

Woolgoolga North West and Woolgoolga West Contributions Plan 2024

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GLOSSARY & ABBREVIATIONS

Meanings of terms and abbreviations used in the plan are provided below:

Applicant means the person, company or organisation submitting a development application.

Catchment means a geographic or other defined area to which a contributions plan applies.

CDC means complying development certificate.

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

City means City of Coffs Harbour.

DPE means the Department of Planning and Environment.

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

EP&A Regulation means the NSW Environmental Planning and Assessment Regulation 2021.

LEP 2013 means the Coffs Harbour Local Environmental Plan 2013.

LGA means local government area.

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

Material public benefit means something provided by an applicant, other than the dedication of land or the payment of a monetary contribution, which does not relate to an item appearing in the works schedule of a contributions plan.

Nexus means the relationship between expected types of development in the area and the demand for additional public facilities to meet that demand.

Plan means Woolgoolga North West and Woolgoolga West Contributions Plan.

Planning agreement means a voluntary planning agreement referred to in s7.4 of the EP&A Act.

Social housing provider has the same meaning as in State Environmental Planning Policy (Housing) 2021.

Works in kind means the undertaking of a work or provision of a facility by an applicant which is already nominated in the works schedule of a contributions plan.

EXECUTIVE SUMMARY

This Plan authorises the City of Coffs Harbour ('City') to collect contributions of money, land or both from developers to provide for local infrastructure needed by the relevant development under this plan.

This Plan describes where a contribution is required, what development it applies to, how to calculate and pay the contribution, and how the contribution rates have been determined. The appendices describe the infrastructure the City will provide using the contributions.

The key steps applicants need to follow in using this Plan are summarised below and at Figure 1.

Where this Plan applies

This Plan applies to all land in the Woolgoolga West release area and the following precincts in the Woolgoolga North West release area:

- Tramway precinct
- Bark Hut precinct
- Newmans precinct

The areas this plan applies to are shown in Figure 2.

Contributions rates

The contributions rate in this Plan is calculated by dividing the expected cost of delivering the infrastructure identified in Appendix B by the anticipated additional population in the plan area. The per person contributions rate is then multiplied by the assumed occupancy rates per lot or per dwelling type.

The applicable contributions rates that apply under this plan are shown in Table 1 below:

Table 1: Contributions rates for development under this plan

Precinct	Per Person Contribution Local Works	Per Person Contribution Town Centre Works	Per Conventional, Dual Occupancy, Integrated Housing Dwelling	Per Medium Density Dwelling
Assumed Occupancy (persons per dwelling)			2.6	1.8
Tramway	\$4,746.96	\$400.38	\$13,383.09	\$9,265.21
Bark Hut	\$5,992.19	\$400.38	\$16,620.67	\$11,506.62
Newmans	\$6,359.00	\$400.38	\$17,574.38	\$12,166.88
Woolgoolga West	\$5,948.26	\$418.28	\$16,553.01	\$9,868.14

Applicable development

This Plan applies to development that needs consent, including complying development, and that generates an increase in demand for local infrastructure. Certain development is excluded in accordance with Section 1.4 of this plan.

Expected Development

Development anticipated in the areas covered by this plan is expected to be residential development, comprising of single lot detached housing and medium density residential housing with a low density character.

The expected development figures provided in Table 2 are based on a 20-year time horizon from 2021 to 2041.

Table 2: Expected development under this plan

Precinct / Housing Type	Occupancy Rate	No. of Dwellings	Population
Tramway Precinct			
Conventional, Dual Occupancy, Integrated Housing	2.6	564	1466
Medium Density	1.8	376	677
Subtotal		940	2143
Bark Hut Precinct			
Conventional, Dual Occupancy, Integrated Housing	2.6	124	322
Medium Density	1.8	0	0
Subtotal		124	322
Newmans Precinct			
Conventional, Dual Occupancy, Integrated Housing	2.6	79	205
Medium Density	1.8	0	0
Subtotal		79	205
Woolgoolga North West total		1143	2671
West Woolgoolga			
Conventional, Dual Occupancy, Integrated Housing	2.6	47	122
Manufactured Housing Estate	1.55	181	280
West Woolgoolga total		228	403

Demand for local infrastructure

The new development in Woolgoolga North West and Woolgoolga West release areas will create additional demand for new and upgraded local infrastructure, including roads, shared path infrastructure, planning studies, as well as new infrastructure to be provided in the Woolgoolga Town Centre that will be used by residents in the plan area.

Developers are required to provide infrastructure that is specifically required to meet the demands of the residents in their development. It is the City's responsibility to fund infrastructure for which demand is shared by residents from wider catchments.

This plan is the City's mechanism to collect funding required to deliver these facilities in a timely manner such that the infrastructure is available when residents move into the new development.

Local infrastructure to be provided under this Plan

The local infrastructure to be provided by contributions from development received under this Plan includes land and works for traffic and transport works and shared paths. The costs of administering and preparing this Plan will also be met by contributions imposed under this Plan. The full list of infrastructure items is provided in Appendix B.

This plan includes infrastructure that was previously being funded by the City's West Woolgoolga Development Contributions Plan 2018, which this plan repeals. In order to avoid an unreasonable burden on the new development in Woolgoolga West, this plan provides a credit equal to the amount of contributions collected by the City under the previous contributions plan for West Woolgoolga. The credit is applied against the cost of providing the infrastructure being funded by this plan in Woolgoolga West.

The expected total cost of infrastructure funded by this plan is \$17,038,733

Calculating the contribution

Consent authorities, including the City and accredited certifiers, are responsible for determining the contribution in accordance with this Plan. The consent authority will calculate the contribution in accordance with the formulas in Section 2.

Imposing the contribution

If a contribution is payable, the consent authority will include a condition in the consent or in the case of complying development the CDC specifying the contribution payable. To ensure that the value of contributions is not eroded over time, the City will index the contribution payable at the time of payment in line with changes to the Roads and Bridge Construction Producer Price Index (RBI) for NSW.

Paying the contribution

In the case of a development application, the condition of consent requiring the contribution will require the contribution to be paid prior to the issue of a subdivision certificate or construction certificate, as outlined in Section 3.2.1.

In case of a CDC, applicants must pay their contribution before commencing the complying development works.

For development that involves both subdivision and building work, the contribution must be paid prior to the issue of the subdivision certificate or first construction certificate, whichever occurs first.

Applicants should contact the City's Contributions Team on (02) 6648 4000 or email contributions@chcc.nsw.gov.au for information relating to payment options.

The City will provide a hard copy receipt confirming receipt of payment. In the case of a development application, applicants can provide a copy of the receipt to their accredited certifier to assist with obtaining a construction certificate.

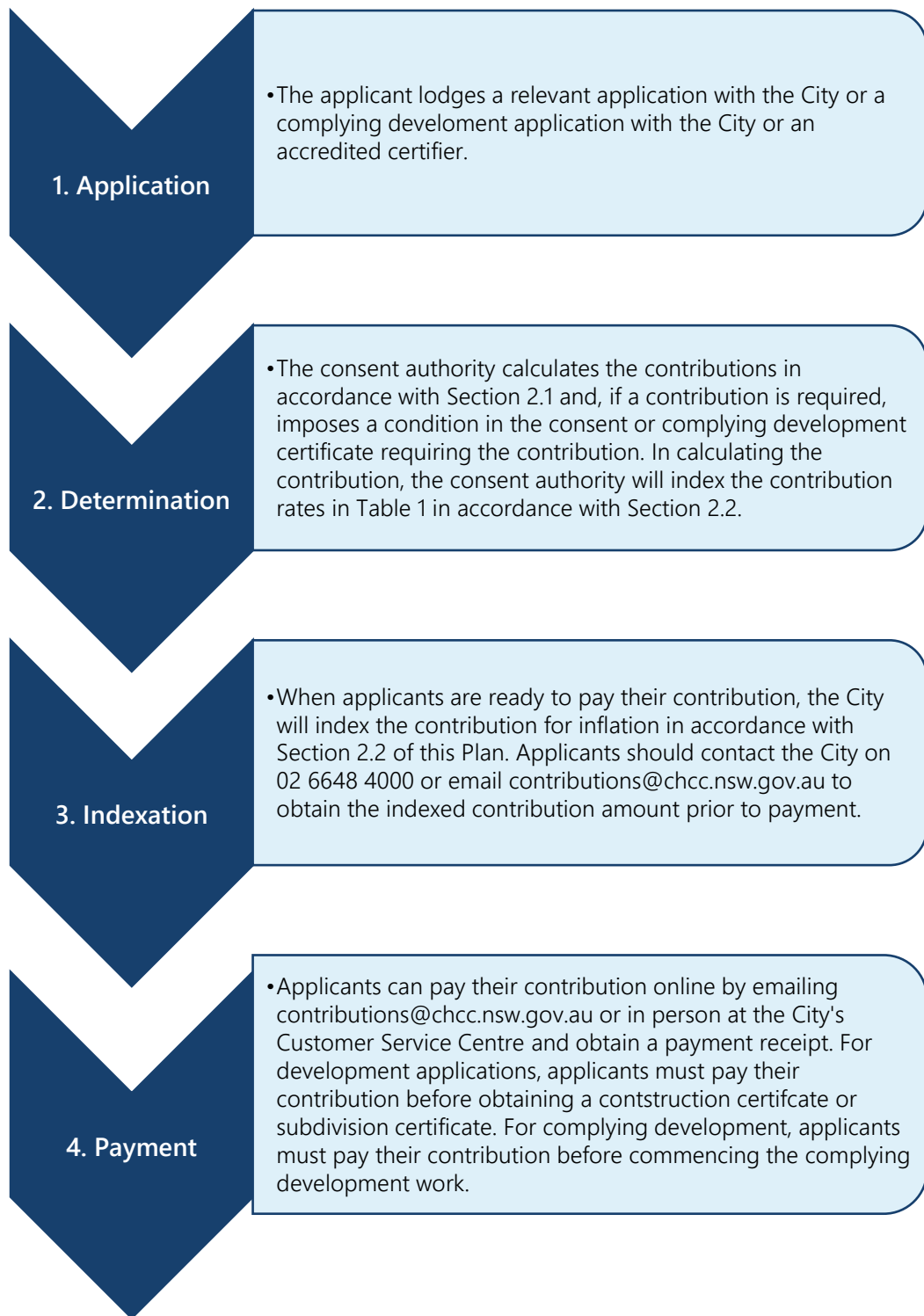


Figure 1: Key steps in determining and paying the contribution

1 BACKGROUND

This plan authorises contributions to be imposed on developments under section 7.11 of the EP&A Act.

There are particular requirements that must be met in order for a consent authority to impose section 7.11 contributions on developments. These include the following:

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

These requirements mean that any section 7.11 contributions plan should show that the contribution rates are reasonable by explaining the relationship between the anticipated developments and the infrastructure included in the plan that is needed to meet the demands of those developments.

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

1.1 Purpose of this Plan

The Woolgoolga North West and Woolgoolga West Contributions Plan (‘Plan’) commenced on 1 February 2024. It was prepared by the City of Coffs Harbour (‘City’) under Section 7.11 of the Environmental Planning and Assessment Act 1979 (‘the Act’).

The Plan’s primary purpose is to authorise a consent authority (including a Council and an accredited certifier) to require a contribution to be made towards the provision, extension or augmentation of local infrastructure required as a consequence of development.

The Plan authorises these bodies to require a contribution in the following circumstances:

- The City or a consent authority, when granting consent to an application to carry out development to which this Plan applies.
- An accredited certifier, or the City, when issuing a CDC for development to which this Plan applies.

The Plan’s other purposes are to:

- ensure that an adequate level of public infrastructure is provided throughout the catchment as development occurs
- enable the City to recoup funds that it has spent in the provision of public facilities in anticipation of likely future development
- ensure that the existing community is not burdened by the provision of public facilities required as a result of future development
- provide a comprehensive strategy for the assessment, collection, expenditure, accounting and review of development contributions on an equitable basis throughout the Woolgoolga Release Areas.
- ensure the City’s management of development contributions complies with relevant legislation and guidelines and achieves best practice in plan format and management.

1.2 Where this Plan applies

This Plan applies to all land in the Woolgoolga North West and Woolgoolga West Release Areas as shown in Figure 2.

1.3 Development this Plan applies to

A contribution is required if a development:

- is located on land to which this Plan applies, as shown in Figure 2, and needs consent, including complying development and Crown development, and
- results in a net population increase in accordance with Section 2.2, and
- is not excluded in accordance with the following section.

1.4 Development that is exempted from this Plan

This Plan DOES NOT apply to the following types of development:

- Development where a contribution has previously been paid for the same development at the subdivision stage under a predecessor plan.
- Alterations and additions to an existing dwelling, including extensions involving the provision of additional bedrooms.
- Demolition of an existing dwelling and construction of a replacement single dwelling.
- Affordable housing or social housing by a social housing provider. If the development is mixed use, only the affordable housing/social housing component will be excluded.
- Development excluded from section 7.11 contributions by a Ministerial direction under section 7.17 of the Environmental Planning and Assessment Act 1979.

For the City to consider claims for exemption from contributions under this Plan, the development application should include a comprehensive submission arguing the case for exemption, which includes the following details:

- For an affordable or social housing development, evidence that the applicant is a 'social housing provider' and that the development meets the relevant definitions provided in State Environmental Planning Policy (Housing) 2021, for the purposes of satisfying the Section 7.17 Direction.
- Any other information the City requests due to the particular circumstances of the case.

If the City is satisfied the development is consistent with the relevant exclusion, it will exclude the development from the need to pay a contribution. In the case of complying development, the City must first verify any exclusions in writing.

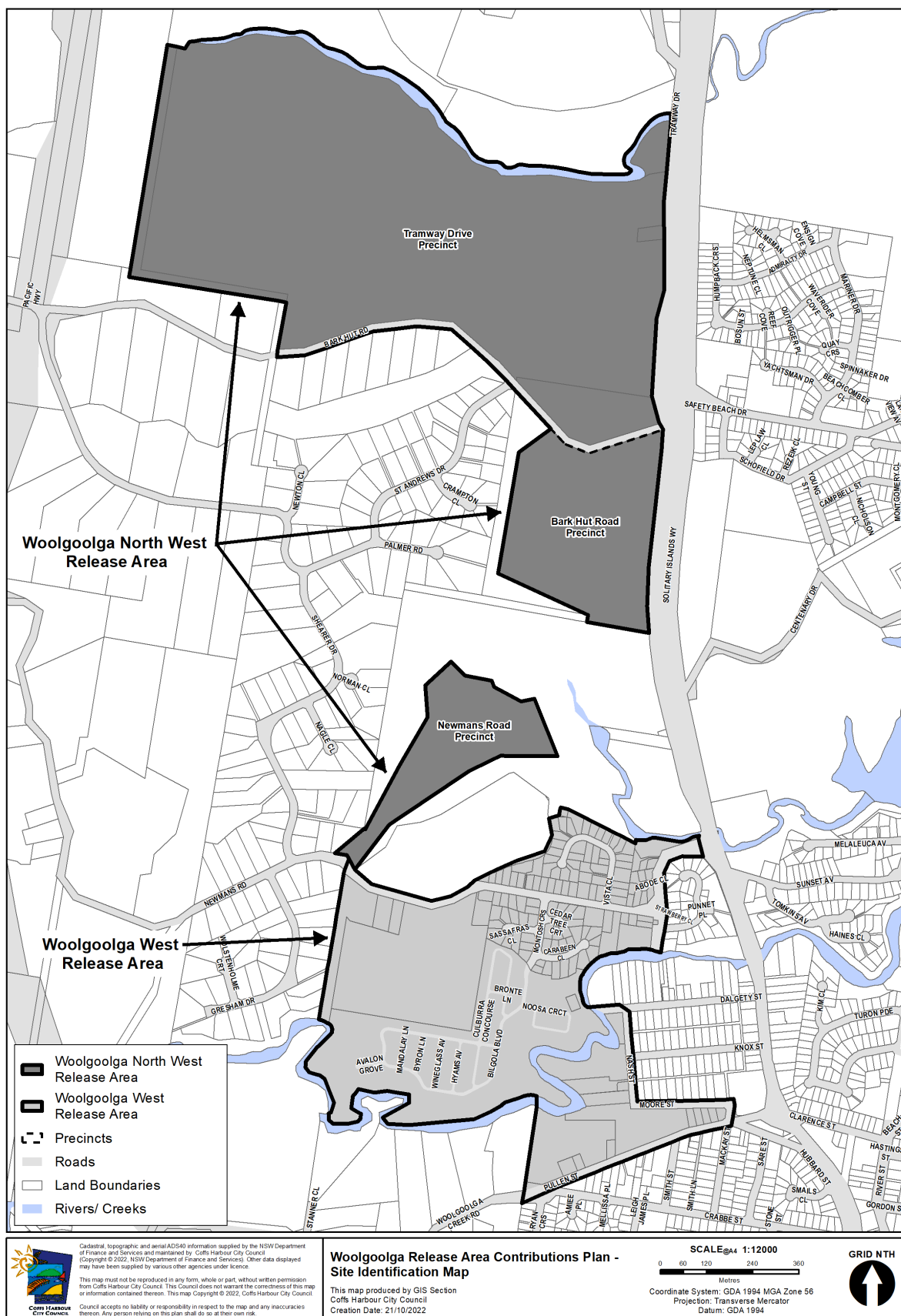


Figure 2: Plan boundary

1.5 Local infrastructure to be provided under this Plan

The local infrastructure to be provided by contributions from development received under this Plan is: traffic and transport works, including pedestrian and traffic calming works, cycling connectivity works, intersection and traffic signal upgrades and new and upgraded roads.

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

A summary of the costs of local infrastructure to be met by development to which this Plan applies is shown in Table 3.

More details on the demand for local infrastructure, the relationship of the local infrastructure with expected development, and specific facilities to be provided are included in later sections of this Plan.

Local infrastructure included in this Plan has been guided by a number of the City endorsed strategies and policies.

Table 3: Summary of infrastructure costs

Costs Summary	Tramway	Barkhut	Newman	Woolgoolga West	Total
Traffic and transport	\$10,173,693	\$1,931,881	\$1,306,139	\$2,358,936	\$15,770,649
Urban planning				\$37,425	\$37,425
Woolgoolga Town Centre	\$858,088	\$82,237	\$129,082	\$161,252	\$1,230,659
Total	\$11,031,781	\$2,014,118	\$1,435,221	\$2,557,613	\$17,038,733

1.6 Administration

1.6.1 Relationship to previous plans

This Plan repeals:

- West Woolgoolga Developer Contributions Plan 2018

This contributions plan should be read in conjunction with the following contribution plans:

- Woolgoolga Town Centre S7.12 Contributions Plan
- Coffs Harbour Administration Levy Developer Contributions Plan
- Coffs Harbour Open Space Contributions Plan
- Coffs Harbour Road Network Contributions Plan
- Coffs Harbour Surf Rescue Facilities Contributions Plan
- The City's Development Servicing Plans (DSPs)

1.6.2 Transitional arrangements

Under this Plan the following transitional arrangements apply:

- Applications for consent under section 4.12 of the Act and applications to modify a consent under section 4.55 of the Act made before this Plan's commencement date will be determined against the approved contributions plan at the time of determination. Similarly, all section 4.55 modifications that relate to development applications determined before the Plan's commencement will apply the approved contributions plan at the time of determination.
- Applications for consent under section 4.12 of the Act and applications to modify a consent under section 4.55 of the Act made on or after this Plan's commencement date will be determined under this Plan.

1.6.3 Use of contributions

The City will allocate contributions under this Plan to local infrastructure in accordance with the works program in Appendix B. The City will 'pool' contributions within each infrastructure category so it can deliver the works in an orderly and timely manner and help meet the infrastructure demand of the incoming development. The City has given each item a Priority A, B or C, which indicates the priority in which expenditure of the contributions should be given.

The City will allocate contributions to each works item up to the cost apportioned to development as set out in the infrastructure schedule. The City will generally use contributions received under repealed plans for the same infrastructure purpose for which they were collected. The City may also pool contributions to fund 100 per cent apportioned works to ensure these works are delivered sooner. The schedule of works is shown in Appendix B.

1.6.4 Accountability and public access to information

The City is required to comply with a range of financial accountability and public access requirements related to the Plan. These include:

- a) maintenance of, and public access to, a contributions register
- b) maintenance of, and public access to, accounting records for contributions receipts and expenditure
- c) annual financial reporting of contributions and
- d) public access to contributions plans and supporting documents.

Any member of the public can view these records free of charge and upon request with reasonable notice at the City's Administration Centre during normal office hours. This Plan, the Contributions Register and Annual Report are also available on the City's website.

1.6.5 The life of this Plan

This Plan is intended to cater for a planning period of 2021 until 2041, which is the period for which the population forecasts have been prepared.

The Plan will be monitored and if growth appears likely to occur earlier or later than forecast, the operation period of the Plan may be adjusted as necessary.

1.6.6 Review of this Plan

The City will review this Plan at least every five years to ensure it addresses community needs, responds to changes in development conditions and reflects the City's priorities and relevant legislation.

2 HOW ARE CONTRIBUTIONS CALCULATED

2.1 Summary of contribution rates

Summaries of the contributions rates are included in Appendix A and Table 1.

2.2 Summary of contribution rate formulas

Contribution rates for infrastructure in this Plan are calculated on the expected resident population in the area, the costs of each facility, and the portion of the cost that should reasonably be met by the future population of the relevant Precinct.

Contribution rates for most of these facilities have been determined using the following formula:

$$\text{Contribution per person} = \sum \frac{\$INF}{P}$$

Where:

\$INF = The estimated cost, or if the facility has been completed, the indexed actual cost, of providing each of the infrastructure items required to meet the development

P = The expected net additional resident population anticipated to occupy the development in the relevant Precinct, or the design population of the particular facility, as appropriate.

Per person contribution rates are converted to per dwelling contribution rates using the occupancy assumptions in Section 4.1.

2.3 Cap on monetary section 7.11 contributions for residential development

The Minister for Planning has issued a Direction to the City that caps section 7.11 contributions (for residential development in Coffs harbour LGA. The direction states that:

A council (or planning panel) must not grant development consent ... subject to a condition under section 94 (1) or (3) of the Environmental Planning and Assessment Act 1979 requiring the payment of a monetary contribution that:

- a. in the case of a development consent that authorises one or more dwellings, exceeds \$20,000 for each dwelling authorised by the consent, or
- b. in the case of a development consent that authorises subdivision into residential lots, exceeds \$20,000 for each residential lot authorised to be created by the development consent.

Consistent with the Direction, consent authorities (including accredited certifiers) shall not issue a DA consent or a CDC that requires the applicant to pay a total monetary contribution amount that exceeds \$20,000 for each dwelling or lot.

At the date this Plan was adopted, the contributions in this Plan are below \$20,000 for each residential lot this Plan applies to. Contributions under this Plan will continue to be adjusted in accordance with Section 3.1 to keep pace with rising costs of construction, until they reach the \$20,000 per lot limit.

2.4 Calculating contribution amounts

The methods for calculating a contribution under this Plan for each of the development types addressed by this Plan are discussed below.

Applicants and accredited certifiers should note that the monetary contribution rates shown in the Appendices reflect the contribution rates at the date that the Plan commenced. These rates are regularly adjusted for inflation in accordance with the provisions of Section 3.1 of this Plan. Applicants should contact the City for information on the latest contribution rates.

The total Section 7.11 contribution for residential accommodation development is calculated using the rates shown in the Appendices, as adjusted by Section 3.1, less any allowance for existing social infrastructure demand arising from existing developments, if applicable.

The total Section 7.11 contribution for other development is also calculated using the rates shown in the Appendices. Other development is generally levied contributions on the first urban development of the land after its rezoning for urban purposes.

3 IMPOSING THE CONTRIBUTION

If the consent authority determines a contribution is required, the consent authority will impose a condition in the consent or complying development certificate requiring the contribution. The condition must specify the contribution amount payable and how the contribution amount will be indexed.

3.1 Indexation

Contribution rates under this Plan and the estimated costs upon which they are based will also be indexed by the City on a regular basis consistent with the below methodology. The adjustment of contribution rates and estimated costs will occur by way of an amendment without the need to prepare a new contributions plan, in accordance with the *Environmental Planning and Assessment Regulation 2021*.

The consent authority will also index the contribution rates in Table 1 and Appendix A and any contribution imposed under this Plan for inflation at the time of consent and again at the time of payment using the following formulas. Indexed contribution rates can be viewed on the development contributions section of the City's website.

Monetary contribution rates in this Plan and monetary contribution amounts in development consents will be regularly adjusted using the following indices:

- Roads and Bridge Construction Producer Price Index (RBI) – published by the Australian Bureau of Statistics (ABS) at the time of consent

The City may, without the necessity of preparing a new or amending contributions plan, make changes to the monetary Section 7.11 contribution rates set out in this Plan to reflect:

- quarterly changes to the RBI, as published by ABS, for all works schedule items in this Plan apart from the items comprising land yet to be acquired

All works items have adopted the RBI for September 2023 (140.4) as the base rate for any further indexation of contributions.

Concept development applications

The City will defer imposing contributions on concept development applications which fall under Division 4.4 of the Act. Instead, the City will apply contributions to subsequent detailed applications for approval of physical works, which relate to an approved concept application.

Contribution rates for all works schedule items (other than land yet to be acquired)

The contribution rate for works schedule items (other than land yet to be acquired) will be indexed (subject to the Note) as follows:

$$\frac{\$CA \times \text{Current RBI}}{\text{Base RBI}}$$

Where:

\$CA	is the contribution rate for works schedule items (other than land yet to be acquired) at the time of adoption of the plan expressed in dollars.
Current RBI	is the RBI for the quarter immediately before the time the contribution rate is reviewed.
Base RBI	is the RBI at the date of adoption of this plan (September 2023 – RBI Index)

Note: The contribution rate will not be less than the contribution rate specified at the date of the adoption of this Plan.

3.2 Paying the contribution

3.2.1 When to pay

The contributions amount required to be paid by a condition imposed on the development consent in accordance with this Plan is to be paid at the time specified in the condition.

- Development involving subdivision - prior to the release of the subdivision certificate.
- Development that authorises building works or the issuing of a construction certificate - prior to the release of the construction certificate.
- Development involving both construction and subdivision (e.g. dual occupancy) – the contribution must be paid prior to the construction certificate or the subdivision certificate, whichever occurs first.
- Development authorised under a CDC, the contributions are to be paid prior to any work authorised by the certificate commences, as required by clause 136L of the EP&A Regulation.
- For other types of development, the contribution must be paid prior to the issue of an occupation certificate.

At the time of payment, it will be necessary for monetary contribution amounts to be updated in accordance with the relevant indexes (see Section 3.1 of this Plan).

3.2.2 Deferred or periodic payments

The City may accept an application for deferral of contributions under this Plan. The applicant must apply using the City's online application form. All applications made must comply with the City's Deferred Contributions Policy. The policy and online application form are available on the City's website.

3.2.3 How to pay

Applicants should contact the City's Contributions Team on (02) 6648 4000 or email contributions@chcc.nsw.gov.au for information relating to payment options.

The City will provide a hard copy receipt confirming receipt of payment. In the case of a development application, applicants can provide a copy of the receipt to their accredited certifier to assist with obtaining a construction certificate.

3.3 Alternatives to monetary contributions

Developers can offer to dedicate land free of cost, pay a monetary contribution, provide works-in-kind or provide another material public benefit (MPB), or any combination of these, to be used for or applied towards a public purpose in full or partial satisfaction of a monetary contribution under this Plan.

The City may choose to accept any such offer but is not obliged to do so. Applicants should refer to the City's Works-in-Kind, Dedication of Land and Voluntary Planning Agreement Policies for the City's requirements regarding these alternatives.

3.3.1 Valuation of land, works-in-kind and other MPBs

The value of works offered as works-in-kind is the Attributable Cost of the works (or a proportion of the Attributable Cost if the offer involves providing only part of a work) indexed in accordance with the provisions of this Plan.

The Attributable Cost of works will be used in the calculation of the value of any offset of monetary contributions required under this Plan.

The value of any other kind of MPB will be determined by a process agreed to between the City and the person making the offer at the time the DA is being prepared.

3.3.2 Treatment of surplus value

It is at City's discretion whether it will accept from a developer the provision of works-in-kind (which is the Attributable Cost of the works indexed in accordance with the provisions of this Plan) where the value of the works exceeds the value of development contributions required by conditions of consent.

Where the City does agree to accept works with a value greater than the contributions required, the City will hold the 'surplus value' of the works as a credit in favour of the developer and will apply this credit against future development contribution requirements for that particular type of work.

For example, if works are provided that relate to the provision of a community facility that has a value greater than the community facility contribution required, then the difference (being the 'surplus value') will be held as a credit and will only be used to offset future requirements imposed on that developer to make development contributions for the purposes of community facilities.

That is, the City would not offset requirements to make contributions for the purposes of recreation facilities, open space land acquisition, plan administration or any other types of facilities required under this Plan or any other contributions plan against this 'surplus value', as the surplus value relates only to the provision of community facilities.

Developers providing works-in-kind that are in excess of their contribution requirements should not expect 'settle-up' monetary payment from the City until all contributions toward the provision of the works identified in this Plan have been received from other developers of land in the Precinct that the development is situated in, and the surplus contributions are available to meet the payment.

4 ANTICIPATED DEVELOPMENT

Feedback from community engagement undertaken by the City in 2017 overwhelmingly confirmed the community's desire for the City to:

- focus new development in existing urban areas
- support a range of housing types to cater for the population as it changes and grows
- limit urban development on high conservation value land;
- limit urban development on land impacted by natural hazards (i.e. flood, bushfire and coastal processes)
- identify the distinctive features of the natural landscape in each locality.

The City developed its Compact City Program as part of its Local Growth Management Strategy (LGMS) taking into consideration, the community's objectives for the LGA. Under the Compact City Program, the delivery of a compact yet balanced growth model is underpinned by strategies of both consolidating the existing urban footprint and making better use of land resources in existing greenfield investigation areas, whilst optimising place outcomes. In this way, housing choice, social, environmental and economic outcomes will be achieved.

The Compact City Program will be delivered through various infill and renewal initiatives in targeted locations across the LGA, and by optimising existing greenfield areas that have been identified within the City's existing growth strategy since 2008 which have not yet been realised.

The Coffs Harbour LGMS 2020 identifies a land release program for the Woolgoolga North West and Woolgoolga West growth areas, which includes the release of 285 dwellings as a high priority and the remaining 845 post 2040, to promote appropriate infill and renewal development in order to offer greater housing choice and affordability¹. It should be noted that due to the development of the Wiigulga Sports Complex and the current housing crisis, approval is likely to be sought by proponents to move this land release program forward.

The City will pursue low to medium intensification of these areas, adhering to the following principles:

- deliver housing diversity and choice
- deliver high quality development to reinforce a sense of place
- protect environmental values
- provide walkable neighbourhoods
- deliver local centres that support economic and social functions
- provide engaging ground floor developments
- maintain important heritage values (European and aboriginal cultural heritage).

4.1 Expected development & population

This chapter will outline the anticipated development in these two release areas up to 2041, while considering the existing development in Woolgoolga West.

Woolgoolga West

Woolgoolga West generally comprises residential accommodation with single dwellings on allotments ranging from 700m² to 20.25 ha. Development consent has been issued for several land parcels within the release area. Analysis indicates that undeveloped land will accommodate an additional 47 lots and 181 manufactured homes.

Housing policy, prevailing market conditions and environmental constraints will together influence dwelling yield. The forecast population is based on the potential dwelling yield. These yields are derived from balancing existing urban patterns with changing demands for a wider choice of housing and endeavours to promote efficient and sustainable urban environments.

The projected dwelling yield for Woolgoolga West can be explained in terms of two types of housing:

¹ Coffs Harbour Local Growth Management Strategy, Coffs Harbour City Council, 2020

- **Conventional Housing** - generally Torrens title allotments with single detached dwellings with an average allotment size of around 700m² or less.
- **Dual Occupancy Housing** - Torrens strata or community title allotments comprising duplexes or two detached dwellings with an average allotment size of around 400m².

The anticipated occupancy rates and total anticipated population in Woolgoolga West is shown below in Table 4.

Table 4: Expected development Woolgoolga West

Housing type	No. of dwellings	Occupancy rate	Population
Conventional, Dual Occupancy, Integrated Housing	47	2.6	122
Manufactured Homes	181	1.55	280
Total	228		402

Woolgoolga North West

The LGMS anticipates 1130 dwellings in Woolgoolga North West by 2040. The City has developed DCP controls and a structure plan for Woolgoolga North West in a way that meets the vision of the LGMS and the Compact City Program.

The total dwellings in Woolgoolga North West are divided between precincts as follows:

- Newmans precinct – 79 lots, Low Density
- Barkhut precinct – 124 lots, Low Density
- Tramway precinct – 940 lots, Medium Density

The anticipated occupancy rates and total anticipated population in Woolgoolga North West is shown below in Table 5.

Table 5: Expected development Woolgoolga North West

Precinct	Housing type	No. of dwellings	Occupancy rate	Population
Tramway	Conventional lot, Dual Occupancy, Integrated Housing	564	2.6	1466
	Medium Density	376	1.8	677
	Subtotal	940		2143
Barkhut	Conventional lot, Dual Occupancy, Integrated Housing	124	2.6	322
	Medium Density	0	1.8	0
	Subtotal	124		322
Newmans	Conventional lot, Dual Occupancy, Integrated Housing	79	2.6	205
	Medium Density	0	1.8	0
	Subtotal	79		205
Woolgoolga North West Total		1143		2671

4.2 Existing development

Woolgoolga West

The development of West Woolgoolga for urban purposes began in 2004. Since the adoption of the previous contributions plan for West Woolgoolga, 284 dwellings have been granted approval by Council.

West Woolgoolga generally comprises residential accommodation with single dwellings on allotments ranging from 700 m2 to 20.25 ha.

Woolgoolga North West

There is no existing residential development in Woolgoolga North West.

5 INFRASTRUCTURE PROVISION

New infrastructure will be required to support the development of Woolgoolga North West for residential purposes and augmented infrastructure will be required to support the further development of Woolgoolga West. Development is expected mainly in the form of single dwelling houses on new residential lots, excluding the Tramway Drive Precinct where medium density residential housing is proposed.

The City's aim is to develop well-designed, connected neighbourhoods that support and enhance the local character, provide active lifestyles and engender current and new residents with an ongoing sense of wellbeing and belonging. Underpinning these objectives is the desire to create well-designed places to live and work, where communities are well connected and social well-being is supported.

Infrastructure items identified within this contributions plan have been derived from the recommendations and findings from focused traffic and transport studies. The Coffs Harbour Movement and Place Strategy supports all forms of transport which is reflected in this Plan. These facilities will be provided to service the demands of the expected increase in general population within the areas to which this Plan applies.

This Plan includes a schedule of works to meet the needs of the current and future population up to 2041. The works schedule identifies anticipated priorities and delivery timelines for projects in the schedule. The delivery timelines and prioritisation may change in accordance with the progress of development and the provision of co-funding for some projects. The works schedule is provided in Appendix B.

This chapter will list the infrastructure required to support the development to which this Plan applies and explains how the principles of nexus and apportionment have been considered, in addition to details on how the cost of infrastructure is divided across the expected development.

5.1 Infrastructure to be provided

This section will investigate the infrastructure requirements generated by population growth anticipated in the Woolgoolga North West and Woolgoolga West release areas. The infrastructure requirements are specific to each release area based on strategic master planning and expected population in these release areas.

The following sections will look at each category of the infrastructure required, examining the nexus between the facilities and the demand generated by residents and explaining the fair apportionment of costs for the facilities to only those residents who are creating the demand.

5.1.1 Traffic and transport facilities

The strategy for the movement of people within and through the Woolgoolga North West and Woolgoolga West recognises the dependence on the motor car, yet provides for an efficient and convenient network of pedestrian and bicycle routes.

Local roads and pedestrian paths required for access to and movement around the development will be provided by developers of the residential areas. The City will be required to provide funding for traffic and transport infrastructure items with a higher level of usage that will be utilised by more than one catchment defined under this Plan.

Nexus

Woolgoolga North West

There is currently very limited road coverage in Woolgoolga North West due to its rural use. Existing roads are at a rural standard used by limited traffic as thoroughfare roads. Therefore, the development of this area requires delivery of a new road network which includes construction of new local roads and upgrade of existing rural roads to a collector road standard, suitable for an urban land use.

The proposed road network for the precincts in Woolgoolga North West is outlined in the Woolgoolga North West structure plan. Development of the road network was informed by a Transport & Planning assessment for Woolgoolga North West carried out by Ason Group in June 2021.

Local roads in the road hierarchy will only serve the residents of their specific precinct, as such, it would be an unreasonable burden for their cost to be shared by developers of other precincts. However, Collector roads are used for thoroughfare access by residents from a much wider catchment than one precinct. This Plan will fund the construction of collector roads in Woolgoolga North West.

The road network includes the upgrade of road sections to a collector standard as identified in the Woolgoolga North West structure plan, summarised as follows:

1. From northern intersection to south-east corner of the Tramway Drive precinct
2. Between Tramway Drive and Bark Hut Road precinct
3. From north-east corner to the south-east corner of the Bark Hut Road precinct

Costs for the above collector roads will only be shared between the Tramway and Bark Hut precincts.

The Transport & Planning assessment for Woolgoolga North West a identified intersection upgrades required to support new development in Woolgoolga North West, as follows:

1. Solitary Islands Way, Centenary Drive & West Woolgoolga Sports Complex
2. Solitary Islands Way & Newmans Road

The design of the intersection of Solitary Islands Way, Centenary Drive and Sports Complex provides for a signalised intersection. This would not only accommodate future volumes on all approaches, but critically provides the safest means of accommodating pedestrian and cyclist movements to and from the Sports Complex, particularly from the High School precinct and the existing cycle path along the eastern side of Solitary Islands Way. As such, pedestrian crossings are to be provided on all approaches to the intersection².

The design of the intersection of Solitary Islands Way & Newmans Road is for a single lane roundabout, which would accommodate future volumes on all approaches. It is noted that the intersection of Solitary Islands Way & Newmans Road is not located on a pedestrian or cyclist network crossing point. Therefore, a roundabout is considered an appropriate intersection control at this location given that pedestrian and cyclist network crossings of Solitary Islands Way are provided at the proposed Centenary Drive signalised intersection and at the existing underpass on the north side of Woolgoolga Creek².

The City is also committed to the provision of an active transport network to allow for increased walking and cycling opportunities. The Coffs Harbour Movement and Place Strategy, includes a vision to encourage all forms of transport, from walking and cycling to public transport to assist with reducing car dependence and providing greater equity of mobility across Coffs' diverse community.

The vision also recognises the importance of our growth patterns and street environments in creating connected neighbourhoods where people can 'live locally' and meet most of their daily needs within a short walk or ride from home; provide better opportunity for more sustainable modes of transport; and promote a more sustainable development footprint that complements Coffs' natural assets.

² Transport & Planning Report-Woolgoolga North West Urban Investigation Area, Ason group, June 2021

The City has developed an active transport network for Woolgoolga North West which aligns with objectives of the Movement and Place Strategy and provides connections to the extensive active transport links to be established for the Woolgoolga Town Centre by the Woolgoolga Movement and Place Plan³.

This contributions plan will only fund portions of the active transport network that will have shared use between Newmans, Barkhut and Tramway precincts. Costs for these portions will be apportioned between precincts in accordance with expected populations of each precinct.

Woolgoolga West

Access to the Woolgoolga West release area is obtained from Newmans Road with Solitary Islands Way forming the easterly boundary of the study area and Pullen Street.

In order to accommodate existing and potential development of land in the Woolgoolga West Release Area, certain roads, (existing and future) have been identified as serving higher than local access. A road hierarchy has been established classifying roads as collector or local roads in accordance with their functional characteristics. Newman’s Road forms part of this collector road system, and this contributions plan provides for upgrading to a collector road standard.

Following the completion of the Pacific Highway upgrade, traffic levels at the Newmans Road – Solitary Islands Way intersection changed. In order to assess the capacity of the intersection to address the proposed future development of the release area, a traffic study was commissioned to determine the extent of works required. This study revealed that an upgrade to the intersection is required. The cost of this intersection is to be shared with the Newmans precinct in Woolgoolga North West.

The provision of pedestrian and bicycle facilities in residential areas can provide an important alternative transport route for both recreation and functional journeys. The proposed routes are identified in the works map in Appendix C and have been designed to relate to the need for access to the neighbourhood park, surrounding recreational facilities and nearby shops and beaches.

Pedestrian and cycle routes are to be shared with vehicles on low order local roads and off-road footpaths/cycleways on the collector road. This Plan makes provision for a cycleway on Newmans Road. Portions of this cycleway have already been constructed. A pedestrian/cycleway bridge over Woolgoolga Creek and connection to Solitary Islands Way are proposed via Dalgety Street.

Apportionment

The traffic and transport infrastructure required above has shared demand between:

- the precincts in Woolgoolga North West
- Woolgoolga North West and Woolgoolga West
- the release areas and areas outside this Plan.

The apportionment of costs for items in this Plan considers this shared demand to ensure developers are not being unduly burdened by paying for infrastructure for which they have not created a demand.

Table 6 shows how the costs for traffic and transport items have been apportioned.

Table 6: Apportionment for traffic and transport facilities

Item	Apportionment
Collector Roads in Woolgoolga North West	To new development in Tramway and Barkhut precincts

³ Woolgoolga Movement and Place Plan, December 2023

Solitary Islands Way & Centenary Drive Intersection	Only to demand generated by new development in Tramway and Barkhut precincts
Shared paths in Woolgoolga North West	To new development in Newmans, Tramway and Barkhut precincts
Solitary Islands Way & Newmans Road Intersection	Only to demand generated by new development in Newmans precinct and Woolgoolga West

5.1.2 Urban Planning

Nexus

Part 7.11 of the Environmental Planning and Assessment Act 1979 allows the recoupment of costs for the preparation of the DCP, this Contributions Plan and associated studies.

Apportionment

Cost of Urban planning facilities is apportioned only to new development in West Woolgoolga.

5.1.3 Woolgoolga Town Centre

Woolgoolga's role in the Coffs Harbour region has fundamentally changed, and will continue to change, from a thoroughfare to a destination town due to completion of the Pacific Highway Bypass and a retail chain supermarket on Solitary Island Way. Furthermore, Woolgoolga, and the wider Northern Beaches district, is forecast to provide for significant population growth in the region.

The above changes provided the impetus for the City to adopt a new Masterplan for the Woolgoolga Town Centre in 2018, which focuses on the roles and linkages between the existing business areas, improving overall urban quality and accommodating growth in a manner that respects the sensitive environmental context and valued village character.

As part of the implementation of the actions within the Masterplan, the City commissioned the development of a Movement and Place Plan for the town centre to help identify infrastructure and works required to achieve the vision set out by the Masterplan in relation to people movement and transport systems. The key themes of the projects identified in the Movement and Place Plan are inter-related and include improving walkability of the town centre (and cycling options) through a combination of path and public realm improvements (including street trees); providing new kerb and gutter infrastructure; addressing drainage issues; improving public transport options.

The City has adopted a S7.12 contributions plan for the Woolgoolga Town Centre to provide a funding source for key priority projects from the Masterplan.

Nexus

Currently, the Woolgoolga Town Centre serves as the primary retail hub for the northern beaches of the LGA. The full line supermarket, along with hospitality and retail establishments ensure it is the preferred destination for coastal townships within a short drive.

The importance of the town centre within the Northern Beaches District will increase further as it is redeveloped in accordance with the vision set out in the Masterplan. It is anticipated that the revitalised town centre will provide more floor area for retail and commercial land uses. The increased amenity provided by upgrades to key streets within the town centre in conjunction with active infrastructure for walking and cycling will make it a more attractive destination for more residents in the district.

In consideration of the increased importance of the redeveloped Woolgoolga Town Centre, this contributions plan will collect contributions from Woolgoolga North West and Woolgoolga West towards works to be carried out within the Woolgoolga Town Centre.

Apportionment

The costs for works in town centre will apportioned to new development in areas under this Plan and the Plan area under the Woolgoolga Town Centre S7.12 Contributions Plan. The new population from development within this Plan makes up approximately 11% of the total population within the catchment area for the Woolgoolga Town Centre works.

5.2 Calculation of infrastructure costs

The costs of infrastructure items funded by this Plan will need to be periodically adjusted to reflect price increases due to inflation in construction costs. These adjustments will lead to the contributions rate under this Plan to be indexed in accordance with section 3.1 of this Plan.

As discussed in section 4.2, while there is no existing development in Woolgoolga North West with significant development already having commenced in Woolgoolga West. The City has collected contributions from this existing development for projects being funded by this Plan under the previous contributions plan for Woolgoolga West. These contributions will be applied as credits against the cost of infrastructure items to be provided in Woolgoolga West.

Table 7: Plan credits for existing development shows the credits to be provided against items in this Plan that were previously included in the City's former West Woolgoolga Development Contributions Plan 2018.

Table 7: Plan credits for existing development

Item	Plan Credit
Woolgoolga West Cycleway	\$282,030.22
Dalgety Street Bridge	\$530,500.00
Poundyard Creek Boardwalk	\$-
Newmans Road Upgrade	\$641,202.21
Newmans Road Intersection	\$922,705.63
Development Studies	\$25,408.01
Subtotal	\$2,401,846.07

5.3 Calculation of contribution rate

Contributions under this Plan are calculate dividing the cost of an item of infrastructure by the expected potential users for that item.

The formula for the contributions rate that applies under this Plan can be expressed as follows:

$$\text{Contribution per person} = \sum \frac{\$INF}{P}$$

Where:

\$INF = The estimated cost, or if the facility has been completed, the indexed actual cost, of providing each of the infrastructure items required to meet the development

P = The expected net additional resident population anticipated to occupy the development in the relevant Precinct, or the design population of the particular facility, as appropriate.

To determine the contribution per dwelling, multiply the contribution rate by the relevant assumed occupancy rate shown in Section 4.1.

Appendix A: Contribution rates schedule

WOOLGOOLGA NORTH WEST RELEASE AREA PRECINCTS

Precinct	Per Person Contribution Local Works	Per Person Contribution Town Centre Works	Per Conventional, Dual Occupancy, Integrated Housing Dwelling	Per Medium Density Dwelling
Assumed Occupancy (persons per dwelling)			2.6	1.8
Tramway	\$4,746.96	\$400.38	\$13,383.09	\$9,265.21
Bark Hut	\$5,992.19	\$400.38	\$16,620.67	\$11,506.62
Newmans	\$6,359.00	\$400.38	\$17,574.38	\$12,166.88

WOOLGOOLGA WEST RELEASE AREA

Precinct	Per Person Contribution Local Works	Per Person Contribution Town Centre Works	Per Conventional, Dual Occupancy, Integrated Housing Dwelling	Per Manufactured Home Dwelling
Woolgoolga West	\$5,948.26	\$418.28	\$16,553.01	\$9,868.14

Appendix B: Schedule of works

WOOLGOOLGA NORTH WEST RELEASE AREA PRECINCTS

A = 1-5 years, B = 5-10 years, C = 10-20 years

Item	Unit	Rate	Cost	Plan Cost	Priority
Tramway Precinct					
Traffic and Transport Infrastructure (Roads)					
Collector Roads					
From northern intersection to south-east corner of the Tramway Drive precinct	m	\$ 4,471	\$ 1,788,334	\$ 1,554,493	C
Between Tramway Drive and Bark Hut Road precinct	m	\$ 4,623	\$ 1,248,282	\$ 1,085,058	B
From north-east corner to the south-east corner of the Bark Hut Road precinct	m	\$ 4,471	\$ 2,414,250	\$ 2,098,565	B
On-Costs					
Traffic and Pedstrian Management	%	\$ 4,738,115	\$ 236,906	\$ 236,906	
Consultants	%	\$ 4,975,021	\$ 597,003	\$ 597,003	
PM	%	\$ 4,975,021	\$ 248,751	\$ 248,751	
Contingency	%	\$ 4,975,021	\$ 1,492,506	\$ 1,492,506	
Collector Road Total			\$ 8,026,032	\$ 7,313,281	
Centenary Drive intersection (recoupment includes contingency)					
			\$ 7,246,405	\$ 1,666,673	Completed
Traffic and Transport (Shared ways)					
3.0m wide shared path, off-road	m	\$ 863	\$ 491,724	\$ 427,426	B
2.5m wide shared path, on-verge	m	\$ 755	\$ 369,871	\$ 321,507	A
Refuge Crossings (No.)	No	\$ 9,382	\$ 28,145	\$ 24,465	
On-Costs					
Traffic and Pedstrian Management	%	\$ 773,398	\$ 38,670	\$ 38,670	
Consultants	%	\$ 812,067	\$ 97,448	\$ 97,448	
PM	%	\$ 812,067	\$ 40,603	\$ 40,603	
Contingency	%	\$ 812,067	\$ 243,620	\$ 243,620	
Shared Path Total			\$ 1,310,081	\$ 1,193,739	
Tramway Drive Precinct Total			\$ 16,582,518	\$ 10,173,693	

Bark Hut Precinct						
Traffic and Transport Infrastructure (Roads)						
Collector Roads						
From northern intersection to south-east corner of the Tramway Drive precinct	m	\$	4,471	\$	1,788,334	\$ 233,841 C
Between Tramway Drive and Bark Hut Road precinct	m	\$	4,623	\$	1,248,282	\$ 163,224 B
From north-east corner to the south-east corner of the Bark Hut Road precinct	m	\$	4,471	\$	2,414,250	\$ 315,686 B
On-Costs						
Traffic and Pedstrian Management	%	\$	712,751	\$	35,638	\$ 35,638
Consultants	%	\$	748,389	\$	89,807	\$ 89,807
PM	%	\$	748,389	\$	37,419	\$ 37,419
Contingency	%	\$	748,389	\$	224,517	\$ 224,517
Collector Road Total				\$	5,838,247	\$ 1,100,132
Centenary Drive intersection (recoupment includes contingency)				\$	7,246,405	\$ 652,176 Completed
Traffic and Transport (Shared ways)						
3.0m wide shared path, off-road	m	\$	863	\$	491,724	\$ 64,297 B
2.5m wide shared path, on-verge	m	\$	755	\$	369,871	\$ 48,364 A
Refuge Crossings (No.)	No	\$	9,382	\$	28,145	\$ 3,680
On-Costs						
Traffic and Pedstrian Management	%	\$	116,342	\$	5,817	\$ 5,817
Consultants	%	\$	122,159	\$	14,659	\$ 14,659
PM	%	\$	122,159	\$	6,108	\$ 6,108
Contingency	%	\$	122,159	\$	36,648	\$ 36,648
Shared Path Total				\$	952,971	\$ 179,573
Bark Hut Precinct Total					\$	1,931,881

Newmans Precinct						
Traffic and Transport Infrastructure (Roads)						
Newmans Road Upgrade	M	\$	4,313	\$	1,552,811	\$ 279,594 B
Refuge Crossings (No.)	No	\$	9,382	\$	9,382	\$ 1,689 B
Newmans Road Intersection				\$	2,492,961	\$ 448,875 A
On-Costs						
Traffic and Pedestrian Management	%	\$	728,469	\$	36,423	\$ 36,423
Consultants	%	\$	764,893	\$	91,787	\$ 91,787
PM	%	\$	764,893	\$	38,245	\$ 38,245
Contingency	%	\$	764,893	\$	229,468	\$ 229,468
Roads Total				\$	4,451,076	\$ 1,126,082
Traffic and Transport (Shared ways)						
Poundyard Creek Boardwalk (recoupment)				\$	1,000,000	\$ 180,057 Completed
Newmans Precinct Total					\$	1,306,139
Woolgoolga North West - Town Centre Works						
Market Street (North) on-street formalised car parking				\$	967,809	\$ 109,776 A
Fawsett Street (West) on-street formalised car parking				\$	76,960	\$ 8,729 A
Beach Street, between Nightingale and Queen Streets				\$	6,474,367	\$ 734,372 C
Nightingale Street, from Beach Street to Market Street				\$	1,204,915	\$ 136,671 C
Northern Entry				\$	149,232	\$ 16,927 B
West Woolgoolga Connection				\$	554,822	\$ 62,932 B
Subtotal				\$	9,428,105	\$ 1,069,407
WNW & TOWN CENTRE WORKS TOTAL					\$	14,481,120

WOOLGOOLGA WEST RELEASE AREA

A = 1-5 years, B = 5-10 years, C = 10-20 years

Item	Unit	Rate	Cost	Plan Cost	Priority
Traffic and Transport Infrastructure (Roads)					
Newmans Road Upgrade	m	\$ 4,313	\$ 1,552,811	\$ 321,850	B
Traffic refuge	No	\$ 9,382	\$ 9,382	\$ 3,312	B
Newmans Road Intersection			\$ 2,492,961	\$ 554,390	A
Roads Total				\$ 879,552	
Traffic and Transport (Shared ways)					
Shared Paths					
Woolgoolga West Cycleway			\$ 860,516	\$ 578,486	A
Dalgely Street Bridge			\$ 1,078,341	\$ 547,841	A
Shared Path Total				\$ 1,126,327	
Poundyard Creek Boardwalk (recoupment)			\$ 1,000,000	\$ 353,057	Completed
Urban Planning					
Development Studies			\$ 62,833	\$ 37,425	
Woolgoolga West Precinct Total				\$ 2,396,361	
Woolgoolga West - Town Centre Works					
Market Street (North) on-street formalised car parking			\$ 967,809	\$ 16,553	A
Fawsett Street (West) on-street formalised car parking			\$ 76,960	\$ 1,316	A
Beach Street, between Nightingale and Queen Streets			\$ 6,474,367	\$ 110,733	C
Nightingale Street, from Beach Street to Market Street			\$ 1,204,915	\$ 20,608	C
Northern Entry			\$ 149,232	\$ 2,552	B
West Woolgoolga Connection			\$ 554,822	\$ 9,489	B
Subtotal			\$ 9,428,105	\$ 161,252	
WOOLGOOLGA WEST & TOWN CENTRE WORKS TOTAL				\$ 2,557,613	

Appendix C: Works Plan

