

Contributions Plan No.12

# BALMORAL ROAD RELEASE AREA

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THE  
HILLS  
Sydney's Garden Shire



**The Hills Shire Council**

**June 2020**

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## 1. SUMMARY

This plan is The Hills Section 7.11 Contributions Plan (CP) No.12 – Balmoral Road Release Area.

The contributions received from this plan will provide for both active and passive open space (pedestrian/cycle links, parks, playgrounds etc), land for community facilities, road works, water management works (completed) and administration costs.

The open space, community facilities and road works to be provided will contribute towards satisfying the needs of the incoming population of the Balmoral Road Release Area. The additional population estimated to occur as a result of the development of this area is 15,728 persons.

The costs of required community facilities, open space, road works and administrative tasks are summarised below.

### Work Schedule: Cost per Category (base cost)

OPEN SPACE	AMOUNT (\$)
Land	121,635,456
Works	39,550,041
<b>Sub total</b>	<b>161,185,497</b>
TRANSPORT	AMOUNT (\$)
Works	36,080,030
<b>Sub total</b>	<b>36,080,030</b>
COMMUNITY FACILITIES	AMOUNT (\$)
Land	2,148,032
<b>Sub total</b>	<b>2,148,032</b>
WATER MANAGEMENT	AMOUNT (\$)
Capital	822,858
<b>Sub total</b>	<b>822,858</b>
ADMINISTRATION	AMOUNT (\$)
<b>Sub total</b>	<b>1,146,794</b>
TOTAL WORKS	AMOUNT (\$)
<b>Total</b>	<b>201,383,211</b>

## Development Timetable

It is anticipated that expenditure will occur on a pro-rata basis in accordance with the development path as outlined in Table below.

Year	% of Population
2006/2007	42%
2007/2008	
2008/2009	
2009/2010	
2010/2011	
2011/2012	
2012/2013	
2013/2014	
2014/2015	
2015/2016	
2016/2017	
2017/2018	15%
2018/2019	14%
2019/2020	17%
2020/2021	17%
2021/2022	14%
2022/2023	13%
2023/2024	11%
2024/2025	0%
2025/2026	0%

## Contributions by Category (2019/2020)

Facility Type	Unit	\$: Rate
Open Space - Land	Per Person	\$8,266.72
Open Space - Capital	Per Person	\$2,619.96
Transport Facilities - Capital	Per Person	\$2,869.71
Community Facilities - Land	Per Person	\$82.30
Administration	Per Person	\$7.54
<b>TOTAL</b>		<b>\$13,846.23</b>

## Contributions by Dwelling Type (2019/2020)

Dwelling Type	\$: Rate Per Dwelling
Subdivision, Dwelling Houses and Dual Occupancies	\$46,384.87
Integrated Housing	\$41,538.69
Senior Housing/Boarding House Rooms	\$16,615.48
Multi Unit Housing:	
1 Bedroom	\$20,215.50
2 Bedroom	\$28,800.16
3 Bedroom	\$35,861.74
4 bedroom	\$47,769.50

\* Multi Unit Housing includes Attached Dwellings, Multi Dwelling Housing and Residential Flat Buildings

## **2. INTRODUCTION**

### **2.1 Basic Principles of Section 7.11**

Under Section 7.11 of the Environmental Planning and Assessment Act 1979 (*EP&A Act*) Council has the power to levy contributions from developers for public amenities and services required because of development.

The three general principles in applying Section 7.11 contributions are:

1. A contribution must be for, or relate to, a planning purpose;
2. A contribution must fairly and reasonably relate to the subject development; and
3. The contribution must be such that a reasonable planning authority, duly appreciating its statutory duties, could have properly imposed.

Under the provisions of Section 7.11 Council may either:

- Require land to be dedicated free of cost;
- Require money to be contributed for works or facilities to be provided in the future;
- Require money to be contributed towards the cost of works or facilities already provided in anticipation of development;
- Accept the provision of a material public benefit, or works in kind, in satisfaction of Section 7.11 requirements; or
- Require or accept a combination of any of the above.

The ability to levy developers for the provision of essential public facilities and services is considerably important to The Hills Shire. This "user pays" approach can significantly reduce the financial burden of new urban development on existing Shire residents.

One of the fundamental responsibilities of any Council in imposing Section 7.11 contributions is to ensure that the contributions levied are reasonable. That is, the works and facilities to be provided must be a direct consequence of the development on which the contributions are levied. They must not unnecessarily inflate development costs. Therefore, contributions are limited to essential or base-line works and facilities considered necessary to sustain acceptable urban development.

Within reason every new resident within the Balmoral Road Release Area will enjoy equal levels of service in terms of the range of public facilities and services being levied for under this plan. In this respect the plan regards the Balmoral Road Release Area (as outlined in a bold black line on Map No.1) as one precinct.

### **2.2 Name of Plan**

This Contributions Plan is called 'Contributions Plan No.12 – Balmoral Road Release Area'. The plan consists of this document and accompanying appendices and maps.

## 2.3 Land to which Plan Applies

This Contributions Plan applies to the Balmoral Road Release Area within the local government area of The Hills as outlined in a bold black line shown on Map No.1 below.

**MAP NO. 1 – LAND TO WHICH THIS PLAN APPLIES**



## **2.4 Purpose of this Development Contributions Plan**

The purpose of this Contributions Plan is to:

- a. Authorise the Council to impose conditions under Section 7.11 of the EP&A Act when granting consent to development on land to which this plan applies.
- b. Provide an administrative framework under which contributions may be collected and expended to address the public facility and service needs of the incoming population of the Balmoral Road Release Area
- c. Outline the anticipated demand for public facilities and services arising from the development of the Balmoral Road Release Area.
- d. Reasonably apportion, where appropriate, the cost of providing the necessary public facilities and services to new development and ensure that the existing community is not burdened by the provision of such public facilities and services.
- e. Provide a basis for determining fair and reasonable developer contributions.
- f. Outline the location, estimated cost, and staging of public facilities and services to be provided.
- g. Facilitate proper financial management and accountability for the assessment of contribution requirements and the expenditure of contributions received.

## **2.5 Application of the Plan**

When a development application for residential development is lodged and relates to land to which this plan applies, Council shall levy contributions on development in accordance with the provisions of this Plan.

A Contributions Plan becomes part of the development control process under the EP&A Act by virtue of Sections 4.17 and 7.11. The provisions of this plan are one of a number of considerations that are relevant when Council determines a development application in accordance with Section 4.16 of the Act.

## **2.6 Exemptions**

As stated in Section 2.4 this Contributions Plan applies to all development applications for all forms of residential development. The only exemptions allowed are those the subject of a direction from the Minister for Planning under Section 7.17 of the EP&A Act.

## **2.7 Operation of the Plan**

This Contributions Plan has been made under the provisions of Section 7.11 of the EP&A Act and Part 4 of the Environmental Planning & Assessment Regulation, 2000 ("*EP&A Regulation*"). As required under clause 27(2) of the Regulation this plan has been prepared having regard to the Development Contributions Practice Notes issued by the Department of Infrastructure Planning & Natural Resources (now the Department of Planning and Environment) in July 2005. The plan takes effect from the date on which a public notice was published, pursuant to clause 31(4) of the EP&A Regulation.

This plan was adopted by The Hills Shire Council on 19 September 2006 and came into



effect on 26 September 2006. Amendments to this plan were adopted by The Hills Shire Council on 9 June 2020 and came into effect on 23 June 2020.

## **2.8 Relationship with other Plans, Policies and Documents**

This Contributions Plan supplements the provisions of The Hills Local Environmental Plan 2019 (LEP 2019). To enable a greater understanding of this Contributions Plan, the following documentation can be read:

- LEP 2019 and Development Control Plans as they relate to the Balmoral Road Release Area; and
- Any relevant background studies referred to in the following sections of this plan.

The above documents were used in the preparation of this plan and can be purchased or viewed at Council upon request.

To assist with the interpretation of the Contributions Plan, definitions relevant to the Contributions Plan have been included in Appendix D.

## **2.9 Method of Payment**

Council will accept Section 7.11 payments in one, or a combination, of the following ways:

### **Monetary Contribution**

This is the most common method of payment. However, as discussed below, payment can be offset by providing a material public benefit that is identified in the Contributions Plan.

### **Material Public Benefit (Works-in-Kind)**

Where an applicant makes a written request and Council in its absolute discretion determines that it is appropriate, an applicant may provide a material public benefit (commonly referred to as works-in-kind) in part, or full, satisfaction of a monetary contribution. Any written request must demonstrate that the works in kind are of equivalent or greater benefit to the community compared to what has been identified under this Contributions Plan. The proposed works in kind offset must be included in the conditions of consent or a S4.55 modification of the consent, to reflect the proposed offset, will be required.

The works must be included in the works schedule as set out in Appendices A-D. The cost of the work will be offset against the contribution required for the same facility category only. For example if the works relate to the embellishment of a local park the cost of the works would be offset against the required open space contribution. The amount of the offset will be as agreed by Council and will not exceed the cost allocation for the works included in the Contributions Plan.

In assessing such a request, Council will generally take into account the following:

- whether the proposed work in kind will be to a suitable standard for Council to eventually accept;

- finalisation of, or consistency with, the detailed design of the facilities;
- the submission of plans and cost estimates to Council of the proposed works to be undertaken by the applicant;
- whether the location, siting and design of the proposed works has regard to the Development Control Plans applying to the Balmoral Road Release Area and this Contributions Plan;
- the timing of completion and future recurrent costs including staffing and maintenance and future management (particularly if a work to a higher standard is proposed);
- Council may consider works to a higher standard than the Contributions Plan allowance, however no reimbursement of additional costs will be provided;
- the financial implications for cash flow and whether the proposed works pre-empt the future orderly implementation of the works as identified in the works schedule; and
- Future dedication, handover and management arrangements.

### **Dedication of Land (identified within this Contributions Plan)**

Council will generally not accept the dedication of land (identified for public purposes under this plan) to offset the required monetary contribution. Rather the developer will be required to pay the full contribution relating to land acquisition. The value of land can then be negotiated separately between the applicant and Council, and a value formally agreed upon prior to payment. An appropriate condition may be included in any consent applying to land identified for public purposes to ensure that the land is transferred to Council. These consents would require satisfactory arrangements being made with Council's Manager – Special Property Projects.

### **Dedication of Land (not identified within this Contributions Plan)**

All local roads and associated asset relocation, water management devices, footpaths, street tree planting, traffic management devices and treatment (both temporary and permanent) not identified for funding under this plan and located within or adjacent to the Precinct shall be completed as part of the works associated with individual developments within the Precincts and shall be provided (including the dedication of land) at no cost to Council. While these works (and the land on which they are located) will serve a public purpose, this plan does not include any value for the completion of works on this land or the subsequent acquisition of this land.

Unless the completion of works and subsequent acquisition of the land on which the works are located is specifically identified within the Works Schedule to this Plan, with funding specifically identified for this purpose, the completion of any works and dedication of the land on which the works are located will be at no cost to Council and the Developer will not be eligible for any reimbursement or offset or reduction in Section 7.11 contributions payable as a result of works completed and/or land dedicated to Council at no cost to the Council, for a public purpose.

## 2.10 Planning Agreements

In accordance with Section 7.4(1) of the EP&A Act a planning agreement is a voluntary agreement or arrangement between a planning authority and a developer under which the developer agrees to make contributions towards a public purpose. A planning agreement may wholly or partly exclude the application of Section 7.11 to the development that is subject of the agreement.

The provisions of Sections 7.4 to 7.10 of the EP&A Act and accompanying Regulation prescribe the contents, form, subject matter and procedures for making planning agreements.

Any person seeking to enter into a planning agreement should in the first instance submit a proposal in writing to Council, documenting the planning benefits and how the proposal would address the demands created by development for new public infrastructure, amenities and services.

## 2.11 When must Contributions be Paid?

Section 7.11 contributions must be paid in full, as follows:

- **Development Applications involving subdivision only:** Prior to the issue of a Subdivision Certificate
- **Development Applications involving building work only:** where conditions of consent require the payment of a contribution: Prior to the issue of a Construction Certificate
- **Combined Development Applications for Subdivision and Building Works:** Prior to the issue of a Construction Certificate. If individual construction certificates are submitted for each dwelling, payment is required in full for the total development or stage (as approved in accordance with Section 4.4 of this plan) prior to the issue of a construction certificate for the first dwelling.
- **Combined Development Applications for development and building works:** where conditions of consent require the payment of a contribution: Prior to the issue of a Construction Certificate.

## 2.12 Deferred or Periodic Payment

Council will only permit deferred or periodic payment where development is staged. The stages of development and relevant contribution payment for each stage must be clearly documented in the conditions of consent. In this regard Section 4.55 modification of consent is required if proposed staging of development is not reflected in the original consent.

For development which is staged, Section 7.11 contributions must be paid at the rate applicable at the time of subdivision or construction certificate, for at least the number of additional lots/dwellings for which subdivision or construction certificate release is sought.

For each stage, the calculation of the number of lots/dwellings for which contributions are payable will count any residue lot as a single lot.

For example:

- Stage 1    20 residential lots and one residue lot are created from one original lot. Contributions would be payable for 20 lots (20 + 1 residue less 1 existing lot).
- Stage 2    20 residential lots are created from the residue lot. Contributions would be payable for 19 lots (20 lots less the one existing residue lot).

This method ensures that contributions are paid for the total number of additional lots created from an original lot/s. In the example, 40 lots are created from 1 existing lot and contributions are payable for 39 additional lots.

\* Refer Section 2.16.

## **2.13 Construction certificates and the obligation of accredited certifiers**

In accordance with Section 7.21 of the EP&A Act and clause 10.3 of the EP&A Regulation, a certifying authority must not issue a construction certificate for building work or subdivision work under a development consent unless it has verified that each condition requiring the payment of monetary contributions has been satisfied.

In particular, the certifier must ensure that the applicant provides a receipt confirming that contributions have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council in accordance with clause 142(2) of the EP&A Regulation. Failure to follow this procedure may render such a certificate invalid.

## **2.14 Complying development and the obligation of accredited certifiers**

In accordance with Section 7.21 of the EP&A Act accredited certifiers must impose a condition requiring monetary contributions in accordance with this Contributions Plan. This would include, but not be limited to monetary contributions associated with dwelling houses on allotments where no previous contributions under Section 7.11 has been made.

The conditions imposed must be consistent with Council's standard Section 7.11 consent conditions and be strictly in accordance with this Contributions Plan. It is the professional responsibility of the accredited certifiers to accurately calculate the contribution and to apply the Section 7.11 condition correctly.

## **2.15 Credit & Offsets for Works in Kind**

There may be cases where an applicant carries out works in kind, which are included in the Schedule of Works in this Contributions Plan but cost of which exceeds the contribution required for that facility category. In these situations the applicant may, at Council's sole discretion, be reimbursed for the cost of the works that:-

- exceed the contribution due within that facility category, and
- have been approved by Council as being consistent with the contribution plan and eligible for reimbursement, prior to the commencement of works.

## **2.16 Credit for Existing Development**

The existing population of the Balmoral Road Release Area on 13 April 2006, being the date upon which council's previous LEP (Baulkham Hills LEP 2005) Amendment No. 5 came into effect, was approximately 1,252 persons. The infrastructure to be levied for under this Contributions Plan is required as a direct consequence of the urbanisation of the Balmoral Road Release Area. The payment of contributions is therefore applicable to any residential development which will increase the population over and above that which existed on 13 April 2006, and which will create a demand for the provision of such infrastructure.

For the purposes of calculating contributions payable under this plan a credit will be made available for any existing lot with an approved dwelling that existed on or before 13 April 2006.

However, any parcel that was vacant on or prior to the 13 April 2006 which did not generate a demand for works or facilities of the type to be levied for under this plan, and for which no previous contribution under Section 7.11 of the EP&A Act, 1979 has been made, shall upon subdivision or development for residential purposes be liable for the payment of contributions in accordance with this Contributions Plan.

In short, Section 7.11 credits will not apply to existing vacant parcels.

## **2.17 Savings and Transitional Provisions**

A development application which has been submitted prior to the adoption of this plan but not determined shall be determined in accordance with the provisions of the plan which applied at the date of determination of the application.

## **2.18 Pooling of Contributions**

This plan expressly authorises monetary Section 7.11 contributions paid for different purposes to be pooled and applied (progressively or otherwise) for those purposes. The priorities for the expenditure of the levies are shown in the works schedule.

## **2.19 Calculation of Contributions**

### ***Net Present Value Method***

The contribution formula has been arrived at having regard to the Development Contribution Practice Notes issued by the then Department Infrastructure Planning and Natural Resources (DIPNR) in July 2005. These notes provides Council with two options, either a calculation based on nominal values or a net present value (NPV) methodology.

To ensure that the value of contributions is not eroded over time, the proposed method of contribution calculation is based upon a NPV methodology. This approach is a standard financial accounting tool which discounts future cash flows to account for the fact that funds received or spent today are worth more than future funds.

### ***Contributions Formula***

The formula uses a discounted cash flow model, to calculate the contribution rate per person. The model covers a period of 19 years (life of the Contributions Plan). The following elements are used in this calculation:

### ***Land Acquisition Index***

The land acquisition indexation assumption is based upon an average of the annual percentage change in the Australian Bureau of Statistics Established House Price index for Sydney over the past 15 years from June 2003 to June 2017.

### **Capital Expenditure Index**

The capital expenditure indexation assumption is based upon an average of the annual percentage change in the Australian Bureau of Statistics Producer Price Index for New South Wales over the past 15 years from June 2003 to June 2017. Open space and community facility expenditure is indexed based on the Producer Price Index (Non-Residential Building Construction). Transport and traffic expenditure is indexed based on the Producer Price Index (Road and Bridge Construction).

### **Administrative Costs Index**

Administrative costs will be indexed at 2.5% which represents the midpoint of the Reserve Bank of Australia's inflation target of 2-3%, on average over the cycle.

### **Indexed Expenditure**

Total of Indexed land acquisition, capital and administrative costs.

### **Revenue Projections**

Revenue will be indexed at 2.5% which represents the midpoint of the Reserve Bank of Australia's inflation target of 2-3%, on average over the cycle.

### **Cash Flow**

A cash flow projection will be prepared using the above elements over the life of the Contributions Plan. The cash flow is the difference between the Indexed Expenditure and the Revenue Projections.

### **Discount Rate**

A discount rate of 4.1% is applied, as recommended by the Independent Pricing and Regulatory Tribunal in the Fact Sheet – Latest discount rate for local infrastructure contributions plans published on 19 February 2018.

### **Formula**

The Contribution rate per person is determined on the basis that the NPV (Net Cash Flow) at the Discount Rate over the total life of the plan is neutral. This is calculated using the following formula for each facility category:

$$PV(Costs) = PV(Revenue)$$

$$PV(costs) = N_1 * DC + \frac{N_2 * DC}{(1+r)} + .... + \frac{N_t * DC}{(1+r)^t}$$

Where: N (i) = No. of persons in year (i)  
DC = development contribution (\$ in year 1 of CP)  
r = discount rate (%)  
t = time in years

From the equation above:

$$PV (Costs) = PV [(No. of Persons) * (Development Contribution)]$$



Therefore:

$$PV \text{ (Development Contribution)} = PV [(Costs) / (No. of Persons)]$$

The Contribution rate per dwelling/lot is determined by the contribution rate per person multiplied by the assumed occupancy rate (see Part 3, Table 1).

A summary of the program of works by facility category is included in Appendix B and contains details of indexation assumptions over the life of the plan. Contribution rates are set out in Part 1 and Appendix C.

## **2.20 Review and Monitoring of Plan**

This plan will be subject to regular review by Council in accordance with the provisions of the EP&A Regulation. The purpose of such a review is to ensure that:

- levels of public service and amenity provisions are consistent with likely population trends and community needs;
- contribution levels reflect changes to construction costs and land values;
- the work program can be amended if the rate of development differs from current expectations.

The contribution rates and works program for this plan have been formulated using information available at the time of writing. A number of variables will be monitored to facilitate the review process. Some of these are listed below:

- lot production and dwelling construction
- potential development remaining
- construction costs
- land costs
- projected development rate
- assumed occupancy rates
- anticipated population
- indexation assumptions.

The contribution rates will be reviewed by reference to the following specific indices:

- capital works and construction costs by the ABS Producer Price Index;
- land acquisition costs by reference to the Australian Bureau of Statistics Established House Price index for Sydney;
- revenue and administration costs by the ABS All Groups CPI for Sydney; and
- changes in the capital costs of various studies and activities required to support the strategies in the plan by reference to the actual costs incurred by council in obtaining these studies.

Any changes to the Contributions Plan, apart from minor typographical corrections, will be placed on public exhibition in accordance with the requirements of the EP&A Act and Regulation.

## **2.21 Contributions Register**

A Contributions Register will also be maintained for this Contributions Plan in accordance with the EP&A Regulation and may be inspected on request. This Register will include:

- details of each consent for which a Section 7.11 condition has been imposed;
- the nature and extent of the contribution required by the condition for each facility category;
- the name of the Contributions Plan the condition was imposed under; and
- the date any contribution was received and its nature and extent.

At the end of the each financial year, the Council is required to make an annual statement within the yearly budget. This statement must include the following:

- (a) Opening and closing balances of money held in the Section 7.11 Contributions Plan by the Council for the accounting period;
- (b) Total amounts received by way of monetary contribution under this Plan;
- (c) Total amount spent in accordance with this Plan; and
- (d) Outstanding obligations of the Council to provide works for which contributions have been received.

## **2.22 Seniors Housing**

All new development, including housing for seniors and people with disabilities, intensifies the use of existing resources and adds incrementally to the demand for public amenities and services. Older people with disabilities enjoy the provision of community facilities, open space and are one of the major users of parkland areas.

Older people with a disability typically use public libraries or receive visits from the mobile library service. Many attend senior citizens meetings in Council's facilities. They also receive services, such as meals on wheels, community transport and neighbour aid, organised from the offices of the Commonwealth and State funded Home and Community services located in Council's multipurpose facilities.

Further development of any sort within the catchment areas to which the Plan applies will lead to an increase in the stormwater runoff and will generate demand on the road works and Traffic Management Facilities.

It is therefore reasonable for Council to levy contributions on all development within the area, including housing built under State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.

## **2.23 Boarding Houses**

A boarding house provides a form of low cost rental accommodation for a wide range of tenants including singles, retirees, students and young couples. For the purposes of this plan, boarding houses do not include backpackers' accommodation, group homes, serviced apartments, seniors housing or hotel or motel accommodation.

Boarding house development intensifies the use of existing resources and adds incrementally to the demand for public amenities and services. It is therefore reasonable for Council to levy contributions on all boarding house development within the area, including housing built under State Environmental Planning Policy (Affordable Rental Housing) 2009.

### 3. DEVELOPMENT POTENTIAL AND POPULATION

Strategy Plans contain the following chapters that determine the anticipated development within the Balmoral Road Release Area, the expected demand for new public facilities and infrastructure and justify the developer contributions are reasonable and appropriate through establishment of links or nexus between the development and the need for new facilities and services.

#### 3.1 Residential Development Nexus

##### Development and Facility Needs

Council can only levy Section 7.11 contributions where development will or is likely to require the provision of, or increase the demand for public facilities and services. It is therefore necessary to establish a link or nexus between the development anticipated within the Balmoral Road Release Area and the need for public facilities and services.

The population and dwelling forecasts outlined in this section are therefore crucial elements in the overall Contributions Plan. It is upon these forecasts that the majority of planning decisions are based. The forecasts provide the framework within which to plan the works and facilities that will be required as a consequence of new development.

The infrastructure planning undertaken by Council and documented by this Contributions Plan is based upon the demands which would be generated by the additional population expected within the Balmoral Road Release Area having regard to the Precinct Planning process and technical studies for the Balmoral Road Release Area. The Precinct is anticipated to accommodate a total of 15,728 additional residents.

##### Occupancy Rates

Occupancy rate assumptions are a particularly important feature of a Contributions Plan. They are used to forecast the population of the Balmoral Road Release Area and to calculate contributions payable on a per dwelling basis.

The anticipated occupancy rates for future dwellings within the Balmoral Road Release Area (shown below) have been calculated based on 2016 Census data for dwellings within The Hills Local Government Area (LGA).

**TABLE 1: ASSUMED OCCUPANCY RATES, 2019**

<b>Dwelling Type</b>	<b>Average Occupancy Rates</b>
Dwelling Houses	<b>3.35</b>
Integrated Housing Development	<b>3.00</b>
Senior Housing/Boarding House Rooms	<b>1.20</b>
Multi Unit Housing:	
1 Bedroom	<b>1.46</b>
2 Bedroom	<b>2.08</b>
3 Bedroom	<b>2.59</b>
4 bedroom	<b>3.45</b>

\* Multi Unit Housing includes Attached Dwellings, Multi Dwelling Housing and Residential Flat Buildings

## Development Potential and Future Population

Assumptions have been made on the likely dwelling types based on land use zoning and other planning controls applicable to the Balmoral Road Release Area. The population projections for the Precinct are based upon a 19 year time frame.

Once developed, it is projected that there will be a total of 6,717 dwellings within the Precinct, approximately comprising 1,559 detached dwellings, 1,146 integrated dwellings, 3,757 multi unit housing dwellings (including a mixture of townhouse/terraces and apartments) and 255 senior housing dwellings.

Table 2 below provides details of the anticipated residential yield within the North Kellyville Precinct, by dwelling type, with the relevant occupancy rates applied to each dwelling type to determine the anticipated population within the Precinct.

**TABLE 2: RESIDENTIAL YIELD & POPULATION, FULL DEVELOPMENT POTENTIAL**

<b>Multi Dwelling Housing</b>			
	<b>Total Dwellings</b>	<b>Occupancy Rate</b>	<b>Population</b>
1 bedroom	626	1.46	914
2 bedroom	1,628	2.08	3,386
3 bedroom	1,127	2.59	2,919
4 bedroom	376	3.45	1,296
<b>Other Housing</b>			
	<b>Total Dwellings</b>	<b>Occupancy Rate</b>	<b>Population</b>
Dwelling houses	1,559	3.35	5,222
Integrated	1,146	3.00	3,438
Seniors	255	1.20	306
<b>TOTAL</b>	<b>6,717</b>		16,980
<b>Existing</b>			1,252
<b>TOTAL (Less Existing)</b>			<b>15,728</b>

## Demand for Public Facilities and Services

The expected development and resulting population within the Balmoral Road Release Area will create increased demand for various public facilities and services. Section 7.11 contributions are proposed to be sought for:

- Open Space Facilities;
- Transport and Pedestrian Facilities;
- Community Facilities; and
- Administration Costs.

The following sections of the Contributions Plan identify the nexus between the anticipated development within the precinct and the facilities or services listed above, specifies the appropriate level of apportionment (if any), and provides a brief description of the proposed works and their timing.

## **4. OPEN SPACE FACILITIES**

### **4.1 Open Space Demand**

A study entitled 'Recreation Needs Analysis and Public Open Space Provision for Balmoral Road Release Area' was prepared by RMP & Associates Pty Ltd in October 2003 (*"the RMP Study"*).

The primary objective of the RMP study was to ascertain the future demand for open space and recreational facilities within the Balmoral Road Release Area. The study identified a need for the following:

- Formal playing fields and facilities to accommodate a range of sporting activities,
- District or neighbourhood parks providing space for less structured recreation,
- Continuation of a major off-road pedestrian pathway through the Balmoral Road Release Area,
- Bushland and semi-natural areas, and
- An indoor recreation centre.

The RMP study is based upon analysis of projected demographic mix and recreation demand and also has regard to the common standard of 2.83 hectares of open space per 1000 population. The analysis identified a need for 44.84 hectares of open space based upon an estimated population of 16,000. This equated to 2.8 hectares of open space per 1000 population.

Council further refined the recommended provision having regard to the estimated population identified in Table 2 of this Contributions Plan, the environmental and topographical constraints of the area, detailed facility planning, and the proposed urban structure for the Balmoral Road Release Area including the location of residential areas, schools, trunk drainage land and road layout.

The total area of public open space to be provided via this plan for the projected Balmoral Road Release Area population of 15,728 persons is 35.80 hectares. This equates to 2.28 ha per 1000 population or 22.8m<sup>2</sup> per person.

The various categories of open space to be provided by this plan can be grouped as follows:

- District Open Space;
- Local Open Space; and
- Open Space Links.

The function of these open space categories and a brief description of the facilities is provided below.

## **4.2 Proposed Open Space and Recreational Facilities**

### **District Open Space**

District open space traditionally accommodates a wider range of recreational opportunity and flexibility than local open space, and incorporates both active and passive open space functions. These include sports fields, sport complexes, and district parks incorporating less structured recreation including informal play, picnicking, walking, and cycling.

As a consequence it has a greater distribution pattern than local parks and is often accessed by car in addition to pedestrians and cyclists.

Where possible district open space for the Balmoral Road Release Area has been located near schools, drainage land and grouped to maximise land efficiency and reduce embellishment costs.

A land area of 27.66 ha has been identified to meet the demand for district open space generated by the future residents of the Balmoral Road Release Area and will accommodate the following facilities:

- 2 district parks with 6 playing fields to accommodate sporting activities including football, cricket, hockey and athletics. It is proposed that the parks will also include amenities buildings, playing courts and embellishments such as playground equipment, carparking, pathways, lighting and planting.
- The extension of Kellyville Park to provide a double playing field and local playground. It is proposed that the park will also include an amenities building and embellishments such as carparking, pathways, lighting and planting.
- A centrally located district park including embellishments such as playground equipment, carparking, pathways and planting.

### **Local Open Space**

The purpose of local open space is primarily to provide informal play space and opportunities for supervised play within convenient walking distance from any given residence. A total of six local parks are to be provided in the Balmoral Road Release Area based on the criteria of local open space within 400 metres radius of each residence– excluding those residences that are within 400 metres of the proposed district parks.

A land area of 4.42 ha has been identified to meet the demand for local open space generated by the future residents of the Balmoral Road Release Area. The local parks will generally include embellishments such as playground equipment, seating, pathways, and tree and shrub plantings.

As far as possible local parks have been located within the Balmoral Road Release Area to ensure most dwellings have reasonable and relatively direct access to a local park. In order to minimise maintenance costs and allow sufficient room for play without disturbing adjoining dwellings, most of the local parks have an area of at least 4,000 square metres and range up to 1.4 hectares in area. The distribution and areas of local open space also take into account:



- barriers to pedestrian movement such as roads and creek lines;
- steepness of topography and the difficulty of movement;
- road layout and pedestrian permeability;
- proximity to other open space such as district parks (which include a local open space component); and
- likely density of surrounding development.

### **Open Space Links**

Pedestrian and cycle links are an integral and important element of the open space network within the Balmoral Road Release Area. The open space links will provide scenic and landscape quality and the opportunity for future residents to move easily to proposed parks and activity nodes. Therefore these links play an important part in amenity and recreation value as well as increasing the effectiveness of all parks and reducing car dependence.

The major off-road pedestrian link and cycleway to be provided in the Balmoral Road Release Area is known as the Greenway. It will connect into the existing Kellyville/Rouse Hill Release Area to the north and south. In conjunction with the remainder of the pedestrian network, its major function will be to provide direct and convenient access for all Balmoral Road Release Area residents to commercial centres, community facilities, public transport nodes, district and local parks, schools and trunk drainage lands.

A land area of 3.72 ha has been identified to meet the demand for open space links generated by the future residents of the Balmoral Road Release Area. Embellishment works for open space links will typically consist of paths and cycleway construction, tree and shrub plantings, directional signage, lighting, fencing and pedestrian bridges where necessary.

Pedestrian bridges to cross Memorial Avenue and Windsor Road are needed to provide for the safety and security of pedestrians and cyclists. Traffic signals were examined as options for both locations however, as both arterial roads run in an east/west configuration, there are several months each year that sunrise and sunset will affect driver vision. Both of these main roads will be four-lane carriageways with high traffic volumes and at least 80 km/h average vehicle speeds. Underpasses are not possible at either proposed location as the site topography would not allow a facility of sufficient size to address aesthetic and security concerns. The provision of pedestrian bridges will address safety and security concerns.

The provision of cycleways along roads and trunk drainage cycleways is discussed in Section 5 – Transport Facilities.

### **Other Open Space**

The RMP study identified a need for indoor recreation facilities and conservation open space. The provision of indoor recreation facilities is discussed in Section 6 – Community Facilities.

The RMP study estimated an allowance of 12 hectares for conservation open space to address residential buffers adjacent to trunk drainage land and to protect flora and

fauna, environmentally sensitive areas and visually significant areas within the Balmoral Road Release Area. Developers will not be levied for conservation open space in addition to open space described in Section 4. Alternative measures to address the conservation open space objectives include:

- Incorporation of bushland and semi natural areas within some identified public open space
- Provision of relevant controls within the Local Environmental Plan and Development Control Plan such as tree and bushland protection provisions
- Rehabilitation and landscaping by Sydney Water following the completion of trunk drainage basins

This approach has regard to efficient use of open space land and reduction of open space costs whilst addressing conservation objectives.

### **4.3 Apportionment**

The need to provide the open space identified in this part of the plan is generated by the residential development of the Balmoral Road Release Area. It is therefore appropriate that residential development within the Balmoral Road Release Area be subject to the full costs of providing these open space facilities.

### **4.4 Schedule of Works and Cost Estimates**

A schedule of open space to be levied for under this plan is included in Appendix A. Cost estimates are included for both acquisition and capital works. Each park or facility to be provided can be located by reference to Map No.2 entitled 'Location of Facilities - Within Balmoral Road Release Area'.

### **4.5 Contributions Formula**

The formula used to calculate the contribution rate for open space - capital works and open space – land acquisition is set out in Section 2.19.

The contribution rates for open space facilities are set out in Appendix C.

## **4.6 TRANSPORT FACILITIES**

### **4.7 Transport Facilities Demand**

The pre-urban road network within the Balmoral Road Release Area was largely developed to cater for rural traffic volumes only. The urbanisation of the area will necessitate the establishment of an extensive vehicle and movement network, the majority of which will occur as part of the private development process.

A traffic analysis entitled 'Balmoral Release Area Traffic and Transport Report' was prepared by Council in May 2006 ("Traffic Report"). This report establishes the need for major intersection works resulting from the development of the Balmoral Road Release Area and includes discussion and recommendations relating to Section 7.11 funding and apportionment of costs. The consideration of traffic impacts contained within the Traffic Report is based upon Council's adopted traffic generation rates for residential areas.

Works to be provided for under this Contributions Plan include the construction of roundabouts, traffic signals, cycleways, bus shelters, and one bridge crossing. The works are considered necessary to facilitate development, whilst ensuring an acceptable level of access, safety and convenience for all street and road users within the Balmoral Road Release Area.

Memorial Avenue is the main arterial road traversing the Balmoral Road Release Area and is currently under the care and control of Roads and Maritime Services (RMS). The RMS will continue to be responsible for its future maintenance and upgrading.

The roads within the Balmoral Road Release Area which provide access to allotments will be constructed as part of the works associated with the individual development.

All local roads and associated asset relocation, water management devices, footpaths, street tree planting, traffic management devices and treatment (both temporary and permanent) not identified for funding under this plan and located within or adjacent to the Precinct shall be completed as part of the works associated with individual developments within the Precincts and shall be provided (including the dedication of land) at no cost to Council. While these works (and the land on which they are located) will serve a public purpose, this plan does not include any value for the completion of works on this land or the subsequent acquisition of this land.

Unless the completion of works and subsequent acquisition of the land on which the works are located is specifically identified within the Works Schedule to this Plan, with funding specifically identified for this purpose, the completion of works and dedication of the land on which the works are located will be at no cost to Council and the Developer will not be eligible for any reimbursement or offset or reduction in section 7.11 contributions payable as a result of works completed and/or land dedicated to Council at no cost to the Council, for a public purpose.

The transport facilities to be provided for under this plan are discussed briefly below.

## **4.8 Proposed Transport Facilities**

### **Intersections**

Increased traffic movements will be a direct consequence of the Balmoral Road Release Area's development. Accordingly a number of key intersections will require either signalisation or traffic management devices to ensure the safety and effectiveness of vehicle movements.

It is proposed to construct a total of 15 roundabouts within the Balmoral Road Release Area. The costs of the roundabouts include the central island, additional devices such as splitter islands barrier kerbs and sign posts and does not require additional land take beyond the carriageway widths identified within the Development Control Plan for the Balmoral Road Release Area.

An additional two lane circulating roundabout is proposed to be constructed at the intersection of Solent Circuit and the extension of Fairway Drive given that this route will provide one of the primary exits from the Balmoral Road Release Area to the south. Given that this roundabout will also provide access to the Solent Circuit residential development, it is proposed that costs will be apportioned on the basis of expected traffic volumes and turning movements from each development area (refer Section 5.3 for further discussion of apportionment of costs).

The Traffic Report demonstrates that provision of traffic signals is considered necessary at the Memorial Avenue-Arnold Avenue (east), Memorial Avenue-Arnold Avenue (west) and Wrights Road-Windsor Road intersections. The signals at the intersections of Memorial Avenue with Arnold Avenue are required early in the development of the Balmoral Road Release Area to ensure the safety of vehicle movements at these intersections.

Detailed concept plans have been prepared by the RMS for the total upgrade of Memorial Avenue and preliminary estimates for these State roadworks suggest approximately \$50 million will be needed for the ultimate six lane treatment. This plan levies development within the Balmoral Road Release Area for a portion costs associated with signalised intersections along Memorial Avenue, on the basis that these are required to allow local traffic movements in and out of the Precinct onto Memorial Avenue. All future upgrades will be the responsibility of the RMS.

Similarly, it is proposed that a new fourth leg of the intersection be constructed at the intersection of Windsor Road and Wrights Road. The RMS have advised that the existing T-intersection functions adequately however the new fourth leg will introduce six new turning movements, requiring full signalisation of the intersection.

Traffic signals are also proposed at the Norwest Boulevard/Solent Circuit (west) intersection. Upgrading of the intersection to a three lane circulating roundabout would be required as a result of increasing regional through traffic. However, additional upgrading to signalisation results from traffic associated with the Balmoral Road Release Area.

## **Pedestrian Paths and Cycleways**

This section of the Contributions Plan addresses the need for cycleways along roads and trunk drainage land. It is noted that pedestrian and cycle links through the open space network of the Balmoral Road Release Area is addressed in Section 4 of the plan.

Most of the pedestrian and cyclist routes in the Balmoral Road Release Area are planned to follow desired lines to access a range of facilities and services including public transport, schools, shops, community facilities, open space, and trunk drainage lands.

The majority of the pedestrian pathway network within the Balmoral Road Release Area will be provided by developers through a requirement to construct a 1.5 metre wide path along the public street frontage for most developments.

The cycle network will generally follow roads, parks and trunk drainage lands. Where these 2.5 metre paths coincide with footpaths, an allowance will be made in this plan for the costs of the additional 1 metre width for developer reimbursement.

## **Bus Shelters**

An important objective in the development of the Balmoral Road Release Area is to reduce car dependency through the provision of an efficient public transport system and pedestrian movement network.

A system of bus routes will operate on the enhanced collector road network. To support this network a total of 33 bus stops are proposed as identified on Map 2 'Location of Facilities – Within Balmoral Road Release Area'. These bus stops have been located within reasonable walking distance of activity nodes and in locations convenient to residences. The bus stops will consist of a simple shelter and concrete pad.

## **Bridge Crossings**

As set out in Section 5.1 the majority of roads within the Balmoral Road Release Area will be constructed as part of the works associated with the individual development. However, a vehicular bridge crossing is required where the proposed enhanced collector road between Arnold Avenue and Windsor Road crosses the Strangers Creek trunk drainage corridor. The purpose of the crossing is to provide an alternative point of access from Arnold Avenue to Windsor Road ensuring convenient and direct access for Balmoral Road Release Area residents to the surrounding arterial road network.

## **4.9 Apportionment**

The majority of transport facilities identified within this Contributions Plan are attributable entirely to new development within the Balmoral Road Release Area and it is therefore appropriate that residential development within the Balmoral Road Release Area be subject to the full costs of providing these facilities.

The following facilities are partially apportioned to development within the Balmoral Road Release Area:

- Signals and turning lanes at the intersection of Memorial Avenue, Free Settlers Drive and Arnold Avenue;
- Signals and turning lanes at the intersection of Memorial Avenue, Severn Vale Drive and Arnold Avenue;
- Signals and turning lanes at the intersection of Wrights Road and Windsor Road;
- Signals and turning lanes at the intersection of Norwest Boulevard and Solent Circuit (west); and
- Roundabout at the intersection of Solent Circuit and Fairway Drive.

The apportionment of each of these items is detailed further below.

*Signals and turning lanes at the intersection of Memorial Ave / Free Settlers Dr / Arnold Ave*

The demand for the upgrade and signalisation of the intersection of Memorial Avenue, Arnold Avenue and Free Settlers Drive is attributable to a substantially broader catchment of development including the Bella Vista and Kellyville Precincts, the Balmoral Road Release Area and regional traffic movements.

Given this, it is appropriate for the cost of providing this infrastructure to be apportioned between:

- State Government / Roads and Maritime Services (for regional traffic);
- This contributions plan; and
- A contributions plan applicable to the Bella Vista and Kellyville Station Precincts.

Based on RMS modelling and projections for the intersection of Memorial Avenue, Arnold Avenue and Free Settlers Drive, it is anticipated that by 2036, 65% of vehicle movements through this intersection will be regional through traffic, with the remaining 35% being 'local' traffic (from the Balmoral Road Release Area and/or Bella Vista and Kellyville Station Precincts).

Based on application of RMS Traffic Generation Rates to anticipated development yields within the Balmoral Road Release Area and Bella Vista and Kellyville Station Precincts, it is anticipated that of the 35% of 'local traffic' movements, 12% would be associated with development within the Balmoral Road Release Area (approximately 42,000 Daily Vehicle Trips) and 23% would be associated with development within the Bella Vista and Kellyville Station Precincts (approximately 82,600 Daily Vehicle Trips).

Having regard to the above, the cost of the upgrade and signalisation of Memorial Avenue, Arnold Avenue and Free Settlers Drive is apportioned as follows:

- State Government: 65% (for regional traffic);
- Contributions Plan No. 12: 12%; and
- Bella Vista/Kellyville Station Precincts: 23%.

*Signals and turning lanes at the intersection of Memorial Ave / Severn Vale Dr / Arnold Ave*

The demand for the upgrade and signalisation of the intersection of Memorial Avenue,



Severn Value Drive and Arnold Avenue is attributable to the Balmoral Road Release Area and regional traffic movements.

Given this, it is appropriate for the cost of providing this infrastructure to be apportioned between:

- State Government / Roads and Maritime Services (for regional traffic); and
- This contributions plan.

Based on RMS modelling and projections for the intersection of Memorial Avenue, Severn Value Drive and Arnold Avenue, it is anticipated that by 2036, 65% of vehicle movements through this intersection will be regional through traffic, with the remaining 35% being 'local' traffic from the Balmoral Road Release Area. Given this, it is reasonable that the cost of the upgrade and signalisation of Memorial Avenue, Severn Vale Drive and Arnold Avenue is apportioned as follows:

- State Government: 65% (for regional traffic); and
- Contributions Plan No. 12: 35%.

#### Signals and turning lanes at the intersection of Wrights Road / Windsor Road

The demand for the upgrade and signalisation of the intersection of Wrights Road and Windsor Road is attributable to the Balmoral Road Release Area and regional traffic movements.

Given this, it is appropriate for the cost of providing this infrastructure to be apportioned between:

- State Government / Roads and Maritime Services (for regional traffic); and
- This contributions plan.

Based on RMS modelling and projections for the intersection of Wrights Road and Windsor Road, it is anticipated that by 2036, 75% of vehicle movements through this intersection will be regional through traffic, with the remaining 25% being 'local' traffic from the Balmoral Road Release Area. Given this, it is reasonable that the cost of the upgrade and signalisation of Wrights Road and Windsor Road is apportioned as follows:

- State Government: 75% (for regional traffic); and
- Contributions Plan No. 12: 25%.

#### Signals and turning lanes at the intersection of Norwest Boulevard / Solent Circuit (west)

The provision of traffic signals at the Norwest Boulevard-Solent Circuit (west) intersection also requires consideration of apportionment of costs. A detailed analysis of this intersection shows that there are some short term delay issues already affecting the intersection. The analysis indicates that the growth in through traffic movement along Norwest Boulevard at this intersection would necessitate the provision of an additional through lane in each direction. However, when turning traffic generated by the Balmoral Road Release Area is added to the analysis, the

intersection fails. Based on a cost comparison between the provision of the additional through lanes in Norwest Boulevard and the provision of traffic signals (which are required to facilitate turning movements through the intersection, arising from development within the Balmoral Road Release Area), 75% of the full cost of the upgrade will be levied on residential development within the Balmoral Road Release Area. The complete traffic analysis can be viewed in the Traffic Report.

#### *Roundabout at the intersection of Solent Circuit / Fairway Drive*

The need to provide a roundabout at the intersection of Solent Circuit and the extension of Fairway Drive is a result of residential development both within the Balmoral Road Release Area and the Solent Circuit residential development. Based on analysis of expected traffic flows, 75% of the cost of the roundabout will be levied on residential development within the Balmoral Road Release Area. The complete traffic analysis can be viewed in the Traffic Report.

### **4.10 Schedule of Works and Cost Estimates**

A schedule of transport facilities to be levied for under this plan is included in Appendix A. Each facility to be provided can be located by reference to the Map No.2 'Location of Facilities – Within Balmoral Road Release Area' and Map No. 3 'Location of Facilities – Outside Balmoral Road Release Area'.

### **4.11 Contributions Formula**

The formula used to calculate the contribution rate for transport facilities - capital works is set out in Section 2.19.

The contribution rates for transport facilities are set out in Appendix C.

## **5. COMMUNITY FACILITIES**

### **5.1 Community Facilities Demand**

A number of studies have been undertaken which relate to community facility needs of the Balmoral Road Release Area. These include:

- Human Services Study
- RMP Study
- Library Report

Consideration was given to the findings of these studies, existing facilities, and the provision of private child care facilities. Based on this analysis the following community facilities were originally proposed to be provided via Section 7.11 contributions:

- A multi-purpose community centre of 750m<sup>2</sup> without the provision of child care
- An indoor recreation court at Bernie Mullane Sports Complex consisting of a 600m<sup>2</sup> extension plus external facilities such as parking.
- An additional 820m<sup>2</sup> of indoor recreation floor space to be added to the existing community centre at Kellyville Park.
- Part costs of the acquisition and fit out of an additional 600m<sup>2</sup> library space at the Vinegar Hill Memorial Library at Rouse Hill Regional Centre.

However, given the application of the Department of Planning and Environment's "Essential Works List" to this Plan (which determines which local infrastructure items can be funded through Section 7.11 Contributions Plan), Council has been directed that it is unable to fund the provision of community facilities under this Plan, with the exception of acquisition costs for additional space within the Vinegar Hill Memorial Library at Rouse Hill Town Centre.

Whilst the Human Services study recommended the provision of child care facilities, this was not considered necessary as the private sector now plays a significant role in the delivery of these services.

Each of the community facilities to be provided under this plan is discussed briefly below.

### **5.2 Proposed Community Facilities**

#### **Library Provision**

A Council operated library has been constructed within the Rouse Hill Regional Centre in order to accommodate the needs of the Kellyville/Rouse Hill Release Area (1300m<sup>2</sup> floor space). The Library Report indicates the need for an additional 600m<sup>2</sup> of library floor space to the Rouse Hill Library in order to satisfy demand from the projected populations of the Balmoral Road and North Kellyville Release Areas. As detailed above, given the application of the Department of Planning and Environment's "Essential Works List" (which determines which local infrastructure items can be funded through Section 7.11 Contributions Plans), the costs of the Library expansion

included in this plan include strata purchase of the additional floor space only.

Since the preparation of this Contributions Plan, there has been a significant increase in the anticipated population within the North Kellyville Precinct as well as a marginal increase in the anticipated population within the Balmoral Road Release Area. This additional growth has increased the anticipated population within the catchment for this facility and as a result, the area of the planned expansion (originally an additional 600m<sup>2</sup>) is now 850m<sup>2</sup>.

The Rouse Hill Library will service the population of the Balmoral Road Release Area due to its proximity, ease of access and services offered. The library services will include fiction and non-fiction, reference library, children's library, internet access, learning programs, study facilities, holiday programs and book clubs. Given the services offered, location within the Balmoral Road Release Area is not considered necessary. Vehicular access to the Rouse Hill Library is reasonably direct and convenient. It is considered reasonable that residents in the Balmoral Road Release Area will travel to this type of facility.

### **5.3 Apportionment**

The need to provide 850m<sup>2</sup> expansion space to the library at the Rouse Hill Regional Centre is generated by future residential development of the Balmoral Road and North Kellyville Release Areas.

The demand for this additional library floor space is based on the populations of the Balmoral Road Release Area and the North Kellyville Precinct and is apportioned between these two (2) areas based on the anticipated residential population within each area.

The current population estimates for these two areas are as follows:

The current population estimates of these two areas are as follows:

North Kellyville Precinct	20,593
Balmoral Road Release Area	15,728
Total	36,321

Therefore the proportion of costs of the additional library floor space to be levied on residential development within the Balmoral Road Release Area is 43.3%. The balance of the cost of the additional floor space will be attributable to the North Kellyville area.

### **5.4 Schedule of Works and Cost Estimates**

A schedule of community facilities to be levied for under this plan is included in Appendix A. In accordance with the Department of Planning and Environment's "Essential Works List", cost estimates are only included for acquisition of land for community facilities. Each facility to be provided can be located by reference to the

Map No.2 "Location of Facilities – Within Balmoral Road Release Area and Map No. 3 'Location of Facilities – Outside Balmoral Road Release Area'.

## **5.5 Contributions Formula**

The formula used to calculate the contribution rate for community facilities - capital works and community facilities - acquisition is set out in Section 2.19.

The contribution rates for community facilities are set out in Appendix C.

## **6. ADMINISTRATION COSTS**

### **6.1 Administration and Plan Preparation**

The preparation, on-going review, and implementation of this Contributions Plan requires significant Council resources. This includes allocation of time from forward planning, services delivery and community development staff together with professional fees, to prepare and review the Contributions Plan.

Once the plan is in place, further staff time will be required to manage the contributions system which includes calculation and recording of contribution payments as well as monitoring of development, population, works schedule expenditure and indexation assumptions. The costs associated with the preparation and administration of this plan will therefore be levied for under this Contributions Plan.

### **6.2 Apportionment**

All residential development will equally fund plan preparation and ongoing administration costs over the life of the plan.

### **6.3 Schedule of Works and Cost Estimates**

The administrative costs to be levied for under this Contributions Plan are detailed in Appendix A. The administrative cost to be levied for under this Contributions Plan is based on the benchmark rate recommended by the Independent Pricing and Regulatory Tribunal of 1.5% of the total value of works within a Contributions Plan.

### **6.4 Contributions Formula**

The formula used to calculate the contribution rate for administration costs is set out in Section 2.19.

The contribution rates for administration costs are set out in Appendix C.



## **7. WORKS SCHEDULE**

The capital items in this works schedule have been costed using the following information:

- IPART Benchmark Costs for Local Infrastructure Contributions;
- Actual cost estimates for specific items (where available); and
- Actual costs and tender rates for similar works completed by Council.

Where works have been completed, the cost for the item within this Plan reflects the actual costs incurred by Council in completing the works.

The costs of land acquisition are based on land valuation (per square metre assessments) prepared by CivicMJD (April 2018). Where land has been acquired, the cost for the item within this Plan reflects the actual costs incurred by Council in acquiring the land.

The implementation of the various facilities and services will be prioritised according to the particular needs and spatial distribution of the incoming population. The ability to deliver a particular facility is largely dependent upon the rate of development within the Balmoral Road Release Area, and the corresponding receipt of contributions by Council.

Many facilities such as such as cycleways along roads, roundabouts, drainage links and local open space generally provide a local level of service. Accordingly, where identified and funded through this Contributions Plan, these facilities will generally be implemented concurrent with the affected or adjoining subdivisions, subject to the receipt of sufficient contributions.

Overall, the population projections contained within this plan are based upon a 15 year time frame. It is intended that facilities identified within the works schedule to the Contributions Plan will be delivered within this time period. A summary of the program of works by facility category is included in Appendix B, including indexation assumptions. Monitoring of the plan in accordance with Section 2.20 will allow for review and adjustment of population projections and the works schedule as required.

## **8. REFERENCES**

- Recreation Needs Analysis and Public Open Space Provision for Balmoral Road Release Area, RMP & Associates, October 2003
- Balmoral Release Area Traffic and Transport Report, Baulkham Hills Shire Council, May 2006.
- Human Services Local Environmental Study for Balmoral Road Release Area, BBC Consulting Planners, November 2002.
- Rouse Hill Library and Community Report , AEC Group, July 2004
- Australian Runoff Quality - A Guide to Water Sensitive Design, Engineers Australia, 2006.
- <http://www.riderhunt.com.au/webdocs/index.asp>

## **Appendix A – Works Schedules**

Account Number	Sub-category	Description	Location	Apport. To this CP	Capital works	Land Acquisition	Total Cost
CP12BRBRIDGE1	Bridges	Bridges	Crossing of drainage land at Arnold Ave	100%	2,652,644	-	2,652,644
CP12BRBS01	Bus Stops	Bus shelter & concrete pad	Fairway Dr adj to Fairway Drive Reserve	100%	25,057	-	25,057
CP12BRBS02	Bus Stops	Bus shelter & concrete pad	Fairway Dr adj to Fairway Drive Reserve	100%	25,057	-	25,057
CP12BRBS03	Bus Stops	Bus shelter & concrete pad	Free Settlers adj Balmoral Rd Sports ComplexR)	100%	25,057	-	25,057
CP12BRBS04	Bus Stops	Bus shelter & concrete pad	Int. Free Settlers Dr & Edgewater Dr	100%	25,057	-	25,057
CP12BRBS05	Bus Stops	Bus shelter & concrete pad	Int. Free Settlers Dr & Edgewater Dr	100%	25,057	-	25,057
CP12BRBS06	Bus Stops	Bus shelter & concrete pad	Int. Fairway Dr & Balmoral Rd	100%	25,057	-	25,057
CP12BRBS07	Bus Stops	Bus shelter & concrete pad	Int. Fairway Dr & Balmoral Rd	100%	25,057	-	25,057
CP12BRBS08	Bus Stops	Bus shelter & concrete pad	Balmoral Rd to Employment Area	100%	25,057	-	25,057
CP12BRBS09	Bus Stops	Bus shelter & concrete pad	Balmoral Rd to Employment Area	100%	25,057	-	25,057
CP12BRBS10	Bus Stops	Bus shelter & concrete pad	Int. Free Settlers Dr & Hodges Rd	100%	25,057	-	25,057
CP12BRBS11	Bus Stops	Bus shelter & concrete pad	Int. Free Settlers Dr & Hodges Rd	100%	25,057	-	25,057
CP12BRBS12	Bus Stops	Bus shelter & concrete pad	Int. Free Settlers Dr & Memorial Ave	100%	25,057	-	25,057
CP12BRBS13	Bus Stops	Bus shelter & concrete pad	Int. Arnold Ave & Memorial Ave	100%	25,057	-	25,057
CP12BRBS14	Bus Stops	Bus shelter & concrete pad	Int. Colonial St & Arnold Ave	100%	25,057	-	25,057
CP12BRBS15	Bus Stops	Bus shelter & concrete pad	Int. Colonial St & Arnold Ave	100%	25,057	-	25,057
CP12BRBS16	Bus Stops	Bus shelter & concrete pad	Arnold Ave adj Arnold Av Sports ComplexR	100%	25,057	-	25,057
CP12BRBS17	Bus Stops	Bus shelter & concrete pad	Arnold Ave adj Arnold Av Sports ComplexR	100%	25,057	-	25,057
CP12BRBS18	Bus Stops	Bus shelter & concrete pad	Arnold Ave near Jack Peel Cct	100%	25,057	-	25,057
CP12BRBS19	Bus Stops	Bus shelter & concrete pad	Arnold Ave near Farmhouse Ave	100%	25,057	-	25,057
CP12BRBS20	Bus Stops	Bus shelter & concrete pad	Arnold Ave near Brodrick Blvd	100%	25,057	-	25,057
CP12BRBS21	Bus Stops	Bus shelter & concrete pad	Arnold Ave near Butler Ave	100%	25,057	-	25,057
CP12BRBS22	Bus Stops	Bus shelter & concrete pad	Memorial Ave near pedestrian overpass	100%	25,057	-	25,057
CP12BRBS23	Bus Stops	Bus shelter & concrete pad	Memorial Ave near pedestrian overpass	100%	25,057	-	25,057
CP12BRBS24	Bus Stops	Bus shelter & concrete pad	Memorial Ave at Int with Arnold Ave	100%	25,057	-	25,057
CP12BRBS25	Bus Stops	Bus shelter & concrete pad	Memorial Ave at Int with Severn Vale Dr	100%	25,057	-	25,057
CP12BRBS26	Bus Stops	Bus shelter & concrete pad	Int. Fairway Dr & Severn Vale Dr	100%	25,057	-	25,057
CP12BRBS27	Bus Stops	Bus shelter & concrete pad	Int. Fairway Dr & Severn Vale Dr	100%	25,057	-	25,057
CP12BRBS28	Bus Stops	Bus shelter & concrete pad	Memorial Ave adj to Kellyville Park	100%	25,057	-	25,057
CP12BRBS29	Bus Stops	Bus shelter & concrete pad	Memorial Ave adj to Kellyville Park	100%	25,057	-	25,057
CP12BRBS30	Bus Stops	Bus shelter & concrete pad	Memorial Ave near Windsor Road	100%	25,057	-	25,057
CP12BRBS31	Bus Stops	Bus shelter & concrete pad	Memorial Ave near Windsor Road	100%	25,057	-	25,057
CP12BRBS32	Bus Stops	Bus shelter & concrete pad	Stone Mason Dr near Fairway Dr	100%	25,057	-	25,057
CP12BRBS33	Bus Stops	Bus shelter & concrete pad	Stone Mason Dr near Fairway Dr	100%	25,057	-	25,057
CP12BRCC1	Cycleways	Cycleway crossing	Cycleway crossing Fairway Drive	100%	19,648	-	19,648
CP12BRCW1	Cycleways	Cycleways in Trunk drainage	Celebration Dr to Lewis Jones Dr	100%	2,053,816	-	2,053,816
CP12BRCW10	Cycleways	Cycleway additional 1 metre construction	Brodrick Blvd to Memorial Ave	100%	174,915	-	174,915
CP12BRCW11	Cycleways	Cycleway additional 1 metre construction	Wager Rd (Windsor Rd to Stone Mason Dr)	100%	19,342	-	19,342
CP12BRCW12	Cycleways	Cycleways in Trunk drainage + 1 metre additional	Stone Mason Dr (Fairway Dr to Windsor Rd)	100%	252,281	-	252,281
CP12BRCW13	Cycleways	Cycleways in Trunk drainage + 1 metre additional	Cullen St (Arnold Ave to Burns Rd)	100%	159,778	-	159,778
CP12BRCW2	Cycleways	Cycleways in Trunk drainage	Pasquale Ave to Severn Vale Dr	100%	294,328	-	294,328
CP12BRCW3	Cycleways	Cycleways in Trunk drainage	Windsor Rd to Fairway Dr	100%	1,190,132	-	1,190,132
CP12BRCW4	Cycleways	Cycleways in Trunk drainage + 1 metre additional	Fairway Dr (Stone Mason Dr to Solent Cct)	100%	292,310	-	292,310
CP12BRCW5	Cycleways	Cycleways in Trunk drainage + 1 metre additional	Arnold Ave (Memorial Av to Brodrick Bvd)	100%	227,894	-	227,894
CP12BRCW6	Cycleways	Cycleways in Trunk drainage	Balmoral Rd (Old WindsorRd- Free Settlers Dr)	100%	24,387	-	24,387

Account Number	Sub-category	Description	Location	Apport. To this CP	Capital works	Land Acquisition	Total Cost
CP12BRCW7	Cycleways	Cycleway full 2.5 metre construction and additional 1 metre	Free Settlers Dr (Balmoral Rd to Fairway Dr)	100%	180,802	-	180,802
CP12BRCW8	Cycleways	Cycleway full 2.5 metre construction	Stone Mason Dr (Memorial Av to Fairway Dr)	100%	93,008	-	93,008
CP12BRCW9	Cycleways	Cycleway additional 1 metre construction	Kennedy Av (Windsor Rd to Stone Mason Dr)	100%	47,093	-	47,093
CP12BRCWB1	Cycleways	Cycleway Bridges in Trunk Drainage	Raymond Ct to Brodrick Blvd Reserve	100%	241,730	-	241,730
CP12BRCWB2	Cycleways	Cycleway Bridges in Trunk Drainage	Arnold Ave to Gorman Ave Reserve	100%	241,730	-	241,730
CP12BRR01	Roundabouts	Roundabout	Int. Wager Rd & Stone Mason Dr	100%	180,015	-	180,015
CP12BRR02	Roundabouts	Roundabout	Int. Fairway Dr & Stone Mason Dr	100%	180,015	-	180,015
CP12BRR03	Roundabouts	Roundabout	Int. Kennedy Ave & Stone Mason Dr	100%	180,015	-	180,015
CP12BRR04	Roundabouts	Roundabout	Int. Brodrick Blvd & Burns Rd	100%	180,015	-	180,015
CP12BRR05	Roundabouts	Roundabout	Int. Arnold Av, Brodrick Bvd, Butler Av	100%	180,015	-	180,015
CP12BRR06	Roundabouts	Roundabout	Int. Arnold Av, Farmhouse Av, Jack Peel Cct	100%	180,015	-	180,015
CP12BRR07	Roundabouts	Roundabout	Int. Arnold Ave & Gainsford Dr	100%	180,015	-	180,015
CP12BRR08	Roundabouts	Roundabout	Int. Arnold Av, Colonial St, Half Penny Av	100%	175,904	-	175,904
CP12BRR10	Roundabouts	Roundabout	Int. Free Settlers Dr & Hodges Rd	100%	180,015	-	180,015
CP12BRR11	Roundabouts	Roundabout	Int. Free Settlers Dr & Balmoral Rd	100%	180,015	-	180,015
CP12BRR12	Roundabouts	Roundabout	Int. Free Settlers Dr & Edgewater Dr	100%	182,890	-	182,890
CP12BRR13	Roundabouts	Roundabout	Int. Free Settlers Dr & Fairway Dr	100%	180,015	-	180,015
CP12BRR14	Roundabouts	Roundabout	Int. Severn Vale Dr & Fairway Dr	100%	180,015	-	180,015
CP12BRR15	Roundabouts	Roundabout	Int. Severn Vale Dr & Balmoral Rd	100%	163,407	-	163,407
CP12BRR16	Roundabouts	Roundabout	Int. Balmoral Rd & Pellizzer Blvd	100%	180,015	-	180,015
CP12BRR17	Roundabouts	Roundabout	Int. Solent Cct & Fairway Dr	75%	282,891	-	282,891
CP12BRD1	Road	Full width road construction	Arnold Ave adj trunk drainage land	100%	1,246,701	-	1,246,701
CP12BRT1	Signals and turning lanes	Signals and turning lanes	Memorial Av, Free Settlers Dr, Arnold Av	12%	720,000	-	720,000
CP12BRT2	Signals and turning lanes	Signals and turning lanes	Memorial Av, Severn Vale Dr, Arnold Av	35%	2,450,000	-	2,450,000
CP12BRT3	Signals and turning lanes	Signals and turning lanes	Wrights Rd & Windsor Rd	25%	5,000,000	-	5,000,000
CP12BRT4	Signals and turning lanes	Signals and turning lanes	Norwest Bvd & Solent Cct (West)	75%	12,424,219	-	12,424,219
CP12BRGL1	Greenway Links	Cycleways (Greenway Links), planting	Windsor Rd to Arnold Ave	100%	399,855	3,133,109	3,532,964
CP12BRGL2	Greenway Links	Cycleways (Greenway Links), planting	Arnold Ave to Memorial Ave	100%	351,092	4,137,563	4,488,655
CP12BRGL3	Greenway Links	Cycleways (Greenway Links), planting	Rutherford Ave to Hodges Rd	100%	316,958	221,914	538,871
CP12BRGL4	Greenway Links	Cycleways (Greenway Links), planting	Hodges Rd to Balmoral Rd	100%	282,824	-	282,824
CP12BRGL5	Greenway Links	Cycleways (Greenway Links), planting	Free Settlers Dr to Pellizzer Blvd	100%	507,133	6,493,118	7,000,251
CP12BRGL6	Greenway Links	Cycleways (Greenway Links), planting	Rutherford Ave Reserve to Hector Crt	100%	175,546	863,766	1,039,312
CP12BRGL7	Greenway Links	Cycleways (Greenway Links), planting	Florence Ave to Memorial Ave	100%	263,319	855,969	1,119,288
CP12BRLL1	Other Open Space	Pathways, planting	Local Link 1- Free Settlers Drive Reserve	100%	555,895	882,435	1,438,330
CP12BRLP1	Local Open Space	Play areas, pathways, planting	Local Park 1- Stone Mason Drive Reserve	100%	864,858	11,653,012	12,517,870
CP12BRLP2	Local Open Space	Play areas, pathways, planting	Local Park 2- Fairway Drive Reserve	100%	384,851	1,735,825	2,120,676
CP12BRLP3	Local Open Space	Play areas, pathways, planting	Local Park 3 - Balmoral Road	100%	452,465	5,504,730	5,957,196
CP12BRLP4	Local Open Space	Play areas, pathways, planting	Local Park 4- Gorman Avenue Reserve	100%	532,882	2,449,974	2,982,857
CP12BRLP5	Local Open Space	Play areas, pathways, planting	Local Park 5- Half Penny Avenue Reserve	100%	403,600	1,038,593	1,442,193
CP12BRLP6	Local Open Space	Play areas, pathways, planting	Local Park 6- Lewis Jones Reserve	100%	420,913	976,932	1,397,845

Account Number	Sub-category	Description	Location	Apport. To this CP	Capital works	Land Acquisition	Total Cost
CP12BRP10001	District Parks	Playing fields, courts, amenities & embellishment	Balmoral Road Sports Complex Reserve	100%	11,935,145	42,896,841	<b>54,831,986</b>
CP12BRP10002	District Parks	New road construction through zoned open space	Balmoral Road Sports Complex Reserve	100%	1,504,241	-	<b>1,504,241</b>
CP12BRP2	District Parks	Playing fields, courts, amenities & embellishment	Arnold Avenue Sports Complex Reserve	100%	7,138,891	22,701,844	<b>29,840,734</b>
CP12BRP30001	District Parks	Embellishment	Rutherford Avenue Reserve	100%	2,039,080	11,899,631	<b>13,938,711</b>
CP12BRP30002	District Parks	New road construction through zoned open space	Memorial Avenue	100%	917,842	-	<b>917,842</b>
CP12BRP4	District Parks	Play area, double playing field, amenities & embellishment	Kellyville Memorial Park Reserve	100%	5,049,031	4,190,200	<b>9,239,231</b>
CP12BRX1	Greenway Links	Concrete pedestrian bridges	Pedestrian Bridge- Memorial Ave	100%	3,860,383	-	<b>3,860,383</b>
CP12BRX2	Greenway Links	Concrete pedestrian bridges	Pedestrian bridge- Windsor Rd	100%	3,474,345	-	<b>3,474,345</b>
CP12BASIN31	Basin	Water quality measures including constructed	Trunk drainage land between Arnold Ave & Raymond Cct	100%	-	-	-
CP12BASIN32	Basin	Water quality measures including constructed	Trunk drainage land between Arnold Ave & Fox Creek Cct	100%	-	-	-
CP12BASIN33	Basin	Water quality measures including constructed	Trunk drainage land Arnold Ave (north of Arnold Ave)	100%	-	-	-
CP12BASIN35	Basin	Water quality measures including constructed	Trunk drainage land & part of Kellyville	100%	-	-	-
CP12BASIN99	Basin	Water quality measures including constructed	Part of Park 3 (south of Memorial Ave)	100%	822,858	-	<b>822,858</b>
CP12BRCF4	Fit out & expansion of library	Fit out and expansion of RHRC Library	RHRC Library	100%	-	2,148,032	<b>2,148,032</b>
CP12BRADMIN	Administration cost	Administration & Plan preparation		100%	1,146,794	-	<b>1,146,794</b>
				<b>TOTAL</b>	<b>77,599,723</b>	<b>123,783,488</b>	<b>201,383,211</b>

## **Appendix B – Summary of Works Program by Facility Category**

## Contributions Plan No. 12 - Balmoral Road Release Area

### Summary of Works Program by Facility Category

	Total Plan	Total Actuals	Total O/S	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
Open Space - Land	121,635,456	93,535,864	28,099,593	575,785	-	254,760	2,434,200	14,590,219	11,329,934	-	-	-
Open Space - Capital	39,550,041	12,220,128	27,329,913	7,574,282	6,959,943	8,793,765	2,406,276	1,107,403	8,062,525	-	-	-
Roads and Transport - Land	-	-	-	-	-	-	-	-	-	-	-	-
Roads and Transport - Capital	36,080,030	4,656,205	31,423,825	987,617	1,554,790	2,062,273	766,164	5,562,639	300,688	20,926,697	250,573	-
Water Management - Land	-	-	-	-	-	-	-	-	-	-	-	-
Water Management - Capital	822,858	135,395	687,463	118,387	192,963	-	-	494,500	-	-	-	-
Community Facility - Land	2,148,032	-	2,148,032	-	-	-	-	-	-	-	2,148,032	-
Community Facility - Capital	-	-	-	-	-	-	-	-	-	-	-	-
Administration Costs	1,146,794	300	1,146,494	-	650	190,974	190,974	190,974	190,974	190,974	190,974	-
Debt Servicing Cost (Exp only)	22,291,253	22,291,253	-	1,256,795	-	-	-	-	-	-	-	-
<b>Total before Interest income</b>	<b>223,674,464</b>	<b>132,839,145</b>	<b>90,835,319</b>	<b>10,512,866</b>	<b>8,453,585</b>	<b>13,481,212</b>	<b>17,953,633</b>	<b>18,685,450</b>	<b>8,554,188</b>	<b>21,117,671</b>	<b>2,589,579</b>	<b>-</b>
<b>Subtract Interest income (actuals)</b>	<b>-</b>	<b>6,587,737</b>	<b>-</b>	<b>1,115,177</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Net Debt servicing costs</b>	<b>15,703,516</b>	<b>15,703,516</b>	<b>-</b>	<b>141,618</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total net of Interest income</b>	<b>217,086,726</b>	<b>126,251,408</b>	<b>90,835,319</b>	<b>9,397,689</b>	<b>8,453,585</b>	<b>13,481,212</b>	<b>17,953,633</b>	<b>18,685,450</b>	<b>8,554,188</b>	<b>21,117,671</b>	<b>2,589,579</b>	<b>-</b>

### Indexation Assumptions

Land Acquisition Index	5.22% per annum
Capital Expenditure Index (open space)	3.36% per annum
Capital Expenditure Index (traffic and drainage)	3.36% per annum
Administrative Cost Index	2.50% per annum
Discount Rate	4.10% per annum
Note. Refer to Section 2.20 of the Contributions Plan for source of indexation assumptions	



**Appendix C - Contributions Rates Schedule**

**Contributions Plan No. 12 - BALMORAL ROAD RELEASE AREA**  
**Residential Rates Schedule**

Facility Category	Total Cost (PV)	Rate Per Person	CONTRIBUTION RATE PER LOT/UNIT						
			Dwelling Houses	Integrated Housing Development	Senior Housing	Multi Unit Housing*			
						4 bedroom	3 bedroom	2 bedroom	1 bedroom
Open Space - Land	-\$137,791,465.02	\$8,065.09	\$27,018.06	\$24,195.28	\$9,678.11	\$27,824.57	\$20,888.59	\$16,775.39	\$11,775.04
Open Space - Capital	-\$39,409,285.79	\$2,556.06	\$8,562.79	\$7,668.17	\$3,067.27	\$8,818.40	\$6,620.19	\$5,316.60	\$3,731.84
Transport - Land	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Transport - Capital	-\$35,127,191.48	\$2,799.72	\$9,379.05	\$8,399.15	\$3,359.66	\$9,659.02	\$7,251.27	\$5,823.41	\$4,087.59
Community Facility - Land	-\$2,199,721.04	\$80.29	\$268.98	\$240.88	\$96.35	\$277.01	\$207.96	\$167.01	\$117.23
Community Facility - Capital	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Administration	-\$1,070,067.08	\$7.36	\$24.64	\$22.07	\$8.83	\$25.38	\$19.05	\$15.30	\$10.74
<b>TOTAL</b>	<b>-\$215,597,730.42</b>	<b>\$13,508.52</b>	<b>\$45,253.53</b>	<b>\$40,525.55</b>	<b>\$16,210.22</b>	<b>\$46,604.39</b>	<b>\$34,987.06</b>	<b>\$28,097.72</b>	<b>\$19,722.44</b>
<b>Additional Contribution - Eastern Precinct</b>									
Water Management - Land	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Water Management - Capital	-\$809,228.26	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTAL (2018/19)</b>	<b>-\$217,216,186.93</b>	<b>\$13,508.52</b>	<b>\$45,253.53</b>	<b>\$40,525.55</b>	<b>\$16,210.22</b>	<b>\$46,604.39</b>	<b>\$34,987.06</b>	<b>\$28,097.72</b>	<b>\$19,722.44</b>
FY1920		\$13,846.23	\$46,384.87	\$41,538.69	\$16,615.48	\$47,769.50	\$35,861.74	\$28,800.16	\$20,215.50
FY2021		\$14,192.39	\$47,544.49	\$42,577.16	\$17,030.86	\$48,963.73	\$36,758.28	\$29,520.16	\$20,720.88
FY2122		\$14,547.20	\$48,733.11	\$43,641.59	\$17,456.64	\$50,187.83	\$37,677.24	\$30,258.17	\$21,238.91
FY2223		\$14,910.88	\$49,951.43	\$44,732.63	\$17,893.05	\$51,442.52	\$38,619.17	\$31,014.62	\$21,769.88

## **Appendix D – Definitions Relevant to this Plan**

## Definitions Relevant to this Plan

Unless otherwise provided, definitions for terms used in this Contributions Plan will be those definitions used in the Environmental Planning and Assessment Act 1979, the Environmental Planning and Assessment Regulation 2000 and The Hills Local Environmental Plan 2019.

Acquisition cost	Includes all costs and expenses incurred in the purchase of land or floor space including but not limited to any purchase price, valuation, legal and survey fees.
Assumed Occupancy Rate	Means the number of persons assumed to occupy different dwelling types
Capital Cost	Includes all costs and expenses incurred in the delivery of the public facilities identified including but not limited to design, consultant and professional fees, project management fees, insurance premiums, construction and fit out costs. It does not include any recurrent costs that may be incurred in the operation and maintenance of the facility once it has been built.
Balmoral Road Release Area	Means the area shown on Map No. 1 - Land to Which Plan Applies
Developer contributions	Means a monetary contribution, the dedication of land free of cost or the provision of a material public benefit
EP&A Act	Means the Environmental Planning and Assessment Act 1979, as amended
EP&A Regulation	Means the Environmental Planning and Assessment Regulation 2000, as amended
Expected Additional Population	Means the anticipated population of the Balmoral Road Release Area, over and above the estimated population at 13 April 2006
Human Services Study	Means the Human Services Local Environmental Study for Balmoral Road Release Area completed by BBC Consulting Planners November 2002
Library Report	Means the Rouse Hill Library and Community report completed by the AEC Group July 2004, as amended
LEP 2005	Means Baulkham Hills Local Environmental Plan 2005, as amended
LEP 2019	Means The Hills Local Environmental Plan 2019, as amended
Multi-Unit Housing Dwelling	Means any form of residential development other than subdivision, single dwelling houses and attached or detached dual occupancy dwellings
RMP Study	Means the Recreation Needs Analysis and Public Open Space Provision for the Balmoral Road Release Area completed by RMP & Associates in October 2003
RMS	Means Roads and Maritime Services NSW
Traffic Report	Means the Balmoral Release Area Traffic and Transport Report completed by Council in May 2006
Works in kind	Means the construction or provision of the whole or part of a public facility that is identified in the works schedule to the Contributions Plan



**BAULKHAM HILLS  
SECTION 7.11  
CONTRIBUTIONS PLAN No 12**

**MAP No. 2  
LOCATION OF  
FACILITIES WITHIN  
BALMORAL ROAD  
RELEASE AREA**

N  
SCALE: 1:4,000  
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Metres

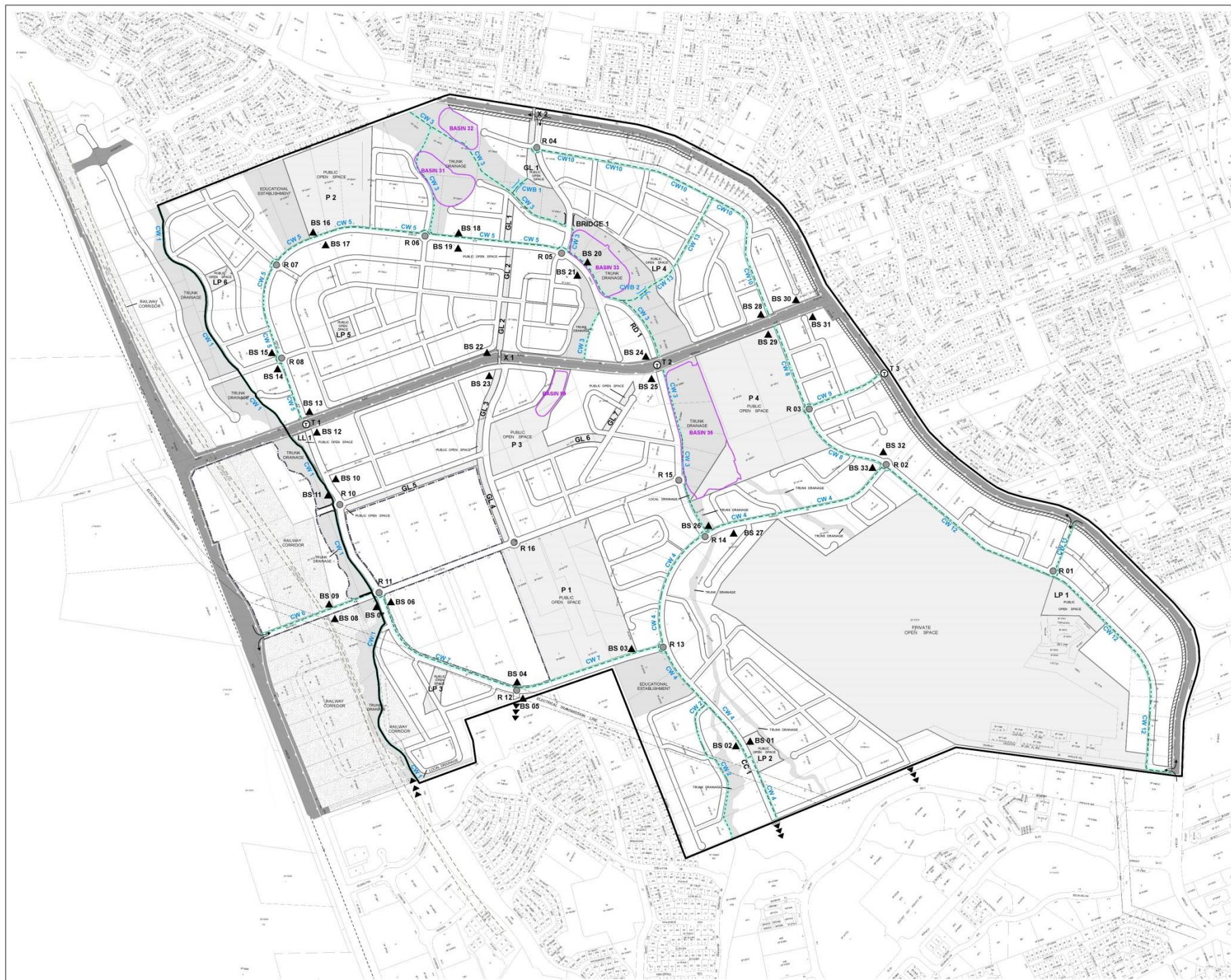
**LEGEND**

- Cyclway Crossing
- Community & Recreation Facility
- Bus Shelters
- Roundabout
- Pedestrian Bridge
- Traffic Lights
- Bridge
- Drainage Basin (Indicative Location)
- BRR Boundary

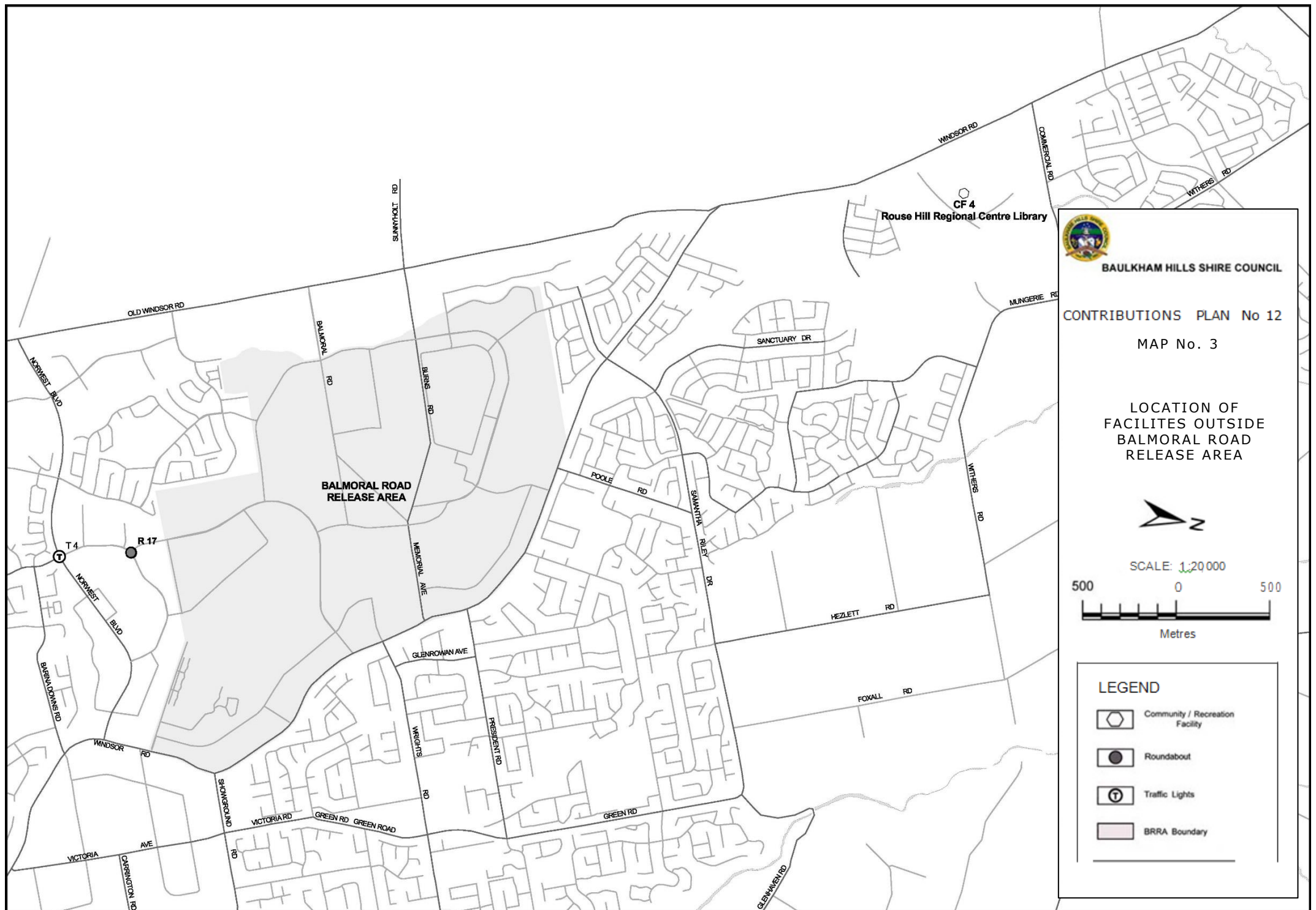
DRAWN BY	W WRIGHT	DATE: 11/01/2006
SUPERVISING	S CLISOLD	DATE: 11/01/2006
PLANNING	J JONES	DATE: 11/01/2006
FILE No.	CCJ	PP 151
STATEMENT OF RELATIONSHIP WITH OTHER PLANS		
THIS PLAN SHOULD BE READ IN CONJUNCTION WITH BULKHAM HILLS LOCAL ENVIRONMENTAL PLAN 2005 AND BULKHAM HILLS RELEASE AREA DEVELOPMENT CONTROL PLAN No 20 (WRITTEN DOCUMENT)		
DATE OF ADOPTION		
COMES INTO FORCE		

**NOTE**  
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DATE OF BASE MAPS: 22 Nov 2005







**BAULKHAM HILLS SHIRE COUNCIL**

**CONTRIBUTIONS PLAN No 12**

**MAP No. 3**

**LOCATION OF FACILITIES OUTSIDE BALMORAL ROAD RELEASE AREA**

**SCALE: 1:20 000**

**500 0 500**

**Metres**

**LEGEND**

- Community / Recreation Facility
- Roundabout
- Traffic Lights
- BRRA Boundary

