

# Appendix A

## Infrastructure schedule and location maps

Ref	Infrastructure Item	Total project cost (\$INF)	Cost apportioned to residential development in this plan	Apportioned cost as a % of total project cost (EAR%)	Contribution catchment - i.e. apportioned cost will be met by	Residents demanding facility (P)	Per resident contribution rate	Source document	Staging / priority
<b>Transport and Traffic - future works</b>									
TT1	Glenfield Road Corridor works	\$17,491,587	\$6,996,429	40%	Lloyd growth	2,871	\$2,436.93	WWITS RN2.2, AT6.5	high
		as above	\$6,996,429	40%	Citywide growth excluding Lloyd	8,997	\$777.64	WWITS RN2.2, AT6.5	high
TT2	Pine Gully Road Corridor works	\$6,872,503	\$3,586,262	52%	Estella / Boorooma / Gobbagombalin growth	4,447	\$806.45	WWITS ILU3.4, ILU3.5, ILU3.6	high
		as above	\$398,474	6%	Citywide growth excluding E/B/G *	7,421	\$53.70	WWITS ILU3.4, ILU3.5, ILU3.6	high
TT3	Red Hill Road upgrade	\$3,870,045	\$1,731,525	45%	Citywide growth	11,868	\$145.90	WWITS RN2.4, RN6.5	medium
TT4	Farrer Road	\$9,336,561	\$3,760,097	40%	Estella / Boorooma / Gobbagombalin growth	4,447	\$845.54	WWITS ILU3.3	high
		as above	\$417,789	4%	Citywide growth excluding E/B/G	7,421	\$56.30	WWITS ILU3.3	high
TT5	Bakers Lane works	\$425,000	\$104,257	25%	Forest Hill / East Wagga growth	1,048	\$99.48	2009 s94 plan (RT33, 34, 35)	medium
TT6	Amundsen Bridge	\$1,123,159	\$1,035,529	92%	Estella / Boorooma / Gobbagombalin growth	4,447	\$232.86	2009 S94 Plan (RT43)	high
TT7	Gregadoo Road Corridor works	\$4,468,000	\$3,268,000	73%	Citywide growth	11,868	\$275.36	Traffic Committee	high
TT8	Shared paths - Ashmont and Glenfield	\$390,000	\$58,500	15%	Citywide growth	11,868	\$4.93	ROCS - AGS6	medium
TT9	Shared paths - Boorooma, Estella and Gobba	\$1,541,000	\$115,310	7%	Citywide growth	11,868	\$9.72	ROCS - BEG2	high
TT10	Shared paths - Bourkelands and Lloyd	\$67,000	\$2,169	3%	Citywide growth	11,868	\$0.18	ROCS - BL2	high
TT11	Shared paths - Central and North Wagga	\$454,000	\$68,100	15%	Citywide growth	11,868	\$5.74	ROCS - CNW4	high
TT12	Shared paths - Between the CBD and Forest Hill	\$1,165,000	\$174,750	15%	Citywide growth	11,868	\$14.72	ROCS - EWG7	medium
TT13	Shared paths - Forest Hill	\$856,000	\$128,400	15%	Citywide growth	11,868	\$10.82	ROCS - FH5	high
TT14	Shared paths - Lake Albert and Tatton precinct	\$414,000	\$62,100	15%	Citywide growth	11,868	\$5.23	ROCS - LT13	low
TT15	Shared paths - Mount Austin, Tolland and Turvey Park	\$288,000	\$43,200	15%	Citywide growth	11,868	\$3.64	ROCS - MTT 6	high
TT16	Footpaths - Ashmont and Glenfield	\$2,167,000	\$325,050	15%	Citywide growth	11,868	\$27.39	ROCS - AGS11	low
TT17	Footpaths - Boorooma, Estella and Gobbagombalin	\$1,513,000	\$226,950	15%	Citywide growth	11,868	\$19.12	ROCS - BEG3	high
TT18	Footpaths - Bourkelands and Lloyd	\$2,045,000	\$306,750	15%	Citywide growth	11,868	\$25.85	ROCS - BL8	medium
TT19	Footpaths - Central and North Wagga	\$413,000	\$61,950	15%	Citywide growth	11,868	\$5.22	ROCS - CNW5	high
TT20	Footpaths - East Wagga Wagga	\$409,000	\$61,350	15%	Citywide growth	11,868	\$5.17	ROCS - EWG8	low
TT21	Footpaths - Forest Hill	\$1,210,000	\$181,500	15%	Citywide growth	11,868	\$15.29	ROCS - FH6	medium
TT22	Footpaths - Kooringal	\$886,000	\$132,900	15%	Citywide growth	11,868	\$11.20	ROCS - K6	medium
TT23	Footpaths - Lake Albert and Tatton	\$1,527,000	\$229,050	15%	Citywide growth	11,868	\$19.30	ROCS - LT14	low
TT24	Footpaths - Mount Austin, Tolland and Turvey Park	\$1,636,000	\$245,400	15%	Citywide growth	11,868	\$20.68	ROCS - MTT13	medium
TT25	Upgrade the trees in Baylis Street to improve the urban shade canopy	\$1,032,000	\$154,800	15%	Citywide growth	11,868	\$13.04	ROCS - MP41	medium

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TT26	Cycling - Implement the Active Travel Plan	\$11,752,600	\$1,454,391	12%	Citywide growth	11,868	\$122.55	ROCS - MP24	high
TT27	Redhill Road / Dalman Parkway Intersection	\$1,860,899	\$1,860,899	100%	Lloyd growth	2,871	\$648.17		medium
TT28	Boorooma Street Upgrade	\$2,616,000	\$2,616,000	100%	Estella / Boorooma / Gobbagombalin growth	4,447	\$588.26		medium

#### Plans and Studies - future works

PS1	Strategic Planning Study - Smart Cities Strategy	\$200,000	\$100,000	50%	Citywide growth	11,868	\$8.43		high
PS2	Strategic Planning Study - Transport Planning (Including car parking)	\$200,000	\$100,000	50%	Citywide growth	11,868	\$8.43		medium
PS3	Strategic Planning Study -Open Space, Recreation and Community (including cultural facilities)	\$200,000	\$100,000	50%	Citywide growth	11,868	\$8.43		medium
PS4	Strategic Planning Study -Residential Growth Opportunities	\$130,000	\$130,000	100%	Citywide growth	11,868	\$10.95		medium
PS5	Cultural Strategy	\$130,000	\$100,000	77%	Citywide growth	11,868	\$8.43	ROCS - MP22	high
PS6	Wagga Wagga Integrated Transport Strategy Implementation Plan Recreation and Open Space - Future Works	\$130,000	\$70,000	54%	Citywide growth	11,868	\$5.90		high
ROS1	Estella - New Local Park west of Rainbow Drive and Comet Place.	\$1,146,000	\$428,230	37%	Estella / Boorooma / Gobbagombalin growth	4,447	\$96.30	ROCS – BEG7	high
ROS2	North Gobbagombalin Park at Harris Road	\$188,000	\$14,499	8%	Estella / Boorooma / Gobbagombalin growth	4,447	\$3.26	ROCS - BEG8	medium
ROS3	2 local parks in Gobbagombalin	\$376,000	\$115,749	31%	Estella / Boorooma / Gobbagombalin growth	4,447	\$26.03	ROCS Maps	low
ROS4	Estella Rise - embellishment	\$500,000	\$66,248	13%	Estella / Boorooma / Gobbagombalin growth	4,447	\$14.90	community need	high
ROS5	3 Local Parks in Lloyd	\$2,055,000	\$1,616,578	79%	Lloyd growth	2,871	\$563.07	ROCS - BL6	medium
ROS6	Establish a second Rugby League field at McDonalds Park	\$874,000	\$874,000	100%	Citywide growth	11,868	\$73.64	ROCS - FH13	low
ROS7	Street canopy plantings on footpaths and shared paths	\$750,000	\$750,000	100%	Citywide growth	11,868	\$63.20	ROCS - MP33, MP38	high
ROS8	Multisport Cycling Complex at Pomigalarna Reserve	\$9,229,795	\$2,307,449	25%	Citywide growth	11,868	\$194.43	ROCS - MP23	high
ROS9	Riverside Wagga - Wagga Beach Landscape Upgrade - Stage 2	\$6,746,530	\$1,746,530	25%	Citywide growth	11,868	\$142.12	ROCS - MP18	high
ROS10	Upgrade Athletics Park at Jubilee Park	\$5,482,513	\$1,370,628	25%	Citywide growth	11,868	\$115.49	ROCS - MP27	high
ROS11	Peter Hastie Oval works	\$5,079,000	\$1,224,226	24%	Estella / Boorooma / Gobbagombalin growth	4,447	\$275.29	ROCS - MP26	0

## Infrastructure schedule and location maps (cont)

Ref	Infrastructure Item	Total project cost (\$INF)	Cost apportioned to residential development in this plan	Apportioned cost as a % of total project cost (EAR%)	Contribution catchment - i.e. apportioned cost will be met by	Residents demanding facility (P)	Per resident contribution rate	Source document	Staging / priority
	Peter Hastie Oval works	as above	\$1,224,226	24%	Citywide growth excluding E/B/G	7,421	\$164.97	ROCS - MP26	0
ROS12	Rawlings Park North - Construct a synthetic soccer facility	\$3,877,112	\$700,000	18%	Citywide growth	11,868	\$58.98	ROCS - MP30	high
ROS13	Harris Road shared path works	\$350,000	\$350,000	100%	Estella / Boorooma / Gobbagombalin growth	4,447	\$78.70	ROCS - BEG4	high
ROS14	Jubilee Oval - Develop further community meeting space as part of the hockey centre amenities upgrade	\$342,000	\$251,345	73%	Citywide growth	11,868	\$21.18	ROCS - BL7	medium
ROS15	Bolton Park Upgrade	\$40,000,000	\$6,000,000	15%	Citywide growth	11,868	\$505.56	ROCS - MP8	medium
ROS16	Forrest Hill - upgrade local park	\$188,000	\$188,000	100%	Forest Hill / East Wagga growth	1,048	\$179.39		medium
<b>Recreation &amp; Open Space - Recoupment Items</b>									
ROSR1	Boorooma Lineal Park land acquisition	\$880,460	\$101,999	12%	Estella / Boorooma / Gobbagombalin growth	4,447	\$22.94	2006 s94 plan (OS29)	completed
ROSR2	Explorer Park Boorooma land acquisition	\$466,659	\$200,943	43%	Estella / Boorooma / Gobbagombalin growth	4,447	\$45.19	2006 s94 plan (OS30)	completed
ROSR3	Boorooma Lineal Park embellishment	\$1,014,556	\$488,881	48%	Estella / Boorooma / Gobbagombalin growth	4,447	\$109.94	2006 s94 plan (OS32)	completed
ROSR4	Explorer Park Boorooma embellishment	\$365,186	\$175,971	48%	Estella / Boorooma / Gobbagombalin growth	4,447	\$39.57	2006 s94 plan (OS33)	completed
<b>Community Facilities - Recoupment Items</b>									
CCCR1	Major Community Facility (MPS- Equex Centre)	\$10,168,912	\$715,689	7%	Citywide growth	11,868	\$60.30		completed
<b>Administration of the Plan</b>									
AD1	Review and update of the Section 7.11 Plan	\$100,000	\$100,000	100%	citywide growth	11,868	\$8.43		medium
AD2	Section 7.11 Plan Coordination	\$2,055,360	\$2,055,360	100%	Citywide growth	11,868	\$173.19		high
<b>Transport and Traffic - Recoupment Items</b>									
TTR1	Glenfield Road & Dalman Parkway - Roundabout	\$1,029,108	\$562,024	55%	Lloyd growth	2,871	\$195.76	2009 s94 plan (RT3)	completed
TTR2	Boorooma St & Avocet Drive - Roundabout	\$1,100,849	\$462,731	42%	Estella / Boorooma / Gobbagombalin growth	4,447	\$104.05	2009 s94 plan (RT4)	completed
TTR4	Boorooma St / Farrer Rd roundabout	\$642,267	\$243,743	38%	Estella / Boorooma / Gobbagombalin growth	4,447	\$54.81	2009 s94 plan (RT37)	completed

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<b>Open Space Land</b>									
LA1	Estella - Local Park – west of Rainbow Drive and Coment Place 7.7 hectares	\$1,424,500	\$434,490	31%	Estella / Boorooma / Gobbagombalin growth	4,447	\$97.70	ROCS - BEG7	medium
LA2	Gobbagombalin - 2 local parks - 1.87 ha + 0.6 ha	\$456,950	\$456,950	100%	Estella / Boorooma / Gobbagombalin growth	4,447	\$102.75	ROCS maps	low
LA3	Peter Hastie Oval and associated recreation area - 30 ha	\$1,500,000	\$254,995	17%	Estella / Boorooma / Gobbagombalin growth	4,447	\$57.34	ROCS - MP26	high
	Peter Hastie Oval and associated recreation area - 30 ha	as above	\$254,995	17%	Citywide growth excluding E/B/G	7,421	\$34.36	ROCS - MP26	high
LA4	Lloyd - local park - Deakin Avenue - 1.9 ha	\$351,500	\$40,311	11%	Lloyd growth	2,871	\$14.04	ROCS - BL6	medium
LA5	Lloyd - local park - Barton Avenue - 0.4 ha	\$610,500	\$12,059	2%	Lloyd growth	2,871	\$4.20	ROCS - BL6	medium
LA6	Lloyd - local park - Central Lloyd 1.5 ha	\$1,498,500	\$14,366	1%	Lloyd growth	2,871	\$5.00	ROCS - BL6	medium
<b>Borrowings</b>									
B1	Total Interest Low Cost Loans (Nett after subsidy )	\$1,517,880	\$1,517,880	100%	Citywide growth	11,868	\$127.90	NA	short
B2	Total Interest Ordinary Loan (No subsidy)	\$4,160,166	\$4,160,166	100%	Citywide growth	11,868	\$350.54	NA	medium

## Projects to be funded by section 7.12 levies

Item	Details	Total cost	Anticipated s7.12 funding under this plan
Bomen Enabling Roads - Stage 1	Annual debt servicing costs of \$500,000 for the Bomen enabling roads project for 15 years. This project is expected to be completed by 30 June 2017 and the S94A contributions are required to meet the debt servicing costs.	\$7,500,000	\$7,500,000
Village Community Priorities	<p>ROCSVG1 Currawarna - \$20,000 towards expanding sports facilities at recreation reserve.</p> <p>ROCSVG2 Collingullie - \$20,000 towards developing youth recreational facilities at Collingullie Oval.</p> <p>ROCSVG1 Galore</p> <p>\$18,000 construct handball and basketball area at Galore Recreation Reserve. ROCSVH1 Humula - \$18,000 construct handball and basketball area at Humula Park. ROCS VL2 Ladysmith - \$20,000 towards upgrade oval to cater for junior cricket.</p> <p>ROCS VM1 Mangoplah</p> <p>\$20,000 towards develop a second AFL field at sports ground. ROCS VO3 Oura - \$20,000 towards boat ramp at Oura Beach. ROCS VT2 Tarcutta - \$20,000 towards upgrade of youth facilities at recreational reserve. ROCS VU1 Uranquinty - \$20,000 towards skate park.</p>	\$176,000	\$176,000

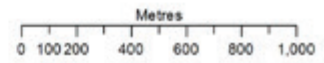
# Map 1



## MAP 1

SECTION 7.11 WORKS SCHEDULE

GLENFIELD ROAD CORRIDOR UPGRADE (TT1)





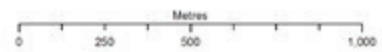
## Map 2



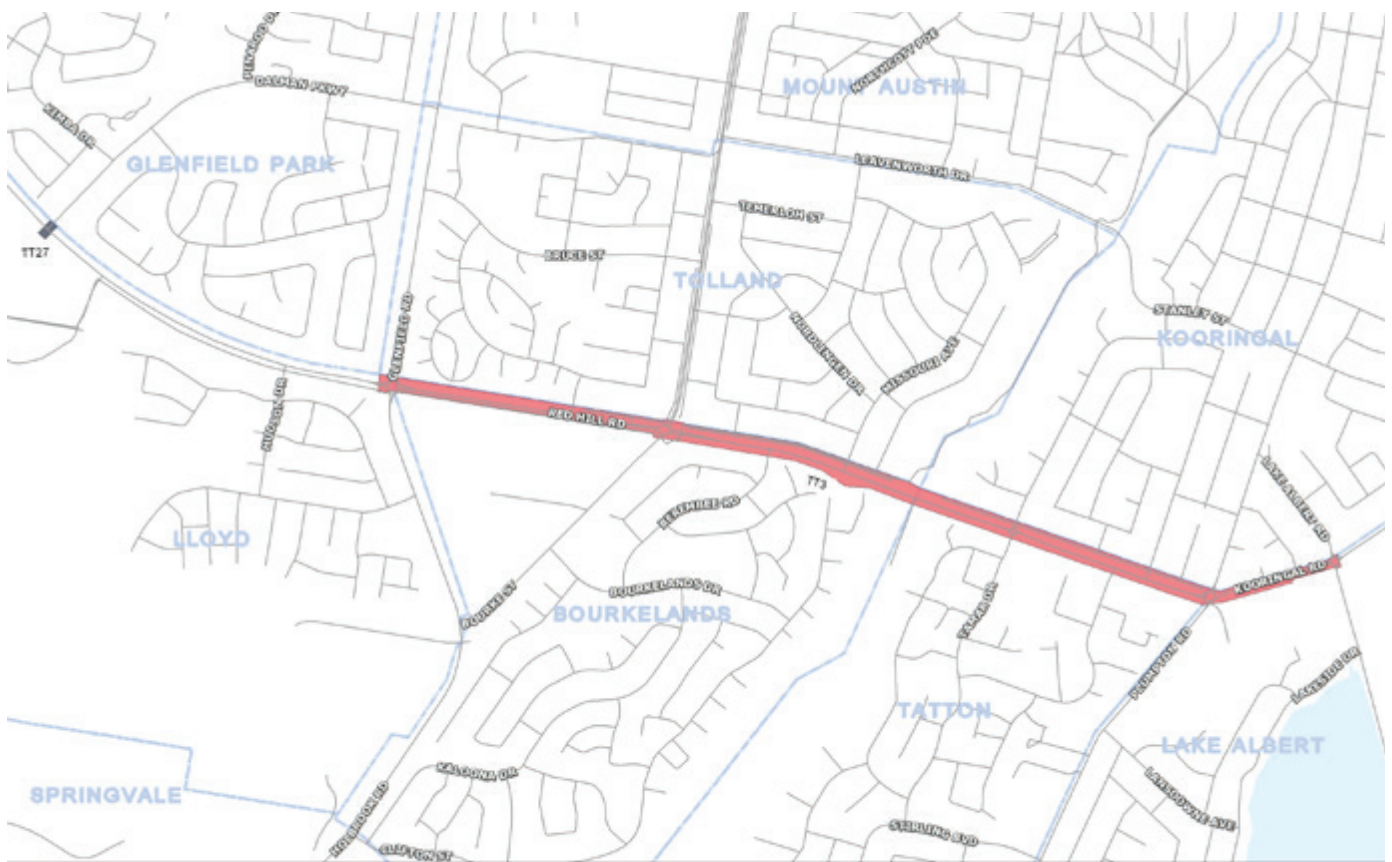
### MAP 2

SECTION 7.11 WORKS SCHEDULE

PINE GULLY ROAD CORRIDOR UPGRADE ( TT2 )  
 FARRER ROAD UPGRADE ( TT4 )  
 AMUNDSEN BRIDGE BRADMAN DR ( TT6 )  
 BOOROOMA STREET UPGRADE ( TT28 )



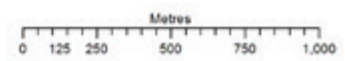
### Map 3



### MAP 3

#### SECTION 7.11 WORKS SCHEDULE

RED HILL ROAD - KOORRINGAL ROAD UPGRADE ( TT3 )  
 RED HILL ROAD - DALMAN PARKWAY  
 INTERSECTION UPGRADE ( TT27 )





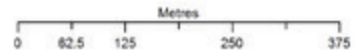
## Map 4



### MAP 4

SECTION 7.11 WORKS SCHEDULE

BAKERS LANE UPGRADE ( TT5 )



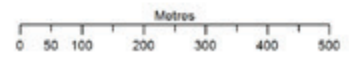
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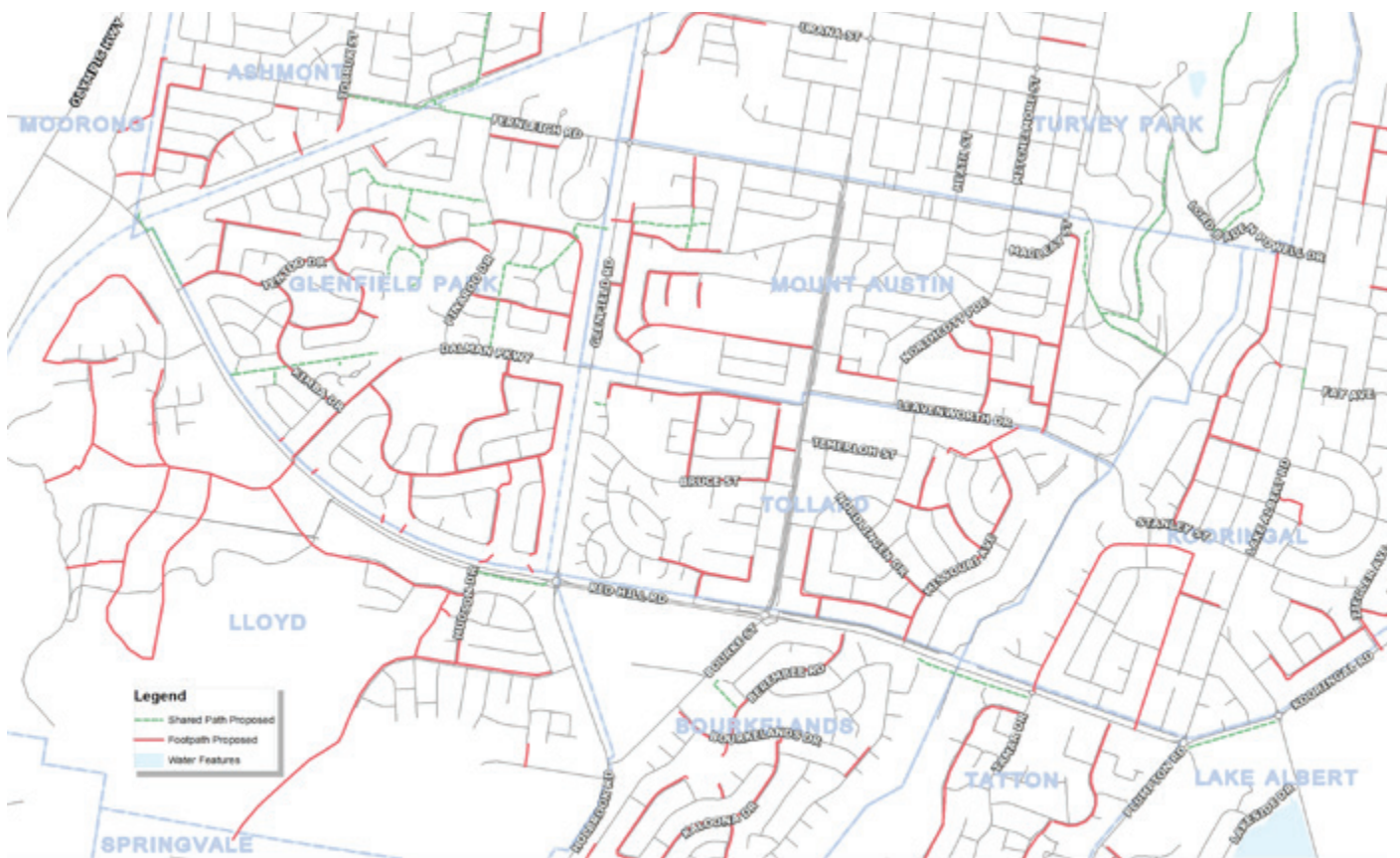
## MAP 5

SECTION 7.11 WORKS SCHEDULE

GREGADOO ROAD CORRIDOR UPGRADE ( TT7 )

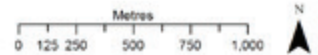


# Map 6



## MAP 6

TT 8 SHARED PATH ASHMONT AND GLENFIELD PARK  
 TT 10 SHARED PATH BOURKELANDS AND LLOYD  
 TT 15 SHARED PATH MT AUSTIN AND TOLLAND  
 TT 16 FOOTPATH ASHMONT AND GLENFIELD PARK  
 TT 24 FOOTPATH TOLLAND AND TURVEY PARK



### SECTION 7.11 WORKS SCHEDULE

SOURCE: RECREATION OPEN SPACE AND COMMUNITY STRATEGY

## Map 7

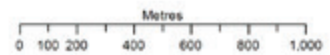


### MAP 7

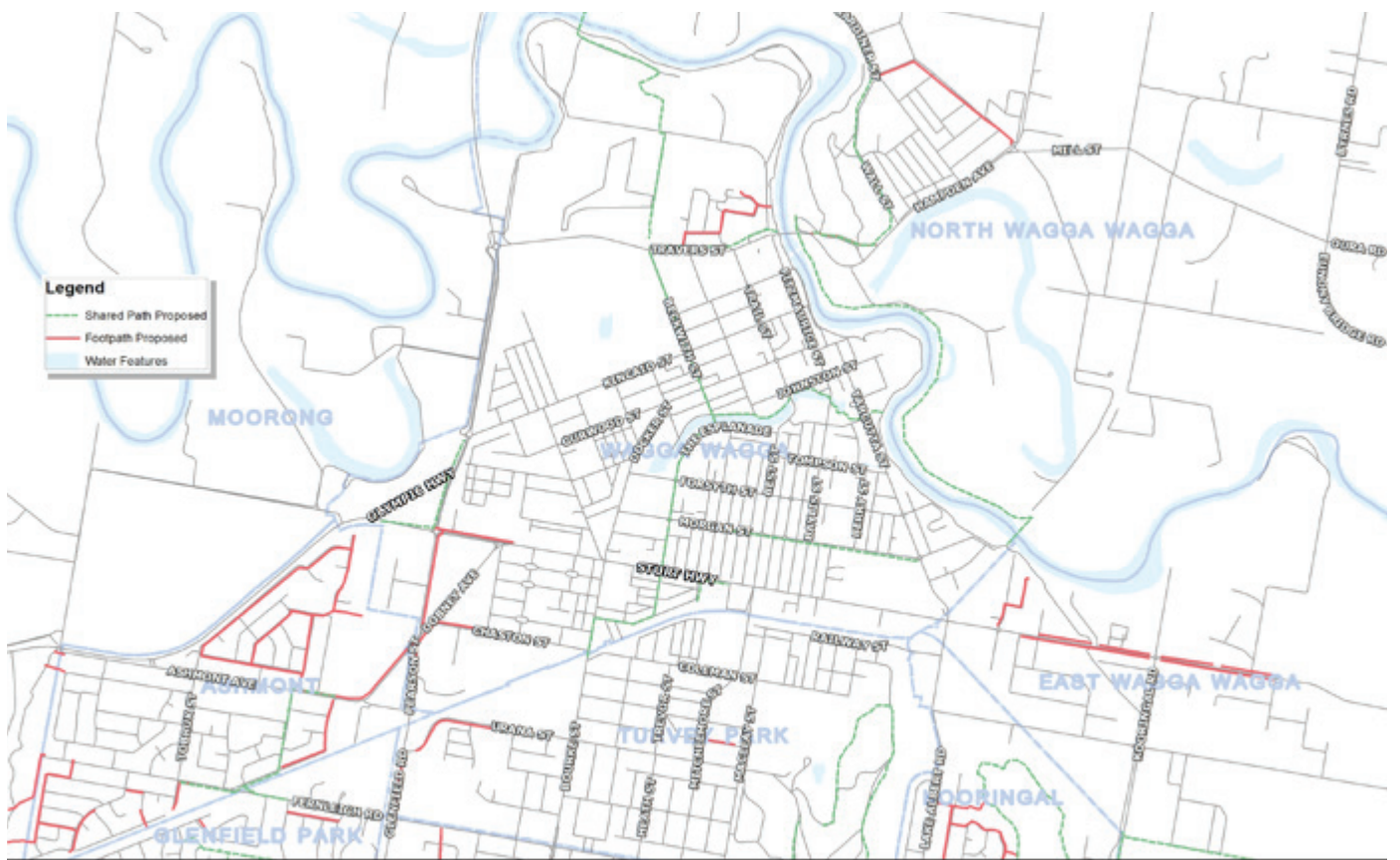
SECTION 7.11 WORKS SCHEDULE

TT 9 SHARED PATH BOOROOMA AND ESTELLA AND GOBBAGOMBALIN  
TT 17 FOOTPATHS BOOROOMA AND ESTELLA AND GOBBAGOMBALIN

SOURCE: RECREATION OPEN SPACE AND COMMUNITY STRATEGY

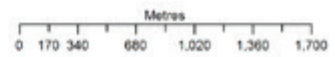


# Map 8



## MAP 8

TT 11 SHARED PATH CENTRAL AND NORTH WAGGA WAGGA  
 TT 19 FOOTPATH CENTRAL AND NORTH WAGGA WAGGA

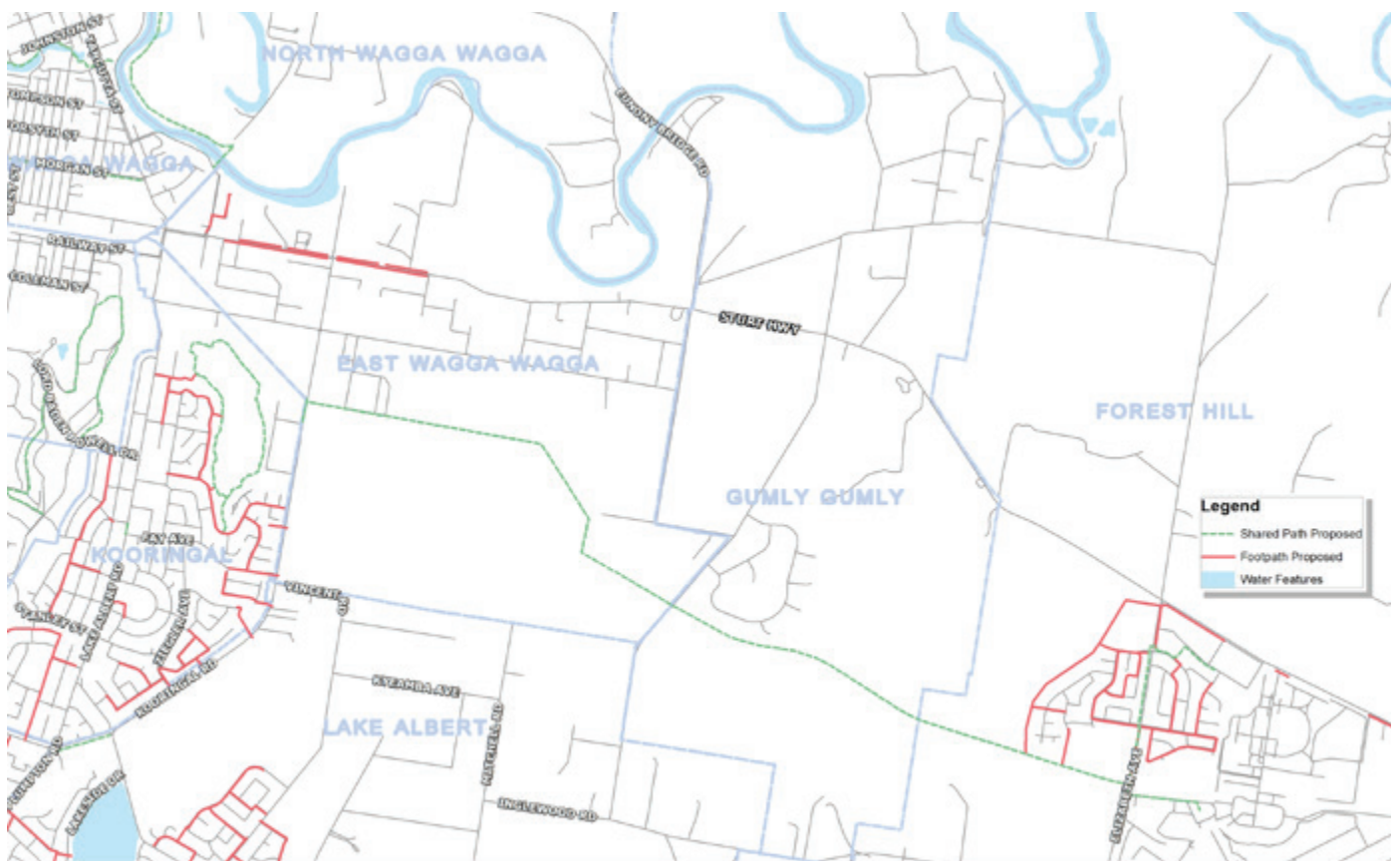


SECTION 7.11 WORKS SCHEDULE

SOURCE: RECREATION OPEN SPACE AND COMMUNITY STRATEGY



## Map 9



### MAP 9

SECTION 7.11 WORKS SCHEDULE

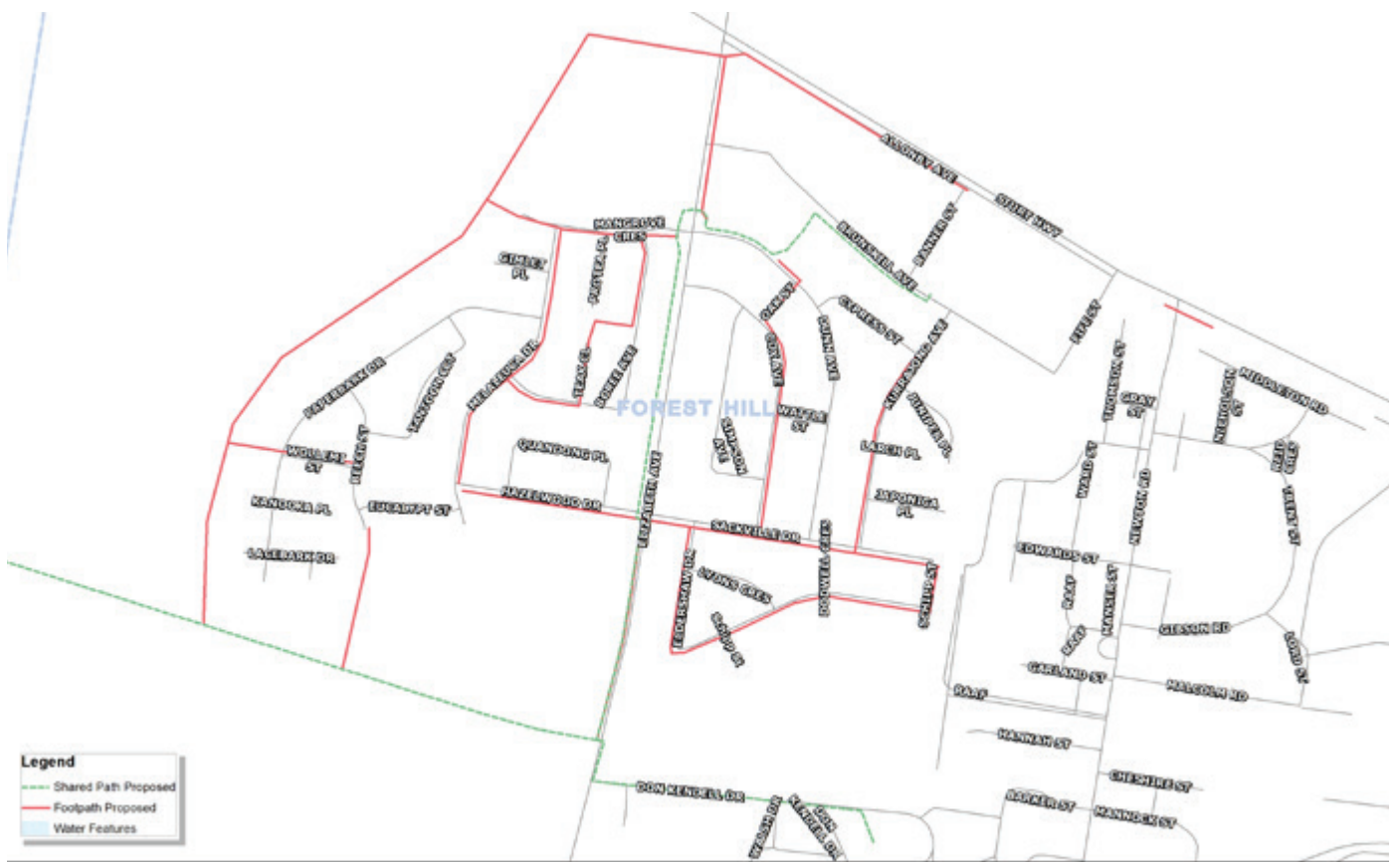
TT 12 FOOTPATHS EAST WAGGA WAGGA WITH FOREST HILL  
TT 20 FOOTPATHS EAST WAGGA WAGGA

Metres  
0 250 500 1,000 1,500 2,000



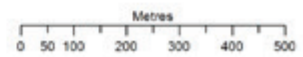


# Map 10



## MAP 10

TT 13 SHARED PATHS FOREST HILL  
TT 21 FOOTPATHS FOREST HILL



SECTION 7.11 WORKS SCHEDULE

SOURCE: RECREATION OPEN SPACE AND COMMUNITY STRATEGY

**Map 11**

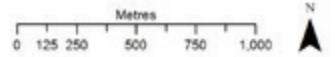


**MAP 11**

**TT 22 FOOTPATHS KOORINGAL**

SECTION 7.11 WORKS SCHEDULE

SOURCE: RECREATION OPEN SPACE AND COMMUNITY STRATEGY



# Map 12

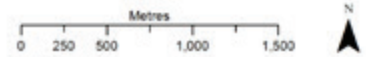


## MAP 12

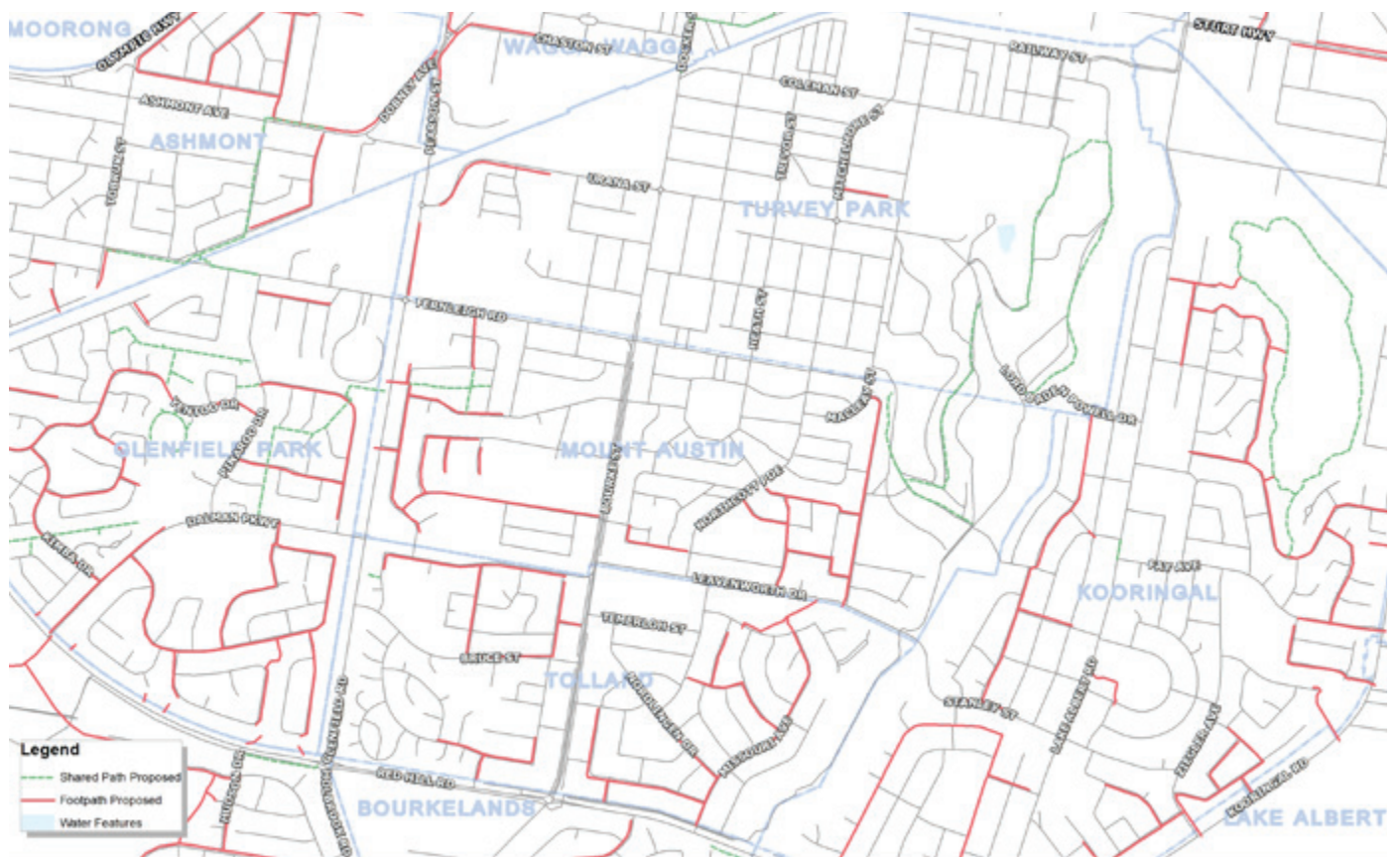
SECTION 7.11 WORKS SCHEDULE

TT 14 SHARED PATHS LAKE ALBERT AND TATTON  
 TT 23 FOOTPATHS LAKE ALBERT AND TATTON  
 TT 18 FOOTPATHS LLOYD AND BOURKELANDS

SOURCE: RECREATION OPEN SPACE AND COMMUNITY STRATEGY

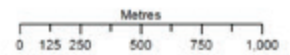


# Map 13



## MAP 13

TT 15 SHARED PATHS MT AUSTIN AND TOLLAND AND TURVEY PARK

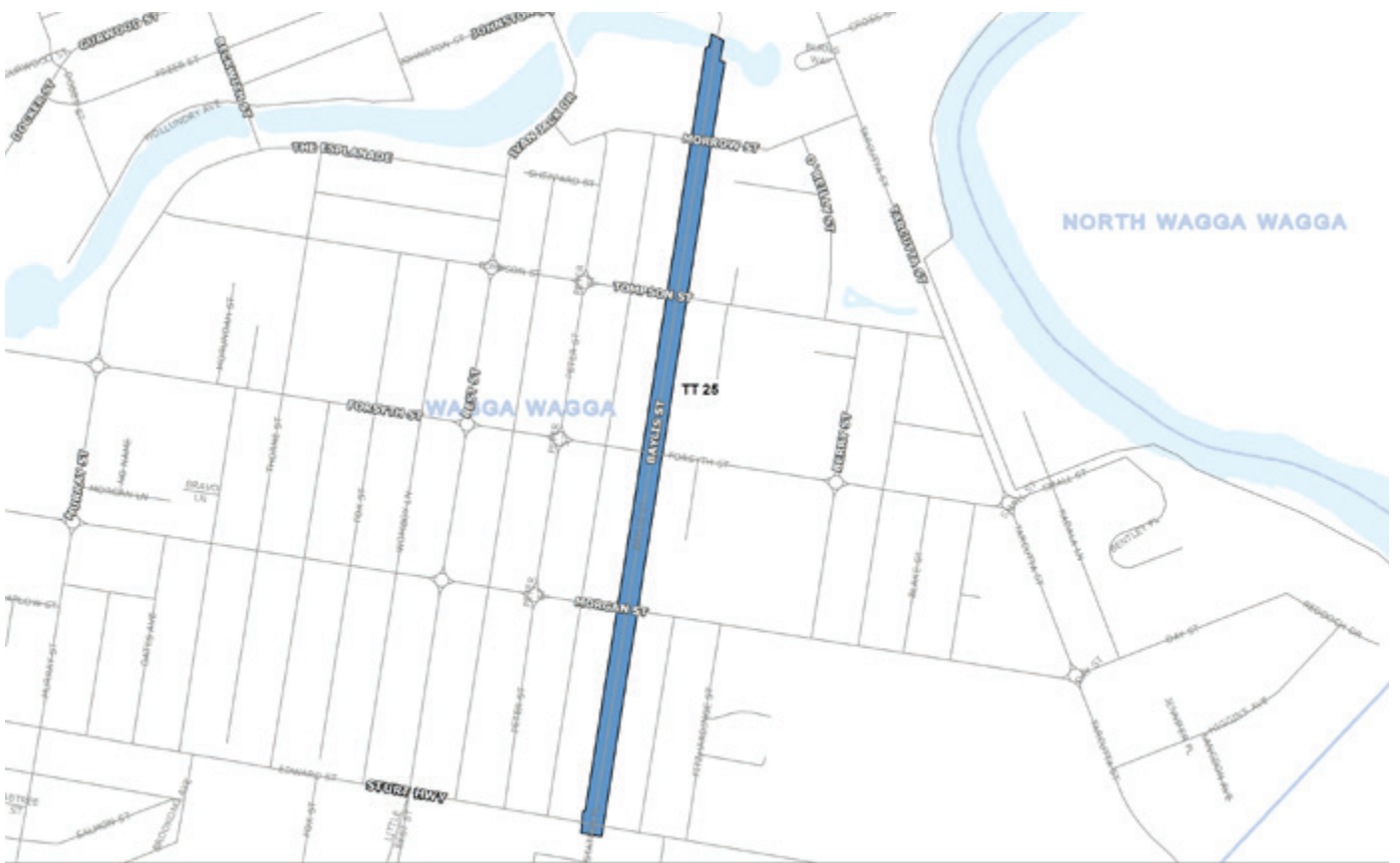


SECTION 7.11 WORKS SCHEDULE

SOURCE: RECREATION OPEN SPACE AND COMMUNITY STRATEGY



# Map 14

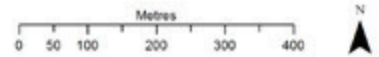


## MAP 14

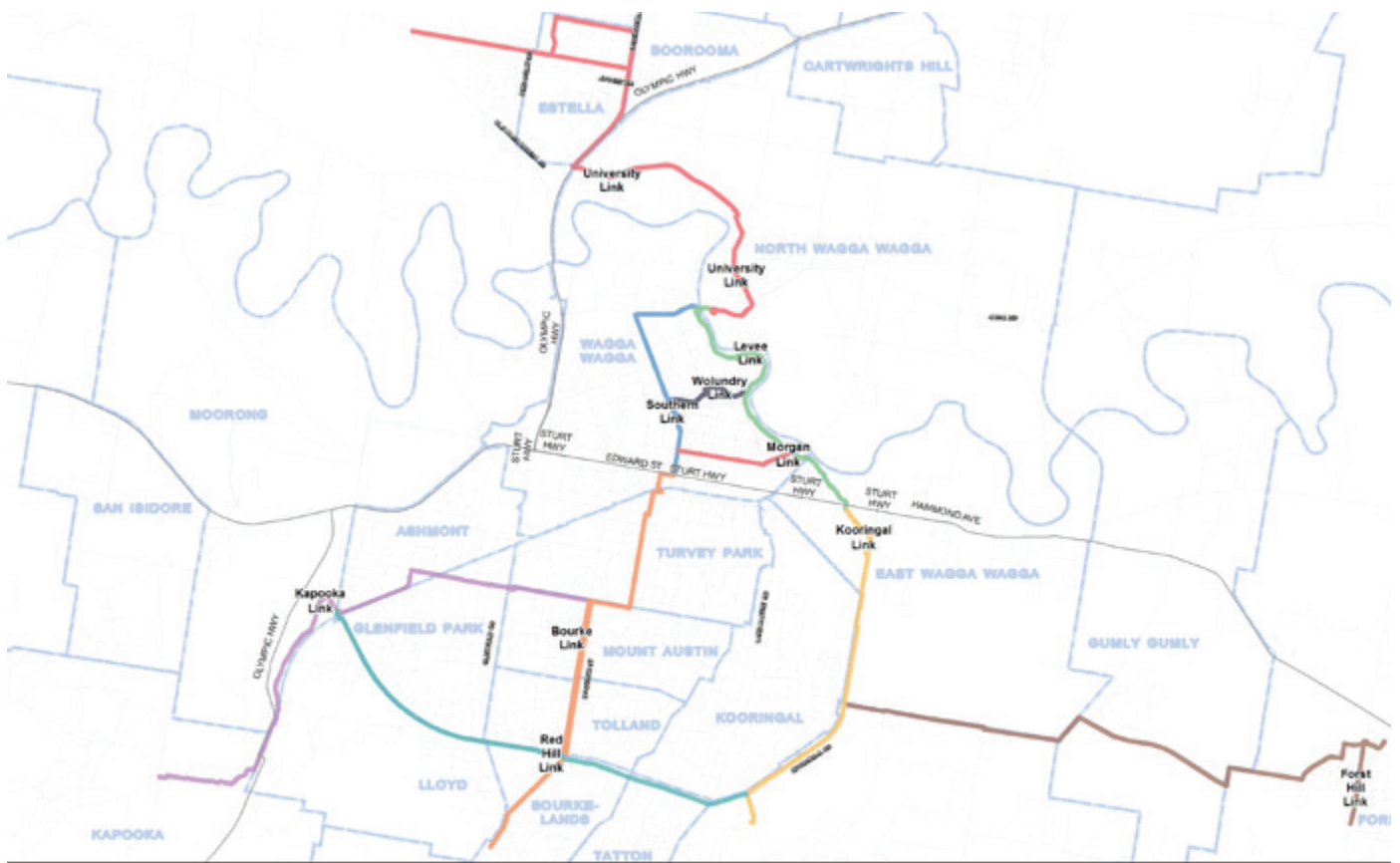
TT 25 HORTICULTURAL UPGRADE OF BAYLIS STREET

SECTION 7.11 WORKS SCHEDULE

SOURCE: RECREATION OPEN SPACE AND COMMUNITY STRATEGY

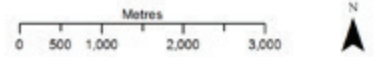


# Map 15



## MAP 15

TT 26 ACTIVE TRAVEL PLAN



SECTION 7.11 WORKS SCHEDULE



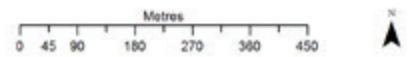
# Map 16



## MAP 16

SECTION 7.11 WORKS SCHEDULE

TTR 2 BOOROOMA ST AVOCETT DR INTERSECTION   
TTR 3 BOOROOMA ST FARRER RD INTERSECTION 



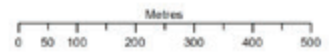
## Map 17



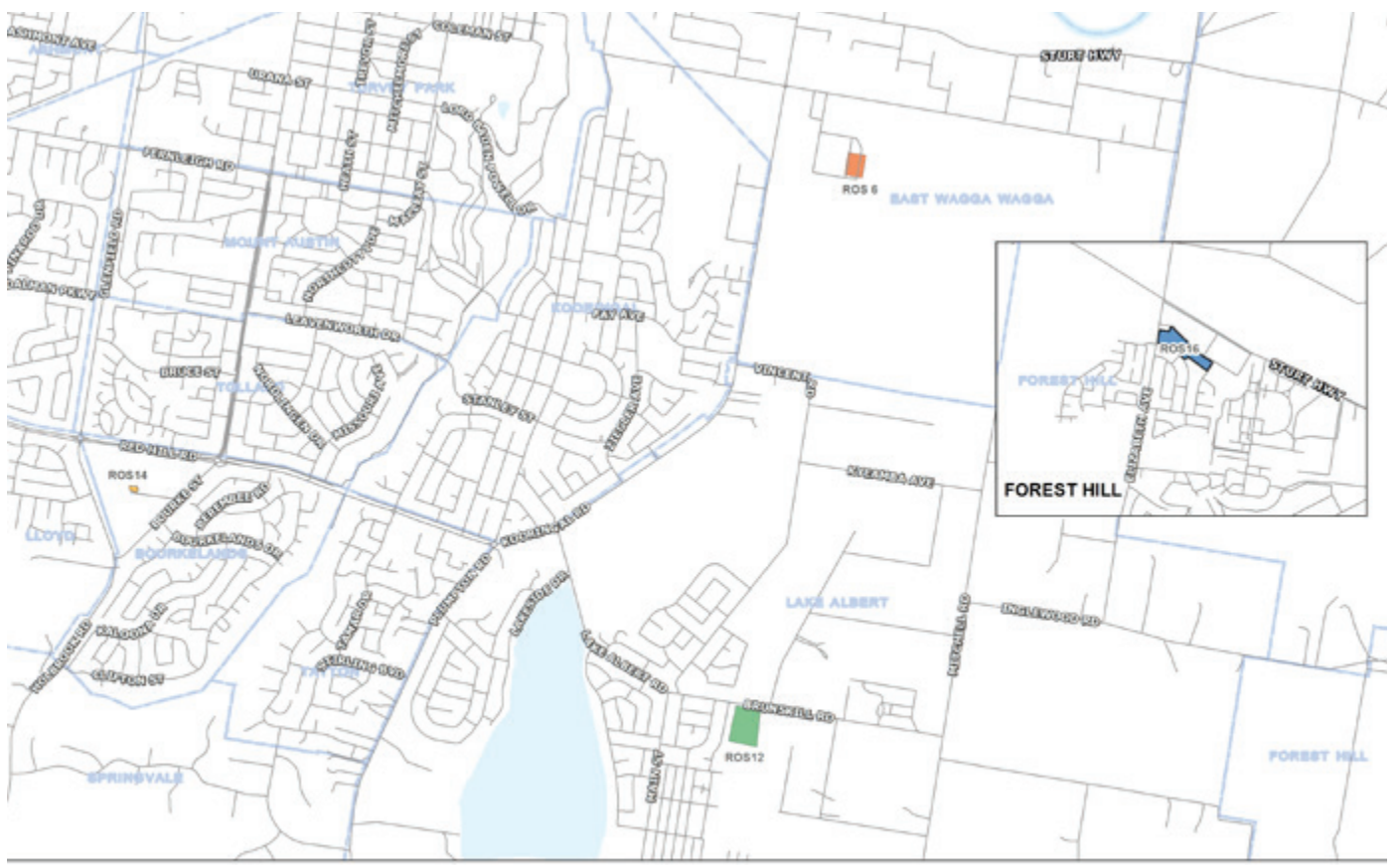
### MAP 17

SECTION 7.11 WORKS SCHEDULE

TTR 1 GLENFIELD ROAD AND DALMAN PKWAY INTERSECTION



# Map 18



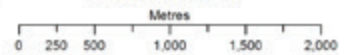
## MAP 18

SECTION 7.11 WORKS SCHEDULE

### RECREATION AND OPEN SPACE PROJECTS

- ROS 6 RUGBY LEAGUE OVAL DEVELOPMENT
- ROS 12 RAWLINGS PARK UPGRADE
- ROS 14 JUBILEE OVAL REDEVELOPMENT
- ROS 16 FOREST HILL PARK UPGRADE

EASTERN PARKS



# Map 19



## MAP 19

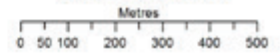
SECTION 7.11 WORKS SCHEDULE

### RECREATION AND OPEN SPACE PROJECTS

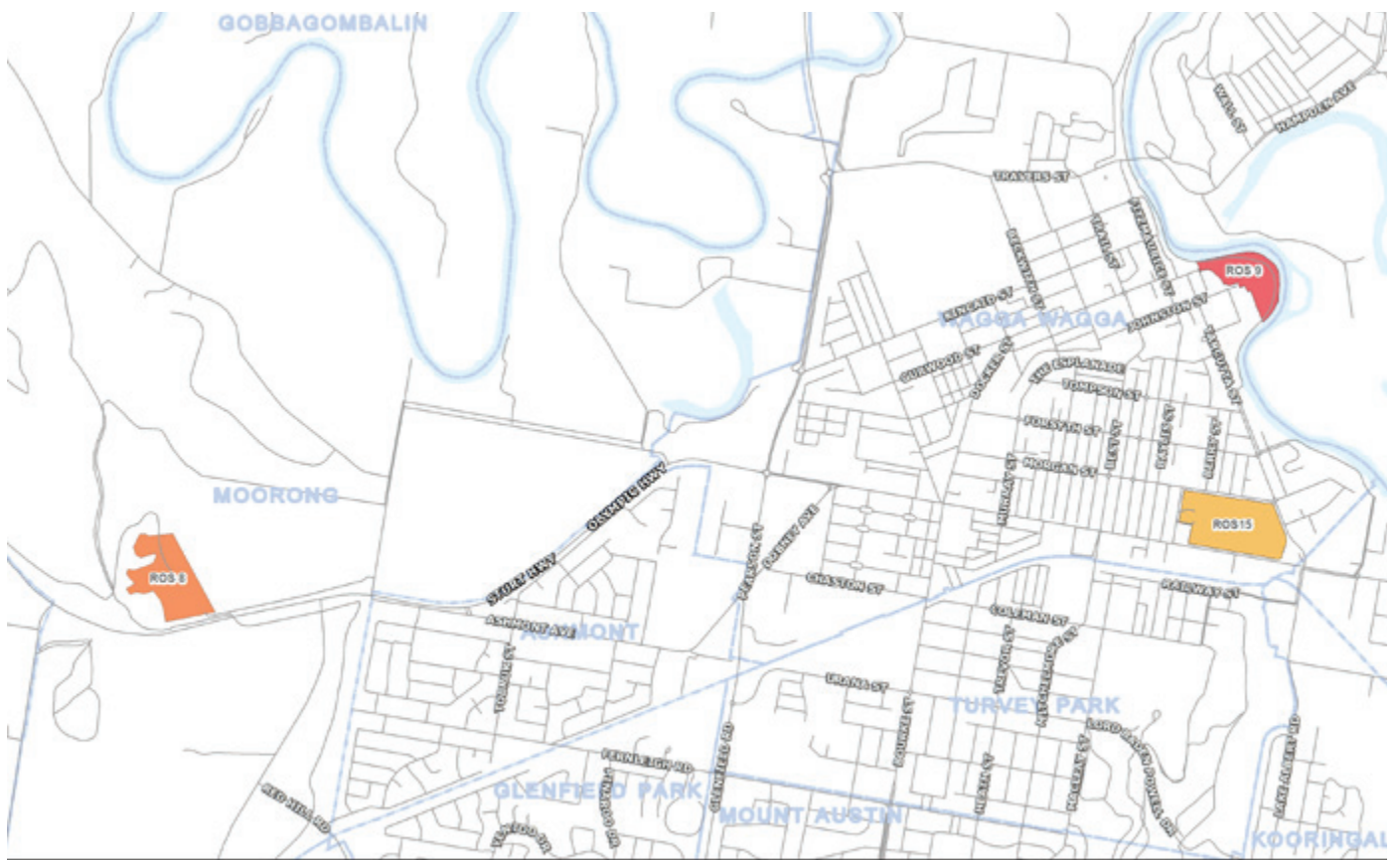
- ROS 05 LLOYD PARKS DEVELOPMENT
- ROS 10 JUBILEE ATHLETICS PARK UPGRADE
- ROS 14 JUBILEE OVAL UPGRADE



### SOUTHERN PARKS



# Map 20



## MAP 20

SECTION 7.11 WORKS SCHEDULE

### RECREATION AND OPEN SPACE PROJECTS

- ROS 8 POMINGALARNA COMPLEX DEVELOPMENT
- ROS 9 STAGE 3 RIVERSIDE
- ROS 15 BOLTON PARK UPGRADE

### WEST & CENTRAL PARKS





Map 21



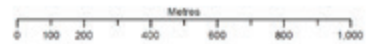
MAP 21

RECREATION AND OPEN SPACE PROJECTS

- ROS 1 ESTELLA LOCAL PARK DEVELOPMENT
- ROS 2 NORTH GOBBAGOMBALIN PARK DEVELOPMENT
- ROS 3 GOBBA PARKS DEVELOPMENT
- ROS 4 ESTELLA RISE PARK EMBELISHMENT
- ROS11 PETER HASTIE OVAL DEVELOPMENT
- ROS13 HARRIS ROAD DEVELOPMENT
- ROSR 1 LINEAL PARK DEVELOPMENT
- ROSR 2 EXPLORER PARK DEVELOPMENT



NORTHERN PARKS



SECTION 7.11 WORKS SCHEDULE



# Appendix B

## Infrastructure detailed descriptions

Ref	Infrastructure Item	Item description	Source document	Staging / priority
<b>Transport and Traffic</b>				
TT1	Glenfield Road Corridor works	<p>(1) Intersection with Fernleigh Road \$750,000</p> <p>(2a) Railway Bridge duplication 80m \$4,887,460</p> <p>(2b) Urana Street Intersection Treatment \$1,600,000</p> <p>(2c) Urana to Bridge abutment 100m \$324,019</p> <p>(2d) Bridge abutment to Cheshire 270m \$ 874,763</p> <p>(3a) Cheshire Street intersection 600m2 \$739,761</p> <p>(3b) Cheshire Street to Dobney Ave 120m \$92,483</p> <p>(3c) Fernleigh to Urana 340m \$262,036</p> <p>(4) Dobney Ave/Pearson St Intersections \$4,271,688</p> <p>(5) Bruce Street Intersection Treatment \$1,685,160</p> <p>(6) Intersection with Katoah 600m2 \$670,914</p> <p>(7) Dalman Parkway to Fernleigh 880m \$678,212</p> <p>(8) Redhill Road to Dalman Parkway 860m \$655,091</p>	WWITS RN2.2, AT6.5	High
TT2	Pine Gully Road Corridor works	<ol style="list-style-type: none"> <li>1. Pine Gully and Estella Road Intersection Treatment \$1,632,739</li> <li>2. Intersection Pine Gully and Old Narrandera \$882,585</li> <li>3. Pine Gully Road \$1,632,739 - Intersection Treatment with Avocet/ Cootamundra</li> <li>4. Old Narrandera Road to Olympic Highway 575m \$646,000</li> <li>5. Old Narrandera Road to Pine Gully Road 1,850m2 \$2,078,440</li> </ol>	WWITS ILU3.4, ILU3.5, ILU3.6	High
TT3	Red Hill Road upgrade	<p>Section of Red Hill Road between Plumpton and Glenfield Road and Koorlingal Road between Lake Albert Road and Plumpton Road.</p> <p>Level of Service plots for this road corridor show no worsening issues into the future except for the section of Red Hill Road between Lake Albert Road and Glenfield Road. Two roundabouts will require alteration to accommodate additional lanes at entry. Four intersections require protected turning lanes.</p>	WWITS RN2.4, RN6.5	Medium
TT4	Farrer Road	Will require major reconstruction for 1650m, built to four lanes. Major gas line will require relocation, land acquisition will be required and is included in the project costing; access into school, residential developments and fire services proposed site will require intersection treatments	WWITS ILU3.3	High
TT5	Bakers Lane works	The widening of Bakers Lane as included on the previous S94 Plan is not recommended, however, strengthening the surface of Bakers Lane and intersection upgrade at the Sturt Highway is proposed in view of potential residential development off Bakers Lane. This includes works on Bakers Lane from the Sturt Highway to the second entry to the old Drive-in site (a distance of approx. 180m from Sturt Highway). The estimate does not include any works on the Sturt Highway.	2009 s94 plan (RT33, 34, 35)	Medium
TT6	Amundsen Bridge	Provide a direct link between Boorooma East and Boorooma West. This will reduce travel times between suburbs and reduce traffic demand on Farrer Road.	2009 S94 Plan (RT43)	High
TT7	Gregadoo Road Corridor	<p>Due to increasing traffic volumes generated by the growth of the suburbs south of Lake Albert an increase in the capacity of roads and intersections providing access to and from these areas is required. The proposed intersection treatment are similar to the existing arrangements at "The Grange" entry road and Plunkett Drive.</p> <ol style="list-style-type: none"> <li>1. Road Improvements from Plumpton Road to Plunkett Drive \$1,065,000</li> <li>2. Gregadoo/Plumpton Intersection Upgrade \$375,000</li> <li>3. Gregadoo/Plumpton Intersection (Roundabout) \$1,685,000</li> <li>4. Lakehaven Dve, Tallowood Cr, Main St, Redbank Road, Angela Ave intersection upgrades \$1,343,000</li> </ol>	Traffic Committee	High

Ref	Infrastructure Item	Item description	Source document	Staging / priority
TT8	Shared paths - Ashmont and Glenfield	Construct shared paths connecting the network across the city.	ROCS - AGS6	Medium
TT9	Shared paths - Boorooma, Estella and Gobbagombalin	Construct shared paths connecting the network across the city.	ROCS - BEG2	High
TT10	Shared paths - Bourkelands and Lloyd	Construct shared paths connecting the network across the city.	ROCS - BL2	High
TT11	Shared paths - Central and North Wagga	Construct shared paths connecting the network across the city.	ROCS -CNW4	High
TT12	Shared paths - Between the CBD and Forest Hill	Construct shared paths connecting the network across the city.	ROCS - EWG7	Medium
TT13	Shared paths - Forest Hill	Construct shared paths connecting the network across the city.	ROCS - FH5	High
TT14	Shared paths - Lake Albert and Tatton precinct	Construct shared paths connecting the network across the city.	ROCS - LT13	Low
TT15	Shared paths - Mount Austin, Tolland and Turvey Park	Construct shared paths connecting the network across the city.	ROCS - MTT 6	High
TT16	Footpaths - Ashmont and Glenfield	Construct shared paths connecting the network across the city.	ROCS - AGS11	Low
TT17	Footpaths - Boorooma, Estella and Gobbagombalin	Construct shared paths connecting the network across the city.	ROCS - BEG3	High
TT18	Footpaths - Bourkelands and Lloyd	Construct shared paths connecting the network across the city.	ROCS - BL8	Medium
TT19	Footpaths - Central and North Wagga	Construct shared paths connecting the network across the city.	ROCS - CNW5	High
TT20	Footpaths - East Wagga Wagga	Construct shared paths connecting the network across the city.	ROCS - EWG8	Low
TT21	Footpaths - Forest Hill	Construct shared paths connecting the network across the city.	ROCS - FH6	Medium
TT22	Footpaths - Koorlingal	Construct shared paths connecting the network across the city.	ROCS - K6	Medium
TT23	Footpaths - Lake Albert and Tatton	Construct shared paths connecting the network across the city.	ROCS - LT14	Low
TT24	Footpaths - Mount Austin, Tolland and Turvey Park	Construct shared paths connecting the network across the city.	ROCS - MTT13	Medium
TT25	Upgrade the trees in Baylis Street to improve the urban shade canopy	Upgrade the trees in Baylis Street to improve the urban shade canopy.	ROCS - MP41	Medium
TT26	Cycling - Implement the Active Travel Plan	Council adopted an Active Travel Plan for cycling. This plan identifies the principal bike network (43km) throughout the city and locations for the CBD end of trip facilities. The network will be mostly off road and a high quality surface. The remainder on road component will be separated from travelling vehicles using traffic control barriers. The network also includes cycling / pedestrian priority crossings at road intersections.	ROCS - MP24	High
TT27	Redhill Road / Dalman Parkway Intersection	Upgrade intersection to provide fourth leg for new Lloyd access road.		0
TT28	Boorooma Street Upgrade	Widen Boorooma street to 4 lanes with a central median between the Avocet drive roundabout and the university entrance. This section of Boorooma street is on straight alignment with a moderate grade. There are a number of mature trees on the side of the road, which may be impacted. There are gas, Telstra, sewer and overhead power lines located in the road reserve, which are predicted to be unaffected from the road widening and therefore changes to these services are not included in the project scope.		0

## Infrastructure detailed descriptions (cont)

Ref	Infrastructure Item	Item description	Source document	Staging / priority
<b>Plans and Studies</b>				
PS1	Strategic Planning Study - Smart Cities Strategy	Develop a strategy for the city under the Smart Cities framework to improve the efficiency of assets across the city.		High
PS2	Strategic Planning Study - Transport Planning (including car parking)	Update the Wagga Wagga Integrated Transport Strategy.		Medium
PS3	Strategic Planning Study - Open Space, Recreation and Community (including cultural facilities)	Update the Recreation, Open Space and Community Strategy.		Medium
PS4	Strategic Planning Study - Residential Growth Opportunities	Develop precinct improvement plans		Medium
PS5	Cultural Plan	Develop a Strategy for the city's cultural infrastructure	ROCS - MP22	High
PS6	Wagga Wagga Integrated Transport Strategy Development of the Implementation Plan	Investigate and develop implementation for the initiatives identified in the Strategy		High
<b>Recreation and Open Space - Future Works</b>				
ROS1	New Local Park west of Rainbow Drive and Comet Place.	This open space in South Estella will be developed as a local park (including local playground)	ROCS – BEG7	High
ROS2	North Gobbagombalin Park at Harris Road	Establish local minor park in North Gobbagombalin. (Northern Estella Rise). Works include a local minor playground, picnic setting, seats, concrete paths, irrigation, drink fountain and landscaping.	ROCS - BEG8	Medium
ROS3	2 local parks in Gobbagombalin	Establish two local parks	ROCS Maps	Low
ROS4	Estella Rise - embellishment	Embellish Estella Rise Park	community need	High
ROS5	3 Local Parks in Lloyd	Establish 3 local parks in Lloyd. These are identified on the suburb masterplan. Establish local minor playgrounds in 3 of these locations.	ROCS - BL6	Medium
ROS6	Establish a second Rugby League field at McDonalds Park	There is a need for a second rugby league ground adjacent to McDonalds Park. This field would be used for senior matches to rest field one and to multiuse for other sports including soccer to host larger events. Scope includes irrigation, drainage, lighting drainage and field establishment.	ROCS - FH13	Low
ROS7	Street canopy plantings on footpaths and shared paths	Progressively improve the canopy of trees to provide shade for cycleway and footpaths	ROCS - MP33, MP38	High
ROS8	Construct a Multisport Cycling Complex at Pomingalarna Reserve	This project will include an international BMX track with lighting, 1.8km criterion track, education area, jump/pump track. Mountain bike playground, velodrome, car parking, amenities, barbeque's and children's playground.	ROCS - MP23	High
ROS9	Riverside Wagga - Wagga Beach Landscape Upgrade - Stage 2	Stage 2 will open up the space currently occupied by the Wagga Beach Caravan Park. Works include 3m wide shared path, new furniture, "pop up shop" avenue, barbeque area, upgrade to existing amenities, soft landscaping, irrigation, regional playground and improved parking options.	ROCS - MP18	High
ROS10	Upgrade Athletics Park at Jubilee Park	The upgrade of the existing grass track to a synthetic track would allow the use of the venue all year round, future proofing the venue for a number of years and would allow for the attraction of additional events to the city. The items in scope are synthetic running track, sand slit drainage, lighting and relocation of long jump. This also includes upgrading the buildings on site.	ROCS - MP27	High

Ref	Infrastructure Item	Item description	Source document	Staging / priority
ROS11	Peter Hastie Oval works	The Estella South West masterplan required a district park and sports precinct off Rainbow Drive. It is proposed to change this to a local lineal park and construct a district recreation facility in Estella North on CSU land. CSU have proposed to enter into a partnership with Council and donate land for the facility. Scope includes netball courts, pathway, new sporting fields, wetlands, realignment of stormwater, canteen/amenities, car park extension, playground, skate park and clubhouse.	ROCS - MP26	0
ROS12	Rawlings Park North - Construct a synthetic soccer facility	Includes synthetic field, amenities block irrigated spectator banks and field lighting and fence.	ROCS - MP30	High
ROS13	Harris Road shared path works	The existing Road Reserve for Harris Road east of Pine Gully Road is an amenable walking and cycling corridor with many large native trees preserved. It is desired to emulate this effect on the existing Harris Road west section. The items in scope are native tree planting and landscaping, and construction of a 2.5m wide sealed shared path.	ROCS - BEG4	High
ROS14	Jubilee Oval - Develop further community meeting space as part of the hockey centre amenities upgrade	Given Jubilee Oval is in between two suburbs and the hockey centre amenities have a meeting space, it is recommended the meeting space be enhanced and promoted for broader community use. Consideration of how to physically and mentally connect residents to the centre would be required.	ROCS - BL7	Medium
ROS15	Bolton Park Upgrade	Implementation of the recommendations from the 2018 Bolton Park Master Plan. The aim of the Master Plan is to guide the future development of all areas of the Bolton Park precinct including Oasis Regional Aquatic Centre, Robertson Oval, Jim Elphick Tennis Centre, Stadium and Open Space.	ROCS - MP8	0
ROS16	Forest Hill - upgrade local park	Upgrade local park in Forest Hill.	0	0
<b>Recreation and Open Space - Recoupment Items</b>				
ROSR1	Boorooma Lineal Park land acquisition	Carried over from 2006 Plan (OS29).	2006 s94 plan (OS29)	Completed
Ref	Infrastructure Item	Item description	Source document	Staging / priority
ROSR2	Explorer Park Boorooma land acquisition	Carried over from 2006 Plan (OS30).	2006 s94 plan (OS30)	Completed
ROSR3	Boorooma Lineal Park embellishment	Carried over from 2006 Plan (OS32).	2006 s94 plan (OS32)	Completed
ROSR4	Explorer Park Boorooma embellishment	Carried over from 2006 Plan (OS33).	2006 s94 plan (OS33)	Completed
<b>Community Facilities - Recoupment Items</b>				
CCCR1	Major Community Facility (MPS - Equex Centre)	Recoupment is 15%, which relates to the expected population increase of 15%.		Completed
AD1	Review and update of the Section 7.11 Plan	The Plan will need to be reviewed and updated at least every 4 years. The review will be undertaken with in-house resources where possible and with some external specialist input.		Medium
AD2	Section 7.11 Plan Coordination	Administration, accounting and legal costs associated with the plan.		High
<b>Transport and Traffic - Recoupment Items</b>				
TTR1	Glenfield Road and Dalman Parkway - Roundabout	Carried over from 2006 Plan.	2009 s94 plan (RT3)	Completed
TTR2	Boorooma Street and Avocet Drive - Roundabout	Carried over from 2006 Plan.	2009 s94 plan (RT4)	Completed
TTR4	Boorooma Street/ Farrer Road roundabout	Carried over from 2006 Plan.	2009 s94 plan (RT37)	Completed

## Infrastructure detailed descriptions (cont)

Ref	Infrastructure Item	Item description	Source document	Staging / priority
<b>Acquisition Open Space Land</b>				
LA1	Estella - Local Park – west of Rainbow Drive and Coment Place	7.7 hectares.	ROCS - BEG7	Medium
LA2	Gobbagombalin - 2 local parks	Total – 1.87 hectares ad 0.6 hectares.	ROCS maps	Low
LA3	Peter Hastie Oval and associated recreation area	30 hectares.	ROCS - MP26	High
LA4	Lloyd - local park - Deakin Avenue	1.9 hectares.	ROCS - BL6	Medium
LA5	Lloyd - local park - Barton Avenue	0.4 hectares.	ROCS - BL6	Medium
Ref	Infrastructure Item	Item description	Source document	Staging / priority
LA6	Lloyd - local park - Central Lloyd	1.5 hectares.	ROCS - BL6	Medium
<b>Borrowings</b>				
B1	Total Interest Low Cost Loans (Nett after subsidy )	<p>Council plans to deliver the majority of projects (87%) in the first 8 years of this plan. The benefits of earlier project delivery are that the impact of growth is better managed with required infrastructure in place much earlier.</p> <p>To finance the earlier delivery of the infrastructure projects it is necessary for Council to borrow funds and repay these funds through contributions from developers received over the full 15 year timeframe of the plan.</p> <p>Council has been successful in receiving approval for a loan subsidy from the NSW State Government under the Low Cost Loan Initiative (LCLI) that will fast track the delivery of important housing infrastructure particularly to fast growing northern suburbs.</p> <p>A loan amount of \$13.2 million will be drawn down over three years - i.e. \$5.2M Year 1 , \$6.7M Year 2, and \$1.078M Year 3 – to finance the following works in this plan:</p> <ul style="list-style-type: none"> <li>• Estella - neighbourhood open space works - walking path</li> <li>• Northern sporting precinct - sports grounds and play equipment</li> <li>• Old Narrandera Road - second carriageway for 600m</li> <li>• Pine Gully Road roundabout</li> <li>• Pine Gully Road - bike track</li> <li>• Pine Gully Road/Old Narrandera Road - intersection upgrade</li> <li>• Farrer Road improvements</li> <li>• Red Hill Road and Hudson Drive – intersection improvements.</li> </ul> <p>The NSW Government subsidy will reimburse Council 50% of the interest costs on the section 7.11 funded projects. The value of the subsidy is estimated at \$1,517,880 based on borrowing costs of \$3,035,760.</p>	Low Cost Loan Initiative application June 2018	Short

Ref	Infrastructure Item	Item description	Source document	Staging / priority
B2	Total Interest Ordinary Loan (No subsidy)	<p>In order to fulfil the early project delivery model, Council intends to draw down further loans beyond LCLI borrowings. These borrowings totalling \$11.6 million with interest costs of \$4.16 million are made up of the following draw-downs:</p> <ul style="list-style-type: none"> <li>• \$4 million in 2023/24</li> <li>• \$3.5 million in 2024/25</li> <li>• \$3.5 million in 2025/26</li> <li>• \$600,000 in 2026/27.</li> </ul> <p>The above borrowings will facilitate the earlier delivery of a number of contributions plan projects, i.e.</p> <p><b>In 2023/24:</b></p> <ul style="list-style-type: none"> <li>• Glenfield Road Corridor projects</li> <li>• Baker Lane improvements</li> <li>• Boorooma Street upgrade</li> <li>• Lloyd Park development.</li> </ul> <p><b>In 2024/25:</b></p> <ul style="list-style-type: none"> <li>• Pine Gully Corridor works</li> <li>• Redhill Road works.</li> </ul> <p><b>In 2025/26:</b></p> <ul style="list-style-type: none"> <li>• Glenfield Road Corridor projects</li> <li>• Forest Hill Open Space embellishment.</li> </ul>		Medium



## Relationship between expected development and demand for infrastructure

### Introduction

The following information provides background as to how the section 7.11 contribution rates in the plan have been determined.

The following matters are addressed:

- What future development is expected in Wagga Wagga?
- Where and by how much will the population grow?
- What are the local infrastructure needs generated by this growth?
- What local infrastructure will be provided under this plan and what will it cost?
- How much of the cost will be met by development making contributions under this plan?

### Wagga Wagga context

Wagga Wagga is a thriving NSW inland city in the Riverina district of NSW. Wagga Wagga City Local Government Area (LGA) constitutes both rural and urban areas, with some commercial, industrial and military areas. The City encompasses a total land area of 4,886 square kilometres.

Most of Wagga Wagga's residents live on the higher ground to the south of the city centre, with the only residential areas north of the Murrumbidgee River being focused on the northern release areas of Estella, Boorooma and Gobbagumbalin. Outside the settled areas, rural land is used mainly for wheat-growing, dairy farming, mixed farming and sheep grazing.

Wagga Wagga has the largest number of residents of any NSW city situated west of the Great Dividing Range, with an estimated resident population in 2017 of 64,416.

Wagga Wagga LGA constitutes both rural and urban areas, with some commercial, industrial and military areas. Most of the population is located in the urban areas. The largest centre is central Wagga Wagga, followed by Koorinal and Lake Albert. Most residential growth is on the higher ground to the south of the city centre, with the only residential areas north of the Murrumbidgee River being North Wagga Wagga, Estella, Boorooma and Gobbagombalin. Rural land is used mainly for wheat-growing, dairy farming, mixed farming and sheep grazing.

It has a diverse economy with key employment sectors including health care, public administration and safety, retail trade, and education, and to a lesser extent, manufacturing. Key institutions and local employers include Wagga Wagga Base Hospital, businesses in the Wagga Wagga CBD, Charles Sturt University, TAFE NSW Riverina Institute, numerous public and private schools, the main industrial areas in Bomen and East Wagga Wagga, and the military areas at Forest Hill (RAAF) and Kapooka (Army).

The diverse economy is expected to underpin further development of land in the future, including new housing, retail, commercial, education, health and administration (i.e. defence) uses.

## What future development and population growth is expected in Wagga Wagga?

Over the period 2011-16, an average of 280 private dwellings per annum were added to the housing stock, as shown in Table C1. This represented a growth rate of approximately 1.1%.

Dwelling type	2011	2016	Change
Separate house	20,613	21,732	+1,119
Medium density	3,658	3,774	+116
High density	174	173	-1
Caravans, cabin, houseboat	121	99	-22
Other	104	234	+130
Not stated	17	82	+65
Total Private Dwellings	24,687	26,094	+1,407

Table C1: Dwelling change 2011-16. Source: ABS Census of Population and Housing

Over the decade to 2017, Wagga Wagga's population grew on average by 0.9% per annum.

Projections prepared for the Council show a continuation of these rates of growth.

Tables C2 and C3 show the expected growth in dwellings and population from 2019 to 2034 by the catchments included in this plan.

Catchments	2019	2034	Change
Estella / Boorooma / Gobbagombalin	1549	3223	1674
Forest Hill - East Wagga Wagga	1159	1549	390
Lloyd	300	1300	1000
Other Wagga Wagga	24484	26068	1584
Wagga Wagga City Total	27492	32140	4648

Table C2: Projected dwelling growth. Source: projections.id

Catchments	2019	2034	Change	% of total change
Estella / Boorooma / Gobbagombalin	4701	9148	4447	37%
Forest Hill - East Wagga Wagga	3182	4230	1048	9%
Lloyd	900	3771	2871	24%
Other Wagga Wagga	58890	62392	3502	30%
Wagga Wagga City Total	67673	79541	11868	100%

Table C3: Projected population growth. Source: projections.id

Some 4,600 dwellings are expected to be added to the City's housing stock over the next 15 years, or 310 per annum on average. Some 11,800 additional residents are anticipated, representing a compound average rate of growth of approximately 1.1% per annum.

Most of the City's population growth (70%) is anticipated to be accommodated in the fringe areas of the Wagga Wagga urban area that have been allocated for growth under Council's town planning schemes. These areas include Estella, Boorooma, Gobbagombalin, Forest Hill and Lloyd. The balance of the population growth is expected in the City's established suburbs and in the towns and villages in commuting distance of the City's employment and retail areas.

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Future non residential development is likely to be focused in the Wagga Wagga CBD, the Bomen industrial area, and in the City's key institutional uses such as Charles Sturt University, Wagga Wagga Base Hospital, and Kapooka Army Recruit Training Centre. This further development will likely have direct and indirect employment growth effects.

## What are the local infrastructure needs generated by this growth?

Development of land from one use (e.g. rural) to a more intense use (e.g. urban) requires investment in supporting infrastructure. The same applies when the land use is already an urban use but the use of the land is proposed to be more intensively used. That is, where the population on a site increases as a result of development, this has flow-on effects in terms of extra trips on the road network, and extra demands for parks, community centres and the like.

Council has undertaken facility studies to determine what infrastructure is needed to support both the existing population and the anticipated additional population arising from new development.

Summaries of the infrastructure studies, and their relevance to the projects that have been selected to be funded using contributions collected under this plan, are included in Appendix X.

Council's review of the population projections and the facility studies have identified the following needs that are likely to be generated by the City's development:

- additional parklands and open spaces, and the embellishment of existing parklands to serve the new and emerging neighbourhoods
- increased use of existing sportsgrounds and other recreation areas and facilities
- pedestrian and cycle access to connect the growing neighbourhoods with each other and with the city centre
- increased travel and vehicle trips and consequent impacts on the City's transport network
- increased use of community and civic facilities.

## What local infrastructure will be provided under this plan and what will it cost?

Having regard to the level of facilities already available, the level of use and condition of these facilities, and the location and characteristics of the population, it will be necessary for the Council to provide, or facilitate the provision of additional and/or augmented infrastructure.

A summary of the infrastructure, the cost of which will be partly or fully met by developer contributions required under this plan, is shown in Table C4. Full descriptions of works are contained in Appendix B.

Some of the required facilities have already been provided to partly meet the facility demands generated by the incoming population. These facilities are called 'recoupment items' in this plan.

It will also be necessary to deploy staff to monitor and update future resident and facility demands, and to also update this plan. these activities will be funded using contributions collected under this plan.

Infrastructure category	Summary of works included in this plan
Transport and traffic facilities	<ul style="list-style-type: none"> <li>• Key road corridor works</li> <li>• New and upgraded intersections</li> <li>• Bridge works</li> <li>• Shared paths</li> <li>• Footpaths</li> <li>• Cycleways</li> <li>• Streetscape works</li> </ul>
Recreation and open space facilities	<ul style="list-style-type: none"> <li>• Local and district park acquisitions</li> <li>• Local and district park embellishments</li> <li>• Street tree canopy plantings</li> <li>• Multi-sport cycling complex</li> <li>• New and upgraded sportsfields, including synthetic surface conversions</li> <li>• Upgraded athletics facilities</li> <li>• Riverside recreation facilities</li> <li>• Linear parks</li> </ul>
Community facilities	Equex centre recoupment of costs

Table C4: Summary of infrastructure items

## How much of the cost will be met by development making s7.11 contributions under this plan?

Table C5 shows the total cost of the works included in this plan by facility category, and the Council's expectations of the funding sources to meet that cost.

Infrastructure category	Total cost	Cost met by historic s7.11 contributions, or to be met from s7.11 funds received under previous plans	Cost to be met from other sources, including General Fund, grants	Cost to be met from s7.11 contributions under this plan
Transport and Traffic	\$77,829,354	\$9,715,787	\$31,309,259	\$36,804,308
Plans and Studies	\$990,000	\$0	\$390,000	\$600,000
Recreation and Open Space - Future Works	\$77,353,950	\$4,744,900	\$53,271,241	\$19,337,810
Recreation and Open Space - Recoupment Items	\$2,726,861	\$1,759,067	\$0	\$967,794
Community Facilities - Recoupment Items	\$10,168,912	\$9,453,223	\$0	\$715,689
Administration of the Plan	\$2,155,360	\$0	\$0	\$2,155,360
Transport and Traffic - Recoupment Items	\$2,772,224	\$1,503,726	\$0	\$1,268,498
Open Space Land	\$5,841,950	\$4,373,786	\$0	\$1,468,164
Totals	\$179,838,611	\$31,550,489	\$84,970,500	\$63,317,622

Table C5: Infrastructure cost allocations for s7.11 infrastructure items

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The amounts in Table C5 have been derived from an item-by-item assessment of the relationship (or nexus) between development expected during the life of the plan (i.e. between 2019 and 2034) and the demand for each infrastructure item attributable to development.

Appendix E shows the item-by-item assessment of nexus and apportionment of total costs to expected development.

## Plan administration costs

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

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

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

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



## Infrastructure costs to be met by s7.12 levies

This plan provides for infrastructure in Table C6 to be part funded by s7.12 levies collected under this plan.

Item	Details	Total cost	Anticipated s7.12 funding under this plan
Bomen Enabling Roads - Stage 1	Annual debt servicing costs of \$500,000 for the Bomen enabling roads project for 15 years. This project is expected to be completed by 30 June 2017 and the S94A contributions are required to meet the debt servicing costs.	\$7,500,000	\$7,500,000
Village Community Priorities	<p><b>ROCSVC1 Currawarna</b> \$20,000 towards expanding sports facilities at recreation reserve.</p> <p><b>ROCSVG2 Collingullie</b> \$20,000 towards developing youth recreational facilities at Collingullie Oval.</p> <p><b>ROCSVG1 Galore</b> \$18,000 construct handball and basketball area at Galore Recreation Reserve.</p> <p><b>ROCSVH1 Humula</b> \$18,000 construct handball and basketball area at Humula Park.</p> <p><b>ROCS VL2 Ladysmith</b> \$20,000 towards upgrade oval to cater for junior cricket.</p> <p><b>ROCS VM1 Mangoplah</b> \$20,000 towards develop a second AFL field at sports ground.</p> <p><b>ROCS VO3 Oura</b> \$20,000 towards boat ramp at Oura Beach.</p> <p><b>ROCS VT2 Tarcutta</b> \$20,000 towards upgrade of youth facilities at recreational reserve.</p> <p><b>ROCS VU1 Uranquinty</b> \$20,000 towards skate park.</p>	\$176,000	\$176,000

Table C6: Infrastructure to be funded by s7.12 levies

## Summaries of the key infrastructure studies

### Wagga Wagga Integrated Transport Strategy and Implementation Plan 2040

Wagga Wagga's prosperity is built on its excellent transport links. The City is highly accessible through its road, rail and air connections to Australia's major cities and sea ports and the City is well positioned to facilitate a greater share of the national road and rail freight task. The Inland Rail project provides great opportunities to further improve this access, particularly for freight and logistics uses.

The Wagga Wagga Integrated Transport Strategy and Implementation Plan 2040 (or WWITS) prepared by Council in 2017 provides a transport blueprint for the City as it grows to a population of between 80,000 and 100,000. The WWITS was prepared following extensive consultation with the local community. It reflects the needs and expectations of the community, and it is intended that the WWITS will leave a legacy for future planning and delivering projects.

The WWITS:

...aims to improve local traffic access and connectivity, identify the provision of responsive parking facilities, and provide a framework for a more cohesive transport network. The Strategy aims to maximise opportunities to increase public transport and walking and cycling use providing residents and visitors alike with options to enjoy all that our city offers.<sup>1</sup>

Objectives and actions under the WWITS are grouped under the following themes. This contributions plan has a role in implementing some of the objectives in some of the themes. Themes and actions that are most relevant to the works included in this plan are shown in the table below:

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1. WWITS, p9

Theme	Objectives
Integrated Land Use (ILU)	<p>ILU1.1 Prioritise the role of freight and logistics hubs.</p> <p>ILU2.2 Ensure that future residential growth is connected to sufficient road networks to minimise congestion on key corridors.</p> <p>ILU2.3 Ensure that pedestrians and active travel modes are a priority in all future infill and greenfield development.</p> <p>ILU3.1 Assess the infrastructure requirements needed to meet future needs.</p> <p>ILU3.3 Initiate detailed design plans for and implement construction of Farrer Road improvement.</p> <p>ILU3.4 Review layout of key routes and intersections in the northern growth area to ensure stable functionality now and into the future. These routes include Pine Gully Road, Farrer Road, Estella Road and Boorooma Street.</p> <p>ILU3.5 Improve intersections with the Olympic Highway in collaboration with RMS. Particularly the intersection of Old Narrandera Road and the Olympic Highway.</p> <p>ILU3.6 Integrate northern growth area with the sub-arterial network.</p>
Freight Transport and Logistics (FT)	<p>FT2.1 Prioritise Bomen as a major intermodal destination hub on the Melbourne to Brisbane Inland Rail Network.</p> <p>FT2.3 Provide a hierarchy of road networks that allow direct and efficient routes to and within Bomen.</p>
Road Network (RN)	<p>RN1.1 Implement the road hierarchy plan that correlates with major traffic movements.</p> <p>RN2.1 Implement the road hierarchy plan to ensure that major road corridors provide for functional and efficient movement of traffic.</p> <p>RN2.2 Review the layout of key routes and analyse options for improved functionality, particularly the Glenfield Road/Pearson Street corridor, Docker/Gurwood Street Corridor and Tarcutta Street.</p> <p>RN2.3 Enter into negotiations with RMS to transfer regional road status from Bourke Street to Glenfield Road/Pearson Street corridor.</p> <p>RN2.4 Improve Red Hill Road to sub-arterial standard to accommodate future growth south of the Murrumbidgee River.</p>
Active Travel (AT)	<p>AT1.1 Identify a legible, connected and accessible layered network of cycle facilities.</p> <p>AT1.2 Implement cycle link to north of city, which serves northern growth area and university.</p> <p>AT1.3 Implement commuter link along rail corridor from CBD to Forest Hill.</p> <p>AT1.4 Design and construct southern cycle routes to CBD.</p> <p>AT1.5 Investigate cycle route to Bomen from residential precincts to link in with preferred active transport corridors.</p> <p>AT4.2 Develop an adequate network of footpaths.</p> <p>AT4.3 Provide safe routes for children to walk and ride to school through introduction of wider footpaths.</p> <p>AT6.4 Improve permeability and connectivity to and within activity centres and neighbourhoods.</p> <p>AT6.5 Improve crossability of major roads and roundabouts - Tarcutta Street, Koorungal Road, Lake Albert Road, Red Hill Road, Docker Street and Glenfield Road.</p> <p>AT6.6 Improve and develop comfort, safety and quality of footpaths. AT6.7 Implement quality walking treatments over quantity including establishing and maintaining tree canopies</p> <p>AT6.8 Create a safe environment for all road users along Baylis Street and Fitzmaurice Street, including improved conditions for active and public transport.</p>

Table E1: Key actions implemented in part or full by this contributions plan. Source WWITS, pp 68-88

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## Wagga Wagga Recreation, Open Space and Community Strategy and Implementation Plan 2040

Wagga Wagga is recognised as a regional capital with a significant role in supporting the wider Riverina Region.

The Recreation, Open Space and Community Strategy 2040 (ROSC) aims to develop a connected, liveable city. The Strategy provides strategic direction for the planning, development, management and use of community spaces over the next 20 years within Wagga Wagga LGA.

Community infrastructure are the assets and land required to accommodate and support community activities, services and programs. The Strategy uses a place based approach, with consideration to public spaces across the LGA and the nine urban precincts of:

- Boorooma/Estella/Gobbagombalin
- Central/North Wagga Wagga
- Ashmont/Glenfield Park/San Isidore
- Mount Austin/Tolland/Turvey Park
- Koorringal
- East Wagga Wagga/Gumly Gumly
- Forest Hill
- Bourkelands/Lloyd/Springvale
- Lake Albert/Tatton

The ROSC strategic priorities are as follows:

- Increase the activation of public spaces - Providing appropriate infrastructure, public spaces and community facilities will enable a wide variety of events and activities to be held
- Improve accessibility and connection - Accessibility and connection will be improved across the city and will become a key consideration in all future developments and redevelopments of public spaces
- Improve existing assets to maximise utilisation - Improvements in existing assets will enable better utilisation by the community. In many cases these improvements will negate the need for the development of additional assets
- Improve community health - Community infrastructure and public spaces will be designed in order to improve community health outcomes
- Collaborate where possible - Partnerships will be sought to ensure the efficient provision of community infrastructure and public spaces.

### Open space requirements

Open space requirements are usually based on benchmark provision that may be based on facilities per population, a proportion of land area, or walking distance. The Wagga Wagga Recreation and Open Space Strategy 2005-2015 adopted a provision standard of 4 hectares per 1,000 people. This ratio was separated into:

- 2.5 ha for outdoor recreation facilities
- 1.5 ha for sporting facilities in the Wagga Wagga urban area, 1.0 ha for outdoor recreation;
- 3.0 ha for sporting facilities in rural areas.

The ROSC maintains the standard with additional consideration to the walkability of open space using a distance benchmark of 500m. It is recognised that there are limitations based on the particular requirement/characteristic of individual precincts.

In order to maximise the efficiency of providing sporting facilities, Council will continue to develop multi-use services. These are adaptable for a number of sporting activities instead of having multiple under-used single-use facilities.

The ROCS has identified all existing open space and recreation facilities. It makes

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recommendations for the upgrade and/or provision of new facilities based on population growth, on a precinct and city- wide basis. The types of facilities include upgrades to sports fields and courts, the provision of new local parks, improvements to existing local parks including playground replacements.

The projects have been grouped into the categories of:

- Major - projects that impact on two or more of the urban and village precincts
- Other – projects that are to be provided at a local level.

There are 51 major projects identified in the ROCS with 11 projects listed for funding in this contributions plan.

There are 144 other projects identified in the ROCS with 23 projects listed for funding in this contributions plan.

Facilities have been provided in advance of development at the Equex Centre, and this plan will recoup some of the costs of that facility. The multi-purpose stadium located on Copeland Street, Wagga Wagga accommodates netball, basketball, rugby, cricket and equestrian events. The project was funded in part by a federal government grant, general funds and contributions collected under the Wagga Wagga Section 94 Contributions Plan 2006-2019.

## Community Facility Requirements

Wagga Wagga currently has single use facilities meeting the needs of the whole population. These include:

- Wagga Wagga City Library
- Civic Theatre
- Wagga Wagga Art Gallery
- Museum of the Riverina/Historic Council Chambers
- Riverina Conservatorium of Music.

These larger assets will continue to be reviewed and upgraded as the population grows. This contributions plan, however, does not include any new community facilities apart from:

- Jubilee Oval - Develop further community meeting space as part of the hockey centre amenities upgrade.

Council also has a number of smaller community centres, cultural centres and club houses that are in poor condition and poorly administered. To maximise the efficiency, Council will change way the facilities are administered in future. Multi-use facilities will be provided instead of small single-use locations.

The benchmark for future facilities is to be one community meeting space per 10,000 people, with a minimum of one space per precinct. Further, they are to be located centrally and preferably co-located with open space.



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## **Project sheets**

Excerpts from the ROCS that describe the projects included in this contributions plan (as listed below) are shown on the following pages:

### **Major Projects**

ROCS - MP8, ROCS - MP18, ROCS - MP22, ROCS - MP23, ROCS - MP24, ROCS - MP26, ROCS - MP27, ROCS - MP30, ROCS - MP33, ROCS - MP38, ROCS - MP41.

### **Other Projects**

ROCS - AGS11, ROCS - AGS6, ROCS - BEG2, ROCS - BEG3, ROCS - BEG4, ROCS - BEG7, ROCS - BEG8, ROCS - BL2, ROCS - BL6, ROCS - BL7, ROCS - BL8, ROCS - CNW4, ROCS - CNW5, ROCS - EWG7, ROCS - EWG8, ROCS - FH5, ROCS - FH6, ROCS - FH13, ROCS - K6, ROCS - LT13, ROCS - LT14, ROCS - MTT 6, ROCS - MTT13

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## MP8 Develop the Bolton Park Master Plan inclusive of the Oasis Aquatic Centre and communal meeting place

**Justification/Brief:** In 2010 Master Plans were completed for Bolton Park/Robertson Oval and the Wagga Wagga Exhibition Centre. Since this time major works have been completed at Robertson Oval and Bolton Park. It has also been identified that the Bolton Park Stadium requires refurbishment due to its age and poor condition. The Oasis Aquatic Centre is a core component of this precinct, thus there is a need for the completion of a new Master Plan for Bolton Park inclusive of the Oasis Aquatic Centre and communal meeting place.

**Location:** Bolton Park is Wagga Wagga's key mixed sporting precinct located on Morgan Street in Central Wagga Wagga.

**Scope:** The items in scope are:

- Consider future use of Bolton Park Stadium
- Consider existing stormwater infrastructure
- Consider upgrading Robertson Oval lighting
- Consider Lighting and change rooms at the Robertson Oval netball courts
- Upgrade tennis amenities to allow use for events at Robertson Oval
- Consider future improvements to Oasis Regional Aquatic Centre
- Consider future tennis needs
- Consider future skate park needs
- Consider impact of PCYC development
- Review croquet needs
- Consider shade, drainage and amenities improvements at the cricket fields
- Consider upgrading Robertson Oval lighting to enable night-time televised broadcasting
- Upgrade the Robertson Oval scoreboard.

**Cost:** \$150,000 Funded

**Timeframe and Delivery:** Short term 1 to 5 years

## MP18 Riverside Wagga – Wagga Wagga Beach Landscape Upgrade Stage 2

**Justification/Brief:** Stage 2 of the Wagga Wagga Beach Landscape Upgrade will utilise the land currently occupied by the Wagga Wagga Beach Caravan Park to become an iconic recreation space for the city. The Master Plan for the site was completed in 2013 with Stage 1 of the Landscape Upgrade completed in 2014/2015.

**Location:** Wagga Beach Caravan Park, Johnston Street Central Wagga Wagga.

**Scope:** The items in scope are:

- Improve accessibility and connectivity across the Riverside precinct
- Install new furniture
- Design and construct a “pop-up shop” avenue
- Design and construction of shipping containers converted into pop-up shops
- Construct new BBQ area
- Upgrade existing amenities blocks
- Add soft landscaping including riparian areas, new trees, new turf areas
- Upgrade existing irrigation system
- Construct a new regional playground possibly including water play elements
- Improved parking options using existing caravan park internal roads.

**Cost:** \$6,765,000 Unfunded

**Timeframe and Delivery:** Short term 1 to 5 years

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## MP22 Develop a citywide Social and Cultural Plan for the Wagga Wagga LGA

**Justification/Brief:** Wagga Wagga City Council has a Community Strategic Plan that provides high level vision for the future. A citywide Social and Cultural Plan would provide strategic direction for all matters that relate to all social and cultural outcomes for the city inclusive of the needs and aspirations of an aging population and recognition and incorporation of our Indigenous Heritage .

**Location:** Wagga Wagga LGA.

**Scope:** The items in scope are:

- Audit community centres and cultural facilities to plan promotion and increase usage
- Audit council run and supported events that focus on increasing social cohesion, recognising cultural diversity and embedding the principles of access and equity
- Develop in-depth understanding of the “story” of living in Wagga Wagga
- Clarify Council’s commitment to the residents of our LGA and how the liveability of Wagga Wagga ensures a quality of life for all, linking with the Activation Strategy, Disability Inclusion Plan and other relevant council plans
- Develop action plan identifying how to enhance social and human welfare and wellbeing in Wagga Wagga with a focus on developing community connection through increased trust, safety and relationships and better utilising skills and attracting talents in our community for the benefit of our community
- Develop action plan that identifies future opportunities for the enhancement of cultural experiences within Wagga Wagga.

**Cost:** \$150,000 Unfunded

**Timeframe and Delivery:** Short term 1 to 5 years

## MP23 Construct a Multisport Cycling Complex at Pomingalarna Reserve

**Justification/Brief:** The Multisport Cycling Complex (MSCC) project will deliver a high quality multi-disciplinary cycling facility located at Pomingalarna Reserve on the western side of Wagga Wagga adjacent to the Sturt Highway. A business case for this project was endorsed by Council during December 2016.

**Location:** Pomingalarna Reserve is on the western side of Wagga Wagga with the nearest intersection being McNickle Road and the Sturt Highway.

**Scope:** The items in scope are:

- Construct international BMX track with 500 lux floodlighting
- Construct 1.8 km criterium track with a bridge cross over
- Construct cycling education area
- Construct jump/pump track
- Construct mountain Bike (MTB) playground
- Construct velodrome with lights
- Construct car parking
- Construct amenities building with toilets, change rooms, canteen, office space, storage area, meeting room, timing area and public address space
- Construct BBQs and shelters
- Construct fenced children’s playground.

**Cost:** \$8,200,000 Unfunded

**Timeframe and Delivery:** Short term 1 to 5 years

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## **MP6 and MP24 Produce detailed designs for implementation (construction) of the Active Travel Plan – Cycling**

**Justification/Brief:** In October 2016 Council adopted an Active Travel Plan for cycling. This plan identified the principal bike network (45 km) throughout the city and recommended suitable locations for end-of-trip facilities in the CBD. The network will be mostly off road (82%) and feature a high quality surface of concrete or hotmix (asphalt). The remainder on road component will be separated from travelling vehicles using traffic control barriers. Council has received State Government funding of \$400,00 for project development and \$11M for implementation subject to project assessment.

**Location:** Active Travel Plan – Cycling principle corridors as adopted by Council.

**Scope:** The items in scope are:

- Produce detailed design for 45 km of high quality shared paths and 26 key road crossings
- Construct cycleway network
- Construct cycling/pedestrian bridge across the Murrumbidgee River.

**Cost: MP6 cost (Design)** \$785,000 Funded

**Cost: MP24 cost (Construction)** \$10,458,000 Funded

**Total cost:** \$11,243,000

**Timeframe and Delivery:** Short term 1 to 5 years

## **MP26 In partnership with Charles Sturt University, construct a district recreation facility at the Peter Hastie Oval precinct**

**Justification/Brief:** The Northern Growth Area of Wagga Wagga is the fastest growing precinct within the LGA with a 5.2% growth rate. This project will provide the residents within the precinct and across the city recreational and sporting opportunities. All facilities when constructed will be managed by Council and accessible to the broader community.

**Location:** Master Plan concept for public comment. Peter Hastie Oval is located to the north of Estella on CSU land.

**Scope:** The items in scope are:

- Construct new netball court/s
- Re-aligned pathway
- Construct new sporting fields (rectangular) but can incorporate cricket in the future
- Build natural wetlands
- Possibly re-align existing stormwater flow
- Consider future small canteen/amenities
- Extend car park extension
- Construct recreation area including a suburban playground and skate park
- Construct multi-purpose clubhouse/community centre
- Install signage.

**Cost:** \$5,079,000 Funded

**Timeframe and Delivery:** Short term 1 to 5 years

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## **MP27 Redevelop the Jubilee Park Athletics Complex inclusive of the installation of a synthetic track**

**Justification/Brief:** In 2016 the Wagga Athletics Clubs approached Council to support the planning for an athletics park upgrade. The redevelopment of the complex would include a synthetic track that would allow year round use and the ability for Wagga Wagga to host regional and state based events. The redevelopment would also enable future proofing of the venue for a number of years with the installation of a synthetic athletics track also reducing the existing operational costs. The current running track requires a significant resources to maintain.

**Location:** Wagga Wagga Athletics track is at Jubilee Park, Bourke Street Bourkelands.

**Scope:** The items in scope are:

- Construct synthetic athletics track including infield' sport facilities
- Install sand slit drainage
- Install sports field lighting
- Relocate long jump.

**Cost:** \$5,483,000 Unfunded

**Timeframe and Delivery:** Short term 1 to 5 years

## **MP30 Construct a synthetic soccer facility at Rawlings Park North**

**Justification/Brief:** The Soccer Development Strategy (May 2012) recommended that Rawlings Park be developed as the home of soccer in the Wagga Wagga LGA and the host for major regional events. The strategy suggests that Rawlings Park North could be the site to trial a synthetic surface. A synthetic surface could be used year round unlike turf sometimes needs to be closed during wet weather. Having a synthetic surface would mean that turf grounds can be rested when required and minimise maintenance.

**Location:** Rawlings Park North faces Brunskill Road, Lake Albert.

**Scope:** The items in scope are:

- Carry out business case comparing life cycle costs of synthetic surface versus natural turf
- Subject to business case findings, construct at Rawlings North:
- Synthetic soccer field
- Amenities block
- Irrigated spectator banks
- Field lighting and fencing.

**Cost:** \$2,304,000 Unfunded

**Timeframe and Delivery:** Short term 1 to 5 years



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## MP33, MP38 and MP47 Improve the urban canopy with open space and urban corridor tree establishment

**Justification/Brief:** Wagga Wagga's climate is generally conducive to outdoor activities with relatively low rainfall and a high average level of days of sunshine. Activities such as riding, walking and open space play can, however, be impacted by the maximum temperatures experienced in summer. Therefore to encourage year round outside activity shade is critical. This can be achieved by planting trees in all public open spaces including parks, playgrounds, sportsgrounds and shared path corridors.

**Location:** An example of canopy planning is at Lineal Park Boorooma.

**Scope:** The items in scope are:

- Plan a strategic prioritised program with tree planting to the value of \$50,000 per year over 20 years
- Use guards when planting advanced trees in vandalism areas
- Irrigate trees for at least the first three years if water supply available
- Arrange partnerships with Service clubs and other volunteer group to assist with tree planting and maintenance.

**Cost: MP33** \$250,000 Unfunded

**Cost: MP38** \$250,000 Unfunded

**Cost: MP47** \$500,000 Unfunded

**Total cost:** \$1,000,000 over 20 years

**Timeframe and Delivery:** Short term 1 to 5 years Medium term 5 to 10 years  
Long term 10 to 20 years

## MP41 Renew horticultural assets in the main street of Wagga Wagga

**Justification/Brief:** This project addresses the needs of horticultural assets (trees and gardens) located in Baylis Street. The presentation of the main street is critical given it is one of the most visited areas in the city. The green assets were established with the main street upgrade in the late 1990s. The trees are now outgrowing their space and roots are lifting pavers, micro irrigation systems are being damaged and garden hedges are being crowded out by root ball masses. It is recommended that the horticultural assets be renewed over the next four years. It is recommended that tree work be undertaken using a checker board approach over a four year period to minimise the impact on horticultural amenity.

**Location:** Central Wagga Wagga – Baylis and Fitzmaurice Street.

**Scope:** The items in scope are:

- Consult public regarding plan
- Carry out tree works including removals
- Retrofit and repair underground concrete tree pits
- Remove and replace garden growing media
- Repair underground services and hard infrastructure that has root damage
- Replace hedges
- Replace micro irrigation systems
- Remove/repair garden up-lighting systems and install power outlets where required for fairy lights.

**Cost:** \$1,032,000 Unfunded

**Timeframe and Delivery:** Medium term 5 to 10 years

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## **AGS11 Construct 15.9 km of footpaths to create connections between community facilities and residents**

**Justification/Brief:** The older part of Ashmont has footpaths in most streets on both sides. The remainder of Ashmont and Glenfield Park has many streets with no footpaths. This limits the ability of young children on bikes and parents with prams for example from safely riding or walking to facilities. This precinct has an above average number of people (8% up to 31% in parts of Ashmont) who do not have access to a car. It is recommended that new footpaths be constructed on one side of collector roads that connect residents to facilities. To construct paths on both sides of all streets (as has occurred in the past) is not recommended due to the whole of life cost impact.

**Location:** Ashmont Glenfield Park Precinct.

**Scope:** The items in scope are:

- Consult with residents regarding proposed footpath to traverse the nature strip in front of their property
- Construct concrete footpath. Minimum width is 1.2 m while preferred width is 1.8 m given footpath is on one side of street only and will be used by children on bikes, walkers, prams and mobility scooters. Width will also be subject to available space taking into account nature strip, underground assets and trees.

**Cost:** \$2,167,000 Unfunded

**Timeframe and Delivery:** Long term 10 to 20 years

## **AGS6 Construct 6.1km of shared paths to create connections between suburbs**

**Justification/Brief:** Shared paths are generally wider than footpaths and are used by walkers and cyclists. This precinct already has shared paths along Glenfield Road, Red Hill Road, through Webb Park and numerous easement reserves. The proposed shared path links will connect Ashmont and Glenfield Park residents to the proposed Active Travel Plan's Kapooka Link.

**Location:** Mount Austin Tolland Turvey Park Precinct.

**Scope:** The items in scope are:

- Consultation with stakeholders regarding proposed shared path
- Construct shared path out of material that is in character with the location. Types of material are gravel, aggregate seal, hotmix and concrete. Concrete is preferred in flood zones. Minimum width is 2.5 m; greater widths are preferred in high traffic areas.

**Cost:** \$390,000 Unfunded

**Timeframe and Delivery:** Medium term 5 to 10 years

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## **BEG2 Construct 9.2 km of shared paths to create connections between suburbs**

**Justification/Brief:** Shared paths are generally wider than footpaths and are used by walkers and cyclists. This precinct already has shared paths along Boorooma Street, Harris Road reserve, Lineal Park, Explorer Park and Estella Road. The proposed shared path links will better connect the three suburbs to each other, CSU and the CBD via the proposed Active Travel Plan northern corridor.

**Location:** Boorooma Estella Gobbagombalin precinct. Yellow lines are existing shared paths. Orange dotted lines are proposed new shared paths.

**Scope:** The items in scope are:

- Consultation with stakeholders regarding proposed shared path
- Construct shared path out of material that is in character with the location. Types of material are gravel, aggregate seal, hotmix and concrete. Concrete is preferred in flood zones. Minimum width is 2.5 m; greater widths are preferred in high traffic areas.

**Cost:** \$1,541,000 (assuming half is concrete/hotmix and aggregate seal) Unfunded

**Timeframe and Delivery:** Short term 1 to 5 years

## **BEG3 Construct 11.1 km of footpaths to create connections between community facilities and residents**

**Justification/Brief:** The Boorooma Estella Gobbagombalin precinct has a reasonably good network of footpaths being constructed as housing is established. The Development Control Plan for this area requires paths to connect residents to facilities with future needed paths to be constructed by developers or funded from S94. To align with the principle of economic impact, it is recommended new footpaths be constructed on one side of the collector roads that connect residents to facilities. To construct paths on both sides of all streets is not considered prudent in regards to economic sustainability.

**Location:** Boorooma Estella Gobbagombalin precinct. Blue lines are existing footpaths. Red lines are proposed new footpaths.

**Scope:** The items in scope are:

- Consult with residents regarding proposed footpath to traverse the nature strip in front of their property
- Construct concrete footpath. Minimum width is 1.2 m; preferred width is 1.8 m given footpath is on one side of street only and will be used by children on bikes and people with walkers, prams and mobility scooters. Width will also be subject to available space, taking into account nature strip, underground assets and trees.

**Cost:** \$1,513,000 Funded

**Timeframe and Delivery:** Short term 1 to 5 years

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## **BEG4 Develop the Harris Road open space corridor as a natural area in conjunction with the Active Travel Plan**

**Justification/Brief:** The Harris Road corridor between Gunn Drive and Old Narrandera Road is recommended to be the main active travel corridor between Estella and Gobbagombalin. It is planned to have a 2.5 m wide sealed shared path suitable for walkers and riders. Tree planting of endemic natives will complement the existing gum trees.

**Location:** This proposed passive open space is in Northern Estella Rise (Gobbagombalin). No streets have been established yet.

**Scope:** The items in scope are:

- Native tree planting and landscaping
- Construct a 2.5 m wide sealed shared path.

**Cost:** \$100,000 for tree planting and landscaping. Shared path and Pine Gully Road crossing are costed separately in 1.2 km shared paths and MP6 and MP24 Active Travel Plan – Cycling. Funded

**Timeframe and Delivery:** Short term 1 to 5 years

## **BEG7 Establish a lineal park in South West Estella including land acquisition**

**Justification/Brief:** This is a recommended park development based on the suburb Master Plan. The Playground Strategy recommended a suburban (district) park in this location. However with the CSU partnership proposal at Peter Hastie Oval it is recommended that the suburban park (and playground) be built on the CSU site. This open space in South Estella would then be developed as a local park (including local playground) and have would a smaller footprint. Residents in Comet Place would still have a park view with approximately 100 m of open space in front of them. It is recommended that the RE1 land to the west of the B2 land in Avocet Drive not be purchased by Council from the developer unless it can be used for a shared path corridor.

**Location:** Currently this is undeveloped land in southern Estella sitting to the west of Rainbow Drive and Comet Place.

**Scope:** The items in scope are:

The exact layout of this park is also subject to the adoption of the subdivision Master Plan for this area.

The items in scope are:

- Construct 2.5 m of shared path through the length of the park
- Allow for two pedestrian bridges
- Install Riverina Water meter
- Install local playground and barrier fence along Comet Drive and Rainbow Drive
- Install BBQ area (shelter, double BBQ and two table settings) near playground
- Landscape with irrigated kick about space on northern end
- Plant out batter created by development works
- Remove weed trees and weeds
- Install fitness equipment along path at various locations
- Install shelter and table adjacent to irrigated kick about space and seats along path at various locations.

**Cost:** \$2,146,000 Unfunded

**Timeframe and Delivery:** Medium term 5 to 10 years

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## **BEG8 Establish a local minor park in North Gobbagombalin**

**Justification/Brief:** This is a mandatory park development based on the Estella Rise suburb Master Plan. The Playground Strategy recommended a playground in this location.

**Location:** This proposed park is in Northern Estella Rise (Gobbagombalin). No streets have been established yet.

**Scope:** The items in scope are:

- Construct local minor playground
- Install picnic setting
- Install seats x 2
- Construct concrete internal paths and pads for furniture
- Irrigate kick about space and around playground
- Install drinking fountain
- Landscape including guarded advanced trees.

**Cost:** \$188,000 Funded

**Timeframe and Delivery:** Medium term 5 to 10 years

## **BLS2 Construct 0.6 km of shared paths to create connections between suburbs**

**Justification/Brief:** Shared paths are generally wider than footpaths and are used by walkers and cyclists. This precinct already has shared paths along the top of Willans Hill (Wiradjuri Walk), along Holbrook Road, Bourke Street, Red Hill Road and through open space reserves like that behind Bourkelands Drive. The proposed shared path occur on Red Hill Road (missing link to between Hudson Drive and Holbrook Road), between Berembee Rd and Bourke Street and joining Bourkelands and Tatton via the Red Hill Road missing link.

**Location:** Bourkelands Lloyd Springvale Precinct path network.

**Scope:** The items in scope are:

- Consult with stakeholders regarding proposed shared path. The main stakeholder will be Crown Lands for the Willans Hill section
- Construct shared path out of material that is in character with the location. Types of material are gravel, aggregate seal, hotmix and concrete. Concrete is preferred in flood zones. Aggregate seal is recommended in these locations. Minimum width is 2.5 m; greater widths are preferred in high traffic areas.

**Cost:** \$67,000 Unfunded

**Timeframe and Delivery:** Short term 1 to 5 years



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## **BLS6 Establish three parks in Lloyd including land acquisitions**

**Justification/Brief:** These are mandatory park developments based on the suburb Master Plan. This Master Plan is under review so the locations of the parks may change. The Playground Strategy has recommended local minor playgrounds in three of these locations. The budget includes land acquisitions.

**Location:** Future park developments in Lloyd.

**Scope:** The exact layout of these parks is also subject to the adoption of a revised subdivision Master Plan for this area.

The items in scope are:

- Purchase land from developer
- Complete earthworks to level sites
- Install local minor playgrounds (in three locations)
- Construct internal concrete paths averaging 150 m per park
- Install fencing and seats x 2 per park
- Install picnic table and shelter
- Irrigate around playground and kick about space
- Irrigate advanced trees
- Install drinking fountain
- Install bins x 2.

**Cost:** \$2,555,000 Funded

**Timeframe and Delivery:** Medium term 5 to 10 years

## **BLS7 Develop further community meeting space at Jubilee Park as part of the hockey centre amenities upgrade**

**Justification/Brief:** Council has a rolling program to refurbish amenity blocks around the city as per the Wagga Wagga City Council Asset Management Plan. Prioritisation of works is based on useful life asset data held in Council's asset register. The Keven Geaghan Hockey Centre amenities (ID: 94) were built in 1986. Past Council social planning has suggested a need for a community centre or meeting place for Bourkelands and Lloyd. The current Section 94 plan has \$100,000 for this project. Given Jubilee Park is located between the two suburbs and the hockey centre amenities have meeting space, it is recommended that the meeting space be enhanced and promoted for broader community use. Consideration of how to physically and mentally connect residents to the centre would be required. This would also need to be done in consultation with the Wagga Wagga Hockey Association who are the licence holders of this space.

**Location:** Jubilee Park is accessed off Bourke Street. The Keven Geaghan Hockey Centre is the main building at the western end of the car park.

**Scope:** An amenities refurbishment utilising the existing building shell where it is gutted and refitted.

The items in scope are:

- Consult with users groups on any design and expansion requirements based on changes in type of use and demand increases for amenities and meeting space
- Consider designs to minimise vandalism damage and enable efficiency gains for maintenance
- Consider storage space for multiple users
- Renew plastering or other appropriate lining
- Ensure all works comply with Disability Inclusion Act, Design for Access and Mobility Standard AS 1428.1-2009, and National Construction Code 2014
- Paint inside and out and reinstate landscaping.

**Cost:** \$342,000 Funded

**Timeframe and Delivery:** Medium term 5 to 10 years

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## **BLS8 Construct 15 km of footpaths to create connections between community facilities and residents**

**Justification/Brief:** Bourkelands and Lloyd, being newer suburbs, have very few footpaths. This limits the ability of young children on bikes and parents with prams for example from safely riding or walking to facilities. To align with the principle of economic impact, it is recommended that new footpaths be constructed on one side of collector roads that connect residents to facilities. To construct paths on both sides of all streets (as has occurred in the past) is not considered prudent in regards to economic sustainability. The areas not yet built out will have footpaths installed by the developers.

**Location:** Lloyd Bourkelands Springvale Precinct.

**Scope:** The items in scope are:

- Consultation with residents regarding proposed footpath to traverse the nature strip in front of their property
- Construct concrete footpath. Minimum width is 1.2 m; preferred width is 1.8 m given footpath is on one side of street only and will be used by children on bikes, walkers, prams and mobility scooters. Width will also be subject to available space taking into account nature strip, underground assets and trees.

**Cost:** \$2,045,000 Funded

**Timeframe and Delivery:** Medium term 5 to 10 years

## **CNW4 Construct 2 km of shared paths to create connections between suburbs (12 km for Central Wagga Wagga is costed separately in major projects)**

**Justification/Brief:** Shared paths are generally wider than footpaths and are used by walkers and cyclists. This precinct already has shared paths along the riverside walk (top of levee bank), Travers Street adjacent to the racecourse, Flowerdale Lagoon and Bolton Park. A total of 14 km of extra shared path is proposed for Central Wagga Wagga (9km of this is costed separately in the Active Travel Plan – Cycling project and Riverside Walking Track project) The 2 km costed here is a riverside walk in Wilks Park. It connects the CBD (via Wiradjuri Bridge) with the North Wagga Wagga footpath network.

**Location:** Wilks Park is between the river and North Wagga Wagga off Hampden Avenue

**Scope:** The items in scope are:

- Consult with stakeholders regarding proposed shared path.
- Construct shared path out of material that is in character with the location. Types of material are gravel, aggregate seal, hotmix and concrete. Concrete is preferred in flood zones. Minimum width is 2.5m; greater widths are preferred in high traffic areas.

**Cost:** \$454,000 Unfunded

**Timeframe and Delivery:** Short term 1 to 5 years

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## **CNW5 Construct 3.03 km of footpaths to create connections between community facilities and residents**

**Justification/Brief:** As an older suburb, Central Wagga Wagga has footpaths in most streets on both sides. North Wagga Wagga has a footpath on the collector streets – Wall Street and William Street and Hampden Avenue. The newer area of Wiradjuri and the industrial area of Dobney Avenue have no footpaths. This limits the ability of young children on bikes and parents with prams, for example, of safely riding or walking to facilities. To align with the principle of economic impact, it is recommended that new footpaths be constructed on one side of feeder roads to connect residents to facilities. To construct paths on both sides of all streets (as has occurred in the past) is not considered prudent in regards to economic sustainability.

**Location:** Red Lines - Wiradjuri housing estate and Dobney Avenue industrial area to have footpaths constructed.

**Scope:** The items in scope are:

- Consult with residents regarding proposed footpath to traverse the nature strip in front of their property
- Construct concrete footpath. Minimum width is 1.2 m; preferred width is 1.8 m given footpath is on one side of street only and will be used by children on bikes, walkers, prams and mobility scooters. Path width will also be subject to available space taking into account nature strip, underground assets and trees.

**Cost:** \$413,000 Unfunded

**Timeframe and Delivery:** Short term 1 to 5 years

## **EWG7 Construct 6.1 km of shared paths to create connections between suburbs**

**Justification/Brief:** Shared paths are generally wider than footpaths and are used by walkers and cyclists. This precinct already has shared paths on Koorringal Road down to the river walk. The proposed shared path is the main Active Travel Plan cycling corridor between Forest Hill and the CBD. The corridor uses the closed railway line.

**Location:** Shared path link between the CBD and Forest Hill as recommended by the Active Travel Plan – Cycling.

**Scope:** The items in scope are:

- Consultation with stakeholders regarding proposed shared path. The main stakeholder will be farmers
- Construct 2.5 m wide shared path with gravel pavement and hotmix surface to cater for all cycle types.

**Cost:** \$1,165,000 Unfunded

**Timeframe and Delivery:** Medium term 5 to 10 years

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## **EWG8 Construct 3 km of footpaths to create connections between community facilities and residents**

**Justification/Brief:** The East Wagga Wagga Gumly Gumly precinct, being largely industrial and rural residential, has very few footpaths. There are some footpaths on the Sturt Highway between Nagle Street and Lake Albert Road. It is recommended that these be continued to the east along the highway to Stuart Road. This would allow workers from the industrial area to walk to the river precinct or town centre. It would also give ability for young children on bikes and parents with prams to ride or walk safely.

**Location:** East Wagga Wagga.

**Scope:** The items in scope are:

- Consult with residents regarding proposed footpath to traverse the nature strip in front of their property
- Construct concrete footpath. Minimum width is 1.2 m; preferred width is 1.8 m given the footpath is on one side of street only and will be used by children on bikes, walkers, parents with prams and mobility scooters. Width will also be subject to available space taking into account nature strip, underground assets and trees.

**Cost:** \$409,000 Unfunded

**Timeframe and Delivery:** Long term 10 to 20 years

## **FH5 Construct 3.84 km of shared paths to create connections between suburbs**

**Justification/Brief:** Shared paths are generally wider than footpaths and are used by walkers and cyclists. This precinct already has shared paths along the Sturt Highway adjacent to the RAAF Base. The proposed shared path links will connect Forest Hill with Wagga Wagga City via the proposed Active Transport Cycling Network.

**Location:** Forest Hill precinct. Yellow lines are existing shared paths. Orange dotted lines are proposed new shared paths.

**Scope:** The items in scope are:

- Consultation with stakeholders regarding proposed shared path. The main stakeholder will be Crown Lands
- Construct shared path out of material that is in character with the location. Types of material are gravel, aggregate seal, hotmix and concrete. Concrete is preferred in flood zones. Minimum width is 2.5 m; greater widths are preferred in high traffic areas.

**Cost:** \$856,000 Unfunded

**Timeframe and Delivery:** Short term 1 to 5 years

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## **FH6 Construct 8.22 km of footpaths to create connections between community facilities and residents**

**Justification/Brief:** Forest Hill has very few footpaths. Current locations include a block around the shopping centre and a few minor segments in Brunslea Park. This limits the ability for young children on bikes and parents with prams to engage in safe riding or walking to facilities. The Forest Hill precinct is going to grow over the next 20 years, mainly through Brunslea Park which is attracting families. It would be prudent to provide safe walking and cycling connections to the school, oval and shopping centre. To align with the principle of economic impact, it is recommended that new footpaths be constructed on one side of collector roads that connect residents to facilities. To construct paths on both sides of all streets (as has occurred in the past) is not considered prudent in regards to economic sustainability.

**Location:** Forest Hill precinct. Blue lines are existing footpaths. Red lines are proposed new footpaths.

**Scope:** The items in scope are:

- Consultation with residents regarding proposed footpath to traverse the nature strip in front of their property
- Construct concrete footpath. Minimum width is 1.2 m; preferred width is 1.8 m given footpath is on one side of street only and will be used by children on bikes, walkers, prams and mobility scooters. Width will also be subject to available space taking into account nature strip, underground assets and trees.

**Cost:** \$1,121,000 Unfunded

**Timeframe and Delivery:** Short term 1 to 5 years

## **FH13 Develop a new local park off Eldershaw Drive in southern Forest Hill**

**Justification/Brief:** Forest Hill is currently low on the ratio of open space per 1000 people. The 2016 figure is 1.91 ha compared to the current 4 ha benchmark. Council owns land on Elizabeth Avenue, adjacent to the Big River Ausply factory. Part of this land includes three house blocks on the south west end of Eldershaw Drive. These were going to be sold on the open market, however the NSW Environment Protection Authority recommended against this given the high number of environmental complaints they already receive regarding Ausply operations. It would therefore be prudent to investigate developing this land into a local park on the western side and potential housing on the north east side well away from the factory.

**Location:** Elizabeth Drive, Forest Hill.

**Scope:** The items in scope are:

- Construct 300 m of connecting footpath
- Install Riverina Water meter
- Install local minor playground
- Mass plant natives around Ausply boundary
- Install fencing
- Install picnic shelter and settings
- Irrigate around playground
- Landscape
- Irrigated kick about space
- Install fitness equipment along path at various locations.

**Cost:** \$281,000 Unfunded

**Timeframe and Delivery:** Long term 10 to 20 years

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## **K6 Construct 6.5 km of footpaths to create connections between community facilities and residents**

**Justification/Brief:** The older parts of Koorringal around Lake Albert Road and Henwood Park have footpaths on both sides of the street. The newer parts such as Gracelands and the Henwood Street area have no footpaths. This limits the ability of young children on bikes and parents with prams from safely riding or walking to facilities. This precinct has a shopping centre, four schools and five childcare centres and footpath linkages are important. To ensure a sustainable network it is recommended that new footpaths should only be constructed on one side of collector roads that connect residents to facilities.

**Location:** Koorringal precinct

**Scope:** The items in scope are:

- Consult with residents regarding proposed footpath to traverse the nature strip in front of their property
- Construct concrete footpath. Minimum width is 1.2m; preferred width is 1.8 m given footpath is on one side of street only and will be used by children on bikes, and people with walkers, prams and mobility scooters. Width will also be subject to available space taking into account nature strip, underground assets and trees.

**Cost:** \$886,000 Unfunded

**Timeframe and Delivery:** Medium term 5 to 10 years

## **LT13 Construct 11.2 km of footpaths to create connections between community facilities and residents**

**Justification/Brief:** Lake Albert and Tatton have almost no footpaths except on Main Street, Vincent Road, Tamar Drive and Stirling Boulevard. This precinct has a high number of families. It would be prudent to provide safe walking and cycling connections between residents and schools, parks, Lake Albert, Rawlings Park and the shopping centre. To align with the principle of economic impact, it is recommended new footpaths be constructed on one side of collector roads that connect residents to facilities. To construct paths on both sides of all streets (as has occurred in the past) is not considered prudent in regards to economic sustainability.

**Location:** Lake Albert Tatton precinct. Blue lines are existing footpaths. Red lines are proposed new footpaths.

**Scope:** The items in scope are:

- Consultation with residents regarding proposed footpath to traverse the nature strip in front of their property
- Construct concrete footpath. Minimum width is 1.2m; preferred width is 1.8 m given footpath is on one side of street only and will be used by children on bikes and people with walkers, prams and mobility scooters. Width will also be subject to available space taking into account nature strip, underground assets and trees.

**Cost:** \$1,527,000 Unfunded

**Timeframe and Delivery:** Long term 10 to 20 years



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## LT5, LT10 and LT14 Playground replacements and refurbishments in order of priority as per Playground Strategy

**Justification/Brief:** Council in 2016 adopted a Playground Strategy 2016-2040. Its aim over the next 20 years is to provide a balance between quality play spaces that provide adequate stimulation for children and services for carers, and the number of spaces that can be financially supported by Council. The playgrounds in this precinct that are scheduled to be refurbished or renewed in order of priority are: Croker, Lake Village, Kimberley Drive, Tamar Drive, Ray Beddoe, Bosley Memorial, Lake Albert fitness equipment, Apex, Tatton, O'Halloran and Jack Skeers.

**Location:** Lake Albert Tatton precinct playgrounds

**Scope:** The items in scope are:

- Consultation with residents regarding preferred design of new playground
- Refurbish local minor playground if appropriate
- Renew local major, suburban and regional playground. This includes play equipment, softfall and associated furniture as required.

**Cost:** LT5 cost \$80,000 Funded LT10 cost \$160,000 Funded  
LT14 cost \$422,000 Funded

**Total cost:** \$662,000

**Timeframe and Delivery:** Medium term 5 to 10 years Long term 10 to 20 years

## MTT6 Construct 4.5 kms of shared paths to create connections between suburbs

**Justification/Brief:** Shared paths are generally wider than footpaths and are used by walkers and cyclists. This precinct already has shared paths along the top of Willans Hill and through open space reserves such as in Maher Street. The proposed shared path links will connect Mount Austin to other suburbs via the Botanic Gardens and the Willans Hill ridgeline trail. The shared trail loop north of Lord Baden Powell Drive has been included in the Willans Hill upgrade project.

**Location:** Mount Austin Tolland Turvey Park precinct.

**Scope:** The items in scope are:

- Consult with stakeholders regarding proposed shared path. The main stakeholder will be Crown Lands
- Construct shared path out of material that is in character with the location. Types of material are gravel, aggregate seal, hotmix and concrete. Concrete is preferred in flood zones. Minimum width is 2.5 m; greater widths are preferred in high traffic areas.

**Cost:** \$288,000 Unfunded

**Timeframe and Delivery:** Short term 1 to 5 years

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## **MTT13 Construct 12 kms of footpaths to create connections between community facilities and residents**

**Justification/Brief:** As an older suburb Turvey Park has footpaths in most streets on both sides. Mount Austin and Tolland on the other hand have many streets with no footpaths. This limits the ability of young children on bikes and parents with prams from safely riding or walking to facilities. This precinct has an above average number of people who do not have access to a car. To align with the principle of economic impact, it is recommended that new footpaths be constructed on one side of collector roads that connect residents to facilities.

**Location:** Mount Austin Tolland Turvey Park precinct.

**Scope:** The items in scope are:

- Consultation with residents regarding proposed footpath to traverse the nature strip in front of their property
- Construct concrete footpath. Minimum width is 1.2 m; preferred width is 1.8 m given footpath is on one side of street only and will be used by children on bikes, walkers, prams and mobility scooters. Width will also be subject to available space taking into account nature strip, underground assets and trees.

**Cost:** \$1,636,000 Unfunded

**Timeframe and Delivery:** Medium term 5 to 10 years

# Appendix E

## Infrastructure cost apportionment details

	Project Description	Estimated Total Cost (\$INF)	S94 funds held and to be applied to item	Section 7.11 funding under this plan	Other funding	Effective apportionment of cost to future development (EAR%)	Work partly or fully attributable to	Cost apportionment summary description
<b>Transport and Traffic</b>								
TT1	Glenfield Rd Corridor	\$17,491,587	\$3,498,730	\$13,992,858	\$0	40% (Lloyd growth)  40% (Citywide growth excluding Lloyd)	Lloyd growth  Remainder of City growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$9,752,857 is to be met by those generating the demand for the infrastructure: i.e.  50% attributable to Lloyd growth  50% attributable to growth in the remainder of the City.
TT2	Pine Gully Rd Corridor	\$6,872,503	\$2,887,768	\$3,984,736	\$0	52% (Estella / Boorooma / Gobbagombalin growth)  6% (remainder of the City growth)	Estella / Boorooma / Gobbagombalin growth  Remainder of City growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$3,984,736 is to be met by those generating the demand for the infrastructure: i.e.  90% attributable to Estella / Boorooma / Gobbagombalin growth  10% attributable to growth in the remainder of the City.
TT3	Red Hill Road	\$3,870,045	\$2,138,520	\$1,731,525	\$0	45%	Citywide growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$1,731,525 is to be met by those generating the demand for the infrastructure: i.e. the Citywide growth.
TT4	Farrer Rd	\$9,336,561	\$658,675	\$4,177,886	\$4,917,789	40% (Estella / Boorooma / Gobbagombalin growth)  4% (remainder of the City growth)	Estella / Boorooma / Gobbagombalin growth  Remainder of City growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$4,177,886 is to be met by those generating the demand for the infrastructure: i.e.  90% attributable to Estella / Boorooma / Gobbagombalin growth  10% attributable to growth in the remainder of the City.
TT5	Bakers Lane	\$425,000	\$320,743	\$104,257	\$0	25%	Forest Hill / East Wagga growth	There are no carry over contributions or anticipated grants for this item. 25% of the demand for this infrastructure is considered to be attributable to Forest Hill / East Wagga growth and so 25% of the cost will be met by contributions under this plan. The balance will be met from other funding sources.
TT6	Amundsen Bridge	\$1,123,159	\$87,630	\$1,035,529	\$0	92%	Estella / Boorooma / Gobbagombalin growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$1,035,529 is to be met by those generating the demand for the infrastructure: i.e. the Estella / Boorooma / Gobbagombalin growth.

	Project Description	Estimated Total Cost (\$INF)	S94 funds held and to be applied to item	Section 7.11 funding under this plan	Other funding	Effective apportionment of cost to future development (EAR%)	Work partly or fully attributable to	Cost apportionment summary description
TT7	Gregadoo Road Corridor	\$4,468,000	\$-	\$3,268,000	\$1,200,000	73%	Citywide growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$3,268,000 is to be met by those generating the demand for the infrastructure: i.e. the Citywide growth.
TT8	Shared path connecting Ashmont and Glenfield	\$390,000	\$-	\$58,500	\$331,500	15%	Citywide growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$58,500 is to be met by those generating the demand for the infrastructure: i.e. <ul style="list-style-type: none"> <li>• 15% attributable to the Wagga Wagga urban growth</li> <li>• The balance (or 85%) attributable to the existing population and met by other funding sources.</li> </ul>
TT9	Shared path connecting Boorooma, Estella and Gobbombalin	\$1,541,000	\$115,840	\$115,310	\$1,309,850	7%	Citywide growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$115,310 is to be met by those generating the demand for the infrastructure: i.e. <ul style="list-style-type: none"> <li>• 15% attributable to the Wagga Wagga urban growth</li> <li>• The balance (or 85%) attributable to the existing population and met by other funding sources.</li> </ul>
TT10	Shared path connecting Bourkelands and Lloyd	\$67,000	\$7,881	\$2,169	\$56,950	3%	Citywide growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$2,169 is to be met by those generating the demand for the infrastructure: i.e. <p>15% attributable to the Wagga Wagga urban growth</p> <p>The balance (or 85%) attributable to the existing population and met by other funding sources.</p>
TT11	Shared path connecting Central and North Wagga	\$454,000	\$-	\$68,100	\$385,900	15%	Citywide growth	There are no carry over contributions or anticipated grants for this item. 15% of the demand for this infrastructure is considered to be attributable to the Wagga Wagga urban growth and so 15% of the cost will be met by contributions under this plan. The balance of the demand, attributable to the existing population, will be met from other funding sources.
TT12	Shared path connecting the CBD and Forest Hill	\$1,165,000	\$-	\$174,750	\$990,250	15%	Citywide growth	As for TT11 above
TT13	Shared path Forest Hill	\$856,000	\$-	\$128,400	\$727,600	15%	Citywide growth	As for TT11 above

## Infrastructure cost apportionment details (cont)

Project ID	Project Description	Estimated Total Cost (\$INF)	S94 funds held and to be applied to item	Section 7.11 funding under this plan	Other funding	Effective apportionment of cost to future development (EAR%)	Work partly or fully attributable to	Cost apportionment summary description
TT14	Shared path connecting Lake Albert and Tatton precinct	\$414,000	\$-	\$62,100	\$351,900	15%	Citywide growth	As for TT11 above
TT15	Shared path connecting Mount Austin, Tolland and Turvey Park	\$288,000	\$-	\$43,200	\$244,800	15%	Citywide growth	As for TT11 above
TT16	Footpaths Ashmont and Glenfield	\$2,167,000	\$-	\$325,050	\$1,841,950	15%	Citywide growth	As for TT11 above
TT17	Footpaths Boorooma, Estella and Gobbagombalin	\$1,513,000	\$-	\$226,950	\$1,286,050	15%	Citywide growth	As for TT11 above
TT18	Footpaths Bourkelands and Lloyd	\$2,045,000	\$-	\$306,750	\$1,738,250	15%	Citywide growth	As for TT11 above
TT19	Footpaths Central and North Wagga	\$413,000	\$-	\$61,950	\$351,050	15%	Citywide growth	As for TT11 above
TT20	Footpaths East Wagga Wagga	\$409,000	\$-	\$61,350	\$347,650	15%	Citywide growth	As for TT11 above
TT21	Footpaths Forrest Hill	\$1,210,000	\$-	\$181,500	\$1,028,500	15%	Citywide growth	As for TT11 above
TT22	Footpaths Koorringal	\$886,000	\$-	\$132,900	\$753,100	15%	Citywide growth	As for TT11 above
TT23	Footpaths Lake Albert and Tatton	\$1,527,000	\$-	\$229,050	\$1,297,950	15%	Citywide growth	As for TT11 above
TT24	Footpaths Mount Austin, Tolland and Turvey Park	\$1,636,000	\$-	\$245,400	\$1,390,600	15%	Citywide growth	As for TT11 above
TT25	Upgrade the horticultural assets along Baylis Street	\$1,032,000	\$-	\$154,800	\$877,200	15%	Citywide growth	As for TT11 above
TT26	Cycling - Implement the Active Travel Plan	\$11,752,600	\$-	\$1,454,391	\$10,298,209	12%	Citywide growth	There are no carry over contributions or anticipated grants for this item. 12% of the demand for this infrastructure is attributable to the Citywide growth and so 12% of the cost will be met by contributions under this plan. The balance of the demand – attributable to the existing population - will be met from other funding sources.
TT27	Redhill Road / Dalman Parkway Intersection	\$1,860,899	\$-	\$1,860,899	\$0	100%	Lloyd growth	There are no carry over contributions or anticipated grants for this item. The full cost is to be met by those generating the demand for the infrastructure: i.e. the growth in Lloyd.

	Project Description	Estimated Total Cost (\$INF)	S94 funds held and to be applied to item	Section 7.11 funding under this plan	Other funding	Effective apportionment of cost to future development (EAR%)	Work partly or fully attributable to	Cost apportionment summary description
TT28	Boorooma Street Upgrade	\$2,616,000	\$-	\$2,616,000	\$0	100%	Estella / Boorooma / Gobbagombalin growth	There are no carry over contributions or anticipated grants for this item. The full cost is to be met by those generating the demand for the infrastructure: i.e. the growth in Estella/Boorooma/ Gobbagombalin.

### Plans & Studies

PS1	Strategic Planning Study - Smart Cities Strategy	\$200,000	\$-	\$100,000	\$100,000	50%	Citywide growth	There are no carry over contributions or anticipated grants for this item. The study is required to understand both current and future needs, and so the cost is to be met 50% by Citywide growth and 50% from other funding sources.
PS2	Strategic Planning Study - Transport Planning (Including car parking)	\$200,000	\$-	\$100,000	\$100,000	50%	Citywide growth	There are no carry over contributions or anticipated grants for this item. The study is required to understand both current and future needs, and so the cost is to be met 50% by Citywide growth and 50% from other funding sources.
PS3	Strategic Planning Study - Open Space, Recreation and Community (including cultural facilities)	\$200,000	\$-	\$100,000	\$100,000	50%	Citywide growth	There are no carry over contributions or anticipated grants for this item. The study is required to understand both current and future needs, and so the cost is to be met 50% by Citywide growth and 50% from other funding sources.
PS4	Strategic Planning Study - Residential Growth Opportunities	\$130,000	\$-	\$130,000	\$0	100%	Citywide growth	There are no carry over contributions or anticipated grants for this item. The study is required to understand growth needs only, and so the cost is to be met by Citywide growth.
PS5	Social and Cultural Plan	\$130,000	\$-	\$100,000	\$30,000	77%	Citywide growth	There are no carry over contributions or anticipated grants for this item. The study is required to understand both current and future needs, and so the cost is to be met 77% by Citywide growth and 23% from other funding sources.
PS6	Wagga Wagga Integrated Transport Strategy Implementation Plan	\$130,000	\$-	\$70,000	\$60,000	54%	Citywide growth	There are no carry over contributions or anticipated grants for this item. The study is required to understand both current and future needs, and so the cost is to be met 54% by Citywide growth and 46% from other funding sources.

### Recreation & Open Space - Future Works

ROS1	Estella - New Local Park west of Rainbow Drive and Coment Place	\$1,146,000	\$717,770	\$428,230	\$0	37%	Estella / Boorooma / Gobbagombalin growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$428,230 is to be met by those generating the demand for the infrastructure: i.e. the Estella / Boorooma / Gobbagombalin growth.
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## Infrastructure cost apportionment details (cont)

	Project Description	Estimated Total Cost (\$INF)	S94 funds held and to be applied to item	Section 7.11 funding under this plan	Other funding	Effective apportionment of cost to future development (EAR%)	Work partly or fully attributable to	Cost apportionment summary description
ROS2	North Gobbagombalin Park development at Harris Road	\$188,000	\$173,501	\$14,499	\$0	8%	Estella / Boorooma / Gobbagombalin growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$14,499 is to be met by those generating the demand for the infrastructure: i.e. the Estella / Boorooma / Gobbagombalin growth.
ROS3	Gobbagombalin - establish 2 local parks	\$376,000	\$260,251	\$115,749	\$0	31%	Estella / Boorooma / Gobbagombalin growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$115,749 is to be met by those generating the demand for the infrastructure: i.e. the Estella / Boorooma / Gobbagombalin growth.
ROS4	Estella Rise - embellishment	\$500,000	\$433,752	\$66,248	\$0	13%	Estella / Boorooma / Gobbagombalin growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$66,248 is to be met by those generating the demand for the infrastructure: i.e. the Estella / Boorooma / Gobbagombalin growth.
ROS5	Lloyd - Establish 3 Local Parks	\$2,055,000	\$438,422	\$1,616,578	\$0	79%	Lloyd growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$1,616,578 is to be met by those generating the demand for the infrastructure: i.e. the Lloyd growth.
ROS6	Establish a second Rugby League field at McDonalds Park	\$874,000	\$-	\$874,000	\$0	100%	Citywide growth	There are no carry over contributions or anticipated grants for this item. The full cost is to be met by those generating the demand for the infrastructure: i.e. the Citywide growth
ROS7	Street canopy plantings on footpaths and shared paths	\$750,000	\$-	\$750,000	\$0	100%	Citywide growth	There are no carry over contributions or anticipated grants for this item. The full cost is to be met by those generating the demand for the infrastructure: i.e. the Citywide growth
ROS8	Construct a Multisport Cycling Complex at Pomigalarna Reserve	\$9,229,795	\$-	\$2,307,449	\$6,922,346	25%	Citywide growth	There are no carry over contributions or anticipated grants for this item. 25% of the demand for this infrastructure is attributable to the Citywide growth and so 25% of the cost will be met by contributions under this plan. The balance of the demand – attributable to the existing population - will be met from other funding sources.

	Project Description	Estimated Total Cost (\$INF)	S94 funds held and to be applied to item	Section 7.11 funding under this plan	Other funding	Effective apportionment of cost to future development (EAR%)	Work partly or fully attributable to	Cost apportionment summary description
ROS9	Riverside Wagga - Wagga Beach Landscape Upgrade - Stage 2	\$6,746,530	\$-	\$1,746,530	\$5,000,000	25%	Citywide growth	There are no carry over contributions or anticipated grants for this item. 25% of the demand for this infrastructure is attributable to the Citywide growth and so 25% of the cost will be met by contributions under this plan. The balance of the demand – attributable to the existing population - will be met from other funding sources including potential grants.
ROS10	Upgrade Athletics Park at Jubilee Park	\$5,482,513	\$-	\$1,370,628	\$4,111,885	25%	Citywide growth	There are no carry over contributions or anticipated grants for this item. 25% of the demand for this infrastructure is attributable to the Citywide growth and so 25% of the cost will be met by contributions under this plan. The balance of the demand – attributable to the existing population - will be met from other funding sources including potential grants.
ROS11	Peter Hastie Oval	\$5,079,000	\$2,630,549	\$1,224,226	\$0	24% (Estella / Boorooma / Gobbagombalin growth)  24% (remainder of the City growth)	Estella / Boorooma / Gobbagombalin growth  Remainder of City growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$2,448,451 is to be met by those generating the demand for the infrastructure: i.e.  50% attributable to Estella / Boorooma / Gobbagombalin growth  50% attributable to growth in the remainder of the City.
ROS12	Rawlings Park North - Construct a synthetic soccer facility	\$3,877,112	\$-	\$700,000	\$3,177,112	18%	Citywide growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$700,000 is to be met by those generating the demand for the infrastructure: i.e. the Citywide growth.
ROS13	Conversion of Harris Road to open space	\$350,000	\$-	\$350,000	\$0	100%	Estella / Boorooma / Gobbagombalin growth	There are no carry over contributions or anticipated grants for this item. The full cost is to be met by those generating the demand for the infrastructure: i.e. the Estella / Boorooma / Gobbagombalin growth.
ROS14	Jubilee Oval - Develop further community meeting space	\$342,000	\$90,655	\$251,345	\$0	73%	Citywide growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$251,345 is to be met by those generating the demand for the infrastructure: i.e. the Citywide growth.

## Infrastructure cost apportionment details (cont)

	Project Description	Estimated Total Cost (\$INF)	S94 funds held and to be applied to item	Section 7.11 funding under this plan	Other funding	Effective apportionment of cost to future development (EAR%)	Work partly or fully attributable to	Cost apportionment summary description
ROS15	Bolton Park Upgrade	\$40,000,000	\$-	\$6,000,000	\$34,000,000	15%	Citywide growth	There are no carry over contributions or anticipated grants for this item. 15% of the demand for this infrastructure is attributable to the Citywide growth and so 15% of the cost will be met by contributions under this plan. The balance of the demand – attributable to the existing population - will be met from other funding sources including potential grants.
ROS16	Forrest Hill - upgrade local park	\$188,000	\$-	\$188,000	\$0	100%	Forest Hill / East Wagga growth	There are no carry over contributions or anticipated grants for this item. The full cost is to be met by those generating the demand for the infrastructure: i.e. the Forest Hill / East Wagga growth.
<b>Recreation &amp; Open Space - Recoupment Items</b>								
ROSR1	Boorooma Lineal Park - Land Acquisition Component	\$880,460	\$778,461	\$101,999	\$0	12%	Estella / Boorooma / Gobbagombalin growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$101,999 is to be met by those generating the demand for the infrastructure: i.e. the Estella / Boorooma / Gobbagombalin growth.
ROSR2	Explorer Park - Borooma - Land acquisition component	\$466,659	\$265,716	\$200,943	\$0	43%	Estella / Boorooma / Gobbagombalin growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$200,943 is to be met by those generating the demand for the infrastructure: i.e. the Estella / Boorooma / Gobbagombalin growth.
ROSR3	Boorooma Lineal Park - Embellishment Component	\$1,014,556	\$525,675	\$488,881	\$0	48%	Estella / Boorooma / Gobbagombalin growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$488,881 is to be met by those generating the demand for the infrastructure: i.e. the Estella / Boorooma / Gobbagombalin growth.
ROSR4	Explorer Park - Borooma - embellishment component	\$365,186	\$189,215	\$175,971	\$0	48%	Estella / Boorooma / Gobbagombalin growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$175,971 is to be met by those generating the demand for the infrastructure: i.e. the Estella / Boorooma / Gobbagombalin growth.

	Project Description	Estimated Total Cost (\$INF)	S94 funds held and to be applied to item	Section 7.11 funding under this plan	Other funding	Effective apportionment of cost to future development (EAR%)	Work partly or fully attributable to	Cost apportionment summary description
<b>Community Facilities - Recoupment Items</b>								
CCCR1	Major Community Facility MPS	\$10,168,912	\$997,654	\$715,689	\$8,455,569	7%	Citywide growth	The facility has already been provided in advance of development. After allowing for the carryover of contributions collected under pre-existing plans and previous grants, the remaining cost of \$4,771,258 is to be shared equally between the current and future Citywide population.
<b>Administration of the Plan</b>								
AD1	Review and update of the Section 7.11 Plan	\$100,000	\$-	\$100,000	\$0	100%	Citywide growth	There are no carry over contributions or anticipated grants for this item. The review is required as a result of growth, and so the cost is to be met by Citywide growth.
AD2	Section 7.11 Plan Coordination	\$2,055,360	\$-	\$2,055,360	\$0	100%	Citywide growth	There are no carry over contributions or anticipated grants for this item. The plan coordination is required as a result of growth, and so the cost is to be met by Citywide growth.
<b>Transport &amp; Traffic - Recoupment Items</b>								
TTR1	Glenfield Road & Dalman Parkway - Roundabout	\$1,029,108	\$467,084	\$562,024	\$0	55%	Lloyd growth	The facility has already been provided in advance of development. After allowing for the carryover of contributions collected under pre-existing plans and previous grants, the remaining cost of \$562,024 is to be met by Lloyd growth.
TTR2	Boorooma St & Avocet Drive - Roundabout	\$1,100,849	\$638,118	\$462,731	\$0	42%	Estella / Boorooma / Gobbagombalin growth	The facility has already been provided in advance of development. After allowing for the carryover of contributions collected under pre-existing plans and previous grants, the remaining cost of \$462,731 is to be met by Estella / Boorooma / Gobbagombalin growth.
TTR3	Boorooma St / Farrer Rd roundabout	\$642,267	\$398,524	\$243,743	\$0	38%	Estella / Boorooma / Gobbagombalin growth	The facility has already been provided in advance of development. After allowing for the carryover of contributions collected under pre-existing plans and previous grants, the remaining cost of \$243,743 is to be met by Estella / Boorooma / Gobbagombalin growth.

## Infrastructure cost apportionment details (cont)

	Project Description	Estimated Total Cost (\$INF)	S94 funds held and to be applied to item	Section 7.11 funding under this plan	Other funding	Effective apportionment of cost to future development (EAR%)	Work partly or fully attributable to	Cost apportionment summary description
<b>Open Space Land</b>								
LA1	Estella - Land Acquisition - New Local Park West of Rainbow Drive and Coment Place - 7.7 hectares	\$1,424,500	\$990,011	\$434,490	\$0	31%	Estella / Boorooma / Gobbagombalin growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$434,490 is to be met by those generating the demand for the infrastructure: i.e. the Estella / Boorooma / Gobbagombalin growth.
LA2	Gobbagombalin - Land Acquisition 2 local parks	\$456,950	\$0	\$456,950	\$0	100%	Estella / Boorooma / Gobbagombalin growth	There are no carry over contributions or anticipated grants for this item. The full cost is to be met by those generating the demand for the infrastructure: i.e. the Estella / Boorooma / Gobbagombalin growth.
LA3	Peter Hastie Oval and associated recreation area - Land Acquisition - 18 hectares	\$1,500,000	\$990,011	\$509,990	\$0	17% (Estella / Boorooma / Gobbagombalin growth) 17% (remainder of the City growth)	Estella / Boorooma / Gobbagombalin growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$509,990 is to be met by those generating the demand for the infrastructure: i.e. <ul style="list-style-type: none"> <li>• 50% attributable to Estella / Boorooma / Gobbagombalin growth</li> <li>• 50% attributable to growth in the remainder of the City.</li> </ul>
LA4	Lloyd - Land Acquisition - Local Park No. 3 - 1.9 hectares	\$351,500	\$311,189	\$254,995	\$0	11%	Lloyd growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$40,311 is to be met by those generating the demand for the infrastructure: i.e. the Lloyd growth.
LA5	Lloyd - Land Acquisition Local Park - Barton Avenue - 3.3 hectares	\$610,500	\$598,441	\$40,311	\$0	2%	Lloyd growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$12,059 is to be met by those generating the demand for the infrastructure: i.e. the Lloyd growth.
LA6	Lloyd - Land Acquisition Local Park - Central Lloyd 8.1 hectares	\$ 1,498,500	\$1,484,134	\$12,059	\$0	1%	Lloyd growth	After allowing for the carryover of contributions collected under pre-existing plans and anticipated future grants, the remaining cost of \$14,366 is to be met by those generating the demand for the infrastructure: i.e. the Lloyd growth.

	Project Description	Estimated Total Cost (\$INF)	S94 funds held and to be applied to item	Section 7.11 funding under this plan	Other funding	Effective apportionment of cost to future development (EAR%)	Work partly or fully attributable to	Cost apportionment summary description
<b>Borrowings</b>								
B1	Total Interest Low Cost Loans (Nett after subsidy)	\$1,517,880	\$0	\$1,517,880	\$0	100%	Citywide growth	The proposed borrowings will finance the early delivery of a number of projects across Wagga Wagga Wagga, that should in turn support an acceleration of the development anticipated across the City under this plan. These costs should be met by all the anticipated growth across the life of this plan.
B2	Total Interest Ordinary Loan (No subsidy)	\$4,160,166	\$0	\$4,160,166	\$0	100%	Citywide growth	The proposed borrowings will finance the early delivery of a number of projects across Wagga Wagga Wagga, that should in turn support an acceleration of the development anticipated across the City under this plan. These costs should be met by all the anticipated growth across the life of this plan.



## Environmental Planning and Assessment Regulation 2000

Current version for 6 July 2018 to date (accessed 31 August 2018 at 05:07)  
Part 4 T Division 1B T Clause 25J

### 25J Section 7.12 levy—determination of proposed cost of development

1. The proposed cost of carrying out development is to be determined by the consent authority, for the purpose of a section 7.12 levy, by adding up all the costs and expenses that have been or are to be incurred by the applicant in carrying out the development, including the following:
  - a) if the development involves the erection of a building, or the carrying out of engineering or construction work—the costs of or incidental to erecting the building, or carrying out the work, including the costs (if any) of and incidental to demolition, excavation and site preparation, decontamination or remediation,
  - b) if the development involves a change of use of land—the costs of or incidental to doing anything necessary to enable the use of the land to be changed,
  - c) if the development involves the subdivision of land—the costs of or incidental to preparing, executing and registering the plan of subdivision and any related covenants, easements or other rights.
2. For the purpose of determining the proposed cost of carrying out development, a consent authority may have regard to an estimate of the proposed cost of carrying out the development prepared by a person, or a person of a class, approved by the consent authority to provide such estimates.
3. The following costs and expenses are not to be included in any estimate or determination of the proposed cost of carrying out development:
  - a) the cost of the land on which the development is to be carried out,
  - b) the costs of any repairs to any building or works on the land that are to be retained in connection with the development,
  - c) the costs associated with marketing or financing the development (including interest on any loans),
  - d) the costs associated with legal work carried out or to be carried out in connection with the development,
  - e) project management costs associated with the development,
  - f) the cost of building insurance in respect of the development,
  - g) the costs of fittings and furnishings, including any refitting or refurbishing, associated with the development (except where the development involves an enlargement, expansion or intensification of a current use of land),
  - h) the costs of commercial stock inventory,
  - i) any taxes, levies or charges (other than GST) paid or payable in connection with the development by or under any law,
  - j) the costs of enabling access by disabled persons in respect of the development,
  - k) the costs of energy and water efficiency measures associated with the development,
  - l) the cost of any development that is provided as affordable housing,
  - m) the costs of any development that is the adaptive reuse of a heritage item.

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4. The proposed cost of carrying out development may be adjusted before payment, in accordance with a contributions plan, to reflect quarterly or annual variations to readily accessible index figures adopted by the plan (such as a Consumer Price Index) between the date the proposed cost was determined by the consent authority and the date the levy is required to be paid.
  5. To avoid doubt, nothing in this clause affects the determination of the fee payable for a development application.



## Contact us

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