrument.

## 1. Plan summary

Eurobodalla Shire is on the New South Wales South Coast, with major centres at Batemans Bay, Moruya and Narooma. It has an area of approximately 3,400 square kilometres.

The coastal areas of the Shire are more strongly oriented towards residential development and tourism, particularly around Batemans Bay. The rural lands along the Princes Highway corridor are highly productive with dairying and grazing the most notable agricultural industries. Inland areas are mountainous and dominated by National Park and State Forest.

Future development of existing and nominated urban development areas will result in Eurobodalla LGA's population increasing from the current (2021) 39,700 to about 45,500 by 2036.<sup>1</sup> Growth will be spread across the LGA but is expected mainly to increase in the developing areas around Batemans Bay.

This plan focuses on the projected demands for local infrastructure arising from this expected development.

Existing facilities and services have been generally designed to accommodate the existing population. Future residential development, and the populations that will occupy such development, will require investment in new and augmented facilities and services.

The occupants and users of the development that is expected in the Eurobodalla LGA over the next 15 years will generate an increase in the demand for local infrastructure, namely:

- increased demand for district and Shire open space and recreation facilities;
- increased demand for spaces that will foster community life and the development of social capital, such as multi-purpose community centres and libraries; and
- increased demand for facilities that will support safe and convenient travel within, to and through the LGA, including cycleway facilities.

A range of local infrastructure has been identified as being required to address the extra demands anticipated from the expected development.

New development should make a reasonable contribution toward the provision of new and / or augmented local infrastructure to meet this additional demand.

Section 7.11 of the Environmental Planning and Assessment Act 1979 (EP&A Act) authorises a consent authority responsible for determining a development application to grant consent to a proposed development subject to a condition requiring a reasonable contribution to be made toward the provision, extension or augmentation of local infrastructure within the area, or toward the recoupment of the cost of existing local infrastructure in the area.

Where the consent authority is a council or an accredited certifier, such a contribution may be imposed on a development only if it is of a kind allowed by and determined in accordance with a contributions plan, such as this plan.

This plan has been prepared:

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<sup>1</sup> Profile.i.d.com.au – accessed June 2021

- in accordance with the EP&A Act and Environmental Planning and Assessment Regulation 2000 (EP&A Regulation); and
- having regard to the latest practice notes issued by the NSW Department of Planning and Environment.

This plan has been broken up into the following sections to allow easy navigation by Council staff, developers and private certifiers. A brief description of each section is provided below:

### **Section 2 – Is a development contribution required?**

This section identifies both the land and developments that this plan applies to, as well as the contributions rates that apply to these developments.

### **Section 3 – How are the contributions rates calculated?**

This section explains the expected development and their infrastructure needs. It also provides the formulas and approach for how the s7.11 contribution rates have been calculated.

### **Section 4 – How and when will contributions or levies be imposed on development?**

This section explains how conditions of consent will be used to require contributions and levies, and the ways in which contribution rates and amounts will be adjusted over time to reflect changes in infrastructure costs. It also describes accredited certifiers' obligations to address the requirements of this plan in the issuing of construction certificates and CDCs.

### **Section 5 – How and when a contribution requirement can be settled?**

This section explains how consent conditions requiring the payment of contributions can be settled, typically by cash payment. It also provides Council's requirements for considering alternative means to satisfy contribution requirements under this plan, such as using works-in-kind agreements.

### **Section 6 – Other administration matters**

This section outlines other administrative arrangements applying to the operation of this plan.

### **Appendices**

The appendices include a schedule and location maps of the local infrastructure that is to be delivered under the plan.

This plan updates and supersedes *Eurobodalla Local Infrastructure Contributions Plan 2012*, *Eurobodalla Shire Council Section 94 Rural Roads Plan*, and *Section 94 Contributions Plan 2000-2005* by updating the works schedules items, costs and staging in that plan so that the schedules reflect the latest information.

Council proposes to review and update the plan in 5-year intervals from the date of commencement.

## **2. Is a development contribution required?**

### **2.1 Name and commencement of plan**

This plan is called Eurobodalla Shire Local Infrastructure Contributions Plan 2022.

This plan commences on the date on 1 July 2022.

### **2.2 What are the purposes of this plan?**

The main purpose of this plan is to authorise:

- the consent authority, when granting consent to an application to carry out development to which this plan applies; or
- the Council or an accredited certifier, when issuing a CDC for development to which this plan applies,

to require a contribution (under section 7.11 of the EP&A Act) to be made towards the provision, extension or augmentation of local infrastructure required because of development in the Eurobodalla Shire LGA, or which were provided in anticipation of, or to facilitate, such development.

Section 2.3.2 of this plan describes the developments that are subject to section 7.11 contributions.

Other purposes of this plan are as follows:

- To provide the framework for the efficient and equitable determination, collection and management of development contributions in Eurobodalla Shire LGA.
- To establish the relationship between the expected development and proposed local infrastructure to demonstrate that the section 7.11 contributions required under this plan are reasonable.
- To allow the opportunity for local infrastructure to be provided by land developers as works in kind in lieu of paying a monetary contribution.
- To allow the opportunity for the dedication of land by landowners at no cost to Council in lieu of a monetary contribution.
- To ensure that the broader Eurobodalla Shire community is not unreasonably burdened by the provision of local infrastructure that is required because of development in the Eurobodalla Shire LGA.



## 2.3 What land and development does this plan apply to?

### 2.3.1 Land

This plan applies to the Eurobodalla Shire Local Government Area shown in **Figure 1**.



Source: Eurobodalla Settlement Strategy

Figure 1 Eurobodalla Shire Local Government Area

### 2.3.2 Development

Subject to **Section 2.4** (exempt development), this plan applies to:

- Residential development that would result in a net increase in population, including new residential accommodation and/or the subdivision of land.
- Car parking-deficient non-residential development Batemans Bay, Central Tilba, Moruya, and Narooma centres.

## 2.4 What development is exempt?

This plan does not apply to:

- affordable housing development
- seniors housing development (other than self-contained dwellings forming part of seniors housing development).

### 2.4.1 Application for exemptions

Development applications by a community organisation, not-for-profit organisation or social housing provider will need to be provide a submission on the reasons for their request for exemption from contributions.

Organisations will need to provide appropriate documentation from the Australian Taxation Office or other government body for confirmation of their 'not-for-profit' or 'social housing provider' status.

## 2.5 What local infrastructure will be provided under this plan?

The local infrastructure to be provided by contributions from developers received under this plan is listed below:

- Regional and local community facilities including an Arts and Aquatic Centre and OOSH upgrades
- Roads upgrades and traffic facilities meeting demands of development throughout the Shire
- Road upgrades demanded by rural residential development in specific catchments
- Car parking facilities in certain centres to meet the needs of developments that cannot meet their parking needs on-site.

The costs of administering this plan will also be met by contributions imposed under this plan.

More details on the demand for local infrastructure, the relationship of the local infrastructure with the expected development, and specific facilities to be provided are included in **Part 3** and **Appendix A** to this plan.

## 2.6 Contribution rates

All residential accommodation development resulting in a net increase in population will be levied a local infrastructure contribution using the rates set out in **Table 1**.

Additionally, new house lots and additional dwellings proposed on land in the rural residential development catchments shown in **Appendix B** will be levied an additional contribution for rural roads. The rates for each the different catchments and sub-catchments are shown in **Appendix B**.

**Table 1 Contribution rates for residential accommodation development**

Facility	Contribution from Residential Accommodation Development											
	North District				Central District				South District			
	Per lot or 3+ bedroom dwelling	Per 2 bedroom dwelling	Per 0 or 1 bedroom dwelling	Per seniors living self contained unit or boarding house room	Per lot or 3+ bedroom dwelling	Per 2 bedroom dwelling	Per 0 or 1 bedroom dwelling	Per seniors living self contained unit or boarding house room	Per lot or 3+ bedroom dwelling	Per 2 bedroom dwelling	Per 0 or 1 bedroom dwelling	Per seniors living self contained unit or boarding house room
Open Space and Recreation	\$476	\$272	\$221	\$238	\$727	\$415	\$337	\$363	\$456	\$260	\$212	\$227.84
Community and Cultural	\$138	\$79	\$64	\$69	\$179	\$102	\$83	\$90	\$393	\$225	\$183	\$196.68
Arterial Roads	\$4,748	\$2,713	\$2,205	\$2,374	\$4,748	\$2,713	\$2,205	\$2,374	\$4,748	\$2,713	\$2,205	\$2,374
Paths and Cycleways	\$633	\$362	\$294	\$317	\$534	\$305	\$248	\$267	\$590	\$337	\$274	\$295
Stormwater	\$1,278	\$730	\$593	\$639	\$171	\$98	\$79	\$85	\$468	\$267	\$217	\$234
Marine	\$192	\$110	\$89	\$96	\$64	\$37	\$30	\$32	\$105	\$60	\$49	\$52
Plan Preparation and Administration	\$112	\$64	\$52	\$56	\$96	\$55	\$45	\$48	\$101	\$58	\$47	\$51
<b>Total</b>	<b>\$7,578</b>	<b>\$4,330</b>	<b>\$3,518</b>	<b>\$3,789</b>	<b>\$6,519</b>	<b>\$3,725</b>	<b>\$3,027</b>	<b>\$3,260</b>	<b>\$6,862</b>	<b>\$3,921</b>	<b>\$3,186</b>	<b>\$3,431</b>
Rural roads	If development is located in any of the Rural Roads Catchments shown in Appendix B, additional contributions will apply. Refer to Appendix B for more information.											

Note: Dwellings in the table include secondary dwellings

Car parking deficient development in the catchments shown in **Appendix C** will be levied a contribution for each deficient space using the rates contained in **Table 2**.

**Table 2 Contribution rates for parking-deficient developments**

Location	Contribution rate (per deficient parking space)
Batemans Bay	\$45,219
Central Tilba	\$15,162
Moruya	\$26,620
Narooma	\$33,971

## 2.7 Calculating a contribution under this plan

The calculation of contributions for any individual development that is subject to this plan is dependent on:

- the type and location of the development, and
- in the case of residential development, whether there is existing development on the site deemed to generate an existing demand credit.

### 2.7.1 Residential accommodation development resulting in a net increase in population

The steps for calculating a s7.11 contribution for Residential Accommodation development resulting in a net increase in population are as follows:

1. Is the application limited to alterations and additions to an existing dwelling, the replacement of an existing dwelling, or the construction of a single dwelling house on a lot which already paid a s7.11 contribution at subdivision stage? In these cases, no s7.11 contribution applies. A s7.12 levy may however apply – refer to Council's s7.12 contributions plan for details.
2. Does the application involve a net increase in the number of developable lots or dwellings on the land? Is the application for student housing, boarding house or a hostel? In any of these cases a s7.11 contribution based on the assumed net increase in residents on the site will apply.
3. Net increase in residents is determined by the difference in the pre- and post-development population, determined using the occupancy rates in **Table 3**.

Table 3 Assumed occupancy rates for calculating contributions and demand credits

Private dwelling	Occupancy rate (persons per dwelling)
0-1 bedroom dwelling	1.3
2 bedroom dwelling	1.6
3+ bedroom dwelling	2.8
Self contained units in a seniors living development	1.4
Boarding house rooms	1.4 persons per room

Source: ABS 2016 Census

4. The contribution amount is the difference between the contribution calculated for the proposed residential development less the credit contribution amount deemed to apply to any existing residential development, i.e.

$$\text{s7.11 contribution (\$)} = \$ \text{Contribution } Dev - \$ \text{Contribution } Credit$$

Where:

**\$ Contribution *Dev*** is the \$ amount determined by multiplying - for each residential accommodation type in the proposed development - the number of lots, dwellings, beds or rooms by the relevant contribution rate shown in **Table 1** and, if applicable, **Appendix B**, for each type of residential accommodation development.

**\$ Contribution *Credit*** is the \$ amount determined by multiplying - for each residential accommodation type existing on the development site - the number of lots, dwellings, beds, or rooms by the relevant contribution rate shown in **Table 1** and, if applicable, **Appendix B**, for each type of residential accommodation development.

#### Note regarding Minister's Direction on maximum s7.11 contributions for residential development

At the time this plan was made, consent authorities could not impose a monetary contribution on a residential development that exceeded a monetary threshold, which in most locations is \$20,000 per lot or dwelling. This restriction is due to a Direction made by the Minister for Planning on 28 August 2012, as amended.

The consent authority therefore shall not impose a total monetary contribution under this plan that exceeds the relevant threshold for each lot or dwelling approved in the development while ever this Direction (or any similar or subsequent direction) remains in place.

The threshold or maximum amount is \$20,000 per lot or dwelling approved in the development, except in certain catchments shown in Appendix B where the maximum amount is \$30,000.

## Worked examples

### Worked example 1

A proposed high-density development in Batemans Bay involves the demolition of 3 existing dwelling houses on separate allotments and the construction of an 8 storey residential flat building containing 15 x 1 bedroom, 36 x 2 bedroom, and 12 x 3 bedroom dwellings. The development is located in the Northern District.

Proposed development:

15 x 1 bedroom dwellings	=	15	X	\$3,518	=	\$52,772
36 x 2 bedroom dwellings	=	36	X	\$4,330	=	\$155,880
12 x 3 bedroom dwellings	=	12	X	\$7,578	=	\$90,930

Existing development:

3 x dwelling houses	=	3	X	\$7,578	=	\$22,733
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Contribution:	=	\$299,582	less	\$22,733	
	=	<b>\$276,850</b>			

### Worked example 2

A proposed shop top housing development located in Moruya involves the demolition of an existing 3 bedroom house and construction of 30 x 2-bedroom apartments comprising 2,500 square metres of GFA and 300 square metres of ground floor retail GFA. As the majority of the total GFA in the development will be used for residential purposes, a s7.11 contribution will apply to the development. The development is located in the Central District.

Proposed development:

30 x 2 bedroom dwellings	=	30	X	\$3,725	=	\$111,756
300 square metres retail	=	\$0				

Existing development:

1 x dwelling house	=	1	X	\$6,519	=	\$6,519
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Contribution:	=	\$111,756	less	\$6,519	
	=	<b>\$105,237</b>			

**Worked example 3**

A proposed dwelling house development in Narooma (South District) is located in the Rural Roads catchment area of South Narooma (Scenic Drive) .

Proposed development:

4 bedroom dwelling house	=	1	X	\$6,862
Rural road contribution	=	1	X	\$20,120
	=			<b>\$26,982</b>

Note: This development is in a growth area where Council is permitted to levy up to \$30,000 per development.

**Worked example 4**

A subdivision of a parent lot is proposed in Nellingen (North District) and the Rural Roads catchment area of Nellingen West (A1). The parent lot is to be subdivided into 6 housing lots.

Proposed development:

6 allotments	=	6	X	\$7,578	=	\$45,465
Rural road contribution	=	6	X	\$42,087	=	\$252,522
						<u>\$297,987</u>

Existing development :

1 parent lot	=	1	X	\$7,578	=	\$7,578
1 rural road	=	1	X	\$42,087	=	\$42,087
						<u>\$49,665</u>

Contribution: = \$297,987 less \$49,665

= **\$248,323**

The amount is more than the \$30,000 per lot cap permissible in this growth area (6 lots authorised by the consent x \$30K).

<b>Total contribution</b>	=	6	X	\$30,000	=	<b>\$180,000</b>
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**2.7.2 Car parking-deficient development**

The steps for calculating a s7.11 contribution for car parking deficient development are as follows:

1. Does the application include non-residential development in which all the car parking required by the non-residential component can be provided on the development site? If yes,



then a s7.11 contribution does not apply to that non-residential development. A s7.12 levy may however apply – refer to Council's s7.12 contributions plan for details.

2. If some or all of the car parking required for the non-residential development cannot be provided as part of the development then a contribution will be required for each deficient parking space using the rates set out in Table 2.

### Worked example

A mixed-use development is proposed in Perry Street, Batemans Bay. To avoid an additional basement level required for 4 non-residential parking spaces, the developer has approached council to make contributions for the deficient parking spaces.

Contribution	=	4	X	\$45,219	=	\$180,876
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### 3. How are the contribution rates calculated?

Requirements for section 7.11 contributions include the following:

- (a) Contributions can only be imposed if the consent authority considers that the development 'will or is likely to require the provision of or increase the demand for public amenities and public services within the area' (s7.11(1)).
- (b) Contributions toward recoupment of facilities can only be imposed if the facilities were provided in preparation for or to facilitate the carrying out of development in the area and the development will benefit from the provision of those public amenities or public services (s7.11(3)).
- (c) Contributions that are imposed must be reasonable (s7.11(2) and (4)), and a developer may appeal to the Land and Environment Court on the grounds that contributions imposed on a development are unreasonable in the particular circumstances of the case (s7.13(3)).

These requirements mean that a contributions plan should show that the contribution rates are reasonable by explaining the relationship between the anticipated developments and the infrastructure included in the plan that is needed to meet the demands of those developments.

To be reasonable, the section 7.11 contribution rates in this plan have been calculated having regard to the principles of nexus and fair cost apportionment. This has included consideration of whether the infrastructure serves existing or new populations or both.

This section explains the expected development in the Eurobodalla Shire, the infrastructure necessary to support this development, and the way in which the section 7.11 contribution rates have been calculated.

#### 3.1 Expected demand for local infrastructure

##### 3.1.1 Area context

Eurobodalla Shire is on the New South Wales South Coast, with major centres at Batemans Bay, Moruya and Narooma. It has an area of approximately 3,400 square kilometres.

The coastal areas of the Shire are more strongly oriented towards residential development and tourism, particularly around Batemans Bay. The rural lands along the Princes Highway corridor are highly productive with dairying and grazing the most notable agricultural industries. Inland areas are mountainous and dominated by National Park and State Forest.

The urban centres began as small agricultural service centres and as fishing ports, but expanded rapidly in population during the post-war period, especially in the last 30 years. This has been a result of the growth in tourism based on increasing affluence, as well as increasing numbers of retirees and improvements in road infrastructure and greater mobility.

The population of Eurobodalla Shire increased notably during the 1980s, before growing at more moderate rates during the 1990s. Population growth rates have reduced in more recent years to a moderate rate of 1% per year.<sup>2</sup>

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<sup>2</sup> Profile.id.com.au – accessed June 2021

The *Eurobodalla Local Strategic Planning Statement* propose low population growth to continue. Development will be in the main centres of Bateman's Bay, Moruya and Narooma. The LGA has residential land to accommodate further growth. The towns and villages have low density that will allow growth through increased infill and higher densities in appropriate areas.<sup>3</sup>

*The South East and Tablelands Regional Plan 2036* contains the following selected directions for the Eurobodalla LGA, which have been considered in the preparation of the works schedule to this plan:

- Direction 21 – Increase access to health and education
- Direction 22 – Build socially inclusive, safe and healthy communities
- Direction 24 – Deliver greater housing supply and choice
- Direction 25 – Focus housing growth in the locations that maximise infrastructure and services

The primary housing market role that the Shire has played in recent decades has been to provide housing for retirees and young families from Sydney and Canberra in a coastal or semi-rural environment. This role is expected to continue in the future, although the amount of infill development in the townships is expected to increase. Infill housing will lead to greater demand for urban services and facilities in established towns and provide a greater diversity in housing stock.

### **3.1.2 Demographic characteristics**

Features of the Shire's population, drawn from statistics and analysis prepared by Council's demographic consultants<sup>4</sup>, include the following:

- An estimated resident population of 39,700 in 2021.
- An average population growth rate of around 0.8% per annum since 2006.
- A median resident age of 54 years, which is well above the average of 38 years for NSW.
- 40.2% of the population are aged 60 years and over compared with 27.2% for Regional NSW.
- Couples without children are the most common household type (34% of households), followed by lone person households making up 28.3% of households. Couples with children represent only 17% of all households, significantly below the NSW average (25.4%).
- The above two points reflect the high number of retirees settling in the Shire and the high number of young people who leave the area to pursue work and study.
- A similar rate of persons from non-English speaking backgrounds to the Regional NSW average (5%).
- A similar rate of degree-qualified persons to the Regional NSW average (14%), although much lower than the NSW average (23.4%).
- Separate dwelling houses are the predominant dwelling type, representing 81% of all private dwellings.

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<sup>3</sup> Eurobodalla LSPS 2020-2040, pp 24

<sup>4</sup> Statistics updated from Profile.i.d.com.au, accessed June 2021

- An unemployment rate (9%) that is higher than the NSW average (6.3%). Many employment opportunities are casual or part-time only.<sup>5</sup>

## 3.2 Expected development and population

### 3.2.1 Residential development

There are significant differences in the distribution of available residential land and residential land supply opportunities within the Shire.

It is expected that most of projected new dwellings will be accommodated within existing vacant urban zoned land. Most of the new dwellings are expected to be developed in the Northern District. It is expected that the number of dwellings in the Shire will increase from 24,800 to 28,700 by 2036.<sup>6</sup> The expected dwellings are shown in **Table 4**.

Table 4 Forecast residential dwelling development 2021 – 2036

Dwellings	2021	2036	Change
<b>Northern Area</b>			
Batemans Bay - Catalina	2,382	2,578	+196
Batemans Bay Rural Hinterland	1,574	1,809	+235
Surf Beach – Batehaven – Sunshine Bay – Denhams Beach	3,788	4,094	+306
Surfside – Long Beach – Maloneys Beach – North Batemans Bay	2,249	2,773	+524
Malua Bay – Lilli Pilli – Rosedale – Guerilla Bay	2,244	3,060	+816
			<b>+2,077</b>
<b>Central Area</b>			
Broulee – Tomakin – Mossy Point	2,508	3,198	+690
Urban Moruya – Moruya Heads	1,928	2,430	+502
Moruya Rural Hinterland	1,491	1,598	+107
Tuross Head	1,795	1,915	+120
			<b>+1,419</b>
<b>Southern Area</b>			
Dalmeny	1,132	1,265	+133
Narooma – North Narooma – Kianga	2,261	2,468	+207
Narooma Rural Hinterland	1,491	1,598	+107
			<b>+447</b>
<b>Total growth in dwellings</b>			<b>+3,943</b>

Source: Compiled by Profile.i.d.com.au

<sup>5</sup> Eurobodalla LSPS 2020-2040, pg. 10

<sup>6</sup> Statistics updated from Profile.i.d.com.au, accessed June 2021

### 3.2.2 Projections summary

A summary of projected dwelling and population growth in the Shire, including residents in non-private dwellings and the changing household occupancy rate, is shown in **Table 5**.

Table 5 Summary of projections 2021 - 2036

	2021	2036
Population	39,757	45,515
Change in population	-	5,758
Households	18,129	20,972
Average household size	2.16	2.13
Population in non-private dwellings	657	807
Dwellings	24,818	28,767
Dwelling occupancy rate	73.05	72.9

Source: Compiled from ABS Census data of Population and Housing, i.d.

### 3.2.3 Household occupancy rates

The likely level of household occupancy within expected future residential development is critical in calculating the contribution rate for various residential development types under this plan.

**Table 5** shows that the average occupancy rate for all dwellings is expected to be 2.13 in 2036. For the purposes of this plan Council will be adopting occupancy rates per bedroom instead of an average across all dwelling types. The occupancy rates per bedroom are shown below.

Specific types of residential developments levied under this plan include:

- conventional residential subdivision accommodating detached dwelling houses;
- multi-unit housing including semi-detached, row or terrace house, townhouse, flat, unit or apartment, etc.; and
- seniors-living independent living units.

Occupancy rates recorded for different dwelling types in Eurobodalla Shire at the 2016 Census are shown in **Table 3** Section 2.7.1.

This plan, for the purpose of calculating contribution rates by dwelling type, uses the above occupancy rates.

It is recognised that many of the dwellings in Eurobodalla Shire are vacant from time to time and/or are used for seasonal visitation. As a result, the total population of the Shire and gross household occupancy rates (i.e. for all private dwellings) vary throughout the year. Census data has shown that up to 30% of dwelling may be vacant at any time.

A development contribution must reasonably relate to the demand for public amenities and services anticipated to be generated by that development. Council also needs to consider the impacts on its services at the time of peak visitation – presumably at these times dwelling vacancy

falls to very low levels. A council has one opportunity to levy local infrastructure contributions on a development (i.e. at the time of development consent). This approach is consistent with the way in which charges for water and sewer infrastructure are determined.

Council's assumption, for the purpose of calculating the contribution, is that a proposed dwelling or lot is always occupied.

### **3.2.4 Summary of development and infrastructure demand**

The Eurobodalla LGA has been experiencing sustained urban development over the last 20 years.

This is forecast to continue in some greenfield urban development areas. New greenfield sites are challenged by natural hazards, topography, native vegetation, and cultural heritage.<sup>7</sup> For these reasons it is expected that numerous dwellings will be delivered as infill residential development in existing urban centres because these infill areas are close to existing services and facilities, jobs and leads to activation of villages and towns.

The residential development and demographic analysis of Eurobodalla LGA indicates the following important trends:

- There will be an increasing number of couple-only and lone-person households.
- The number of elderly residents will continue to grow as the population ages.
- Population growth will occur across all three planning districts, although population growth will remain strongest in the Northern District where land availability is highest.
- Most households will continue to live in detached dwellings.

Future residential development, and the populations that will occupy such development, can be sustained only by a significant investment in new and augmented public infrastructure, including local infrastructure.

Council has identified that expected residential development will generate increased demand on, and therefore a need to upgrade:

- open space and recreation facilities,
- community and cultural facilities,
- roads, and
- paths and cycleways.

Some of the facilities have already been provided in advance of, or to facilitate, the future development.

More detail on the demand for this infrastructure, and the estimated costs and staging of the infrastructure program, is included in the remaining sections of this plan.

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<sup>7</sup> Eurobodalla LSPS 2020, p28

### 3.3 Infrastructure schedule and demand apportionment

#### 3.3.1 Background

New and augmented local infrastructure will be required to support the further development. The population of Eurobodalla LGA is expected to increase to 45,500 by 2036.

In response, Council has identified a schedule of local infrastructure to meet the needs of the current and future (2036) population. The proposed timeframe for the delivery of the infrastructure is 20 years. This plan will levy contributions on new development that will provide part funding for the total works required.

The works schedule has been prepared regarding the following strategic documents:

- One Community - Eurobodalla Community Strategic Plan 2017
- Eurobodalla Pathways Strategy 2017
- Recreation and Open Space Strategy 2018
- Eurobodalla Local Strategic Planning Statement 2020
- Batemans Bay Waterfront Masterplan and Activation Strategy
- Eurobodalla Marine Strategy Review.

The works schedule provides a proposed staging and priority for the delivery of the infrastructure works. The need for Council to secure the balance of the funds from alternate sources such as grants, suggests that the infrastructure items will be delivered as co-funding allows. It means they may be delivered in a different sequence than that suggested in this plan.

Additionally, a review of the priorities may be required if future development is concentrated in a specific location of the LGA.

Further detail on specific items, their estimated costs and staging, and location maps are included in **Appendix A**.

#### 3.3.2 Demand for infrastructure and apportionment

The growth in population in Eurobodalla is expected to continue at a rate of about 1.37% per year over the next 5 years. For the purposes of this contributions plan, it is reasonable for the new population to contribute their share of the cost to provide the future works and recoup works that have already been provided by Council.

The works contained in the works schedule have been separated into the district catchments of North, Central and South. These catchments are considered the primary users of the facilities to be provided. There is also a Shire catchment where the infrastructure is expected to be used by the total population of the LGA because they are higher order facilities such as the Moruya Showground.

The apportionment or share of the cost to be contributed by the new population, for each catchment has been calculated using the following method:

$$\text{Apportionment} = \frac{\text{Growth in population}}{\text{Total future population}} \times 100$$

**Table 7** shows the calculation for each catchment. The apportionment for each district is allocated to each facility item in the works schedule to calculate the cost per new resident. Where a new facility is required for the demand created by additional population in a new residential land release area, the item will be apportioned 100% to the new population of the catchment.

**Table 6 Demand apportionment for individual catchments**

Catchment	Growth population	Future population	Apportionment
North	2,758	21,711	13%
Central	2,339	14,840	16%
South	660	8,964	7%
Shire wide	5,758	45,515	13%

## 3.4 Infrastructure Strategies

### 3.4.1 Open space, recreation and community infrastructure

#### Objectives

Upgrade a range of open space, recreation and community facilities that will meet the demand of future residents.

#### Infrastructure Strategy

Council currently manages a range of open space and sports facilities. Most of this area comprises coastal and bushland natural areas, creeks, rivers and structured recreation areas.

The recreation facilities provided by Council include:

- district and local parks and playgrounds
- sporting fields and courts
- tracks, paths, skateparks and cycleways
- aquatic centres in Narooma, Moruya and Batemans Bay

Council's *Recreation and Open Space Strategy 2018* sets the direction for recreation and open space provision. Priority works items from the strategy have been included in the works schedule. Council intends to upgrade and provide new facilities to accommodate the needs of the existing and new populations.

The works include:



- Several upgraded and new sportsfields
- Upgraded and new playgrounds
- Improvements to existing local parks by provision of lighting, furniture and landscaping
- Upgrades to existing public amenities

Council also manages a range of community facilities such as:

- Libraries at Bateman's Bay, Moruya and Narooma
- Meeting spaces and halls e.g. The Basil Sellers Exhibition Centre
- Childcare, playgroup and OOSH services

Council proposes to provide upgrades to facilities to accommodate the needs of the existing and new populations.

### Nexus and apportionment

This plan levies section 7.11 contributions on residential accommodation development.

The facilities proposed to be upgraded are to accommodate the demand for existing and future residents of North, Central, South or Shire district catchments of the LGA. It is reasonable that for the purposes of determining the contribution rate, the costs of the infrastructure works are apportioned to both the existing and future development. For the purposes of this plan the apportionment rates are those described in **Table 7**.

### Section 7.11 contribution rates calculation

The contribution formula for open space and recreation infrastructure can be expressed as follows:

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

Where:

$\$INF$  = the apportioned estimated cost, or if the facility has been completed, the indexed actual cost, of providing each of the open space and recreation infrastructure items required to meet the development of the respective Eurobodalla catchment (refer works schedule in **Appendix A**).

$D$  = The expected growth in residents per catchment at the end of this plan (i.e. North 2,758; Central 2,339; South 660 and Shire 5,758 respectively).

To determine the contribution rate per dwelling, multiply the contribution rate by the relevant assumed occupancy rate shown in **Table 6**.

Contribution calculations should also account for any residential demand credits pertaining to the existing development on the site. Refer to **Section 2.7** for more details.

### **3.4.2 Roads and active transport facilities**

#### **Objectives**

Provide upgrades to roads and active transport facilities to meet the demands of the future resident populations.

#### **Infrastructure strategy**

##### **Roads and traffic**

There has been a gradual increase in the amount of traffic using the road network in the Eurobodalla LGA. The increase is mainly the result of continued growth in the resident population over the last 5 – 10 years. There is also seasonal variation in the traffic, where the summer months can result in significant traffic because of tourism to the area. As the road network is the predominant access network in the LGA, Council has needed to and will continue to upgrade the roads. The increase in the number of vehicle trips means that many of the local roads no longer meet the requirements of the increased traffic volumes in terms of safety and pavement construction.

Council will reconstruct the pavements of the roads in the works schedule to increase the capacity and improve the quality of the network. Intersection upgrades will also be provided at the locations identified in the works schedule to improve the safety and circulation of traffic. Treatments may include the provision of turning lanes, roundabouts and other treatments.

##### **Cycleways and paths**

The Eurobodalla Pathways Strategy (2017) provides Council's direction to provide safe walking and cycling paths in the LGA. It includes both footpaths and shared pathways. The strategy identifies \$11.7 million worth of pathway works, with a focus on improved road safety. Council will continue to work with the community, property owners, developers and seek grant funds from Government, to provide the works contained in the strategy.

The works include:

- The development of a continuous, linked network with key destinations
- Improvement of accessibility for people of different abilities and ages
- Encourage walking and cycling as alternative modes of transport

#### **Nexus and apportionment**

The works are in response to needs for both the existing populations and new demand created by the future residents of the North, Central, South or Shire in the Eurobodalla LGA. It is reasonable that, for the purpose of determining the contribution rate, the costs of the

infrastructure works are apportioned to both the existing and future residential development. For the purposes of this plan the apportionment rates are those described in **Table 7**.

### Section 7.11 contribution rates calculation

The contribution formula for roads and traffic facilities can be expressed as follows:

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

Where:

$\$INF$  = the apportioned estimated cost, or if the facility has been completed, the indexed actual cost, of providing each of the open space and recreation infrastructure items required to meet the development of the respective Eurobodalla catchment (refer works schedule in **Appendix A**).

$D$  = The expected growth in residents per catchment at the end of this plan (i.e. North 2,758; Central 2,339; South 660 and Shire 5,758 respectively).

To determine the contribution rate per dwelling, multiply the contribution rate by the relevant assumed occupancy rate shown in **Table 6**.

Contribution calculations should also account for any residential demand credits pertaining to the existing development on the site. Refer to **Section 2.7** for more details.

### 3.4.3 Rural roads

In 1993, Council adopted a development contributions plan for the delivery of rural roads to service new residential development in discrete rural catchments. Council will continue to levy contributions for developments of the delivery of works where rural roads remain incomplete, or recoup the costs for the roads that have been completed. Appendix B provides maps of the catchment areas and the following information:

- Road section
- Affected land
- Development on the land that may be levied a contribution
- Description of the works
- Cost of the works
- Cost of the works attributed to new development
- The number of lots generating the demand
- Staging/timing of works
- Works Location
- Maximum contribution amount per lot or dwelling

### 3.4.4 Town centre car parking

Accommodating non-residential development in the Shire's business centres and maintaining safe and convenient vehicular access for people using those centres are both important objectives for the Council in its roles as a consent authority and as a manager of public assets.

Council plays an active role in maintaining the viability of Eurobodalla's town centres through providing both on-street parking and off-street, centralised car parks in those centres.

Future development in the town centres will place an increasing demand on the car parking facilities within those centres. The need for further parking facilities will be highly influenced by whether or not the future development is able to provide car parking on-site.

Council's development control plan requires new development to meet its own car parking demands through the provision of car parking spaces. Occasionally however it is not possible for all the parking demands to be met through on-site provision of car spaces.

This plan enables consent authorities to require developments that cannot or choose not to provide sufficient on-site parking to make a cash contribution to Council instead. The contribution will allow the Council to provide the deficient parking spaces in a nearby, centralised public car park.

Council will provide additional car parking spaces as sufficient contributions funds become available. The preferred provision strategy will be to acquire land and develop at-grade car parking spaces. Council may however direct funds to provide car parking spaces in other formats – for example, the construction of decked structures on existing car parks, the reconfiguration of existing parking spaces on public land.

### Contributions calculation

Except for Batemans Bay, the contribution rates are based on an assessment of land values (where required) and the average cost of constructing a new at-grade car parking space derived from recent projects. The contributions formula used is:

$$\text{Contribution (\$) per car parking space (excluding Batemans Bay)} = \frac{\$Works}{S}$$

Where:

$\$Works$  is the cost of car parking works

$S$  is the total number of car spaces provided

Using the above formula, the contribution rates are calculated as follows:

Moruya	\$26,620
Narooma	\$33,971
Central Tilba	\$15,162

In Batemans Bay, Council has decided to provide a multi-level parking station. To derive a reasonable contribution, the cost per car space has been estimated using the costs of similar projects delivered by councils in adjacent local government areas.

The cost per car space in Batemans Bay is \$45,219.

### 3.4.5 Stormwater and marine facilities

Council provides stormwater facilities to maintain good drainage throughout the locality. Future development will place an increased demand on the stormwater facilities. The stormwater works contained in this plan's works schedule are for the provision of additional stormwater facilities in each respective catchment.

Council also provides marine facilities to allow for local residents and visitors to participate in water recreation. The works contained in the plan works schedule provide additional marine facilities in the respective catchments. New development will be required to contribute their share of the cost of the facilities.

### Contributions calculation

The contribution formula for stormwater and marine infrastructure can be expressed as follows:

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

Where:

$\$INF$  = the apportioned estimated cost, or if the facility has been completed, the indexed actual cost, of providing each of the open space and recreation infrastructure items required to meet the development of the respective Eurobodalla catchment (refer works schedule in **Appendix A**).

$D$  = The expected growth in residents per catchment at the end of this plan (i.e. North 2,758; Central 2,339; South 660 and Shire 5,758 respectively).

To determine the contribution rate per dwelling, multiply the contribution rate by the relevant assumed occupancy rate shown in **Table 6**.

Contribution calculations should also account for any residential demand credits pertaining to the existing development on the site. Refer to **Section 2.7** for more details.

### 3.4.6 Plan administration

#### Objectives

Implement and manage this plan so that the contributions remain reasonable over the life of the plan, and that the infrastructure is provided in a reasonable time.

## Strategy

This plan has been prepared to allow contributions to be levied on development so that infrastructure demands can be satisfied. The costs that Council has incurred in this regard include the commissioning of external experts to prepare the plan text and works schedules.

Additionally, Council is required to manage, monitor and maintain the contributions plan. The effective coordination and administration of the plan will involve many tasks, some of which include the following:

- Monitoring the receipt of contributions.
- Recommending to Council the appropriate management and expenditure of funds in accordance with the adopted works schedules.
- Monitoring and programming works identified in the works schedules.
- Determining the appropriate time for provision of public facilities having regard to the works schedule, the availability of funds, demand generated by development, the time funds have been held, expected additional funds, alternative and supplementary funding sources and maintenance implications.
- Assessing whether a credit or reassessment of the contribution may be appropriate and how that may be determined.
- Reviewing and determining the suitability of any works in kind and material public benefits proposed by a developer.
- Preparing and making available the accountability information as required by the EP&A Regulation.
- Providing advice to applicants and the general public regarding the operation of the plan.
- Commissioning of consultant studies and advice in relation to the efficacy of the development and demand assumptions of the contributions plan.

## Nexus, apportionment and contribution rates calculation

As plan administration costs arise directly as a result of the future development, it is reasonable that the costs associated with preparing and administering this plan be recouped through contributions from development in the area. Costs associated with the ongoing administration and management of the contributions plan will be levied on all applications that are required to make a contribution under this plan.

Costs included in this plan for management and administration are determined based on the IPART benchmark<sup>8</sup> of an allowance equivalent to 1.5% of the cost of construction works that are to be met by development approved under this plan.

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<sup>8</sup> Independent Pricing and Regulatory Tribunal of New South Wales (2014), *Local Infrastructure Benchmark Costs*, page 63

## 4. How and when will contributions be imposed on developments?

### 4.1 Monetary contributions

This plan authorises the Council or an accredited certifier, when determining an application for development or an application for a CDC, and subject to other provisions of this plan, to impose a condition requiring either a contribution under section 7.11 of the EP&A Act on that approval for:

- the provision, extension or augmentation of local infrastructure to be provided by Council; and
- the recoupment of the previous costs incurred by Council in providing existing local infrastructure.

Accredited certifiers should also refer to **Section 4.3** of this plan as to their obligations in assessing and determining applications.

#### 4.1.1 Latest rates to be used

The section 7.11 contribution imposed on a development will reflect the latest, indexed contributions rates authorised by this plan.

The monetary section 7.11 contribution rates shown in Table 3 reflect the contribution rates at the date that this plan commenced. These rates will be regularly adjusted for inflation and fluctuations in land values (see Section 6.3).

Applicants and accredited certifiers should inquire at the Council for information on the latest contribution rates.

### 4.2 Land contributions

This plan authorises the consent authority, other than an accredited certifier<sup>9</sup>, when granting consent to an application to carry out development to which this plan applies, to impose a condition under section 7.11(1) of the EP&A Act requiring the dedication of land free of cost to Council for the provision, extension or augmentation of local infrastructure to be provided by Council.

Wherever land required under this plan is situated within a development site, the consent authority will generally require the developer of that land to dedicate the land required under this plan free of cost.

The value of this land will be taken into account in determining the total monetary contributions required by the development under this plan.

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<sup>9</sup> Note: the EP&A Act does not allow an accredited certifier other than a Council to impose a condition requiring the dedication of land free of cost.

The value of the land to be dedicated free of cost will be the market value of the land determined in accordance with the Land Acquisition (Just Terms) Compensation Act 1991.

## 4.3 Obligations of accredited certifiers

### 4.3.1 Complying development certificates

This plan requires that, in relation to an application made to an accredited certifier for a CDC:

- the accredited certifier must, if a CDC is issued, impose a condition requiring a monetary contribution, if such a contribution is authorised by this plan
- the amount of the monetary contribution that the accredited certifier must so impose is the amount determined in accordance with this section
- the terms of the condition be in accordance with this section.

### Procedure for determining a section 7.11 contribution amount

The procedure for an accredited certifier to determine the amount of the section 7.11 monetary contribution for complying development is as follows:

1. If, and only if specified in writing in the application for a CDC, the applicant has requested a credit under section 7.11(6) of the EP&A Act such as that envisaged in **Section 2.7** of this plan, or an exemption or part or the whole of the development under **Section 2.4** of this plan, the accredited certifier must:
  - (a) make a request in writing to the Council for the Council's advice on whether the request is granted, or the extent to which it is granted; and
  - (b) in calculating the monetary contribution, comply with the Council's written advice or if no such advice has been received prior to the granting of the CDC refuse the applicant's request.
2. Determine the unadjusted contributions in accordance with the rates included in **Table 1** of this plan taking into account any exempted development specified in **Section 2.4** and any advice issued by the Council under paragraph 1(b) above.
3. Adjust the calculated contribution in accordance with **Section 6.3** to reflect the indexed cost of the provision of infrastructure.
4. Subtract any infrastructure demand credit advised by the Council under paragraph 1(b) for any assumed local infrastructure demand relating to existing development.



## Terms of a section 7.11 condition

The terms of the condition requiring a section 7.11 contribution are as follows:

### Contribution

*The developer must make a monetary contribution to Eurobodalla Shire Council in the amount of \$[insert amount] for the purposes of the local infrastructure identified in the Eurobodalla Shire Local Infrastructure Contributions Plan 2022.*

<i>Open space and recreation</i>	<i>\$ [insert amount]</i>
<i>Community and cultural</i>	<i>\$ [insert amount]</i>
<i>Arterial roads</i>	<i>\$ [insert amount]</i>
<i>Paths and cycleways</i>	<i>\$ [insert amount]</i>
<i>Stormwater</i>	<i>\$ [insert amount]</i>
<i>Marine</i>	<i>\$ [insert amount]</i>
<i>Plan administration</i>	<i>\$ [insert amount]</i>
<b>Total</b>	<b>\$ [insert amount]</b>

### Time for payment

*The contribution must be paid prior to any work authorised by this complying development certificate commences, as required by section 136L of the Environmental Planning and Assessment Regulation 2000.*

*Deferred payments of contributions will not be accepted.*

*NOTE: The above is an example condition of consent. Alternative examples are provided in Standard Conditions of Development Consent Residential Development, DPIE 2021*

### 4.3.2 Construction certificates

It is the responsibility of an accredited certifier issuing a construction certificate for building work or subdivision work to ensure that each condition requiring the payment of a monetary contribution before work is carried out has been complied with in accordance with the CDC or development consent.

The accredited certifier must ensure that the applicant provides a receipt (or receipts) confirming that contributions have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council in accordance with [clause 142\(2\)](#) of the EP&A Regulation. Failure to follow this procedure may render such a certificate invalid and expose the certifier to legal action.

The only exceptions to the requirement are where a work in kind, material public benefit, dedication of land and/or deferred payment arrangement has been agreed by the Council. In such cases the Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

## 5. How and when can a contribution requirement be settled?

### 5.1 Timing of payments

A monetary contribution required to be paid by a condition imposed on the development consent in accordance with this plan is to be paid at the time specified in the condition.

Generally, the condition will provide for payment as follows:

- For development involving construction – the contribution must be paid prior to the release of a construction certificate
- For a development involving construction and subdivision (e.g. dual occupancy) – the contribution must be paid prior to the construction certificate
- For development involving subdivision – the contribution must be paid prior to the release of the subdivision certificate (linen plan).
- For development not involving subdivision, but where a construction certificate is required, the contribution must be paid prior to the release of the construction certificate for any works authorising construction above the floor level of the ground floor.
- For works authorised under a CDC, the contributions are to be paid prior to any work authorised by the certificate commences, as required by [clause 136L](#) of the EP&A Regulation.

At the time of payment, it will be necessary for monetary contribution amounts to be updated in accordance with the relevant indexes (see **Section 6.3**).

### 5.2 Deferred or periodic payments

Council will not accept the deferred or periodic payment of a monetary contribution or levy imposed under this plan.

### 5.3 Can the contribution be settled by dedicating land or undertaking works?

A person may make an offer to the Council to carry out works or provide another kind of material public benefit or dedicate land, in part or full satisfaction of a monetary contribution required by a condition of consent imposed under this plan.

If a developer wishes to deliver infrastructure that is included in this plan on the Council's behalf delivering that infrastructure, then the developer can approach this either one of two ways:

- (a) The developer may offer to enter into a planning agreement to undertake works, make monetary contributions, dedicate land, or provide some other material public benefit. Planning agreements are the most appropriate mechanism for offers made prior to the issue of a development consent for the development.
- (b) If the developer has already received a development consent containing a condition requiring a monetary contribution, the developer may offer to undertake works in kind through a works in kind agreement, or offer to dedicate land through a land dedication agreement.

The decision to accept settlement of a contribution by way of works in kind or the dedication of land is at the sole discretion of Council.

### **5.3.1 Offers and agreements generally**

Any offer for works in kind or other material public benefit shall be made in writing to the Council and shall be made prior to the commencement of any works proposed as part of that offer. Retrospective works in kind agreements will not be accepted.

Works in kind or the dedication of land may be accepted by the Council under the following circumstances:

- Council will generally only accept offers of works or land that are items included in the schedule of local infrastructure in this plan, and
- Council determines that the works in kind are, or the land to be dedicated is, appropriate and meets a broad community need.

In assessing the request, Council will consider the following:

- The design of the facilities, and whether the design will result in facilities that are fit for purpose.
- The proposed works or land dedication will not constrain the future provision of facilities identified in the works schedule, or conflict with what Council has prioritised in this plan.

Plans and cost estimates of the proposed works are to be prepared by suitably qualified professionals and submitted by the applicant.

Should an offer of works in kind or land dedication be accepted, Council will negotiate with the applicant, as relevant, the following:

- an acceptable standard for workmanship and materials
- frequency of progress works inspections
- the program for completion of the works or the dedication of the land
- an appropriate defects liability period.

If Council accepts offers for works-in-kind or planning agreements, a suitable security will be required. The security will be in the form of a bank guarantee for the full amount of the contribution or the outstanding balance with the following requirements:

- (a) The bank guarantee is provided by a bank in the amount of the total contribution plus an amount equal to 13 months interest,
- (b) The bank guarantee is made in favour of the Council,
- (c) The bank is to pay the guaranteed sum if requested without regard to any dispute, issue or other matter relating to the development consent, and
- (d) The banks obligations are discharged when payment when payment is made to the Council or when council notifies the bank in writing that the guarantee is no longer required.

## **6. Other administration matters**

### **6.1 Relationship of this plan to other contributions plans**

The following contributions plans are repealed by this plan:

- Eurobodalla Shire Council Development Contributions Plan 2000-2005
- Eurobodalla Section 94 Contributions Plan Rural Roads
- Eurobodalla Local Infrastructure Contributions Plan 2012

This plan however does not affect development consents applying to land in the Eurobodalla Shire LGA containing conditions requiring contributions or levies under the above plans.

### **6.2 Transitional arrangements**

This plan applies to a development application or application for a CDC that was submitted but not yet determined on the date on or before the date on which this plan took effect.

### **6.3 Adjustment of contributions to address the effects of inflation**

To ensure that the value of contributions for the construction and delivery of infrastructure is not eroded over time by inflation or significant changes in land values, this plan authorises that contribution rates and the contribution amounts included in consents will be adjusted over time.

#### **6.3.1 Section 7.11 contribution rates**

Council will - without the necessity of preparing a new or amending contributions plan - make changes to the section 7.11 contribution rates set out in this plan to reflect annual movements in the Consumer Price Index (All Groups Index) for Sydney, as published by the Australian Bureau of Statistics.

The latest contribution rates will be published on the Council's website.

#### **6.3.2 Contribution and levy amounts in consents**

A section 7.11 monetary contribution amount required by a condition of development consent imposed in accordance with this plan will be indexed between the date of the grant of the consent and the date on which the contribution is paid in accordance with annual movements in the Consumer Price Index (All Groups Index) for Sydney as published by the Australian Bureau of Statistics.

### **6.4 Pooling of contributions funds**

This plan authorises monetary contributions paid for different purposes in accordance with development consent conditions authorised by this plan and any other contributions plan approved by the Council to be pooled and applied progressively for those purposes.

The priorities for the expenditure of pooled monetary contributions under this plan are the priorities for works as set out in **Section 3.3** of this plan.

## 6.5 Accountability and access to information

In accordance with the EP&A Act and EP&A Regulation a contributions register will be maintained by Council and may be inspected upon request.

The register will be maintained at regular intervals and will include the following:

- Details sufficient to identify each development consent for which contributions have been sought
- Nature and extent of the contribution required by the relevant condition of consent
- Name of the contributions plan under which the condition of consent was imposed
- Date the contribution was received, for what purpose and the amount.

Separate accounting records will be maintained for each contribution type in this plan and published every year in Council's financial accounts. They will contain details concerning contributions received and expended, including interest for each service or amenity to be provided. The records are held at Council's administration office and may be inspected upon request.

## **APPENDIX A**

### **Infrastructure schedule and location maps for Residential Accommodation development**

Eurobodalla Local Infrastructure Contributions Plan 2022  
Open Space and Recreation Facilities

Ref. No.	Location	Description	Reference study, strategy or plan, or Council report	Total Project Costs	Grant Funds	Total Estimated Cost	Demand	Apportionment	Cost per person	Priority / Staging
	<b>Works - North</b>									
OSR-CP001	Hibiscus Close Reserve, Maloneys Beach	Park upgrade (nature play and amenity)	ROSS 2018 (N11)	\$ 121,000	\$ 50,000	\$ 71,000	North	13%	\$ 3.27	2031-36
OSR-CP002	Corrigans Beach Reserve, Batehaven	Accessible beach access feature	Hanging Rock, Corrigans Beach & Obs Pt Res	\$ 121,000	\$ 50,000	\$ 71,000	North	13%	\$ 3.27	2021-25
OSR-CP003	Malua Bay Foreshore Reserve	Foreshore upgrade (playground, fitness station,	ROSS 2018 (N21) & Malua Bay LMP	\$ 588,060	\$ 202,500	\$ 385,560	North	13%	\$ 17.76	2021-25
OSR-CP004	Pony Club Reserve, Surf Beach	Off-leash area (fencing, wayfinding and amenity)	ROSS 2018 (N20)	\$ 48,400	\$ 12,500	\$ 35,900	North	13%	\$ 1.65	2021-25
	<b>Sub-total</b>			<b>\$ 878,460</b>	<b>\$ 315,000</b>	<b>\$ 563,460</b>			<b>\$ 26</b>	
	<b>Works - Central</b>									
	Rosedale (land release)	Local playground (new playground and amenity)	ROSS 2018 (N28)	\$108,900	\$ -	\$108,900	Central	100%	\$ 46.56	2021-25
OSR-CP005	Heath St Reserve, Broulee	Skate park expansion	ROSS 2018 (C3)	\$ 121,000	\$ 50,000	\$ 71,000	Central	16%	\$ 4.78	2031-36
OSR-CP006	Captain Oldrey Oval (Broulee)	Car park extension and renovation	ROSS 2018 (C2) and Capt Oldrey Oval LMP	\$ 544,500	\$ 450,000	\$ 94,500	Central	16%	\$ 6.37	2026-30
OSR-CP007	Captain Oldrey Oval (Broulee)	Sport field lighting and fencing	ROSS 2018 (C2) and Capt Oldrey Oval LMP	\$ 296,450	\$ 80,000	\$ 216,450	Central	16%	\$ 14.59	2026-30
	South Moruya (land release)	Local playground (new playground and amenity)	ROSS 2018	\$108,900	\$ -	\$108,900	Central	100%	\$ 46.56	2026-30
	<b>Sub-total</b>			<b>\$ 1,179,750</b>	<b>\$ 580,000</b>	<b>\$ 599,750</b>			<b>\$ 119</b>	
	<b>Works - South</b>									
OSR-CP008	Rotary Park, Dalmeny	Youth hub	ROSS 2018 (S1)	\$42,350	\$ 10,000	\$42,350	South	7%	\$ 4.72	2026-30
	<b>Sub-total</b>			<b>\$ 42,350</b>	<b>\$ 10,000</b>	<b>\$ 42,350</b>			<b>\$ 4.72</b>	
	<b>Works - Shire</b>									
OSR-CP009	Hanging Rock Regional Sports Centre,	Twin grandstand - AFL/Rugby	Hanging Rock, Corrigans Beach and	\$ 484,000	\$ 200,000	\$ 284,000	Shire	13%	\$ 6.24	2021-25
OSR-CP010	Hanging Rock Regional Sports Centre,	Soccer field 2 (lighting)	Hanging Rock, Corrigans Beach and	\$ 169,400	\$ 70,000	\$ 99,400	Shire	13%	\$ 2.18	2021-25
OSR-CP011	Hanging Rock Regional Sports Centre,	AFL/sailing club carpark	Hanging Rock, Corrigans Beach and	\$ 496,100	\$ 400,000	\$ 96,100	Shire	13%	\$ 2.11	2021-25
OSR-CP012	BMX Facility, Catalina	Toilet upgrade and storage area	Eurobodalla Skate Park Guidelines (A2.9)	\$ 302,500	\$ 250,000	\$ 52,500	Shire	13%	\$ 1.15	2021-25
				\$ -						
OSR-CP013	Captain Oldrey Park, Broulee	Cover over two netball courts	ROSS 2018 (C2) and Capt Oldrey Oval LMP	\$ 605,000	\$ 175,000	\$ 430,000	Shire	13%	\$ 9.45	2026-30
OSR-CP014	Captain Oldrey Park, Broulee	Netball court lighting	ROSS 2018 (C2) and Capt Oldrey Oval LMP	\$ 223,850	\$ 92,500	\$ 131,350	Shire	13%	\$ 2.89	2026-30
OSR-CP015	Bay Waterfront Youth Central	Hard surface space under Batemans Bay Bridge with	Batemans Bay Waterfront Masterplan and	\$ 302,500		\$ 302,500	Shire	13%	\$ 6.65	2021-25
OSR-CP016	Bay Waterfront pedestrian wayfinding	Signage	Batemans Bay Waterfront Masterplan and	\$ 200,860		\$ 200,860	Shire	13%	\$ 4.41	2021-25, 2026-31
OSR-CP017	Waterfront Square	Informal performance space and interactive feature	Batemans Bay Waterfront Masterplan and	\$ 1,210,000		\$ 1,210,000	Shire	13%	\$ 26.58	2021-25, 2026-31
OSR-CP024	Clyde Street upgrades	Traffic calming measures and landscaping	Batemans Bay Waterfront Masterplan and	\$ 1,210,000		\$ 1,210,000	Shire	13%	\$ 26.58	2021-25, 2026-31
OSR-CP009	Recreation and Open Space Strategy	Review ROSS	Recreation and Open Space Strategy	\$ 72,600		\$ 72,600	Shire	13%	\$ 1.60	2026-30
		Total existing works								
	<b>Sub-total</b>			<b>\$ 5,276,810</b>	<b>\$ 1,187,500</b>	<b>\$ 4,089,310</b>			<b>\$ 89.85</b>	
	<b>Total works</b>			<b>\$ 7,377,370</b>	<b>\$ 2,092,500</b>	<b>\$ 5,294,870</b>				
	<b>Existing works - North</b>									
OSR-CP018	Sandy Place Reserve, Long Beach	New playground	ROSS 2018 (N8)	\$ 290,400	\$ 105,000	\$ 185,400	North	13%	\$ 8.54	2020
OSR-CP019	Surf Beach Reserve	Playground upgrade	Playground renewals plan	\$ 96,800	\$ -	\$ 96,800	North	13%	\$ 4.46	2020
	<b>Sub-total</b>			<b>\$ 387,200</b>	<b>\$ 105,000</b>	<b>\$ 282,200</b>			<b>\$ 13.00</b>	

Eurobodalla Local Infrastructure Contributions Plan 2022  
Open Space and Recreation Facilities

Ref. No.	Location	Description	Reference study, strategy or plan, or Council report	Total Project Costs	Grant Funds	Total Estimated Cost	Demand	Apportionment	Cost per person	Priority / Staging
	Existing works - Central									
OSR-CP020	Jack Buckley Park, Tomakin	Playground upgrade	ROSS 2018 (C1)	\$ 193,600	\$ 50,000	\$ 143,600	Central	16%	\$ 9.68	2021
	Sub-total			\$ 193,600	\$ 50,000	\$ 143,600			\$ 9.68	
	Existing works - South									
OSR-CP021	Tuross Head	Playground updgrade	ROSS 2018 (C11)	\$ 242,000	\$ -	\$ 242,000	South	7%	\$ 27.00	2019
	Sub-total			\$ 242,000	\$ -	\$ 242,000			\$ 27.00	
	Existing works - Shire									
OSR-CP022	Gundry Oval, Moruya	New amenity building	Gundry Oval LMP	\$ 735,918	\$ 185,000	\$ 550,918	Central	16%	\$ 37.12	2021
OSR-CP023	Bill Smyth Oval Sports Complex, Narooma	Tennis court resurfacing	Narooma Foreshore and Sport Precinct POM	\$ 36,300	\$ -	\$ 36,300	South	7%	\$ 4.05	2020
	Sub-total			\$ 772,218	\$ 185,000	\$ 587,218			\$ 41.17	
	Total existing works			\$ 1,595,018	\$ 340,000	\$ 1,255,018				



Community and Cultural Facilities

Ref. No.	Location	Description	Reference study, strategy or plan, or Council report	Total Project Costs	Grant Funds	Total Estimated Cost	Demand	Apportionment	Cost per person	Priority / Staging
	Works - North									
CCF-CP001	Malua Bay Foreshore Reserve	New toilet facility	ROSS 2018 (N21) & Malua Bay LMP	\$ 332,750	\$ -	\$ 332,750	North	13%	\$ 15.33	2021-25
	Sub-total			\$ 332,750	\$ -	\$ 332,750			\$ 15.33	
	Works - Central									
CCF-CP002	Jack Buckley Park, Tomakin	Accessible toilet	ROSS 2018 (C1)	\$ 121,000	\$ -	\$ 121,000	Central	16%	\$ 8.15	2031-36
CCF-CP003	Moruya OOSH	Upgrade and improved amenity	Consultant preparing feasibility study	\$ 272,250	\$ 125,000	\$ 147,250	Central	16%	\$ 9.92	2026-30
CCF-CP004	Basil Sellers Exhibition Centre, Moruya	New storage and office space	Creative Arts Strategy 2019	\$ 635,250	\$ 275,000	\$ 360,250	Central	16%	\$ 24.28	2031-36
	Sub-total			\$ 1,028,500	\$ 400,000	\$ 628,500			\$ 42.35	
	Works - South									
CCF-CP005	Narooma OOSH	New facility	Consultant preparing feasibility study	\$ 1,210,000	\$ 500,000	\$ 710,000	South	7%	\$ 79.21	2021-25
CCF-CP006	Narooma Library	Additional meeting rooms	Eurobodalla Library Strategic Plan	\$ 514,250	\$ 250,000	\$ 264,250	South	7%	\$ 29.48	2021-25
CCF-CP007	Narooma Library	Community Centre and café	Eurobodalla Library Strategic Plan	\$ 1,300,750	\$ 500,000	\$ 800,750	South	7%	\$ 89.33	2026-30
	Sub-total			\$ 3,025,000	\$ 1,250,000	\$ 1,775,000			\$ 118.81	
	Works Shire-wide									
CCF-CP008	Moruya Showground	Grandstand upgrade (grandstand and amenities)	Moruya Showgrounds POM and LMP	\$ 1,210,000	\$ 350,000	\$ 860,000	Shire	13%	\$ 18.89	2021-25
CCF-CP009	Moruya Showground	Pavillion upgrade	Moruya Showgrounds POM and LMP	\$ 211,750	\$ 85,000	\$ 126,750	Shire	13%	\$ 2.78	2021-25
	Bay Pavillions	Aquatic and Cultural Centre	DPOP and ROSS (N15)	\$ 69,152,927	\$ 65,152,927	\$ 4,000,000	Shire	13%	\$ 90.31	2021-23
	Public Art	Acquisitions	Creative Arts Strategy 2019	\$ 60,500		\$ 60,500	Shire	13%	\$ 1.33	2021-25
	Sub-total			\$ 70,635,177	\$ 65,587,927	\$ 5,047,250			\$ 21.68	
	Total new works					\$ 7,783,500				
	Existing works - North									
CCF-CP010	Surf Beach Reserve	New toilet facility	DPOP and toilet renewal plan	\$ 266,200	\$ -	\$ 266,200	North	13%	\$ 12.26	2021
				\$ 266,200	\$ -	\$ 266,200			\$ 12.26	

## Arterial Roads

Ref. No.	Road	Reference study, strategy or plan, or Council report	Total Project Costs	Grant Funds	Total Estimated Cost	Demand	Apportionment	Cost per person	Priority / Staging
	<b>Works - Shire wide</b>								
A1	Beach Road: Orient Street to No.8 Beach Road - Including central median, pavement strengthening and intersection improvements at Orient Street & Flora Crescent	NAESTS 2011 / BBTS 2010 / ERSP 2019-22	\$ 11,598,759	\$ 6,710,026	\$ 4,888,733	Shire	13%	\$ 107.41	2026-2035
A2	Beach Road: No.8 Beach Road to Bavarde Avenue - Including central median, pavement strengthening and intersection improvements at Pacific Street and Herarde Avenue	NAESTS 2011 / ERSP 2019-22	\$ 5,056,036	\$ 2,924,979	\$ 2,131,056	Shire	13%	\$ 46.82	2026-2035
A3	Beach Road: No.156 Beach Road to Batemans Bay High School - Pavement Strengthening and Wide centreline treatment	ERSP 2019-22	\$ 1,115,725		\$ 1,115,725	Shire	13%	\$ 24.51	2026-2035
A4	George Bass Drive: Beach Road to Calga Crescent - including pavement strengthening and widening to 4 lanes	NAESTS 2011	\$ 3,459,600		\$ 3,459,600	Shire	13%	\$ 76.01	2026-2035
A5	George Bass Drive: Calga Crescent roundabout - including approaches	NAESTS 2011	\$ 2,646,295	\$ 1,530,914	\$ 1,115,380	Shire	13%	\$ 24.51	2026-2035
A6	George Bass Drive: Calga Crescent to Joes Creek Culvert (south) - including pavement strengthening and widening to 4 lanes	NAESTS 2011	\$ 1,011,897		\$ 1,011,897	Shire	13%	\$ 22.23	2026-2035
A7	George Bass Drive: 500m section north of Sunshine Bay Road - Complete widening to 4 lanes	NAESTS 2011 / ERSP 2019-22	\$ 489,418		\$ 489,418	Shire	13%	\$ 10.75	2021-2025
A8	George Bass Drive: Towrang avenue to Beach Road - Pavement Strengthening	ERSP 2019-22	\$ 2,141,255		\$ 2,141,255	Shire	13%	\$ 47.05	
A9	George Bass Drive: Grandfathers Gully Road to Denise Drive - realignment	NAESTS 2011 / ERSP 2019-22	\$ 5,626,500	\$ 3,800,000	\$ 1,826,500	Shire	13%	\$ 40.13	2020-2022
A10	George Bass Drive: Denise Drive to Lilli Pilli Road - Pavement Strengthening and intersection improvements @ Lilli Pilli road	ERSP 2019-22	\$ 793,380	\$ 458,980	\$ 334,400	Shire	13%	\$ 7.35	2021-2025
A11	George Bass Drive: Lilli Pilli road to Fairview Drive - Pavement Strengthening including intersection improvements at Caramar Drive	NAESTS 2011 / ERSP 2019-22	\$ 913,861	\$ 528,680	\$ 385,181	Shire	13%	\$ 8.46	2021-2025
A12	George Bass Drive: Fairview Drive to Baringa Crescent - Pavement strengthening and intersection improvements at Fairview Drive	NAESTS 2011 / ERSP 2019-22	\$ 878,625	\$ 508,295	\$ 370,329	Shire	13%	\$ 8.14	2021-2025
A13	George Bass Drive: Baringa Crescent to Iluka Avenue - Pavement strengthening and intersection improvements at Iluka Avenue/Youralla	NAESTS 2011 / ERSP 2019-22	\$ 761,522	\$ 440,550	\$ 320,972	Shire	13%	\$ 7.05	2021-2025
A14	George Bass Drive: Iluka Avenue to Link Road - pavement strengthening and roundabout at Link Road	NAESTS 2011 / ERSP 2019-22	\$ 2,938,671	\$ 1,700,058	\$ 1,238,614	Shire	13%	\$ 27.21	2021-2025
A15	George Bass Drive: Tallawang Avenue intersection upgrade - including culvert extension	ERSP 2019-22	\$ 1,069,210		\$ 1,069,210	Shire	13%	\$ 23.49	2026-2035
A16	George Bass Drive: Sylvan Street/Kuppa Avenue Roundabout - including approaches	NAESTS 2011 / ERSP 2019-22	\$ 1,971,540	\$ 1,140,560	\$ 830,980	Shire	13%	\$ 18.26	2026-2035
A17	George Bass Drive: Waroo Crescent Roundabout - including approaches	ERSP 2019-22	\$ 2,062,061	\$ 1,192,928	\$ 869,133	Shire	13%	\$ 19.10	2026-2035
A18	George Bass Drive: Illabunda Drive to Rosedale Parade - Pavement Strengthening and realignment. Including intersection improvements at Illabunda Drive (does not include intersection with Rosedale Parade - done by developer)	ERSP 2019-22	\$ 6,738,220	\$ 3,898,144	\$ 2,840,076	Shire	13%	\$ 62.40	2026-2035
A19	George Bass Drive: Rosedale Parade to Burri Point Road - Pavement Strengthening. Including intersection improvements at Roseby Drive and Burri Point Road	ERSP 2019-22	\$ 3,122,464	\$ 1,806,384	\$ 1,316,080	Shire	13%	\$ 28.92	2026-2035
A20	George Bass Drive: Burri Point Road to Ainsley Parade - Pavement Strengthening. Including intersection upgrade at Ocenview Way	ERSP 2019-22	\$ 3,814,081		\$ 3,814,081	Shire	13%	\$ 83.80	2026-2035
A21	George Bass Drive: Tomaga Bridge to Annetts Parade - Pavement Strengthening	ERSP 2019-22	\$ 1,170,553		\$ 1,170,553	Shire	13%	\$ 25.72	2026-2035
A22	George Bass Drive: Candalagan Bridge to Broulee Road - Pavement Strengthening	ERSP 2019-22	\$ 3,625,858		\$ 3,625,858	Shire	13%	\$ 79.66	2026-2035
A23	George Bass Drive: Broulee Road to Airport west intersection - Pavement strengthening. Including intersection upgrade at Broulee Road	ERSP 2019-22	\$ 7,434,190		\$ 7,434,190	Shire	13%	\$ 163.33	2026-2035
A24	George Bass Drive: Airport west intersection to Bruce Cameron Drive - Pavement strengthening. Including intersection upgrade at Donnelly Drive and Bruce Cameron Drive	ERSP 2019-22	\$ 1,239,989		\$ 1,239,989	Shire	13%	\$ 27.24	2021-2025

A25	North Head Drive: Garlandtown Bridge - including approaches	ERSP 2019-22	\$ 1,842,225	\$ 691,708	\$ 1,150,517	Shire	13%	\$ 25.28	2020-2022
A26	North Head Drive: Galandtown Bridge to Quarry Park - Pavement Strengthening	ERSP 2019-22	\$ 1,338,672	\$ 719,394	\$ 619,278	Shire	13%	\$ 13.61	2020-2022
A27	North Head Drive: Malabar Weir to Princes Highway - Pavement Strengthening	ERSP 2019-22	\$ 3,297,539		\$ 3,297,539	Shire	13%	\$ 72.45	2026-2035
A28	Cullendulla Drive: Blairs Road to start of Long Beach Urban area - pavement strengthening	ERSP 2019-22	\$ 2,198,360		\$ 2,198,360	Shire	13%	\$ 48.30	2026-2035
A29	Tomakin Road: Princes Highway to James Street - including roundabout at Charles Street	ERSP 2019-22	\$ 2,299,078	\$ 1,609,354	\$ 689,723	Shire	13%	\$ 15.15	2021-2025
A30	Tomakin Road: James Street to Summerset Close - pavement strengthening - Phase 1	ERSP 2019-22	\$ 1,228,150	\$ 1,000,000	\$ 228,150	Shire	13%	\$ 5.01	2021-2022
A31	Tomakin Road: James Street to Summerset Close - pavement strengthening - Phase 2	ERSP 2019-22	\$ 1,321,577		\$ 1,321,577	Shire	13%	\$ 29.04	2026-2035
A32	Tomakin Road: Terry Connell Bridge to No.345 - Pavement Strengthening	ERSP 2019-22	\$ 931,070		\$ 931,070	Shire	13%	\$ 20.46	2026-2035
A33	Tomakin Road: No.369 to Dunns Creek Road - pavement strengthening	ERSP 2019-22	\$ 594,850		\$ 594,850	Shire	13%	\$ 13.07	2026-2035
A34	Tomakin Road: Two sections above - widening and safety works	ERSP 2019-22	\$ 1,210,000		\$ 1,210,000	Shire	13%	\$ 26.58	2022-2023
A35	Tomakin Road: Dunns Creek Road to No.607 - Pavement Strengthening. Including intersection upgrade at Dunns Creek Road	ERSP 2019-22	\$ 2,337,937		\$ 2,337,937	Shire	13%	\$ 51.37	2026-2035
A36	Broulee Road: Princes highway to Crematorium - pavement strengthening	ERSP 2019-22	\$ 1,655,235		\$ 1,655,235	Shire	13%	\$ 36.37	2026-2035
A37	Broulee Road: Crematorium to Quarry Access - Pavement Strengthening	ERSP 2019-22	\$ 620,713		\$ 620,713	Shire	13%	\$ 13.64	2026-2035
A38	Broulee Road: Quarry Access to Ch 2400 (from Princes Highway) - Pavement Strengthening	ERSP 2019-22	\$ 1,041,624		\$ 1,041,624	Shire	13%	\$ 22.89	2026-2035
A39	Broulee Road: Ch 2800 (from Princes Hwy) to George Bass Drive - Pavement Strengthening	ERSP 2019-22	\$ 646,576		\$ 646,576	Shire	13%	\$ 14.21	2026-2035
A40	Other: Old Highway Batemans Bay - Princes highway to South Street. Including roundabout at south Street and central median	ERSP 2019-22	\$ 945,160	\$ 661,612	\$ 283,548	Shire	13%	\$ 6.23	2026-2035
A41	Other: Flora Crescent/Soldiers club Carpark - intersection upgrade (traffic signals)	BBTTS 2010	\$ 1,162,674	\$ 813,872	\$ 348,802	Shire	13%	\$ 7.66	2026-2035
A42	Other: Camps Street/Museum Place/Orient Street - Intersection upgrade (traffic signals)	BBTTS 2010	\$ 2,081,960	\$ 1,457,372	\$ 624,588	Shire	13%	\$ 13.72	2026-2035
A43	Other: Moruya CBD East - Traffic Management and Pedestrian Improvements	ERSP 2019-22	\$ 307,038		\$ 307,038	Shire	13%	\$ 6.75	2026-2035
A44	Other: Araluen Road/Yaragee Road - intersection upgrade	ERSP 2019-22	\$ 387,227		\$ 387,227				2026-2035
	<b>Total Future Works</b>		<b>\$ 99,127,373</b>	<b>\$ 33,593,810</b>	<b>\$ 65,533,563</b>			<b>\$ 1,431</b>	
	<b>Shire wide - Existing works</b>								
A45	South Batemans Bay Link Road	NAESTS 2011 / ERSP 2019-22	\$ 8,594,493	\$ 6,046,684	\$ 2,547,809	Shire	13%	\$ 55.98	2015-16, 2016-17, 2017-18, 2018-19
A46	South Batemans Bay Link Road - Roundabout	NAESTS 2011 / ERSP 2019-22	\$ 3,264,195	\$ -	\$ 3,264,195	Shire	13%	\$ 71.72	2016-17, 2017-18, 2018-19
A47	Beach Road Hanging Rock	ERSP 2019-22	\$ 1,126,960	\$ 779,436	\$ 347,524	Shire	13%	\$ 7.64	2016-17, 2017-18, 2018-19
A48	Hanging Rock Beach Road Junction	ERSP 2019-22	\$ 3,155,314	\$ 2,320,170	\$ 835,143	Shire	13%	\$ 18.35	2016-17
A49	Cullendulla Drive - Barriers and Widening	ERSP 2019-22	\$ 896,968	\$ 637,257	\$ 259,710	Shire	13%	\$ 5.71	2016-17, 2017-18, 2018-19
A50	Tomakin Road - George Bass Drive Roundabout	ERSP 2019-22	\$ 4,344,733	\$ 3,387,604	\$ 957,129	Shire	13%	\$ 21.03	2017-18, 2018-19
A51	Beach Road/Vesper Street Upgrade	ERSP 2019-22	\$ 2,209,833	\$ 405,267	\$ 1,804,566	Shire	13%	\$ 39.65	2017-18, 2018-19, 2019-20
A52	Local Rural - Tomakin Road Widening	ERSP 2019-22	\$ 560,840	\$ 188,248	\$ 372,591	Shire	13%	\$ 8.19	2018-19, 2019-20
A53	Rural Road - George Bass Drive Sylvan Street (70% renewal)	ERSP 2019-22	\$ 748,091	\$ 161,193	\$ 586,898	Shire	13%	\$ 12.89	2019-20
A54	Beach Road Median Island Bavarde to Country Club	ERSP 2019-22	\$ 3,131,056	\$ 2,552,193	\$ 578,864	Shire	13%	\$ 12.72	2019-20, 2020-21
A55	Bermagui Road Shoulder Widening	ERSP 2019-22	\$ 438,277	\$ 159,000	\$ 279,277	Shire	13%	\$ 6.14	2019-20, 2020-21
A56	Dunns Creek Road (340m)	ERSP 2019-22	\$ 592,513	\$ 385,800	\$ 206,713	Shire	13%	\$ 4.54	2020-21
	<b>Total Existing Works</b>		<b>\$ 29,063,273</b>	<b>\$ 17,022,852</b>	<b>\$ 12,040,421</b>	<b>\$ -</b>		<b>\$ 264.54</b>	<b>\$ -</b>

Eurobodalla Local Infrastructure Contributions Plan 2022

Cycling and Walking Paths

Ref. No.	Location	Description	Reference study, strategy or plan, or Council report	Total Project Costs	Grant Funds	Total Estimated Cost	Demand	Apportionment	Cost per person	Priority / Staging
	North		Works - North							
W1	Surfside	Shared: Timbara Crescent Myamba Parade to Foam Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 78,045	\$ 23,632	\$ 54,413	North	13%	\$ 2.51	2025-2028
W2	Surfside	Shared: Myamba Parade Wallarah Street to Timbara Crescent	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 65,038	\$ 19,693	\$ 45,344	North	13%	\$ 2.09	2029-2034
W3	North Batemans Bay	Shared: Princes Highway Existing path to motel	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 156,090	\$ 47,264	\$ 108,826	North	13%	\$ 5.01	2021-2024
W4	North Batemans Bay	Shared: (Reserve) Princes Highway to Surfside Playing Fields	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 95,930	\$ 29,048	\$ 66,883	North	13%	\$ 3.08	2025-2028
W5	Batemans Bay	Shared: Princes Highway (Vesper St) North Street to MacKay Park Access	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 91,053	\$ 27,571	\$ 63,482	North	13%	\$ 2.92	2021-2024
W6	Batemans Bay	Footpath: South Street High Street to Pacific Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 39,023	\$ 11,816	\$ 27,206	North	13%	\$ 1.25	2021-2024
W7	Batemans Bay	Footpath: Beach Road Hillview Place to Valley Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 65,948	\$ 19,969	\$ 45,979	North	13%	\$ 2.12	2021-2024
W8	Batemans Bay	Footpath: South Street Pacific Street to Bavarde Avenue	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 39,023	\$ 11,816	\$ 27,206	North	13%	\$ 1.25	2021-2024
W9	Batemans Bay	Footpath: Bavarde Avenue Heradale Parade to Herarde Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 20,812	\$ 6,302	\$ 14,510	North	13%	\$ 0.67	2021-2024
W10	Batemans Bay	Shared: Sylvan Street George Bass Dr to path near Banksia Grove	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 104,060	\$ 31,509	\$ 72,551	North	13%	\$ 3.34	2021-2024
W11	Batemans Bay	Footpath: Bavarde Avenue Herarde Street to Beach Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 20,812	\$ 6,302	\$ 14,510	North	13%	\$ 0.67	2021-2024
W12	Batemans Bay	Footpath: Vesper Street Beach Road north to carpark entrance	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 8,325	\$ 2,521	\$ 5,804	North	13%	\$ 0.27	2021-2024
W13	Batemans Bay	Shared: Princes Highway (Vesper St) Clyde Street to North Street east side of	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 130,075	\$ 39,387	\$ 90,688	North	13%	\$ 4.18	2021-2024
W14	Batemans Bay	Footpath: Bavarde Avenue Leigh Street to Heradale Parade	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 92,353	\$ 27,965	\$ 64,389	North	13%	\$ 2.97	2021-2024
W15	Batemans Bay	Footpath: Hill Street Bent to Vesper	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 65,038	\$ 19,693	\$ 45,344	North	13%	\$ 2.09	2021-2024
W16	Batemans Bay	Footpath: Bavarde Avenue South Street to Leigh Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 16,650	\$ 5,041	\$ 11,608	North	13%	\$ 0.53	2021-2024
W17	Batemans Bay	Footpath: Old Princes Hwy South Street to Vesper Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 15,609	\$ 4,726	\$ 10,883	North	13%	\$ 0.50	2021-2024
W18	Batemans Bay	Footpath: South Street Old Highway to High Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 43,705	\$ 13,234	\$ 30,471	North	13%	\$ 1.40	2021-2024
W19	Hanging Rock	Shared: Hanging Rock Place Beach Road shared path for 200m	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 65,038	\$ 19,693	\$ 45,344	North	13%	\$ 2.09	2025-2028
W20	Hanging Rock	Footpath: Catlin Ave Beach Rd to Marlin Ave (east side)	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 29,137	\$ 8,823	\$ 20,314	North	13%	\$ 0.94	2025-2028
W21	Hanging Rock	Shared: Hanging Rock Place AFL car park to ramp	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 169,098	\$ 51,203	\$ 117,895	North	13%	\$ 5.43	2025-2028
W22	Catalina	Footpath: Country Club Drive Sea Street to Heron Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 91,573	\$ 27,728	\$ 63,845	North	13%	\$ 2.94	2025-2028
W23	Catalina	Footpath: Heron Road Country Club Drive to Albatross Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 107,182	\$ 32,455	\$ 74,727	North	13%	\$ 3.44	2029-2034
W24	Catalina	Footpath: Heron Road Albatross Road to Country Club Drive	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 27,316	\$ 8,271	\$ 19,045	North	13%	\$ 0.88	2029-2034
W25	Catalina	Footpath: Heron Road Country Club Dr to end of residential	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 89,492	\$ 27,098	\$ 62,394	North	13%	\$ 2.87	2029-2034
W26	Batehaven	Footpath: Edward Road Christopher Cres to south of Haven Place	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 101,979	\$ 30,879	\$ 71,100	North	13%	\$ 3.27	2021-2024
W27	Batehaven	Footpath: Edward Road Haven Place to end residences	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 52,030	\$ 15,755	\$ 36,275	North	13%	\$ 1.67	2021-2024
W28	Batehaven	Footpath: Grantham Road Anne Street to Sheila Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 26,015	\$ 7,877	\$ 18,138	North	13%	\$ 0.84	2025-2028
W29	Batehaven	Footpath: David Avenue Existing footpath to Calton Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 17,560	\$ 5,317	\$ 12,243	North	13%	\$ 0.56	2025-2028
W30	Batehaven	Footpath: Sheila Street Grantham Road to Calton Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 19,511	\$ 5,908	\$ 13,603	North	13%	\$ 0.63	2025-2028
W31	Batehaven	Footpath: View Street Ocean Road to Grantham Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 35,380	\$ 10,713	\$ 24,667	North	13%	\$ 1.14	2025-2028
W32	Batehaven	Footpath: Observation Avenue Full length incl. crossing	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 188,609	\$ 57,111	\$ 131,498	North	13%	\$ 6.06	2025-2028
W33	Batehaven	Footpath: Grantham Road Shiela Street to 57 Grantham Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 41,624	\$ 12,604	\$ 29,020	North	13%	\$ 1.34	2025-2028
W34	Batehaven	Footpath: Ocean Road Joseph Street to View Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 20,812	\$ 6,302	\$ 14,510	North	13%	\$ 0.67	2025-2028
W35	Batehaven	Footpath: Calton Road David Avenue to Sheila Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 8,455	\$ 2,560	\$ 5,895	North	13%	\$ 0.27	2029-2034
W36	Sunshine Bay	Footpath: Hume Road Wills Crescent to Burkes Way	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 22,893	\$ 6,932	\$ 15,961	North	13%	\$ 0.74	2021-2024
W37	Sunshine Bay	Footpath: Wentworth Avenue existing path nth of Poole Place to Hume Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 62,436	\$ 18,906	\$ 43,530	North	13%	\$ 2.00	2025-2028
W38	Surf Beach	Footpath: Explorers Way Beach Road to opp Hume Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 21,462	\$ 6,499	\$ 14,964	North	13%	\$ 0.69	2021-2024
W39	Surf Beach	Footpath: Explorers Way Hume Road to Cook Avenue	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 62,436	\$ 18,906	\$ 43,530	North	13%	\$ 2.00	2021-2024
W40	Surf Beach	Footpath: Hume Road Cook Avenue to Explorers way	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 87,410	\$ 26,468	\$ 60,943	North	13%	\$ 2.81	2025-2028
W41	Surf Beach	Footpath: Pacific Road Tasman Avenue to Bligh Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 101,979	\$ 30,879	\$ 71,100	North	13%	\$ 3.27	2029-2034
W42	Lilli Pilli	Shared: George Bass Drive Fairview Drive (South) to Beach Road	Northern Growth Corridor Route Plan / ERSP 2019-	\$ 998,976	\$ 302,490	\$ 696,486	North	13%	\$ 32.08	2029-2034
W43	Lilli Pilli	Shared: George Bass Drive Fairview Drive (South) to Mosquito Bay	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 52,030	\$ 15,755	\$ 36,275	North	13%	\$ 1.67	2021-2024
W44	Lilli Pilli	Shared: George Bass Drive Fairview Drive (South) to Mosquito Bay -	Northern Growth Corridor Route Plan / ERSP 2019-	\$ 52,030	\$ 15,755	\$ 36,275	North	13%	\$ 1.67	2025-2028
W45	Lilli Pilli	Footpath: Carramar Drive Tinarra Close to Bunderra Circuit	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 54,111	\$ 16,385	\$ 37,726	North	13%	\$ 1.74	2025-2028
W46	Lilli Pilli	Footpath: Carramar Drive George Bass Drive to Tinarra Close incl crossing	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 225,810	\$ 68,375	\$ 157,435	North	13%	\$ 7.25	2025-2028
W47	Lilli Pilli	Shared: (reserve) George Bass Drive to beach	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 101,459	\$ 30,722	\$ 70,737	North	13%	\$ 3.26	2029-2034
W48	Malua Bay	Footpath: George Bass Drive Sylvan St to Service Rd - west side	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 35,380	\$ 10,713	\$ 24,667	North	13%	\$ 1.14	2021-2024
W49	Malua Bay	Shared: George Bass Drive Iluka Avenue south to The Link Rd	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 104,060	\$ 31,509	\$ 72,551	North	13%	\$ 3.34	2021-2024
W50	Malua Bay	Shared: George Bass Drive Mosquito Bay to Iluka Avenue	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 54,632	\$ 16,542	\$ 38,089	North	13%	\$ 1.75	2025-2028
W51	Malua Bay	Shared: George Bass Drive Mosquito Bay to Iluka Avenue South - Duplication	Northern Growth Corridor Route Plan / ERSP 2019-	\$ 165,195	\$ 50,021	\$ 115,174	North	13%	\$ 5.30	2025-2028
W52	Malua Bay	Shared: George Bass Drive Iluka Avenue to Iluka Avenue	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 110,564	\$ 33,479	\$ 77,085	North	13%	\$ 3.55	2025-2028
W53	Malua Bay	Footpath: The Ridge Road Wattlebird Way to George Bass Drive	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 28,096	\$ 8,508	\$ 19,589	North	13%	\$ 0.90	2025-2028
W54	Malua Bay	Footpath: (pathway reserve) Warragai Place to Youralla Avenue	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 17,690	\$ 5,357	\$ 12,334	North	13%	\$ 0.57	2029-2034
W55	Malua Bay	Footpath: Warragai Place Carramar Drive to pathway	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 26,015	\$ 7,877	\$ 18,138	North	13%	\$ 0.84	2029-2034
W56	Malua Bay	Footpath: Youralla Avenue Warragai Pl to George Bass Dr	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 54,111	\$ 16,385	\$ 37,726	North	13%	\$ 1.74	2029-2034
W57	Rosedale	Footpath: Rosedale Parade George Bass Drive to beach	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 234,135	\$ 70,896	\$ 163,239	North	13%	\$ 7.52	2029-2034
W58	Mogo	Footpath: Princes Highway Nth of Annett Street to Bateman Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 19,771	\$ 5,987	\$ 13,785	North	13%	\$ 0.63	2021-2024



Eurobodalla Local Infrastructure Contributions Plan 2022

Cycling and Walking Paths

Ref. No.	Location	Description	Reference study, strategy or plan, or Council report	Total Project Costs	Grant Funds	Total Estimated Cost	Demand	Apportionment	Cost per person	Priority / Staging
W59	Mogo	Footpath: Charles Street Tomakin Road to end of car park	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 33,299	\$ 10,083	\$ 23,216	North	13%	\$ 1.07	2021-2024
W60	Mogo	Footpath: Charles Street Carpark to Annett Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 16,910	\$ 5,120	\$ 11,789	North	13%	\$ 0.54	2029-2034
W61	Tomakin	Footpath: Ainslie Parade Sunpatch Parade to Yarralumla Crescent	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 45,786	\$ 13,864	\$ 31,922	North	13%	\$ 1.47	2021-2024
W62	Tomakin	Shared: Sunpatch Pde Club entrance to existing	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 78,045	\$ 23,632	\$ 54,413	North	13%	\$ 2.51	2025-2028
W63	Tomakin	Shared: Kingston Place Sunpatch Rd to boat ramp	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 66,338	\$ 20,087	\$ 46,251	North	13%	\$ 2.13	2029-2034
W64	Tomakin	Footpath: Red Hill Parade Ainslie Parade to Carpark	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 27,056	\$ 8,192	\$ 18,863	North	13%	\$ 0.87	2029-2034
W65	Tomakin	Shared: Sunpatch Parade Kingston Place to Redhill Parade	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 113,816	\$ 34,463	\$ 79,352	North	13%	\$ 3.65	2029-2034
W66	Tomakin	Shared: Sunpatch Parade Kingston Place to Parks Parade	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 117,068	\$ 35,448	\$ 81,619	North	13%	\$ 3.76	2029-2034
W67	Tomakin	Shared: Sunpatch Parade Jack Buckley Park	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 35,120	\$ 10,634	\$ 24,486	North	13%	\$ 1.13	2029-2034
W68	Tomakin	Footpath: Yarralumla Crescent Ainslie Parade to Red Hill Parade	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 60,355	\$ 18,275	\$ 42,079	North	13%	\$ 1.94	2029-2034
		Sub-total		\$ 5,524,871	\$ 1,672,931	\$ 3,851,940			\$ 177	
	Central									
W69	Broulee	Shared: Francis Street Elizabeth Drive to Coronation Drive	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 68,289	\$ 20,678	\$ 47,611	Central	16%	\$ 3.21	2021-2024
W70	Broulee	Footpath: (walkway) Caitlin Cr to Zanthus Dr	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 9,365	\$ 2,836	\$ 6,530	Central	16%	\$ 0.44	2025-2028
W71	Broulee	Footpath: Zanthus Drive Train Street to walkway	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 68,680	\$ 20,796	\$ 47,883	Central	16%	\$ 3.23	2025-2028
W72	Broulee	Footpath: Grant Street Heath Street to Shops	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 31,218	\$ 9,453	\$ 21,765	Central	16%	\$ 1.47	2029-2034
W73	Broulee	Footpath: Imlay Street Grant Street to Clarke Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 46,827	\$ 14,179	\$ 32,648	Central	16%	\$ 2.20	2029-2034
W74	Broulee	Footpath: Woolabar Drive Existing footpath to Clarke Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 31,218	\$ 9,453	\$ 21,765	Central	16%	\$ 1.47	2029-2034
W75	Moruya	Shared: Bergalia Street Haslingden Street to Dwyers Creek Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 81,947	\$ 24,814	\$ 57,134	Central	16%	\$ 3.85	2021-2024
W76	Moruya	Footpath: Mirrabooka Avenue Vulcan Street to Page Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 29,917	\$ 9,059	\$ 20,858	Central	16%	\$ 1.41	2021-2024
W77	Moruya	Footpath: Luck Street Murray Street to Emmott Street (north)	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 17,170	\$ 5,199	\$ 11,971	Central	16%	\$ 0.81	2021-2024
W78	Moruya	Footpath: Ford Lane Ford Street to Carpark	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 19,511	\$ 5,908	\$ 13,603	Central	16%	\$ 0.92	2021-2024
W79	Moruya	Footpath: Ford Street Ford Lane to existing	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 10,406	\$ 3,151	\$ 7,255	Central	16%	\$ 0.49	2021-2024
W80	Moruya	Footpath: Evans Street Campbell Street to Gundary Playground	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 23,414	\$ 7,090	\$ 16,324	Central	16%	\$ 1.10	2021-2024
W81	Moruya	Footpath: North Head Drive east from Princes Highway	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 41,624	\$ 12,604	\$ 29,020	Central	16%	\$ 1.96	2021-2024
W82	Moruya	Footpath: Page Street Murray Street to Campbell Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 43,705	\$ 13,234	\$ 30,471	Central	16%	\$ 2.05	2021-2024
W83	Moruya	Footpath: Queen Street Ford Street to carpark	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 4,162	\$ 1,260	\$ 2,902	Central	16%	\$ 0.20	2021-2024
W84	Moruya	Footpath: Thomas Street Heffernan St to Shore St	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 20,812	\$ 6,302	\$ 14,510	Central	16%	\$ 0.98	2021-2024
W85	Moruya	Footpath: Princes Highway east North Head Drive to end of residential	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 31,218	\$ 9,453	\$ 21,765	Central	16%	\$ 1.47	2025-2028
W86	Moruya	Footpath: Princes Highway Vulcan Street to shops	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 15,609	\$ 4,726	\$ 10,883	Central	16%	\$ 0.73	2025-2028
W87	Moruya	Footpath: Thomas Street Murray Street to Existing	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 24,974	\$ 7,562	\$ 17,412	Central	16%	\$ 1.17	2025-2028
W88	Moruya	Shared: (Golf Course) Murray St to Showground - concrete	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 130,075	\$ 39,387	\$ 90,688	Central	16%	\$ 6.11	2029-2034
W89	Moruya	Footpath: Keightley Street South Head Road to Albert Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 91,573	\$ 27,728	\$ 63,845	Central	16%	\$ 4.30	2029-2034
W90	South Head	Shared: South Head Road Halyard Drive to Keightley Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 2,468,400	\$ 2,040,000	\$ 428,400	Central	16%	\$ 28.87	2029-2034
W91	Tuross Head	Footpath: Evans Road Hawkins Road to Shops	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 39,543	\$ 11,974	\$ 27,569	Central	16%	\$ 1.86	2021-2024
W92	Tuross Head	Footpath: Evans Road Marlin Street to Shops	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 53,656	\$ 16,247	\$ 37,409	Central	16%	\$ 2.52	2021-2024
W93	Tuross Head	Footpath: Hawkins Road Evans Road to Tuross Boulevarde	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 22,893	\$ 6,932	\$ 15,961	Central	16%	\$ 1.08	2025-2028
W94	Tuross Head	Footpath: Hawkins Road Evans Road to Grenville Avenue	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 48,908	\$ 14,809	\$ 34,099	Central	16%	\$ 2.30	2025-2028
W95	Tuross Head	Footpath: Hawkins Road Grenville Avenue to Craddock	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 89,492	\$ 27,098	\$ 62,394	Central	16%	\$ 4.20	2025-2028
W96	Tuross Head	Footpath: Marlin Street Beach Street to Island View Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 47,868	\$ 14,494	\$ 33,373	Central	16%	\$ 2.25	2025-2028
W97	Tuross Head	Footpath: Marlin Street Island View to Evans Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 12,487	\$ 3,781	\$ 8,706	Central	16%	\$ 0.59	2025-2028
W98	Tuross Head	Footpath: Trafalgar Road Hood Crescent to Drake Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 62,436	\$ 18,906	\$ 43,530	Central	16%	\$ 2.93	2025-2028
W99	Tuross Head	Footpath: Hector Mcwilliam Drive Hawkins Road to Trafalgar Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 33,299	\$ 10,083	\$ 23,216	Central	16%	\$ 1.56	2025-2028
W100	Tuross Head	Footpath: Allenby Road Monash Avenue to Birdwood Crclc	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 31,218	\$ 9,453	\$ 21,765	Central	16%	\$ 1.47	2025-2028
W101	Tuross Head	Footpath: Allenby Road Birdwood Circle to Morwong Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 20,812	\$ 6,302	\$ 14,510	Central	16%	\$ 0.98	2025-2028
W102	Tuross Head	Footpath: Allenby Road Morwong Street to Beach Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 18,731	\$ 5,672	\$ 13,059	Central	16%	\$ 0.88	2025-2028
W103	Tuross Head	Footpath: Allenby Road Beach Street to Hector McWilliam Drive	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 33,299	\$ 10,083	\$ 23,216	Central	16%	\$ 1.56	2025-2028
W104	Tuross Head	Footpath: Green Place Pedestrian link to Swordfish Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 34,145	\$ 10,339	\$ 23,806	Central	16%	\$ 1.60	2025-2028
W105	Tuross Head	Footpath: Beach Street Allenby Road to Marlin Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 29,137	\$ 8,823	\$ 20,314	Central	16%	\$ 1.37	2025-2028
W106	Tuross Head	Footpath: Hector Mcwilliam Drive Crossing to Anderson Avenue	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 126,823	\$ 38,402	\$ 88,421	Central	16%	\$ 5.96	2025-2028
W107	Tuross Head	Footpath: Hector Mcwilliam Drive Trafalgar Road to Allenby Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 130,075	\$ 39,387	\$ 90,688	Central	16%	\$ 6.11	2025-2028
W108	Tuross Head	Footpath: Hector Mcwilliam Drive Allenby Road to crossing	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 64,387	\$ 19,496	\$ 44,891	Central	16%	\$ 3.02	2025-2028
W109	Tuross Head	Footpath: Craddock Road Hawkins Road to Clive Court	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 130,075	\$ 39,387	\$ 90,688	Central	16%	\$ 6.11	2025-2028
W110	Tuross Head	Footpath: Trafalgar Road Drake Street to Hector McWilliam Drive	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 66,598	\$ 20,166	\$ 46,432	Central	16%	\$ 3.13	2025-2028
W111	Tuross Head	Footpath: Hector Mcwilliam Drive Anderson Avenue to Foam Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 182,105	\$ 55,141	\$ 126,964	Central	16%	\$ 8.56	2025-2028
W112	Tuross Head	Footpath: Anderson Avenue Oaks Avenue to Coila Avenue	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 45,786	\$ 13,864	\$ 31,922	Central	16%	\$ 2.15	2029-2034
W113	Tuross Head	Footpath: Anderson Avenue Coila Avenue to Hector McWilliam Drive	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 18,731	\$ 5,672	\$ 13,059	Central	16%	\$ 0.88	2029-2034
W114	Tuross Head	Footpath: Anderson Avenue ESC road stub to Andrew Avenue	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 23,934	\$ 7,247	\$ 16,687	Central	16%	\$ 1.12	2029-2034

Eurobodalla Local Infrastructure Contributions Plan 2022

Cycling and Walking Paths

Ref. No.	Location	Description	Reference study, strategy or plan, or Council report	Total Project Costs	Grant Funds	Total Estimated Cost	Demand	Apportionment	Cost per person	Priority / Staging
W115	Tuross Head	Footpath: Anderson Avenue Andrew Avenue to Oaks Avenue	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 15,609	\$ 4,726	\$ 10,883	Central	16%	\$ 0.73	2029-2034
W116	Tuross Head	Footpath: Anderson Avenue Monash Avenue to ESC road stub	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 21,853	\$ 6,617	\$ 15,236	Central	16%	\$ 1.03	2029-2034
W117	Tuross Head	Footpath: Andrew Avenue Anderson Avenue to Pre School	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 16,650	\$ 5,041	\$ 11,608	Central	16%	\$ 0.78	2029-2034
W118	Tuross Head	Footpath: Hector Mcwilliam Drive Foam Street to Lake Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 74,143	\$ 22,450	\$ 51,692	Central	16%	\$ 3.48	2029-2034
W119	Tuross Head	Footpath: Nelson Parade Boatramp to Trafalgar Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 52,030	\$ 15,755	\$ 36,275	Central	16%	\$ 2.44	2029-2034
		Sub-total		\$ 4,856,837	\$ 2,763,219	\$ 2,093,618			\$ 141	
	South									
W120	Bodalla	Shared: Princes Highway Potato Point Road to Laidley Avenue (widen)	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 83,248	\$ 25,207	\$ 58,041	South	7%	\$ 6.47	2021-2024
W121	Bodalla	Shared: Princes Highway Potato Point Road to Oval	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 203,242	\$ 61,542	\$ 141,700	South	7%	\$ 15.81	2021-2024
W122	Bodalla	Footpath: Princes Highway Post office to Gannons Point Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 27,056	\$ 8,192	\$ 18,863	South	7%	\$ 2.10	2029-2034
W123	Dalmeny	Footpath: Noble Parade Stg 2 No. 59 to William Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 20,812	\$ 6,302	\$ 14,510	South	7%	\$ 1.62	2021-2024
W124	Dalmeny	Footpath: Cresswick Parade Noble Parade to Lonsdale Parade	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 33,299	\$ 10,083	\$ 23,216	South	7%	\$ 2.59	2025-2028
W125	Dalmeny	Footpath: Mort Avenue Haddrill Parade to Shops	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 12,487	\$ 3,781	\$ 8,706	South	7%	\$ 0.97	2025-2028
W126	Dalmeny	Footpath: Noble Parade William Street to Amhurst Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 62,436	\$ 18,906	\$ 43,530	South	7%	\$ 4.86	2025-2028
W127	Dalmeny	Footpath: Amhurst Street Noble Parade to Ocean Parade	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 44,876	\$ 13,588	\$ 31,287	South	7%	\$ 3.49	2025-2028
W128	Dalmeny	Footpath: Dalmeny Drive Ocean Parade to Pathway	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 20,812	\$ 6,302	\$ 14,510	South	7%	\$ 1.62	2025-2028
W129	Dalmeny	Footpath: Cresswick Parade Lonsdale Parade to Ernest Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 44,746	\$ 13,549	\$ 31,197	South	7%	\$ 3.48	2029-2034
W130	Dalmeny	Footpath: Eucalyptus Drive Maculata Drive to Dalmeny Drive	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 20,812	\$ 6,302	\$ 14,510	South	7%	\$ 1.62	2029-2034
W131	Dalmeny	Footpath: Lonsdale Parade Cresswick Parade to new subdivision	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 83,248	\$ 25,207	\$ 58,041	South	7%	\$ 6.47	2029-2034
W132	Dalmeny	Footpath: Mort Avenue Thompson Parade to Haddrill Parade	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 41,624	\$ 12,604	\$ 29,020	South	7%	\$ 3.24	2029-2034
W133	Dalmeny	Footpath: Mort Avenue (reserve) Goolara Avenue to existing pathway	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 16,259	\$ 4,923	\$ 11,336	South	7%	\$ 1.26	2029-2034
W134	Dalmeny	Footpath: Thomson Parade Mort Avenue to John Reilly Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 41,624	\$ 12,604	\$ 29,020	South	7%	\$ 3.24	2029-2034
W135	Dalmeny	Footpath: William Street Noble Parade to Ocean Parade	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 20,812	\$ 6,302	\$ 14,510	South	7%	\$ 1.62	2029-2034
W136	Kianga	Footpath: Dalmeny Drive Dalmeny Drive near Lakeside Drive to shared	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 48,778	\$ 14,770	\$ 34,008	South	7%	\$ 3.79	2025-2028
W137	Kianga	Footpath: Dalmeny Drive Dalmeny Drive near Surf Beach Road to shared	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 42,925	\$ 12,998	\$ 29,927	South	7%	\$ 3.34	2025-2028
W138	Kianga	Footpath: Beachview Close reserve Cul-de-sac to existing path	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 9,756	\$ 2,954	\$ 6,802	South	7%	\$ 0.76	2029-2034
W139	Kianga	Footpath: Dalmeny Drive Surf Beach Road to Viewhill Road cul-de-sac	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 66,598	\$ 20,166	\$ 46,432	South	7%	\$ 5.18	2029-2034
W140	Kianga	Footpath: Lakeside Drive Dalmeny Drive to Kianga Parade incl. crossing	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 150,887	\$ 45,689	\$ 105,198	South	7%	\$ 11.74	2029-2034
W141	Kianga	Footpath: Surf Beach Road Dalmeny Drive to Kianga Parade incl. crossing	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 146,725	\$ 44,428	\$ 102,296	South	7%	\$ 11.41	2029-2034
W142	Kianga	Footpath: Surf Beach Road Kianga Parade to Sunset Boulevarde	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 16,650	\$ 5,041	\$ 11,608	South	7%	\$ 1.29	2029-2034
W143	North Narooma	Shared: Dalmeny Drive Warbler Crescent east to Centenary Drive	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 78,045	\$ 23,632	\$ 54,413	South	7%	\$ 6.07	2021-2024
W144	North Narooma	Shared: Dalmeny Drive Warbler Crescent east to west	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 260,150	\$ 78,773	\$ 181,377	South	7%	\$ 20.23	2025-2028
W145	Narooma	Footpath: Princes Highway Old Highway to Glasshouse Rocks Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 43,705	\$ 13,234	\$ 30,471	South	7%	\$ 3.40	2021-2024
W146	Narooma	Footpath: Canty Street to Garvan Street (Sth)	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 9,756	\$ 2,954	\$ 6,802	South	7%	\$ 0.76	2021-2024
W147	Narooma	Footpath: Old Highway Hwy Service Rd to Cole Crescent	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 33,299	\$ 10,083	\$ 23,216	South	7%	\$ 2.59	2021-2024
W148	Narooma	Footpath: Davison Street Riverside Drive to Princes Highway	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 39,023	\$ 11,816	\$ 27,206	South	7%	\$ 3.04	2021-2024
W149	Narooma	Footpath: Wharf Street Existing path to foreshore	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 41,624	\$ 12,604	\$ 29,020	South	7%	\$ 3.24	2025-2028
W150	Narooma	Footpath: Tilba Street Sheaffe Street to Ballingalla Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 33,299	\$ 10,083	\$ 23,216	South	7%	\$ 2.59	2025-2028
W151	Narooma	Footpath: Garvan Street Canty Street to Carpark	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 13,008	\$ 3,939	\$ 9,069	South	7%	\$ 1.01	2025-2028
W152	Narooma	Footpath: Princes Highway Link from existing pathway to Riverside Drive	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 6,504	\$ 1,969	\$ 4,534	South	7%	\$ 0.51	2025-2028
W153	Narooma	Footpath: Riverside Drive Bettini Lane to Davison Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 31,218	\$ 9,453	\$ 21,765	South	7%	\$ 2.43	2025-2028
W154	Narooma	Footpath: Graham Street (Nth side)	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 37,462	\$ 11,343	\$ 26,118	South	7%	\$ 2.91	2025-2028
W155	Narooma	Shared: (foreshore reserve) Lakeview Drive to Dorothy Drive	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 234,135	\$ 70,896	\$ 163,239	South	7%	\$ 18.21	2029-2034
W156	Narooma	Footpath: Barker Parade McMillan Road to Forsters Bay Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 65,038	\$ 19,693	\$ 45,344	South	7%	\$ 5.06	2029-2034
W157	Narooma	Footpath: Burrawang St Hwy to Graham St - south side	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 17,690	\$ 5,357	\$ 12,334	South	7%	\$ 1.38	2029-2034
W158	Narooma	Footpath: Glasshouse Rocks Road Highway to Hopkins Place	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 85,329	\$ 25,838	\$ 59,492	South	7%	\$ 6.64	2029-2034
W159	Narooma	Footpath: Marine Drive Near Farncombe Avenue to Mitchell Place	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 41,624	\$ 12,604	\$ 29,020	South	7%	\$ 3.24	2029-2034
W160	Narooma	Footpath: Marine Drive Mitchell Place to Ballingalla Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 41,624	\$ 12,604	\$ 29,020	South	7%	\$ 3.24	2029-2034
		Sub-total		\$ 2,372,243	\$ 718,315	\$ 1,653,928			\$ 185	
		Total Future Works		\$ 12,753,951	\$ 5,154,465	\$ 7,599,486				
	Existing works									
	North									
W161	Batemans Bay	Footpath: Hill Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 86,033	\$ 28,265	\$ 57,768	North	13%	\$ 2.66	2018-19



Eurobodalla Local Infrastructure Contributions Plan 2022

Cycling and Walking Paths

Ref. No.	Location	Description	Reference study, strategy or plan, or Council report	Total Project Costs	Grant Funds	Total Estimated Cost	Demand	Apportionment	Cost per person	Priority / Staging
W162	Batehaven	Footpath: Infill Batehaven Shops	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 8,548	\$ -	\$ 8,548	North	13%	\$ 0.39	2018-19
W163	Sunshine Bay	Shared: Sunshine Bay Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 54,571	\$ -	\$ 54,571	North	13%	\$ 2.51	2017-18, 2018-19
W164	Sunshine Bay	Footpath: Beach Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 96,215	\$ -	\$ 96,215	North	13%	\$ 4.43	2019-20
W165	Sunshine Bay	Shared: Sunshine Bay Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 105,795	\$ 43,625	\$ 62,170	North	13%	\$ 2.86	2019-20
W166	Surf Beach	Shared: Beach Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 103,742	\$ 5,566	\$ 98,176	North	13%	\$ 4.52	2017-18
W167	Surf Beach	Shared: Beach Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 456,095	\$ 248,272	\$ 207,823	North	13%	\$ 9.57	2018-19
W168	Malua Bay	Shared: George Bass S2 (Ridge Road to Link Road)	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 56,451	\$ -	\$ 56,451	North	13%	\$ 2.60	2017-18
W169	Malua Bay	Shared: George Bass Drive Stage 2	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 130,552	\$ 28,516	\$ 102,036	North	13%	\$ 4.70	2018-19, 2019-20
W170	Malua Bay	Shared: Sylvan Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 228,650	\$ 85,750	\$ 142,900	North	13%	\$ 6.58	2019-20
W171	Malua Bay	Shared: Sylvan Street (Rosemary)	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 34,400	\$ -	\$ 34,400	North	13%	\$ 1.58	2020-21
W172	Mogo	Footpath: Tomakin Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 26,562	\$ 6,763	\$ 19,799	North	13%	\$ 0.91	2017-18
W173	Mogo	Footpath: Annett Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 37,235	\$ -	\$ 37,235	North	13%	\$ 1.72	2020-21
W174	Mossy Point	Footpath: Annetts Parade	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 98,286	\$ 16,359	\$ 81,928	North	13%	\$ 3.77	2017-18, 2018-19
		Sub-total		\$ 1,523,136	\$ 463,116	\$ 1,060,020			\$ 49	
	Central									
W175	Broulee	Shared: Francis Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 95,720	\$ 38,226	\$ 57,495	Central	16%	\$ 3.87	2019-20
W176	Moruya	Shared: Bergalia Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 308,467	\$ 161,046	\$ 147,421	Central	16%	\$ 9.93	2017-18, 2018-19
W177	Moruya	Footpath: Page Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 23,982	\$ 4,220	\$ 19,761	Central	16%	\$ 1.33	2017-18
W178	Moruya	Footpath: Princes Highway	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 15,670	\$ -	\$ 15,670	Central	16%	\$ 1.06	2017-18
W179	Moruya	Footpath: Mirrabooka Avenue	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 10,847	\$ 1,710	\$ 9,137	Central	16%	\$ 0.62	2017-18
W180	Moruya	Footpath: Evans Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 59,785	\$ -	\$ 59,785	Central	16%	\$ 4.03	2018-19
W181	Moruya	Footpath: Queen Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 23,188	\$ 4,716	\$ 18,472	Central	16%	\$ 1.24	2018-19
W182	Moruya	Footpath: Shore Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 27,183	\$ 12,500	\$ 14,683	Central	16%	\$ 0.99	2020-21
W183	Moruya	Footpath: Luck Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 82,508	\$ -	\$ 82,508	Central	16%	\$ 5.56	2020-21
W184	South Head	Footpath: South Head Road (Halyard to Anchorage)	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 153,973	\$ -	\$ 153,973	Central	16%	\$ 10.38	2017-18, 2018-19
W185	South Head	Shared: South Head Rd	Eurobodalla Pathways Strategy 2017 / ERSP 2019-23	\$ 484,692	\$ 400,572	\$ 84,120	Central	16%	\$ 5.67	2019-20,2020-21
W186	Tuross Head	Footpath: Trafalgar Road - with urban road reconstruction	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 78,804	\$ 7,699	\$ 71,104	Central	16%	\$ 4.79	2018-2019
		Sub-total		\$ 1,364,819	\$ 630,689	\$ 734,130			\$ 49	
	South									
W187	Dalmeny	Footpath: Noble Parade	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 78,804	\$ 7,699	\$ 71,104	South	7%	\$ 7.93	2019-20
W188	Dalmeny	Footpath: Noble Parade (Jocelyn to William)	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 14,784	\$ -	\$ 14,784	South	7%	\$ 1.65	2020-21
W189	Narooma	Footpath: Princes Highway	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 463	\$ -	\$ 463	South	7%	\$ 0.05	2017-18
W190	Narooma	Footpath: McMillan Road	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 265,977	\$ 133,206	\$ 132,771	South	7%	\$ 14.81	2017-18, 2018-19
W191	Narooma	Footpath: Corunna Street	Eurobodalla Pathways Strategy 2017 / ERSP 2019-22	\$ 25,372	\$ 10,342	\$ 15,030	South	7%	\$ 1.68	2020-21
		Sub-total		\$ 385,400	\$ 151,248	\$ 234,152			\$ 26	
		Total Existing Works		\$ 3,273,355	\$ 1,245,052	\$ 2,028,302				

**Eurobodalla Local Infrastructure Contributions Plan 2022**  
**Stormwater - Medium Residential Zoning Upgrade Plan**

Ref. No.	Location	Description	Reference study, strategy or plan, or Council report	Total Project Costs	Grant Funds	Total Estimated Cost	Demand	Apportionment	Cost per person	Priority / Staging
		<b>Works - future</b>								
D1	Surfside	Myamba Parade/Foam Street Precinct	Medium Density Stormwater Plans	\$ 578,780	\$ -	\$ 578,780	North	13%	\$ 26.66	2026-2035
D2	Batemans Bay	Clyde Street West Precinct	Medium Density Stormwater Plans	\$ 2,301,458	\$ -	\$ 2,301,458	North	13%	\$ 106.00	2026-2035
D3	Batemans Bay	Batemans Bay CBD Crown Street to Hill street	Medium Density Stormwater Plans	\$ 4,217,031	\$ 2,613,862	\$ 1,603,169	North	13%	\$ 73.84	2021-2025
D4	Batemans Bay	Old Highway South/South Street/Pacific Street South/Bavarde Avenue Precinct	Medium Density Stormwater Plans	\$ 903,708	\$ -	\$ 903,708	North	13%	\$ 41.62	2026-2035
D5	Batemans Bay	Pacific Street North/Hill Street Precinct	Medium Density Stormwater Plans	\$ 574,151	\$ -	\$ 574,151	North	13%	\$ 26.45	2026-2035
D6	Batemans Bay	Beach Road/Herarde Street/Golf Links Drive Precinct	Medium Density Stormwater Plans	\$ 1,191,980	\$ -	\$ 1,191,980	North	13%	\$ 54.90	2021-2025
D7	Hanging Rock	Catlin Avenue Precinct	Medium Density Stormwater Plans	\$ 1,316,707	\$ -	\$ 1,316,707	North	13%	\$ 60.65	2026-2035
D8	Batehaven	Beach Road/George Bass Drive to Edward Road Precinct	Medium Density Stormwater Plans	\$ 257,946	\$ -	\$ 257,946	North	13%	\$ 11.88	2026-2035
D9	Batehaven	Crag Road/Corrigans Crescent Precinct	Medium Density Stormwater Plans	\$ 106,589	\$ -	\$ 106,589	North	13%	\$ 4.91	2026-2035
D10	Batehaven	Beach Road/Short Beach Creek to Batehaven Road Precinct	Medium Density Stormwater Plans	\$ 223,305	\$ -	\$ 223,305	North	13%	\$ 10.29	2026-2035
D11	Denhams Beach	Beach Road White Sands Place to Graydon Avenue Precinct	Medium Density Stormwater Plans	\$ 55,959	\$ -	\$ 55,959	North	13%	\$ 2.58	2026-2035
D12	Surf Beach	Beach Road/Explorers Way to Jerupa Close Precinct	Medium Density Stormwater Plans	\$ 335,937	\$ -	\$ 335,937	North	13%	\$ 15.47	2026-2035
D13	Broulee	Coronation Drive/Frances Street/Smith Street/Charles Street Precinct	Medium Density Stormwater Plans	\$ 242,491	\$ -	\$ 242,491	North	13%	\$ 11.17	2026-2035
		<b>Subtotal</b>		<b>\$ 12,306,043</b>		<b>\$ 9,692,181</b>			<b>\$ 446.42</b>	
D14	Moruya	River Street/Hawdon Street/Thomas Street Precinct	Medium Density Stormwater Plans	\$ 280,728	\$ -	\$ 280,728	Central	16%	\$ 18.92	2026-2035
D15	Moruya	Page Street/Mirraboooka Avenue/Campbell Street Precinct	Medium Density Stormwater Plans	\$ 228,101	\$ -	\$ 228,101	Central	16%	\$ 15.37	2026-2035
D16	South Head	Native Way Precinct	Medium Density Stormwater Plans	\$ 37,678	\$ -	\$ 37,678	Central	16%	\$ 2.54	2026-2035
D17	Tuross Head	Hector McWilliam Drive/Trafalgar Road/Drake Street Precinct	Medium Density Stormwater Plans	\$ 14,390	\$ -	\$ 14,390	Central	16%	\$ 0.97	2026-2035
D18	Tuross Head	Tuross Boulevarde/Island View Road Precinct	Medium Density Stormwater Plans	\$ 22,384	\$ -	\$ 22,384	Central	16%	\$ 1.51	2026-2035
D19	Tuross Head	Tuross Boulevarde/Evans Road Precinct	Medium Density Stormwater Plans	\$ 175,269	\$ -	\$ 175,269	Central	16%	\$ 11.81	2026-2035
		<b>Subtotal</b>		<b>\$ 758,550</b>		<b>\$ 758,550</b>			<b>\$ 51.12</b>	
D20	Dalmeny	Mort Avenue/Binalong Street Precinct	Medium Density Stormwater Plans	\$ 54,361	\$ -	\$ 54,361	South	7%	\$ 6.06	2026-2035
D21	Dalmeny	Noble Parade/Creswick Parade Precinct	Medium Density Stormwater Plans	\$ 95,930	\$ -	\$ 95,930	South	7%	\$ 10.70	2026-2035
D22	Kianga	Centenary Drive/Warbler Crescent Precinct	Medium Density Stormwater Plans	\$ 69,283	\$ -	\$ 69,283	South	7%	\$ 7.73	2026-2035
D23	Narooma	Princes Highway/Riverside Drive/Burrawang Street Precinct	Medium Density Stormwater Plans	\$ 169,747	\$ -	\$ 169,747	South	7%	\$ 18.94	2026-2035
D24	Narooma	McMillan Road/Barker Parade Precinct	Medium Density Stormwater Plans	\$ 194,390	\$ -	\$ 194,390	South	7%	\$ 21.69	2026-2035
D25	Narooma	Narooma CBD Precinct - Bowen Street/Cambell Street/Wharf Street/Nooroma	Medium Density Stormwater Plans	\$ 54,894	\$ -	\$ 54,894	South	7%	\$ 6.12	2026-2035
D26	Narooma	Clarke Street/Ballingalla Street/Montague Street/Koerber Lane Precinct	Medium Density Stormwater Plans	\$ 589,682	\$ -	\$ 589,682	South	7%	\$ 65.78	2026-2035
		Princes Highway/Wilcocks Avenue/Harrington Road/Farncombe Avenue Precinct	Medium Density Stormwater Plans	\$ 181,202	\$ -	\$ 181,202	South	7%	\$ 20.21	2026-2035
		<b>Subtotal</b>		<b>\$ 1,409,489</b>		<b>\$ 1,409,489</b>			<b>\$ 157.24</b>	
		<b>Total Future Works</b>		<b>\$ 14,474,082</b>	<b>\$ -</b>	<b>\$ 11,860,220</b>				
		<b>Land and works - existing</b>								
D27	Batemans Bay	Miller Street / Country Club Drive Batemans Bay - Stage 1		\$ 432,595	\$ -	\$ 432,595	Shire	13%	\$ 9.50	2018-19, 2019-20,
D28	Batemans Bay	Miller Street / Country Club Drive Batemans Bay - Stage 2		\$ 18,607	\$ -	\$ 18,607	Shire	13%	\$ 0.41	2020-21
		<b>Total existing works</b>		<b>\$ 451,203</b>	<b>\$ -</b>	<b>\$ 451,203</b>			<b>\$ 10</b>	



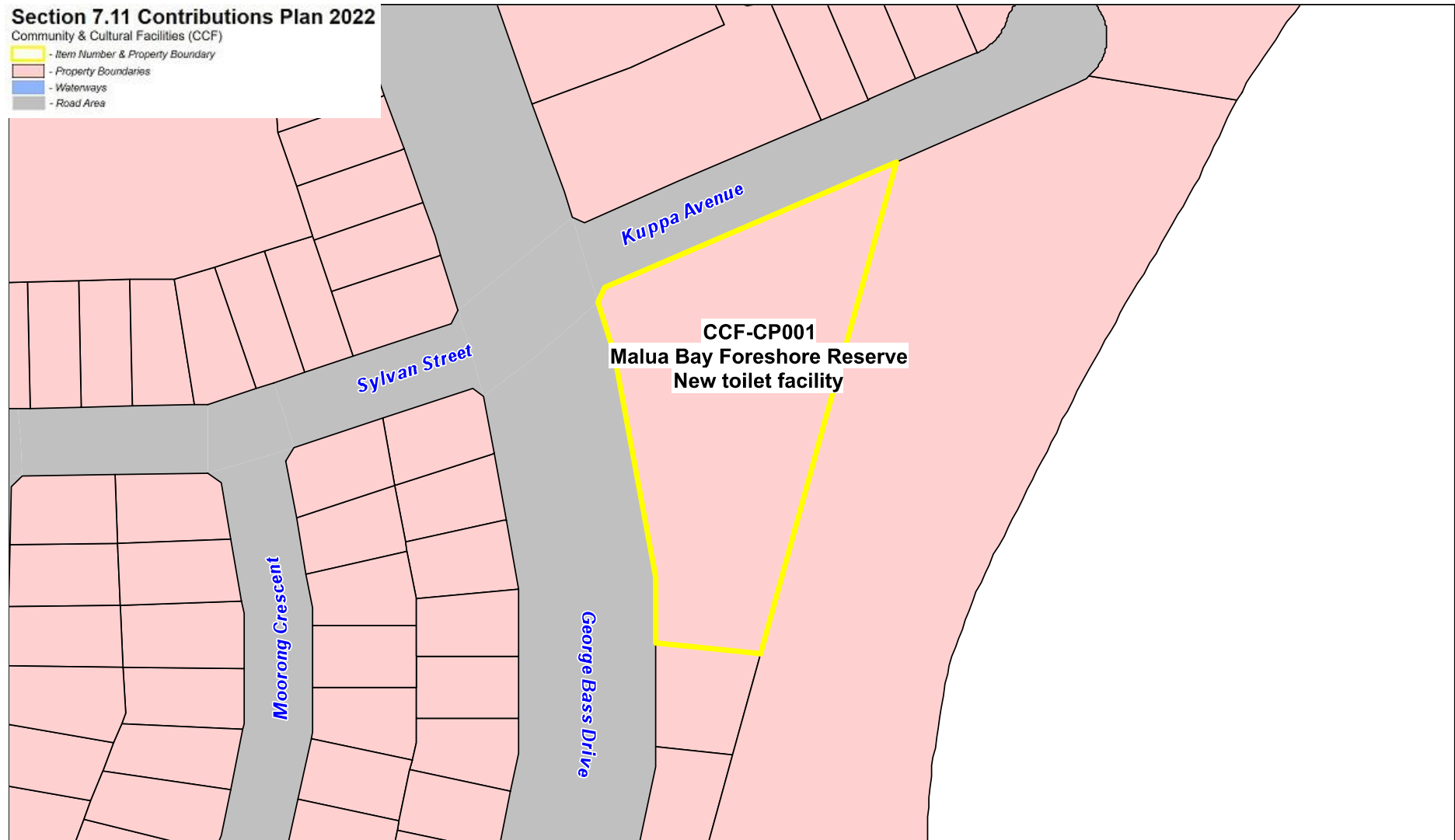
**Eurobodalla Local Infrastructure Contributions Plan 2022**  
**Marine**

Ref. No.	Location	Description	Reference study, strategy or plan, or Council report	Total Project Costs	Grant Funds	Total Estimated Cost	Demand	Apportionment	Cost per person	Priority / Staging
		<b>Works - future</b>								
M1	Nelligen	Nelligen Boat Ramp Wharf Street Carpark Upgrade Stage 2	Marine infrastructure review	\$ 810,700	\$ 335,000	\$ 475,700	North	13%	\$ 21.91	2021-2025
M2	Hanging Rock	Hanging Rock Boat Ramp - Lighting, carpark, pontoon, washdown upgrades	Marine infrastructure review	\$ 363,000	\$ 300,000	\$ 63,000	North	13%	\$ 2.90	2021-2022
M3	Hanging Rock	Hanging Rock Boat Ramp - Car Park Lighting Upgrade	Marine infrastructure review	\$ 157,300	\$ 65,000	\$ 92,300	North	13%	\$ 4.25	2026-2035
M4	Mossy Point	Mossy Point Boat Ramp - Lighting, carpark upgrade and other - Phase 1	Marine infrastructure review	\$ 72,600	\$ 60,000	\$ 12,600	North	13%	\$ 0.58	2021-2022
M5	Mossy Point	Mossy Point Boat Ramp - Lighting and carpark upgrade - Phase 2	Marine infrastructure review	\$ 193,600	\$ 80,000	\$ 113,600	North	13%	\$ 5.23	2026-2035
		Subtotal							\$ 34.88	
M6	North Moruya	Brierley's Boat Ramp Upgrade - carpark, pontoon and other	Marine infrastructure review	\$ 847,000	\$ 700,000	\$ 147,000	Central	16%	\$ 9.91	2021-2022
M7	Tuross Head	Tuross Lavender Bay Boat Ramp - Lighting and carpark upgrade	Marine infrastructure review	\$ 326,700	\$ 135,000	\$ 191,700	Central	16%	\$ 12.92	2026-2035
		Subtotal							\$ 22.82	
M8	North Narooma	Mill Bay Boat Ramp - pontoon and ramp widening	Marine infrastructure review	\$ 338,800	\$ 140,000	\$ 198,800	South	7%	\$ 22.18	2026-2035
M9	North Narooma	Apex Park Boat Ramp - Pontoon & Carpark lighting upgrade	Marine infrastructure review	\$ 217,800	\$ 110,000	\$ 107,800	South	7%	\$ 12.03	2021-2025
		Subtotal							\$ 34.20	
		<b>Total Future Works</b>		<b>\$ 3,327,500</b>	<b>\$ 1,925,000</b>	<b>\$ 1,402,500</b>				
		<b>Existing land and works</b>								
		<b>North</b>								
M10	Nelligen	Nelligen Boat Ramp Wharf Street Upgrade Stage 1		\$ 1,088,799	\$ 493,784	\$ 595,015	North	13%	\$ 27.41	2017-18, 2018-19, 2019-20, 2020-21
M11	South Durras	Durras Lake Boat Ramp - Carpark Construction		\$ 367,114	\$ 230,047	\$ 137,066	North	13%	\$ 6.31	2017-18, 2018-19
		<b>Sub-total</b>		<b>\$ 1,455,913</b>	<b>\$ 723,832</b>	<b>\$ 732,081</b>			<b>\$ 34</b>	
		<b>South</b>								
M12	Narooma	Mill Bay Boat Ramp Extension		\$ 80,127	\$ 9,195	\$ 70,933	South	13%	\$ 3.27	2019-20, 2020-21
		<b>Sub-total</b>		<b>\$ 80,127</b>	<b>\$ 9,195</b>	<b>\$ 70,933</b>			<b>\$ 3</b>	
		<b>Total Existing Works</b>		<b>\$ 1,536,040</b>	<b>\$ 733,026</b>	<b>\$ 803,014</b>				

## Section 7.11 Contributions Plan 2022

Community & Cultural Facilities (CCF)

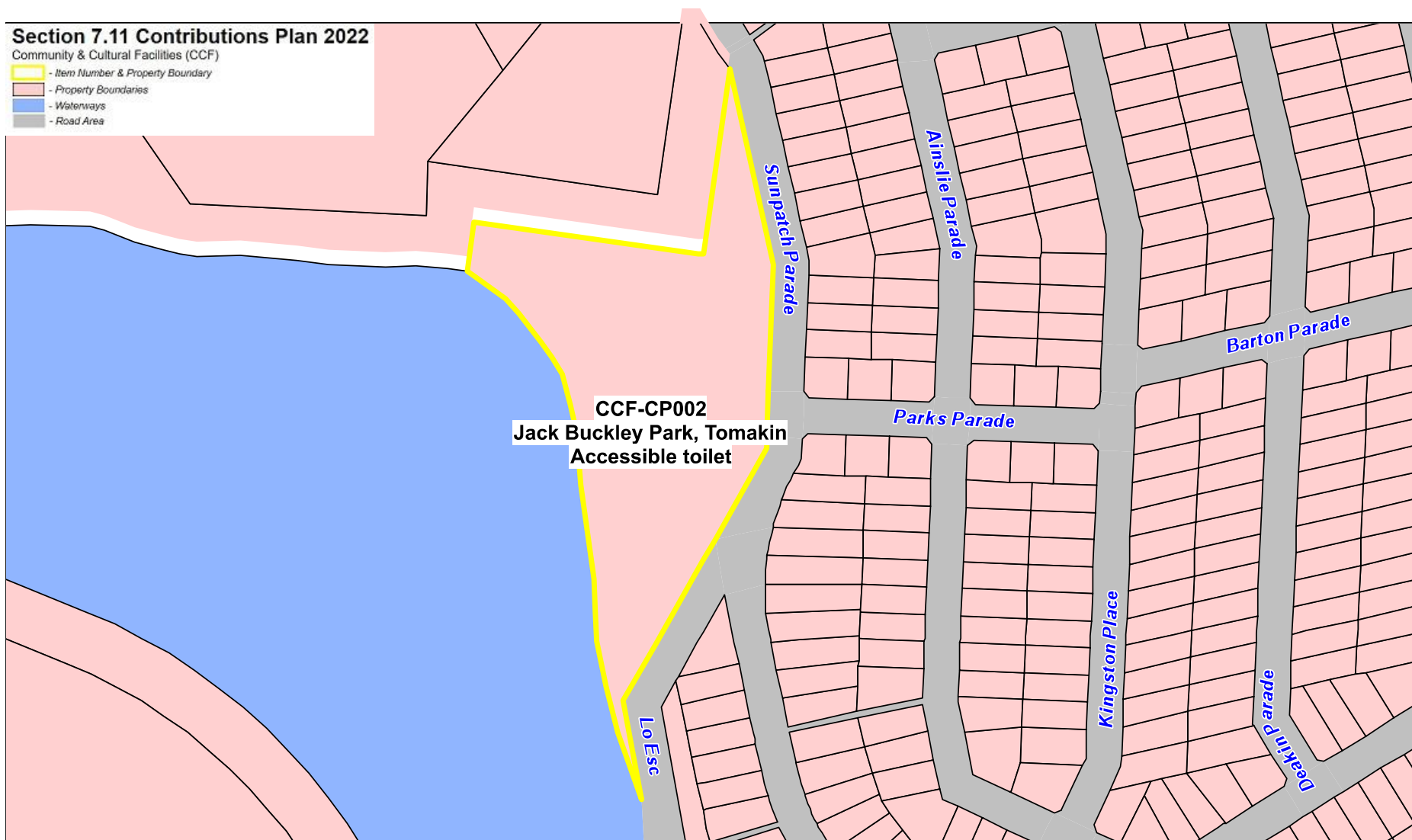
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- Waterways
- Road Area



## Section 7.11 Contributions Plan 2022

Community & Cultural Facilities (CCF)

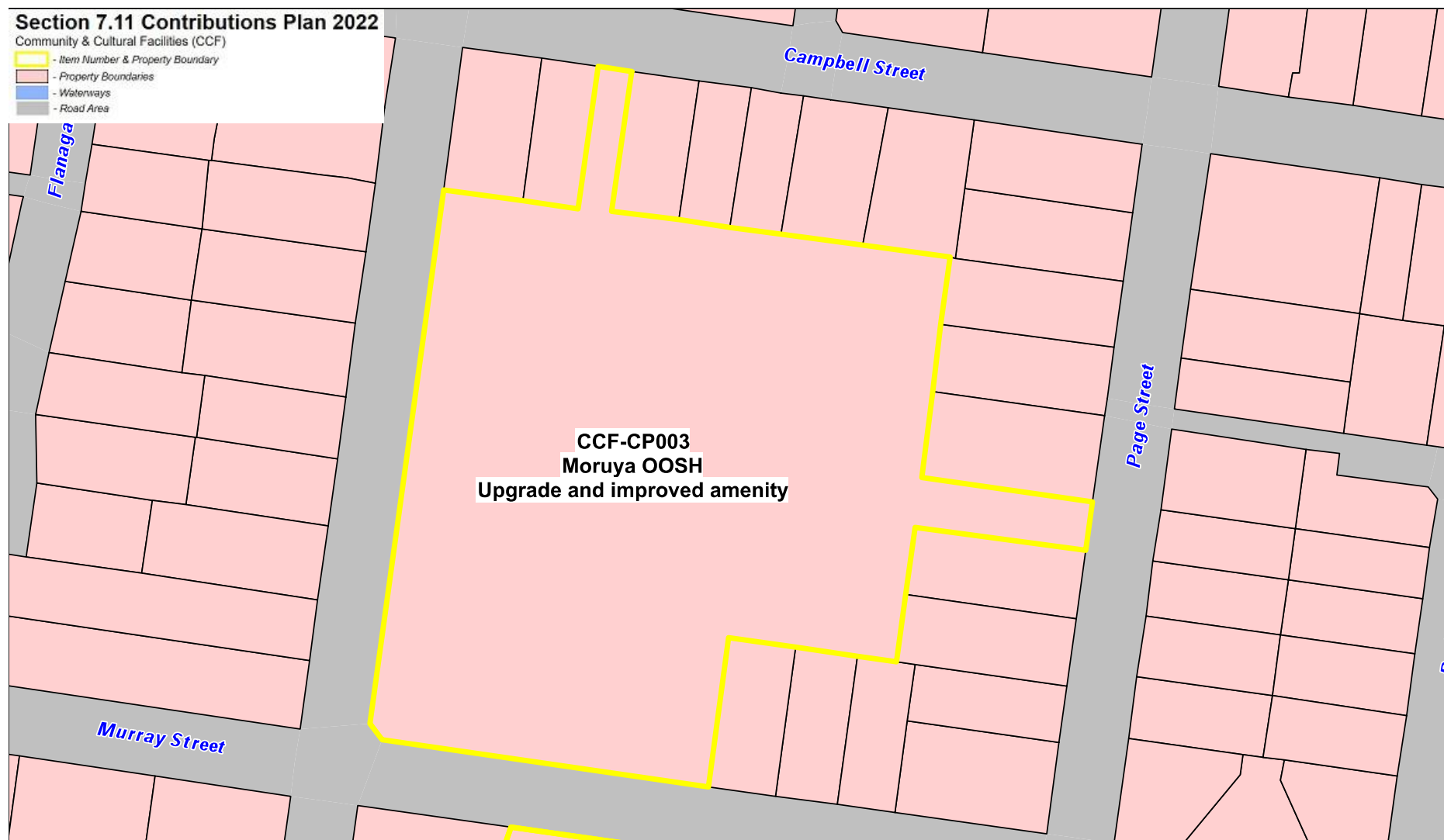
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## Section 7.11 Contributions Plan 2022

Community & Cultural Facilities (CCF)

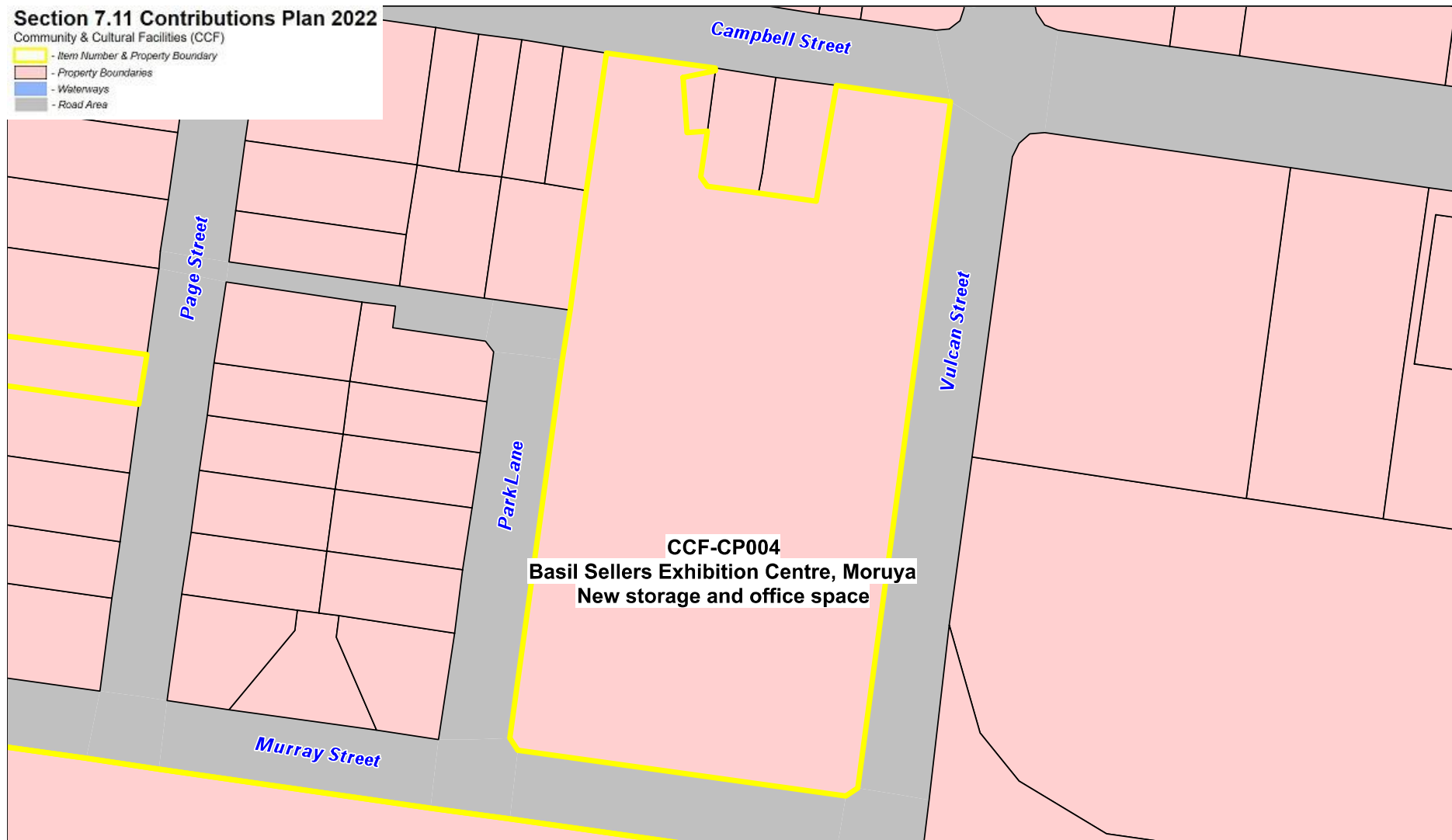
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## Section 7.11 Contributions Plan 2022

Community & Cultural Facilities (CCF)

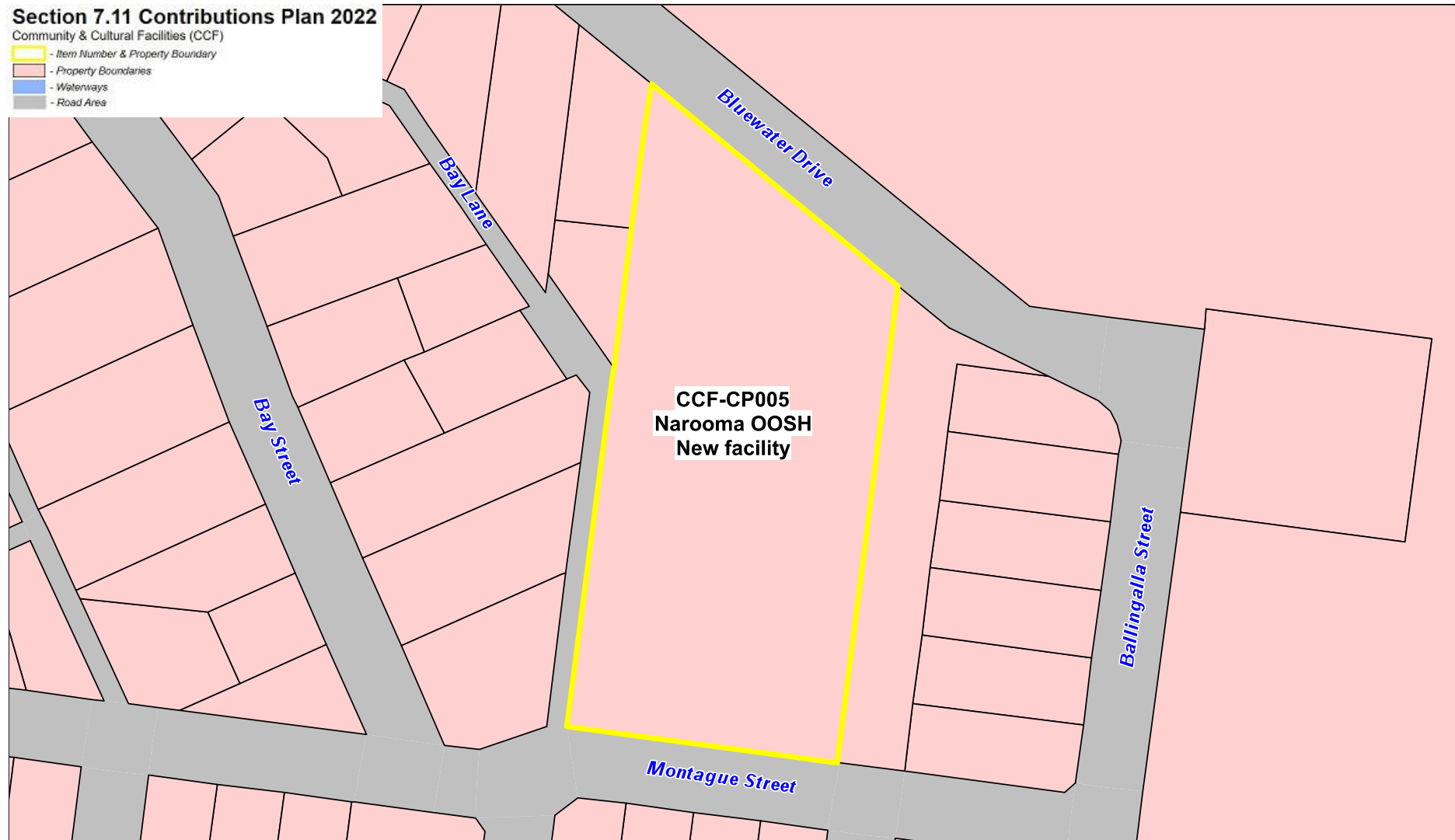
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## Section 7.11 Contributions Plan 2022

Community & Cultural Facilities (CCF)

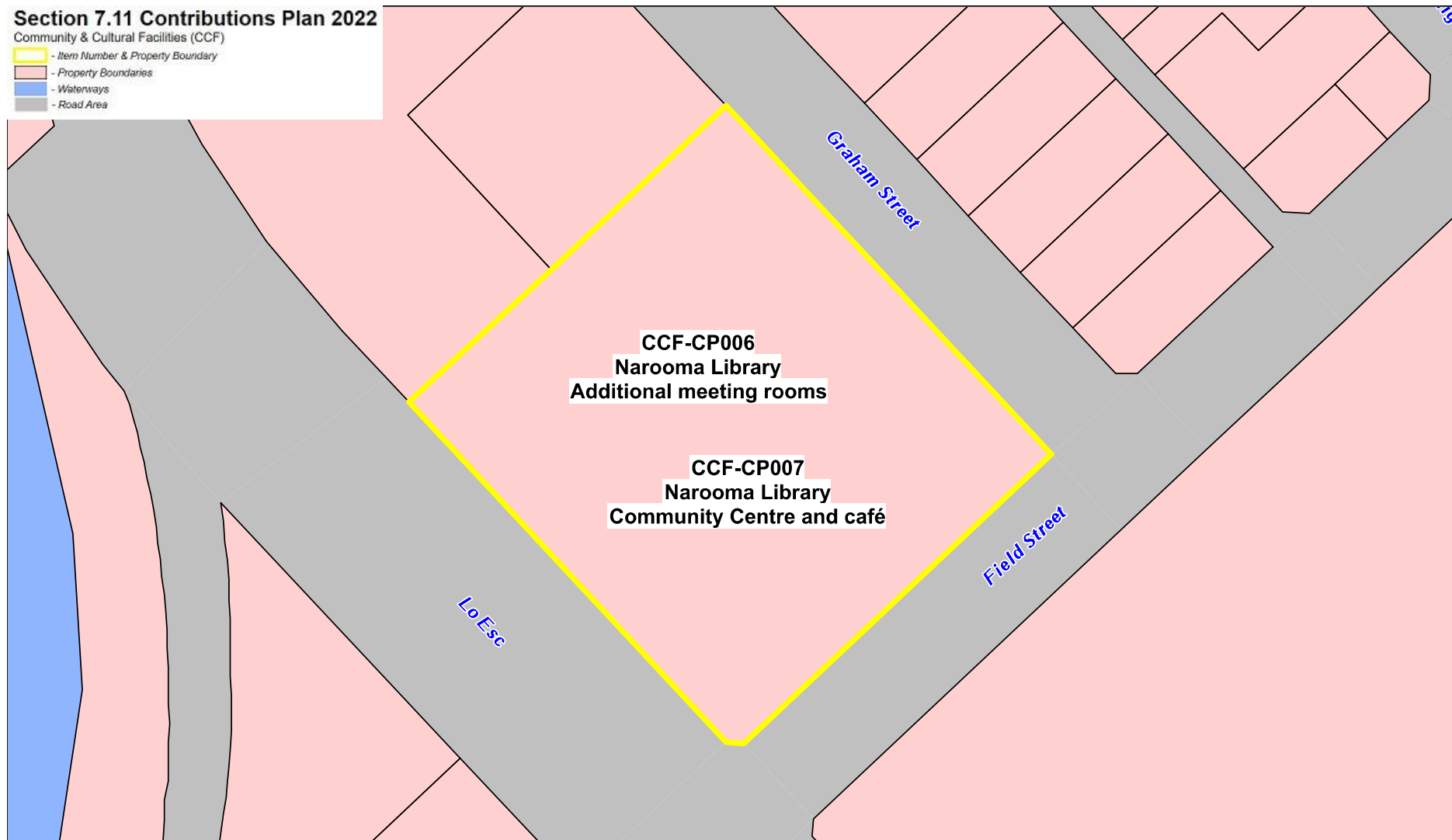
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- Road Area



## Section 7.11 Contributions Plan 2022

Community & Cultural Facilities (CCF)

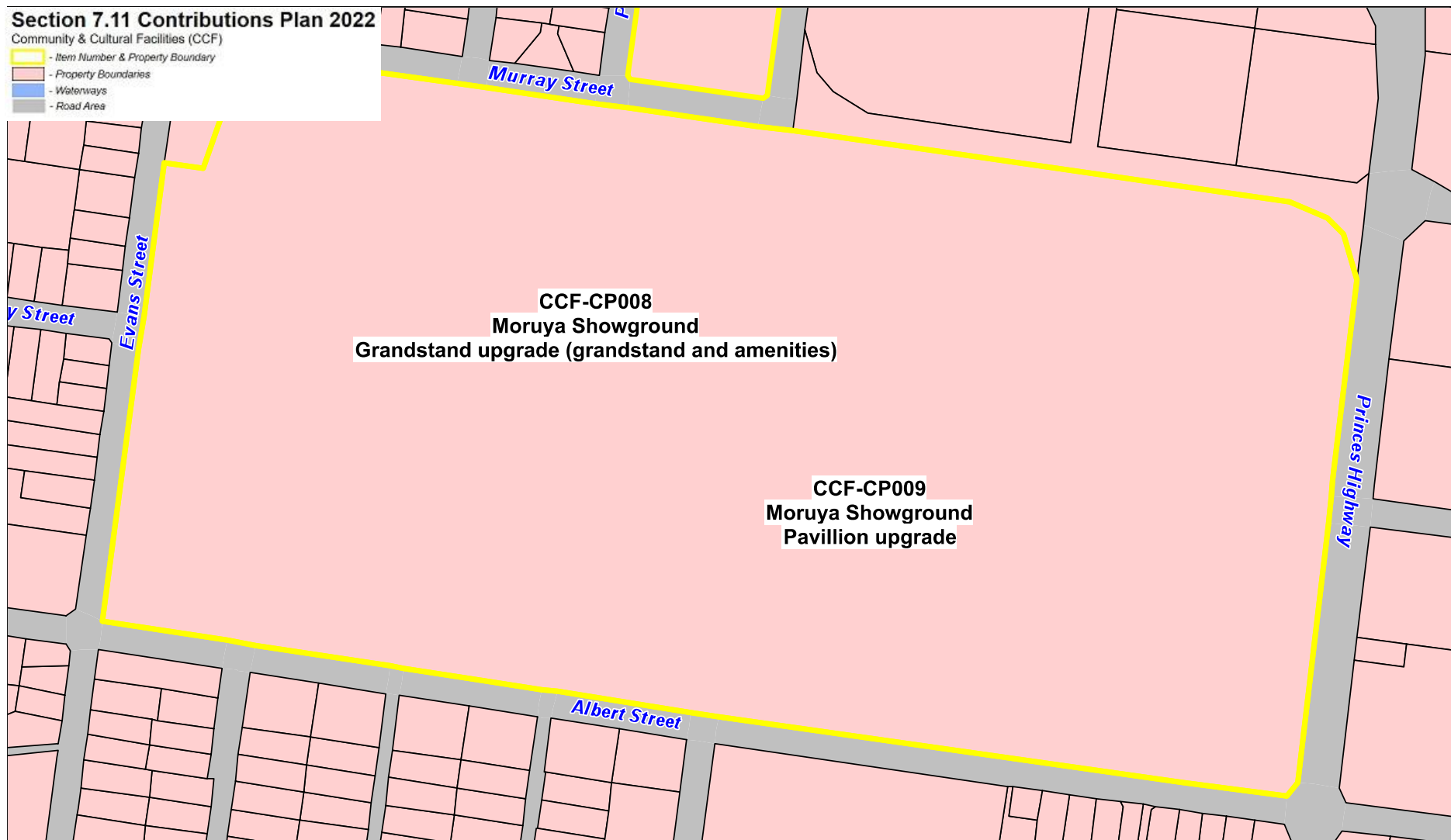
- Item Number & Property Boundary
- Property Boundaries
- Waterways
- Road Area



## Section 7.11 Contributions Plan 2022

Community & Cultural Facilities (CCF)

- Item Number & Property Boundary
- Property Boundaries
- Waterways
- Road Area

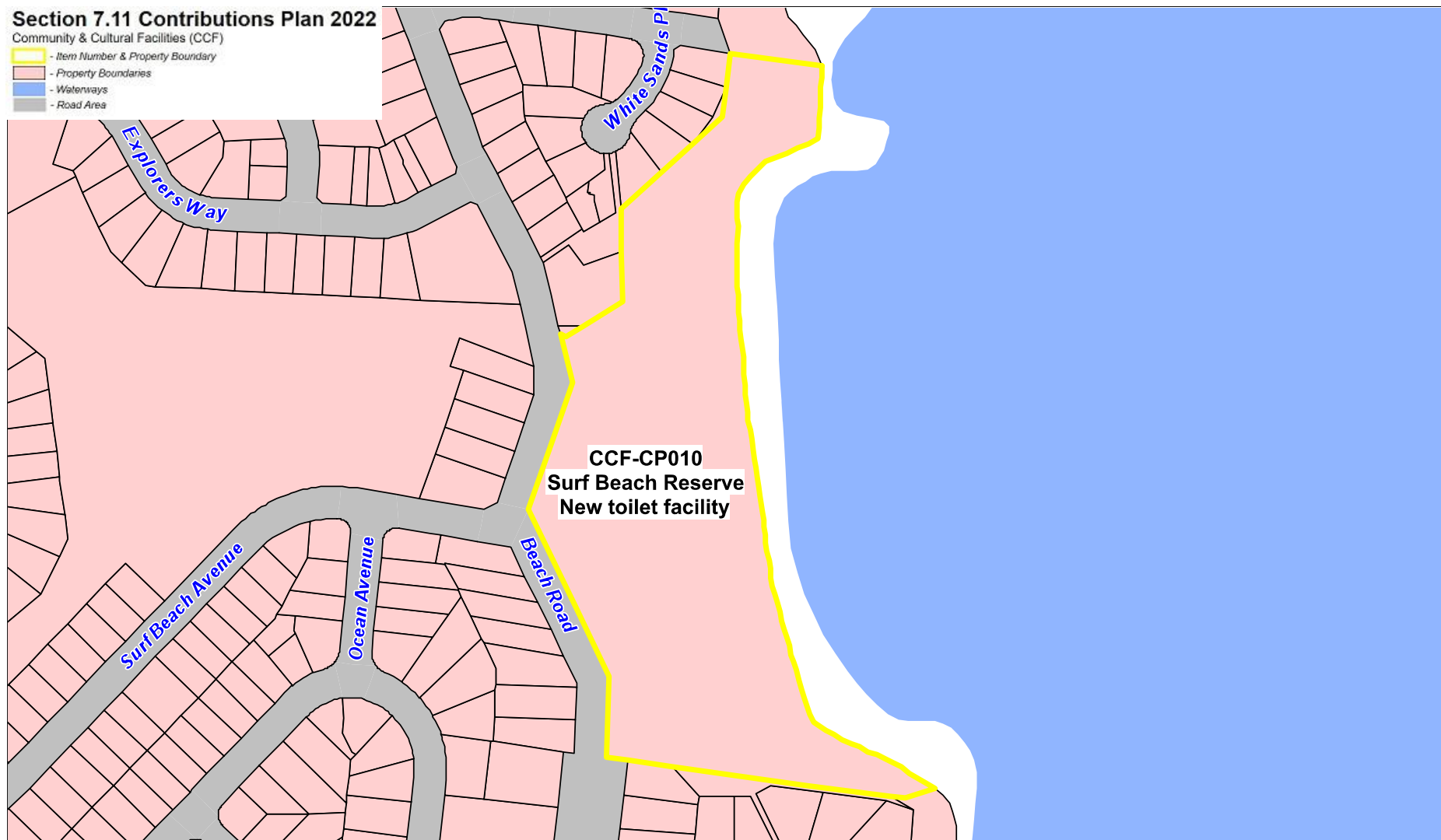




## Section 7.11 Contributions Plan 2022

Community & Cultural Facilities (CCF)

- Item Number & Property Boundary
- Property Boundaries
- Waterways
- Road Area



## Section 7.11 Contributions Plan 2022

Open Space & Recreation Facilities (OSR)

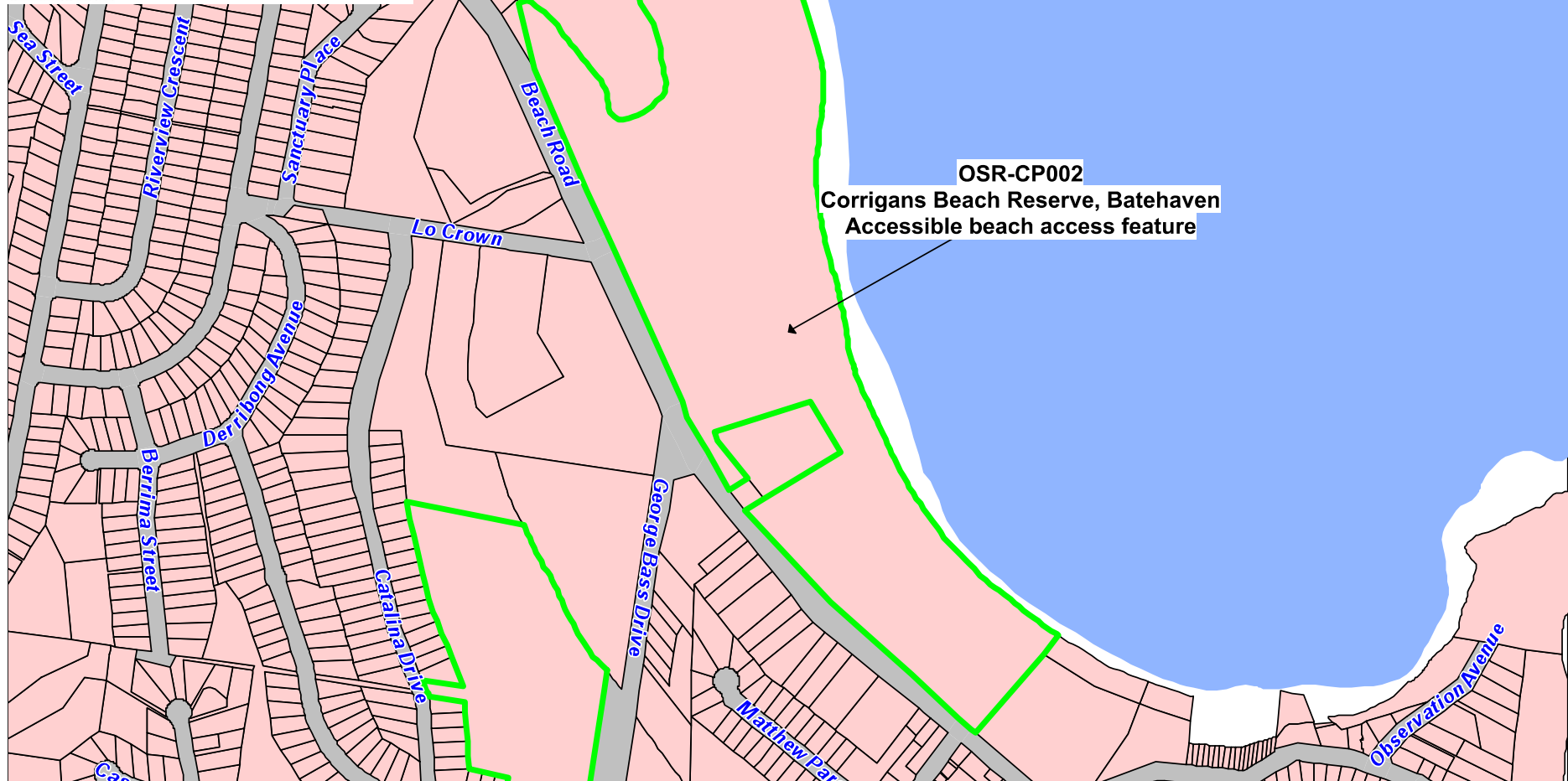
- Item Number & Property Boundary
- Property Boundaries
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- Road Area



## Section 7.11 Contributions Plan 2022

Open Space & Recreation Facilities (OSR)

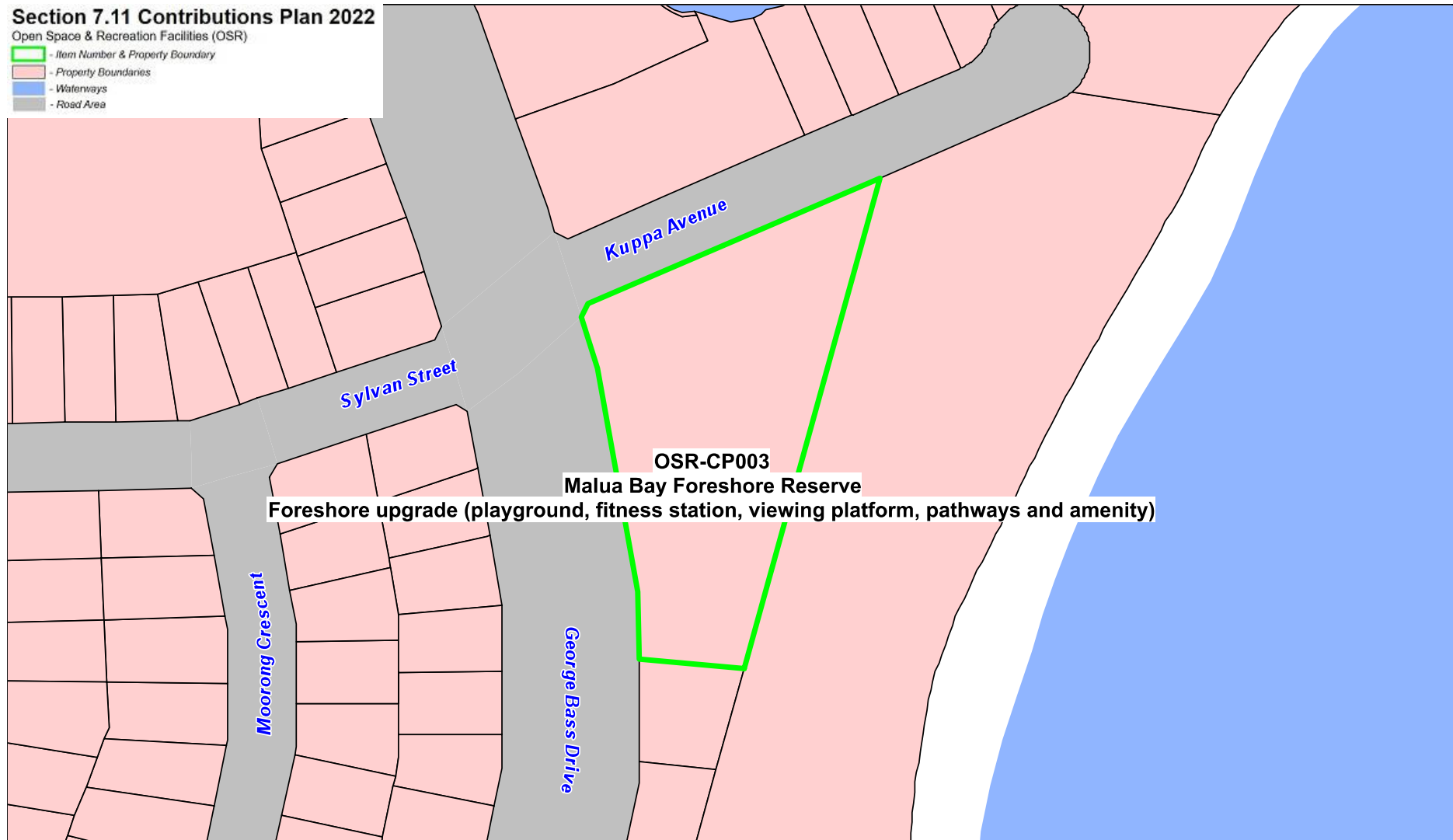
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## Section 7.11 Contributions Plan 2022

Open Space & Recreation Facilities (OSR)

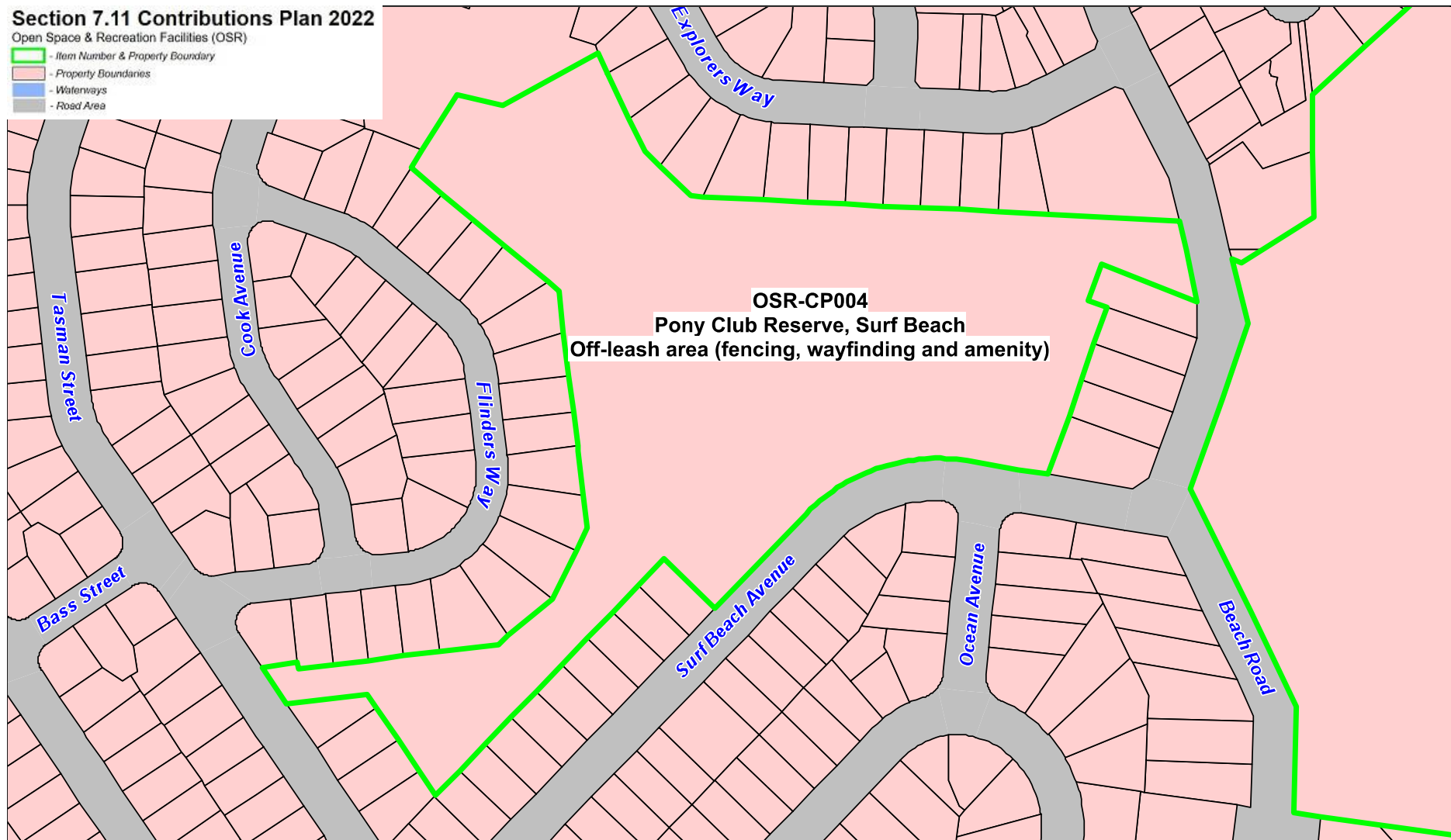
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## Section 7.11 Contributions Plan 2022

Open Space & Recreation Facilities (OSR)

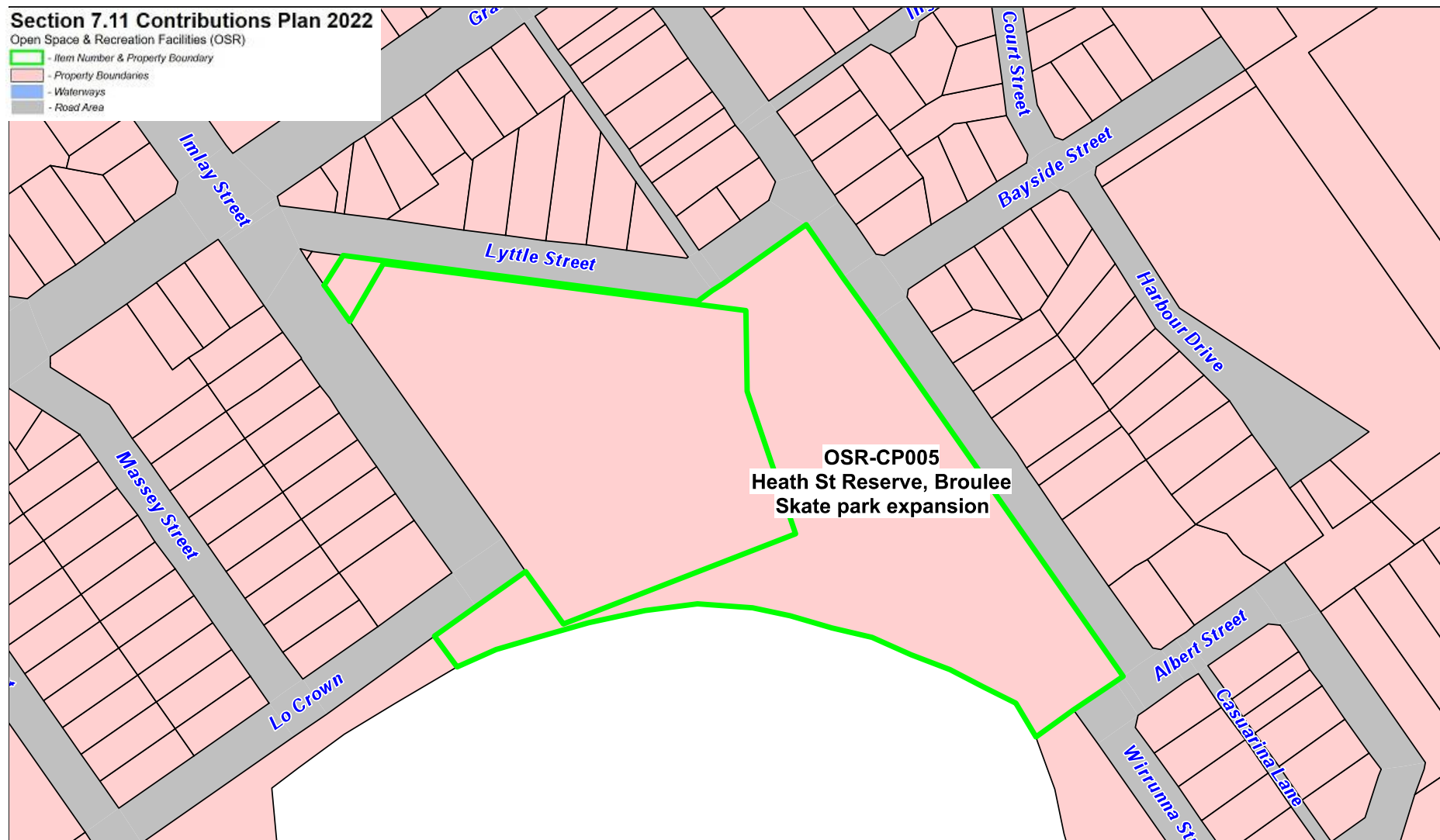
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## Section 7.11 Contributions Plan 2022

Open Space & Recreation Facilities (OSR)

- Item Number & Property Boundary
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## Section 7.11 Contributions Plan 2022

Open Space & Recreation Facilities (OSR)

- Item Number & Property Boundary
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**OSR-CP006**  
Captain Oldrey Oval (Broulee)  
Car park extension and renovation

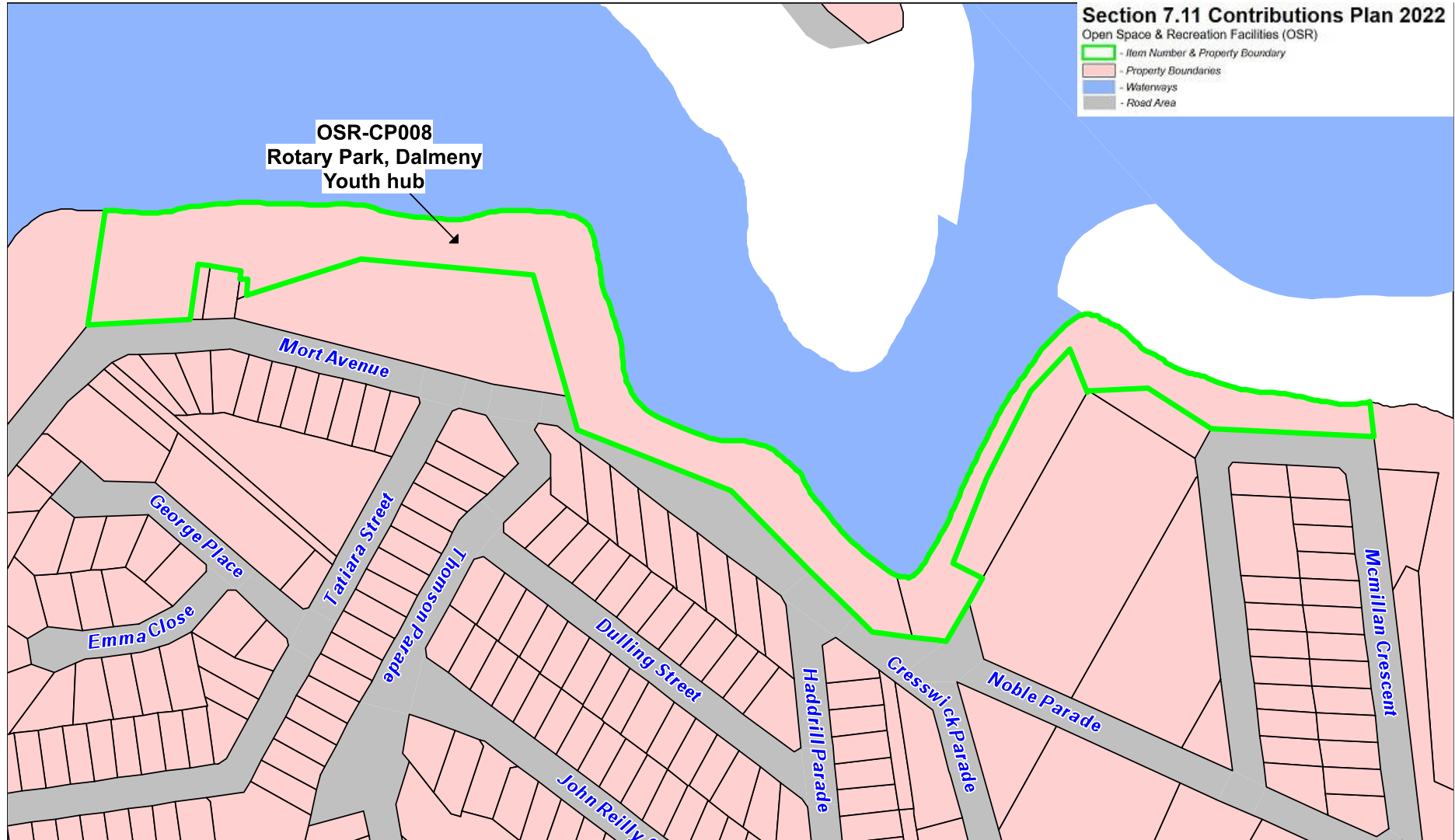
**OSR-CP007**  
Captain Oldrey Oval (Broulee)  
Sport field lighting and fencing

**OSR-CP013**  
Captain Oldrey Park, Broulee  
Cover over two netball courts

**OSR-CP014**  
Captain Oldrey Park, Broulee  
Netball court lighting

*Elizabeth Drive*

*Frances Street*

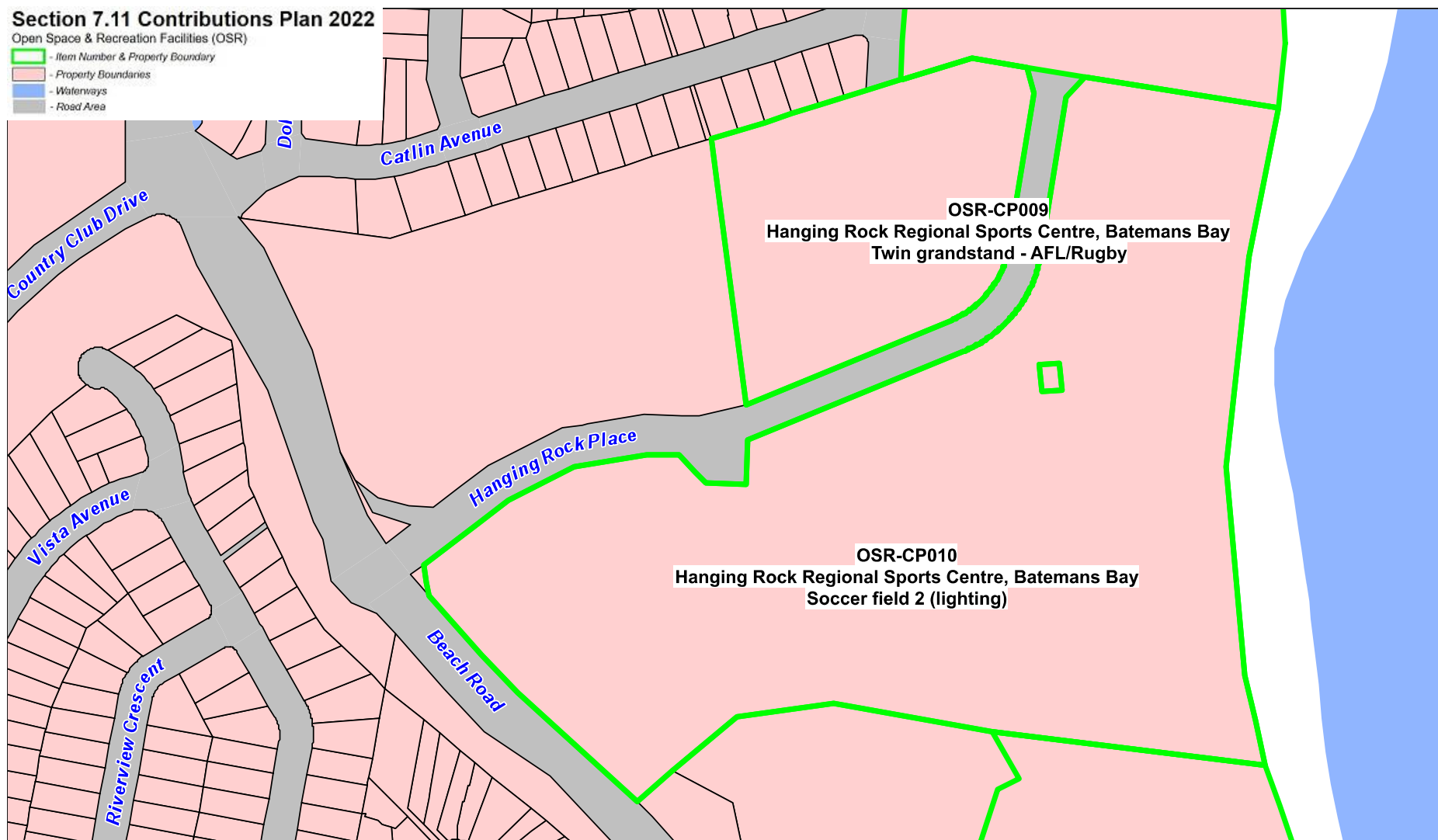




## Section 7.11 Contributions Plan 2022

Open Space & Recreation Facilities (OSR)

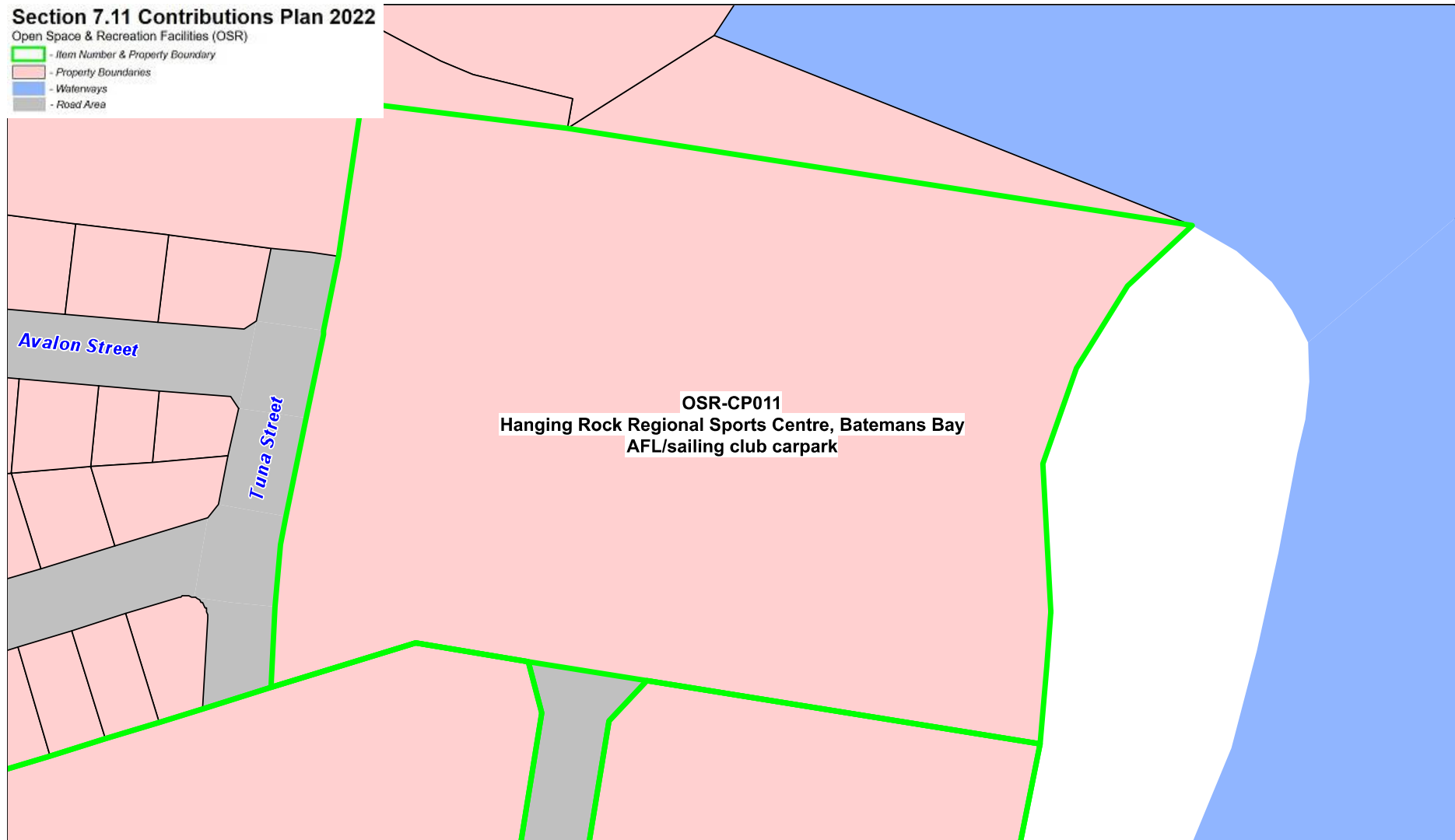
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## Section 7.11 Contributions Plan 2022

Open Space & Recreation Facilities (OSR)

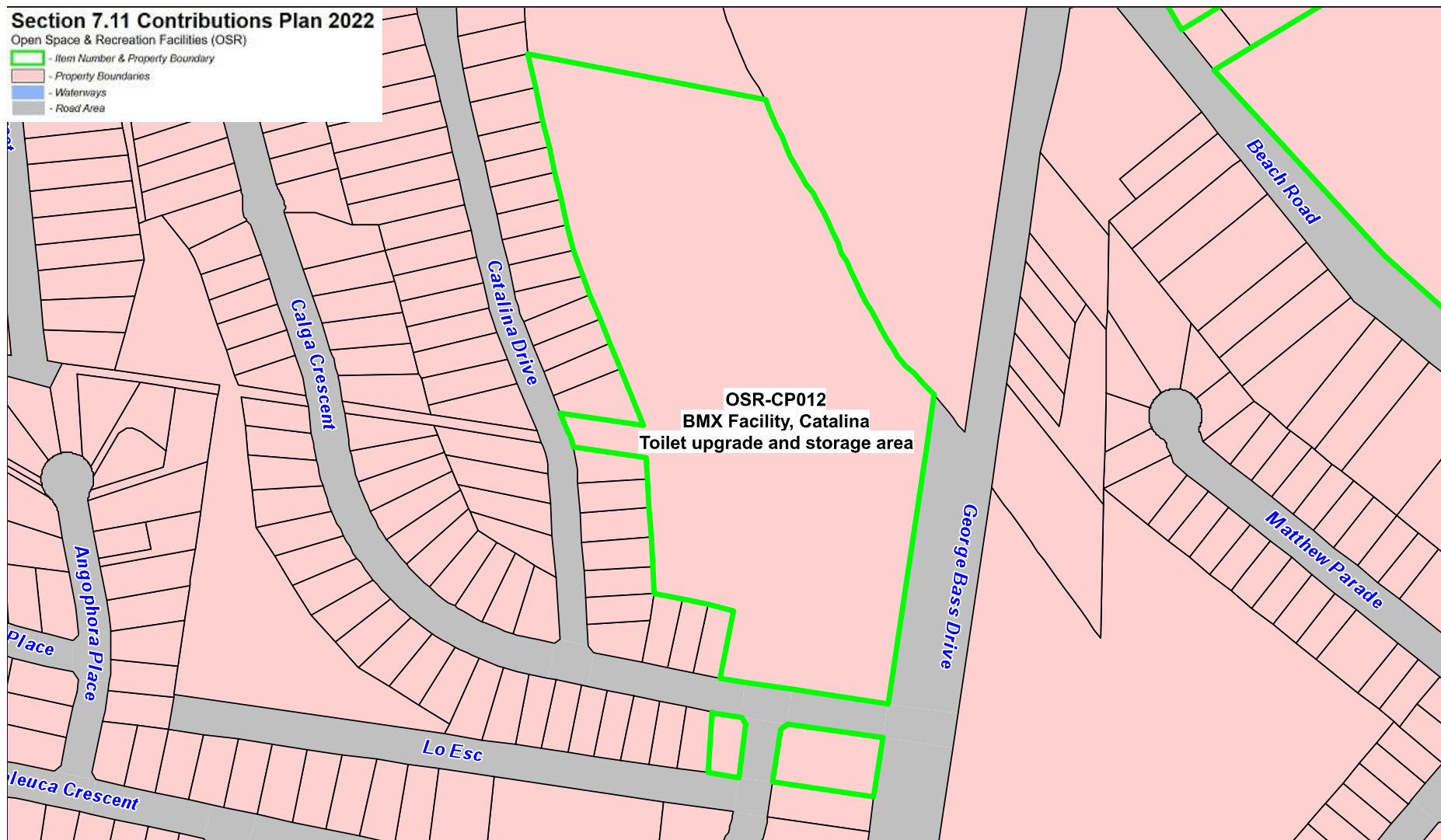
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Open Space & Recreation Facilities (OSR)

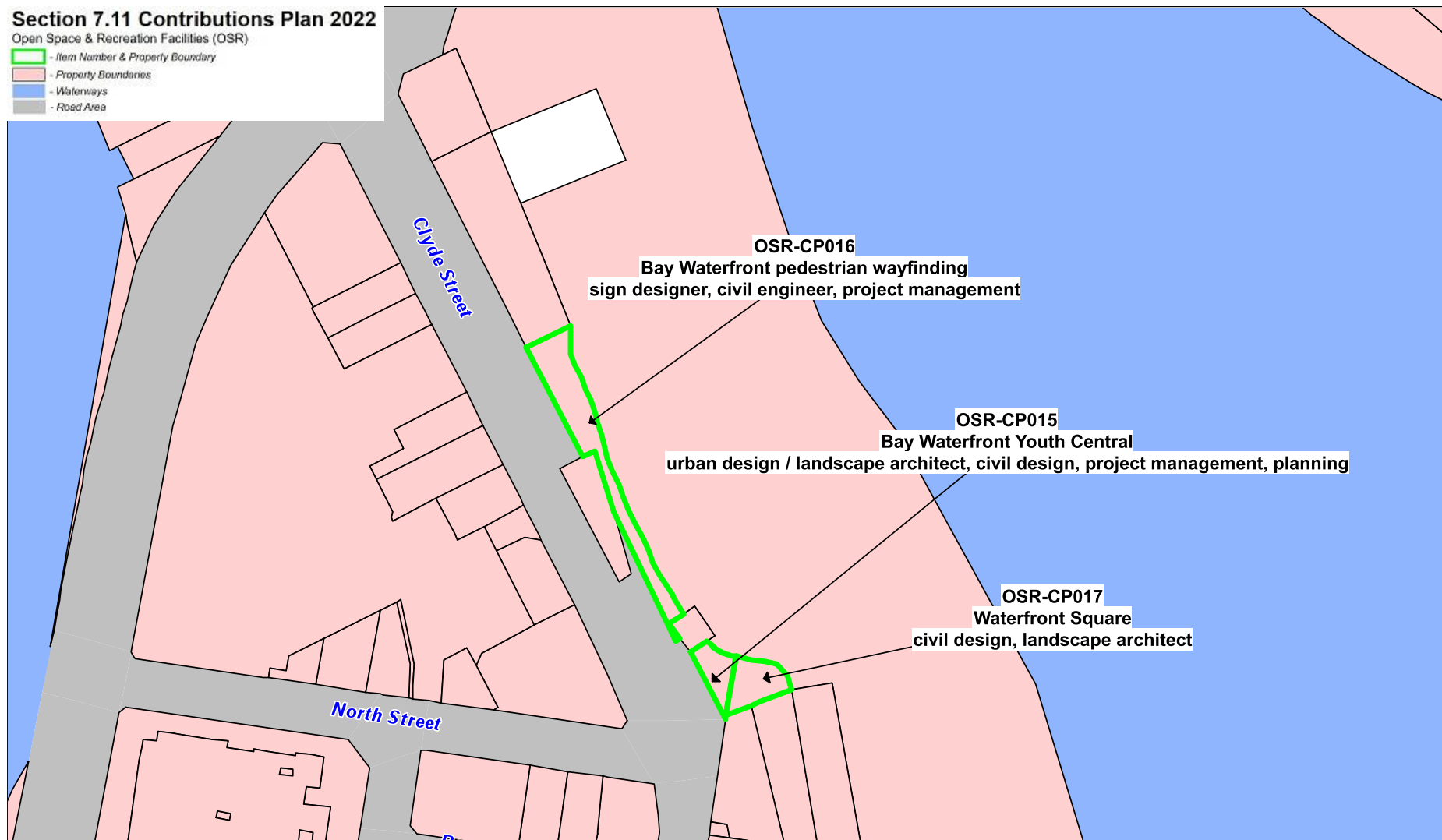
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## Section 7.11 Contributions Plan 2022

Open Space & Recreation Facilities (OSR)

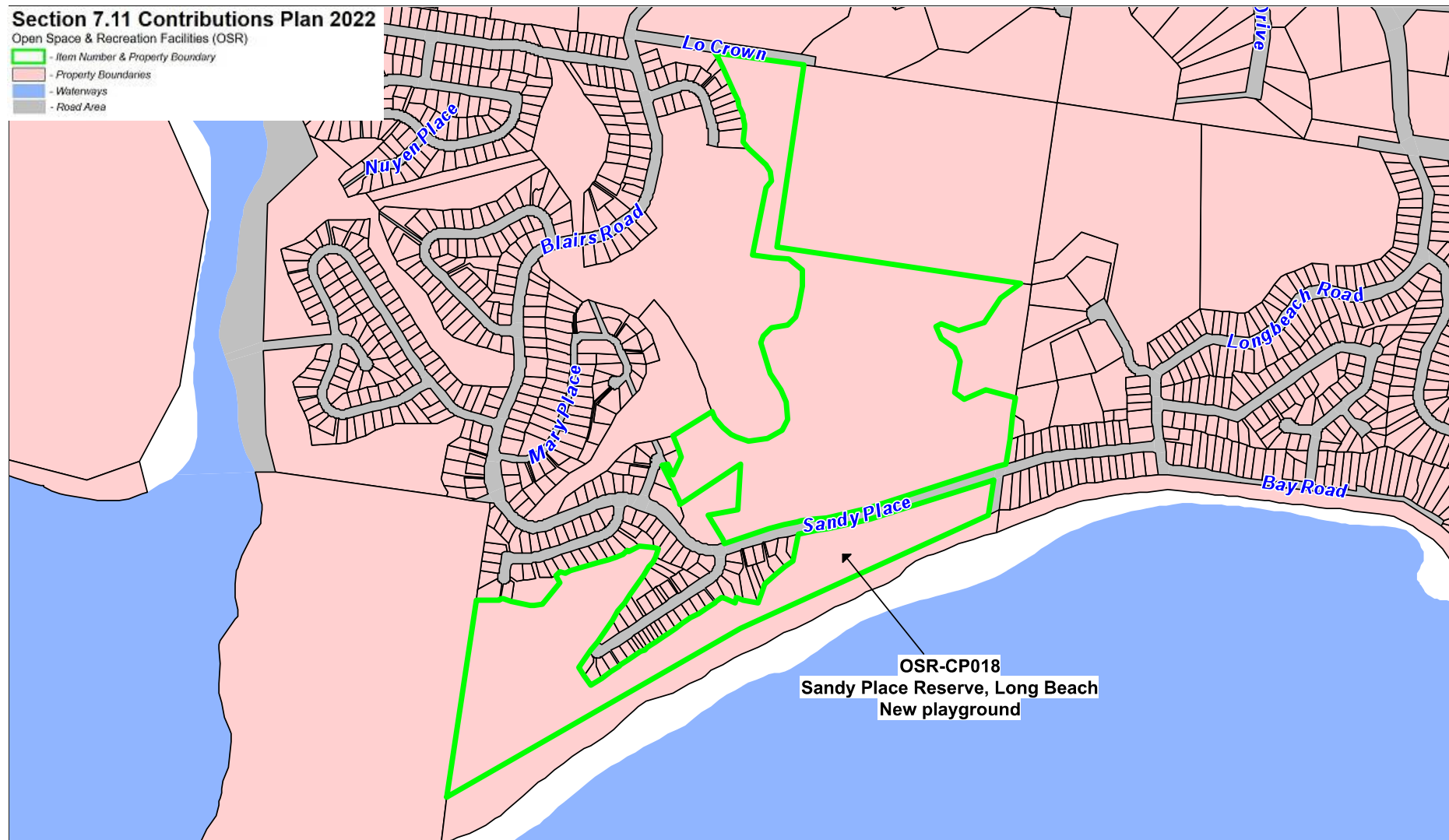
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Open Space & Recreation Facilities (OSR)

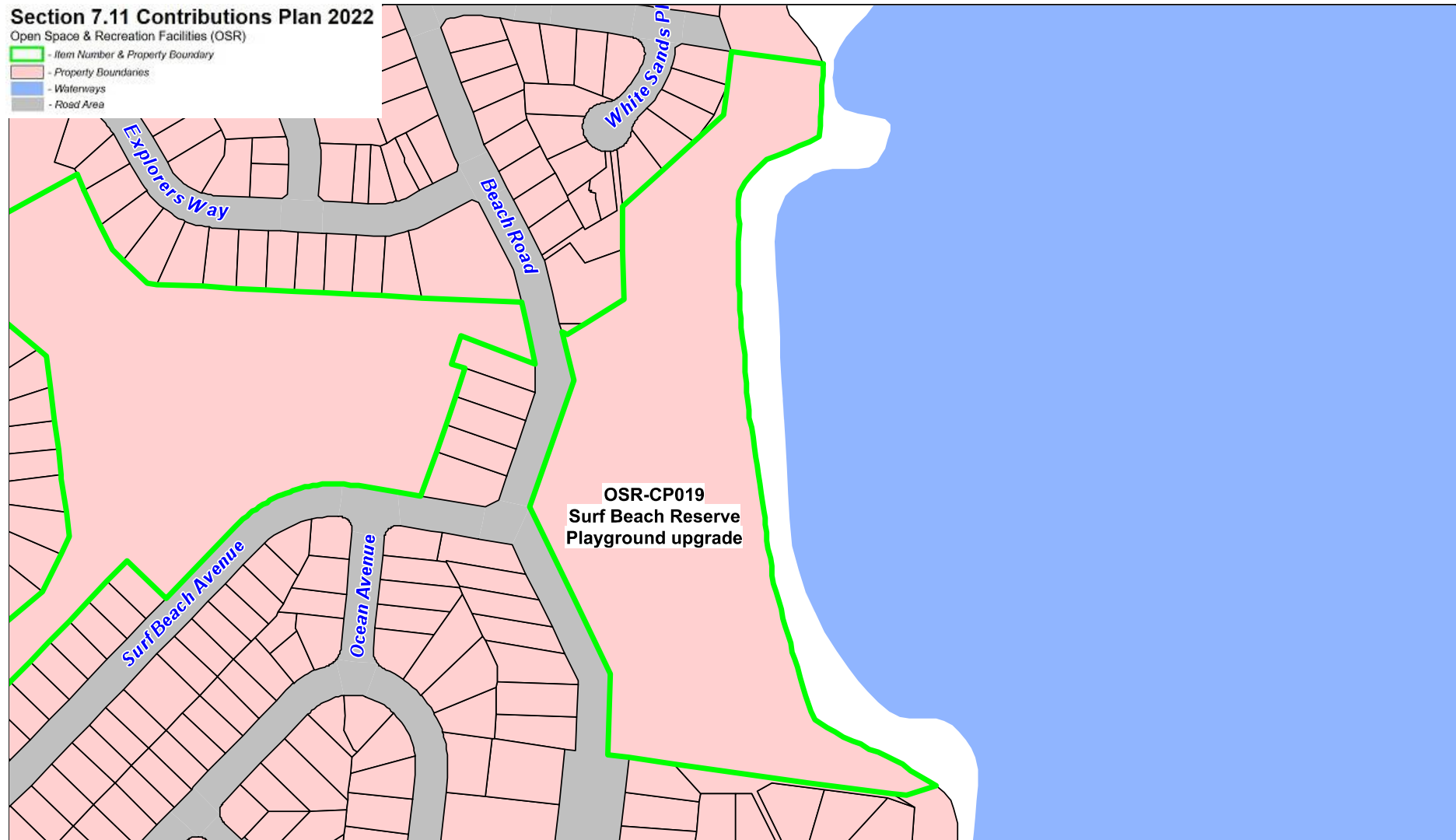
- Item Number & Property Boundary
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## Section 7.11 Contributions Plan 2022

Open Space & Recreation Facilities (OSR)

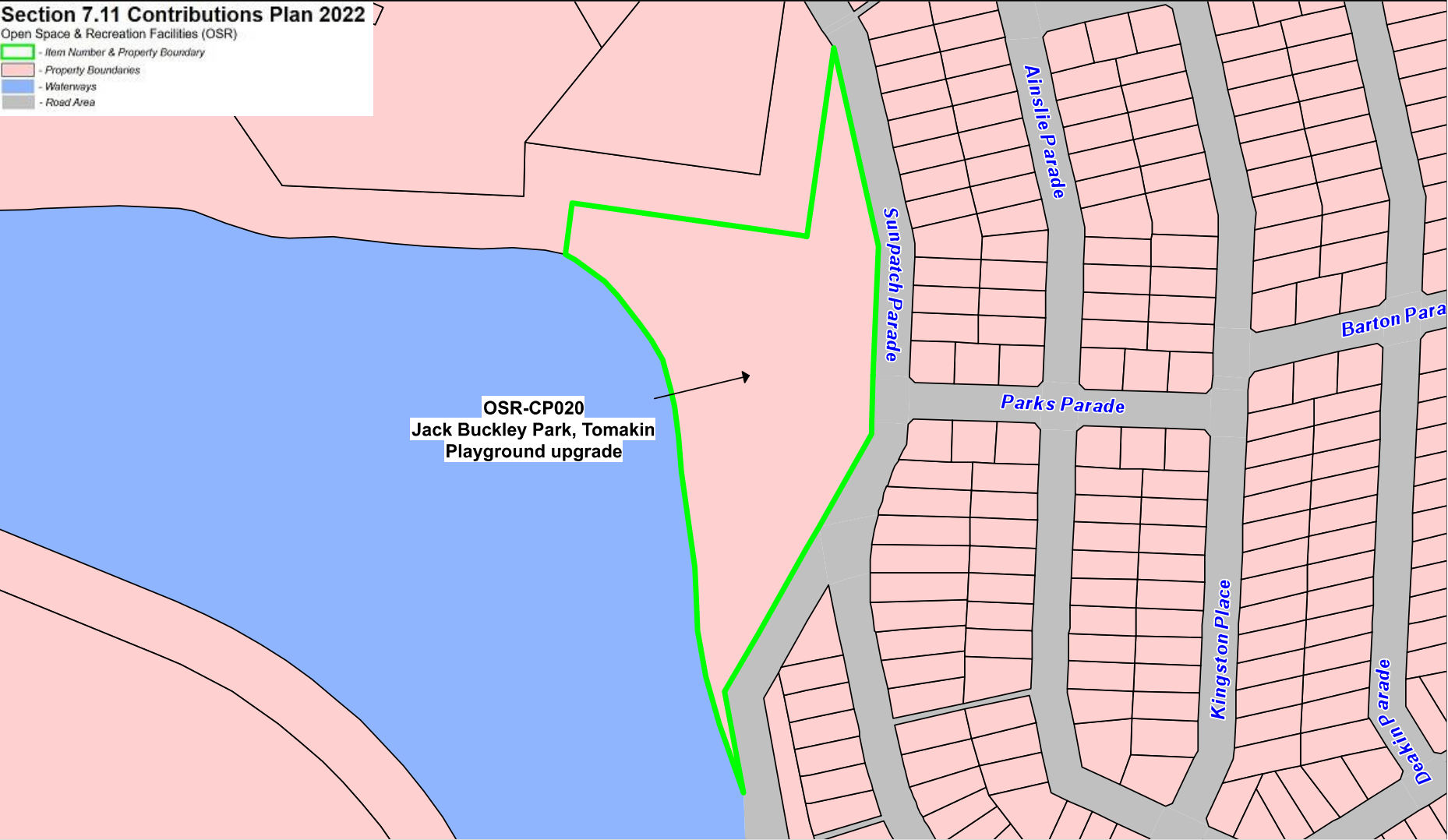
- Item Number & Property Boundary
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**Section 7.11 Contributions Plan 2022**

Open Space & Recreation Facilities (OSR)

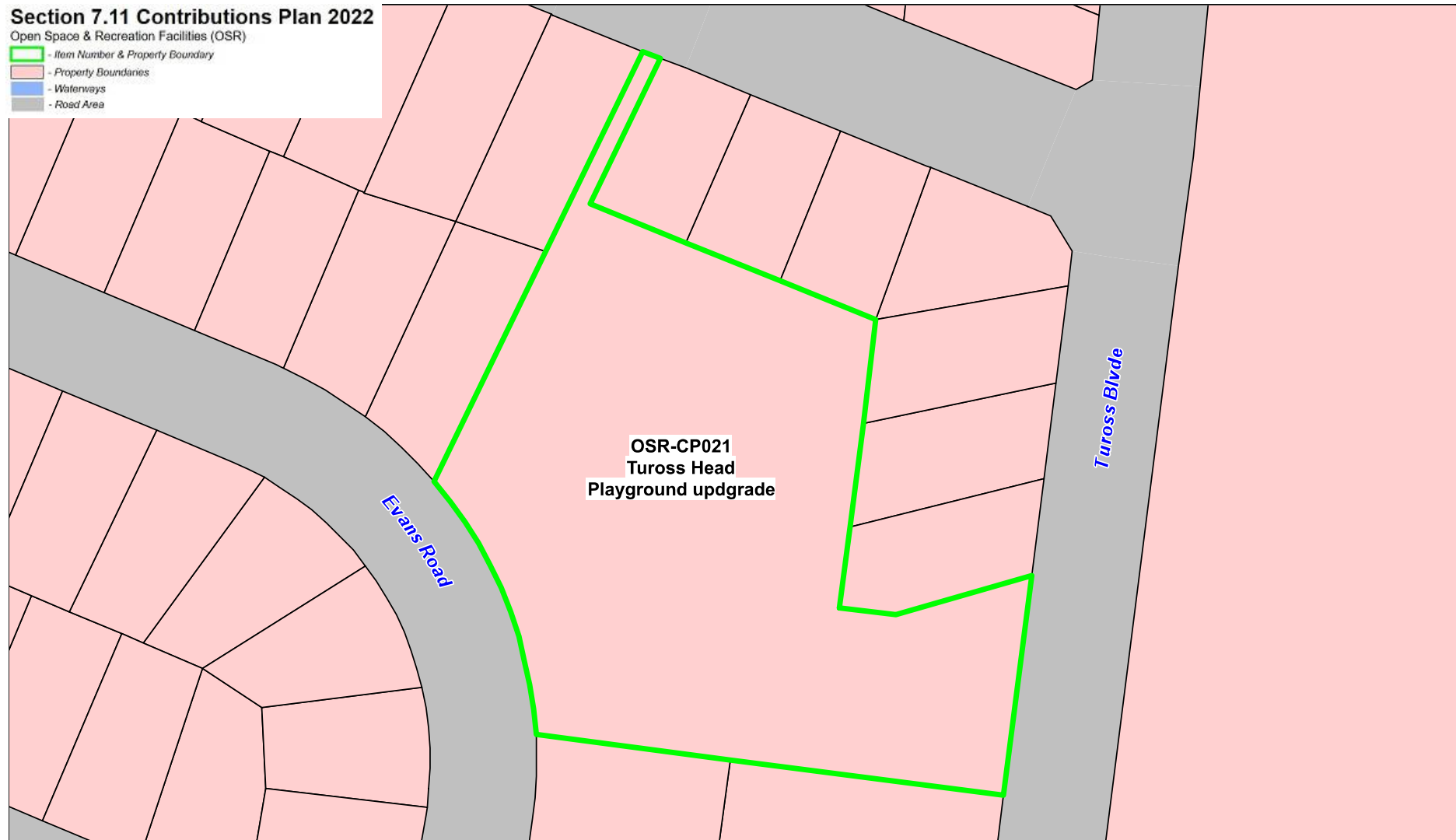
-  - Item Number & Property Boundary
-  - Property Boundaries
-  - Waterways
-  - Road Area



## Section 7.11 Contributions Plan 2022

Open Space & Recreation Facilities (OSR)

-  - Item Number & Property Boundary
-  - Property Boundaries
-  - Waterways
-  - Road Area

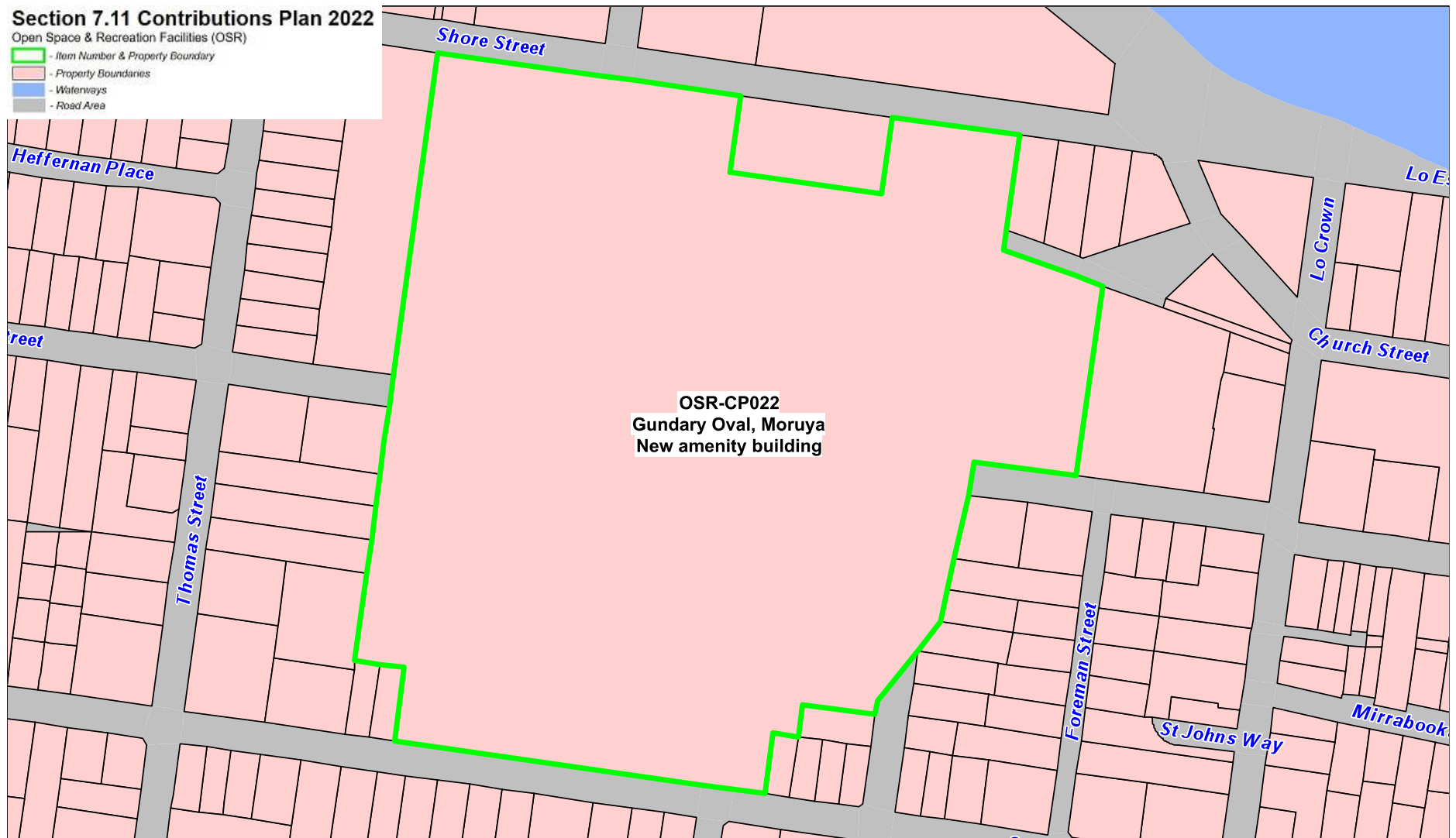




## Section 7.11 Contributions Plan 2022

Open Space & Recreation Facilities (OSR)

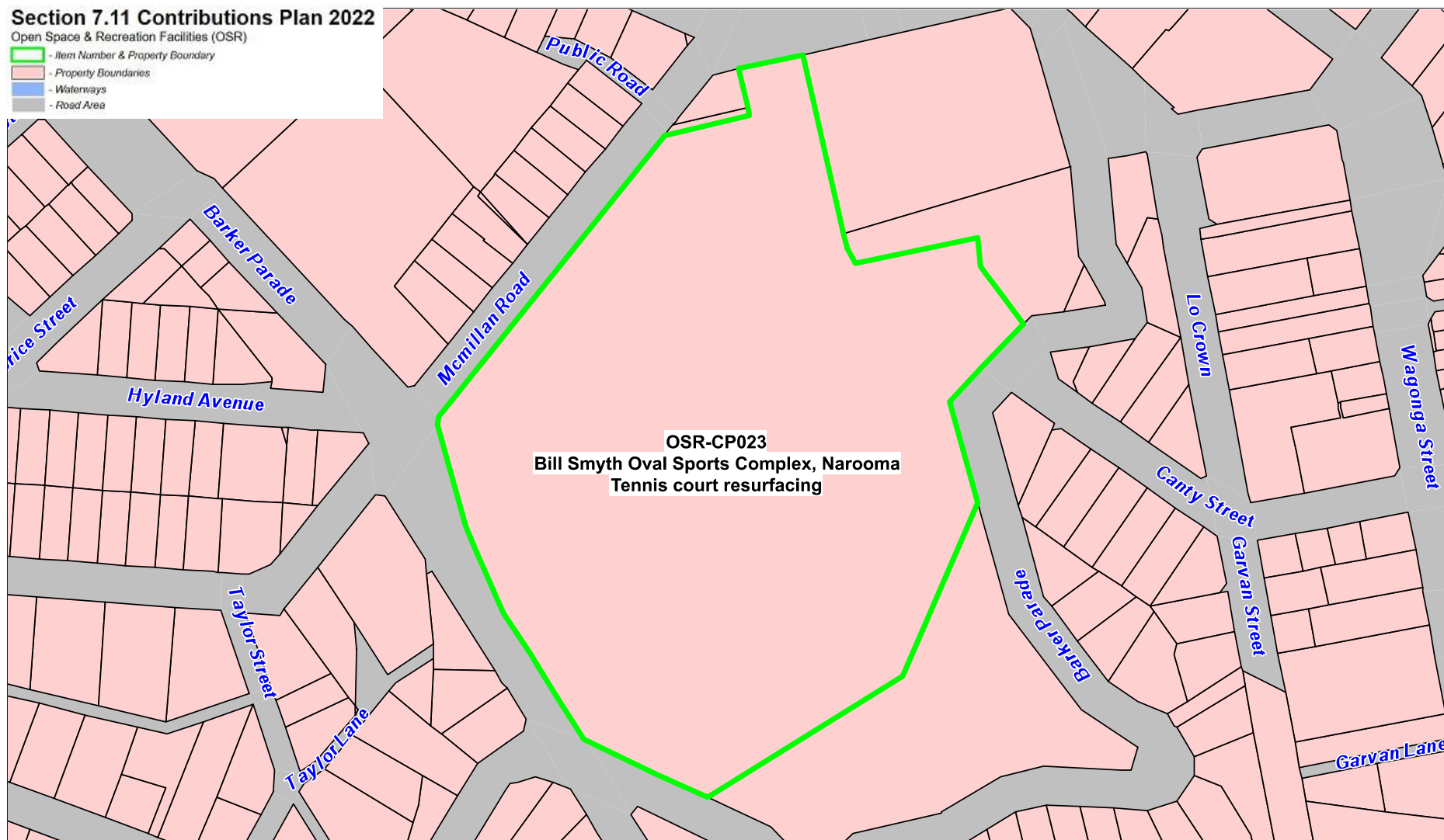
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## Section 7.11 Contributions Plan 2022

Open Space & Recreation Facilities (OSR)

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- Road Area



## **APPENDIX B**

### **Infrastructure schedule, catchment and location maps for rural road upgrades**

## SCHEDULE

### RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: Nelligen West**

**Sub-catchment – A1**

Road section number/name	The River Road – Kings Highway to end
Affected land	Refer to sub-catchment and works map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>
Description of works	Construction and sealing
Total cost of works	\$1,697,500
Cost of works attributable to development	\$1,346,777
Development generating demand for the works (lots)	32
Contribution rate per lot	\$42,087
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment
Works location	Refer to the sub-catchment and works map
Maximum contribution amount	Regardless of the contribution rate, no more than \$30,000 per residential lot will be levied.

## SCHEDULE

### RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: Nelligen West**

**Sub-catchment – A4**

Road section number/name	Old Bolaro Road – Kings Highway to end
Affected land	Refer to sub-catchment and works map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>
Description of works	Construction and sealing
Total cost of works	\$522,255
Cost of works attributable to development	\$453,538
Development generating demand for the works (lots)	22
Contribution rate per lot	\$20,615
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment
Works location	Refer to the sub-catchment and works map
Maximum contribution amount	Regardless of the contribution rate, no more than \$30,000 per residential lot will be levied.



Area 1 A1

The River Road

Area 1 A4

Old Bolaro Road

KINGS HIGHWAY

RUNNYFORD ROAD

REID STREET

MURRAY STREET

BRAIDWOOD STREET

CURROWAN STREET

JELLEN PLACE

SPROXTONS LANE

1.

2.

3.

4.

## SCHEDULE

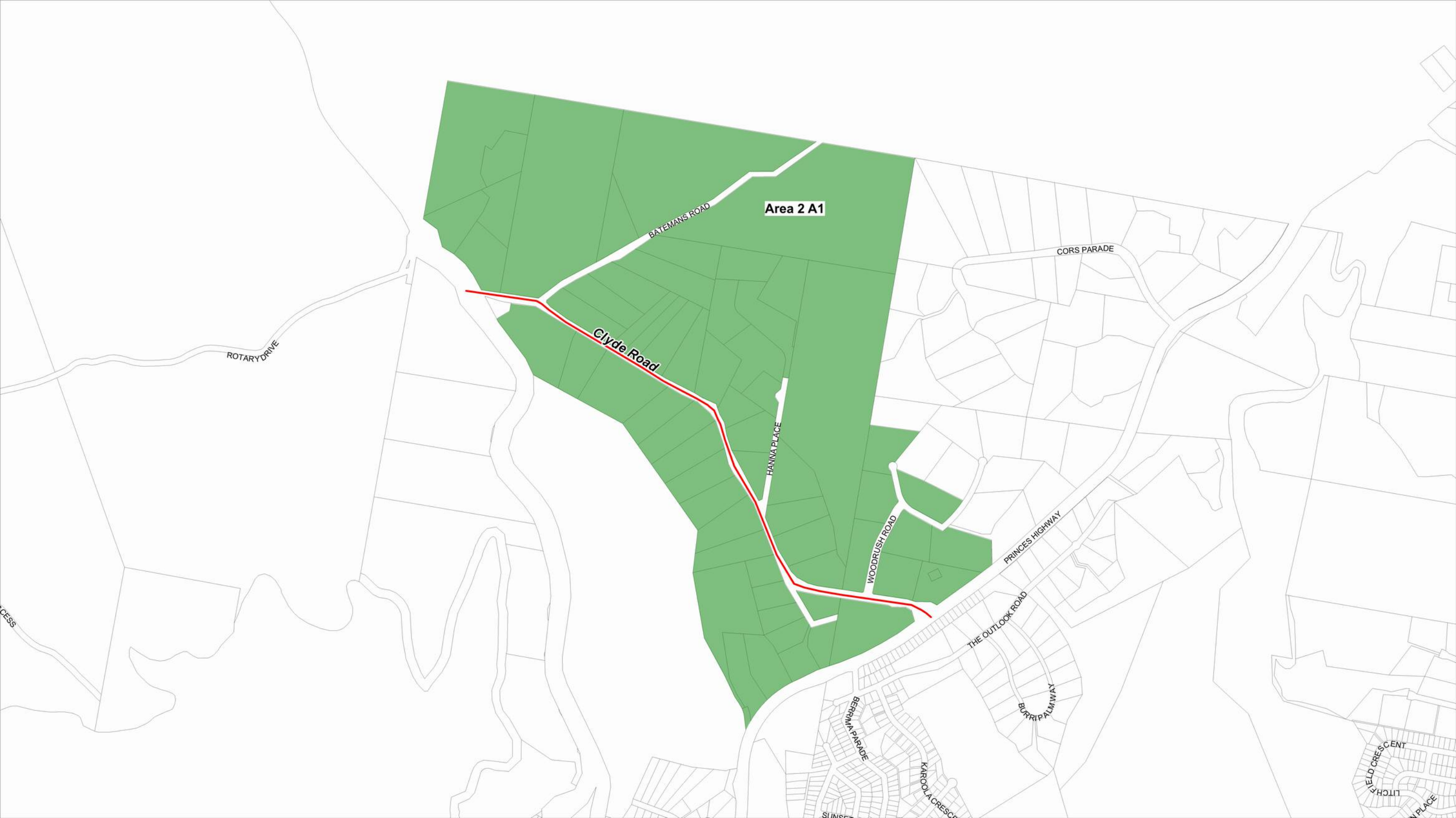
### RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: North-West Batemans Bay**

**Sub-catchment – A1**

Road section number/name	Clyde Road
Affected land	Refer to sub-catchment and works map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>
Description of works	Construction and sealing
Total cost of works	\$2,210,000
Cost of works attributable to development	\$2,104,360
Development generating demand for the works (lots)	83
Contribution rate per lot	\$25,354
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment
Works location	Refer to the sub-catchment and works map
Maximum contribution amount	Regardless of the contribution rate, no more than \$20,000 per residential lot will be levied.





Area 2 A1

BATEMANS ROAD

Clyde Road

HANNA PLACE

WOODRUSH ROAD

CORS PARADE

PRINCES HIGHWAY

THE OUTLOOK ROAD

BURRIPALMWAY

BERNINA PARADE

KARoola CREScent

FIELD CREScent

ROTARY DRIVE

CESS



## SCHEDULE

### RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: Surf Beach to Malua Bay**

**Sub-catchment – B1**

Road section number/name	Dunns Creek Road – Section 2-3
Affected land	Refer to sub-catchment and works map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>
Description of works	Construction and sealing
Total cost of works	\$843,100
Cost of works attributable to development	\$72,507
Development generating demand for the works (lots)	35
Contribution rate per lot	\$2,072
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment
Works location	Refer to the sub-catchment and works map
Maximum contribution amount	Regardless of the contribution rate, no more than \$20,000 per residential lot will be levied.

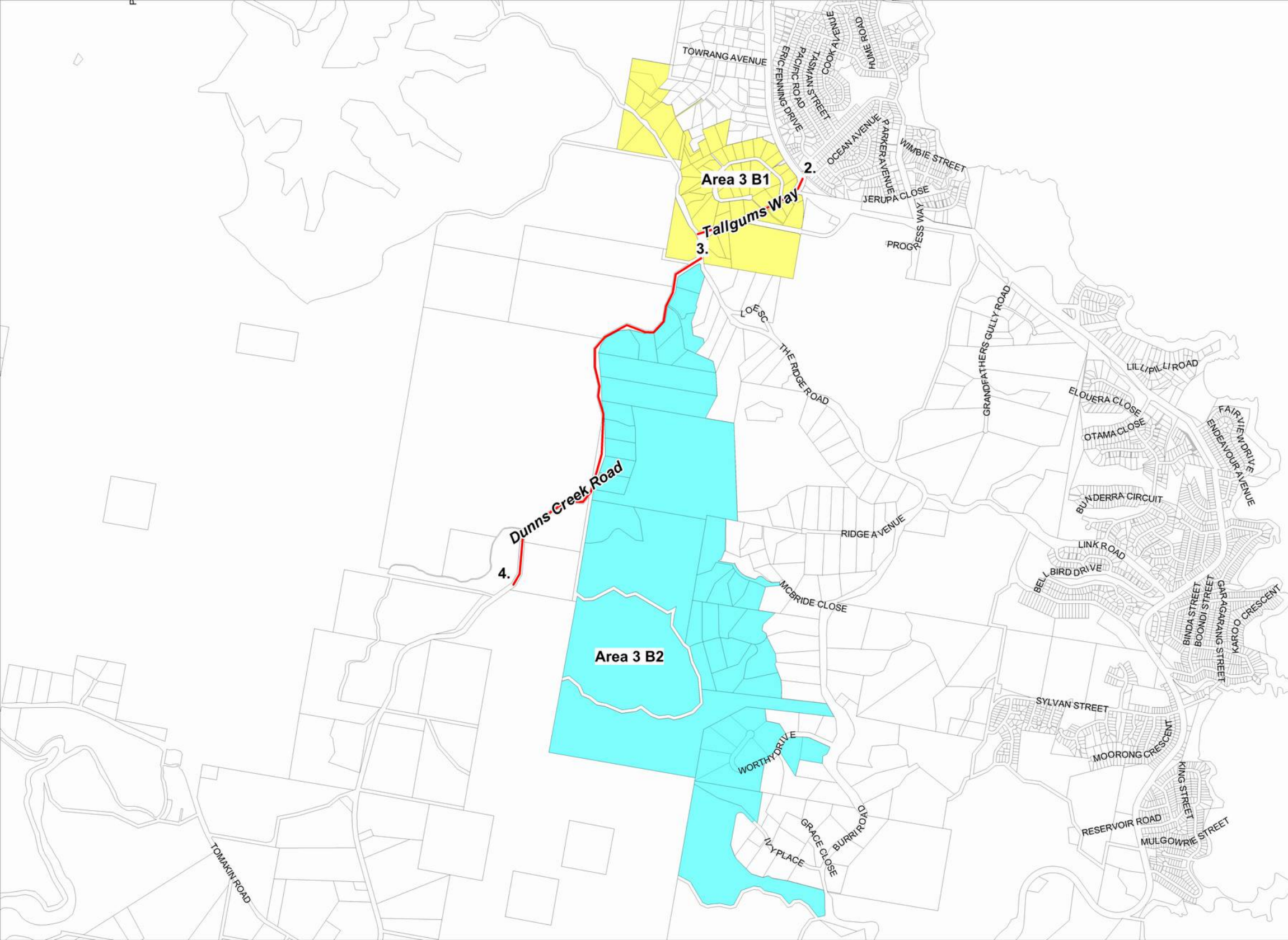
# SCHEDULE

## RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: Surf Beach to Malua Bay**

**Sub-catchment – B2**

Road section number/name	Dunns Creek Road – Sections 2-3 and 3-4			
Affected land	Refer to sub-catchment and works map			
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>			
Description of works	Construction and sealing			
Cost of works, development generating demand for the works (lots), and Contribution rate		Section 2-3	Section 3-4	
	Total cost	\$843,100	\$2,605,000	
	Apportioned cost	\$84,310	\$1,049,815	
	Lots	45	45	
	Rate	\$1,874	\$23,329	
Total contribution rate per lot	\$25,203			
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment			
Works location	Refer to the sub-catchment and works map			
Maximum contribution amount	Regardless of the contribution rate, no more than \$20,000 per residential lot will be levied.			



## SCHEDULE

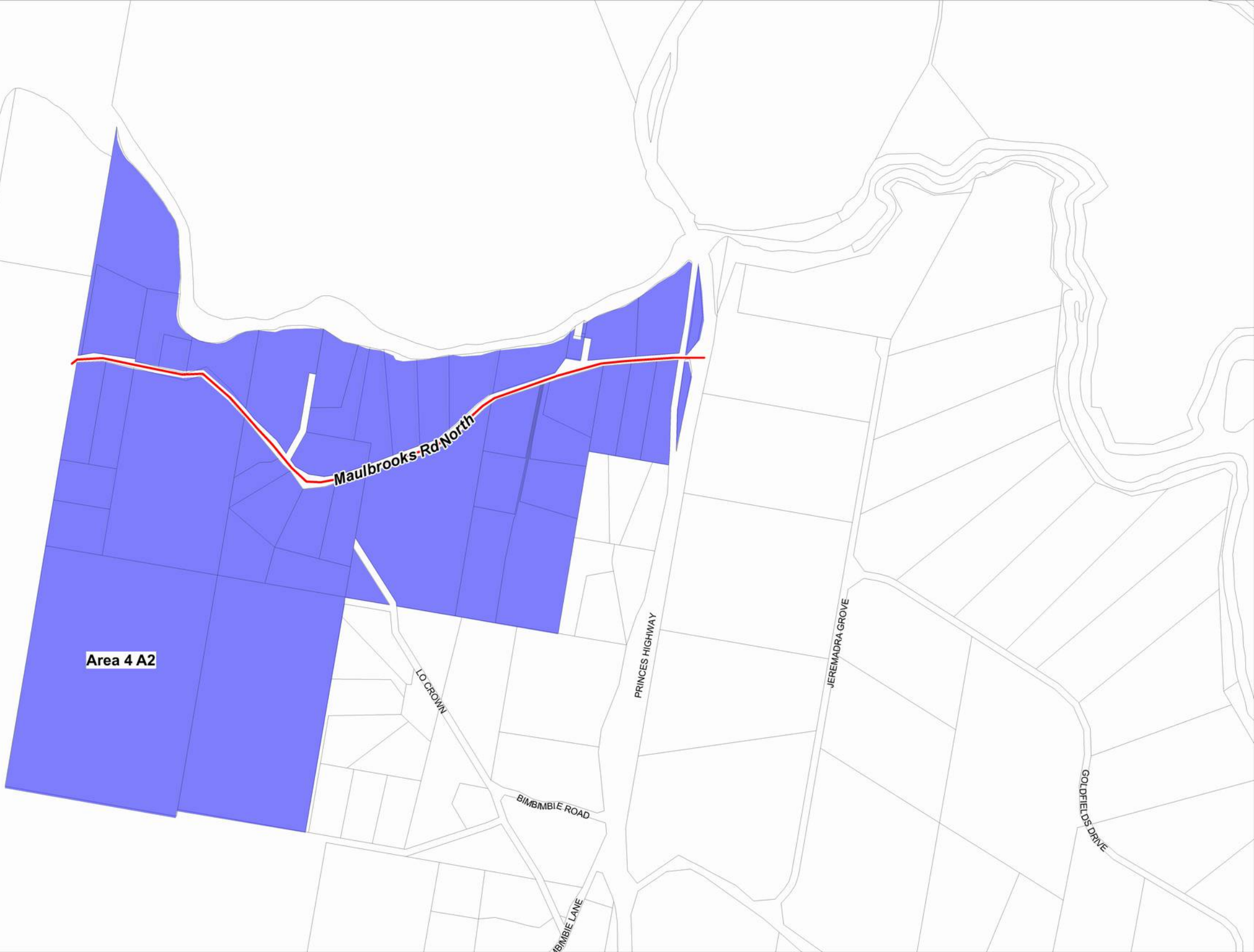
### RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: Bimbimbie**

**Sub-catchment – A2**

Road section number/name	Maulbrooks Road – to Princes Highway
Affected land	Refer to sub-catchment and works map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>
Description of works	Construction and sealing
Total cost of works	\$2,470,000
Cost of works attributable to development	\$2,283,444
Development generating demand for the works (lots)	51
Contribution rate per lot	\$44,773
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment
Works location	Refer to the sub-catchment and works map
Maximum contribution amount	Regardless of the contribution rate, no more than \$20,000 per residential lot will be levied.

LOESC



Area 4 A2

Maulbrooks Rd North

LO CROWN

BIMBIE ROAD

BIMBIE LANE

PRINCES HIGHWAY

JEREMADRA GROVE

GOLDFIELDS DRIVE



## SCHEDULE

### RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: Pollwombra – Moruya River**

**Sub-catchment – A1**

Road section number/name	Pollwombra Road
Affected land	Refer to sub-catchment and works map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>
Description of works	Construction and sealing
Total cost of works	\$3,630,000
Cost of works attributable to development	\$3,575,821
Development generating demand for the works (lots)	110
Contribution rate per lot	\$32,508
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment
Works location	Refer to the sub-catchment and works map
Maximum contribution amount	Regardless of the contribution rate, no more than \$30,000 per residential lot will be levied.

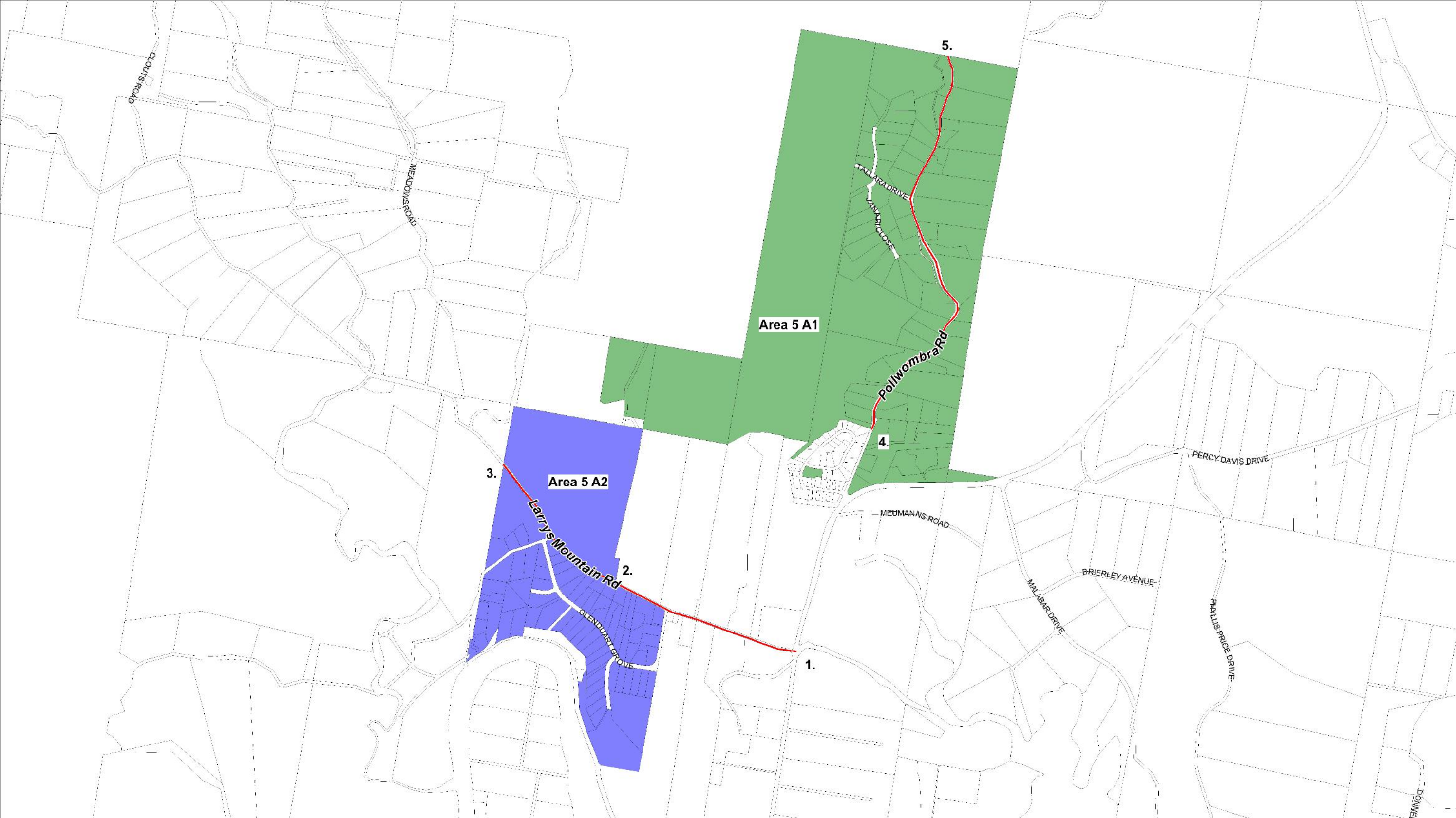
## SCHEDULE

### RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: Pollwombra – Moruya River**

**Sub-catchment – A2**

Road section number/name	Larry's Mountain Road
Affected land	Refer to sub-catchment and works map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>
Description of works	Construction and sealing
Total cost of works	\$1,727,000
Cost of works attributable to development	\$967,879
Development generating demand for the works (lots)	85
Contribution rate per lot	\$11,387
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment
Works location	Refer to the sub-catchment and works map
Maximum contribution amount	Regardless of the contribution rate, no more than \$30,000 per residential lot will be levied.



Area 5 A1

Area 5 A2

5.

4.

1.

2.

3.

VALLEY DRIVE  
JANNA RIDGE

Pollwombra Rd

Larrys Mountain Rd

Glendura Grove

MEDMANS ROAD

MALABAR DRIVE

BRIERLEY AVENUE

PERCY DAVIS DRIVE

PAXTUS PRICE DRIVE

DOYNE



# SCHEDULE

## RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: Moruya**

**Sub-catchment – A2**

Road section number/name	Reservoir Road – Sections 1-2 and 2-3			
Affected land	Refer to sub-catchment and works map			
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>			
Description of works	Construction and sealing			
Cost of works attributable to development, development generating demand for the works (lots) and contribution rate		Section 1-2	Section 2-3	
	Total cost	\$256,750	\$1,390,000	
	Apportioned cost	\$97,860	\$1,319,082	
	Lots	31	31	
	Rate	\$3,157	\$42,551	
Contribution rate per lot	\$45,708			
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment			
Works location	Refer to the sub-catchment and works map			
Maximum contribution amount	Regardless of the contribution rate, no more than \$30,000 per residential lot will be levied.			

## SCHEDULE

### RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: Moruya**

**Sub-catchment – A3**

Road section number/name	Turnbulls Lane
Affected land	Refer to sub-catchment and works map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>
Description of works	Construction and sealing
Total cost of works	\$405,000
Cost of works attributable to development	\$405,000
Development generating demand for the works (lots)	22
Contribution rate per lot	\$18,409
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment
Works location	Refer to the sub-catchment and works map
Maximum contribution amount	Regardless of the contribution rate, no more than \$30,000 per residential lot will be levied.

## SCHEDULE

### RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: Moruya**

**Sub-catchment – A4**

Road section number/name	Francis Street
Affected land	Refer to sub-catchment and works map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>
Description of works	Construction and sealing
Cost of works	\$1,571,955
Cost of works attributable to development	\$1,571,955
Development generating demand for the works (lots)	65
Contribution rate per lot	\$24,184
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment
Works location	Refer to the sub-catchment and works map
Maximum contribution amount	Regardless of the contribution rate, no more than \$30,000 per residential lot will be levied.

## SCHEDULE

### RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: Moruya**

**Sub-catchment – A5**

Road section number/name	Dwyers Creek Road
Affected land	Refer to sub-catchment and works map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>
Description of works	Construction and sealing
Cost of works	\$2,532,245
Cost of works attributable to development	\$2,532,245
Development generating demand for the works (lots)	110
Contribution rate per lot	\$23,020
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment
Works location	Refer to the sub-catchment and works map
Maximum contribution amount	Regardless of the contribution rate, no more than \$30,000 per residential lot will be levied.

## SCHEDULE

### RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: Moruya**

**Sub-catchment – A6**

Road section number/name	Mountain View Drive
Affected land	Refer to sub-catchment and works map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>
Description of works	Construction and sealing
Cost of works	\$775,000
Cost of works attributable to development	\$775,000
Development generating demand for the works (lots)	28
Contribution rate per lot	\$27,679
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment
Works location	Refer to the sub-catchment and works map
Maximum contribution amount	Regardless of the contribution rate, no more than \$30,000 per residential lot will be levied.

## SCHEDULE

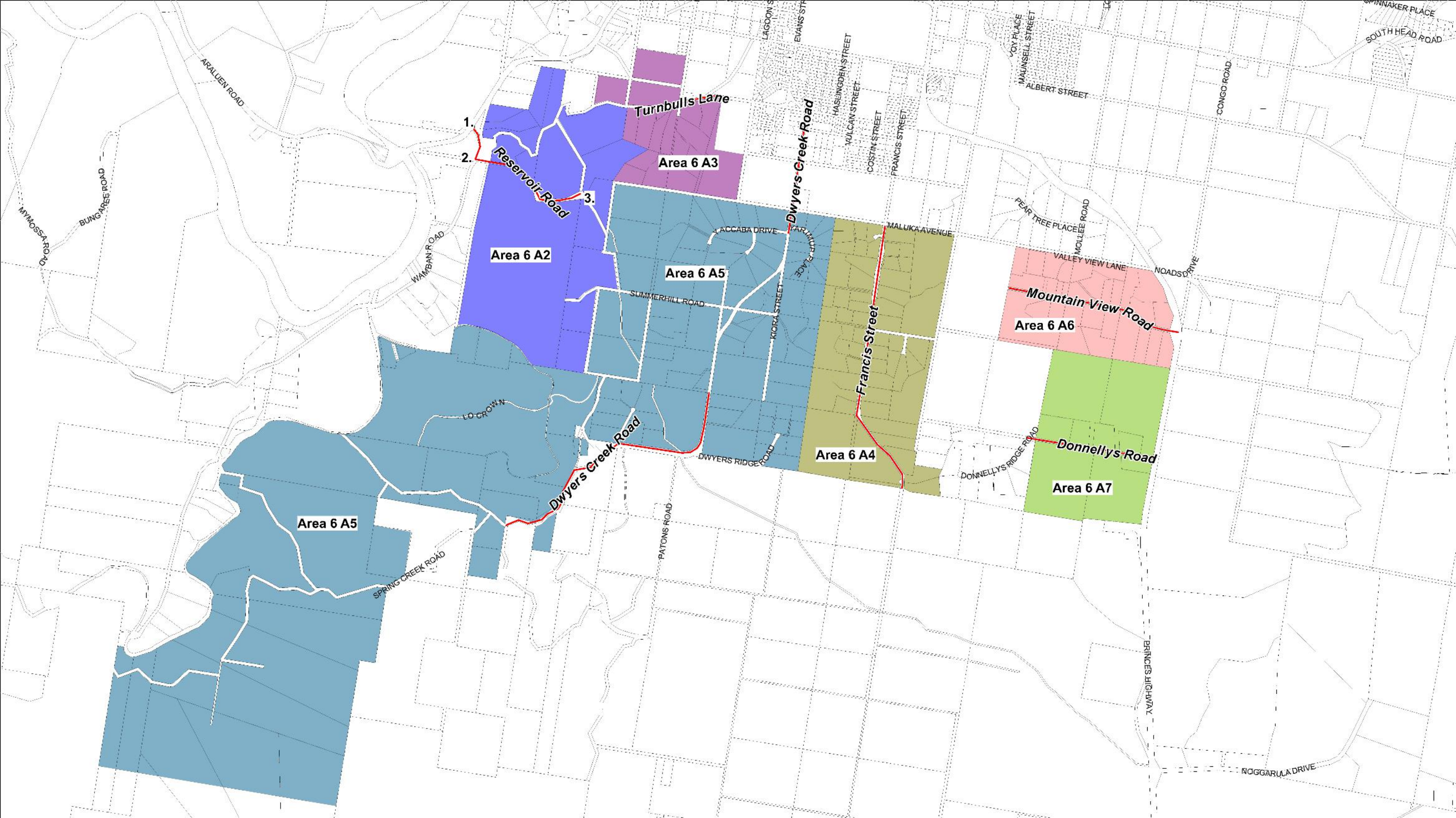
### RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: Moruya**

**Sub-catchment – A7**

Road section number/name	Donnelly Road
Affected land	Refer to sub-catchment and works map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>
Description of works	Construction and sealing
Cost of works	\$690,000
Cost of works attributable to development	\$690,000
Development generating demand for the works (lots)	37
Contribution rate per lot	\$18,649
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment
Works location	Refer to the sub-catchment and works map
Maximum contribution amount	Regardless of the contribution rate, no more than \$30,000 per residential lot will be levied.





# SCHEDULE

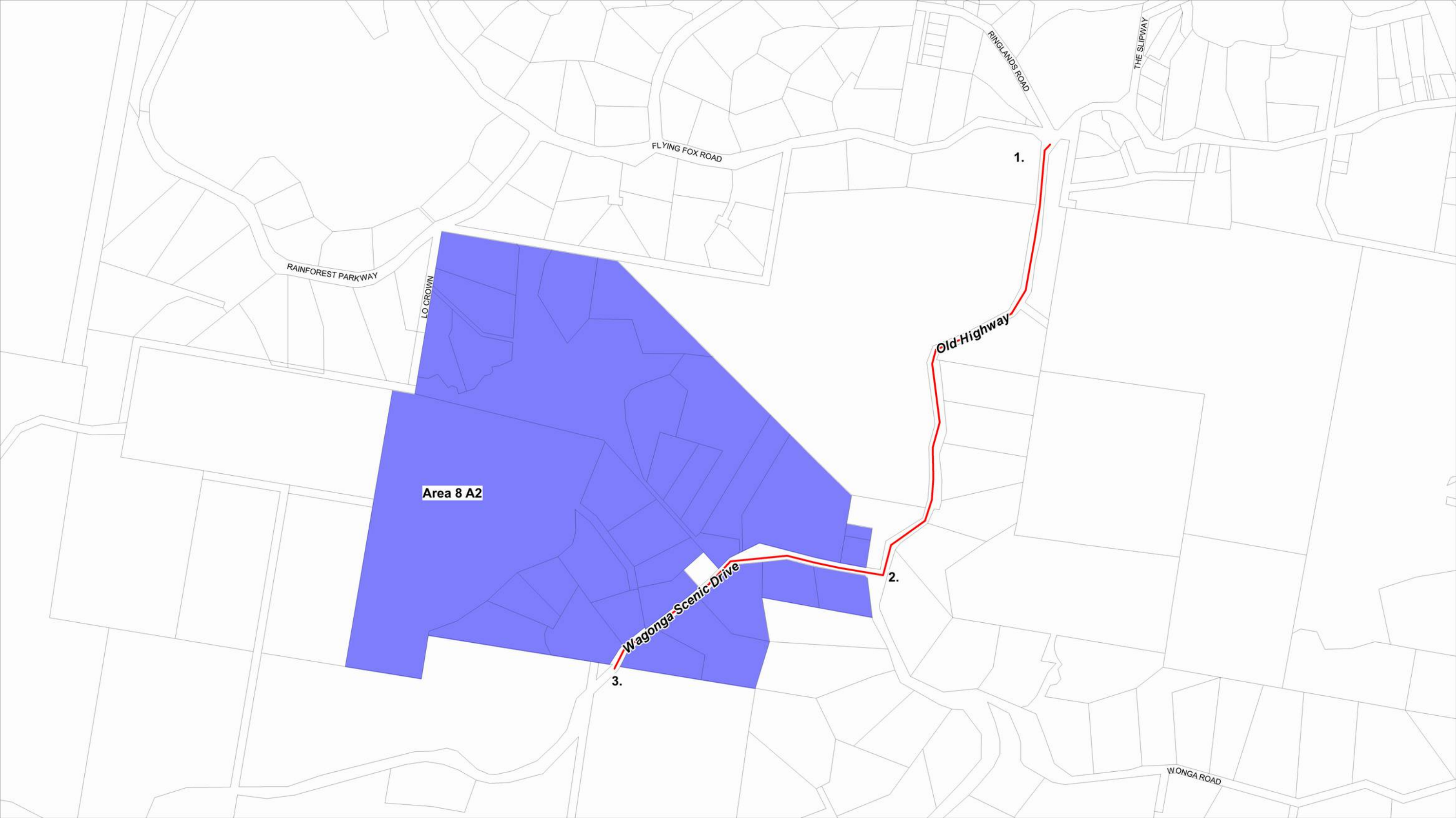
## RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: South Narooma**

**Sub-catchment – A2**

Road section number/name	Wagonga Scenic Drive			
Affected land	Refer to sub-catchment and works map			
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>			
Description of works	Construction and sealing			
Cost of works, cost of works attributable to development and development generating demand for the works (lots).		Section 1-2	Section 1-3	
	Total cost	\$1,320,000	\$1,255,000	
	Apportioned cost	\$165,919	\$598,635	
	Lots	38	38	
	Rate	\$4,366	\$15,754	
Contribution rate per lot	\$20,120			
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment			
Works location	Refer to the sub-catchment and works map			
Maximum contribution amount	Regardless of the contribution rate, no more than \$30,000 per residential lot will be levied.			





Area 8 A2

1.

Old Highway

2.

Wagonga Scenic Drive

3.

RAINFOREST PARKWAY

FLYING FOX ROAD

RINGLANDS ROAD

THE SLIPWAY

LO CROWN

WONGA ROAD

# SCHEDULE

## RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: North Tilba**

**Sub-catchment – A1**

Road section number/name	Ridge Road – Sections 1-2 and 1-3			
Affected land	Refer to sub-catchment and works map			
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>			
Description of works	Construction and sealing			
Cost of works, cost of works attributable to development and development generating demand for the works (lots)		Section 1-2	Section 1-3	
	Total cost	\$3,784,021	\$4,298,150	
	Apportioned cost	\$2,764,829	\$1,193,497	
	Lots	85	85	
	Rate	\$32,527	\$14,041	
Contribution rate per lot	\$46,568			
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment			
Works location	Refer to the sub-catchment and works map			
Maximum contribution amount	Regardless of the contribution rate, no more than \$30,000 per residential lot will be levied.			



Ridge Road

Area 9 A1

1.

2.

3.

Central Tilba Village

MOUNT DOMEDARY TRAIL

MAHER LANE

Punkalla-Tilba Road

PRINCES HIGHWAY

WATERTANK ROAD

SUNNYSIDE ROAD

VICTORIA CREEK ROAD

LATIMERS LANE

SCHNEIDER DRIVE

LAMONT YOUNG DRIVE

MYSTERY BAY ROAD

## SCHEDULE

### RURAL ROADS CONTRIBUTIONS PROJECTS

**Catchment: Congo / Bingi**

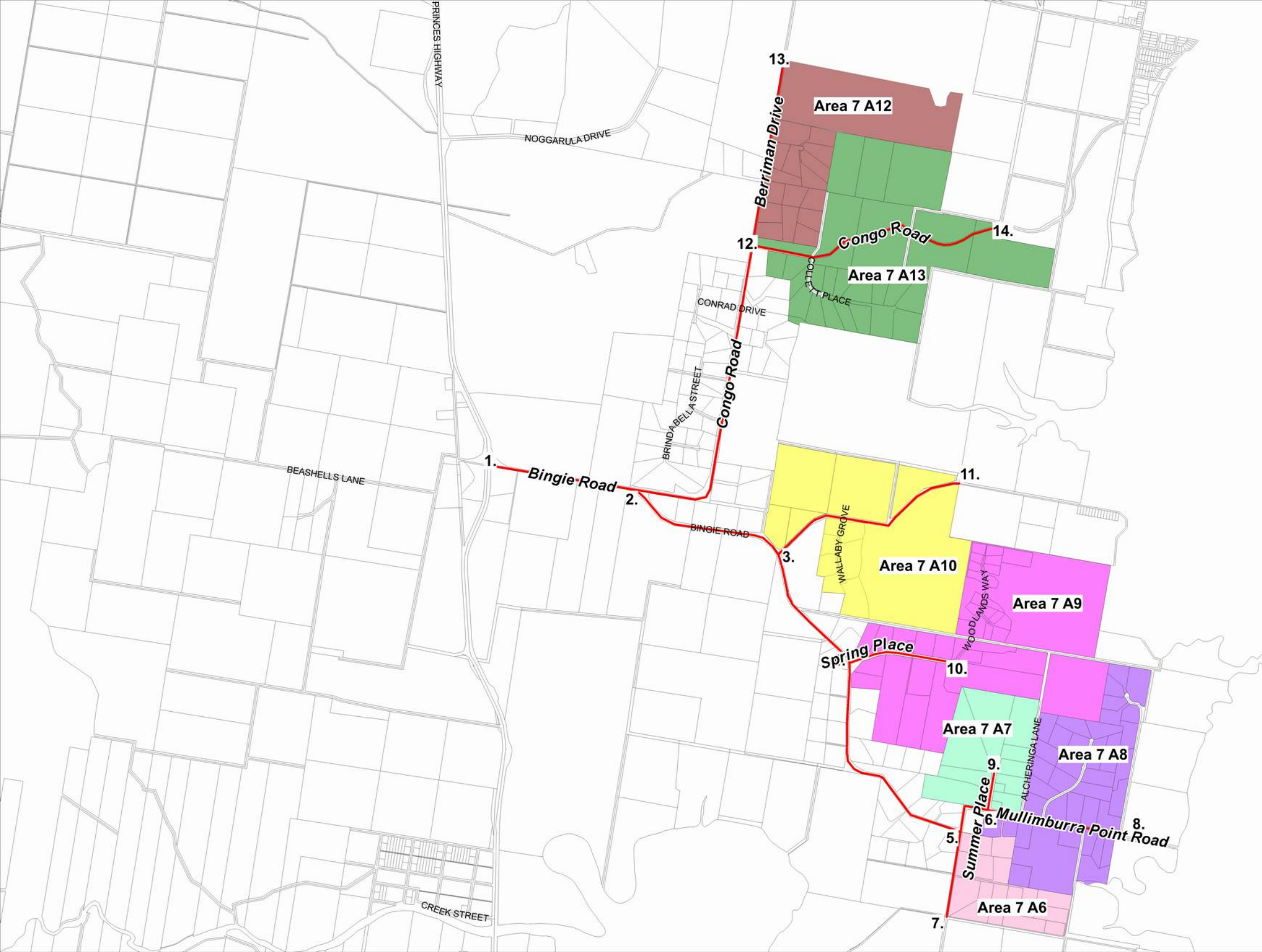
**Sub-catchments – A6 – A13**

Road section number/name	Various – refer to Table 1
Affected land	Refer to sub-catchment and works map
Development on affected land that may be levied a contribution	<ul style="list-style-type: none"> <li>• Subdivision to create additional allotments with a dwelling right; and</li> <li>• All new dwellings on existing allotments where a contribution has not previously been levied in accordance with this schedule of the plan.</li> </ul>
Description of works	Construction and sealing
Cost of works	Refer to Table 1
Cost of works attributable to development	Refer to Table 1
Development generating demand for the works (lots)	Various, refer to Table 1
Contribution rate per lot	Refer to Table 1
Staging /timing of the works	To be determined – dependent on the rate of development in the contributions catchment
Works location	Refer to the sub-catchment and works map
Maximum contribution amount	Regardless of the contribution rate, no more than \$30,000 per residential lot will be levied.

Table 1 Contributions per catchment broken down by attributable costs per road section

Road Section	Total cost of section	Catchment areas							
		A6	A7	A8	A9	A10	A12	A13	
1-2	\$ 1,892,500	\$ 87,055	\$ 94,625	\$ 185,465	\$ 232,778	\$ 221,423	\$ 166,540	\$ 221,423	
2-3	\$ 892,500	\$ 66,938	\$ 74,078	\$ 146,370	\$ 182,070	\$ 171,360	\$ 10,710	\$ 10,710	
3-4	\$ 807,500	\$ 81,558	\$ 91,248	\$ 179,265	\$ 225,293	\$ 8,883	\$ 8,075	\$ 8,883	
4-5	\$ 510,000	\$ 70,890	\$ 79,050	\$ 156,060	\$ 10,200	\$ 7,650	\$ 7,140	\$ 7,650	
5-6	\$ 337,500	\$ 79,988	\$ 6,750	\$ 182,250	\$ 6,075	\$ 4,050	\$ 4,050	\$ 4,050	
5-7	\$ 510,000	\$ 293,250	\$ 9,180	\$ 13,770	\$ 20,910	\$ 13,770	\$ 13,770	\$ 13,770	
6-9	\$ 265,000	\$ -	\$ 265,000	\$ -	\$ -	\$ -	\$ -	\$ -	
6-8	\$ 847,500	\$ 6,780	\$ 9,323	\$ 639,015	\$ 20,340	\$ 13,560	\$ 13,560	\$ 13,560	
4-10	\$ 647,500	\$ -	\$ -	\$ -	\$ 647,500	\$ -	\$ -	\$ -	
3-11	\$ 1,550,000	\$ 10,850	\$ 13,950	\$ 20,150	\$ 31,000	\$ 1,106,700	\$ 20,150	\$ 20,150	
2-12	\$ 1,825,000	\$ 5,475	\$ 7,300	\$ 23,725	\$ 14,600	\$ 10,950	\$ 401,500	\$ 531,075	
12-13	\$ 425,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 425,000	\$ -	
12-14	\$ 1,659,839	\$ 8,299	\$ 11,619	\$ 16,598	\$ 26,557	\$ 16,598	\$ 16,598	\$ 937,809	
Total cost of sections		\$ 711,082	\$ 662,121	\$1,562,668	\$1,417,322	\$ 1,574,943	\$ 1,087,093	\$ 1,769,079	
Total demand lots		21	23	46	57	54	40	54	
Contribution per Lot		\$ 33,861	\$ 28,788	\$ 33,971	\$ 24,865	\$ 29,166	\$ 27,177	\$ 32,761	





## **APPENDIX C**

### **Catchment maps for car parking-deficient developments**

