

Appendix A

Reports to and Minutes of Coffs Harbour City Council Meetings

Minutes for this meeting will be confirmed at the Planning, Environment & Development Committee Meeting to be held in the Council Chambers, Council Administration Building, on 18 September 2003 commencing 5pm.



COFFS HARBOUR CITY COUNCIL
ORDINARY MEETING
(CITY BUSINESS UNITS COMMITTEE)
COUNCIL CHAMBERS
COUNCIL ADMINISTRATION BUILDING
COFF AND CASTLE STREETS, COFFS HARBOUR
4 September 2003
Commencing At 5.00pm

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COFFS HARBOUR CITY COUNCIL
ORDINARY MEETING
(CITY BUSINESS UNITS COMMITTEE)

4 September 2003

Mayor and Councillors

NOTICE OF MOTION

PACIFIC HIGHWAY UPGRADE

Purpose:

Councillor C McKimm has given notice of her intention to move:

- "1. That any proposed upgrade of the Pacific Highway or Inner Route options fails to address the strategic objectives approved by Coffs Harbour City Council.*
- 2. That Council advise the RTA, Department of Planning and State and Federal Government that a proper western bypass is the only acceptable option for the Coffs Harbour community.*
- 3. That the bypass planning focus on a western bypass consistent with the general approach espoused by the Coastal Ridgeway proposal.*
- 4. That the western bypass diverge from the existing highway at Englands Road to Red Hill and thereafter by the best available option to Grafton.*
- 5. That the northern and southern planning solutions be determined holistically to create the best long-term solution for the Coffs Harbour local government area.*
- 6. That council advise the relevant authorities that given the topography of the area, the best solution for Coffs Harbour will not be the cheapest solution.*
- 7. That the State Government be requested to urgently commit funds for completion of the Hogbin Drive extension to relieve the traffic congestion and safety problems created by the completion of the Chinderah bypass."*

cont'd

Pacific Highway Upgrade (cont'd)

Councillor K Rhoades has given notice of his intention to move:

- "1. *That Coffs Harbour City Council on behalf of the community advise the Coffs Harbour Highway Steering Committee and the NSW Government that it does not support the proposed option of upgrading the existing Pacific Highway from England's Road to Sapphire.*"
- "2. *That Coffs Harbour City Council on behalf of the community advise the Coffs Harbour Highway Steering Committee and the NSW Government that it does not support the proposed option known as the "Inner Corridor" of the Highway Planning Strategy.*"
- "3. *That Coffs Harbour City Council on behalf of the community advise the Coffs Harbour Highway Steering Committee and the NSW Government that it does not support the proposed option of upgrading the Pacific Highway through the township of Woolgoolga and also known as Option D of the Highway Planning Strategy for the Sapphire to Arrawarra section.*"
- "4. *That Coffs Harbour City Council on behalf of the community advise the Coffs Harbour Highway Steering Committee and the NSW Government that it does not support the proposed option of the deviation behind Woolgoolga also known as Option C of the Highway Planning Strategy for the Sapphire to Arrawarra section.*"
- "5. *That Coffs Harbour City Council on behalf of the community advise the Coffs Harbour Highway Steering Committee and the NSW Government that it does not support the proposed options of the deviation behind Woolgoolga also known as Option B1 and B2 of the Highway Planning Strategy for the Sapphire to Arrawarra section.*"

General Manager's Comments:

The above motions, if adopted by Council, will have a number of ramifications which need to be highlighted.

At the Council Public Forums on the Pacific Highway Planning Strategy, the following 15 points of consensus were reached:

- that this is a difficult issue;
- there will be winners and losers;
- that a unanimous decision will not be reached by the forum;
- there are a lot of risks associated with all options;
- to upgrade the existing Highway to National Highway standards as a solution for through traffic is not an option;
- the majority of people at the forum consider the inner corridor is not an option as a solution for through traffic;
- the final option should result in more people being better off from an acoustic point of view;
- most people at the forum agree the Coastal Ridgeway is the preferred option;
- the community wants safer movements on existing highway;

cont'd

Pacific Highway Upgrade (cont'd)

- solution should not impede the sustainable development of the City;
- southern access point for final option will be south of Englands Road;
- most northern access point will be north of Safety Beach Road;
- in view of Coffs Harbour's status as largest regional centre and its unique geographical position, the route selected should not necessarily be the cheapest, but should take into account all social, economic and environmental impacts;
- Council should not reach a decision on the preferred route until up-to-date information is available;
- the existing Highway and ring-road system be developed as part of the local road network.

One of the main points is:

"Council should not reach a decision on the preferred route until up-to-date information is available".

At this point in time Council does not have all the information on the various route options, in particular the "Coastal Ridgeway". Information on the Coastal Ridgeway option will not be available until November 2003.

The adoption of the above motions would result in a significant departure from the process for developing the strategy as outlined by the Steering Committee. At the Steering Committee Meeting held on 22 August 2003, the representatives from the Department of Infrastructure, Planning and Natural Resources and the Roads and Traffic Authority put forward the following:

"The steering committee representatives from the Roads and Traffic Authority (RTA) and Department of Infrastructure, Planning and Natural Resources (DIPNR) expressed concern in regard to Council taking a position on options for the Coffs Harbour Highway Planning Strategy prior to all investigations being completed, the details of the options being subject to public comment and the options being assessed through the Value Management process. The representatives expressed concern that any resolution by Council to determine a preferred option would restrict Council's representatives on the Committee from considering viable route options and may jeopardise the agreed process for the development of the Highway Planning Strategy."

Council could not form a position as outlined in the above motions and continue with the process accepted by the Steering Committee. Given the above comments, it is unlikely that the tripartite committee could continue to function if the motions are adopted. In this circumstance, it would be advisable for Council to request a new committee be established to deliver the outcomes Council seeks.

It is suggested that this new committee would have a greater whole of government approach and would include senior representatives from Government agencies as well as Council.

Other members could include the NRMA, Federal Department of Transport and Regional Services and the Premier's Department. A request would need to be made to the Premier or Minister for Roads for such a committee.

cont'd

Pacific Highway Upgrade (cont'd)

Recommendation:

It is recommended:

- 1. That Council await the completion of a Draft Pacific Highway Planning Strategy for Coffs Harbour before taking a position on any route options;**

or alternatively, if recommendation 1 is not adopted, it is recommended:

- 2. That Council make representations to the Minister for Roads to establish a new high level Interdepartmental Committee to deliver the Pacific Highway Planning Strategy for the Coffs Harbour Local Government area.**

The following document is the minutes of the Council and Committee Meeting held on Thursday, 4 September 2003. These minutes are subject to confirmation as to their accuracy at the next meeting to be held on 18 September 2003 and therefore subject to change.

Please refer to the minutes of the meeting of 18 September 2003 for confirmation.



COFFS HARBOUR CITY COUNCIL

ORDINARY MEETING

(CITY BUSINESS UNITS COMMITTEE)

COUNCIL CHAMBERS

COUNCIL ADMINISTRATION BUILDING

COFF AND CASTLE STREETS, COFFS HARBOUR

**4 September 2003
Commencing At 5.00pm**

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COFFS HARBOUR CITY COUNCIL
ORDINARY MEETING
(CITY BUSINESS UNITS COMMITTEE)

4 September 2003

Present: Councillors JC Bonfield (Mayor), PJ Howe, CM McKimm, IJ Ovens, WR Palmer, KD Rhoades, J Strom (Deputy Mayor), AD Williams and WA Wood.

Staff: General Manager, Director of City Services, Director of Corporate Services, Acting Director of City Business Units, Director of Planning, Environment and Development, City Parks Manager, Property Manager, Property & Commercial Services Manager, Caravan Parks Manager, Airport Manager

The meeting commenced at 5.10pm with the Mayor, Cr Bonfield in the chair.

PUBLIC ADDRESSES

Marlene Jacobs Notice of Motion - Pacific Highway Upgrade

Gail Latham Notice of Motion - Pacific Highway Upgrade

CONFIRMATION AND ADOPTION OF MINUTES

-
- 159** **RESOLVED** (Strom/Howe) that the minutes of the Planning Environment and Development Committee Meeting of 21 August 2003 be confirmed as a true and correct record of proceedings.
- 160** **RESOLVED** (Strom/Howe) that the minutes of the City Services Committee Meeting of 21 August 2003 be confirmed as a true and correct record of proceedings.

NOTICES OF MOTION

PACIFIC HIGHWAY UPGRADE

Cr Wood declared an interest in this item, vacated the Chamber and took no part in the discussion or voting, the reason being he is a member of the Coffs Harbour Pacific Highway Planning Strategy Steering Committee.

161 **MOVED** (McKimm/Rhoades)

1. That any proposed upgrade of the Pacific Highway or Inner Route options fails to address the strategic objectives approved by Coffs Harbour City Council.
2. That Council advise the RTA, Department of Planning and State and Federal Government that a proper western bypass is the only acceptable option for the Coffs Harbour community.
3. That the bypass planning focus on a western bypass consistent with the general approach espoused by the Coastal Ridgeway proposal.
4. That the western bypass diverge from the existing highway at or near Englands Road to Red Hill and thereafter by the best available option to Grafton with the intention that south and western Boambee and the Orara Valley be excluded from further consideration.
5. That the northern and southern planning solutions be determined holistically to create the best long-term solution for the Coffs Harbour local government area.
6. That council advise the relevant authorities that given the topography of the area, the best solution for Coffs Harbour will not be the cheapest solution.
7. That the State Government be requested to urgently commit funds for completion of the Hogbin Drive extension to relieve the traffic congestion and safety problems created by the completion of the Chinderah bypass.

The motion on being put to the meeting was carried unanimously.

162 **MOVED** (Rhoades/Strom) that Coffs Harbour City Council on behalf of the community advise the Coffs Harbour Highway Steering Committee and the NSW Government that it does not support the proposed option of upgrading the existing Pacific Highway from England's Road to Sapphire of the Highway Planning Strategy.

163 **MOVED** (Rhoades/Strom) that Coffs Harbour City Council on behalf of the community advise the Coffs Harbour Highway Steering Committee and the NSW Government that it does not support the proposed option known as the "Inner Corridor" of the Highway Planning Strategy.

- 164 **MOVED** (Rhoades/Strom) that Coffs Harbour City Council on behalf of the community advise the Coffs Harbour Highway Steering Committee and the NSW Government that it does not support the proposed option of upgrading the Pacific Highway through the township of Woolgoolga and also known as Option D of the Highway Planning Strategy for the Sapphire to Arrawarra section.
- 165 **MOVED** (Rhoades/Strom) that Coffs Harbour City Council on behalf of the community advise the Coffs Harbour Highway Steering Committee and the NSW Government that it does not support the proposed option of the deviation behind Woolgoolga also known as Option C of the Highway Planning Strategy for the Sapphire to Arrawarra section.
- 166 **MOVED** (Rhoades/Strom) that Coffs Harbour City Council on behalf of the community advise the Coffs Harbour Highway Steering Committee and the NSW Government that it does not support the proposed options of the deviation behind Woolgoolga also known as Option B1 and B2 of the Highway Planning Strategy for the Sapphire to Arrawarra section.

The motions on being put to the meeting were carried unanimously.

ADJOURNMENT OF MEETING

The Mayor declared a ten minute recess, the time being 6.38pm.

The meeting resumed at 6.48pm.

PUBLIC FORUM

The following persons addressed the meeting:

Barry Lee	Rescission motion and status of Paintball
Owen Rachford	Wildlife, Koalas and the Paintball development
Michael Worthing	Paintball development

MINUTES
29/10/03

The following document is the minutes of the Council and Committee Meetings held on Wednesday, 29 October 2003. These minutes are subject to confirmation as to their accuracy at the next meeting to be held on 6 November 2003 and therefore subject to change.

Please refer to the minutes of the meeting of 6 November 2003 for confirmation.



COFFS HARBOUR CITY COUNCIL

SPECIAL MEETING

COUNCIL CHAMBERS

COUNCIL ADMINISTRATION BUILDING

COFF AND CASTLE STREETS, COFFS HARBOUR

29 OCTOBER 2003

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COFFS HARBOUR CITY COUNCIL

SPECIAL MEETING

29 OCTOBER 2003

Present: Councillors J Bonfield (Mayor), C McKimm, I Ovens, K Rhoades, A Williams and W Wood.

Staff: General Manager, Director of City Services, Director of Planning, Environment & Development, Director of Corporate Services, Acting Director of City Business Unit and Executive Assistant

The meeting commenced at 5.30pm with the Mayor, Cr J Bonfield in the chair.

APOLOGY

- 208** **RESOLVED** (McKimm/Williams) that apologies received from Councillors Palmer, Strom and Howe for absence be received and leave be granted for the current meeting of Council.

GENERAL MANAGER'S REPORT

21 PACIFIC HIGHWAY BYPASS

The purpose of this report is to define a corridor that reflects Council's intention in its motions adopted in relation to the Pacific Highway at the City Business Units Committee meeting on 4 September 2003.

The report recommends the adoption of the plan (circulated separately to Councillors) as describing Council's preferred corridor for a Pacific Highway Bypass.

- 209** **RESOLVED** (McKimm/Williams) that Council adopt the road corridor outlined on the map as Council's preferred corridor option for the Pacific Highway Bypass.

Division

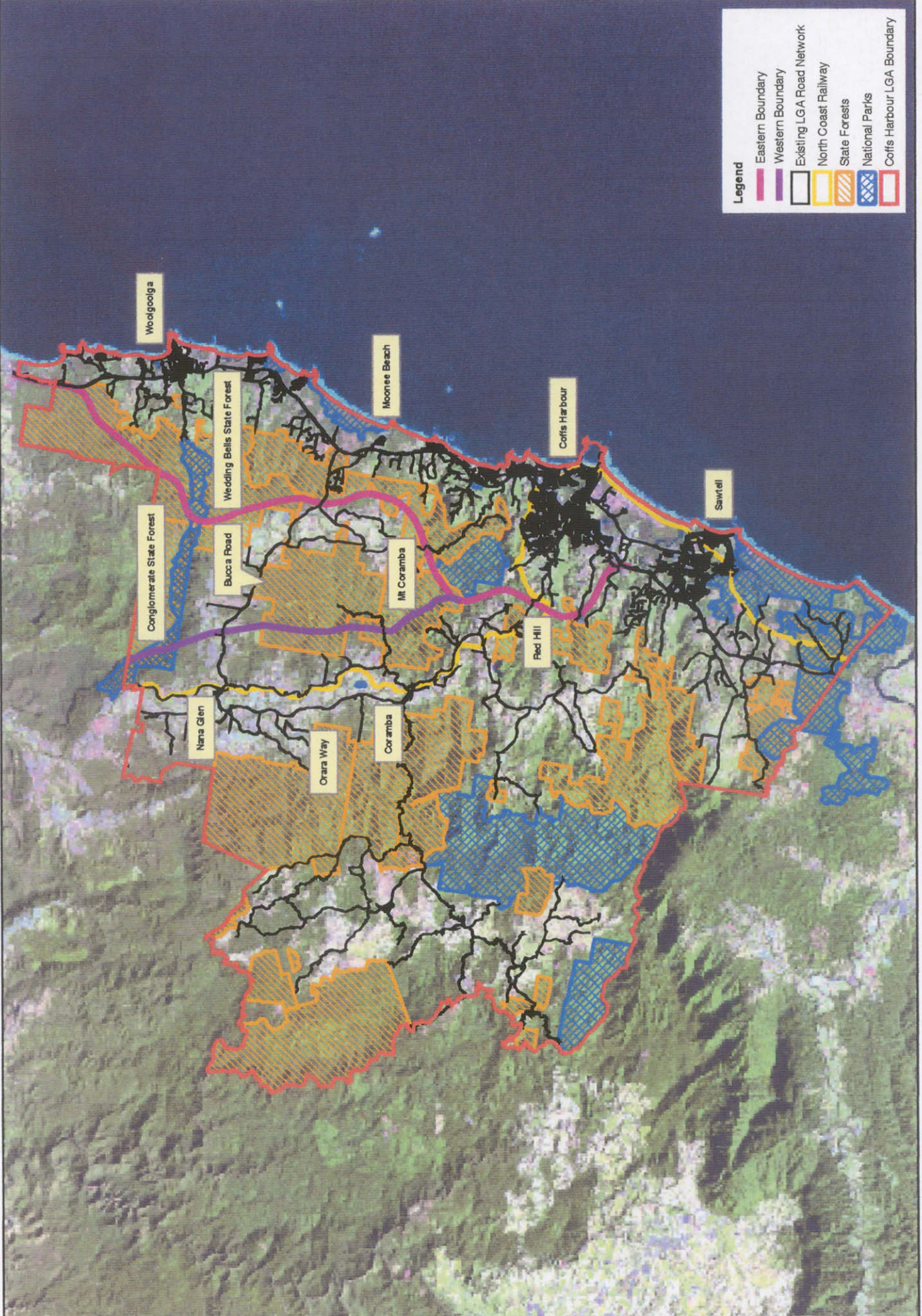
A division was duly demanded, and those member voting for an against the motion were recorded:

For	Against
Mayor J Bonfield	Cr W Wood
Cr C McKimm	
Cr I Ovens	
Cr K Rhoades	
Cr A Williams	

This concluded the business and the meeting closed at 6.00 pm.

Confirmed: 6 November 2003.

.....
J C Bonfield
Mayor



Legend

- Eastern Boundary
- Western Boundary
- Existing LGA Road Network
- North Coast Railway
- State Forests
- National Parks
- Coffs Harbour LGA Boundary

Wedgooliga

Moonsee Branch

Coffs Harbour

Sawtell

Wedding Bells State Forest

Conglomerate State Forest

Bucca Road

Mt Coramba

Red Hill

Nana Glen

Orara Way

Coramba

Appendix B

Economic Analysis of Route Options

DETAILED ECONOMIC ANALYSIS

PROJECT NAME: CHCC PREFERRED CORRIDOR OPTIONS

PARAMETER VALUES

General	
Base Year (for Discounting Purposes)	2018
Mortgaging Period (Years)	20
Annual Expansion Factor	350
Discount Rate	7%
Evaluation Period (years from opening)	30
Travel Cost Parameters	
VOC per Vehicle Km	\$0.27
Value of Time per hour	\$23.03
Accident Costs per MKVT	
Weighted Average Cost for a road network	\$61,500

CAPITAL COST (\$M)

CRW/Option A	Western Bucca Valley/Option A	Western Bucca Valley/Sherwood Creek	Western Bucca Valley/Corindi River
	\$1,281	\$1,025	\$1,652
			\$1,064

NETWORK MODEL DATA (Average Weekday)

	Base		CRW/Option A		Western Bucca Valley/Option A		Western Bucca Valley/Sherwood Creek		Western Bucca Valley/Corindi River	
	2001	2021	2001	2021	2001	2021	2001	2021	2001	2021
Vehicle Kilometres of Travel (VKT)										
Vehicle Travel	2,140,767	3,472,463	2,165,729	3,492,826	2,154,129	3,469,626	2,125,361	3,459,601	2,108,466	3,419,231
Vehicle Hours of Travel (VHT)										
Vehicle Hours	39,969	67,513	40,103	64,564	39,998	64,353	39,845	64,565	39,692	64,198
Average Speed (km/hr)	53.6	51.4	54.0	54.1	53.9	53.9	53.3	53.6	53.1	53.3

PRESENT VALUE OF CHANGE IN MAINTENANCE COSTS (\$M)

Scenario	30 Year Period		10 Year Period	
	PVB (\$M)	NPV (\$M)	PVB (\$M)	NPV (\$M)
CRW/Option A	6.16	5.28	3.64	3.64
Western Bucca Valley/Option A	5.83	5.01	3.45	3.45
Western Bucca Valley/Sherwood Ck	5.74	4.93	3.39	3.39
Western Bucca Valley/Corindi River	5.39	4.62	3.17	3.17

RESULTS OF ECONOMIC ANALYSIS

Scenario	PVC (\$M)	30 Year Period		20 Year Period		10 Year Period		FYRR
		PVB (\$M)	NPV (\$M)	PVB (\$M)	NPV (\$M)	PVB (\$M)	NPV (\$M)	
CRW/Option A	\$1,089	\$333	-\$762.40	0.30	\$261	-\$833.51	0.24	1.54%
Western Bucca Valley/Option A	\$871	\$384	-\$493.23	0.44	\$302	-\$573.90	0.35	2.29%
Western Bucca Valley/Sherwood Ck	\$1,404	\$350	-\$1,059.73	0.25	\$278	-\$1,130.90	0.20	1.36%
Western Bucca Valley/Corindi River	\$904	\$443	-\$466.86	0.49	\$353	-\$555.62	0.39	2.72%

TRAVEL AND ACCIDENT COSTS (\$M)

	Base		CRW/Option A		Western Bucca Valley/Option A		Western Bucca Valley/Sherwood Creek		Western Bucca Valley/Corindi River	
	2001	2021	2001	2021	2001	2021	2001	2021	2001	2021
Vehicle Operating Costs	\$0.578	\$0.938	\$0.585	\$0.943	\$0.582	\$0.937	\$0.574	\$0.934	\$0.569	\$0.923
Travel Time Costs	\$0.920	\$1.555	\$0.921	\$1.467	\$0.921	\$1.462	\$0.918	\$1.467	\$0.914	\$1.478
Accident Costs	\$0.132	\$0.214	\$0.133	\$0.213	\$0.132	\$0.213	\$0.130	\$0.210	\$0.130	\$0.210
Daily Travel Costs	\$1.630	\$2.706	\$1.642	\$2.645	\$1.635	\$2.632	\$1.622	\$2.634	\$1.613	\$2.612
Annual Travel Costs	\$5.71	\$9.47	\$5.75	\$9.26	\$5.72	\$9.21	\$5.68	\$9.22	\$5.65	\$9.14

YEARLY CASH FLOWS (\$M) - BENEFITS

Year	Base		CRW/Option A		Western Bucca Valley/Option A		Western Bucca Valley/Sherwood Creek		Western Bucca Valley/Corindi River	
	Discounted		Discounted		Discounted		Discounted		Discounted	
2001	\$571	\$575	\$572	\$576	\$572	\$576	\$568	\$570	\$565	\$568
2002	\$689	\$692	\$690	\$692	\$690	\$692	\$682	\$687	\$682	\$687
2003	\$608	\$610	\$607	\$610	\$607	\$610	\$603	\$607	\$601	\$607
2004	\$627	\$627	\$625	\$625	\$625	\$627	\$621	\$621	\$617	\$617
2005	\$646	\$645	\$645	\$645	\$645	\$645	\$639	\$642	\$634	\$642
2006	\$665	\$662	\$660	\$662	\$660	\$662	\$656	\$659	\$652	\$659
2007	\$684	\$680	\$677	\$680	\$677	\$680	\$674	\$677	\$669	\$677
2008	\$697	\$694	\$691	\$694	\$691	\$694	\$684	\$687	\$682	\$687
2009	\$721	\$702	\$712	\$702	\$712	\$709	\$709	\$704	\$704	\$704
2010	\$740	\$733	\$729	\$733	\$729	\$733	\$727	\$727	\$722	\$727
2011	\$759	\$750	\$747	\$750	\$747	\$750	\$745	\$745	\$739	\$745
2012	\$778	\$768	\$764	\$768	\$764	\$768	\$762	\$762	\$757	\$762
2013	\$796	\$785	\$772	\$785	\$772	\$780	\$780	\$774	\$774	\$774
2014	\$815	\$803	\$799	\$803	\$799	\$803	\$798	\$798	\$792	\$792
2015	\$834	\$820	\$817	\$820	\$817	\$816	\$816	\$809	\$809	\$809
2016	\$852	\$838	\$834	\$838	\$834	\$833	\$833	\$827	\$827	\$827
2017	\$870	\$855	\$851	\$855	\$851	\$851	\$851	\$844	\$844	\$844
2018	\$889	\$873	\$869	\$873	\$869	\$869	\$866	\$869	\$862	\$869
2019	\$909	\$891	\$886	\$891	\$886	\$886	\$886	\$879	\$879	\$879
2020	\$928	\$908	\$904	\$908	\$904	\$904	\$904	\$897	\$897	\$897
2021	\$947	\$926	\$921	\$926	\$921	\$922	\$922	\$914	\$914	\$914
2022	\$966	\$943	\$939	\$943	\$939	\$940	\$940	\$932	\$932	\$932
2023	\$985	\$961	\$956	\$961	\$956	\$957	\$957	\$949	\$949	\$949
2024	\$1,004	\$978	\$974	\$978	\$974	\$975	\$975	\$967	\$967	\$967
2025	\$1,022	\$996	\$991	\$996	\$991	\$993	\$993	\$984	\$984	\$984
2026	\$1,041	\$1,013	\$1,009	\$1,013	\$1,009	\$1,010	\$1,010	\$1,002	\$1,002	\$1,002
2027	\$1,060	\$1,031	\$1,028	\$1,031	\$1,028	\$1,028	\$1,028	\$1,019	\$1,019	\$1,019
2028	\$1,079	\$1,048	\$1,043	\$1,048	\$1,043	\$1,046	\$1,046	\$1,037	\$1,037	\$1,037
2029	\$1,098	\$1,066	\$1,061	\$1,066	\$1,061	\$1,063	\$1,063	\$1,054	\$1,054	\$1,054
2030	\$1,117	\$1,084	\$1,078	\$1,084	\$1,078	\$1,081	\$1,081	\$1,072	\$1,072	\$1,072
2031	\$1,135	\$1,101	\$1,096	\$1,101	\$1,096	\$1,099	\$1,099	\$1,089	\$1,089	\$1,089
2032	\$1,154	\$1,119	\$1,113	\$1,119	\$1,113	\$1,117	\$1,117	\$1,106	\$1,106	\$1,106
2033	\$1,173	\$1,136	\$1,131	\$1,136	\$1,131	\$1,134	\$1,134	\$1,124	\$1,124	\$1,124
2034	\$1,192	\$1,154	\$1,148	\$1,154	\$1,148	\$1,152	\$1,152	\$1,141	\$1,141	\$1,141
2035	\$1,211	\$1,171	\$1,166	\$1,171	\$1,166	\$1,170	\$1,170	\$1,159	\$1,159	\$1,159
2036	\$1,229	\$1,189	\$1,183	\$1,189	\$1,183	\$1,187	\$1,187	\$1,176	\$1,176	\$1,176
2037	\$1,248	\$1,207	\$1,202	\$1,207	\$1,202	\$1,205	\$1,205	\$1,194	\$1,194	\$1,194
2038	\$1,267	\$1,224	\$1,218	\$1,224	\$1,218	\$1,223	\$1,223	\$1,211	\$1,211	\$1,211
2039	\$1,286	\$1,242	\$1,235	\$1,242	\$1,235	\$1,240	\$1,240	\$1,229	\$1,229	\$1,229
2040	\$1,305	\$1,259	\$1,253	\$1,259	\$1,253	\$1,258	\$1,258	\$1,246	\$1,246	\$1,246
2041	\$1,324	\$1,277	\$1,270	\$1,277	\$1,270	\$1,276	\$1,276	\$1,264	\$1,264	\$1,264
2042	\$1,342	\$1,294	\$1,288	\$1,294	\$1,288	\$1,294	\$1,294	\$1,281	\$1,281	\$1,281
2043	\$1,361	\$1,312	\$1,305	\$1,312	\$1,305	\$1,311	\$1,311	\$1,299	\$1,299	\$1,299
2044	\$1,380	\$1,329	\$1,323	\$1,329	\$1,323	\$1,329	\$1,329	\$1,316	\$1,316	\$1,316
2045	\$1,399	\$1,347	\$1,340	\$1,347	\$1,340	\$1,347	\$1,347	\$1,334	\$1,334	\$1,334
2046	\$1,418	\$1,366	\$1,357	\$1,366	\$1,357	\$1,364	\$1,364	\$1,351	\$1,351	\$1,351
2047	\$1,437	\$1,382	\$1,375	\$1,382	\$1,375	\$1,382	\$1,382	\$1,369	\$1,369	\$1,369
2048	\$1,455	\$1,400	\$1,392	\$1,400	\$1,392	\$1,394	\$1,394	\$1,386	\$1,386	\$1,386
2049	\$1,474	\$1,417	\$1,410	\$1,417	\$1,410	\$1,418	\$1,418	\$1,404	\$1,404	\$1,404
2050	\$1,493	\$1,435	\$1,427	\$1,435	\$1,427	\$1,435	\$1,435	\$1,421	\$1,421	\$1,421
2051	\$1,512	\$1,452	\$1,445	\$1,452	\$1,445	\$1,453	\$1,453	\$1,439	\$1,439	\$1,439
2052	\$1,531	\$1,470	\$1,462	\$1,470	\$1,462	\$1,471	\$1,471	\$1,456	\$1,456	\$1,456
2053	\$1,550	\$1,488	\$1,480	\$1,488	\$1,480	\$1,488	\$1,488	\$1,474	\$1,474	\$1,474
Discounted Costs										
10 Year Period	\$5,398	\$5,246	\$5,220	\$5,246	\$5,220	\$5,232	\$5,232	\$5,186	\$5,186	\$5,186
20 Year Period	\$8,621	\$8,360	\$8,318	\$8,360	\$8,318	\$8,342	\$8,342	\$8,267	\$8,267	\$8,267
30 Year Period	\$10,503	\$10,170	\$10,119	\$10,170	\$10,119	\$10,153	\$10,153	\$10,060	\$10,060	\$10,060
Present Value of Benefits										
10 Year Period	\$151	\$151	\$177	\$151	\$177	\$166	\$166	\$212	\$212	\$212
20 Year Period	\$261	\$261	\$302	\$261	\$302	\$278	\$278	\$353	\$353	\$353
30 Year Period	\$333	\$333	\$384	\$333	\$384	\$350	\$350	\$443	\$443	\$443

YEARLY CASH FLOWS (\$M) - CAPITAL COSTS

Year	CRW/Option A		Western Bucca Valley/Option A		Western Bucca Valley/Sherwood Creek		Western Bucca Valley/Corindi River	
	Discounted		Discounted		Discounted		Discounted	
2018	\$213.5	\$213.5	\$170.8	\$170.8	\$170.8	\$275.3	\$177.3	\$177.3
2019	\$213.5	\$199.5	\$170.8	\$159.7	\$170.8	\$275.3	\$177.3	\$165.7
2020	\$213.5	\$186.5	\$170.8	\$149.2	\$170.8	\$275.3	\$177.3	\$154.9
2021	\$213.5	\$174.3	\$170.8	\$139.5	\$170.8	\$275.3	\$177.3	\$144.8
2022	\$213.5	\$162.9	\$170.8	\$130.3	\$170.8	\$275.3	\$177.3	\$135.3
2023	\$213.5	\$152.2	\$170.8	\$121.8	\$170.8	\$275.3	\$177.3	\$126.4
Total	\$1,281	\$1,089	\$1,029	\$871	\$1,029	\$1,692	\$1,064	\$904

Notes:

- 1 This benefit cost analysis has been carried out for strategic purposes only
- 2 The analysis of CRW/Option A has been calculated by combining the travel statistics from the independent assessments for each option, with additional allowance for the section from Arawarra Creek to Halfway Creek
- 3 The analysis of Western Extension/Option A has been calculated from the results for the CRW/Option A by reducing the VHT and VKT travel statistics by 2.9km.
- 4 The analysis of Western Extension/Sherwood Creek has been calculated from the results for the CRW/Option A by reducing the VHT and VKT travel statistics by 3.7km.
- 5 The analysis of Western Extension/Corindi River has been calculated from the results for the CRW/Option A by reducing the VHT and VKT travel statistics by 8.2km.