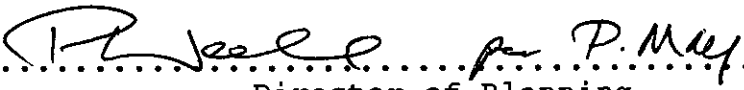


EUROBODALLA SHIRE COUNCIL

SECTION 94 CONTRIBUTIONS PLAN

RURAL ROADS

This is to certify that this S.94 Contributions Plan has been prepared in accordance with the provisions of the Environmental Planning and Assessment Act, 1979 and the Environmental Planning and Assessment Regulation, 1980.

Signed: 
Director of Planning

Council Resolved to Prepare	11 August 1992
Notified Intention to Prepare	21 August 1992
Exhibited Draft	14 April 1993 - 12 May 1993
Adopted	22 June 1993
Date of Effect	30 June 1993

92.7040

SECTION 94 CONTRIBUTIONS PLAN - RURAL ROADS

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SECTION 94 CONTRIBUTIONS PLAN - RURAL ROADS

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SECTION 94 CONTRIBUTIONS PLAN - RURAL ROADS

1. AIMS AND OBJECTIVES OF PLAN

This Plan presents Council's policy for levying developer contributions under Section 94 of the Environmental Planning & Assessment Act for rural roads.

The aims of this Plan are:

- to promote a strategy for the provision of roads that are compatible with the nature and intensity of development;
- to ensure that the provision of roads facilitates the desired pattern of development; and
- to minimise financial burden on existing landowners resulting from increased traffic generated by development.

Detailed objectives of this Plan are:

- to review existing s.94 roads policies, particularly with regard to Rural 1(c) roads;
- to refine cost estimates for roadworks proposed to be funded by s.94 contributions;
- to develop a schedule of works and an action plan to provide funding for roadworks; that funding to be shared between Council and developers; and
- to recover the cost of roadworks upgrading attributable to new development.

The present rural roads systems are not adequate to cope with rural residential expansion. This Plan determines reasonable contributions for rural smallholding development where significant roadworks are known to be required.

Standardised roadworks contributions have been calculated for the major identifiable roadworks programs which have been recently completed, committed or will arise from planned development in the Shire. These include:

- public road upgrading on rural smallholding zones; and
- public road upgrading which services urban growth as well as rural smallholding zones.

Other developments may incur contributions based on specific impacts. These contributions will be estimated at the DA stage based on Roads & Traffic Authority traffic generation guidelines.

2. LAND TO WHICH THE PLAN APPLIES

This Plan applies to all land within the Eurobodalla Shire zoned Rural 1(c) under the Eurobodalla Rural Local Environmental Plan, 1987. Detailed road catchment maps are provided in the respective Schedules to this Plan.

3. NEXUS TO DEVELOPMENT

There is a fundamental requirement for a nexus to be defined between development and the specific need for the facility generated by that development.

A nexus exists between development that generates vehicular traffic and the standard of roads provided for that development. The nexus pre-condition for the levying of a s.94 contribution under this Plan is therefore satisfied on the basis of a connection to demand generated by specific development.

Contributions assessed in this way reflect the real cost of development, and allow the complementary costs that development imposes upon the Council to be identified. Those costs are substantial, since Council bears the cost of upgrading access to all existing entitlements and for through traffic.

4. METHODOLOGY

4.1 Calculation of s.94 Contributions - 1(c) Rural Roads

Wide variations in topography, catchment size and other features of rural smallholding areas militate against defensible flat rate contributions except where roadworks deliver benefits to broad geographic areas.

The method of assessment of all areas where development will give rise to upgrading of specific sectors of public roads involves the estimation of upgrading needs and costs, and the apportionment of costs to Council and developers in proportion to their responsibility for traffic generated at full development. More specifically, this process involves:

- o estimation of total lot yield in the catchment(s) of the road(s) serving a particular development 1(c) zone;
- o estimation of potential traffic generation by lots within the catchment(s) at full development utilising adopted traffic generation rates;
- o estimation of through traffic using the road(s) at maturity (ie about 2006);

4.1 Calculation of s.94 Contributions - 1(c) Rural Roads (contd)

- o assignment of local and through traffic to the roads serving the catchments (where more than one road is involved);
- o application of road design standards to the road(s) to determine width etc;
- o costing of road(s) based on design standards;
- o apportioning costs between total lots and through traffic; and
- o calculation of cost per lot yield (total 'lot related' cost divided by lot yield).

Council assumes responsibility for costs generated by through traffic and existing development entitlements. Developers are responsible for costs assigned to additional lots. A credit for existing lots is appropriate.

Calculation of traffic assignment and "existing" entitlements are based on "pre-subdivision" conditions identified in the Eurobodalla Section 94 Study (adopted May 1990). Construction costs and lot yields have been revised to reflect current projections.

Any traffic assignment process is necessarily approximate. The assumptions used in this study are realistic but tend to favour the developers in the interests of reasonableness.

4.2 Scope of Plan

Detailed assessment of road catchments is provided in the Schedules to this Plan.

Data on development potential, roadwork costs, contribution levels and aggregate costs to be borne by Council and Developers is summarised for each zone and supported by brief commentary and maps for each 1(c) zone in the Shire that require public road upgrading.

In general, the zones requiring the upgrading of public roads are dealt with as a group. They are reviewed in the following Schedules:

Schedule

- 1 Nelligen West
- 2a North-west Batemans Bay
- 2b Long Beach
- 3a Catalina Heights to Surf Beach
- 3b Surf Beach to Malua Bay
- 4 Bimbimbie
- 5 Pollwombra - Moruya River
- 6 Moruya: South and West
- 7 Congo/Bingi
- 8 South Narooma
- 9 North Tilba

Schedules 1 - 9 incorporate a Works Schedule for each zone. The schedule identifies a "trigger" number of lots that will initiate a specified scope of roadworks.

These works will be substantially commenced within two years of the "trigger" being reached. This will permit survey, detailed design and environmental reviews, and the timely programming of works utilising available resources. Council may complete some works in advance of the "trigger" being reached, should funding so permit.

4.3 Contributions for Other Developments

Other developments within rural smallholding zones may be liable to s.94 contribution under this Plan, if traffic generation due to the development is expected to increase above the adopted 6 vehicles per day (see Section 5) for a rural smallholding lot.

Analysis of traffic generation for development other than subdivision shall be in accordance with the Roads & Traffic Authority document "Policies, Guidelines and Procedures for Traffic Generating Developments".

5 TRAFFIC GENERATION CRITERIA

In this Plan, a traffic generation rate for rural smallholdings properties of 6vpd (ie three return trips) per lot is assumed after traffic counts on several 1(c) cul-de-sac roads in 1988 had provided values ranging from 5 to 10 vpd per dwelling as follows:

Survey of Rural Smallholding Traffic Generation

Road	AADT (VPD)	No. of Dwellings	Through Traffic (VPD)	Traffic Generation Rate (VPD)
Mountain View Road	90	10	Nil	9.0
Malabar Drive	100	12	Nil	8.3
Yarragee Road	314	29	20	10.1
Bergalia-Bingi Road	250	45	25	5.0*

- * This figure represents vehicle trips to the Princes Highway. There would obviously be a percentage of trips to adjacent passive recreation areas, inter-dwelling movements and trips to the Meringo tip (since closed and replaced by community bins). Also, approximately 10 of the houses are holiday houses. Therefore, the corrected rate would be of the order of 6.5-7.5vpd per permanent dwelling and 5.5-6.5vpd per dwelling overall. A rate of 6vpd is adopted which appears reasonable as each lot has the potential for a permanent dwelling.

On the basis of these figures an average vehicle generation rate of 6vpd for rural smallholding lots is conservative and would account for reasonable levels of holiday home ownership in rural 1(c) areas.

Traffic count information on rural roads is sufficient to provide a reasonable basis for estimating "existing" through traffic. This has involved deducting allowances for traffic generated by "existing" properties from total traffic counts. Allowance has been made for the effects of overall population growth and local factors in adjusting through traffic volumes for use in estimating the components of traffic on rural roads requiring upgrading.

Note that "existing" development levels relates to 1988, at the time of writing of Council's original "Section 94 Study". This conservatively approximates development prior to 1(c) subdivision.

6 ROAD STANDARDS - RURAL ROADS

Council's adopted standards for rural roads are related to projected traffic volumes as follows:

Road Type	Traffic Volume	Pave-ment Width	Shoulder Seal Width	Total Seal Width	Minimum Design Speed
Local Access	0-800vpd	6.0m	0.6m	7.2m	70km/h
Collector	800-3000vpd	6.5m	0.75m	8.0m	80km/h
Local Distributor	over 3000vpd	7.0m	2.0m*	9.0m	80km/h

* 1.0m sealed

These standards are based upon safety and driver amenity, taking into account projected volumes of traffic and the practicality of construction.

In rural areas, sealing the public roads giving access to 1(c) lands conforms to the NSW Department of Planning criteria on appropriate conditions for creating 1(c) zones.

7 COST ESTIMATES

Unit rates for roadworks are based on Council's experience with this type of work. Detailed cost estimates are provided in Schedule 10.

8 CONTRIBUTIONS IN KIND

Contributions "in kind" will be appropriate under this Plan, and shall provide works consistent with the Plan. Credit will be applicable (in accordance with cost estimates herein) against s.94 road contribution as appropriate, up to the total value of s.94 cash contributions that would otherwise be incurred.

9 REVISION OF CONTRIBUTION RATES

This Plan shall be reviewed annually. Revised contribution rates shall apply from 1 January in each year. Review shall be based on cost indices for Road Construction (General Government - State & Local) supplied by the Australian Bureau of Statistics.

A summary of current contribution rates is provided in Schedule 11.

10 TIMING OF PAYMENTS

Council's practice in relation to the timing of payments for Section 94 contributions is as follows:

- * Subdivisions - prior to release of the linen plan of subdivision.
- * Other Development Applications - prior to the issue of a building permit or prior to occupation, whichever occurs first.

The applicable contribution rate will be that current at the time of payment, having regard to Council's annual indexing of payments. It should be noted that if staging of development is appropriate, contributions relating to each stage will be payable.

Deferred payment of s.94 contributions under this Plan is appropriate, in accordance with the following policy of Council:

To facilitate release of a plan of subdivision on satisfaction of all other outstanding conditions of approval, Council accept a bond in the form of an irrevocable, unconditional Banker's Guarantee for contributions imposed under Section 94 of the Environmental Planning and Assessment Act 1979, subject to:

1. payment is to be bonded for a period of 16 weeks from the date of release of the plan of survey;
2. contributions proposed to be bonded are at the rate applicable at the time of release of the plan of survey, including staged release of any particular development;
3. all bonded payments are to incorporate an interest component to cover interest foregone on Section 94 with such to be offset by a pro rata adjustment if paid out prior to the expiration of the 16 week period;
4. an agreement be signed by the developer at the time of lodgement of the bond agreeing to Council calling up the guarantee after the expiry of 16 weeks unless paid out in full prior to that time.

Additionally, in the case of development other than subdivisions, payment is to be bonded for a period of 26 weeks from the date of issue of the Building Permit.

11 FINANCIAL INFORMATION

Section 94 Financial Information will be published in Council's Annual Statement of Accounts. A folder of S.94 Financial Information will be held at Council's Moruya Offices and will be available for public inspection from 8:30am to 4:30pm on working days.

SCHEDULE 1

EUROBODALLA SHIRE COUNCIL

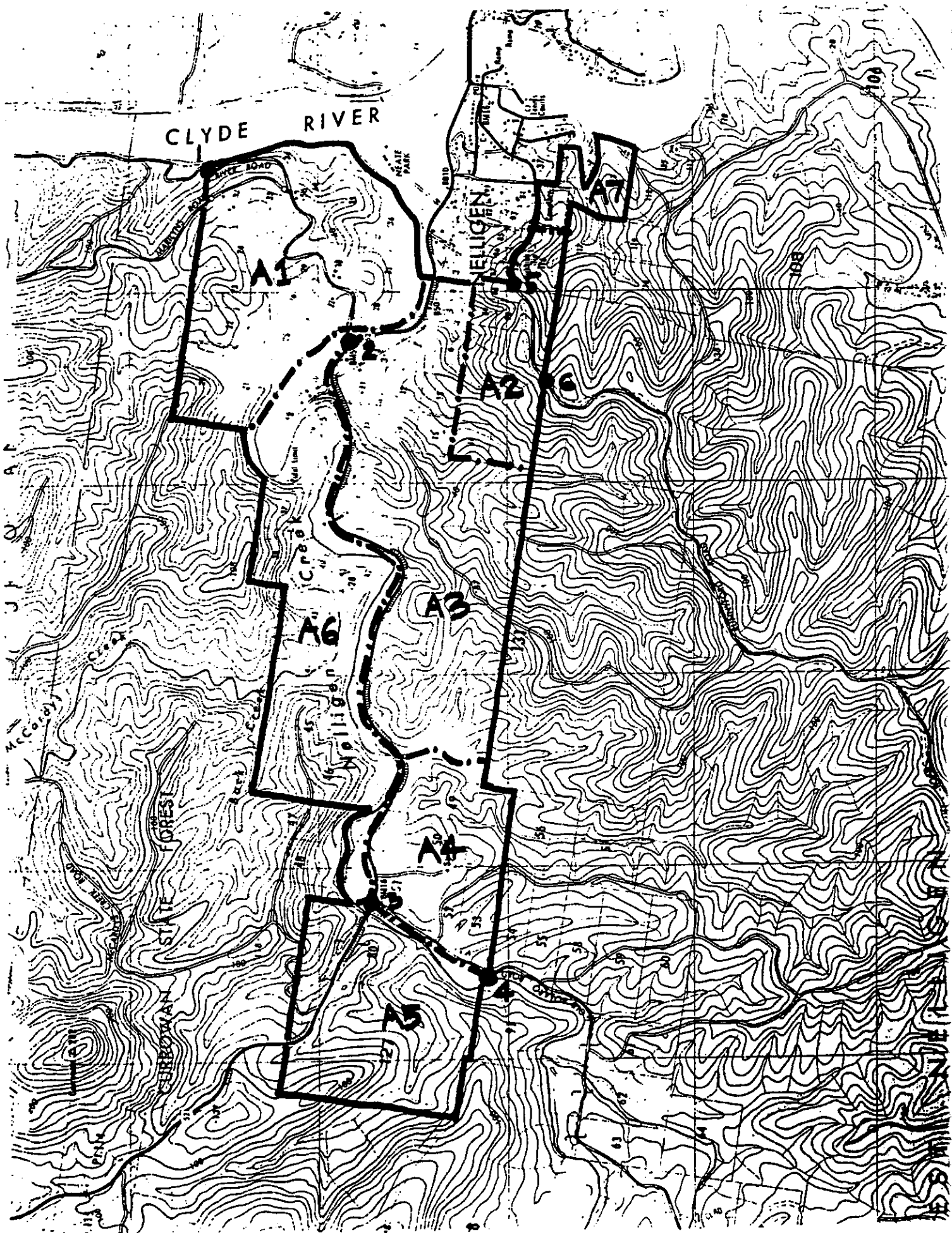
SECTION 94 CONTRIBUTIONS PLAN

RURAL ROADS

NELLIGEN WEST 1(C) AREA

WORKS SCHEDULE & CONTRIBUTIONS RATE

Nelligen West Smallholding Zone



AREA 1

Only two catchments (A1; A4) require public road upgrading in order to support subdivision. In the remaining catchments, subdividers will be required to form roads and provide intersections to Braidwood Road or to Runnyford Road, (i.e. where they do not presently exist) as a condition of development consent.

SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 1

ROAD NAME	LOCALITY	AREA	SECTION (From and To)	LENGTH m.	RATE \$ per m.	COST \$ for Sect	INTERSECT Extra \$	TOT COST for Sect	Cumul. Lots
RIVER RD	NELLIGEN	1/A1	MR51 to 0.2km	200	286.51	57,302	17,000	74,302	8
RIVER RD	NELLIGEN	1/A1	0.2km to 0.8km	600	286.51	171,906	-	171,906	12
RIVER RD	NELLIGEN	1/A1	0.8km to 1.25km	450	286.51	128,930	-	128,930	14
RIVER RD	NELLIGEN	1/A1	MR51 for 1.25km	1,250		358,138	17,000	375,138	
OLD BOLARD RD	NELLIGEN	1/A4	MR51 for 0.04km	40	214.45	8,578	17,000	25,578	8
OLD BOLARD RD	NELLIGEN	1/A4	0.04km to 0.15km from MR51	110	214.45	23,590	-	23,589	17
OLD BOLARD RD	NELLIGEN	1/A4	MR51 for 0.15km	150		32,167	17,000	49,167	

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	NELLIGEN	Zone ref:
Road Catchment:	RIVER ROAD A1	1 A1
1. Catchment Area:	140 ha. approx	
2. Notional Lot Yield:	32	
3. No. Existing Lots:	18	
4. Total Roadworks Costs:	\$375,138	
5. Traffic Generation (VPD):	VPD 1	
a) total lot generation: (2)x6	192	79.34%
b) through traffic:	50	20.66%
c) total traffic:	242	100%
6. Through Traffic Roadwork Costs:	\$77,508	
7. Smallholding Roadwork Costs:	\$297,630	
8. Costs per Lot Yielded (7)/(2)	\$9,301	
9. Council Responsibility: (6)	\$77,508	for through traffic.
(3)x(8)	\$167,417	for existing entitlement
(6)+((3) x(8)) Total	\$244,925	total
10. Developer Contribution: (8)	\$9,301	per additional lot created
	\$130,213	total

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	NELLIGEN	Zone ref:
Road Catchment:	OLD BOLARO ROAD	1A4

1. Catchment Area:	59 ha. approx	
2. Notional Lot Yield:	22	
3. No. Existing Lots:	5	
4. Total Roadworks Costs:	\$49,167	
5. Traffic Generation (VPD):	VPD I	
a) total lot generation: (2)x6	132	86.84%
b) through traffic:	20	13.16%
c) total traffic:	152	100%
6. Through Traffic Roadwork Costs:	\$6,469	
7. Smallholding Roadwork Costs:	\$42,698	
8. Costs per Lot Yielded (7)/(2)	\$1,941	
9. Council Responsibility: (6)	\$6,469 for through traffic.	
(3)x(8)	\$9,704 for existing entitlement	
(6)+((3) x(8)) Total	\$16,173 total	
10. Developer Contribution: (8)	\$1,941 per additional lot created	
	\$32,994 total	

SCHEDULE 2A

EUROBODALLA SHIRE COUNCIL

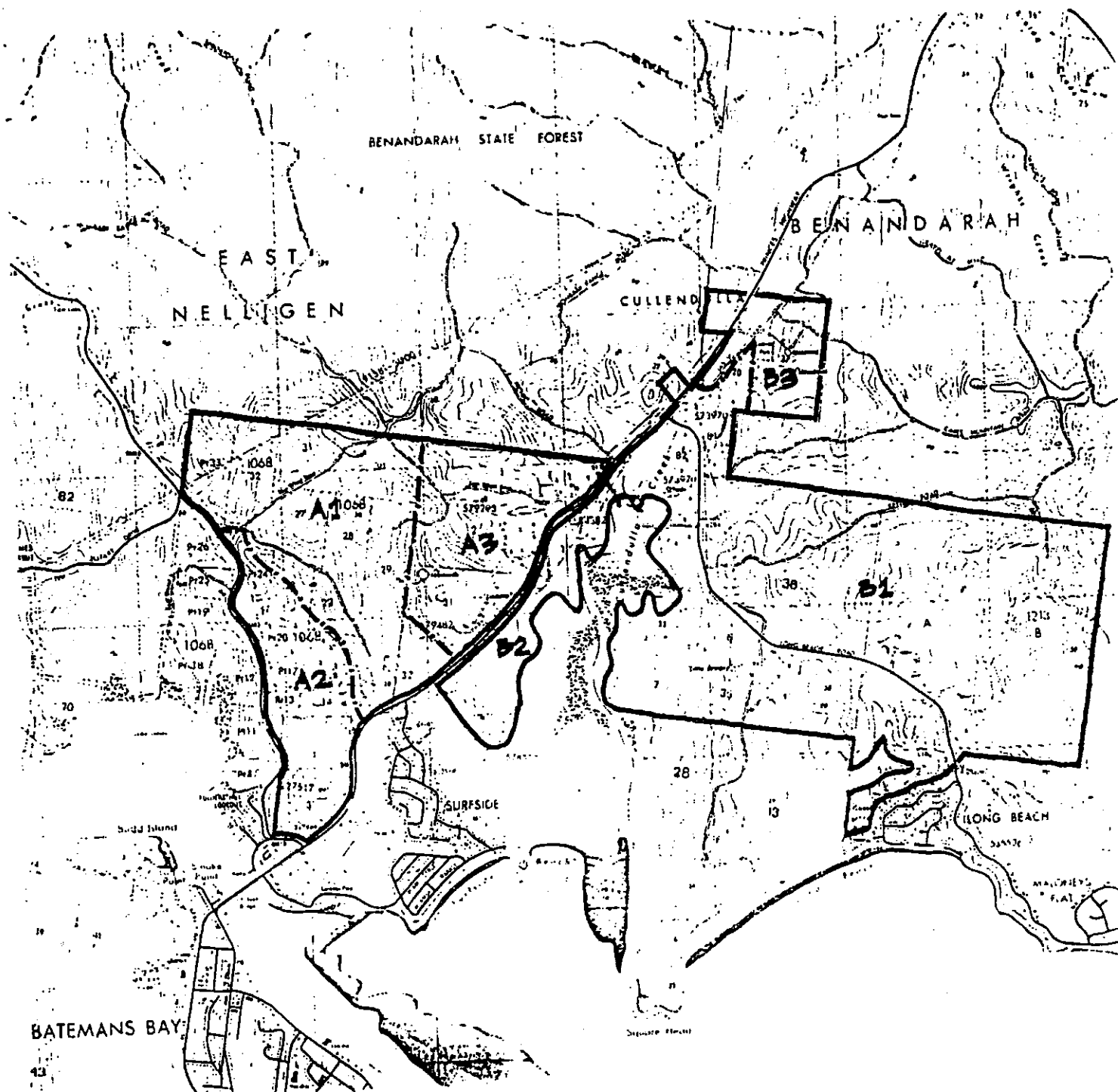
SECTION 94 CONTRIBUTIONS PLAN

RURAL ROADS

NORTH-WEST BATEMANS BAY 1(C) AREA

WORKS SCHEDULE & CONTRIBUTIONS RATE

NW Batemans Bay/Long Beach 1(c) Zones



AREA 2A

Upgrading of Batemans Road is a developer responsibility. Access to the Princes Highway is assumed to be the developers responsibility. The Braidwood Road is currently a DMR funded road under Council maintenance and control.

SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 2A

ROAD NAME	LOCALITY	AREA	SECTION (From and To)	LENGTH m.	RATE \$ per m.	COST \$ for Sect	INTERSECT Extra \$	TOT COST for Sect	Cumul. Lots
CLYDE RD	N/W B/BAY	2/A1	SH1 for 0.1km	100	291.14	29,114	80,000	109,114	10
CLYDE RD	N/W B/BAY	2/A1	0.1 to 0.5km from SH1	400	291.14	116,456	-	116,456	20
CLYDE RD	N/W B/BAY	2/A1	MR51 for 0.2km	200	380.85	76,170	85,000	161,170	35
CLYDE RD	N/W B/BAY	2/A1	0.5km to 1.2km from SH1	700	234.61	164,227	-	164,227	55
CLYDE RD	N/W B/BAY	2/A1	1.2km fm MR51 - Batemans Rd	600	234.61	140,766	-	140,766	72
CLYDE RD	N/W B/BAY	2/A1	MR51 to SH1	2,000				\$691,733	

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	NW BATEMANS BAY	Zone ref:
Road Catchment:	CLYDE ROAD	2A A1

1. Catchment Area:	200 ha. approx	
2. Notional Lot Yield:	83	
3. No. Existing Lots:	11	
4. Total Roadworks Costs:	\$691,733	
5. Traffic Generation (VPD):		VPD X
a) total lot generation: (2)x6	498	95.22X
b) through traffic: NOTE 1	25	4.78X
c) total traffic:	523	100X
6. Through Traffic Roadwork Costs:	\$33,066	
7. Smallholding Roadwork Costs:	\$658,667	
8. Costs per Lot Yielded (7)/(2)	\$7,936	
9. Council Responsibility: (6)	\$33,066	for through traffic.
(3)x(8)	\$87,293	for existing entitlement
(6)+((3) x(8)) Total	\$120,359	total
10. Developer Contribution: (8)	\$7,936	per additional lot created
	\$571,374	total

NOTES:

- 1 This allowance constitutes the existing level of traffic presently using Clyde Road. It represents a more generous allowance for through traffic since traffic generated by current dwellings is counted in the smallholding allowance (item 7) above.

SCHEDULE 2B

EUROBODALLA SHIRE COUNCIL

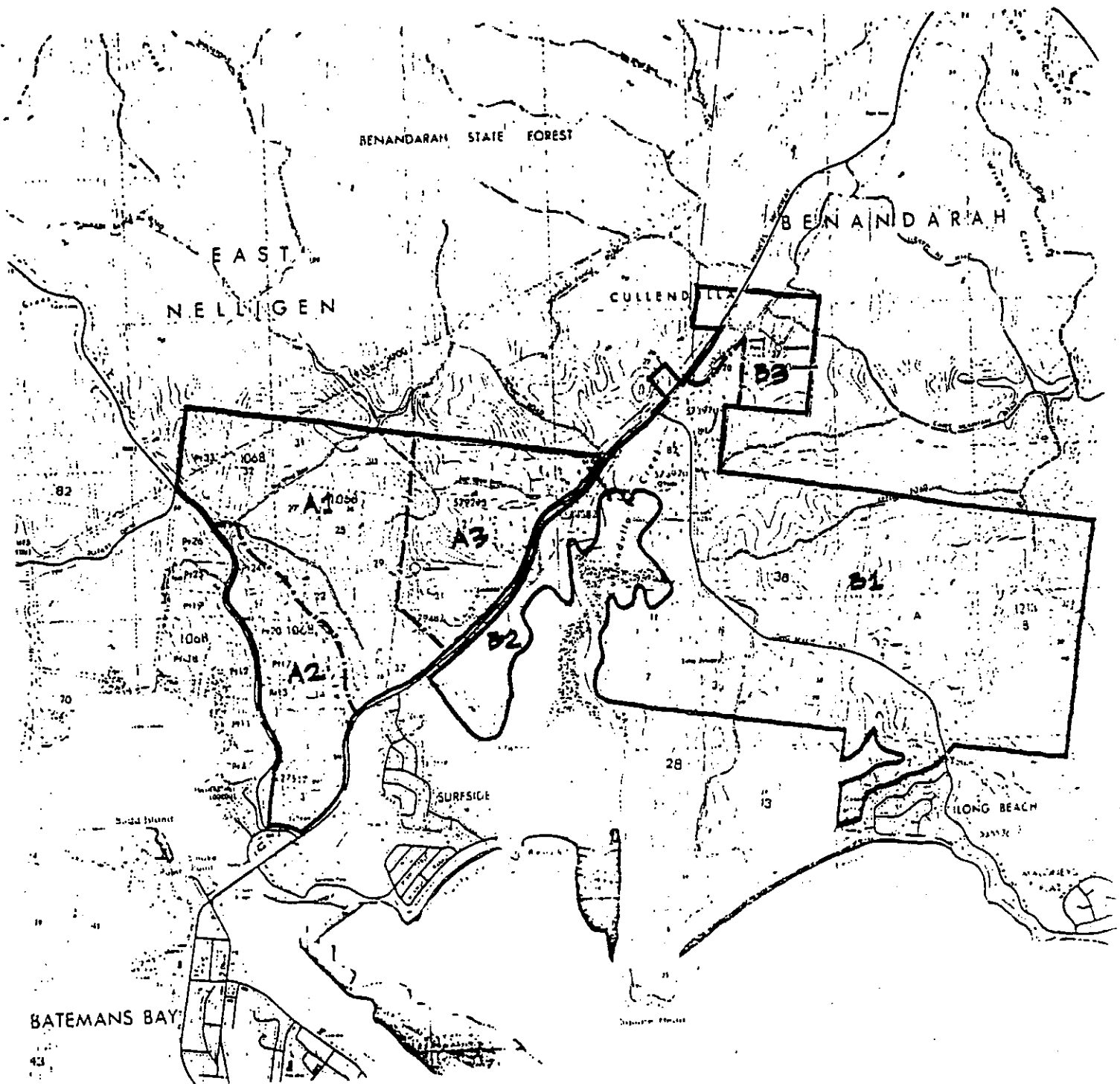
SECTION 94 CONTRIBUTIONS PLAN

RURAL ROADS

LONG BEACH 1(C) AREA

WORKS SCHEDULE & CONTRIBUTIONS RATE

NW Batemans Bay/Long Beach 1(c) Zones



AREA 2B

Subdivisional roads other than Long Beach Road may require upgrading as a condition of subdivision approval. Any improvement to intersections to the highway from catchments B2 and B3 would be fully funded by the developer.

SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 2B

ROAD NAME	LOCALITY	AREA	SECTION (From and To)	LENGTH m.	RATE \$ per m.	COST \$ for Sect	INTERSECT Extra \$	TOT COST for Sect	Cumul. Lots
LONG BCH RD	LONG BEACH	2B/B1	SH1 to Start Urban Zone	1,000	165.11	165,110	-	165,110	120
LONG BCH RD	LONG BEACH	2B/B1	SH1 to Start Urban Zone	900	165.11	148,599	-	148,599	156
LONG BCH RD	LONG BEACH	2B/B1	SH1 to Start Urban Zone	900	165.11	148,599	-	148,599	164
LONG BCH RD	LONG BEACH	2B/B1	SH1 to Start Urban Zone	2,800	165.11	462,308	-	462,308	

EUROBODALLA 594: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	LONG BEACH	
Road Catchment:	LONG BEACH ROAD	Zone ref: 2B B1
1. Catchment Area:	580 ha. approx	
2. Notional Lot Yield:	240	
3. No. Existing Lots:	76	
4. Total Roadworks Costs:	\$462,298	
5. Traffic Generation (VPD):		VPD 1
a) total lot generation: (2)x6	1,440	14.34%
b) through traffic: NOTE 1	8,600	85.66%
c) total traffic:	10,040	100%
6. Through Traffic Roadwork Costs:	\$395,992	
7. Smallholding Roadwork Costs:	\$66,306	
8. Costs per Lot Yielded (7)/(2)	\$276	
9. Council Responsibility: (6)	\$395,992	for through traffic.
NOTE 2		
(3)x(8)	\$20,997	for existing entitlement
(6)+((3) x(8)) Total	\$416,989	total
10. Developer Contribution: (8)	\$276	per additional lot created
	\$45,309	total

NOTES:

- 1 Based on a final urban area of 1700 lots generating 5VPD and an allowance of 100VPD for tourist visits.
- 2 Council responsibility will be reduced by collecting a contribution from urban development at Long Beach.

SCHEDULE 3A

EUROBODALLA SHIRE COUNCIL

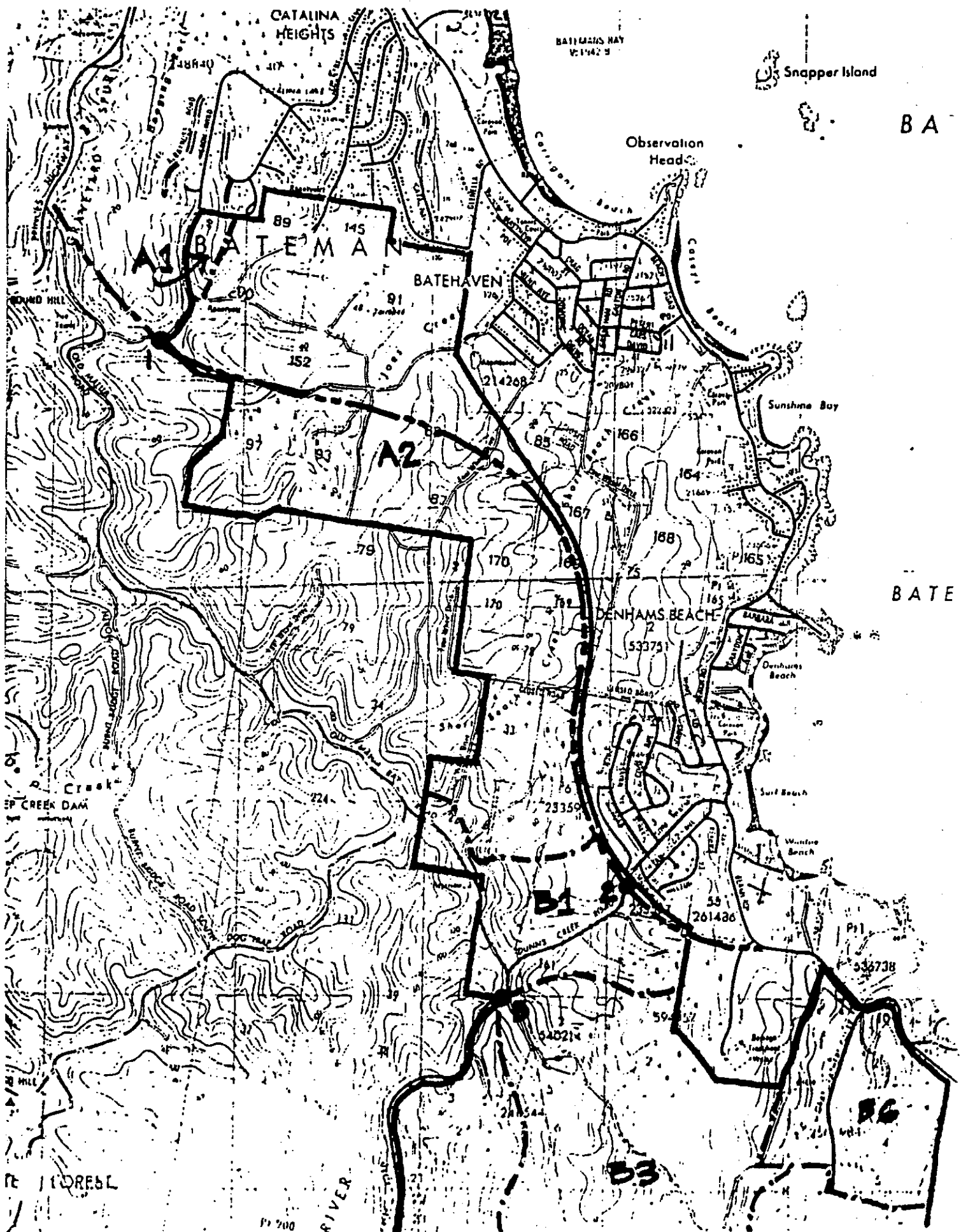
SECTION 94 CONTRIBUTIONS PLAN

RURAL ROADS

CATALINA HEIGHTS TO SURF BEACH 1(C) AREA

WORKS SCHEDULE & CONTRIBUTIONS RATE

Catalina Heights to Surf Beach



AREA 3A

Contributions in this area are limited to the Arterial Road contribution. There are no S.94 contributions for roads in the Rural 1(c) zone; developers may be required to undertake road upgrading works as a condition of subdivision approval.

SCHEDULE 3B

EUROBODALLA SHIRE COUNCIL

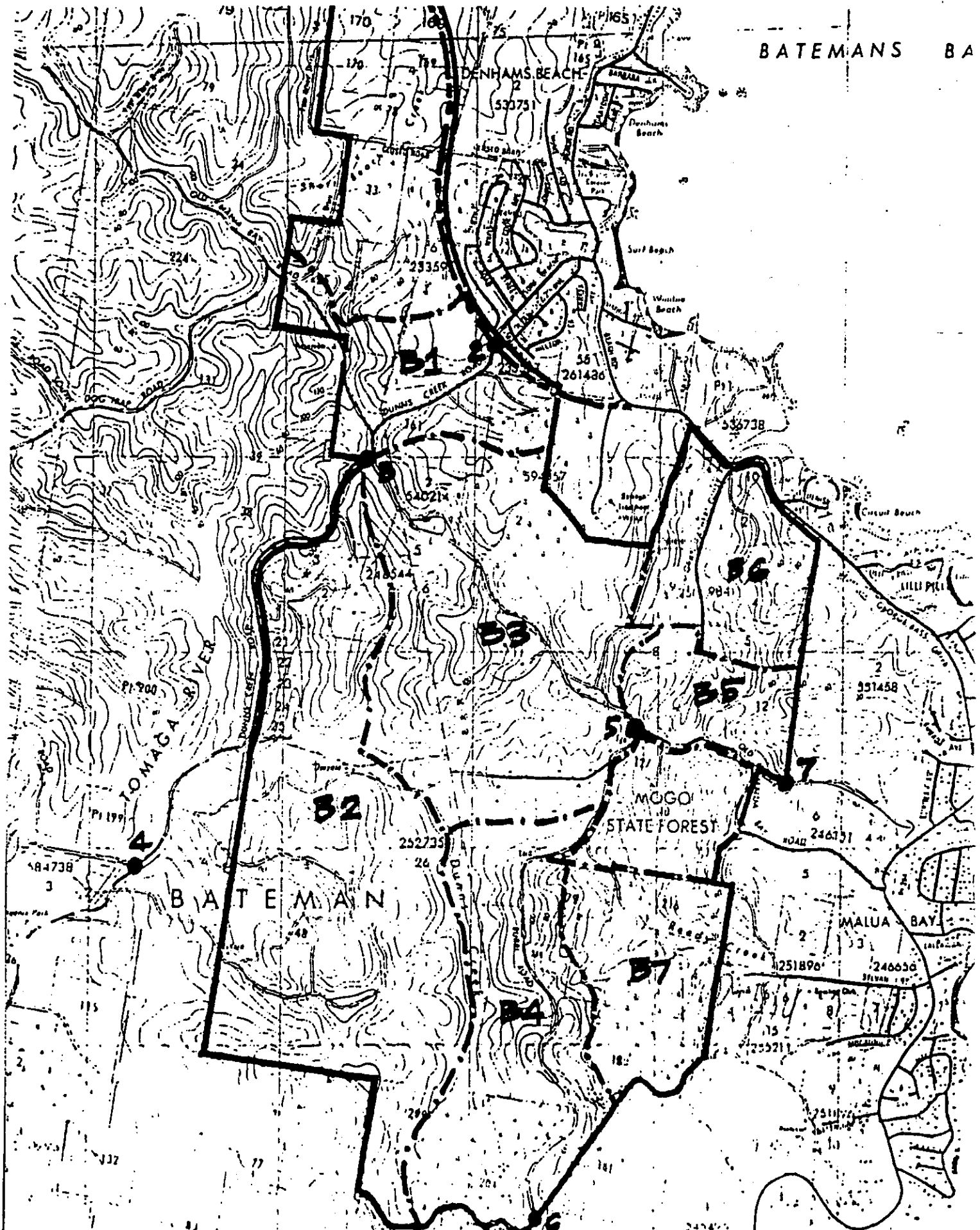
SECTION 94 CONTRIBUTIONS PLAN

RURAL ROADS

SURF BEACH TO MALUA BAY 1(C) AREA

WORKS SCHEDULE & CONTRIBUTIONS RATE

Surf Beach to Malua Bay



ROAD SECTOR	TRAFFIC ASSIGNMENT												THRU TRAFFIC URBAN OTHER	
	B1 Comp.	Tot.	B2 Comp.	Tot.	B3 Comp.	Tot.	B4 Comp.	Tot.	B5 Comp.	Tot.	B6 Comp.	Tot.		
2-3 SR L	1.0 -	1.0	0.9 -	0.9	0.8 -	0.8	0.8 -	0.8	0.8 -	0.8	-	-	0.2	1.00
3-4 SR L	-	-	0.9 0.1	1.0	-	-	-	-	-	-	-	-	-	0.50
3-5 SR L	-	-	-	-	0.8 0.2	1.0	0.8 -	0.8	0.8 -	0.8	-	-	0.2	0.50
5-6 SR L	-	-	-	-	-	0.1	0.1	0.2	1.0	0.1	0.1	-	0.2	0.25
5-7 SR L	-	-	-	-	-	0.1	0.1	0.1	0.1	0.8 0.2	1.0	-	-	0.25
8-9 SR L	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Generation in the Surf Beach - Malua Bay 1(c) Zone

ROAD SECTOR ¹	TRAFFIC GENERATION												THRU TRAFFIC URBAN OTHER		TOTAL TRAFFIC
	B1 Comp.	Tot.	B2 Comp.	Tot.	B3 Comp.	Tot.	B4 Comp.	Tot.	B5 Comp.	Tot.	B6 Comp.	Tot.			
2-3 SR L	210 -	210 (8.6)	243 -	243 (10.0)	192 -	192 (7.9)	336 -	336 (13.8)	48 -	48 (2.0)	-	-	1000 (41.2)	400 (16.5)	2429 (100)
3-4 SR L	-	-	243 27	270 (40.3)	-	-	-	-	-	-	-	-	100 (14.9)	300 (44.8)	670 (100)
3-5 SR L	-	-	-	-	192 48	240 (14.8)	336 -	336 (20.7)	48 -	48 (3.0)	-	-	900 (55.4)	100 (6.1)	1624 (100)
5-6 SR L	-	-	-	-	-	24 (1.8)	336 84	420 (32.3)	-	6 (0.5)	-	-	800 (61.5)	50 (3.9)	1300 (100)
5-7 SR L	-	-	-	-	-	24 (8.7)	-	42 (15.2)	48 12	60 (21.7)	-	-	100 (36.3)	50 (18.1)	278 (100)
8-9 SR L	-	-	-	-	-	-	-	-	-	-	150 (100)	150 (100)	-	-	150 (100)

AREA 38 - SURFBACH TO MALUA BAY

COST ASSIGNMENT

ROAD SECTOR	B1	B2	B3	B4	B5	B6	THROUGH TRAFFIC URBAN OTHER	TOTAL THRU TRAFFIC	1993 TOTAL COST
2-3	\$33,516	\$39,088	\$30,380	\$53,941	\$7,818	-	\$161,043	\$64,495	\$225,538
3-4	-	\$281,099	-	-	-	-	\$103,930	\$312,487	\$416,416
3-5	-	-	\$73,577	\$102,909	\$14,914	-	\$275,417	\$30,326	\$305,743
5-6	-	-	\$16,308	\$292,635	\$4,530	-	\$557,184	\$33,334	\$592,517
5-7	-	-	\$26,584	\$46,445	\$66,307	-	\$110,918	\$55,306	\$166,225
8-9	-	-	-	-	-	\$186,621	-	-	\$186,621
TOTAL	\$33,516	\$320,187	\$147,348	\$495,930	\$93,568	\$186,621	\$1,208,492	\$497,948	\$1,706,439
LOT YIELD	35	45	40	70	10	25	7,900	-	-
PER LOT	\$960	\$7,115	\$3,684	\$7,085	\$9,357	\$7,465	\$153	-	-

DUNNS CK RD B1
DUNNS CK RD B2
OLD MALUA BAY RD B3
BURRI RD B4
OLD MALUA BAY RD B5
GRANDFATHERS GULLY RD B6

SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 3B

ROAD NAME	LOCALITY	AREA	SECTION (From and To)	LENGTH m.	RATE \$ per m.	COST \$ for Sect	INTERSECT Extra \$	TOT COST for Sect	Cumul. Lots
OLD M/BAY RD	S/BCH-M/BAY	3B/B1	Dunns Ck Rd - Dunns Ck Rd	400	328.40	131,360	10,000	141,360	-
OLD M/BAY RD	S/BCH-M/BAY	3B/B3	Dunns Ck Rd SE for 0.2km	200	203.70	40,740	20,000	60,740	-
DUNNS CK RD	S/BCH-M/BAY	3B/B2	OM/Bay(Ridge)Rd S for 0.1km	100	361.85	36,185	10,000	46,185	-
Total				700			Totals	248,285	80
DUNNS CK RD	S/BCH-M/BAY	3B/B1	0.35-0.5km SE fm Spine Rd	150	419.64	62,946	-	62,946	107
DUNNS CK RD	S/BCH-M/BAY	3B/B1	Spine Rd for 0.35km	350	419.64	146,874	40,000	186,874	151#
							Totals		
							# (Total of all Lots Contr to this Rd)		
OLD M/BAY RD	S/BCH-M/BAY	3B/B1	Dunns Ck Rd - Dunns Ck Rd	400	328.40	131,360	10,000	141,360	-
DUNNS CK RD	S/BCH-M/BAY	3B/B1	Spine Rd for 500m	500	419.64	209,820	40,000	249,820	-
							Total		31
OLD M/BAY RD	S/BCH-M/BAY	3B/B3	0.75-1.2km SE fm Dnns Ck Rd (Partial Construction Only)	450	203.70	91,665	19,000	110,665	73
OLD M/BAY RD	S/BCH-M/BAY	3B/B3	Burri Rd NW for 0.25km	250	203.70	50,925	10,000	60,925	-
OLD M/BAY RD	S/BCH-M/BAY	3B/B5	Burri Rd E for 0.15km	150	328.40	49,260	10,000	59,260	-
BURRI RD	S/BCH-M/BAY	3B/B4	O.M/Bay(Ridge)Rd for 0.35km	350	295.33	103,366	20,000	123,366	-
Total				750	-	-	-	243,551	81
OLD M/BAY RD	S/BCH-M/BAY	3B/B3	0.2-1.95km SE fm Dns Ck Rd (Reconst Interim Seal Section)	1,750	203.70	356,475	49,000	405,475	151#
							# (Total of all Lots Contr to this Rd)		
OLD M/BAY RD	S/BCH-M/BAY	3B/B1	Dunns Ck Rd - Burri Rd	2,200	203.70	448,143	49,000	497,143	-
OLD M/BAY RD	S/BCH-M/BAY	3B/B5	Burri Rd E for 0.15km	150	328.40	49,260	10,000	59,260	27*
							* (NOT a "TRIGGER", for Calc Purposes Only)		
OLD M/BAY RD	S/BCH-M/BAY	3B/B5	0.15km fr Burri Rd-Urb Exp	750	328.40	295,560	-	295,560	87#
							# (Total of all Lots Contr to this Rd)		
OLD M/BAY RD	S/BCH-M/BAY	3B/B5	Burri Rd- Urb Exp Zone	900	328.40	295,560	10,000	305,560	
DUNNS CK RD	S/BCH-M/BAY	3B/B2	OM/Bay(Ridge)Rd S for 0.1km	100	361.85	36,185	10,000	46,185	8*
							* (NOT a "TRIGGER", for Calc Purposes Only)		
DUNNS CK RD	S/BCH-M/BAY	3B/B2	0.1km S of OMBay Rd- 1.0km	900	361.85	325,665	-	325,665	23
DUNNS CK RD	S/BCH-M/BAY	3B/B2	1.0km S of OMBay Rd- 1.9km	900	361.85	325,665	-	325,665	33
DUNNS CK RD	S/BCH-M/BAY	3B/B2	Old M/Bay Rd - 1900m S	1,900	361.85	687,515	10,000	697,515	

SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 3B

ROAD NAME	LOCALITY	AREA	SECTION (From and To)	LENGTH m.	RATE \$ per m.	COST \$ for Sect	INTERSECT Extra \$	TOT COST for Sect	Cumul. Lots
SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 3B (cont)									
BURRI RD	S/BCH-M/BAY	3B/B4	0.M/Bay(Ridge)Rd for 0.35km	350	295.33	103,366	20,000	123,366	30*
BURRI RD	S/BCH-M/BAY	3B/B4	0.35-1.7km S OMBay(Ridge)Rd	1,350	295.33	398,696	20,000	418,696	67
BURRI RD	S/BCH-M/BAY	3B/B4	1.7-3.0km fm OMBay(Ridge)Rd	1,300	295.33	383,929	20,000	403,929	87#
# (Total of all Lots Contr to this Rd)									
BURRI RD	S/BCH-M/BAY	3B/B4	Old M/Bay Rd for 3000m	3,000	295.33	885,990	20,000	905,990	
DUNNS CK RD	S/BCH-M/BAY	3B/B1	Spine Rd for 500m	500	419.64	209,820	40,000	249,820	
OLD M/BAY RD	S/BCH-M/BAY	3B/B1	Dunns Ck Rd - Dunns Ck Rd	400	328.40	131,360	10,000	141,360	
DUNNS CK RD	S/BCH-M/BAY	3B/B2	Old M/Bay Rd - 1900m S	1,900	361.85	687,515	10,000	697,515	
OLD M/BAY RD	S/BCH-M/BAY	3B/B1	Dunns Ck Rd - Dunns Ck Rd	400	328.40	131,360	10,000	141,360	
OLD M/BAY RD	S/BCH-M/BAY	3B/B5	Burri Rd- Urb Exp Zone	900	328.40	295,560	10,000	305,560	
BURRI RD	S/BCH-M/BAY	3B/B4	Old M/Bay Rd for 3000m	3,000	295.33	885,990	20,000	905,990	
GRFTHRS G RD	S/BCH-M/BAY	3B/B6	As required for 0.5km	500	131.62	65,810	-	65,810	9
GRFTHRS G RD	S/BCH-M/BAY	3B/B6	Geo Bass Dr Intn & Residue	500	131.62	65,810	55,000	120,810	17
GRFTHRS G RD	S/BCH-M/BAY	3B/B6	Geo Bass Dr for 1000m	1,000	131.62	131,621	55,000	186,621	

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CALTALINA - MALUA BAY	Zone ref:
Road Catchment:	DUNN'S CREEK ROAD	3B B1

1. Catchment Area:	60 ha. approx
2. Notional Lot Yield:	35
3. No. Existing Lots:	4
4. Total Roadworks Costs:	\$391,180
5. Traffic Generation (VPD):	VPD 1
a) total lot generation:	)traffic generated by each catchment
b) through traffic:	)is assigned to the various road sectors
c) total traffic:	)used: See Tables AREA 3B
6. Through Traffic Roadwork Costs:	)Cost apportioned to each)catchment are based upon the
7. Smallholding Roadwork Costs:	)traffic assignment: See Tables AREA 3B
8. Costs per Lot Yielded (7)/(2)	\$960
9. Council Responsibility: (6)	\$228,255 for total through traffic.
(3)x(8)	\$3,840 for existing entitlement
(6)+((3) x(8)) Total	\$232,095 total
10. Developer Contribution: (8)	\$960 per additional lot created
	\$29,760 total

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CATALINA - MALIBU BAY	
Road Catchment:	DUNN'S CREEK ROAD	Zone ref: 3B B2
1. Catchment Area:	220 ha.	approx
2. Notional Lot Yield:	45	
3. No. Existing Lots:	12	
4. Total Roadworks Costs:	\$697,515	NOTE 2
5. Traffic Generation (VPD):	VPD x	
a) total lot generation: (2)x6)traffic generated by each catchment		
b) through traffic:)is assigned to the various road sectors		
c) total traffic:)used: See Tables		
6. Through Traffic Roadwork Costs:)Cost apportioned to each)catchment are based upon the		
7. Smallholding Roadwork Costs:)traffic assignment: See Tables		
8. Costs per Lot Yielded	\$7,115	
9. Council Responsibility: (6)	\$416,416	for through traffic.
(3)x(8)	\$85,380	for existing entitlement
(6)+((3) x (8)) Total	\$501,796	total
10. Developer Contribution: (8)	\$7,115	per additional lot created
	\$234,795	total

NOTE:

- 1 Figures include upgrading of lead-in section of Dunns Creek Road.
- 2 Roadworks costs include a short section of road known as Old Malua Bay Rd which links two sections of Dunns Ck Rd.

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CATALINA - MALUA BAY	Zone ref:
Road Catchment:	OLD MALUA BAY ROAD	3B B3

1. Catchment Area:	120 ha. approx
2. Notional Lot Yield:	40
3. No. Existing Lots:	17
4. Total Roadworks Costs:	\$497,143
5. Traffic Generation (VPD):	VPD 1
a) total lot generation: (2)x6)	Traffic generated by each catchment
b) through traffic:	)is assigned to the various road sectors
c) total traffic:	)used: See Tables AREA 3B
6. Through Traffic Roadwork Costs:)	Cost apportioned to each catchment are based upon the
7. Smallholding Roadwork Costs:	)traffic assignment: See Tables AREA 3B
8. Costs per Lot Yielded (7)/(2)	\$3,684
9. Council Responsibility: (6)	\$252,109 for through traffic.
(3)x(8)	\$62,628 for existing entitlement
(6)+((3) x(8)) Total	\$314,737 total
10. Developer Contribution: (8)	\$3,684 per additional lot created
	\$84,732 total

NOTES:

1 Figures includes upgrading of lead-in section of Dunns Creek Road.

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CATALINA - MALUA BAY	Zone ref:
Road Catchment:	BURRI ROAD	3B B4
1. Catchment Area:	210 ha. approx	
2. Notional Lot Yield:	70	
3. No. Existing Lots:	13	
4. Total Roadworks Costs:	\$905,990	
5. Traffic Generation (VPD):	VPD 1	
a) total lot generation: (2)x6)	Traffic generated by each catchment	
b) through traffic:	) is assigned to the various road sectors	
c) total traffic:	) used: See Tables AREA 3B	
6. Through Traffic Roadwork Costs:	) Cost apportioned to each catchment are based upon the	
7. Smallholding Roadwork Costs:	) traffic assignment: See Tables AREA 3B	
8. Costs per Lot Yielded (7)/(2)	\$7,085	
9. Council Responsibility: (6)	\$674,706	for through traffic. NOTE 2
(3)x(8)	\$92,105	for existing entitlement
(6)+((3) x(8)) Total	\$766,811	total
10. Developer Contribution: (8)	\$7,085	per additional lot created
	\$403,845	total

NOTES:

- 1 Figure includes upgrading of lead-in section of Dunns Creek Road.
- 2 Includes an urban component.

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE: CATALINA HEIGHTS-MALUA BAY
Road Catchment: OLD MALUA BAY ROAD

1. Catchment Area:	29 ha. approx
2. Notional Lot Yield:	10
3. No. Existing Lots:	3
4. Total Roadworks Costs:	\$305,560
5. Traffic Generation (VPD):	VPD 2
a) total lot generation: (2)x6) Traffic generated by each catchment	
b) through traffic:	) is assigned to the various road sectors
c) total traffic:	) used: See Tables AREA 3B
6. Through Traffic Roadwork Costs:	) Cost apportioned to each catchment are based upon the
7. Smallholding Roadwork Costs:	) traffic assignment: See Tables AREA 3B
8. Costs per Lot Yielded (7)/(2)	\$9,357
9. Council Responsibility: (6)	\$162,989 for through traffic.
(3)x(8)	\$24,729 for existing entitlement
(6)+((3) x(8)) Total	\$187,718 total
10. Developer Contribution: (8)	\$9,357 per additional lot created
	\$65,499 total

NOTES:

- 1 Figure includes upgrading of lead-in section of Dunns Creek Road.

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CATALINA HIEGHTS-MALUA BAY	Zone ref:
Road Catchment:	GRANDFATHERS GULLY	3B B6

1. Catchment Area:	80 ha. approx
2. Notional Lot Yield:	25
3. No. Existing Lots:	8
4. Total Roadworks Costs:	\$186,621
5. Traffic Generation (VPD):	VPD 2
a) total lot generation: (2)x6)	Traffic generated by each catchment
b) through traffic:	) is assigned to the various sectors
c) total traffic:	) used: See Tables AREA 3B
6. Through Traffic Roadwork Costs:)	Cost apportioned to each) catchment are based upon the
7. Smallholding Roadwork Costs:	)traffic assignment: See Tables AREA 3B
8. Costs per Lot Yielded (7)/(2)	\$7,465
9. Council Responsibility: (6)	NIL for through traffic.
(3)x(8)	\$59,720 for existing entitlement
(6)+((3) x(8)) Total	\$59,720 total
10. Developer Contribution: (8)	\$7,465 per additional lot created
	\$126,905 total

SCHEDULE 4

EUROBODALLA SHIRE COUNCIL

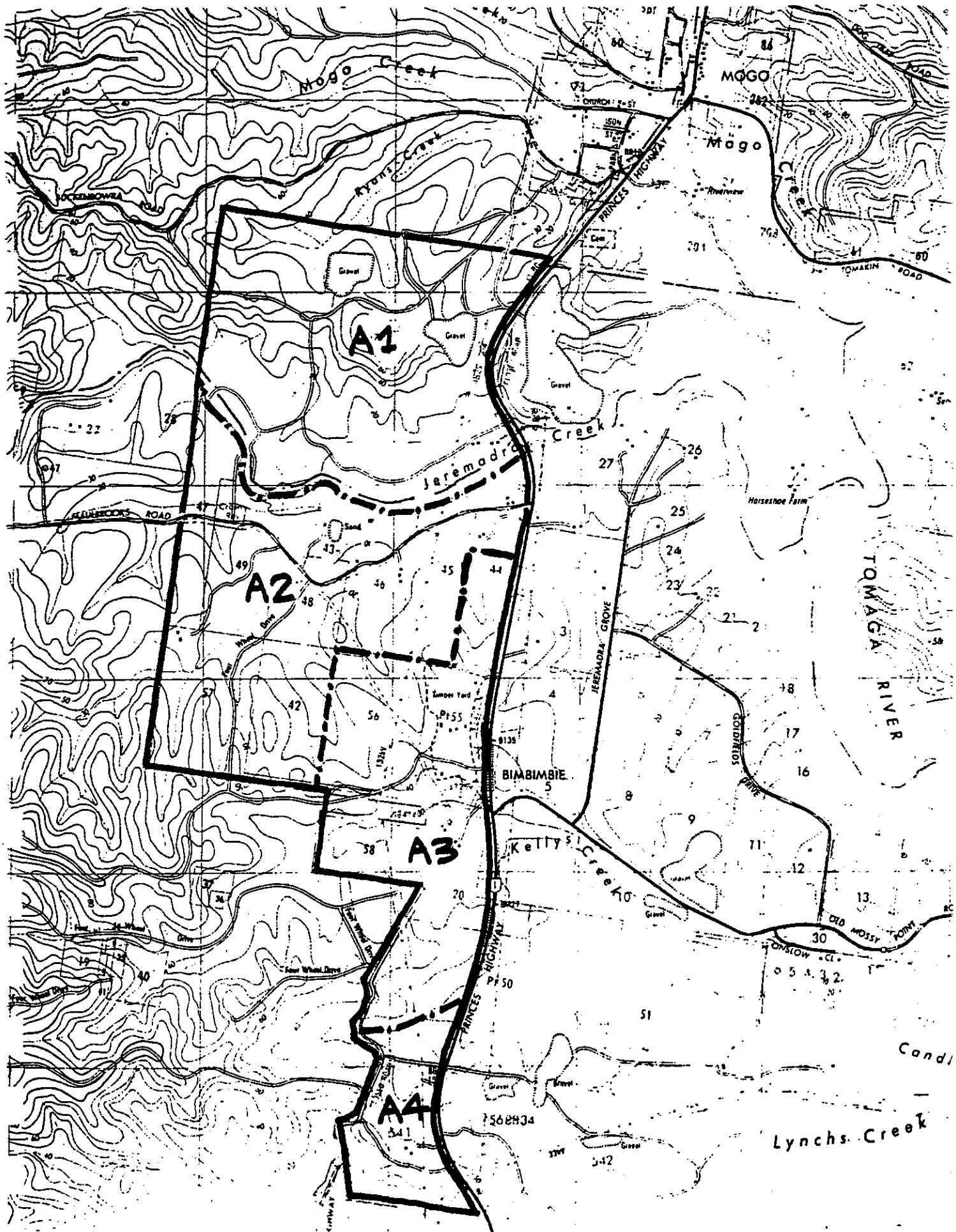
SECTION 94 CONTRIBUTIONS PLAN

RURAL ROADS

BIMBIMBIE 1(C) AREA

WORKS SCHEDULE & CONTRIBUTIONS RATE

Bimbimble



SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 4

ROAD NAME	LOCALITY	AREA	SECTION (From and To)	LENGTH m.	RATE \$ per m.	COST \$ for Sect	INTERSECT Extra \$	TOT COST for Sect	Cumul. Lots
MAULBROOKS RD	BIMBIMBIE	4/A2	1.05Km to 1.5Km	450	268.52	120,834	-	120,834	7*
MAULBROOKS RD	BIMBIMBIE	4/A2	SH1 for 0.15Km	150	268.52	40,278	60,000	100,278	16
MAULBROOKS RD	BIMBIMBIE	4/A2	0.15Km to 1.05Km	900	268.52	241,668	-	241,668	33
MAULBROOKS RD	BIMBIMBIE	4/A2	1.5Km to 2.1Km	600	268.52	161,112	-	161,112	42
MAULBROOKS RD	BIMBIMBIE	4/A2	SH1 for 2100m	2,100	268.52	563,892	60,000	623,892	42

EUROBODALLA 594: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	BIMBIMBIE	Zone ref:
Road Catchment:	MAULBROOKS ROAD	4 A2
1. Catchment Area:	210 ha. approx	
2. Notional Lot Yield:	51	
3. No. Existing Lots:	9	
4. Total Roadworks Costs:	\$623,888	
5. Traffic Generation (VPD):	VPD %	
a) total lot generation: (2)x6	306	93.87%
b) through traffic:	20	6.13%
c) total traffic:	326	100%
6. Through Traffic Roadwork Costs:	\$38,275	
7. Smallholding Roadwork Costs:	\$585,613	
8. Costs per Lot Yielded (7)/(2)	\$11,483	
9. Council Responsibility: (6)	\$38,275	for through traffic.
(3)x(8)	\$103,343	for existing entitlement
(6)+((3) x(8)) Total	\$141,619	total
10. Developer Contribution: (8)	\$11,483	per additional lot created
	\$482,269	total

SCHEDULE 5

EUROBODALLA SHIRE COUNCIL

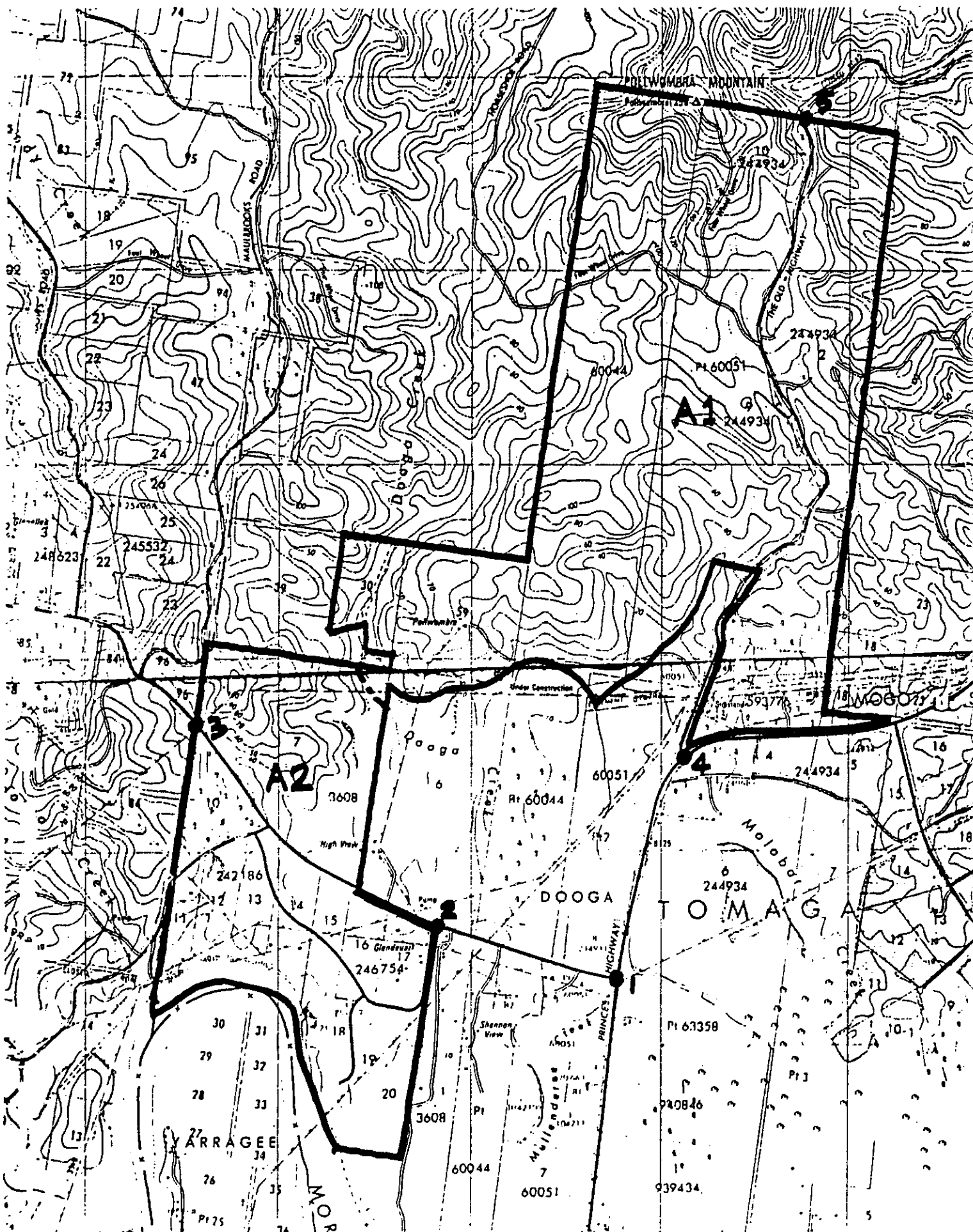
SECTION 94 CONTRIBUTIONS PLAN

RURAL ROADS

POLLWOMBRA - MORUYA RIVER 1(C) AREA

WORKS SCHEDULE & CONTRIBUTIONS RATE

Pollwombra-Moruya River



SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 5

ROAD NAME	LOCALITY	AREA	SECTION (From and To)	LENGTH m.	RATE \$ per m.	COST \$ for Sect	INTERSECT Extra \$	TOT COST for Sect	Cumul. Lots
OLD P/HWY	POLLWOMBRA	5/A1	End Old Seal for 0.9km	900	210.04	189,036	-	189,036	30
OLD P/HWY	POLLWOMBRA	5/A1	0.9km to 1.3km	400	210.04	84,016	-	84,016	44
OLD P/HWY	POLLWOMBRA	5/A1	1.3km to 1.9km	600	210.04	126,024	-	126,024	58
OLD P/HWY	POLLWOMBRA	5/A1	1.9km to N of Tallara Dr	600	210.04	126,024	-	126,024	72
OLD P/HWY	POLLWOMBRA	5/A1	Tallara Dr to 3.3km	800	210.04	168,032	-	168,032	86
OLD P/HWY	POLLWOMBRA	5/A1	End of Seal for 3300m	3,300	210.04	693,132	-	693,132	86
LARRYS MT RD	POLLWOMBRA	5/A2	As req'd - 0.25km to 2.6km	1,200	150.77	180,924	-	180,924	30
LARRYS MT RD	POLLWOMBRA	5/A2	SH1 to 0.25km inc Intrn	250	150.77	37,693	45,000	82,693	38
LARRYS MT RD	POLLWOMBRA	5/A2	As req'd - 0.25km to 2.6km	1,150	150.77	173,386	-	173,386	41
LARRYS MT RD	POLLWOMBRA	5/A2	SH1 for 2600m	2,600	150.77	392,002	45,000	437,002	41

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	POLLWAMBRA-MORUYA RIVER	Zone ref:
Road Catchment:	OLD PRINCES HIGHWAY	5 A1

1. Catchment Area:	555 ha. approx	
2. Notional Lot Yield:	110	
3. No. Existing Lots:	24	
4. Total Roadworks Costs:	\$693,116	
5. Traffic Generation (VPD):		VPD %
a) total lot generation: (2)x6	660	98.51%
b) through traffic:	10	1.49%
c) total traffic:	670	100%
6. Through Traffic Roadwork Costs:	\$10,345	
7. Smallholding Roadwork Costs:	\$682,771	
8. Costs per Lot Yielded (7)/(2)	\$6,207	
9. Council Responsibility: (6)	\$10,345	for through traffic.
(3)x(8)	\$148,968	for existing entitlement
(6)+((3) x(8)) Total	\$159,313	total
10. Developer Contribution: (8)	\$6,207	per additional lot created
	\$533,803	total

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	POLLWAMBRA-MORUYA RIVER	Zone ref:
Road Catchment:	LARRYS MOUNTAIN ROAD	5 A2

1. Catchment Area:	225 ha. approx	
2. Notional Lot Yield:	85	
3. No. Existing Lots:	44	
4. Total Roadworks Costs:	\$437,002	
5. Traffic Generation (VPD):	VPD 1	
a) total lot generation: (2)x6	510	56.04%
b) through traffic:	400	43.96%
c) total traffic:	910	100%
6. Through Traffic Roadwork Costs:	\$192,089	
7. Smallholding Roadwork Costs:	\$244,913	
8. Costs per Lot Yielded (7)/(2)	\$2,881	
9. Council Responsibility: (6)	\$192,089	for through traffic.
(3)x(8)	\$126,779	for existing entitlement
(6)+((3) x(8)) Total	\$318,867	total
10. Developer Contribution: (8)	\$2,881	per additional lot created
	\$118,135	total

NOTES:

- 1 Upgrading of Hawdons Road is expected to be shared between Council and developers fronting this road.

SCHEDULE 6

EUROBODALLA SHIRE COUNCIL

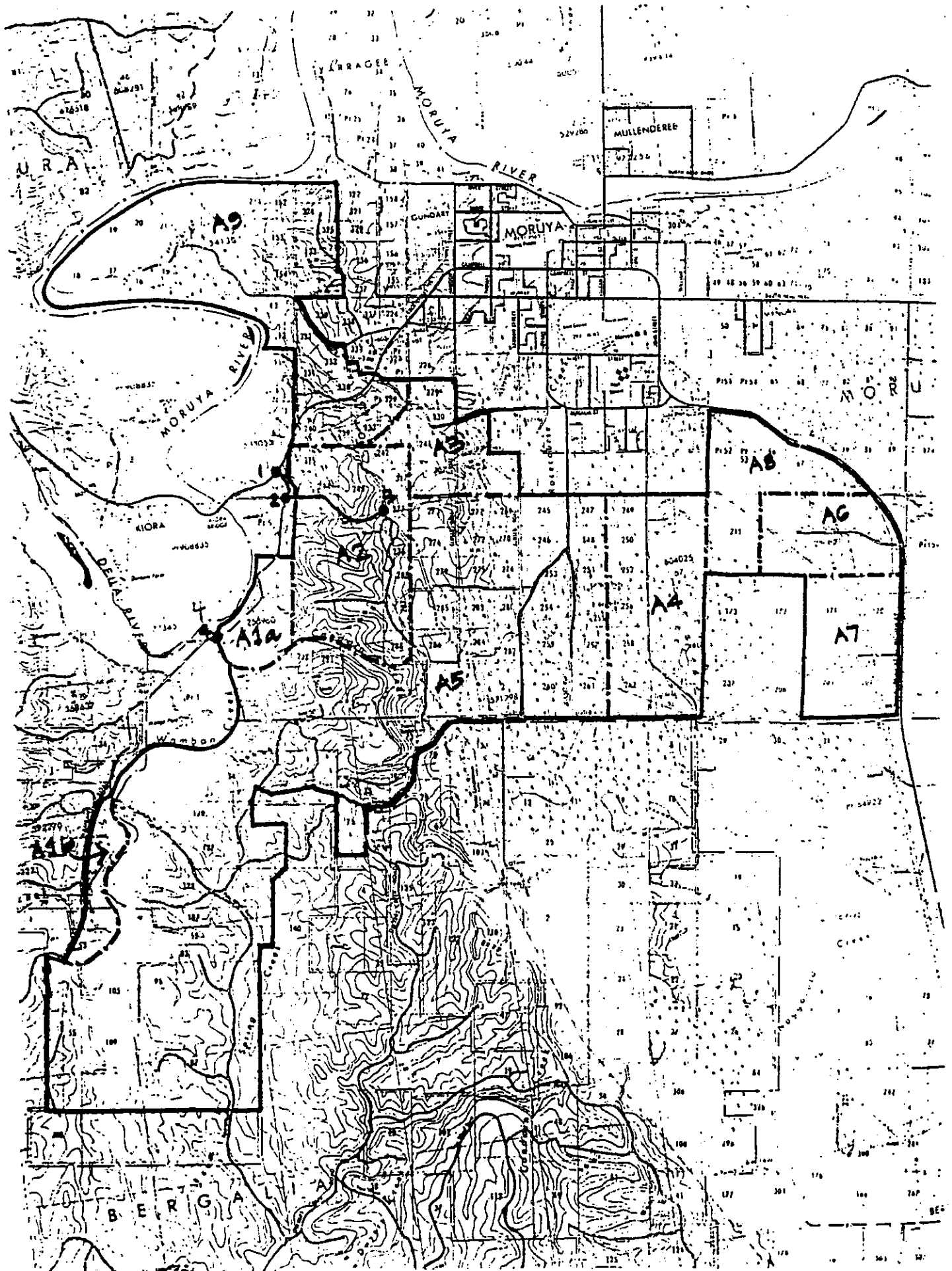
SECTION 94 CONTRIBUTIONS PLAN

RURAL ROADS

MORUYA: SOUTH AND WEST 1(C) AREA

WORKS SCHEDULE & CONTRIBUTIONS RATE

MAP 9: Moruya - South and West



AREA 6 : WOMBAN RD (A1) & RESERVOIR RD (A2)

TRAFFIC GENERATION/ASSIGNMENT

ROAD SECTOR	A1 17 LOTS				A2 31 LOTS		THROUGH TRAFFIC		TOTAL TRAFFIC	
1-2	102	21%	186	38%	200	41%	488	100%		
2-4	102	34%	-	0%	200	66%	302	100%		

COST ASSIGNMENT

ROAD SECTOR	1993 SECTOR COST	COST FOR A1	COST FOR A2	THROUGH TRAFFIC COST
1-2	118,466	24,761	45,153	48,552
2-4	299,689	101,219	0	198,470
TOTALS	418,155	125,981	45,153	247,021

SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 6

ROAD NAME	LOCALITY	AREA	SECTION (From and To)	LENGTH m.	RATE \$ per m.	COST \$ for Sect	INTERSECT Extra \$	TOT COST for Sect	Cumul. Lots
WAMBAN RD	MORUYA S&W	6/A1	End Seal @ 0.05km fr 0.2km	200	228.77	45,754	10,000	55,754	-
RESERVOIR RD	MORUYA S&W	6/A2	Wamban Rd for 0.1km	100	241.22	24,122	10,000	34,122	-
			Totals	300	-	-	20,000	89,876	5*
						* (Whole 5 from Reservoir Rd Releases)			
WAMBAN RD	MORUYA S&W	6/A1	0.3km from MR271 for 0.6km	600	228.77	137,262	-	137,262	4
WAMBAN RD	MORUYA S&W	6/A1	MR271 for 0.05km inc Intn	50	228.77	11,439	65,000	76,439	6
WAMBAN RD	MORUYA S&W	6/A1	0.85km fr Seal to Wamban Ck	650	228.77	148,701	-	148,701	7
WAMBAN RD	MORUYA S&W	6/A1	MR271 to Wamban Ck	1,500	228.77	343,155	75,000	418,155	7
RESERVOIR RD	MORUYA S&W	6/A2	Wamban Rd for 0.1km	100	241.22	24,122	10,000	34,122	5*
						* (Whole 5 from Reservoir Rd Releases)			
RESERVOIR RD	MORUYA S&W	6/A2	0.1km to 0.6km	500	241.22	120,610	-	120,610	15
RESERVOIR RD	MORUYA S&W	6/A2	0.6km to 1.0km	400	241.22	96,488	-	96,488	21
RESERVOIR RD	MORUYA S&W	6/A2	Wamban Rd for 1000m	1,000	241.22	241,220	10,000	251,220	21
WAMBAN RD	MORUYA S&W	6/A1	MR271 to Wamban Ck	1,500	228.77	343,155	75,000	418,155	7
RESERVOIR RD	MORUYA S&W	6/A2	Wamban Rd for 1000m	1,000	241.22	241,220	10,000	251,220	21
						Total 6/A1+6/A2		542,153	28
BERGALIA ST	MORUYA S&W	6/A3	Evans St for 0.35km	350	250.38	87,633		87,633	16
BERGALIA ST	MORUYA S&W	6/A3	Evans St for 350m	350	250.38	87,633		87,633	16
FRANCIS ST	MORUYA S&W	6/A4	St 1C (Malika) for 0.55km	550	290.49	159,770	-	159,770	19
FRANCIS ST	MORUYA S&W	6/A4	0.55km to 0.95km	400	290.49	116,196	-	116,196	33
FRANCIS ST	MORUYA S&W	6/A4	0.95km to 1.35km	400	290.49	116,196	-	116,196	43
FRANCIS ST	MORUYA S&W	6/A4	1.35km to 1.9km	550	290.49	159,770	-	159,770	50
FRANCIS ST	MORUYA S&W	6/A4	Start 1C Zone for 1900m	1,900	290.49	551,931	-	551,931	50

DWYERS CK RD	MORUYA S&W	6/A5	End Seal to W of Patons Rd	550	278.55	153,203	-	153,203	27
DWYERS CK RD	MORUYA S&W	6/A5	Patons Rd - S of Pistol Cl	500	278.55	139,275	55,000	194,275	44
DWYERS CK RD	MORUYA S&W	6/A5	Bergalia St for 0.8km	800	150.77	120,616	-	120,616	53
DWYERS CK RD	MORUYA S&W	6/A5	S of Pistol Cl - Candoin Ck	850	278.55	236,768	-	236,768	65
DWYERS CK RD	MORUYA S&W	6/A5	Bergalia St for 800m	800	150.77	120,616	-	120,616	-
DWYERS CK RD	MORUYA S&W	6/A5	End Seal to Candoin Ck	1,900	278.55	529,237	55,000	584,237	-
						Total		704,853	65
MTN VIEW RD	MORUYA S&W	6/A6	SH1 for 0.09km inc Intn	90	181.40	16,326	60,000	76,326	8
MTN VIEW RD	MORUYA S&W	6/A6	0.09km to 0.45km	360	181.40	65,304	-	65,304	14
MTN VIEW RD	MORUYA S&W	6/A6	0.45km to 0.9km	460	181.40	83,444	-	83,444	18
MTN VIEW RD	MORUYA S&W	6/A6	SH1 for 900m	900	181.40	163,260	60,000	223,260	18
DONNELLYS DR	MORUYA S&W	6/A7	SH1 for 0.15km	150	159.73	23,960	45,000	68,960	11
DONNELLYS DR	MORUYA S&W	6/A7	0.15km to 0.8km	650	159.73	103,825	-	103,825	33
DONNELLYS DR	MORUYA S&W	6/A7	SH1 for 800m	800	159.73	127,784	45,000	172,784	33

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	MORUYA	Zone ref:
Road Catchment:	WAMBAN ROAD	6 A1
1. Catchment Area:	37 ha. approx	
2. Notional Lot Yield:	17	NOTE 1
3. No. Existing Lots:	10	
4. Total Roadworks Costs:	\$418,155	(Shared A1&A2)
5. Traffic Generation (VPD):	)	
a) total lot generation: (2)x6	)	See Traffic Generation/ Assignment for AREA 6
b) through traffic:	)	
c) total traffic:	)	
6. Through Traffic Roadwork Costs:	\$247,021	See cost assignment AREA 6
7. Smallholding Roadwork Costs:	\$125,981	
8. Costs per Lot Yielded (7)/(2)	\$7,411	
9. Council Responsibility: (6)	\$247,021	for through traffic.
(3)x(8)	\$74,106	for existing entitlement
(6)+((3) x(8)) Total	\$321,127	total
10. Developer Contribution: (8)	\$7,411	per additional lot created
	\$51,875	total

NOTES:

- 1 Includes 10-15 lots in area A1a and 5 lots in area A1b: see map

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	MORUYA	Zone ref:
Road Catchment:	RESERVOIR ROAD	6 A2

1. Catchment Area:	147 ha. approx	
2. Notional Lot Yield:	31	
3. No. Existing Lots:	10	
4. Total Roadworks Costs:	\$251,220	(Reservoir Rd only)
5. Traffic Generation (VPD):	VPD 1	
a) total lot generation: (2)x6	186	94.90%
b) through traffic:	10	5.10%
c) total traffic:	196	100%
6. Through Traffic Roadwork Costs:	\$12,817	
7. Smallholding Roadwork Costs: (i)	\$238,403	(Reservoir Rd)
(ii)	\$45,153	(Womban Rd-see cost assignment AREA 6)
TOTAL	\$283,556	
8. Costs per Lot Yielded (7)/(2)	\$9,147	
9. Council Responsibility: (6)	\$12,817	for through traffic.
(3)x(8)	\$91,470	for existing entitlement
(6)+((3) x(8)) Total	\$104,287	total
10. Developer Contribution: (8)	\$9,147	per additional lot created
	\$192,086	total

NOTE: Costs for Womban Rd from MR271 to Reservoir Rd
are proportioned pro-rata. (See table)

- 1 Includes large area of Crown Reserve.
- 2 Traffic and cost assignment for the use made of Womban Road (sector 1-2)
by lots in this catchment is set out in Table

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	MORUYA	
Road Catchment:	BERGALIA STREET	Zone ref: 6 A3
1. Catchment Area:	52 ha. approx	
2. Notional Lot Yield:	22	
3. No. Existing Lots:	6	
4. Total Roadworks Costs:	\$87,633	
5. Traffic Generation (VPD):	VPD X	
a) total lot generation: (2)x6	132	100.00%
b) through traffic:	0	0.00%
c) total traffic:	132	100%
6. Through Traffic Roadwork Costs:	\$0	
7. Smallholding Roadwork Costs:	\$87,633	
8. Costs per Lot Yielded (7)/(2)	\$3,983	
9. Council Responsibility: (6)	\$0	for through traffic.
(3)x(8)	\$23,900	for existing entitlement
(6)+((3) x(8)) Total	\$23,900	total
10. Developer Contribution: (8)	\$3,983	per additional lot created
	\$63,733	total

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	MORUYA	Zone ref:
Road Catchment:	FRANCIS STREET	6 A4
1. Catchment Area:	140 ha. approx	
2. Notional Lot Yield:	65	
3. No. Existing Lots:	15	
4. Total Roadworks Costs:	\$551,931	
5. Traffic Generation (VPD):	VPD 1	
a) total lot generation: (2)x6	390	100.00%
b) through traffic:	0	0.00%
c) total traffic:	390	100%
6. Through Traffic Roadwork Costs:	\$0	
7. Smallholding Roadwork Costs:	\$551,931	
8. Costs per Lot Yielded (7)/(2)	\$8,491	
9. Council Responsibility: (6)	\$0 for through traffic.	
(3)x(8)	\$127,369	for existing entitlement
(6)+((3) x(8)) Total	\$127,369	total
10. Developer Contribution: (8)	\$8,491	per additional lot created
	\$424,562	total

EUROBODALLA 594: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	MORUYA	
Road Catchment:	DWYERS CREEK ROAD	Zone ref: 6 A5
1. Catchment Area:	822 ha. approx	
2. Notional Lot Yield:	110	
3. No. Existing Lots:	45	
4. Total Roadworks Costs:	\$704,853	
5. Traffic Generation (VPD):		VPD %
a) total lot generation: (2)x6	660	89.80%
b) through traffic: NOTE 1	75	10.20%
c) total traffic:	735	100%
6. Through Traffic Roadwork Costs:	\$71,924	
7. Smallholding Roadwork Costs:	\$632,929	
8. Costs per Lot Yielded (7)/(2)	\$5,754	
9. Council Responsibility: (6)	\$71,924	for through traffic.
(3)x(8)	\$258,926	for existing entitle
(6)+((3) x(8)) Total	\$330,849	total
10. Developer Contribution: (8)	\$5,754	per additional lot c
	\$374,004	total

NOTE:

- 1 There appear to be about 12 lots in 1(a) that connect directly to this road: these would generate about 75VPD

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:		MORUYA		
Road Catchment:		MOUNTAIN VIEW DRIVE	Zone ref: 6 A6	
1. Catchment Area:		72 ha. approx		
2. Notional Lot Yield:		28		
3. No. Existing Lots:		10		
4. Total Roadworks Costs:		\$223,257		
5. Traffic Generation (VPD):			VPD %	
a) total lot generation: (2)x6		168	100.00%	
b) through traffic:		0	0.00%	
c) total traffic:		168	100%	
6. Through Traffic Roadwork Costs:		\$0		
7. Smallholding Roadwork Costs:		\$223,257		
8. Costs per Lot Yielded (7)/(2)		\$7,973		
9. Council Responsibility: (6)		\$0	for through traffic.	
	(3)x(8)	\$79,735	for existing entitlement	
	(6)+((3) x(8)) Total	\$79,735	total	
10. Developer Contribution: (8)		\$7,973	per additional lot created	
		\$143,522	total	

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	MORUYA	Zone ref:
Road Catchment:	DONNELLY ROAD	6 A7
1. Catchment Area:	88 ha. approx	
2. Notional Lot Yield:	37	
3. No. Existing Lots:	4	
4. Total Roadworks Costs:	\$172,782	
5. Traffic Generation (VPD):	VPD 1	
a) total lot generation: (2)x6	222	100.00%
b) through traffic:	0	0.00%
c) total traffic:	222	100%
6. Through Traffic Roadwork Costs:	\$0	
7. Smallholding Roadwork Costs:	\$172,782	
8. Costs per Lot Yielded (7)/(2)	\$4,670	
9. Council Responsibility: (6)	\$0	for through traffic.
(3)x(8)	\$18,679	for existing entitlement
(6)+((3) x(8)) Total	\$18,679	total
10. Developer Contributions: (8)	\$4,670	per additional lot created
	\$154,103	total

SCHEDULE 7

EUROBODALLA SHIRE COUNCIL

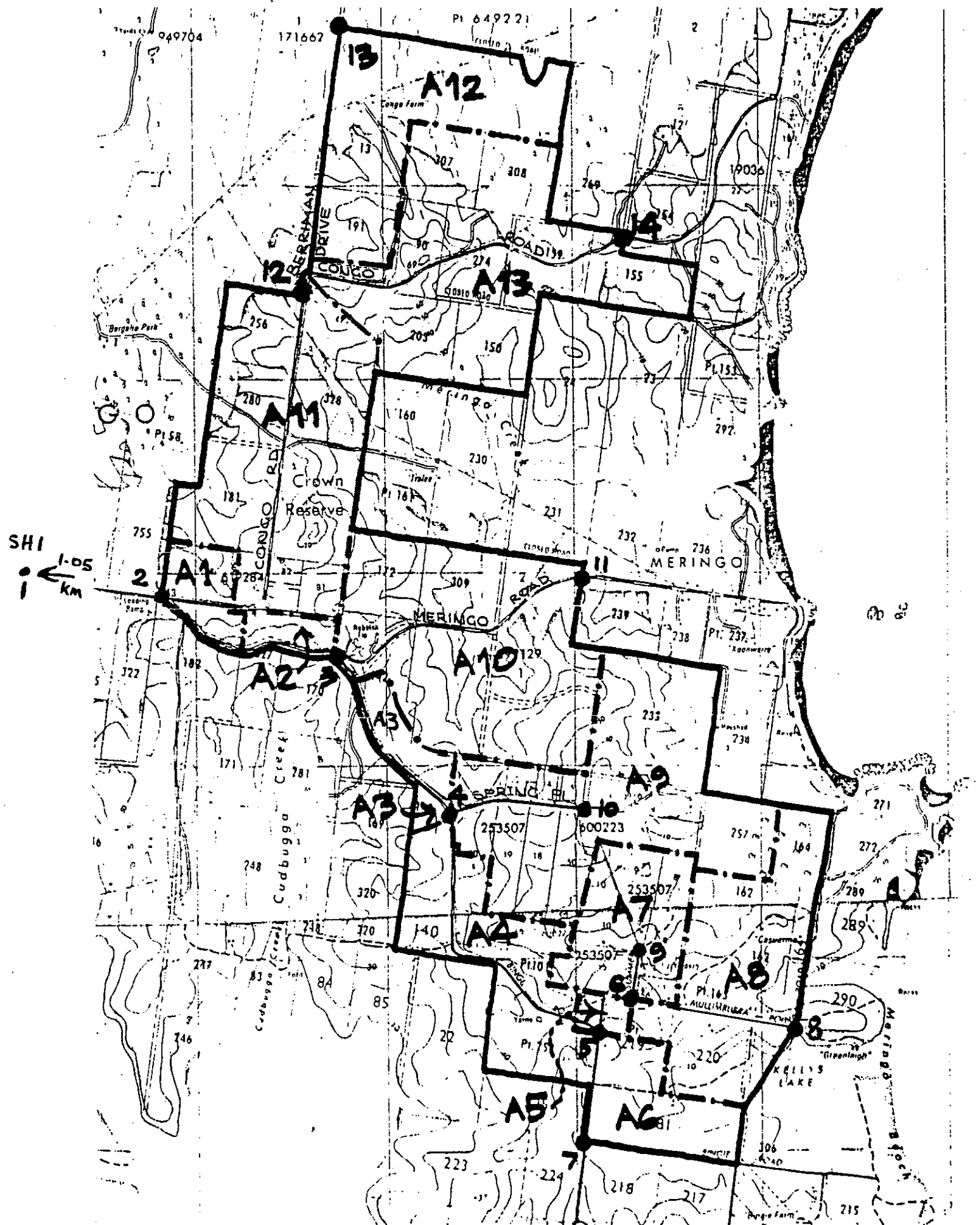
SECTION 94 CONTRIBUTIONS PLAN

RURAL ROADS

CONGO/BINGI 1(C) AREA

WORKS SCHEDULE & CONTRIBUTIONS RATE

Congo - Bingie



PROPORTION OF TRAFFIC GENERATION ASSIGNED TO ROAD SECTOR

ASSIGNMENT OF CATCHMENT GENERATED TRAFFIC												
	A1 Comp.	Tot.	A2 Comp.	Tot.	A3 Comp.	Tot.	A4 Comp.	Tot.	A5 Comp.	Tot.	A6 Comp.	Tot.
1-2 Hwy Local	.900 .100	1.000	.900 -	.900	.900 -	.900	.900 -	.900	.900 -	.900	.900 -	.900
2-3	-.075	.075	.900 .100	1.000	.900 .025	.925	.900 .025	.925	.900 .025	.925	.900 .020	.920
3-4	-.050	.050	-.050	.050	.900 .100	1.000	.900 .050	.950	.900 .050	.950	.900 .040	.940
4-5	-.050	.050	-.050	.050	-.050	.050	.900 .100	1.000	.900 .050	.950	.900 .040	.940
5-6	-.025	.025	-.025	.025	-.025	.025	-.025	.025	.900 .100	1.000	.900 .020	.920
5-7	-.025	.025	-.025	.025	-.025	.025	-.025	.025	-.025	.025	.900 .100	1.000
6-9	-	-	-	-	-	-	-	-	-	-	-	-
6-8	-.025	.025	-.025	.025	-.025	.025	-.025	.025	-.025	.025	.020 .020	.020
4-10	-	-	-	-	-	-	-	-	-	-	-	-
3-11	-.025	.025	-.025	.025	-.025	.025	-.025	.025	-.025	.025	.020 .020	.020
2-12	-.025	.025	-.025	.025	-.025	.025	-.025	.025	-.025	.025	.020 .020	.020
12-13	-	-	-	-	-	-	-	-	-	-	-	-
12-14	-.025	.025	-.025	.025	-.025	.025	-.025	.025	-.025	.025	.020 .020	.020

	A7 Comp.	Tot.	A8 Comp.	Tot.	A9 Comp.	Tot.	A10 Comp.	Tot.	A11 Comp.	Tot.	A12 Comp.	Tot.	A13 Comp.	Tot.	THROUGH TRAFFIC ASSIGN'T
1-2 Hwy Local	.900 -	.900	.900 -	.900	.900 -	.900	.900 -	.900	.900 -	.900	.900 -	.900	.900 -	.900	1.000
2-3	.900 .025	.925	.900 .020	.920	.900 .025	.925	.900 .020	.920	-.075 .075	.075	.075 .075	.075	.060 .060	.060	.444
3-4	.900 .050	.950	.900 .040	.940	-.050 .050	.950	-.040 .040	.040	-.050 .050	.050	.050 .050	.050	.040 .040	.040	.222
4-5	.900 .050	.950	.900 .040	.940	-.050 .050	.050	-.040 .040	.040	-.050 .050	.050	.050 .050	.050	.040 .040	.040	.222
5-6	-.075 .075	.075	.900 .060	.960	-.025 .025	.025	-.020 .020	.020	-.025 .025	.025	.025 .025	.025	.020 .020	.020	.111
5-7	-.025 .025	.025	-.020 .020	.020	-.025 .025	.025	-.020 .020	.020	-.025 .025	.025	.025 .025	.025	.020 .020	.020	.111
6-9	.900 .100	1.000	-	-	-	-	-	-	-	-	-	-	-	-	-
6-8	-.025 .025	.025	.900 .100	1.000	-.025 .025	.025	-.020 .020	.020	-.025 .025	.025	.025 .025	.025	.020 .020	.020	.111
4-10	-	-	-	-	.900 .100	1.000	-	-	-	-	-	-	-	-	-
3-11	-.025 .025	.025	-.020 .020	.020	-.025 .025	.025	.900 .100	1.000	-.025 .025	.025	.025 .025	.025	.020 .020	.020	.222
2-12	-.025 .025	.025	-.020 .020	.020	-.025 .025	.025	-.020 .020	.020	.900 .100	1.000	.900 .075	.975	.900 .060	.960	.556
12-13	-	-	-	-	-	-	-	-	-	-	.900 .100	1.000	-	-	-
12-14	-.025 .025	.025	-.020 .020	.020	-.025 .025	.025	-.020 .020	.020	-.025 .025	.025	.025 .025	.025	.900 .100	1.000	.556

TRAFFIC GENERATED ON ROAD SECTORS (VPD AND % OF SECTOR TOTAL)

ROAD SECTOR	RESIDENT GENERATED TRAFFIC															
	A1 Comp.	Tot.	A2 Comp.	Tot.	A3 Comp.	Tot.	A4 Comp.	Tot.	A5 Comp.	Tot.	A6 Comp.	Tot.	A7 Comp.	Tot.	A8 Comp.	Tot.
1-2 Hwy Local	78 8	84 (3.4)	22 -	22 (0.9)	16 -	16 (0.7)	151 -	151 (6.1)	16 -	16 (0.7)	113 -	113 (4.6)	124 -	124 (5.0)	248 -	248 (9.8)
2-3	- 6	6 (0.4)	22 2	24 (1.6)	16 1	17 (1.1)	151 4	155 (10.3)	16 1	17 (1.1)	113 3	116 (7.7)	124 4	128 (8.5)	248 6	254 (16.4)
3-4	- 4	4 (0.3)	- 1	1 (0.1)	16 2	18 (1.5)	151 9	160 (13.7)	16 1	17 (1.5)	113 5	118 (10.1)	124 7	131 (11.3)	248 11	259 (22.2)
4-5	- 4	4 (0.5)	- 1	1 (0.1)	- 1	1 (0.1)	151 17	168 (19.8)	16 1	17 (2.0)	113 5	118 (13.9)	124 7	131 (15.5)	248 11	259 (30.6)
5-6	- 2	2 (0.4)	- 1	1 (0.2)	- 1	1 (0.2)	- 4	4 (0.8)	16 2	18 (3.7)	113 3	118 (23.7)	- 10	10 (2.0)	248 17	265 (54.0)
5-7	- 2	2 (0.9)	- 1	1 (0.5)	- 1	1 (0.5)	- 4	4 (1.8)	- 1	1 (0.5)	113 13	125 (57.5)	- 4	4 (1.8)	- 6	6 (2.7)
6-8	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	124 14	138 (100.0)	- -	- -
6-8	- 2	2 (0.5)	- 1	1 (0.3)	- 1	1 (0.3)	- 4	4 (1.1)	- 1	1 (0.5)	- 3	3 (0.8)	- 4	4 (1.1)	248 28	276 (75.4)
4-10	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
3-11	- 2	2 (0.5)	- 1	1 (0.2)	- 1	1 (0.2)	- 4	4 (0.9)	- 1	1 (0.2)	- 3	3 (0.7)	- 4	4 (0.9)	- 6	6 (1.3)
2-12	- 2	2 (0.2)	- 1	1 (0.1)	- 1	1 (0.1)	- 4	4 (0.4)	- 1	1 (0.1)	- 3	3 (0.3)	- 4	4 (0.4)	- 6	6 (1.3)
12-13	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
12-14	- 2	2 (0.3)	- 1	1 (0.2)	- 1	1 (0.2)	- 4	4 (0.7)	- 1	1 (0.2)	- 3	3 (0.5)	- 4	4 (0.7)	- 6	6 (1.0)

ROAD SECTOR	RESIDENT GENERATED TRAFFIC										THROUGH TRAFFIC ASSIGNT		TOTAL TRAFFIC	
	A9 Comp.	Tot.	A10 Comp.	Tot.	A11 Comp.	Tot.	A12 Comp.	Tot.	A13 Comp.	Tot.				
1-2 Hwy Local	308 -	308 (12.3)	292 -	292 (11.7)	254 -	254 (10.3)	216 -	216 (8.8)	292 -	292 (11.7)	360	(14.4)	2,496	(100.0)
2-3	308 8	316 (20.4)	292 6	298 (19.2)	- 21	21 (1.4)	- 18	18 (1.2)	- 19	19 (1.3)	160	(10.3)	1,549	(100.0)
3-4	308 17	325 (27.9)	- 13	13 (1.1)	- 14	14 (1.2)	- 12	12 (1.0)	- 13	13 (1.1)	80	(7.0)	1,165	(100.0)
4-5	- 17	17 (2.0)	- 13	13 (1.5)	- 14	14 (1.7)	- 12	12 (1.4)	- 13	13 (1.5)	80	(9.4)	848	(100.0)
5-6	- 9	9 (1.8)	- 6	6 (1.2)	- 7	7 (1.4)	- 6	6 (1.2)	- 6	6 (1.2)	40	(8.2)	491	(100.0)
5-7	- 9	9 (4.1)	- 6	6 (2.7)	- 7	7 (3.2)	- 6	6 (2.7)	- 6	6 (2.7)	40	(18.3)	219	(100.0)
6-8	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-	-	138	(100.0)
6-8	- 9	9 (2.4)	- 6	6 (1.6)	- 7	7 (1.9)	- 6	6 (1.6)	- 6	6 (1.6)	40	(10.9)	366	(100.0)
4-10	308 34	342 (100.0)	- -	- -	- -	- -	- -	- -	- -	- -	-	-	342	(100.0)
3-11	- 9	9 (2.0)	292 2	324 (71.4)	- 7	7 (1.5)	- 6	6 (1.3)	- 6	6 (1.3)	80	(17.6)	454	(100.0)
2-12	- 9	9 (0.8)	- 6	6 (0.8)	254 28	282 (26.5)	216 18	234 (22.0)	292 19	311 (29.1)	200	(18.8)	1,064	(100.0)
12-13	- -	- -	- -	- -	- -	- -	216 24	240 (100.0)	- -	- -	-	-	240	(100.0)
12-14	- 9	9 (1.6)	- 6	6 (1.0)	- 7	7 (1.2)	- 6	6 (1.0)	292 32	324 (56.5)	200	(34.9)	574	(100.0)

CONGO / BINGI AREA 7: ALLOCATION OF UPGRADING COSTS

ROAD SECTOR	1993														TOTAL UPGRADE COST	ROAD SECTOR
	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	A12	A13	THROUGH TRAFFIC ALLOCATION		
1-2	\$12,164	\$3,220	\$2,504	\$21,823	\$2,504	\$16,457	\$17,888	\$35,060	\$44,003	\$41,857	\$36,848	\$31,482	\$41,857	\$51,516	\$357,752	1-2
2-3	\$1,452	\$5,809	\$3,994	\$36,305	\$3,994	\$27,229	\$30,133	\$59,540	\$74,062	\$69,705	\$5,083	\$4,357	\$4,357	\$37,394	\$363,047	2-3
3-4	\$729	\$243	\$3,646	\$33,296	\$3,646	\$24,547	\$27,463	\$53,954	\$67,807	\$2,673	\$2,916	\$2,430	\$2,673	\$17,012	\$243,035	3-4
4-5	\$2,061	\$412	\$412	\$81,625	\$8,245	\$57,302	\$63,898	\$126,147	\$8,245	\$6,184	\$7,008	\$5,771	\$6,184	\$38,751	\$412,245	4-5
5-6	\$338	\$169	\$169	\$677	\$3,131	\$20,054	\$1,692	\$45,692	\$1,523	\$1,015	\$1,185	\$1,015	\$1,015	\$6,938	\$84,614	5-6
5-7	\$1,523	\$846	\$846	\$3,045	\$846	\$97,284	\$3,045	\$4,568	\$6,937	\$4,568	\$5,414	\$4,568	\$4,568	\$30,962	\$169,190	5-7
6-9	\$0	\$0	\$0	\$0	\$0	\$0	\$47,819	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,819	6-9
6-8	\$1,315	\$789	\$789	\$2,893	\$1,315	\$2,104	\$2,893	\$198,276	\$6,311	\$4,207	\$4,996	\$4,207	\$4,207	\$28,663	\$262,966	6-8
4-10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$123,299	\$0	\$0	\$0	\$0	\$0	\$123,299	4-10
3-11	\$1,929	\$772	\$772	\$3,473	\$772	\$2,701	\$3,473	\$5,017	\$7,718	\$275,523	\$5,788	\$5,017	\$5,017	\$67,916	\$385,886	3-11
2-12	\$1,171	\$585	\$585	\$2,342	\$585	\$1,756	\$2,342	\$7,611	\$4,683	\$3,513	\$155,140	\$128,795	\$170,361	\$110,062	\$585,434	2-12
12-13	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$132,305	\$0	\$0	\$132,305	12-13
12-14	\$1,405	\$937	\$937	\$3,278	\$937	\$2,342	\$3,278	\$4,683	\$7,493	\$4,683	\$5,620	\$4,683	\$264,605	\$163,446	\$468,327	12-14
TOTALS	\$24,087	\$13,782	\$14,653	\$188,756	\$25,974	\$251,774	\$203,924	\$540,547	\$352,081	\$413,929	\$229,999	\$324,632	\$504,844	\$552,661	\$3,635,919	
LOT YIELD	14	4	3	28	3	21	23	46	57	54	47	40	54	-	-	
\$ PER LOT	\$1,721	\$3,445	\$4,884	\$6,741	\$8,658	\$11,989	\$8,866	\$11,751	\$6,177	\$7,665	\$4,894	\$8,116	\$9,349	-	-	

SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 7

ROAD NAME	LOCALITY	AREA	SECTION (From and To)	LENGTH M.	RATE \$ per M.	COST \$ for Sect	INTERSECT Extra \$	TOT COST for Sect	Cumul. Lots
CONGO(BINGI) RD	CONGO-BINGI 7/A1		0.15km from SH1 for 0.65km (Already Constructed)	650	276.43	179,680	-	179,680	(233*)
* (NOT a "TRIGGER", for Calc Purposes Only)									
CONGO(BINGI) RD	CONGO-BINGI 7/A1		0.8km to Congo Rd Intn (Under Construction)	250	276.43	69,108	7,500	76,608	(242*)
* (NOT a "TRIGGER", for Calc Purposes Only)									
CONGO(BINGI) RD	CONGO-BINGI 7/A1		SH1 for 0.15km	150	276.43	41,465	60,000	101,465	(306*)
# (Total of all Lots Contr to this Rd)									
CONGO RD	CONGO-BINGI 7/A1		SH1 to Congo Rd Intn	1,050	276.43	290,252	67,500	357,752	
BINGI RD	CONGO-BINGI 7/A2		Access to Highway etc	-	-	-	-	(3,220)	(1*)
* (NOT a "TRIGGER", for Calc Purposes Only)									
CONGO(BINGI) RD	CONGO-BINGI 7/A1		0.8km to Congo Rd Intn	250	276.43	69,108	7,500	76,608	-
BINGI RD	CONGO-BINGI 7/A2		Congo Rd to Meringo Rd	1,050	307.66	323,043	40,000	363,043	(186*)
CONGO RD	CONGO-BINGI 7/A11		Bingi Rd for 0.1km	100	274.02	27,402	7,500	34,902	-
BINGI RD	CONGO-BINGI 7/A3		Meringo Rd for 0.55km	550	245.30	134,915	5,000	139,915	-
MERINGO RD	CONGO-BINGI 7/A10		Bingi Rd for 0.05km	50	262.78	13,139	10,000	23,139	-
(All Under Const 1993) Totals				2,000	-	-	-	637,607	(186*)
* (NOT a "TRIGGER", for Calc Purposes Only)									
BINGI RD	CONGO-BINGI 7/A2		Congo Rd to Meringo Rd	1,050	307.66	323,043	40,000	363,043	
BINGI RD	CONGO-BINGI 7/A3		Access to Highway etc	-	-	-	-	(6,498)	(2*)
* (NOT a "TRIGGER", for Calc Purposes Only)									
BINGI RD	CONGO-BINGI 7/A3		Meringo Rd for 0.55km (Under Construction)	550	245.30	134,915	5,000	139,915	(117*)
* (NOT a "TRIGGER", for Calc Purposes Only)									
BINGI RD	CONGO-BINGI 7/A3		0.55km to Spring Pl	400	245.30	98,120	5,000	103,120	-
BINGI RD	CONGO-BINGI 7/A4		Spring Pl for 0.9km	900	245.30	220,770	5,000	225,770	-
SPRING PL	CONGO-BINGI 7/A9		Bingi Rd for 0.05km	50	151.06	7,553	10,000	17,553	142
Totals				1,350	-	-	-	346,443	142
BINGI RD	CONGO-BINGI 7/A3		Meringo Rd - Spring Pl	950	245.30	233,035	10,000	243,035	

SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 7

ROAD NAME	LOCALITY	AREA	SECTION (From and To)	LENGTH m.	RATE \$ per m.	COST \$ for Sect	INTERSECT Extra \$	TOT COST for Sect	Cumul. Lots
SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 7 (cont)									
BINGI RD	CONGO-BINGI 7/A4		Access to Highway etc	-	-	-	-	(91,424)	(14*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
BINGI RD	CONGO-BINGI 7/A4		Spring Pl for 0.9km (See Previous Section)	900	245.30	220,770	7,500	228,270	(92*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
BINGI RD	CONGO-BINGI 7/A4		0.9km to Mullimburra Intn	750	245.30	183,975	2,500	186,475	94
BINGI RD	CONGO-BINGI 7/A6		Mullimburra Intn for 0.05km	50	279.90	13,995	1,250	15,245	-
MBURRA PT RD	CONGO-BINGI 7/A5		Bingi Rd for 0.05km	50	234.61	11,731	1,250	12,981	-
			Totals	850	-	-	-	220,951	94
BINGI RD	CONGO-BINGI 7/A4		Spring Pl-M'burra Intn	1,650	245.30	404,745	7,500	412,245	
BINGI RD	CONGO-BINGI 7/A6		Access to Highway etc)	-	-	-	-	(125,535)	(9*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
BINGI RD	CONGO-BINGI 7/A6		Mullimburra Intn for 0.05km (See Section Above)	50	279.90	13,995	1,250	15,245	(10*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
BINGI RD	CONGO-BINGI 7/A6		0.05km to Bingi Pt Intn	550	279.90	153,945	-	153,945	12
BINGI RD	CONGO-BINGI 7/A6		Mul'mburra Int-Bingi Pt Int	600	279.90	167,940	1,250	169,190	
MBURRA PT RD	CONGO-BINGI 7/A5		Access to Highway etc	-	-	-	-	(18,389)	(3*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
MBURRA PT RD	CONGO-BINGI 7/A5		Bingi Rd for 0.05km	50	234.61	11,731	2,500	14,231	(5*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
MBURRA PT RD	CONGO-BINGI 7/A5		0.05km to Summer Pl	300	234.61	70,383	2,500	72,883	56
MBURRA PT RD	CONGO-BINGI 7/A8		Summer Pl for 0.25km	250	275.49	68,873	1,250	70,123	-
SUMMER PL	CONGO-BINGI 7/A7		Mullimburra Pt Rd - 0.05km	50	151.06	7,553	2,500	10,053	-
			Totals	600	-	-	-	190,824	56
MBURRA PT RD	CONGO-BINGI 7/A5		Bingi Rd to Summer Pl	350	234.61	82,114	2,500	84,614	

SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 7

ROAD NAME	LOCALITY	AREA	SECTION (From and To)	LENGTH m.	RATE \$ per m.	COST \$ for Sect	INTERSECT Extra \$	TOT COST for Sect	Cumul. Lots
SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 7 (cont)									
MBURRA PT RD	CONGO-BINGI 7/A8		Access to Highway etc	-	-	-	-	(320,393)	(28*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
MBURRA PT RD	CONGO-BINGI 7/A8		Summer Pl for 0.25km	250	275.49	68,873	1,250	70,123	(34*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
MBURRA PT RD	CONGO-BINGI 7/A8		0.25km to Rt Angle Bend	450	275.49	123,971	1,250	125,221	42
MBURRA PT RD	CONGO-BINGI 7/A8		0.25km to Rt Angle Bend	700	275.49	192,843	1,250	194,093	
SUMMER PL	CONGO-BINGI 7/A7		Access to Highway	-	-	-	-	(141,074)	(13*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
SUMMER PL	CONGO-BINGI 7/A7		Mullimburra Pt Rd - 0.05km	50	151.06	7,553	2,500	10,053	(14*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
SUMMER PL	CONGO-BINGI 7/A7		Mullimburra Pt Rd to End	250	151.06	37,765	-	37,765	15
SUMMER PL	CONGO-BINGI 7/A7		Mullimburra Pt Rd to End	300	151.06	45,318	2,500	47,818	
MERINGO RD	CONGO-BINGI 7/A10		Access from Highway	-	-	-	-	(111,562)	(15*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
MERINGO RD	CONGO-BINGI 7/A10		Bingi Rd for 0.05km (Under Construction)	50	262.78	13,139	10,000	23,139	(18*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
MERINGO RD	CONGO-BINGI 7/A10		0.05km fr Bingi Rd- 0.75km	700	262.78	183,946	8,000	191,946	31
MERINGO RD	CONGO-BINGI 7/A10		0.75km to End IC Zone	650	262.78	170,807	-	170,807	42
MERINGO RD	CONGO-BINGI 7/A10		Bingi Rd to End IC Zone	1,400	262.78	367,892	18,000	385,892	

SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 7

ROAD NAME	LOCALITY	AREA	SECTION (From and To)	LENGTH m.	RATE \$ per m.	COST \$ for Sect	INTERSECT Extra \$	TOT COST for Sect	Cumul. Lots
SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 7 (cont)									
SPRING PL	CONGO-BINGI 7/A9		Access From Highway	-	-	-	-	184,644	(30*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
SPRING PL	CONGO-BINGI 7/A9		Bingi Rd for 0.05km	50	151.06	7,553	10,000	17,553	(33*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
SPRING PL	CONGO-BINGI 7/A9		0.05km fr Bingi Rd for 0.4km	400	151.06	60,424	-	60,424	39
SPRING PL	CONGO-BINGI 7/A9		0.45km fr Bingi Rd to 0.75km	300	151.06	45,318	-	45,318	46
SPRING PL	CONGO-BINGI 7/A9		Bingi Rd for 0.75km	750	151.06	113,295	10,000	123,295	
CONGO RD	CONGO-BINGI 7/A11		Access From Highway etc	-	-	-	-	(144,859)	(30*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
CONGO RD	CONGO-BINGI 7/A11		Bingi Rd for 0.1km	100	274.02	27,402	7,500	34,902	(37*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
CONGO RD	CONGO-BINGI 7/A11		0.1km fr Bingi Rd for 0.9km	900	274.02	246,618	-	246,618	52
CONGO RD	CONGO-BINGI 7/A11		0.9km fr Bingi Rd for 1.0km	1,000	274.02	274,020	-	274,020	67
CONGO RD	CONGO-BINGI 7/A11		2.0km to Berriman Dr	100	274.02	27,402	2,500	29,902	-
BERRIMAN DR	CONGO-BINGI 7/A12		Congo Rd for 0.05km	50	234.61	11,731	5,000	16,731	-
CONGO RD	CONGO-BINGI 7/A13		Berriman Dr for 0.4km	400	274.02	109,608	2,500	112,108	-
			Totals	550	-	-	-	158,741	76
CONGO RD	CONGO-BINGI 7/A11		Bingi Rd - Berriman Dr	2,100	274.02	575,442	10,000	585,442	
CONGO RD	CONGO-BINGI 7/A13		Access to Highway	-	-	-	-	(212,218)	(23*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
CONGO RD	CONGO-BINGI 7/A13		Berriman Dr for 0.4km (In Previous Section)	400	274.02	109,608	2,500	112,108	(33*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
CONGO RD	CONGO-BINGI 7/A13		0.4km to End 1C Zone	1,300	274.02	356,226	2,500	358,726	39
CONGO RD	CONGO-BINGI 7/A13		Berriman Dr-End 1C Zne	1,700	274.02	465,834	2,500	468,334	

SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 7

ROAD NAME	LOCALITY	AREA	SECTION (From and To)	LENGTH m.	RATE \$ per m.	COST \$ for Sect	INTERSECT Extra \$	TOT COST for Sect	Cumul. Lots
SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 7 (cont)									
BERRIMAN DR	CONGO-BINGI 7/A12	Access From Highway		-	-	-	-	(177,896)	(22*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
BERRIMAN DR	CONGO-BINGI 7/A12	Congo Rd for 0.05km		50	234.61	11,731	-	11,731	(24*)
								* (NOT a "TRIGGER", for Calc Purposes Only)	
BERRIMAN DR	CONGO-BINGI 7/A12	0.05km to 0.5km		450	234.61	105,575	15,000	120,575	37
BERRIMAN DR	CONGO-BINGI 7/A12	Congo Rd for 500m		500	234.61	117,305	15,000	132,305	
SUMMARY									
CONGO RD	CONGO-BINGI 7/A1	SH1 to Congo Rd Intn		1,050	276.43	290,252	67,500	357,752	4
BINGI RD	CONGO-BINGI 7/A2	Congo Rd to Meringo Rd		1,050	307.66	323,043	40,000	363,043	2
BINGI RD	CONGO-BINGI 7/A3	Meringo Rd - Spring Pl		950	245.30	233,035	10,000	243,035	2
BINGI RD	CONGO-BINGI 7/A4	Spring Pl-M'burra Intn		1,650	245.30	404,745	7,500	412,245	23
MBURRA PT RD	CONGO-BINGI 7/A5	Bingi Rd to Summer Pl		350	234.61	82,114	2,500	84,614	3
BINGI RD	CONGO-BINGI 7/A6	Mburra Int-Bingi Pt Int		600	279.90	167,940	1,250	169,190	12
SUMMER PL	CONGO-BINGI 7/A7	Mullumburra Pt Rd to End		300	151.06	45,318	2,500	47,818	15
MBURRA PT RD	CONGO-BINGI 7/A8	Summer Pl-Rt Angle Brd		950	275.49	261,716	1,250	262,966	42
SPRING PL	CONGO-BINGI 7/A9	Bingi Rd for 750m		750	151.06	113,295	10,000	123,295	46
MERINGO RD	CONGO-BINGI 7/A10	Bingi Rd to End 1C Zone		1,400	262.78	367,892	18,000	385,892	42
CONGO RD	CONGO-BINGI 7/A11	Bingi Rd - Berriman Dr		2,100	274.02	575,442	10,000	585,442	40
BERRIMAN DR	CONGO-BINGI 7/A12	Congo Rd for 500m		500	234.61	117,305	15,000	132,305	37
CONGO RD	CONGO-BINGI 7/A13	Berriman Dr-End 1C Zone		1,700	274.02	465,834	2,500	468,334	39

EUROBODALLA 594: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE: CONGO - BINGIE

Zone ref:

Road Catchment: CONGO ROAD

7 A1

1. Catchment Area: 14.3 ha. approx
2. Notional Lot Yield: NOTE 1 7
3. No. Existing Lots: 2.7 NOTE 3
4. Total Roadworks Costs: \$357,752
5. Traffic Generation (VPD): VPD 1
 - a) total lot generation: (2)x6)
 -) Traffic generated by each
 - b) through traffic:) catchment is assigned to
 -) all 13 road segments: see
 - c) total traffic:) Tables
6. Through Traffic Roadwork Costs:) Costs apportioned to each
 -) catchment are based upon the
7. Smallholding Roadwork Costs:) traffic assignment: See Table
8. Costs per Lot Yielded (7)/(2) \$1,721
9. Council Responsibility: (6) \$51,516 for through traffic.
 - (3)x(8) \$16,694 for existing entitlement NOTE 2
 - (6)+((3) x(8)) Total \$68,210 total
10. Developer Contribution: (8) \$1,721 per additional lot created
 - \$7,400 total

NOTE:

- 1 Note that the calculation of residential traffic generation takes into account 7 potential 1(a) zone lots that might access this road segment (see Table). The traffic they generate is regarded as additional through traffic for calculation of contributions (see Table).
- 2 Includes traffic generated by SEVEN 1(a) lots accessing this road sector. ie 7x \$1,721
- 3 One existing lot generates a yield of 7 lots, 5 of which are in this catchment while 2 are in A11. The existing lot has been split between the catchments in proportion ie 0.7 to A1 & 0.3 to A11.

EUROBODDALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CONGO - BINGI	Zone ref:
Road Catchment:	BINGI ROAD	7 A2

1. Catchment Area:	6.5 ha. approx
2. Notional Lot Yield:	3
3. No. Existing Lots:	1
4. Total Roadworks Costs:	\$363,047
5. Traffic Generation (VPD):	VPD 1
a) total lot generations: (2)x6) Traffic generated by each	
b) through traffic:) catchment is assigned to	
c) total traffic:) all 13 road segments:	
	see
	) Table
6. Through Traffic Roadwork Costs:) Traffic apportioned to each	
	) catchment are based upon the
7. Smallholding Roadwork Costs:) traffic assignment: See Table	
8. Costs per Lot Yielded (7)/(2)	\$3,445
9. Council Responsibility: (6)	\$37,394 for through traffic.
(3)x(8)	\$6,890 for existing entitlement NOTE 2
(6)+((3) x(8)) Total	\$44,284 total
10. Developer Contribution: (8)	\$3,445 per additional lot created
	\$6,890 total

NOTE:

- Note that the calculation of residential traffic generation takes into account 1 potential 1(a) zone lot that might access this road segment (see Table). The traffic it generates is regarded as additional through traffic for calculation of contributions (see Table).
- Includes traffic generated by one 1(a) lot accessing this road sector.
ie \$3,445

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CONGO - BINGI	Zone ref:
Road Catchment:	BINGI ROAD	7 A3

1. Catchment Area:	6 ha. approx
2. Notional Lot Yield:	3
3. No. Existing Lots:	0.51 NOTE 2
4. Total Roadworks Costs:	\$243,035
5. Traffic Generation (VPD):	VPD 1
a) total lot generation: (2)x6) Traffic generated by each	
b) through traffic:) catchment is assigned to	
c) total traffic:) all 13 road segments: see	
	) Table
6. Through Traffic Roadwork Costs:) Costs apportioned to each	
	) catchment are based upon the
7. Smallholding Roadwork Costs:) traffic assignment: see Table	
8. Costs per Lot Yielded (7)/(2)	\$4,884
9. Council Responsibility: (6)	\$17,012 for through traffic.
(3)x(8)	\$2,491 for existing entitlement NOTE 2
(6)+((3) x(8)) Total	\$19,503 total
10. Developer Contribution: (8)	\$4,884 per additional lot created
	\$12,161 total

NOTE:

- Note that the calculation of residential traffic generation takes into account potential 1(a) zone lots that might access this road segment (see Table). The traffic they generate is regarded as additional through traffic for calculation of contributions (see Table).
- This catchment is created from parts of two existing entitlements. The proportions represent the contribution of 1 lot out of 9 (0.11) yield from one entitlement mainly addressing A4 and 2 lot out of 5 yield (0.4), the balance addressing A9.

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CONGO - BINGI	Zone ref:
Road Catchment:	BINGI ROAD	7 A4
1. Catchment Area:	73 ha. approx	
2. Notional Lot Yield:	27	
3. No. Existing Lots:	3.82 NOTE 3	
4. Total Roadworks Costs:	\$412,245	
5. Traffic Generation (VPD):	VPD Z	
a) total lot generation: (2)x6) Traffic generated by each		
b) through traffic:) catchment is assigned to		
c) total traffic:) all 13 road segments: see		
	) Table	
6. Through Traffic Roadwork Costs:) Costs apportioned to each		
	) catchment are based upon the	
7. Smallholding Roadwork Costs:) traffic assignment: see Table		
8. Costs per Lot Yielded (7)/(2)	\$6,741	
9. Council Responsibility: (6)	\$38,751 for through traffic.	
(3)x(8)	\$32,492 for existing entitlement NOTE 2	
(6)+((3) x(8)) Total	\$71,243 total	
10. Developer Contribution: (8)	\$6,741 per additional lot created	
	\$156,256 total	

NOTE:

- Note that the calculation of residential traffic generation takes into account 1 potential 1(a) zone lot that might access this road segment (see Table). The traffic it generates is regarded as additional through traffic for calculation of contributions (see Table).
- Includes traffic generated by one 1(a) lot accessing this road sector.
ie \$6,741
- This catchment created from one whole existing entitlement and parts of four others which address A9(0.4), A7(0.6), A5(0.07), and A3(0.11).

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CONGO - BINGIE	Zone ref:
Road Catchment:	MULLIMBURRA POINT ROAD	7 A5

1. Catchment Area:	6 ha. approx
2. Notional Lot Yield:	3
3. No. Existing Lots:	0.32 NOTE 2
4. Total Roadworks Costs:	\$84,614
5. Traffic Generation (VPD):	VPD 1
a) total lot generation: (2)x6) Traffic generated by each	
b) through traffic:) catchment is assigned to	
c) total traffic:) all 13 road segments: see	
	) Table
6. Through Traffic Roadwork Costs:) Costs apportioned to each	
	) catchment are based upon the
7. Smallholding Roadwork Costs:) traffic assignment: see Table	
8. Costs per Lot Yielded (7)/(2)	\$8,658
9. Council Responsibility: (6)	\$6,938 for through traffic.
(3)x(8)	\$2,771 for existing entitlement
(6)+((3) x(8)) Total	\$9,709 total
10. Developer Contribution: (8)	\$8,658 per additional lot created
	\$23,203 total

NOTE:

- Note that the calculation of residential traffic generation takes into account potential 1(a) zone lots that might access this road segment (see Table). The traffic they generate is regarded as additional through traffic for calculation of contributions (see Table).
- This catchment is created from parts of 2 existing entitlements, one that addresses A4(0.93) and one that addresses A6(0.5) and A8(0.25).

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CONGO - BINGI	Zone ref:
Road Catchment:	BINGI ROAD	7 A6

1. Catchment Area:	33 ha. approx
2. Notional Lot Yield:	13
3. No. Existing Lots:	1.5 NOTE 3
4. Total Roadworks Costs:	\$169,190
5. Traffic Generation (VPD):	VPD Z
a) total lot generation: (2)x6) Traffic generated by each	
b) through traffic:) catchment is assigned to	
	) all 13 road segments: see
c) total traffic:) Table	
6. Through Traffic Roadwork Costs:) Costs apportioned to each	
	) catchment are based upon the
7. Smallholding Roadwork Costs:) traffic assignment: see Table	
8. Costs per Lot Yielded (7)/(2)	\$11,989
9. Council Responsibility: (6)	\$30,962 for through traffic.
(3)x(8)	\$113,896 for existing entitlement NOTE 2
(6)+((3) x(8)) Total	\$144,858 total
10. Developer Contribution: (8)	\$11,989 per additional lot created
	\$137,874 total

NOTE:

- Note that the calculation of residential traffic generation takes into account potential 1(a) zone lots that might access this road segment (see Table). The traffic they generate is regarded as additional through traffic for calculation of contributions (see Table).
- Includes traffic generated by Bx 1(a) lots accessing this road sector.
ie Bx \$11,989
- This catchment is created from one whole existing entitlement and half of another which also addresses A5(0.25) and AB(0.25).

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CONGO - BINGI	Zone ref:
Road Catchment:	SUMMER PLACE	7 A7

1. Catchment Area:	45 ha. approx
2. Notional lot Yield:	23
3. No. Existing lots:	7.6 NOTE 2
4. Total Roadworks Costs:	\$47,819
5. Traffic Generation (VPD):	VPD X
a) total lot generation: (2)x6)	
b) through traffic:)	Traffic generated by each
c) total traffic:)	catchment is assigned to
	all 13 road segments: see
	Table
6. Through Traffic Roadwork Costs:)	Costs apportioned to each
	catchment are based upon the
7. Smallholding Roadwork Costs:)	traffic assignment: see Table
8. Costs per Lot Yielded (7)/(2)	\$8,866
9. Council Responsibility: (6)	\$0 for through traffic.
(3)x(8)	\$67,382 for existing entitlement
(6)+((3) x(8)) Total	\$67,382 total
10. Developer Contribution: (8)	\$8,866 per additional lot created
	\$136,536 total

NOTE:

- Note that the calculation of residential traffic generation takes into account potential 1(a) zone lots that might access this road segment (see Table). The traffic they generate is regarded as additional through traffic for calculation of contributions (see Table).
- This catchment is created from seven whole existing entitlements and part of another which also addresses A4(0.40).

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CONGO - BINGI	Zone ref:
Road Catchment:	MULLIMBURRA POINT ROAD	7 A8

1. Catchment Area: 98 ha. approx
2. Notional Lot Yield: 46
3. No. Existing Lots: 4.25 NOTE 2
4. Total Roadworks Costs: \$262,966
5. Traffic Generation (VPD): VPD 2
 - a) total lot generation: (2)x6)
 - b) through traffic:) Traffic generated by each
 - c) total traffic:) catchment is assigned to
 -) all 13 road segments: see
 -) Table
6. Through Traffic Roadwork Costs:) Costs apportioned to each
7. Smallholding Roadwork Costs:) catchment are based upon the
8. Costs per Lot Yielded (7)/(2) \$11,751
9. Council Responsibility: (6) \$28,663 for through traffic.
 - (3)x(8) \$49,942 for existing entitlement
 - (6)+((3) x(8)) Total \$78,605 total
10. Developer Contribution: (8) \$11,751 per additional lot created
 - \$490,604 total

NOTE:

- 1 Note that the calculation of residential traffic generation takes into account potential 1(a) zone lots that might access this road segment (see Table). The traffic they generate is regarded as additional through traffic for calculation of contributions (see Table).
- 2 This catchment is created from four whole existing entitlements and one quarter of another which also addresses A5(0.25) and A6(0.5).

EUROBODALLA 594: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE: CONGO - BINGI

Zone ref:

Road Catchment: SPRING PLACE

7 A9

1. Catchment Area:	120 ha. approx
2. Notional Lot Yield:	57
3. No. Existing Lots:	11 NOTE 2
4. Total Roadworks Costs:	\$123,299
5. Traffic Generation (VPD):	VPD 2
a) total lot generation: (2)x6) Traffic generated by each	
b) through traffic:) catchment is assigned to	
	) all 13 road segments: see
c) total traffic:) Table	
6. Through Traffic Roadwork Costs:) Costs apportioned to each	
	) catchment are based upon the
7. Smallholding Roadwork Costs:) traffic assignment: see Table	
8. Costs per Lot Yielded (7)/(2)	\$6,177
9. Council Responsibility: (6)	\$0 for through traffic.
(3)x(8)	\$67,947 for existing entitlement
(6)+((3) x(8)) Total	\$67,947 total
10. Developer Contribution: (8)	\$6,177 per additional lot created
	\$284,142 total

NOTE:

- Note that the calculation of residential traffic generation takes into account potential 1(a) zone lots that might access this road segment (see Table). The traffic they generate is regarded as additional through traffic for calculation of contributions (see Table).
- This catchment is created from 10 whole existing entitlements and parts of two others which respectively address A3(0.4) and A4(0.6).

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CONGO - BINGI	Zone ref:
Road Catchment:	MERINGO ROAD	7 A10
1. Catchment Area:	102 ha. approx	
2. Notional Lot Yield:	47	
3. No. Existing Lots:	5	
4. Total Roadworks Costs:	\$385,886	
5. Traffic Generation (VPD):		
a) total lot generation: (2)x6)		
) Traffic generated by each		
b) through traffic:) catchment is assigned to		
) all 13 road segments: see		
c) total traffic:) Tables.		
6. Through Traffic Roadwork Costs:)	Costs apportioned to each	
) catchment are based upon the		
7. Smallholding Roadwork Costs:)	traffic assignment: See Tables.	
8. Costs per Lot Yielded (7)/(2)	\$7,665	
9. Council Responsibility: (6)	\$67,916 for through traffic.	
(3)x(8)	\$93,180 for existing entitlement NOTE 2	
(6)+((3) x(8)) Total	\$161,096 total	
10. Developer Contributions: (8)	\$7,665 per additional lot created	
	\$321,930 total	

NOTES:

- Note that the calculation of residential traffic generation takes into account potential 1(a) zone lots that might access this road segment (see Table). The traffic they generate is regarded as additional through traffic for calculating contributions (see Table).
- Includes traffic generated by 7 projected permanent dwellings at Meringo.
ie 7x \$7,665

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CONGO - BINGI	Zone ref:
Road Catchment:	CONGO ROAD	7 A11
1. Catchment Area:	99 ha. approx	
2. Notional Lot Yield:	47	
3. No. Existing lots:	7.3 NOTE 2	
4. Total Roadworks Costs:	\$585,434	
5. Traffic Generation (VPD):	VPD x	
a) total lot generation: (2)x6)	) Traffic generated by each	
b) through traffic:	) catchment is assigned to	
	) all 13 road segments: see	
c) total traffic:	) Table	
6. Through Traffic Roadwork Costs:	) Costs apportioned to each	
	) catchment are based upon the	
7. Smallholding Roadwork Costs:	) traffic assignment: see Table	
8. Costs per Lot Yielded (7)/(2)	\$4,894	
9. Council Responsibility: (6)	\$98,970 for through traffic.	
(3)x(8)	\$35,726 for existing entitlement	
(6)+((3) x(8)) Total	\$134,696 total	
10. Developer Contributions: (8)	\$4,894 per additional lot created	
	\$194,292 total	

NOTE:

1 Note that the calculation of residential traffic generation takes into account potential 1(a) zone lots that might access this road segment (see Table). The traffic they generate is regarded as additional through traffic for calculation of contributions (see Table).

2 See Note 3 on A1 to explain the part lot.

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CONGD - BINGI	Zone ref:
Road Catchment:	BERRIMAN DRIVE	7 A12
1. Catchment Area:	87 ha. approx	
2. Notional Lot Yield:	40	
3. No. Existing Lots:	3	
4. Total Roadworks Costs:	\$132,305	
5. Traffic Generation (VPD):	VPD 2	
a) total lot generation: (2)x6)	) Traffic generated by each	
b) through traffic:	) catchment is assigned to	
	) all 13 road segments: see	
c) total traffic:	) Table	
6. Through Traffic Roadwork Costs:	) Costs apportioned to each	
	) catchment are based upon the	
7. Smallholding Roadwork Costs:	) traffic assignment: see Table	
8. Costs per Lot Yielded (7)/(2)	\$8,116	
9. Council Responsibility: (6)	\$0	for through traffic.
(3)x(8)	\$24,348	for existing entitlement
(6)+((3) x(8)) Total	\$24,348	total
10. Developer Contribution: (8)	\$8,116	per additional lot created
	\$300,292	total

NOTE:

- Note that the calculation of residential traffic generation takes into account potential 1(a) zone lots that might access this road segment (see Table). The traffic they generate is regarded as additional through traffic for calculation of contributions (see Table).

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	CONGO - BINGI	Zone ref:
Road Catchment:	CONGO ROAD	7 A13
1. Catchment Area:	124 ha. approx	
2. Notional lot Yield:	54	
3. No. Existing Lots:	15	
4. Total Roadworks Costs:	\$468,327	
5. Traffic Generation (VPD):	VPD 1	
a) total lot generation: (2)x(5)	) Traffic generated by each	
b) through traffic:	) catchment is assigned to	
	) all 13 road segments: see	
c) total traffic:	) Table	
6. Through Traffic Roadwork Costs:	) Costs apportioned to each	
	) catchment are based upon the	
7. Smallholding Roadwork Costs:	) traffic assignment: see Table	
8. Costs per lot Yielded (7)/(2)	\$9,349	
9. Council Responsibility: (6)	\$163,446	for through traffic.
(3)x(8)	\$140,235	for existing entitlement
(6)+((3) x(8)) Total	\$303,681	total
10. Developer Contribution: (8)	\$9,349	per additional lot created
	\$364,611	total

NOTE:

- Note that the calculation of residential traffic generation takes into account potential 1(a) zone lots that might access this road segment (see Table). The traffic they generate is regarded as additional through traffic for calculation of contributions (see Table).

SCHEDULE 8

EUROBODALLA SHIRE COUNCIL

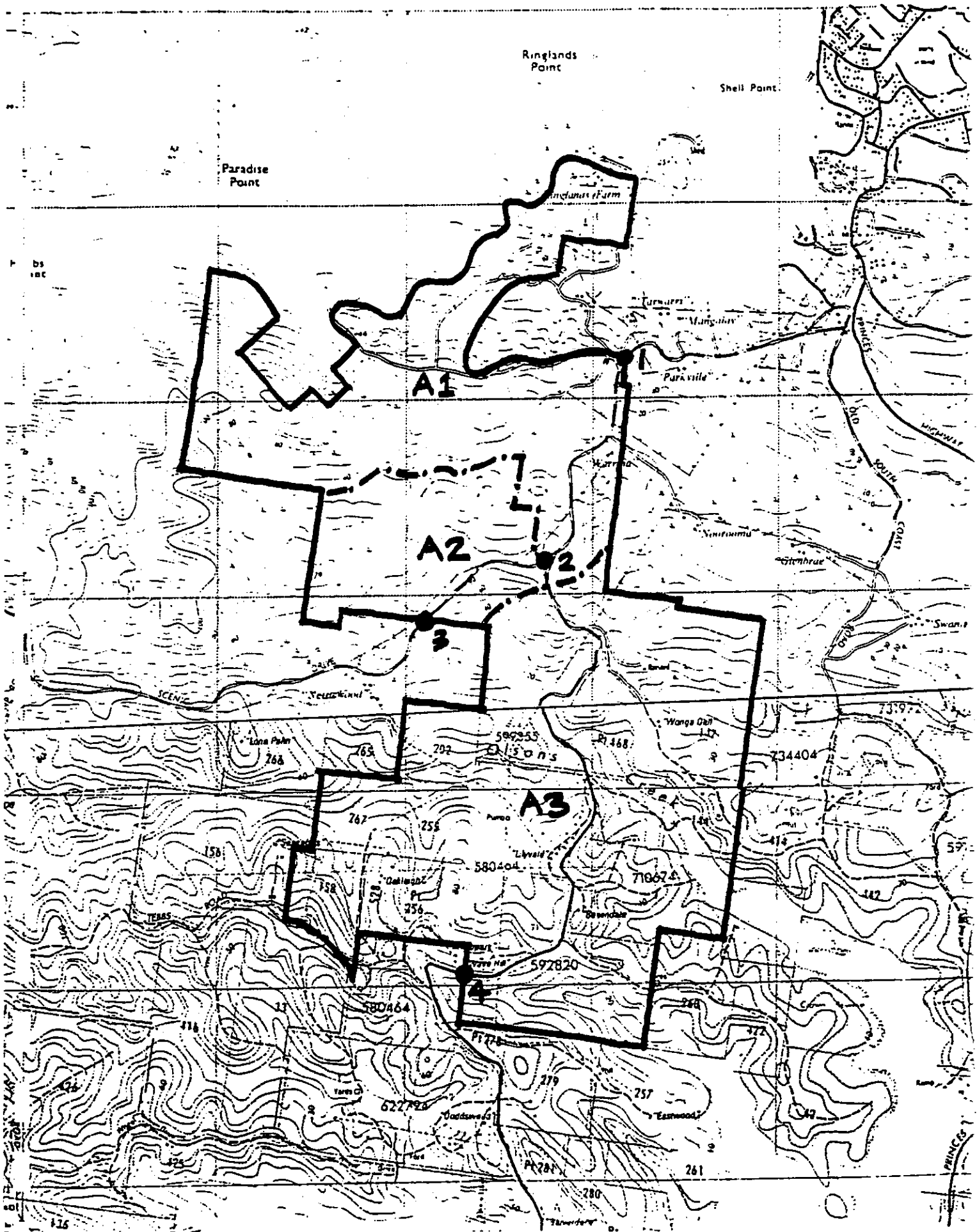
SECTION 94 CONTRIBUTIONS PLAN

RURAL ROADS

SOUTH NAROOMA 1(C) AREA

WORKS SCHEDULE & CONTRIBUTIONS RATE

South Narooma



SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 8

[illegible]

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	SOUTH NAROOMA	
Road Catchment:	OLD PRINCES HIGHWAY	Zone ref: 8 A1
1. Catchment Area:	218 ha. approx	
2. Notional Lot Yield:	244	NOTE: This includes lot yields in Catchments A2&A3. (A1 : 82 lots.)
3. No. Existing Lots:	6	
4. Total Roadworks Costs:	\$175,791	shared between A1,A2&A3
5. Traffic Generation (VPD):		VPD 1
a) total lot generation: (2)x6	1,464	80.71%
b) through traffic: NOTE 1	350	19.29%
c) total traffic:	1,814	100%
6. Through Traffic Roadwork Costs:	\$33,918	
7. Smallholding Roadwork Costs:	\$141,873	
8. Costs per Lot Yielded (7)/(2)	\$581	
9. Council Responsibility: (6)	\$33,918	for through traffic.
(3)x(8)	\$3,489	for existing entitlement
(6)+((3) x(8)) Total	\$37,406	total
10. Developer Contribution: (8)	\$581	per additional lot created
	\$138,385	total

NOTE:

- 1 Tourist and overall external residential growth are expected to grow to a level equivalent to double the existing road traffic volumes. In practise, this allowance is more than double the existing external traffic generation since no deduction has been made for traffic being generated by existing properties in this 1(c) zone.

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	NAROOMA SOUTH	
Road Catchment:	SCENIC DRIVE	Zone ref: 8 A2
1. Catchment Area:	84 ha. approx	
2. Notional Lot Yield:	38	
3. No. Existing Lots:	8	
4. Total Roadworks Costs:	\$275,797 plus part of cost for sector 1	
5. Traffic Generation (VPD):	VPD 1	
a) total lot generation: (2)x6	228	47.70%
b) through traffic:	250	52.30%
c) total traffic:	478	100%
6. Through Traffic Roadwork Costs:	\$144,245	
7. Smallholding Roadwork Costs:	\$131,552	
8. Costs per Lot Yielded (7)/(2)	\$3,462	
9. Council Responsibility: (6)	\$144,245 for through traffic.	
(3)x(8)	\$27,695 for existing entitlement	
(6)+((3) x(8)) Total	\$171,940 total	
10. Developer Contribution: (8)	\$3,462 per additional lot created	
	\$581 Plus contrib sector 1-2	
	\$4,043 Total per additional lot	
	\$103,857 Total responsibility (A2 ONLY)	

NOTE:

- The calculation of this contribution is shown on the data sheet for area A1. The comment on through traffic allowance applies to this sector also.

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	SOUTH NARODOMA	Zone ref:
Road Catchment:	OLD PRINCES HIGHWAY	B A3
1. Catchment Area:	386 ha. approx	
2. Notional Lot Yield:	124	
3. No. Existing Lots:	46	
4. Total Roadworks Costs:	\$943,420	
5. Traffic Generation (VPD):	VPD Z	
a) total lot generation: (2)x6	744	78.81%
b) through traffic:	200	21.19%
c) total traffic:	944	100%
6. Through Traffic Roadwork Costs:	\$199,877	
7. Smallholding Roadwork Costs:	\$743,543	
8. Costs per Lot Yielded (7)/(2)	\$5,996	
9. Council Responsibility: (6)	\$199,877 for through traffic.	
(3)x(8)	\$275,830 for existing entitlement	
(6)+((3) x(8)) Total	\$475,708 total	
10. Developer Contribution: (8)	\$5,996 per additional lot created	
	\$581 Plus contrib sector 1-2	
	\$6,577 Total per additional lot	
	\$467,712 Total responsibility (A3 ONLY)	

NOTE:

- The Calculation of this contribution is shown on the data sheet for area A1. The comment on through traffic allowance applies to this sector also.

SCHEDULE 9

EUROBODALLA SHIRE COUNCIL

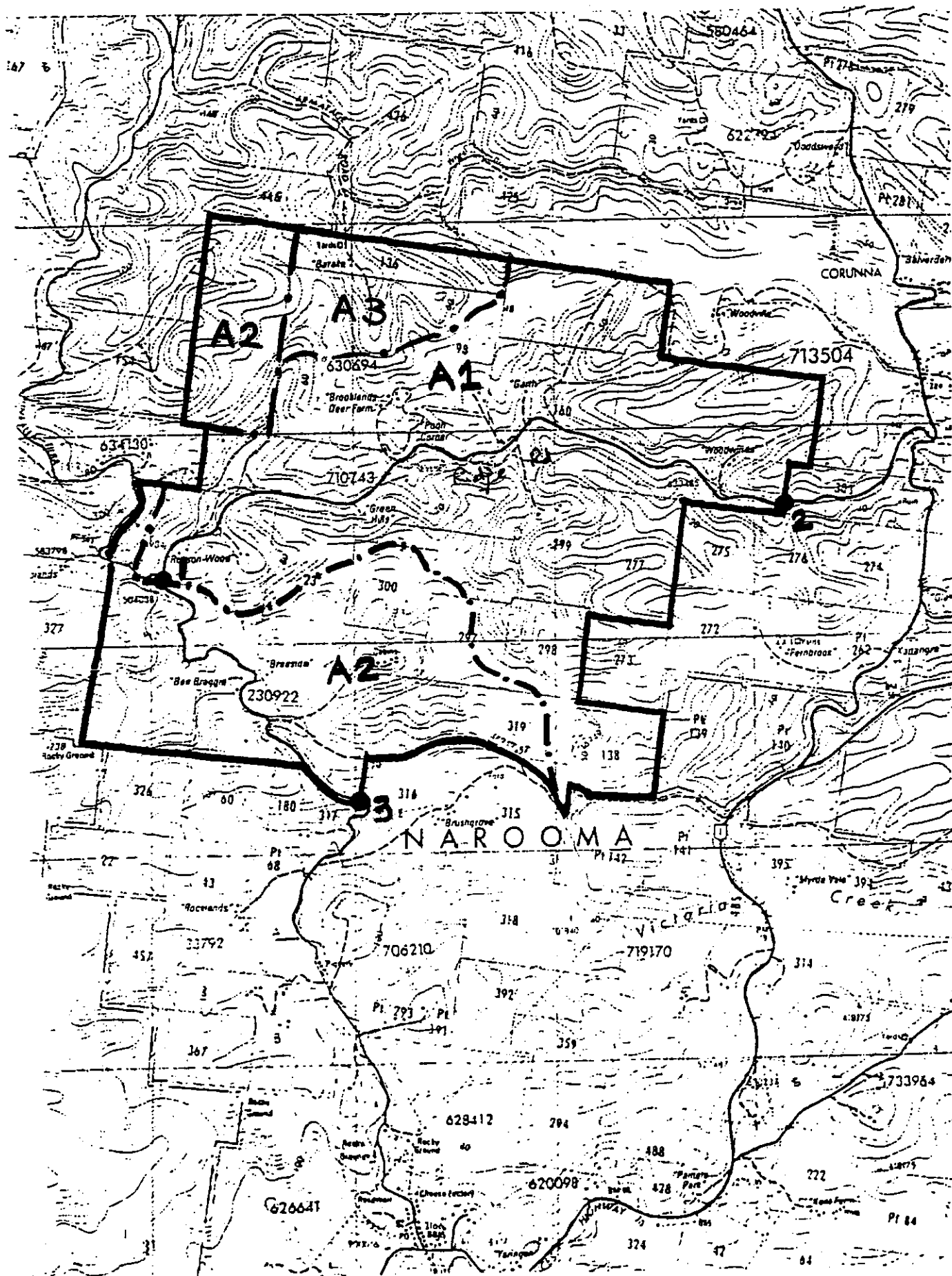
SECTION 94 CONTRIBUTIONS PLAN

RURAL ROADS

NORTH TILBA 1(C) AREA

WORKS SCHEDULE & CONTRIBUTIONS RATE

North Tilba



AREA 9 : RIDGE RD (A1) & TILBA RD (A2)

TRAFFIC GENERATION/ASSIGNMENT

ROAD SECTOR	A1 85 LOTS		A2 28 LOTS		THROUGH TRAFFIC	TOTAL TRAFFIC
1-2 RIDGE RD (A1)	510	73%	8	1%	180 26%	698 100%
1-3 TILBA RD (A2)	153	28%	168	30%	230 42%	551 100%

COST ASSIGNMENT

ROAD SECTOR	SECTOR COST	COST FOR A1	COST FOR A2	THROUGH TRAFFIC COST
1-2 RIDGE RD (A1)	\$1,031,436	\$753,196	\$12,406	\$265,834
1-3 TILBA RD (A2)	\$909,240	\$252,475	\$277,227	\$379,538
TOTALS		\$1,005,671	\$289,633	

SECTION 94 RURAL ROADS - WORKS SCHEDULE - AREA 9

ROAD NAME	LOCALITY	AREA	SECTION (From and To)	LENGTH m.	RATE \$ per m.	COST \$ for Sect	INTERSECT Extra \$	TOT COST for Sect	Cumul. Lots*
TILBA RD	NTH TILBA	9/A2	As req'd/Tilba Vil-End Seal	500	121.00	60,500	-	60,500	13
TILBA RD	NTH TILBA	9/A2	1.8km fr Seal to Ridge Rd	800	279.90	223,920	-	223,920	-
RIDGE RD	NTH TILBA	9/A1	From Tilba Rd for 0.1km	100	286.51	28,651	-	28,651	-
							Totals	252,571	39
TILBA RD	NTH TILBA	9/A2	End Seal for 1.0km	1,000	279.90	279,900	-	279,900	53
TILBA RD	NTH TILBA	9/A2	As req'd/Tilba Vil-End Seal	500	121.00	60,500	-	60,500	57
TILBA RD	NTH TILBA	9/A2	1.0km From Seal to 1.8km	800	279.90	223,920	-	223,920	62
TILBA RD	NTH TILBA	9/A2	As req'd/Tilba Vil-End Seal	500	121.00	60,500	-	60,500	68*
			Totals	4,100	-	-	-	909,240	-
								* (Total all Lots in Zone 9)	
TILBA RD	NTH TILBA	9/A2	Tilba Village to End Seal	1,500	121.00	181,500	-	181,500	-
TILBA RD	NTH TILBA	9/A2	End Seal to Ridge Rd	2,600	279.90	727,740	-	727,740	-
				4,100					68*
								* (Total all Lots in Zone 9)	
RIDGE RD	NTH TILBA	9/A1	From Tilba Rd for 0.1km (See Tilba Rd for This Section)	100	286.51	28,651 (See Tilba Rd for This Section)	-	28,651	4
RIDGE RD	NTH TILBA	9/A1	0.1km fr Tilba Rd to 0.9km	800	286.51	229,208	-	229,208	26
RIDGE RD	NTH TILBA	9/A1	0.9km fr Tilba Rd to 2.5km	1,600	286.51	458,416	-	458,416	46
RIDGE RD	NTH TILBA	9/A1	2.5km fr Tilba Rd-E End 1C	1,100	286.51	315,161	-	315,161	50
							Total	1,031,436	
RIDGE RD	NTH TILBA	9/A1	Tilba Rd to E End 1C Zone	3,600	286.51	1,031,436	-	1,031,436	50
TILBA RD	NTH TILBA	9/A2	Tilba Village to End Seal	1,500	121.00	181,500	-	181,500	
TILBA RD	NTH TILBA	9/A2	End Seal to Ridge Rd	2,600	279.90	727,740	-	727,740	
RIDGE RD	NTH TILBA	9/A1	Tilba Rd to E End 1C Zone	3,600	286.51	1,031,436	-	1,031,436	
							Total	\$1,940,676	

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	NORTH TILBA	Zone ref:
Road Catchment:	RIDGE ROAD	9 A1

1. Catchment Area:	480 ha. approx
2. Notional Lot Yield:	85
3. No. Existing Lots:	35
4. Total Roadworks Costs:	\$1,031,436
5. Traffic Generation (VPD):	VPD 1
a) total lot generation: (2)x6)	
b) through traffic:) SEE AREA 9 TRAFFIC GENERATION ASSIGNMENT	
c) total traffic:)	
6. Through Traffic Roadwork Costs:	\$265,834)SEE COST
7. Smallholding Roadwork Costs:	\$1,005,671)ASSIGNMENT
8. Costs per Lot Yielded (7)/(2)	\$11,831
9. Council Responsibility: (6)	\$265,834 for through traffic.
(3)x(8)	\$414,100 for existing entitlement
(6)+((3) x(8)) Total	\$679,934 total
10. Developer Contribution: (8)	\$11,831 per additional lot created
	\$591,571 total

NOTE:

- Tables overleaf distribute traffic from smallholdings in areas A1 and A2, plus through traffic on Ridge Road and Tilba Road.

EUROBODALLA S94: RURAL SMALLHOLDING ROADWORKS CONTRIBUTIONS

SMALL HOLDING ZONE:	NORTH TILBA	Zone ref:
Road Catchment:	TILBA ROAD	9 A2

1. Catchment Area:	165 ha. approx
2. Notional Lot Yield:	28
3. No. Existing Lots:	10
4. Total Roadworks Costs:	\$909,240
5. Traffic Generation (VPD):	VPD 1
a) total lot generation: (2)x6)	
b) through traffic:) SEE AREA 9 TRAFFIC GENERATION ASSIGNMENT	
c) total traffic:)	
6. Through Traffic Roadwork Costs:	\$379,538)SEE COST
7. Smallholding Roadwork Costs:	\$289,633)ASSIGNMENT
8. Costs per Lot Yielded (7)/(2)	\$10,344
9. Council Responsibility: (6)	\$379,538 for through traffic.
(3)x(8)	\$103,440 for existing entitlement
(6)+((3) x(8)) Total	\$482,978 total
10. Developer Contribution: (8)	\$10,344 per additional lot created
	\$186,193 total

NOTE:

- Tables overleaf distribute traffic from smallholdings in areas A1 and A2, plus through traffic on Ridge Road and Tilba Road.

SCHEDULE 10

EUROBODALLA SHIRE COUNCIL

SECTION 94 CONTRIBUTIONS PLAN

RURAL ROADS

DETAILED COST ESTIMATES

RURAL (c) ROADS - COST SUMMARY - 1993

ROAD NAME	LOCALITY	AREA	COUNCIL RESPONSIBILITY	DEVELOPER RESPONSIBILITY	TOTAL COST OF SECTION	COMMENTS
RIVER RD	NELLIGEN	1/A1	\$244,925	\$130,213	\$375,138	
OLD BOLARO RD	NELLIGEN	1/A4	\$16,173	\$32,994	\$49,167	
	TOTAL NELLIGEN		\$261,098	\$163,207	\$424,305	
CLYDE RD	NW B'BAY	2/A1	\$120,359	\$571,374	\$691,733	
LONG BEACH RD	LONG BCH	2B/B1	\$416,989	\$45,309	\$462,298	
DUNNS CRK RD	S'BCH-M'BAY	3B/B1	\$232,095	\$29,760	\$391,180	) NOTE: FIGURES INCLUDE) SHARED COST OF) LEAD-IN SECTION OF) DUNNS CK RD
DUNNS CRK RD	S'BCH-M'BAY	3B/B2	\$501,796	\$234,795	\$697,515	
OLD MALUA BAY RD	S'BCH-M'BAY	3B/B3	\$314,737	\$84,732	\$497,143	
BURRI RD	S'BCH-M'BAY	3B/B4	\$766,811	\$403,845	\$905,990	
OLD MALUA BAY RD	S'BCH-M'BAY	3B/B5	\$187,718	\$65,499	\$305,560	
G'FATHERS GULLY RD	S'BCH-M'BAY	3B/B6	\$59,720	\$126,905	\$186,621	
	TOTAL SURFBEACH-MALUA		\$2,062,877	\$945,536	\$2,984,009	
HAULBROOKS RD	BIMBIMBIE	4/A2	\$141,619	\$482,269	\$623,888	
OLD PRINCES HWY	POLLNOMBRA	5/A1	\$159,313	\$533,803	\$693,116	
LARRY'S MTN RD	POLLNOMBRA	5/A2	\$318,867	\$118,135	\$437,002	
	TOTAL POLLNOMBRA		\$478,180	\$651,938	\$1,130,118	
WOMBAN RD	MORUYA S&W	6/A1	\$321,127	\$51,875	\$418,155	) NOTE: SHARED COST OF) LEAD-IN ROAD
RESERVOIR RD	MORUYA S&W	6/A2	\$104,287	\$192,086	\$251,220	
BERGALIA ST	MORUYA S&W	6/A3	\$23,900	\$63,733	\$87,633	
FRANCIS ST	MORUYA S&W	6/A4	\$127,369	\$424,562	\$551,931	
DMYERS CREEK RD	MORUYA S&W	6/A5	\$330,849	\$374,004	\$704,853	
MOUNTAIN VIEW RD	MORUYA S&W	6/A6	\$79,735	\$143,522	\$223,257	
DONNELLYS DVE	MORUYA S&W	6/A7	\$18,679	\$154,103	\$172,782	
	TOTAL MORUYA S&W		\$1,005,946	\$1,403,885	\$2,409,831	
CONGO RD	CONGO- BINGI	7/A1	\$68,210	\$7,400	\$357,752	) NOTE:) COSTS ARE ASSIGNED) TO EACH CATCHMENT) IN PROPORTION) BASED ON THE) ASSIGNMENT OF) TRAFFIC.
BINGI RD	CONGO- BINGI	7/A2	\$44,284	\$6,890	\$363,047	
BINGI RD	CONGO- BINGI	7/A3	\$19,503	\$12,161	\$243,035	
BINGI RD	CONGO- BINGI	7/A4	\$71,243	\$156,256	\$412,245	
MULLIMBURRA PT RD	CONGO- BINGI	7/A5	\$9,709	\$23,203	\$84,614	
BINGI RD	CONGO- BINGI	7/A6	\$144,858	\$137,874	\$169,190	
SUMMER PL	CONGO- BINGI	7/A7	\$67,382	\$136,536	\$47,819	
MULLIMBURRA PT RD	CONGO- BINGI	7/A8	\$78,605	\$490,604	\$262,966	
SPRING PL	CONGO- BINGI	7/A9	\$67,947	\$284,142	\$123,299	
MERINGO RD	CONGO- BINGI	7/A10	\$161,096	\$326,130	\$385,886	
CONGO RD	CONGO- BINGI	7/A11	\$134,696	\$194,292	\$585,434	
BERRIMAN DR	CONGO- BINGI	7/A12	\$24,348	\$300,292	\$132,305	
CONGO RD	CONGO- BINGI	7/A13	\$303,681	\$364,611	\$468,327	
	TOTAL CONGO-BINGI		\$1,195,562	\$2,440,391	\$3,635,919	
OLD PRINCES HWY	STH NAROOMA	8/A1	\$37,406	\$138,385	\$175,791	) NOTE: SHARED) COST OF) LEAD-IN ROAD
SCENIC DR	STH NAROOMA	8/A2	\$171,940	\$103,857	\$275,797	
OLD PRINCES HWY	STH NAROOMA	8/A3	\$475,708	\$467,712	\$943,420	
	TOTAL STH NAROOMA		\$685,054	\$709,954	\$1,395,008	
RIDGE RD	NTH TILBA	9/A1	\$679,934	\$591,571	\$1,031,436	) NOTE: COSTS ARE ASSIGNED TO) EACH CATCHMENT BASED ON TRAFFIC) ASSIGNMENT.
TILBA RD	NTH TILBA	9/A2	\$482,978	\$186,193	\$909,240	
	TOTAL NTH TILBA		\$1,162,912	\$777,764	\$1,940,676	
OVERALL TOTALS:			\$7,530,596	\$8,191,627	\$15,697,785	

SECTION 94 RURAL ROADS 1993 COST ESTIMATE

ROAD NAME	LOCALITY	AREA	DISTRICT	SECTION FROM	SECTION TO	WIDTH m.	LENGTH m.	BASE COST per m.	CLEARING cost/m.	E'WORKS cost/a.	DR'NGE cost/a.	GRAVEL cost/a.	SPECIAL cost/m.	TOTAL COST per a.	TOT RD COST OF SECTION	ALL'CE FOR INT' SECTIONS	ALL'CE FOR OTHER W'NS OF SECTION	TOTAL COST
VER RD	WELLIGEN	1/A1	NTH	MRS1	FOR 1250M	7.20	1,250	93.34	11.02	85.62	5.84	90.69		286.51	358,138		17,000	375,138
D OBLARD RD	WELLIGEN	1/A4	NTH	MRS1	FOR 150M	7.20	150	93.34	4.41	20.17	5.84	90.69		214.45	32,167			49,167
YDE RD	NW B'BAY	2/A1	NTH	MRS1	BATHMANS RD	7.20	200	93.34	19.84	166.51	10.47	90.69		380.85	76,170	85,000		161,170
YDE RD	NW B'BAY	2/A1	NTH	BATHMANS RD	FOR 1300M	7.20	1,300	93.34	4.41	40.33	5.84	90.69		234.61	304,993			304,993
YDE RD	NW B'BAY	2/A1	NTH	SH1	FOR 500M	7.20	500	93.34	11.02	85.62	10.47	90.69		291.14	145,570	80,000		225,570
ONG BEACH RD	LONG BCH	2B/A1	NTH			11.00	2,800	85.05	0.00	18.55	6.39	96.40		165.11	462,298			462,298
DUNNS CRK RD	S'BCH-N'BAY	3B/A1	NTH	SPINE RD	FOR 500M	8.00	500	103.04	11.02	189.76	5.95	109.87		419.64	209,820	40,000		249,820
D MALUA BAY RD	S'BCH-N'BAY	3B/A1	NTH	DUNNS CRK RD	DUNNS CRK RD	8.00	400	103.04	11.02	98.52	5.95	109.87		131.360	131,360	10,000		141,360
DUNNS CRK RD	S'BCH-N'BAY	3B/A2	NTH	OLD N'BAY RD	FOR 1900M STH	8.00	1,900	103.04	19.84	123.15	5.95	109.87		361.85	687,515	10,000		697,515
D MALUA BAY RD	S'BCH-N'BAY	3B/A3	NTH	DUNNS CRK RD	BURRI RD	8.00	2,200	75.22	1.32	44.30	5.95	76.91		203.70	448,143	30,000	19,000	497,143
D MALUA BAY RD	S'BCH-N'BAY	3B/A3	NTH	BURRI RD	URB EXP ZONE	8.00	900	103.04	11.02	98.52	5.95	109.87		328.40	295,560	10,000		305,560
D MALUA BAY RD	S'BCH-N'BAY	3B/A4	NTH	OLD N'BAY RD	FOR 3000M	7.20	3,000	93.34	19.84	85.62	5.84	90.69		295.33	885,990	20,000		905,990
FATHERS GULLY RD	S'BCH-N'BAY	3B/A6	NTH	GEO BASS DR	FOR 1000M	7.20	1,000	68.14	0.00	0.00	0.00	63.48		131.62	131,621	55,000		186,621
LAULBROOKS RD	SIRIMBIE	4/A2	NTH	SH1	FOR 2100M	7.20	2,100	93.34	11.02	40.33	15.00	108.83		268.52	563,888	60,000		623,888
OLD PRIMES HWY	POLLNOMBRA	5/A1	CEN	END OF SEAL	FOR 3300M	7.20	3,300	93.34	0.00	20.17	5.84	90.69		210.04	693,116			693,116
HARRY'S NTH RD	POLLNOMBRA	5/A2	CEN	SH1	FOR 2600M	7.20	2,600	68.14	0.00	13.31	5.84	63.48		150.77	392,002	45,000		437,002
NOMBAN RD	MORUYA SW	6/A1	CEN	MRS71	NOMBAN CRK	7.20	1,500	93.34	4.41	40.33	0.00	90.69		228.77	343,155	75,000		418,155
RESERVOIR RD	MORUYA SW	6/A2	CEN	NOMBAN RD	FOR 1000M	7.20	1,000	93.34	11.02	40.33	5.84	90.69		241.22	241,220	10,000		251,220
BERGALIA ST	MORUYA SW	6/A3	CEN	EVANS RD	FOR 350M	7.20	350	93.34	11.02	40.33	15.00	90.69		250.38	87,633			87,633
FRANCIS ST	MORUYA SW	6/A4	CEN	SPENCER ST	FOR 1900M	7.20	1,900	93.34	5.84	85.62	15.00	90.69		290.49	551,931			551,931
DUNNS CRK RD	MORUYA SW	6/A5	CEN	END OF SEAL	CANDLIN CRK	7.20	1,900	93.34	11.02	68.50	15.00	90.69		278.55	529,237	55,000		584,237
DUNNS CRK RD	MORUYA SW	6/A6	CEN	BERGALIA ST	FOR 800M	7.20	800	68.14	0.00	13.31	5.84	63.48		150.77	120,616			120,616
DAUNHILL'S DVE	MORUYA SW	6/A6	CEN	SH1	FOR 900M	7.20	900	68.14	0.00	12.10	10.47	90.69		181.40	163,257	60,000		223,257
		6/A7	CEN	SH1	FOR 900M	7.20	800	68.14	0.00	4.03	10.47	77.09		159.73	127,782	45,000		172,782
CONGO RD	CONGO-BINGI	7/A1	CEN	SH1	BINGI INT	8.00	1,050	103.04	4.41	53.16	5.95	109.87		276.43	290,252	67,500		357,752
BINGI RD	CONGO-BINGI	7/A2	CEN	CONGO RD	HERINGO RD	8.00	1,050	103.04	19.84	68.96	5.95	109.87		307.66	323,047	20,000	20,000	363,047
BINGI RD	CONGO-BINGI	7/A3	CEN	HERINGO RD	SPRING PL	7.20	950	93.34	11.02	44.30	5.95	90.69		245.30	233,035	10,000		243,035
BINGI RD	CONGO-BINGI	7/A4	CEN	SPRING PL	MULLUMB INT	7.20	1,450	93.34	11.02	44.30	5.95	90.69		245.30	404,745	7,500		412,245
CONGO-BINGI PT RD	CONGO-BINGI	7/A5	CEN	BINGI RD	SUMMER PL	7.20	350	93.34	4.41	40.33	5.84	90.69		234.61	87,114	2,500		84,614
BINGI RD	CONGO-BINGI	7/A6	CEN	MULLUMB INT	BINGI PT INT	7.20	400	93.34	4.41	85.62	5.84	90.69		279.90	167,940	1,250		169,190
SUMMER PL	CONGO-BINGI	7/A7	CEN	N'BURRA PT RD	TO END	7.20	300	68.14	0.00	0.00	5.84	77.09		151.06	45,319	2,500		47,819
MULLUMBURRA PT RD	CONGO-BINGI	7/A8	CEN	SUMMER PL	RT ANGLE BND	7.20	950	93.34	0.00	85.62	5.84	90.69		275.49	261,716	1,250		262,966
SPRING PL	CONGO-BINGI	7/A9	CEN	BINGI RD	FOR 750M	7.20	750	68.14	0.00	0.00	5.84	77.09		151.06	113,299	10,800		123,299
HERINGO RD	CONGO-BINGI	7/A10	CEN	BINGI RD	END OF IC	7.20	1,400	93.34	4.41	68.50	5.84	90.69		262.78	367,886	10,000	8,000	385,886
CONGO RD	CONGO-BINGI	7/A11	CEN	BINGI RD	BERRTMAN DR	7.20	2,100	93.34	11.02	68.50	10.47	90.69		274.02	575,434	10,000		585,434
BERRTMAN DR	CONGO-BINGI	7/A12	CEN	CONGO RD	FOR 500M	7.20	500	93.34	4.41	40.33	5.84	90.69		234.61	117,305	5,000	10,000	132,305
CONGO RD	CONGO-BINGI	7/A13	CEN	BERRTMAN DR	END OF IC	7.20	1,700	93.34	11.02	68.50	10.47	90.69		274.02	465,827	2,500		468,327
OLD PRIMES HWY	STH MAROOMA	8/A1	STH	START IC	SCENIC DR	8.00	1,200	68.14	0.00	13.31	5.84	63.48		120.62	115,791	20,000	40,000	175,791
SCENIC DR	STH MAROOMA	8/A2	STH	OLD P'HWY	WEST BOY IC	7.20	900	93.34	19.84	85.62	5.84	90.69		295.33	265,797	10,000		275,797
OLD PRIMES HWY	STH MAROOMA	8/A3	STH	SCENIC DR	STH BOY IC	7.20	3,000	93.34	11.02	85.62	10.47	90.69		291.14	873,420	10,000	60,000	943,420
TILBA RD	NTH TILBA	9/A2	STH	TILBA VILL	END OF SEAL	7.20	1,500	0.00	0.00	0.00	0.00	0.00		121.00	181,500			181,500
TILBA RD	NTH TILBA	9/A2	STH	END OF SEAL	RIDGE RD	7.20	2,600	93.34	4.41	85.62	5.84	90.69		279.90	727,740			727,740
RIDGE RD	NTH TILBA	9/A1	STH	TILBA RD	EAST END IC	7.20	3,600		11.02	85.62	5.84	90.69		286.51	1,031,436			1,031,436
																TOTAL	116,697,784	