



Tweed Shire Council

Planning
Service

TWEED SHIRE COUNCIL

Section 94 Plan No 28

Seaside City

25 October 2006



TWEED SHIRE COUNCIL
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TWEED SHIRE COUNCIL

CERTIFIED IN ACCORDANCE WITH
THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979
AND REGULATIONS

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GENERAL MANAGER

DATE: 23/10/2006

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Seaside City

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1.0 INTRODUCTION

1.0 Introduction

1.1 What is Section 94?

Section 94 of the Environmental Planning and Assessment Act 1979 permits Council to levy contributions from developers to public infrastructure needed as a consequence of the development. The contribution may take the form of monetary contributions, the dedication of land free of cost, or the carrying out of works. Section 94 of the Act requires that there must be a “nexus” between conditions imposed on a development consent relating to public services and the amenities required for the development. The Section 94 criteria for contributions are:

- i. it must be for, or relate to, a planning purpose;
- ii. it must fairly and reasonably relate to the subject development; and
- iii. it must be such as a reasonable planning authority, duly appreciating its statutory duties, could have properly imposed.

1.2 Status of the Plan

This Section 94 Plan has been prepared in accordance with Section 94B of the Environmental Planning and Assessment Act, 1979. The Plan came into effect on 25 October 2006.

1.3 Name Of Plan

This plan may be cited as "Section 94 Plan No 28 - Seaside City".

1.2 Land to which the Plan applies

This plan applies to all land in the Seaside City development as shown on Map 1.

1.3 Relationship to Environmental Planning Instruments

This Plan should be read in conjunction with Tweed Local Environmental Plan 2000 and other Shire wide Section 94 Contribution Plans that apply to Seaside City where additional subdivision takes place, namely:

- CP No 4 - Tweed Roads
- CP No 6 - Street Trees
- CP No 11 - Library Facilities
- CP No.12 - Bus Shelters
- CP No 13 - Cemeteries
- CP No 16 - Emergency Facilities (Surf Lifesaving)
- CP No 18 - Council Administration Offices and Technical Support Facilities
- CP No 22 - Cycle ways
- CP No 26 – Shirewide/Regional Open Space

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Development Control Plan No 55 - Seaside City

Map 1



2.0 ADMINISTRATION

2.1 Accounting for Contributions

Council has established an account for the management of S94 contributions, showing separate categories of contribution. Contributions must be spent for the purpose for which they were levied. Interest will be calculated on funds held for each category and credited as appropriate.

2.2 Contributions Register

Council will maintain a register of all contributions received. The register will record:

- the origin of each contribution by reference to the development consent to which it relates;
- the type of contribution received eg, money, land, works “in kind”;
- the amount of the contribution and the purpose(s) for which it was levied;
- the name of the contributions plan the contribution is being levied under;
- the date of receipt of the contribution;
- how, when and where the contribution has been used.

The register will be available for public inspection, free of charge, at any time during normal office hours.

2.3 Annual Statement

In accordance with Clause 35 of the Regulation, Council will produce an annual statement of contributions received, which summarises, by purpose and area, details relating to contributions.

This information will be available for public inspection, free of charge, at any time during normal office hours.

2.4 Review of Plan

This Contribution Plan will be subject to regular review by Council, so as to:

- monitor population trends and community needs;
- ensure that contribution levels reflect projected population demand, current land values and infrastructure costs;
- enable the alteration of work schedules if development and population levels differ from original expectations.

Any material change in the plan, with the exception of the annual adjustment of contribution amounts, will require that the plan be amended. This will require public exhibition of the amended plan and consideration of submissions received.

Construction and material/equipment costs as outlined in this contribution plan will be increased annually commencing on a date 12 months from the date of the adoption of this plan by the CPI increase (all groups Sydney) for the 12 months prior to the review date being the average of the CPI increase for each of the quarters during the 12 months prior to the review date. Land acquisition costs will be adjusted following valuations undertaken on the land from time to time.

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2.5 Timing of Contributions

The subdivision of Seaside City has existed since the 1920's, no infrastructure has been provided. The contributions levied under this plan will be payable when those individual development applications for development of the lots created in the 1920's are lodge.

In addition to development applications seeking erection of dwellings, units and mixed use facilities, any development application for further subdivision of the already existing Seaside City lots will trigger the payment of contribution levies as envisaged in this plan.

Contributions are required to be made at the following times:

- for the erection of a dwelling house, units or commercial development – contribution will need to be paid within 30 days of the commencement of the erection of a dwelling house;
- for development applications involving subdivision – contribution will need to be paid prior to the release of the subdivision certificate;
- for development applications for tourism related developments – contributions will need to be paid prior to release of construction certificate;
- for development applications not involving building work or subdivision – contributions will need to be paid prior to occupation (eg, change or intensification of use).

2.6 Contribution Plans to be provided to the Minister

Pursuant to s94EA of the EP&A Act 1979 all contribution plans must be sent to the Minister once resolved by Council to adopt the plan. On receiving the plan the Minister may make, amend or repeal the Plan.

3.0 PURPOSE OF PLAN

Aim

The aim of this Plan is to enable the levying of contributions for the cost of the provision of public facilities and infrastructure relating to Seaside City.

Objectives

The objectives of this Plan are to:

- ensure that an appropriate level of service and provision of facilities and infrastructure occurs in Seaside City;
- make clear the type, location and timing of provision of the infrastructure and facilities in the area;
- demonstrate that the contributions received will be used for the purposes for which they were levied and within a reasonable time frame;
- advise the development industry of the amount of contributions required for new development in Seaside City area;
- facilitate the coordination of development in Seaside City;
- provide a mechanism by which a refund can be provided to the developer or its successor in title for the infrastructure work provided for the Seaside City estate.

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4.0 SEASIDE CITY SETTING

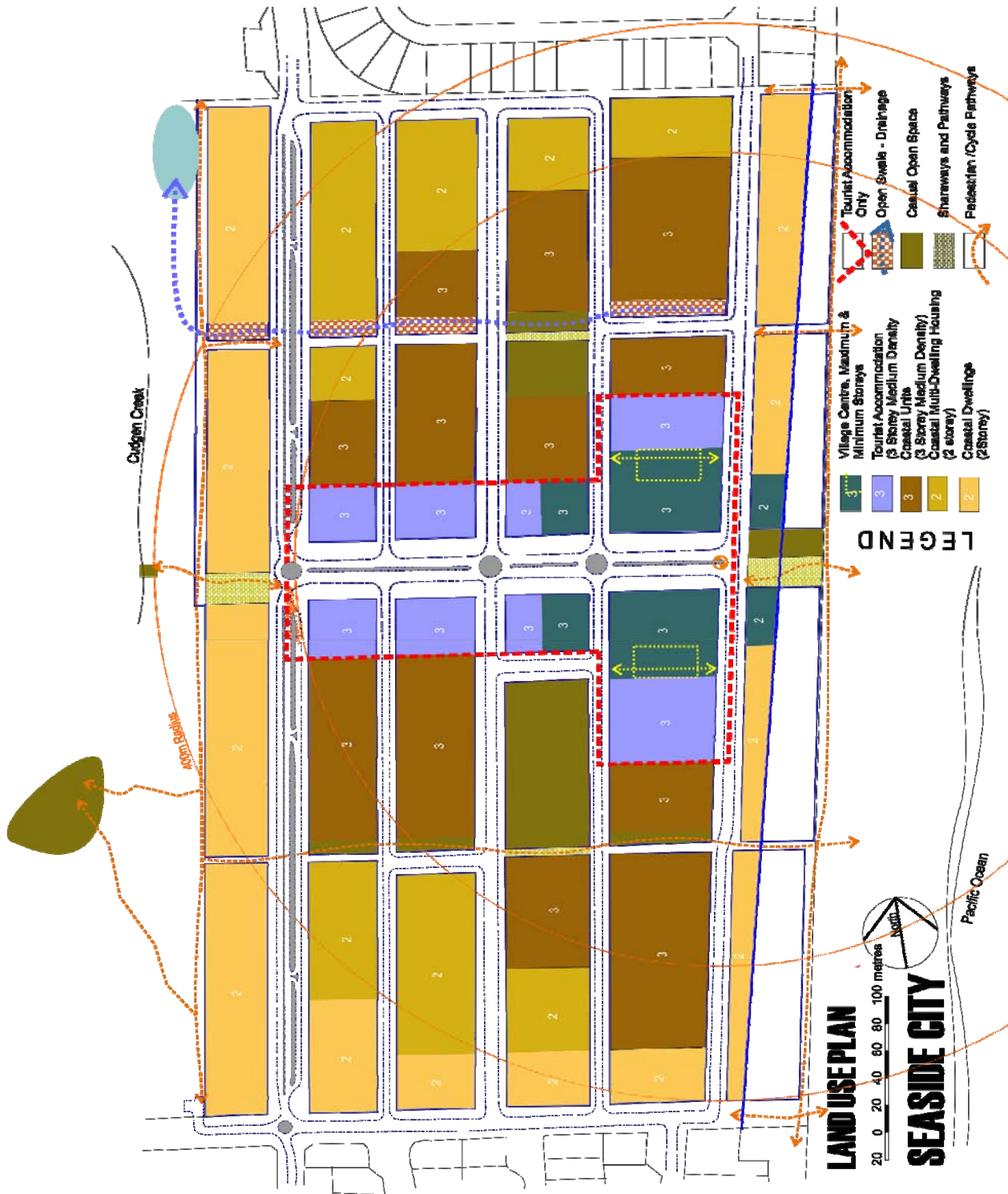
Seaside City comprises a 32 hectare parcel of land and was approved for subdivision in the 1920s and comprises 205 titled lots, including the area between Cudgen Creek and the development land. Richtech Ltd owns approximately 85% of the lots and the remainder are individually owned. It is located about three kilometres south of Kingscliff and is shown on Map 1. Seaside City is bounded to the north by the development known as SALT and to the south by Casuarina. Cudgen Creek forms the western edge to the study area and the Pacific Ocean to the east.

Council has recently completed an amendment to the Tweed Local Environmental Plan 2000 to rezone the developable land at Seaside City from 2(f) Tourism to 2(e) Residential Tourism, which will allow, when gazetted, for a mix of both residential and tourist accommodation similar to the type of development at Casuarina Beach and SALT - See Figure 1.

The Development Control Plan No 55 for Seaside City sets out the land use pattern for Seaside City and guidance on how and where development should occur and what form it should take (see Figure 1).

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Figure 1



5.0 DEVELOPMENT NEXUS

5.1 Demand for Facilities and Infrastructure

With Seaside City the major developer is to provide the infrastructure nominated in this Plan and the costs are to be recouped from the individual landowners through contributions received.

The following facilities and infrastructure are proposed under this plan for Seaside City:

- Open space
- Cycleway
- Public Car Parking
- Water and Sewer
- Roads
- Drainage and water quality
- Electricity reticulation
- Bulk earthworks

5.2 Expected Population

The total population yield from the development of Seaside City is estimated in Table 1. The **minimum** column reflects to the minimum number of dwellings as required to satisfy the plan and develop each site. The maximum corresponds to the **maximum** number of dwellings that can be developed given the requirements of this plan. The **probable** column provides a predicted mid range result for the development of the area.

Based on these estimates the expected population for the proposed development for the purposes of this S94 plan it is proposed to use a round figure of 2,000 population (average as per Table 1 is 1,931) as follows:

Permanent residents

- medium density units - 800 people
- standard residential - 400 people

Tourists

- 800 tourists

Total estimated residents and tourists at Seaside City: 2,000 people

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Table 1 Table of Estimated Minimum & Maximum Population Densities

	Minimum		Probable		Maximum		
	Number of dwellings / units	Total residents & tourists	Number of dwellings / units	Total residents & tourists	Number of dwellings / units	Total residents & tourists	Ave.
Type of development							
Coastal Dwellings	80 dwgs	208	105 units	273	160 units	416	299
Coastal Multi-Dwelling Housing	120 units	204	150 units	255	210 units	357	272
Coastal Units	354 units	602	472 units	802	708 units	1,204	869
Tourist Accommodation	136 units	231	170 units	289	289 units	491	337
Village Centre Accommodation	64 units	109	104 units	177	104 units	177	154
Total	754 lots/units	1,354	1,001 lots/units	1,796	1,471 lots/units	2,645	1,931

6.0 INFRASTRUCTURE POLICIES/STANDARDS

6.1 Management and Financing of Infrastructure Provision

The developer/s of Seaside City will be responsible for the funding of infrastructure arising from this development. Council requires the orderly and appropriate timing of facilities and infrastructure in the development process so that the facilities are provided when they are required and there is no cost to Council. The phasing of the development of Seaside City has not been established apart from the initial development work to be undertaken by Richtech – see pages 12 and 13.

This development work will encompass the provision of major infrastructure works such as roads, drainage and bulk earthworks. Some facilities such as the construction of the cycleway on the east and west side of Seaside City, on street carparking including beach side carparking, and the beachside park will be constructed and embellished by the developer at no cost to Council. Costs attributable to the current owners who develop, or their successors in title, apart from those on lots currently owned by Richtech, will need to be recovered under this plan and reimbursed to Richtech or its successor in title. This will include the commercial development of property.

There will also be other facilities that will require funding that will be the subject of future development within Seaside City - see page 13. Further development of Seaside City will require completion of infrastructure and services and may be the responsibility of other developers other than Richtech. These works, where included in this plan and provided as part of development, shall be reimbursed to the relevant developers.

Council requires that facilities are provided in an appropriate manner. For example, if Seaside City is to proceed as staged development and there is to be a staged development lot in the

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middle of Seaside City that encompasses one of the proposed passive open space areas or fronts a road, then the whole park or roadway is required to be developed at the one time and not in a piecemeal manner. In order to allow this to happen and to facilitate the reimbursement of the appropriate costs to the developer undertaking the provision of the facility, the costs for each facility have been outlined in this plan. The embellishment of the passive open space will be undertaken in accordance with the population growth.

6.2 Type of Open Space Required

Public open space has two components: structured open space and passive open space. These components are defined in detail in Council's Subdivision Manual.

Structured open space, sometimes referred to as active open space, includes any land developed for organised outdoor sporting pursuits, such as sports fields and tennis courts.

Casual open space is land used for informal leisure activities, and includes parks, gardens, and playgrounds. Generally, Council has required that the public open space standard of 2.83ha be provided in the following proportions:

60% Structured open space (1.7 ha/1000 persons)

40% Passive open space (1.13 ha/1000 persons).

The proposed location of the passive open space is shown on Figure 2.

For the purposes of assessment of open space for Seaside City, the assessed number of permanent residents is reduced by the number deemed to equate to the number of lots in existence with the original 1927 subdivision. The passive open space to be located on-site has been calculated on the basis of population growth over and above the existing subdivision.

- At a population of 2.6 persons per lot (the standard Council applies for single lot residential) for each of the current 204 existing residential lots, a population of 530 is assessed.

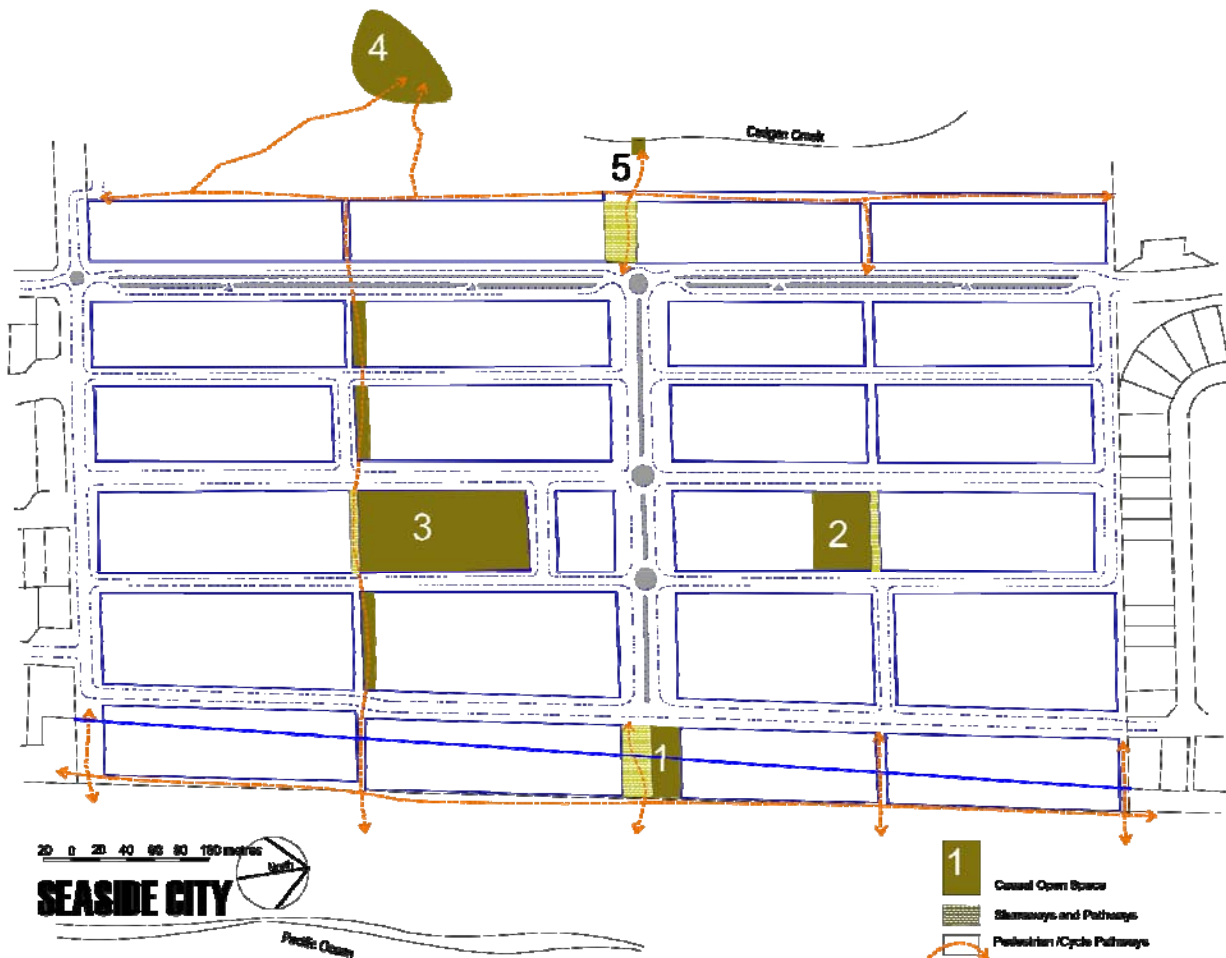
The population to be assessed for passive open space is therefore $2,000 - 530 = 1,470$. **In issuing a consent to construct a building on one of these existing lots there will be no levy for structured or passive open space. The only charge will be for any subsequent subdivision or development of these lots.**

It is assumed that the tourists will not use the structured open space and therefore the calculation for the total area of structured open space for the proposed population at Seaside City is $1,470 \times 40\% = 882$. **Tourists will not be levied a contribution for structured open space.**

Local passive open space will need to be located within close proximity to the users of the open space and therefore within the Seaside City site. The original subdivision made no allowance for passive open space and the existence of these parklands places a constraint on the area and location of this open space. Structure open space requirements will also be calculated on the same basis, though located off-site.

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Figure 2



The plan incorporates a structured open space component as the permanent residents will create a demand for structured open space in the Shire and it is fair and equitable that these future residents contribute to such a facility. It is proposed that only the permanent residential population be levied, as they will be the major users of the structured open space.

The Concept Plan for Seaside City considered that the positioning of structured open space within the Seaside City site is not the best utilisation of this coastal land. This situation has also arisen at SALT, where structured open space is to be provided at West Kingscliff.

Where possible it is more appropriate that structured open space areas be grouped together to form larger playing facilities, for reasons of maintenance, the provision of ancillary facilities such as car parking and the ability of the larger sporting fields to support the viable sporting clubs.

While the provision of structured open space at Kings Forest is not likely in the short term, it is considered the most appropriate site to satisfy Seaside City's needs as it may be difficult to provide additional structured open space required at West Kingscliff due to space constraints, particularly with West Kingscliff's own needs as well as for SALT. It is estimated that the likely site at Kings Forest is only 2-3 km from Seaside City.

It is proposed that Council enter into discussions with the developer of Kings Forest to determine the feasibility of locating the structured open space within the concept plan for Kings Forest or on Council's remediated waste disposal site at the end of Depot Road. The use of the former night soil site on Depot Road for structured and passive open space for Kings Forest is

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still under investigation and offers one possible site for both Kings Forest and Seaside City residents. Following these discussions it will be possible to more accurately determine the preferred location of the structured open space and a more accurate land valuation obtained.

Spatial nexus requires that the proposed public facility be located so as to serve the needs of those who have created the demand for it. However there is no requirement for the proposed public facility to be located within a physical proximity to the contributing development. The key determinant is that the population that has created the demand must have reasonable access to the facilities provided. The exception to this is the provision of local passive open space (parks and the like) which should be located close (walking distance) to the development it serves.

Most residents in the Shire are required to drive to structured open space facilities and therefore it is considered that the location of the proposed structured open space area at Kings Forest satisfies the intended population at Seaside City and this is not inconsistent with the intentions of Section 94 funding.

Based on the population estimates, the following are the passive and structured open space areas required for the proposed population at Seaside City:

Passive open space: 1,470 people x 1.13ha/1,000 people = 1.66ha

Structured open space: 882 people x 1.7ha/1,000 people = 1.49ha

6.3 Public Car Parking

As a result of the Seaside City development facilities such as open space and access to the beach are required. This will attract visitors, particularly day-trippers, from both within the Shire and elsewhere. Parking is therefore required for these day-trippers who will visit the coast area and also be utilising the open space areas. Council's policy is that 300 car parking spaces per kilometre length of coastal foreshore be provided for public use.

The length of Seaside City along the coastline is 715 metres. As result a total of 214 public car parking spaces associated with the open space areas shall be identified, constructed in a manner satisfactory to Council and dedicated to Council. Of these 214 car spaces twenty car spaces will be allocated to the two local parks (Parks 2 and 3) in the centre of the development.

In addition it is proposed that six public car spaces also be provided approximately half way along Casuarina Way to accommodate visitors to the Cudgen Creek area. These car parks are not related to the coastal foreshore.

The proposed locations for the public car parking in Seaside City are shown on the Concept Plan.

The car parking is to be designed and constructed in the following manner:

- a. Each car parking area is to be located so as to enable easy pedestrian access to the beach and is to be clear of the 7(f) Environmental Protection (Coastal Lands) zone and generally consistent with the design standards in Tweed Council's Development Control Plan - Section A2;
- b. The developer will design and construct, to a standard satisfactory to Council, pedestrian access ways from each car park to intersect with the proposed coastal walkway/cycleway.

The applicant will also design and construct pedestrian access ways to the beach that are located so as to give the most direct access possible as well as being consistent with the 'Foreshore Management Plan'.

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6.4 Reimbursement of Costs

Under normal circumstances contribution levies are received as part of consent conditions resulting from a subdivision or development – the creation of an additional development lot or lots that increases demand for public infrastructure and facilities. However as the subdivision for Seaside City has already occurred it is not possible to levy contributions at the subdivision stage. This situation does not negate the need for facilities and infrastructure at Seaside City as a result of the proposed development.

It is proposed that the major developer will undertake the major part of the infrastructure to develop the land and in doing so will incur major costs associated with the standard infrastructure needs for this development such as roads and storm water as well as associated facilities such as open space, which will also benefit the individual land owners.

It is therefore proposed that this contribution plan identify and estimate the cost all the infrastructure and facility needs that are required for Seaside City and set a contribution rate per lot for such facilities. This levy rate will be an apportioned to those benefiting. Levies will be paid as a condition of development consent for any subsequent development, which will include any commercial development.

The funds collected by Council from these individual land owners for the work undertaken, or for land dedicated, by the developer will be paid to the developer by Council at mutually agreed times.

Council will not be responsible for the reimbursement of costs to Richtech or its successor in title for development work or for costs associated with the dedication of land other than for the reimbursement of funds that receives as contributions under this plan.

Any commercial development on the individually owned lots will also incur all the development levies that are contained in this plan, at the single residential lot rate. These commercial developments will benefit from the infrastructure works that are required for Seaside City.

7.0 INFRASTRUCTURE AND FACILITY REQUIREMENTS

The following infrastructure and facility works are based on information and cost estimates provided by Richtech, currently the major landowner in Seaside City. The infrastructure and facility requirements in this plan are for the estimated total population of Seaside City, although it is planned that there be a Stage 1 development followed by future stages – see below for details.

It will be possible to adjust the costs of the works in the plan as the works are completed. The plan can then be amended to incorporate these final costs for development applications lodged with Council. Land valuation costs will also be revised following the completion of the subdivision works. The following is a summary of the proposed works to be undertaken and facilities to be provided in Seaside City and the subsequent future stages, followed by the cost and per lot contribution for these facilities. A summary of the Contribution rates is at Appendix A.

Stage 1 Infrastructure Works and Charges

- Passive Open Space – dedication of land
- Cudgen Creek and Coastal Zone rehabilitation

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- Cycleways
- Beach Access Tracks
- Roads and Associated Landscaping
- Public Car Parking
- Bulk Earthworks
- Drainage and Water Quality
- Sewerage Reticulation
- Water Supply
- Electricity Reticulation
- Dedication of Roads
- Various Professional and other Fees
- Material Testing

Future Stages

Structured Open Space

Passive Open Space – embellishment

Public Car Parking

7.1 Bulk Earth Works

The natural landform of the Seaside City site has been significantly modified by past sand mining activities and as a result there are several low lying areas between Casuarina Way and the coastal reserve.

The Seaside City development site therefore requires extensive earth works to allow the development to proceed. Principally this involves:

- excavation, filling and general re-shaping of the landform.
- land forming to prevent stormwater inundation of much of the site and to enable stormwater runoff from the lots and roads to a lawful point of discharge.

The proposed costs and contribution levy for the earthworks are as follows:

- | | |
|--|--------------------|
| • Clearing and disposal of vegetation; | \$120,000 |
| • Bulk earthworks and allotment shaping: | <u>\$1,470,000</u> |
| | \$1,590,000 |

Calculation of Levy rate

\$1,590,000 + 10% admin cost

2,000

\$514.85 per person + 10% admin levy = \$566

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$566= \$1,472

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Medium density: 1.7 persons x \$566= \$962

Tourist accommodation: \$566 per bedroom

7.2 Road Works, Pathways, Driveways and Associated Landscaping

The construction of the roads within Seaside City is required to provide access to all lots. The only existing road currently in use within Seaside City is Casuarina Way, which runs through the SALT and Casuarina Developments and connects to Kingscliff in the north. There is also a remnant of the old Coast Road, which runs north to south on the western side of the site. Casuarina Way will require some upgrading consisting of resealing, kerb and guttering to match the sections in SALT and Casuarina Beach. Richtech was responsible for the construction of Casuarina Way and the cost of this road has been factored into this Section 94 Plan. The cost of this work was \$1,200,000.

The proposed roadworks component will include allowance for the provision of conduits in the road reserve for other infrastructure such as electricity and telecommunications as well as concrete pathways and driveways. The proposed costs and contribution levy for the road works and associated landscaping is as follows:

Total costs for roadworks, pathways, driveways and landscaping: \$2,749,800

Construction of Casuarina way: \$1,200,000

Calculation of Levy rate

\$3,949,800+ 10% admin cost

2,000

\$2,111 per person + 10% admin levy = \$2,322

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$2,322= \$6,037

Medium density: 1.7 persons x \$2,322= \$3,947

Tourist accommodation: \$2,322 per bedroom

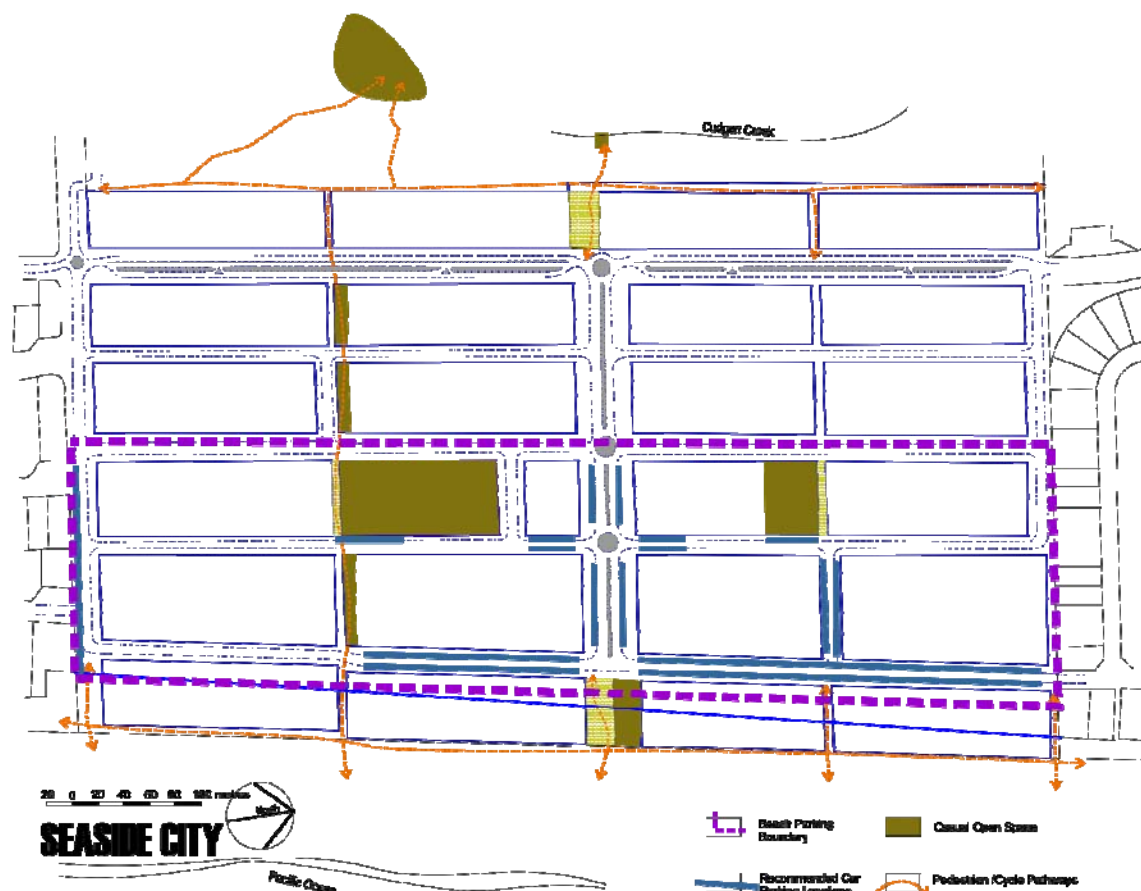
7.3 Public Car Parking

The proposed locations for the public car parking to be constructed by the developer are shown on Figure 4.

These car spaces will only be in Lorna and Ocean Road. The number of car spaces totals 199. As these car spaces will be contained within these two roads there are no additional land or construction costs apart from those identified under Road Works and Associated Landscaping. Therefore there will be no cost to Council and the car parking areas will be dedicated to Council with the roads. The remaining car space required as part of Council's policy on beachside car parking will be provided along Lorna Street and Ocean Road will be provided in future stages of development at Seaside City. As the car parking will be contained within the roads there will be no contributions required. Detail of the requirements for the provision of public car parking is in Section 6.3 Public Car Parking.

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Figure 4



7.4 Dedication of Roads

In order that there is sufficient width in the proposed roads that will service Seaside City it is proposed that a number of the roads and laneways be widened to accommodate the proposed subdivision design. The proposed road widening will occur on land that is currently owned by Richtech and there is a cost to the rest of the development as this widening will benefit all landowners. The proposed road dedications are as follows:

Ocean Avenue:	Lot/Section No.	Area to be dedicated (m ²)	Estimated value
	1/6	1,505	\$400,000
	32/6	1,290	\$350,000
	1/7	1,170	\$300,000
	32/7	1,012	\$300,000
Casuarina Way	1-18/4	2,768	\$830,000
	1-16/8	2,408	\$720,000
Lane Widening			
	19-36/2	2,768	\$750,000
	17-32/6	2,408	\$650,000
	1-18/3	2,768	\$710,000

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1-16/7	2,408	\$620,000
½ 9/6	1,644	\$200,000
16-17/7 & 17/6	1,184	\$300,000
½ 10/3	1,170	\$150,000

Lot Dedication

21/2	1,290	\$350,000
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Total costs for Dedication of Roads: \$6,630,000

Calculation of Levy rate

\$6,630,000+ 10% admin cost

2,000

\$3,315 per person + 10% admin levy = \$3,646

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$3,646= \$9,480

Medium density: 1.7 persons x \$3,646= \$6,198

Tourist accommodation: \$3,646 per bedroom

7.5 Drainage and Water Quality Management

Minimisation of water quality impacts through effective management of stormwater.

All excess drainage will be collected and discharged to the west of the development site for ultimate disposal into Cudgen Creek.

This will require hard drainage infrastructure within the development site, allowance for overland flow paths and provision of infiltration basins and other water quality control features.

Total costs for Drainage and Water Quality Management: \$1,101,000

Calculation of Levy rate

\$1,101,000+ 10% admin cost

2,000

\$550.50 per person + 10% admin levy = \$605

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$605= \$1,573

Medium density: 1.7 persons x \$605= \$1,028

Tourist accommodation: \$605 per bedroom

7.6 Sewerage Reticulation

In addition to providing the internal pipe system, there is a requirement to install a pump station and rising man to deliver the flow northwards into the existing SALT system.

Total costs for Sewerage Reticulation: \$538,000.

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Calculation of Levy rate

\$538,000+ 10% admin cost
2,000

\$402 per person + 10% admin levy = \$442

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$442= \$1,149

Medium density: 1.7 persons x \$442= \$751

Tourist accommodation: \$442 per bedroom

7.7 Water Supply

There is an existing water main running through Seaside City site along the Old Coast Road – an unused road at the east of the site. The existing water main will require relocating and upgrading to connect to the water pipe for the Casuarina Beach development and continue along Casuarina Way. The current water supply for both Casuarina Beach and SALT has sufficient capacity for residential and tourist development at Seaside City.

Total costs for Water Supply: \$163,000

Calculation of Levy rate

\$163,000+ 10% admin cost
2,000

\$151 per person + 10% admin levy = \$166

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$166= \$432

Medium density: 1.7 persons x \$166= \$282

Tourist accommodation: \$166 per bedroom

7.8 Electricity Reticulation

Currently there is a high voltage transmission line running through Seaside City connecting the Casuarina Beach and SALT developments. The high voltage line will be transferred underground and transformers located within the development site. This infrastructure will have the capacity to service Seaside City.

Total Cost for Electricity Reticulation: \$429,000

Calculation of Levy rate

\$429,000+ 10% admin cost
2,000

\$194 per person + 10% admin levy = \$213

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$213= \$554

Medium density: 1.7 persons x \$213= \$362

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Tourist accommodation: \$213 per bedroom

7.9 Cycleways

Council currently has a contributions plan for cycleways (CP22). As part of this plan it is proposed that there be a cycle link along the coast between Kingscliff and Pottsville. The two adjoining developments, SALT and Casuarina, have already constructed part of this coastal cycleway in front of their respective developments. The proposed cycleway is shown on the approved Concept Plan.

The following is required:

- The footpath and cycleway network will be designed to connect coastal foreshore and riparian areas with residential and commercial areas.
- The foreshore cycleway/public footpath shall be provided within the adjoining Coastal Reserve (Lot 500) to join up with the coastal cycleway at SALT and Casuarina Beach.
- On the western side of the development it is also proposed to construct a similar cycleway at the rear of the lots that adjoin the riparian zone. This cycleway will also provide a link between the existing cycleway between Casuarina and SALT, and provides part of the link into the future development area of Kings Forest.
- A cycleway link between the east and west cycleways of the development area will also be required. This will be provided through the open space network adjacent to Park 3 as indicated in Figure 2. Cost for this component is at Sub-Section 7.10.
- Footpaths and adequate pedestrian crossing points are to be provided along all main roads to encourage and provide for safe and pleasant walking between destinations, as per Council's Development Design Specification D1 Road Design Manual.
- Cycle ways should be providing links between residential areas and key facilities such as open space and the village centre.
- The provision of a pedestrian path/cycleway between Kings Forest and Seaside City should be investigated to provide safe and convenient pedestrian access from Kings Forest to the beach as shown on the Concept Plan.

Standards:

Specifically it is proposed that a 2.5 metre wide north-south pedestrian/cycleway, within a 10 metre reserve, shall be provided in the 7(f) zone along the frontage of the development land and also along the western perimeter of the development area behind the lots that abut Casuarina Way. A cycleway shall also be provided from the beachfront across Seaside City to the proposed Kings Forest development, establishing a link between the two proposed release areas.

Both the major cycleway links and the internal cycleways shall be integrated with any adjacent proposed car parking areas, beach access points and the day visitor facilities to be provided for the casual open space areas. It is assumed that the tourist population will take advantage of the cycleway/footpath because of its close proximity to the beach, and therefore a contribution is to be obtained from all tourist accommodation developments in this area.

Calculation of levy rate

Cost of the regional cycleway: The distance of the north- south cycleway on the eastern and western side of the development is approximately 715 metres on each side for a total of 1,430

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metres. The cost of constructing the regional cycleway is currently \$47/m². The cost of these two cycleways is \$67,210 @2.5m width = \$168,025

The proposed cycleway on the western side of the development will be located on land currently owned by the developer. This land will be dedicated to Council. Therefore there is no cost to Council or to the rest of the lot owners. The cycleway on the east of the development will be located on land owned by the Department of Lands. There will be no land cost to the development for constructing the cycleway in this area.

Cost per person

\$168,025 + 10% admin cost

2,000

\$84 per person + 10% admin levy = \$92

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$92 = \$239

Medium density: 1.7 persons x \$92 = \$156

Tourist accommodation: \$92 per bedroom

7.10 East/West Cycleway Link

This cycleway link will provide a means for joining the regional east and west cycleways. This link is shown below.

East/west cycleway link	Unit price	Quantity	Total cost
Cycleway	\$120	325m	\$40,625
Total			\$40,625

Cost per person

\$40,625 + 10% admin cost

2,000

\$20.31 per person + 10% admin levy = \$22

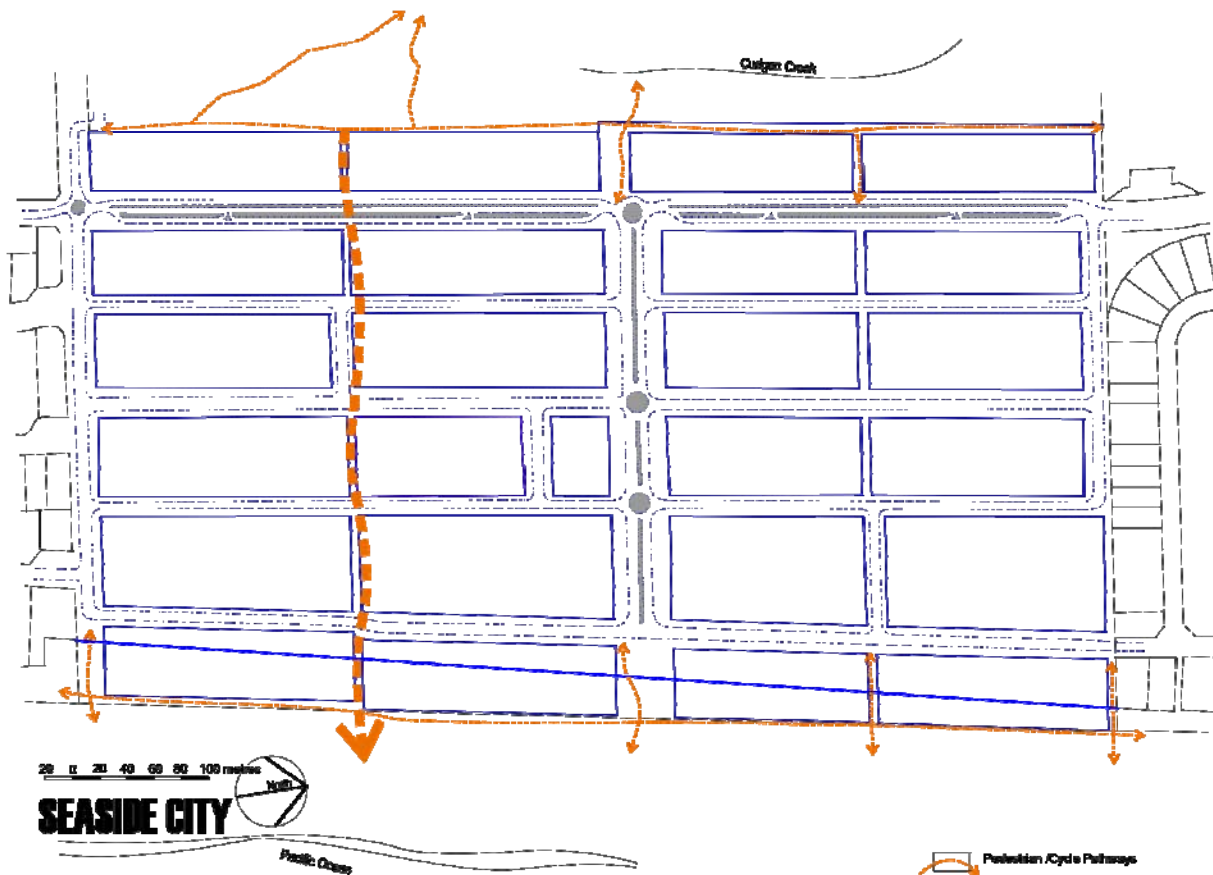
PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$22 = \$57

Medium density: 1.7 persons x \$22 = \$37

Tourist accommodation: \$22 per bedroom

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7.11 Materials Testing

Materials testing cover two principal components. Firstly, it is to validate the compaction density required for the pavements in road construction. Secondly, it is to achieve Level 1 certification for the compaction of any fill material placed on allotments. The verification of compaction is required for compliance with the relevant Australian Standard for construction contract management.

Cost for material testing: \$50,000

Cost per person

$\$50,000 + 10\%$ admin cost

2,000

$\$25 + 10\%$ admin cost = \$27.50

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$27.50= \$71

Medium density: 1.7 persons x \$27.50= \$47

Tourist accommodation: \$27 per bedroom

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7.12 Professional Fees

There are a number of professional fees associated with the subdivision work at Seaside City. The estimated costs for these fees are as follows:

Survey	\$250,000
Engineering	\$580,000
Construction Management	\$350,000
Various consultant reports	<u>\$200,000</u>
	\$1,380,000

Cost per person

\$1,380,000 + 10% admin cost
2,000

\$690 + 10% admin cost = \$759 per person

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$759= \$1,973

Medium density: 1.7 persons x \$759= \$1,290

Tourist accommodation: \$759 per bedroom

7.13 Other Fees and Charges

There are a number of administration fees that apply to the development of Seaside City. These are:

Council fees	\$45,000
Council connection to services	\$10,000
Water Services	<u>\$102,000</u>
	\$157,000

Cost per person

\$157,000 + 10% admin cost
2,000

\$78.50 + 10% admin cost = \$86.35

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$86.35= \$225

Medium density: 1.7 persons x \$86.35= \$147

Tourist accommodation: \$86 per bedroom

7.14 Public Car Parking

The developer will be providing the majority of the required beachside car parking within Ocean Avenue and Lorna Street as part of Stage 1. As part of future stages of development at Seaside City the remaining seaside car parking will be required. The proposed locations for the public car parking in Seaside City are shown on Figure 4. These car parking spaces will be

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provided within the roads that are constructed as part of the development lot and therefore there are no contributions to be levied.

7.15 Structured Open Space

The Concept Plan for the proposed development at Seaside City which has been determined by Council, indicates that the following is the estimated population for the Seaside City development area is 2,000 people. As stated earlier, tourist accommodation and the existing subdivisions will not be levied contributions for structured open space. Therefore the estimated population to be levied a contribution for structured open space is:

Permanent residents

882 people

The following is required to be provided for a projected permanent population of 882 at the Seaside City development:

1.7ha x 882 = 1.49ha structured open space

It is proposed to incorporate a structured open space component in the plan as these residents will create a demand for structured open space in the Shire and it is fair and equitable that these future residents contribute to such a facility.

While Council has considered the location of the structured open space within this development site it has been agreed that it will be located next to the proposed structured open space to be provided at Kings Forest as mentioned on page 10.

Calculation of levy rate

Value of land in 2(e) zone at Kings Forest – \$500,000 per hectare. - **Cost of acquiring the 1.49 ha is \$745,000.** Note: Land was valued at Kings Forest by the State Valuation Office on 25 May 2005.

Cost of embellishments, as based on information from Council's Recreation Services Unit, and adjusted annually by the use of the Consumer Price Index.

Topsoil - \$78,225 (\$35/m³ for 1.49ha, @150mm deep

Seeding - 120kg/ha at \$6/kg = \$1,073

Irrigation \$20,000 per hectare = \$29,800

Total embellishment costs = \$109,098

Revaluation cost: initial valuation and annual revaluation = \$1,500

Amenities blocks

Council will also require provision of an amenities block located at the sports field area with appropriate vehicular parking and pedestrian access. The size of the amenities block is as follows:

220m² (2 change rooms with showers and toilets, store room and separate toilets for the public)

220m² x \$700/m² = \$154,000

Parking costs: 40 car spaces

40 x 30m²/car space = 1200m² x \$80/m² = \$96,000

Total amenities block and parking: \$250,000

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Cost per person

\$745,000 + \$109,098 + \$1,500 + \$250,000 + 10% admin cost

882

\$1,105,598 + 10% admin cost

882

\$1,253.51 per person + 10% admin levy = \$1,379

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$1,379 = \$3,585

Medium density: 1.7 persons x \$1,379 = \$2,344

- **Note: No tourist accommodation is levied for structured open space**

None of the original subdivision lots will be levied for structured open space. Levies will only apply to new subdivisions.

7.16 Passive Open Space - Parks

The dedication and embellishment of the passive open space will be in accordance with the provisions of Development Control Plan No 16. The park areas to be dedicated and embellished are shown on Figure 2 and relate to Parks numbered 1, 2 and 3.

The proposed areas for the passive open space to be dedicated and embellished by the developer/s of future stages are shown at Figure 6. These open space areas will be dedicated and embellished at the time of the development of the particular development lot at no cost to Council. The developer will then be reimbursed for the costs of this dedication and embellishment as funds are received by Council. The developer shall submit a landscape plan for the approval of the Director of Planning and Development prior to the release of the linen plan for the development area.

The green verge areas alongside various roads, as shown on Figure 2, which do not form part of the passive open space areas, are to be embellished at the time of adjoining road construction. These areas shall be suitably leveled, top soiled, grassed and trees or shrubs planted. The developer shall submit a landscape plan for the approval of the Director of Planning and Development prior to the release of the linen plan for the development area.

If Council assesses that it is not appropriate to include such embellishments as playground equipment until a later date when there is more development in the area to justify its inclusion, then a bond to the value of the works will be required to be lodged with Council. Council will then install the equipment or undertake any necessary works that have been bonded, at the appropriate time.

Notes:

- Items & costs based on indicative concept for each area. Actual embellishment may vary
- Furniture to be consistent with Tweed Coast Landscape Strategy
- Excludes north/south cycleways (Lot 500 & Cudgen Creek)

Calculation of levy rate

This passive open space shall be dedicated and embellished by the developer and will include filling, topsoil, grading, seeding, planting or installation of playground equipment and shade

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cover. The developer is required to consult with Council's Recreation Services Unit regarding appropriate embellishment requirements prior to embellishment. For levying purposes the following are the estimated costs of the passive open space land and the embellishment of it.

Park 1

Park 1 is a small park of around 2,100m² will function as a small 'Village Square' an urban space adjacent to the main business (village) centre. It will also provide the main access point to the beach and the eastern cycleway. It is anticipated that park infrastructure will cater for a high level of use, and include a hardened area with seating, beach facilities such as beach showers, toilets, paths, and general landscaping. A small play area (one or two items only) may be considered.

1. **Value of land** in Seaside City – \$2,300,000 per hectare. - **Cost of acquiring the 1,012m² is \$1,000,000.** Note: This valuation has been taken from a valuation undertaken in August 2006 by the State Valuation Office.

Embellishment

The proposed park is to be robust & embellished to a standard consistent with intensive use.

Park 1 - 2,100sqm Beach access & 'town square'

	Unit price	Quantity	Total
Toilet Block: 2 x unisex	\$75,000	1	\$75,000
Beach shower x 2	\$3,000	2	\$6,000
Park shelter x 1	\$20,000	1	\$20,000
Slab for park shelter	\$48	50	\$2,400
BBQ (double) plus shelter	\$18,000	1	\$18,000
Drinking fountain	\$1,100	1	\$1,100
Paving	\$200	500	\$100,000
Seating	\$1,700	6	\$10,200
Rubbish bins	\$2,200	3	\$6,600
Small play items & shade	\$30,000	1	\$30,000
Bollards	\$275	20	\$5,500
Lighting	\$5,000	1	\$5,000
Concrete path	\$58	50	\$2,900
Garden beds	\$30	200	\$6,000
Shade trees	\$60	10	\$600
Turf/seeding	\$20	1400	\$28,000
Irrigation	\$5	1600	\$8,000
Services - power	\$10,000	1	\$10,000
Services - water	\$3,500	1	\$3,500
Design fees	\$30,000	1	\$30,000
Total			\$368,800

Total embellishment costs = \$368,800

Acquisition Cost = \$1,000,000

Cost per person

\$368,800+\$1,000,000 + 10% admin cost

1,470

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\$1,368,800 + 10% admin cost

1,470

\$931.15 per person + 10% admin levy = \$1,024

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$1,024= \$2,662

Medium density: 1.7 persons x \$1,024= \$1,741

Tourist accommodation: \$1,024 per bedroom

Park 2

This park of around 3,225m² will provide for low-key passive recreation at the local level. It is expected to cater primarily for individual or small groups, with park design to favour quiet informal activity and personal space, providing for the residential community in its immediate catchment.

Cost of acquiring the 3,225m² is \$875,000. Note: A further valuation will be undertaken following completion of the subdivision works.

Embellishment

The proposed park is to be robust & embellished to a standard consistent with intensive use as follows:

Park 2 - 3,250sqm northern site, small personal space

	Unit price	Quantity	Total
Park shelter x 1	\$20,000	1	\$20,000
Slab for park shelter	\$48	50	\$2,400
Drinking fountain	\$1,100	1	\$1,100
Seating x 3	\$1,700	3	\$5,100
Rubbish bins	\$2,200	1	\$2,200
Play equip't	\$30,000	1	\$30,000
Paved area	\$200	450	\$90,000
Concrete path	\$58	50	\$2,900
Bollards	\$275	50	\$13,750
Lighting	\$3,000	1	\$3,000
Garden beds	\$30	1,000	\$30,000
Shade trees	\$60	20	\$1,200
	Unit price	Quantity	Total
Turf/seeding	\$20	1,800	\$36,000
Irrigation	\$5	2,800	\$14,000
Services - power	\$5,000	1	\$5,000
Services - water	\$3,500	1	\$3,500
Design fees	\$10,000	1	\$10,000
Total			\$270,150

Total embellishment costs = \$270,150

Acquisition Cost = \$875,000

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Cost per person

\$270,150 + \$875,000 + 10% admin cost

1,470

\$1,145,150 + 10% admin cost

1,470

\$779 per person + 10% admin levy = \$857

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$857= \$2,228

Medium density: 1.7 persons x \$857= \$1,457

Tourist accommodation: \$857 per bedroom

Park 3

This park of around 7,740 m² will provide casual open space that caters for a range of passive recreation activities. In addition to individual and small group activities, the park will cater for larger organized group activities, such as small markets and community gatherings. An open grass area capable of supporting group activities and informal games/kick about area will be included.

Cost of acquiring the 7,740m² is \$2,100,000. Note: A further valuation will be undertaken following completion of the subdivision works.

The proposed park is to be robust & embellished to a standard consistent with intensive use as follows:

Park 3: 7,120sqm southern site, cater for group activity

	Unit price	Quantity	Total
Toilet block	\$150,000	1	\$150,000
Park shelter	\$20,000	2	\$40,000
Slab for park shelters	\$48	100	\$4,800
Drinking fountain	\$1,100	1	\$1,100
Paved area	\$200	200	\$40,000
Seating x 8	\$1,700	8	\$13,600
BBQ (double) plus shelter	\$18,000	2	\$36,000
Play equip & shade	\$60,000	1	\$60,000
	Unit price	Quantity	Total
Rubbish bins	\$2,200	3	\$6,600
Concrete paths	\$58	200	\$11,600
Bollards	\$275	150	\$41,250
Lighting	\$5,000	1	\$5,000
Garden beds	\$30	1,500	\$45,000
Shade trees	\$60	30	\$1,800
Turf/seeding	\$20	5,400	\$108,000
Irrigation	\$5	6,900	\$34,500
Small multi use building	\$130,000	1	\$130,000
Services - power (3 phase)	\$12,000	1	\$12,000
Services - water	\$3,500	1	\$3,500
Design fees	\$30,000	1	\$30,000

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Park 3: 7,120sqm southern site, cater for group activity

	Unit price	Quantity	Total
Total			\$774,750

Total embellishment costs = \$774,750

Acquisition cost = \$2,100,000

Cost per person

\$774,750+\$2,100,000 + 10% admin cost

1,470

\$2,874,750 + 10% admin cost

1,470

\$1,955.61 per person + 10% admin levy = \$2,151

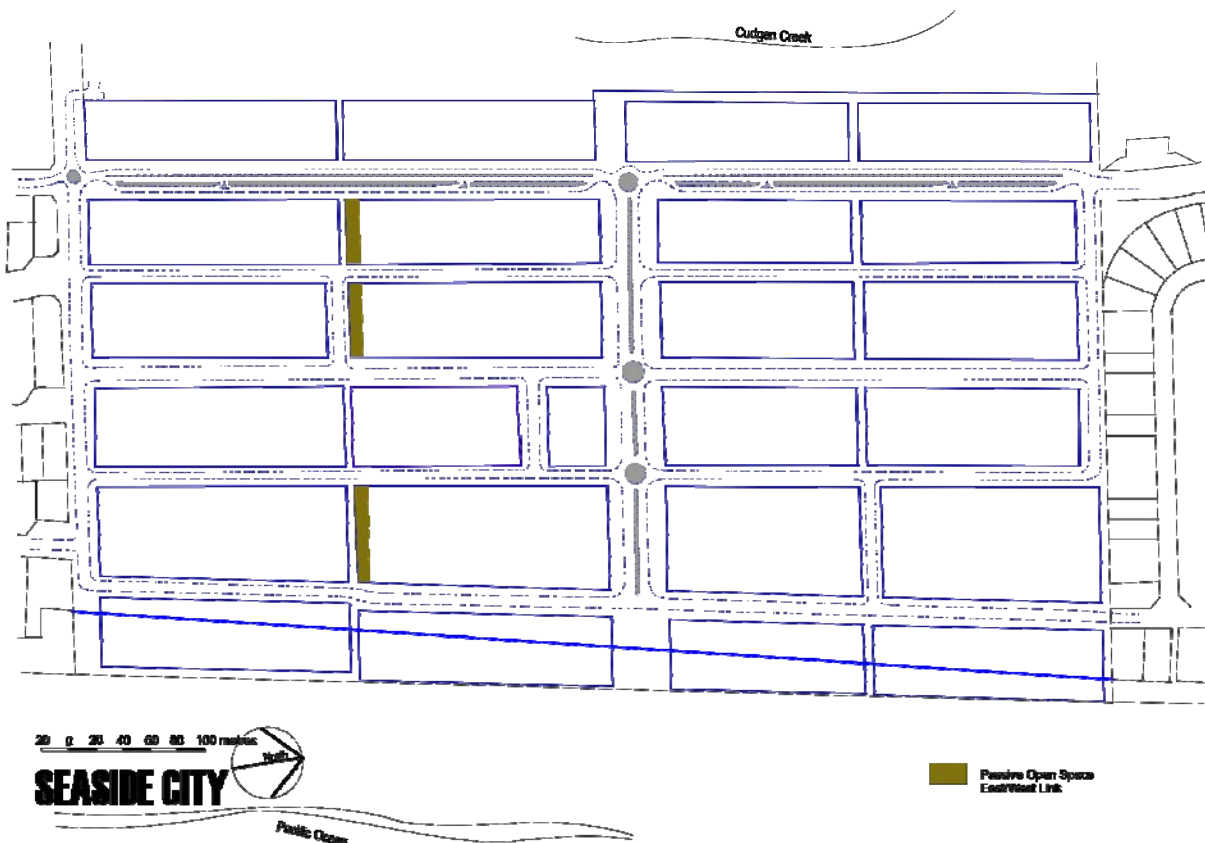
PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$2,151= \$5,593

Medium density: 1.7 persons x \$2,151= \$3,657

Tourist accommodation: \$2,151 per bedroom

7.17 Passive Open Space – Linkages



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The linkages above will be grassed strips of land that will also contain the east/west cycleway link. The link allows a pleasant, safe access between the east and west areas of the Seaside City. The east/west cycleway link is contained in these open space areas.

East/west cycleway link	Unit price	Quantity	Total	Price includes GST
Cycleway	\$120	325	\$39,000	\$48/sqm = \$120/linear m (2.5m wide cycle path)
Garden beds	\$30	118	\$3,540	based on 10m wide easement - (to be confirmed) 10% of non paved area
Shade trees	\$60	25	\$1,500	Estimated number of trees
Turf/seeding	\$20	1,052	\$21,040	Based on 10m wide easement - (to be confirmed) 90% of non paved area
Irrigation	\$5	1,170	\$5,850	Price \$5/sqm
Total			\$70,930	

Acquisition cost for the land = \$500,000

Embellishment Cost = \$70,930

Cost per person

\$500,000+\$70,930 + 10% admin cost

1,470

\$570,930 + 10% admin cost

1,470

\$388.38 per person + 10% admin levy = \$427

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$427= \$1,110

Medium density: 1.7 persons x \$427= \$726

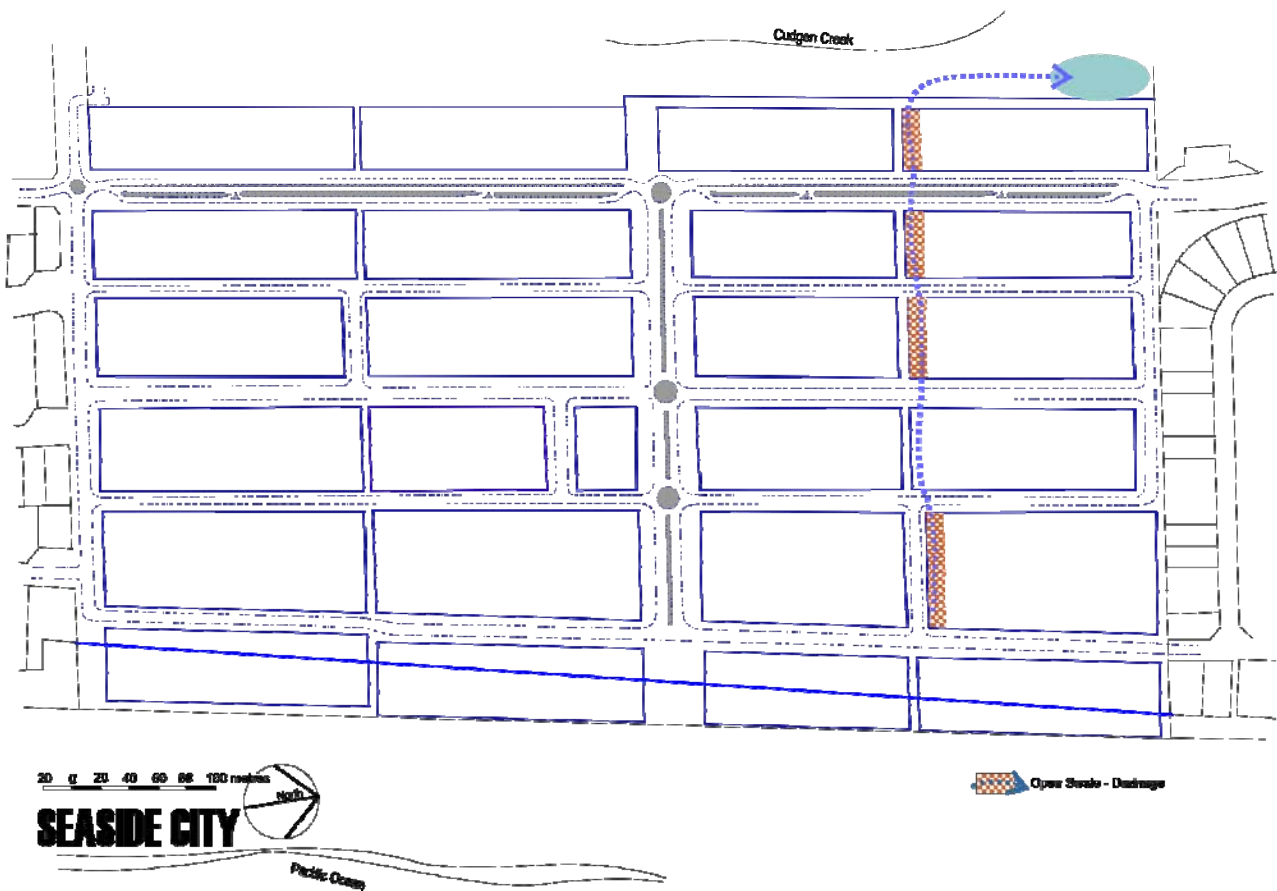
Tourist accommodation: \$427 per bedroom

7.18 Swale Drains

The swale drain illustrated below does not form part of the passive open space network, although it may allow for some informal play area and walking.

Its purpose is to allow for overland flow of water particularly during periods of heavy rain. The drains will be grassed to allow for some infiltration while also allowing for runoff towards the infiltration basin on the west side of the site as illustrated. Water running along the grassed swale drain will be piped under the streets. The costs below relate to the embellishment of the swale drain to allow for some multi use as well as the cost of the dedication of half of each of the western lots.

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East/west drain	Unit price	Quantity	Total	Price includes GST
Garden beds	\$30	140	\$4,200	10m wide drain reserve: 10% of area
Shade trees	\$60	25	\$1,500	Estimated number of trees
Turf/seeding	\$20	1,265	\$25,300	Based on 10m wide easement - (to be confirmed) 90% of non paved area
Irrigation	\$5	140	\$700	Irrigate garden beds only
Total			\$31,700	

Acquisition cost of land = \$650,000

Embellishment Cost = \$31,700

Cost per person

\$650,000+\$31,700 + 10% admin cost

2,000

\$681,700 + 10% admin cost

2,000

\$340.85 per person + 10% admin levy = \$375

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$375= \$975

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Medium density: 1.7 persons x \$375= \$637

Tourist accommodation: \$375 per bedroom

7.19 Beach Access Tracks

Beach access tracks

	Unit price	Quantity	Total
Concrete path x 2 (not park 1)	\$58	100	\$5,800
Site preparation works	\$5,000	1	\$5,000
Tracks through dunes x 3 (board & chain)	\$200	240	\$48,000
Total			\$58,800

Cost per person

\$58,800 + 10% admin cost

2,000

\$29.50 per person + 10% admin levy = \$32

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$32= \$83

Medium density: 1.7 persons x \$32= \$54

Tourist accommodation: \$32 per bedroom

7.20 Rehabilitation and Embellishment of the Environmental Protection Areas

As part of the passive open space requirements the developer will provide the following facilities within Lot 1971 (Areas 4 and 5 in Figure 2).

- An area adjacent to Cudgen Creek at the southern end of the development has been identified as a possible casual recreation area and creek access point. The setting is to remain informal with a strong emphasis on protecting the conservation values of the creek and native vegetation. Any development of recreation facilities in this area must be sympathetic to these conservation values. Infrastructure will include a small car park and access path, fencing, seating and park shelters, and creek access. Interpretive information on the flora and fauna of the area should be provided.

The main recreation value of this site is its strong link with Cudgen Creek. In view of this, the site could provide a destination and access point for small non-powered watercraft such as canoes. Design of any furniture or facilities to support this use must ensure any impacts on the creek bank are minimized.

- A viewing platform is to be provided at the western extension of Ocean Avenue adjacent to the creek. This will provide views to Mount Warning, the creek and surrounding countryside, while reducing uncontrolled access to the steep and highly erodeable creek bank in this location.

The developer shall submit a landscape plan for the above for the approval of the Director of Planning and Development. These facilities are to be located as indicated as Park 4 and 5 on Figure 2 and the estimated costs are in the Table below.

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Embellishment of the Cudgen Creek Recreation Area**Viewing platform, Cudgen Creek: Approx 10m x 10m + access path**

	Unit price	Quantity	Total
Construction costs	\$3,450	100	\$345,000
Concrete access path	\$58	25	\$1,450
Environmental assessment & licence	\$10,000	1	\$10,000
Design costs	\$20,000	1	\$20,000
Total			\$376,450

Creek access & recreation area

	Unit price	Quantity	Total
Creek access works	\$50,000	1	\$50,000
Site preparation works	\$30,000	1	\$30,000
Park shelter x 3	\$20,000	3	\$60,000
Slab under park shelters	\$48	150	\$7,200
Rubbish bins x 3	\$2,200	3	\$6,600
Fencing	\$32	1,500m	\$48,000
Access path - vehicle & pedestrian	\$85	200m	\$17,000
Access path - pedestrian only	\$40	100m	\$4,000
Carpark	\$15,000	1	\$15,000
Interpretation plan & signage	\$10,000	1	\$10,000
Environmental assessment & licence	\$30,000	1	\$30,000
Design costs	\$30,000	1	\$30,000
Total			\$307,800

Viewing platform = \$376,450

Creek access and recreation area = \$307,800

Cost per person\$376,450+\$307,800+10% admin cost

1,470

\$684,250 + 10% admin cost

1,470

\$465.47 per person + 10% admin levy = \$512

PER LOT CONTRIBUTION

Single residential lot: 2.6 persons x \$512= \$1,331

Medium density: 1.7 persons x \$512= \$870

Tourist accommodation: \$512 per bedroom

- **Note: None of the original subdivision lots will be levied for passive open space. Levies will only apply to new subdivisions**

Western and Eastern Environmental Protection Areas - Vegetation Management Costs

In addition Council also requires the rehabilitation and embellishment of the riparian buffer zone and the coastal foreshore at the developer's expense. Specifically these works shall include:

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- removal of bitou bush and other noxious weeds;
- removal of other exotic plant species;
- rehabilitation in accordance with an approved management plan as set out in the Development Control Plan for Seaside City. This would include replanting of selected pioneer and habitat trees.

The rehabilitation and embellishment of these two areas is subject to design plans to be submitted for the approval of the Director of Planning and Development.

Western Vegetation Management Area Costs

VMU	Area (ha)	Initial Embellishment Costs	5 year Maintenance Costs	Total
1	1.2	\$180,000	\$30,000	\$210,000
2	1.9	\$370,000	\$185,000	\$555,000
3	2.4	\$480,000	\$240,000	\$720,000
4 and 5	5	\$0	\$62,000	\$62,000
TOTAL	10.4	\$1,030,000	\$517,000	\$1,547,000

Eastern Vegetation Management Area Costs

VMU	Area (ha)	Initial Embellishment Costs	5 year Maintenance Costs	Total
Primary Dune	3.1	\$0	\$38,125	\$38,125
1	2.3	\$468,000	\$234,000	\$702,000
2	2.3	\$462,000	\$231,000	\$693,000
3	0.7	\$109,500	\$18,250	\$127,750
TOTAL	10.4	\$1,030,000	\$517,000	\$1,560,875

Western Vegetation Management Area Costs = \$1,547,000

Eastern Vegetation Management Area Costs = \$1,560,875

Cost per person

$\$1,547,000 + \$1,560,875 + 10\% \text{ admin cost}$

2,000

$\$3,107,875 + 10\% \text{ admin cost}$

2,000

$\$1,553.93 \text{ per person} + 10\% \text{ admin levy} = \$1,709$

PER LOT CONTRIBUTION

Single residential lot: $2.6 \text{ persons} \times \$1,709 = \$4,443$

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Medium density: 1.7 persons x \$1,709= \$2,905

Tourist accommodation: \$1,709 per bedroom

8.0 ADDITIONAL SUBDIVISIONS

The development process at Seaside City may yield a greater than anticipated population. In this situation there may be a requirement for additional passive and active open space.

In addition any new subdivision will incur contributions under the existing shire wide contribution plans (cemeteries, libraries, cycleways etc).

Any further subdivisions over and above the estimated population may create the need for additional structured and passive open space.

The structured open space is to be provided for off-site at Kings Forest and any additional requirements resulting from an increase in the estimated population will mean an amendment to this plan to increase the area required at Kings Forest and a possible adjustment to the contribution rate.

Any increase in the estimated population may also increase the requirement for passive open space, which is required to be provided on site. This additional open space will affect the amount of area that can be taken up for development. The contribution rate will also require amendment for any increase in size of open space areas.

Contribution levies under the Shire wide contribution plans such as cemeteries and libraries do not apply to the current Seaside City subdivision. These plans are based on contributions being levied on actual subdivisions, whereas the Seaside City subdivision has actually taken place. Any new subdivisions for residential or tourist development will incur contributions under Council's shire wide plans mentioned in Section 1.3.

SECTION 94 PLAN NO 28 – SEASIDE CITY

APPENDIX A

CONTRIBUTIONS RATES SCHEDULE

Section 94 Plan No 28 – Seaside City

Type of Facility or Infrastructure	Levy per lot or per detached dwelling	Levy per medium density dwelling	Tourist accommodation Levy per bedroom
Structured open space – applicable to new subdivisions only; not applicable to tourist accommodation	\$3,585	\$2,344	N/a
Passive open space (includes Cudgen Creek) – applicable to new subdivisions only, including tourist accommodation	\$12,924	\$8,451	\$4,971
Cycleways – applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$296	\$193	\$114
Beach Access Tracks - applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$83	\$54	\$32
Eastern and Western Environmental Protection Area: Vegetation Management Costs - applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$4,443	\$2,905	\$1,709
Swale Drains - applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$975	\$637	\$375
Roads and Associated Landscaping – applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$6,037	\$3,947	\$2,322
Public Car Parking – applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$2,954	\$1,931	\$1,136
Bulk Earthworks – applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$1,472	\$962	\$566
Drainage and Water Quality Management – applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$1,573	\$1,028	\$605
Sewerage Reticulation – applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$1,149	\$751	\$442
Water Supply – applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$432	\$282	\$166
Electricity Reticulation – applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$554	\$362	\$213
Dedication of Roads - applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$9,480	\$6,198	\$3,646
Professional Fees - applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$1,973	\$1,290	\$759

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Type of Facility or Infrastructure	Levy per lot or per detached dwelling	Levy per medium density dwelling	Tourist accommodation Levy per bedroom
Other Fees and Charges - applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$225	\$147	\$86
Material Testing - applicable to proposed dwelling developments on existing subdivisions and new subdivisions	\$71	\$47	\$27
Total estimated Seaside City s94 charges for existing subdivisions (excludes open space)	\$31,717	\$20,734	\$12,167
Total estimated Seaside City s94 charges for new subdivisions (includes open space)	\$48,226	\$31,529	\$17,138

Notes: 1. The above subdivision costs will be adjusted once the actual costs have been determined following the works undertaken. Adjustments to land costs will follow any re-valuation of land in the Seaside City area. The State Valuation Office will undertake the revaluations. The initial revaluation will be undertaken at the time that the final costs for the subdivision work are submitted.

2. Any commercial development on the individually owned lots will also incur all the development levies contained in this plan, at the single residential lot rate.