



**Tamworth Regional Council
Section 94 (Direct)
Development Contributions Plan 2013**

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Executive Summary

Purpose and Objectives of the Plan

This Plan is the *Tamworth Regional Council Section 94 (Direct) Development Contributions Plan 2013* and has been prepared to satisfy the requirements of the Environmental Planning and Assessment Act and Regulation, enabling Council or an accredited certifier to levy development for the provision of [community infrastructure](#) required to meet the demands of that development.

In order to levy these contributions when granting consent to development, Council must be satisfied that the proposed development will or is likely to require the provision of or increase the demand for the community infrastructure for which the levy is being required.

This Plan will ensure that adequate community infrastructure is provided to meet the demands generated by new development and that the existing community is not burdened by the provision of community infrastructure required as a result of future development.

In addition, this Plan provides an administrative framework under which specific community infrastructure strategies may be implemented and coordinated and a comprehensive strategy for the assessment, collection, expenditure, accounting and review of development contributions on a reasonable and equitable basis. In this way, Council can be publicly and financially accountable in its assessment and administration of the Plan.

Nature of future development

Between 2012 and 2021, there is forecast to be 4,320 additional private residential dwellings in the Tamworth LGA generating an additional population of 11,730 new residents over this ten year period.

This future residential population will create a demand for new, enhanced or augmented community infrastructure and hence all new residential development is to be levied under this Plan.

In addition, this Plan levies for public car parking for non-residential development in the Tamworth Central Business District that is unable to meet its on-site requirements under Council's DCP and also levies for road haulage for development entailing heavy vehicular traffic.

Life of the Plan

The Plan caters for a planning period from 2012 to 2021 which is the period for which residential population forecasts have been prepared, based on a number of Council strategies which provide for additional development over this period.

The Plan will be monitored during this time to ensure that community facilities are provided as development proceeds and to amend the Plan if necessary, as it is unlikely that growth will remain exactly in accordance with that forecast in the Plan.

The cost estimates and land values within the Plan will be indexed between the date of adoption of this Plan and the date of payment of the contribution. Cost estimates and land values will also be monitored during the life of the Plan to ensure that they reflect current costs and if necessary, amendments will be made to the Plan.

Apportionment of costs

To ensure that future development is only levied for the demand it generates, the cost of some facilities in this Plan are apportioned to account for demands of the existing population. However, where the demand for facilities is solely as a consequence of future development, the full costs of those facilities are to be borne by future development.

This Plan also accounts for the varying demands generated by different types of development. Where for instance, standalone dwelling houses generate greater demand for a particular facility than does multi-unit housing (due to varying occupancy rates for instance), it will be levied a greater proportion of the costs of that facility.

Apportionment rationales are detailed within the Plan and relate to, amongst other things, the level of traffic generation of different types of development.

Summary of contributions by facility type

Table E1 summarises the facilities for which contributions are sought under this Plan and the base upon which levies are to be calculated (\$2013):

Table E1: Summary of Contribution Rates by Facility Type by Sub-Catchment^A					
Facility Category	Base Factor to Generate Contribution Rate	Calala	Hills Plain	Kootingal	Tamworth Urban Area (Residue)
Roads	per Peak Vehicle Trip (PVT)	\$5,911.96	\$7,581.40	\$1,223.69	\$1,703.84
Car Parking	per car parking space not provided on-site ^B	N/A	N/A	N/A	\$15,710.00
Open Space and Recreation (Land)	per person (residential)	\$2,657.12	\$1,826.48	\$1,510.33	\$51.60
Open Space and Recreation (Capital)	per person (residential)	\$485.40	\$163.08	\$771.82	\$160.08
Plan Preparation and Administration	per person (residential)	\$97.11	\$84.46	\$52.14	\$14.37
Road Haulage	per tonne	See Note C			
Notes:					
A. See Figure 1 .					
B. Applies to non-residential development in the CBD only (see Section 4.2 and Figure 2).					
C. Applies to agriculture , extractive industry , forestry , freight transport facilities , industry , mining , rural industry , transport depots , truck depots and waste or resource management facilities (see Section 4.4).					

For the purposes of applying this Plan, the above rates are converted to a development type as set out in **Table E2** below.

Summary of contributions by development type

Table E2 summarises the total contribution rates per development type as at the time that this Plan is adopted. The rates will be indexed between the date of commencement of the Plan and the date payment (see Section 2.6 for further details). A development consent or complying development certificate will reflect the indexed rate that applies at that the date of consent.

Table E2: Summary of Contribution Rates by Development Type by Sub-Catchment^A							
Development Type	Base (per)	Occupancy Rate ^B	PVTs	Contribution by Sub-Catchment ^C			
				Calala	Hills Plain	Kootingal	Tamworth Urban Area (Residue)
Contribution for Land and Capital							
Dwelling House / Lot, Exhibition Home	dwelling	2.79	0.85	\$14,054.89	\$12,225.07	\$7,546.46	\$2,078.34
Residential Accommodation ^D with 1 bedroom / bedsit	dwelling	1.10	0.45	\$6,234.14	\$5,699.57	\$3,125.71	\$1,016.10
Residential Accommodation ^D with 2 bedrooms	dwelling	1.49	0.45	\$7,490.45	\$6,503.87	\$4,030.94	\$1,103.76
Residential Accommodation ^D with 3 or more bedrooms	dwelling	2.13	0.575	\$10,295.01	\$8,773.92	\$5,672.23	\$1,460.87
Contribution for Capital Only (i.e. excluding Land)							
Dwelling House / Lot, Exhibition Home	dwelling	2.79	0.85	\$6,648.78	\$7,134.16	\$3,336.75	\$1,934.50
Residential Accommodation ^D with 1 bedroom / bedsit	dwelling	1.10	0.45	\$3,302.97	\$3,684.70	\$1,459.61	\$959.17
Residential Accommodation ^D with 2 bedrooms	dwelling	1.49	0.45	\$3,528.86	\$3,780.70	\$1,779.14	\$1,026.82
Residential Accommodation ^D with 3 or more bedrooms	dwelling	2.13	0.575	\$4,639.26	\$4,886.21	\$2,457.45	\$1,351.03
Other Development	See Note E						
Notes:							
A. See Figure 1 .							
B. This is the forecast average occupancy rate of new dwellings in the LGA between 2012 and 2021.							
C. All figures exclude Tamworth CBD Car Parking.							
D. Excluding dwelling houses/residential lots/exhibition homes.							
E. Other development not specified in this table (such as canal estate development , caravan parks , eco-tourist facilities , moveable dwellings and tourist and visitor accommodation) will be assessed in accordance with Section 1.5 of this Plan and the per person and per PVT rates specified in Table E1.							

Table E3 provides specific details of the constituent components of the contribution rate for single dwelling houses /new residential lots at the time that this Plan is publicly exhibited.

Table E3: Contribution Rate per Single Dwelling House / Lot by Sub-Catchment^A

Facility Type	Contribution by Sub-Catchment ^B			
	Calala	Hills Plain	Kootingal	Tamworth Urban Area (Residue)
Roads	\$5,025.17	\$6,444.19	\$1,040.13	\$1,448.26
Open Space and Recreation Facilities (Land)	\$7,406.12	\$5,090.91	\$4,209.71	\$143.84
Open Space and Recreation Facilities (Capital)	\$1,352.94	\$454.55	\$2,151.29	\$446.18
Plan Preparation and Administration	\$270.66	\$235.43	\$145.33	\$40.06
TOTAL	\$14,054.89	\$12,225.07	\$7,546.46	\$2,078.34

Notes:

A. See [Figure 1](#).

B. All figures exclude Tamworth CBD Car Parking.

Summary of works schedule

The works to be provided by funds generated by this Plan are summarised in the **Table E4**. A specific code has been applied to the individual projects referred to in the schedule of works at **Appendix B**.

Table E4: Summary of Works Schedule				
Reference/ Code	Description	Cost Attributable to New Development	Cost Attributable to Council/Others	Total Cost
Road Facilities				
R-100	Calala	\$4,271,395	\$192,803	\$4,464,198
R-200	Hills Plain	\$7,088,605	\$20,681,395	\$27,770,000
R-300	Kootingal	\$260,033	\$215,636	\$475,669
R-400	Tamworth Urban Area (Residue)	\$2,520,800	\$2,566,200	\$5,087,000
Sub-Total		\$14,140,833	\$23,656,034	\$37,796,867
Open Space and Recreation Facilities				
OS-100	Calala	\$7,445,200	\$0	\$7,445,200
OS-200	Hills Plain	\$6,100,000	\$0	\$6,100,000
OS-300	Kootingal	\$1,590,250	\$464,750	\$2,055,000
OS-400	Tamworth Urban Area (Residue)	\$1,025,500	\$0	\$1,025,500
Sub-Total		\$16,160,950	\$464,750	\$16,625,700
Plan Preparation and Administration				
PA-100	Preparation of Contributions Plan	\$45,000	\$0	\$45,000
PA-200	Plan Administration	\$550,000	\$0	\$550,000
Sub-total		\$595,000	\$0	\$595,000
TOTAL		\$30,896,783	\$24,120,784	\$55,017,567

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1 Introduction

1.1 Name of this Plan

This Plan is the *Tamworth Regional Council Section 94 (Direct) Development Contributions Plan 2013* (the “Plan”).

1.2 Commencement of this Plan

This Plan has been prepared pursuant to the provisions of the [Environmental Planning and Assessment Act 1979](#) (the Act) and the [Environmental Planning and Assessment Regulation 2000](#) (the Regulation) and takes effect from the date on which public notice was published, pursuant to the Regulation.

1.3 Purpose and Objectives of this Plan

This Plan has been prepared to satisfy the requirements of the Act, which enables Council or an accredited certifier to levy contributions from development for the provision of [community infrastructure](#) that is required to meet the demands of that development.

Contributions may be in the form of a monetary contribution, dedication of land to Council or the provision of a [material public benefit](#), which may include a work commonly referred to as a ‘[work-in-kind](#)’.

In order to levy contributions under the Act, the Consent Authority must be satisfied that the proposed development will or is likely to require the provision of or increase the demand for the community infrastructure for which the levy is being required as detailed in the provisions of this Plan. Accordingly, the objectives of this Plan are to:

- (a) authorise Council or an accredited certifier to impose conditions under the Act when granting consent to development on land to which this Plan applies including Complying Development;
- (b) ensure that adequate community infrastructure is provided to meet the demands generated by new development;
- (c) provide an administrative framework under which specific community infrastructure strategies may be implemented and coordinated;
- (d) provide a comprehensive strategy for the assessment, collection, expenditure accounting and review of development contributions on an equitable basis;
- (e) ensure that the existing community is not burdened by the provision of community infrastructure required as a result of future development;
- (f) enable Council to be both publicly and financially accountable in its assessment and administration of the Plan.

1.4 Land to which the Plan applies

This Plan applies to land within the Tamworth Regional Council Local Government Area (LGA) as shown on the Map (see [Figure 1](#)).

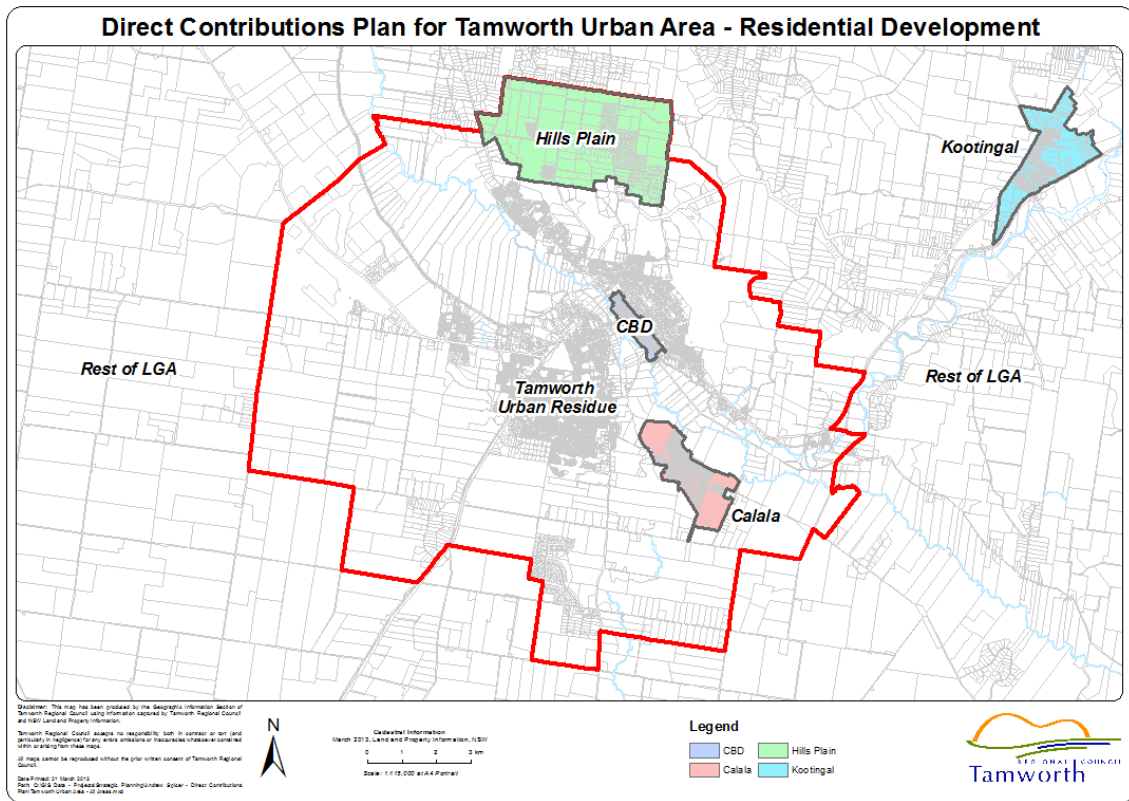


Figure 1: Map – where this Plan applies and Sub-Catchments.

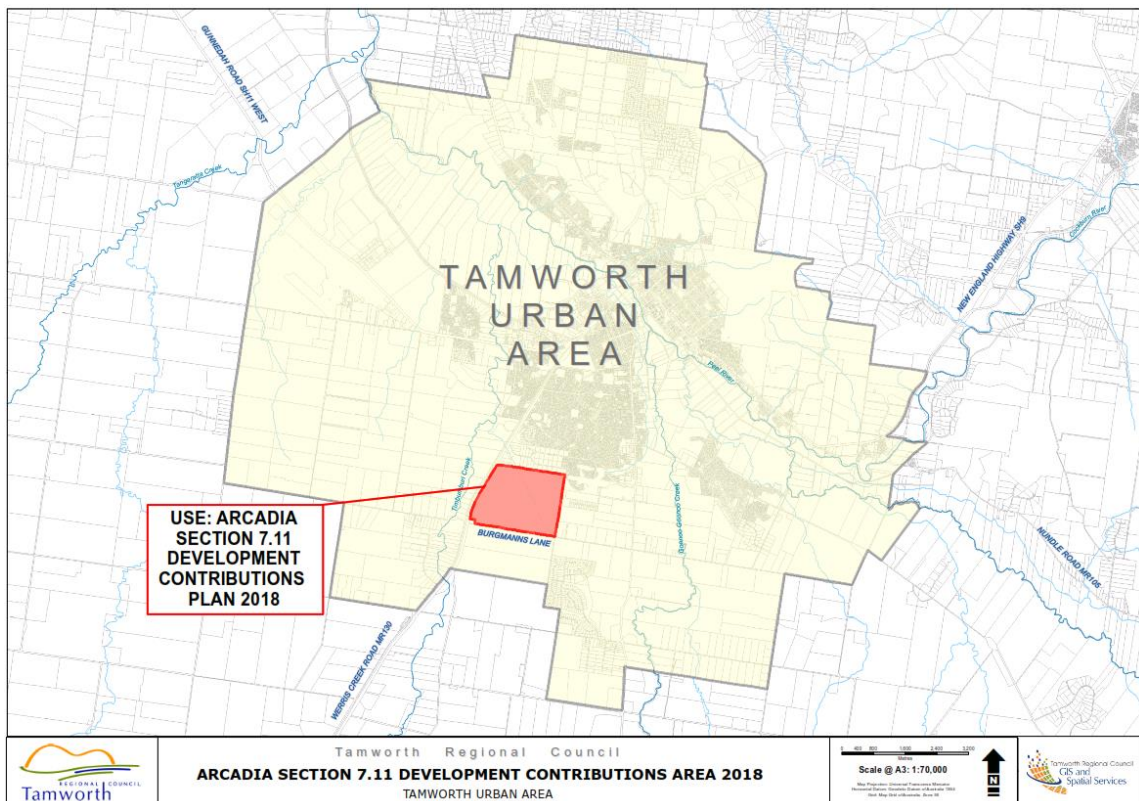


Figure 1a: Map – where the Arcadia Section 7.11 Development Contributions Plan 2018 applies.

1.5 Development forms to which this Plan applies

This Plan applies to:

- residential development which would result in the creation of additional private lots/dwellings or in the case of non-private residential development, additional dwellings, beds or people;
- non-residential development in the Tamworth CBD which is unable to provide the full on-site car parking requirement under Council's DCP due to site constraints or because it is desirable to deter vehicles from interfering with pedestrian movement and public spaces;
- development which results in heavy vehicle haulage including [agriculture](#), [extractive industry](#), [forestry](#), [freight transport facilities](#), [industry](#), [mining](#), [rural industry](#), [transport depots](#), [truck depots](#) and [waste or resource management facilities](#).

Where development is of a type not specifically stated in this Plan but which would result in additional demands for community infrastructure, Council will determine an appropriate occupancy rate and/or traffic generation rate and apply the per person and/or per PVT rates as specified in [Table E1](#) of this Plan.

1.6 Operation Period of the Plan

The Plan is intended to cater for a planning period up to the year 2021 which is the period for which residential population forecasts have been prepared.

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

1.7 Structure of this Plan

This Plan is arranged into four sections:

Section 1 – [Introduction](#) (this section), identifies the name of the Plan, its commencement date, the purpose, aims and objectives of the Plan, the land to which the Plan applies and the Plan's relationship to other plans, reports and policies.

Section 2 – [Administration and operation of the Plan](#), outlines the scope of the Plan, the forms of development to which it applies, the types of community infrastructure addressed by the Plan, describes how and when contributions are to be made and provides details regarding the ongoing management and review of the Plan.

Section 3 – [Expected development and demand for community infrastructure](#), outlines the forecast future development and basis for increased demand for facilities and services.

Section 4 – [Community infrastructure and contributions](#), provides details of each category of community infrastructure in the Plan, including details of existing provision, nexus, what will be provided and when, apportionment and how contributions have been calculated.

The **Appendices** to this Plan include a [Glossary](#) which explains the meaning of words and terms used in this Plan, a detailed [Works Schedule](#), maps showing the [location of facilities](#) by sub-catchment, pro-forma [conditions for development consents](#) and [Complying Development Certificates](#), and a list of [References](#) including the plans, policies and other information which support the contents of the Plan.

1.8 Glossary

The meanings of key words and terms used in this Plan are contained in the Glossary at [Appendix A](#).

1.9 Relationship with other plans, reports and policies

The Plan supplements the provisions of and should be read in conjunction with the Act and Regulation, Tamworth Regional Council's Local Environmental Plan, Development Control Plan and other relevant plans and policies adopted by Council.

1.10 Savings and transitional arrangements

There are no savings or transitional provisions under this Plan. That is, if a development application has been made before the commencement of this Plan in relation to land to which this Plan applies and the application has not been finally determined before that commencement, the application shall be determined in accordance with the provisions of this Plan.

1.11 Key Considerations

There are a number of key considerations for development contributions that Council will consider before introducing a development contributions plan or entering into a planning agreement. These key considerations address the main principles that underpin the development contributions system and their intent is to ensure that:

- the demand for, cost and timing of infrastructure which is the subject of the proposed contribution, has been fairly assessed; and
- the proposed level of contributions will not unreasonably impact upon the affordability of the development subject to the contribution.¹

This Plan has been prepared giving due regard to these considerations.

¹ Department of Planning, *Draft Local Development Contributions Guidelines* (November 2009)

2 Administration and operation of this Plan

2.1 Scope of this Plan

Between 2012 and 2021, there is expected to be an increase in private residential accommodation in the LGA of 4,320 dwellings accommodating 11,730 additional persons (see Section 3). This future development in the LGA will create a demand for new, enhanced or augmented community infrastructure.

In addition, there is likely to be an increase in haulage vehicle use of the existing road network that will require additional maintenance of certain public roads.

This Plan has been prepared in response to this anticipated growth, to ensure that Council is capable of meeting the demands from future development for community infrastructure.

This Plan sets out the range of community infrastructure considered necessary to cater for this demand and how the cost of infrastructure will be imposed on development proposals.

2.2 Types of community infrastructure addressed by this Plan

2.2.1 Community infrastructure

Under this Plan, Council will require development contributions for the following '[community infrastructure](#)':

- Public roads, including:
 - Road, bicycle and footpath infrastructure; and
 - Traffic management facilities;
- Public car parking facilities for non-residential development in the CBD where it is impractical or undesirable to provide the car parking on-site;
- Local open space and recreation facilities including:
 - New and embellished public open space and associated landscaping;
 - New and embellished recreation facilities including children's play equipment;
- District infrastructure of a kind referred to in the above bullet points where there is a direct connection with the development to which the contribution relates;
- Road haulage associated with the repair, maintenance and reconstruction of roads which are used by heavy vehicles;
- Preparation of this Plan and supporting studies; and
- Administration and management activities associated with this Plan.

2.3 How will contributions be imposed?

In accordance with the Act, development contributions under this Plan will be imposed as a condition of development consent (see guideline pro-forma condition at [Appendix D](#)) or as a condition on a Complying Development Certificate (see guideline pro-forma condition at [Appendix E](#)).

2.4 Methods of payment

In accordance with the Act, an obligation to provide contributions toward community infrastructure can be satisfied by one or more of the following methods:

- Payment of a monetary contribution;
- The dedication of land; or
- Provision of a material public benefit.

Generally, the method of payment will be specified as a condition of the development consent although Council may consider any of the abovementioned alternative methods of payment at its sole discretion and in accordance with the provisions of this Plan (see below).

2.4.1 Monetary contributions

Payment of contributions can be made by cash, money order, bank cheque, credit card or any other means determined acceptable by Council from time to time.

2.4.2 Dedication of land

In accordance with the provisions of this Plan, Council may require that land be dedicated as a form of contribution toward the provision of community infrastructure. Where such dedication is required, it must be undertaken in accordance with the following:

- The process for dedication of land is to occur in conjunction with the payment of monetary contributions applicable to any development consent granted for the land;
- The dedication of land is to be 'free of cost' – meaning that all costs associated with the dedication of the land and its transfer to Council's ownership (including but not limited to survey, legal and administration costs) are to borne by the applicant/developer;
- At the time of transfer, the land is to be in a condition which is suitable for its identified public purpose and is to be cleared of all rubbish and debris and have a separate title.

2.4.3 Material public benefits / 'works-in-kind'

Council may accept an offer by the applicant to provide an ['in-kind'](#) contribution (i.e. the applicant completes part or all of work/s identified in the Plan) or through provision of another [material public benefit](#) (other than the dedication of land) in lieu of the applicant satisfying its obligations under this Plan.

Council is under no obligation to accept works-in-kind or material public benefit offers and in considering any such offer, will assess the benefits to the Council and the Community and give due consideration to relevant matters including the following:

- (a) an assessment of the value of the material public benefit proposed, which must be provided by the applicant at the time of the request and must be independently certified by a Quantity Surveyor who is registered with the Australian Institute of Quantity Surveyors or a person who can demonstrate equivalent qualifications;
- (b) the value of the material public benefit proposed is at least equal to the value of the contribution that would otherwise be required under this Plan;
- (c) an assessment that the design specification of the proposed material public benefit is equivalent to that intended by the Plan, which must be provided by the applicant at the time of the request and must be independently certified by a person who can demonstrate qualifications relevant to the design of the facility;
- (d) the extent to which the material public benefit satisfies the purpose for which the contribution was sought;

- (e) the material public benefit being facilities which are already included in the Plan;
- (f) the extent to which the material public benefit satisfies a community need or may reduce the demand for levied items;
- (g) the impending need to construct the material public benefit for which the contributions are to be offset;
- (h) the provision of the material public benefit will not prejudice the timing, the manner or the orderly provision of public facilities included in the works program or the financial integrity of Council's Plan;
- (i) the provision of the material public benefit must not result in piecemeal delivery of infrastructure or result in the need to reconstruct the works due to likely future nearby developments (i.e. normally the works will need to relate to a whole street block or a defined precinct); and
- (j) Council will require the applicant to enter into a written agreement for the provision of the works. It is Council's preference that such an agreement should take the form of a Planning Agreement (see Section 2.4.4).

In accepting other material public benefits, Council must be satisfied that the offer provides a substantial benefit to the community not envisaged by the Plan and that this benefit warrants Council accepting responsibility in fulfilling the intent of the Plan notwithstanding a reduction in expected cash contributions.

A work-in-kind relates to the undertaking of a specific or equivalent work specified in the Plan, and is therefore more readily capable, in comparison to other material public benefits of meeting the above criteria.

However, Council may not accept an offset to the cash otherwise required to be paid which exceeds the quantum of cash payable under the facility category that relates to the work-in-kind. For example, if a condition of development consent requires a certain cash payment towards roads, the provision of a work-in-kind for road works proposed by the Plan will meet only the cash payment required towards roads by that consent, even if the cost of the works exceeds that amount.

2.4.4 Planning agreements

An applicant may voluntarily offer to enter into a [planning agreement](#) with Council in connection with a development application. Under a planning agreement, the applicant may offer to pay money, dedicate land, carry out works, or provide other material public benefits for public purposes. The applicant's provision under a planning agreement may be additional to or instead of making contributions provided for by the Act.

An applicant's offer to enter into a planning agreement, together with the draft agreement, will generally need to accompany the relevant development application or an application to modify the development consent. Council may also consider an offer to enter into a planning agreement where an applicant has sought a change to an environmental planning instrument (commonly referred to as a rezoning application).

Council will publicly notify the draft planning agreement and explanatory note relating to the draft agreement along with the relevant application and will consider the draft planning agreement as part of its assessment of the relevant application.

If Council agrees to enter into the planning agreement, it may impose a condition of development consent requiring the agreement to be entered into and performed.

2.5 Timing of payments

A contribution must be paid to Council at the time specified in the condition of development consent that imposes the contribution. If no such time is specified, the contribution must be paid:

- In the case of subdivisions - prior to the issue of the Subdivision Certificate for each stage; or
- In the case of development involving building work – prior to the issue of the first Construction Certificate; or
- In the case of development that involves both subdivision and building work – prior to issue of the Subdivision Certificate or first Construction Certificate, whichever occurs first; or
- In the case of development that does not involve subdivision or building work – prior to occupation or the issue of an interim occupation certificate or issue of a final occupation certificate, whichever occurs first; or
- In the case of Complying Development:
 - where works are proposed - prior to any works commencing; or
 - where no works are proposed - prior to occupation or issue of an interim occupation certificate or issue of a final occupation certificate, whichever occurs first.
- In the case of road haulage levies – on a monthly or quarterly basis.

It is the responsibility of the an accredited certifier to ensure that a condition is imposed on a complying development certificate in accordance with this Plan and that any monetary contributions have been paid to Council prior to authorising works to commence.

2.5.1 Deferred or periodic payments

Deferred payment of development contributions may be permitted in certain circumstances in accordance with the criteria outlined below:

- (a) an application for deferred payment or payment by instalments is to be made in writing to Council explaining the circumstances of the request;
- (b) the decision to allow deferred payment will be at the sole discretion of Council;
- (c) the timing or the manner of the provision of public facilities included in the works program will not be prejudiced;
- (d) the works to which the request applies does not relate to public safety or health;
- (e) the amount of the contribution or outstanding balance is not less than \$5,000;
- (f) where the applicant intends to make a contribution by way of a planning agreement, material public benefit or work-in-kind in lieu of a cash contribution or by land dedication and Council and the applicant have a legally binding agreement for the provision of the works or land dedication;
- (g) the maximum period of deferred payment of the contribution is two years from the standard payment date; and
- (h) the maximum period for payment by instalments is five years from the standard payment date;
- (i) deferred payments and payments by instalments are subject to interest charges equivalent to that applied to overdue rates and an administration charge equivalent to the bank guarantee lodgement fee for subdivision related matters as stated in Council's Fees and Charges.

If Council does decide to accept deferred payment or payment by instalments, Council will require the applicant to provide a bank guarantee with the following conditions:

- The Bank Guarantee(s) must be in Australian Dollars from a major Australian Trading Bank and in the name of Tamworth Regional Council;
- The Bank Guarantee(s) must have no end date, be unconditional and irrevocable, and be in favour of Tamworth Regional Council;
- The sum of the Bank Guarantee(s) will be the amount due to Council at the date of issue, plus an additional amount specified by Council to make provision for any anticipated indexation during the life of the Bank Guarantee until the estimated date of release;
- the bank unconditionally pays the guaranteed sum to Council if Council so demands in writing;
- the bank must pay the guaranteed sum without reference to the applicant or landowner or other person who provided the guarantee, and without regard to any dispute, controversy, issue or other matter relating to the development consent or the carrying out of development;
- the bank's obligations are discharged when payment to Council is made in accordance with this guarantee or when Council notifies the bank in writing that the guarantee is no longer required;
- where a bank guarantee has been deposited with Council, the guarantee shall not be cancelled until such time as the original contribution, indexation and other charges are paid.

2.5.2 Construction certificates and the obligation of accredited certifiers

In accordance with the Act and the 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(s) confirming that contributions have been fully paid and copies of such receipts must be included with copies of the certified plans provided to Council in accordance with the Regulation. Failure to follow this procedure may render such a certificate invalid.

The only exceptions to this requirement are where a material public benefit, dedication of land, deferred payment or payment by instalments has been agreed by Council. In such cases, Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

2.5.3 Complying development and the obligation of accredited certifiers

In accordance with the Act, accredited certifiers must impose a condition on a Complying Development Certificate, requiring monetary contributions in accordance with this Plan for all types of development.

The conditions imposed must be consistent with Council's standard condition for Complying Development Certificates (see [Appendix E](#)) and be strictly in accordance with this Plan. It is the professional responsibility of an accredited certifier to inform themselves of any amendments to this Plan (including current indexed rates), to accurately calculate the contribution and to apply the development contributions condition correctly in accordance with Council current consent condition requirements.

It is also the professional responsibility of an accredited certifier to ensure that any applicable monetary contributions have been paid to Council prior to authorising works to commence.

2.6 Indexation of contributions

To ensure that the value of contributions is not eroded over time, the contributions stated in this Plan will be indexed at the time of payment to reflect changes in the cost of facilities in the following manner:

$$\$C_{PY} = \frac{\$C_{PC} \times CPI_{PY}}{CPI_{PC}}$$

Where:

\$C_{PY} is the amount of the contribution at the date of Payment.

\$C_{PC} is the amount of the contribution for works schedule items at the date of the Plan Commencement.

CPI_{PY} is the Consumer Price Index (Sydney – All Groups) (CPI) as published by the Australian Bureau of Statistics (ABS) for the financial year at the date of Payment.

CPI_{PC} is the CPI (Sydney – All Groups) as published by the ABS for the financial year at the date of the Plan Commencement.

A development consent or complying development certificate will show the contribution payable at the date the consent/certificate is issued. Contributions are subject to indexation from the date the consent/certificate is issued to the date of payment in accordance with the above formula.

Contribution rates under this Plan and the estimated costs upon which they are based will also be indexed by Council on a regular basis consistent with the above methodology. The adjustment of contribution rates and estimated costs will occur by way of an amendment without the need to prepare a new contributions plan, in accordance with the Regulation. The current contributions rates are available from Council Administration Offices or Council's website.

2.7 Exemptions

Council will not provide exemption to development contributions made under this Plan other than exemptions or discounts afforded under direction of the [Minister for Planning and Infrastructure](#). At the time of commencement, these Ministerial exemptions and discounts included:

- development undertaken by a '[social housing provider](#)' for the purposes of '[seniors housing](#)' as defined in [State Environmental Planning Policy \(Housing for Seniors or People with a Disability\) 2004](#);
- development for the purposes of a school (as defined by the [Education Act 1990](#)) that is a project under the *Building the Education Revolution* (BER) program;
- development within a greenfield urban release area for the purpose of one or more dwellings or in the case of subdivision, the creation of one or more residential lots, is limited to \$30,000 for each dwelling or lot authorised by the development consent; and
- development within an established urban area for the purpose of one or more dwellings or in the case of subdivision, the creation of one or more residential lots, is limited to \$20,000 for each dwelling or lot authorised by the development consent.

Council does not apply discounts to the payment of development contributions unless otherwise stated in this Plan.

2.8 Allowances for existing development

All forecasts of future additional development within this Plan have been calculated allowing for existing development at the time of preparing the Plan (i.e. as at 1 January 2012).

Contributions required under this Plan will be levied according to the estimated net increase in demand. An amount equivalent to the contribution attributable to any existing lawful development on the site of a proposed new development, at the time of undertaking the demand assessment underpinning this Plan, will be allowed for in the calculation of contributions.

Accordingly, if an applicant wishes to obtain an allowance against contributions payable based on pre-existing development, information must be provided with the development application which demonstrates the lawful existence of the development on the subject site as at 1 January 2012.

Council will only consider an allowance for the existing development to the extent of the demand for specific community facilities and services arising from that development. For instance, where a residential development is proposed which replaces an employment generating land use, there may be a reduced peak traffic generation relative to the site's prior use. In this case, no levy would be applicable toward roads. Council will not however, accept a state of credit as such a reduction in demand for this type of facility does not offset the demand for other facilities and services.

For instance, the same development may result in an increase in demand for other services such as public open space, which are distinct from traffic demands. Accordingly, the levies under this Plan for these other facilities and services would continue to apply.

2.9 Credits

A credit may be provided by Council where the net contributions provided by any particular development exceed that required by the Plan. This could arise where a developer proposes the provision of a material public benefit or dedication of land, at a value determined by Council to exceed the amount of cash otherwise payable in accordance with the Plan. However, credits will only be provided at Council's absolute discretion.

A credit will be provided only against the same facility category for which the surplus contribution relates. For example, if the developer proposes to dedicate more public open space that would otherwise be required under the Plan, then a credit could be accrued against open space contributions requirements of future development.

Consequently, if a developer dedicates more public open space than would otherwise be required under the Plan, the value of the additional open space cannot be used to offset the cash contribution otherwise payable under a different contribution category, such as roads. The objective is to ensure that Council maintains an adequate flow of contributions across the range of facilities to be funded under this Plan to provide for the orderly and staged delivery of all categories of facilities.

The amount and terms of the credit are to be negotiated prior to the dedication of land or commencement of works and will be for the additional value only as agreed by Council. If agreed, Council will advise the applicant of the credit which would be redeemable in lieu of contributions in the same facility category otherwise payable by the developer for future development in the area to which this Plan applies.

Council reserves the right to require payment of a monetary contribution or to terminate the 'credit agreement' should the applicant be unwilling or unable to meet its terms. No credit will be given for land or works which are not nominated in the works schedule in this Plan.

If a developer seeks to off-set a credit against the cash payable under a different facility category or to be reimbursed in cash, then this would need to be negotiated with Council as part of a planning agreement or a works-in-kind/material public benefit agreement in accordance with the provisions of this Plan.

2.10 Monitoring and review of the Plan

It is intended that this Plan be monitored and reviewed on a regular basis as it contains forecasts of future development including likely future population and about the likely demands and costs of providing community infrastructure for that population.

Monitoring actual developments, population changes and community demands will allow appropriate updating and amendment as necessary.

The cost of works proposed by the Plan (including land values) may also need review over time if there is a concern that the indexation of costs may not be adequately reflecting actual current costs.

Council's aim is that all forecasts, costs and assumptions are reviewed and adjustments and/or amendments as appropriate will be made at five yearly intervals after the date of adoption of this Plan.

2.11 Accounting and management of funds

2.11.1 Accounting standards and contributions register

Separate accounting records are maintained for all development contributions made to Council under this Plan and a development contributions register will be maintained by Council in accordance with the Regulation.

Council is also required to publish details of development contributions accounts annually and this is undertaken as part of Council annual financial reporting cycle.

2.11.2 Treatment of funds received prior to the commencement of this Plan

Funds levied and received under previous plans prior to 1 July 2012 will be used to deliver community infrastructure of the same facility category identified under this Plan as 'Cost Attributable to Council' as these funds were levied to meet the demands of that prior development.

Funds levied and received under previous plans from 1 July 2012 will be used toward the delivery of community infrastructure of the same facility category identified under this Plan as 'Cost Attributable to New Development'.

2.11.3 Investment of funds

To maintain the time-value of monetary contributions received under this Plan, Council will invest these funds until the time of expenditure for the purpose for which they were received.

Council will report all investment returns as part of its annual contributions accounts reporting and all investment returns will be retained within the development contributions accounts, to be used of the purpose for which the original contribution was made.

2.11.4 Pooling of contributions

This Plan expressly authorises monetary 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.

2.11.5 Other funding sources

All works proposed in this Plan represent infrastructure to be funded pursuant to the development contributions provisions of the Act.

There were no grants or other external funding sources secured for the works proposed in this Plan, at the time of its adoption. Should such funding become available in the future, the works schedule in this Plan will be reviewed and the contribution rates may be adjusted.

2.11.6 Goods and services tax

At the date of preparing this Plan, monetary development contributions were exempt from the Federal Government Goods and Services Tax (GST).

In addition, at the date of preparing this Plan, Council's advice was that non-monetary contributions by way of dedication of land, works-in-kind or material public benefit in lieu of contributions that would be exempt under Section 81-5 of the GST Act, do not constitute a taxable supply. Therefore, there are no GST implications for non-monetary contributions.

However, if legislative changes (including Australian Tax Office tax rulings) determine otherwise, contributions in this Plan will be adjusted to include GST.

3 Expected development and demand for community infrastructure

3.1 Overview

The TRC LGA is located in the Northern Region of NSW and is bordered by Gwydir to the north, Uralla and Walcha to the east, the Upper Hunter to the south and Narrabri, Gunnedah and Liverpool Plains to the west.

The regional centre of Tamworth is supported by the towns of Kootingal, Barraba, Manilla and Nundle as well as 19 other villages.

Future residential development is expected to occur primarily in designated Urban Release Areas (URAs) in and around Tamworth centre, although it is also recognised that there is considerable scope for infill development throughout the remainder of the LGA.

3.2 Existing Population Characteristics

The LGA comprises a total land area of approximately 9,900 square kilometres and the total resident population was 53,670 persons² in 2006 (ABS, 2006).

Table 1 provides a brief summary of the dwelling composition in the LGA, according to the 2006 ABS Census.

Dwelling type	Dwelling Units	%
Separate House	17,971	79.3
Medium Density ^A	2,277	10.0
High Density ^B	94	0.4
Other Dwellings/Not Stated	295	1.3
Unoccupied Dwellings	2,032	9.0
Total	22,668	100

Notes:
 A. Includes all semi-detached, row, terrace, townhouses and villa units, plus flats and apartments in blocks of 1 or 2 storeys, and flats attached to houses;
 B. Includes flats and apartments in 3 storey and larger blocks.

Approximately 1,830 dwellings have been constructed between the 2006 census and the end of 2011, with an estimated population in these dwellings of 4,840 persons. This provides an estimated existing population to the end of 2011 of 58,510 persons.

This population varies only very slightly (0.12%) from the ABS's 2011 Estimated Resident Population (ERP) of 58,351 persons.

In addition, this Plan's estimate of 58,510 persons varies only slightly (less than 4%) from the ABS's early release 2011 Census population of 56,292 persons.

Both the ERP and the early release population are subject to change and only account for population to 30 June 2011 rather than the end of 2011.

Accordingly, it is considered that the estimate of population to the end of 2011 stated in this Plan is a reasonable estimate and with sensitivity testing of +/- 4% is within the range of the ABS's current population estimates.

² NB: This includes persons in private dwellings plus persons in non-private dwellings but does not include visitors (based on the Place of Usual Residence statistics from the 2006 ABS Census). This figure may vary to figures quoted elsewhere which may represent all persons enumerated on the night of the Census (Place of Enumeration) or other temporal adjustments such as the Estimated Resident Population data set.

For the purposes of this Plan, Council must also have regard to the future population within dwellings which have been approved but not yet constructed as these dwellings have been levied under previous contributions plans and cannot be levied under this Plan.

It is estimated that 1,530 dwellings have been approved by Council but not yet constructed as at 1 January 2012 and these dwellings are anticipated to house a further 4,250 persons. Accordingly, when these dwellings and persons are added to the 2006 Census figures and known completions, a population of 62,760 persons as at 1 January 2012. This population is deemed to be 'existing' for the purposes of this Plan as it is not able to be levied under this Plan and the demand for community infrastructure for this population has been met by way of existing facilities and/or will be met by the contributions levied under previous contributions plans.

The LGA is ranked 77 out of 153 LGAs in NSW with regard to the Socio Economic Index of Disadvantage/Advantage (SEIFA) where 1 is the most disadvantaged LGA and 153 the least disadvantaged LGA (ABS, 2006b).

Approximately 5.1% of the resident population was born elsewhere than Australia although only 1.7% speak a language other than English at home which is far less than the New South Wales average of 20.1%. Notwithstanding this, the TRC LGA has a culturally diverse population with over 30 different countries of origin represented.

The median household income in the LGA in 2006 was \$818 per week which is lower than the NSW average of \$1,035 per week.

The most dominant family type in 2006 was couple without children (41.6%) which was lower than the NSW average of 46.2%. Approximately 25.3% of the population live in lone person households, which is slightly higher than the NSW average of 23%.

3.3 Forecast Development and Population

3.3.1 Introduction

Residential forecasts for the LGA have been undertaken to inform the various tables in this section. These forecasts are based on:

- (a) 2006 ABS Census data;
- (b) Historical development approvals and constructions;
- (c) Adopted and emerging draft master plans for urban release areas and significant redevelopment sites; and
- (d) Estimates of potential infill development in existing urban areas.

The following subsections provide a brief summary of the data derived from these sources, for the purposes of forecasting the future residential growth in the LGA to the year 2021.

3.3.2 Forecast Residential Development

Table 2 provides a summary of the estimated existing dwellings and resident population in the LGA as at 1 January 2012. This is based on 2006 ABS data with additions for known dwelling completions and approved but not yet constructed dwellings. The latter has been included in the existing calculations as it has been levied under previous development contributions plans and cannot therefore be levied again under this Plan.

Table 2: Forecast Population 2012-2021^A

Locality	Estimated Existing 2012 ^B			Forecast 2012-2021 ^E		Forecast at 2021		Forecast 2022+	
	Dwellings ^C	Persons	Occupancy Rate ^D	Dwellings ^{C,F}	Persons ^G	Dwellings ^C	Persons	Dwellings ^{C,F}	Persons
Calala	1,350	3,650	2.78	850	2,370	2,200	6,020	0	0
Hills Plain	1,480	4,120	2.78	1,100	3,070	2,580	7,180	520	1,450
Kootingal	640	1,660	2.77	250	700	890	2,360	230	630
Tamworth Urban Area (Residue)	16,850	40,780	2.48	1,835	4,840	18,690	45,620	710	1,970
Rest of LGA	5,710	12,550	2.49	285	750	5,990	13,310	0	0
TOTALS	26,030	62,760	2.49	4,320	11,730	30,350	74,490	1,460	4,050

Notes:

- A. All figures rounded to the nearest 10
- B. The estimated 'existing' population to 1 January 2012 is described in Section 3.2 of this Plan and varies from ABS early release 2011 Census data and ERP due to the manner in which estimates are undertaken and the time period to which those estimates relate.
- C. Includes occupied and unoccupied private dwellings
- D. Based on 2006 Census data adjusted for typical new development occupancy rate of 2.79 persons per dwelling (ppd).
- E. Estimated additional dwellings/persons based on current proposals for urban release areas with an average occupancy rate of 2.79ppd.
- F. Assumed 1% per annum growth -for Tamworth Urban Area (Residue) and 0.5% for Rest of LGA.
- G. Persons in Tamworth Urban Area (Residue) and Rest of LGA based on dwelling occupancy rate of 2.79ppd and average of 1.51ppd for multi-unit dwellings.

Table 2 also includes information relating to the forecast future development based on adopted master plans and advanced development proposals for the main urban release areas and redevelopment sites in the LGA. These forecasts also include an allowance for infill development outside of the urban release areas in the Tamworth urban area and throughout other towns and villages in the LGA.

These localities are shown in [Figure 1](#) and are used as Sub-Catchments for the purposes of calculating contribution rates within this Plan.

This indicates that between 2012 and 2021, there is forecast to be an additional 4,320 dwellings with an estimated additional resident population of 11,730 persons. This is an average annual growth in residents of 1.87% from 2012 to 2021 which is only slightly higher than the population growth experienced from 2006-2011 of 1.67% but reflective of the number of urban release areas planned for development in future years.

Utilising these forecasts, **Table 3** provides a summary of the forecast growth in private dwellings to 2021 including the LGA-wide average occupancy rate for different dwelling types (i.e. not solely the occupancy rate of future dwellings).

This demonstrates that the majority of future residential development is anticipated to be single dwelling houses. The mix of other residential accommodation (medium/high density housing) has been derived using the 2006 Census data which represented a unit mix of 21% one bedroom, 64% two bedroom and 15% three bedroom units.

Table 3: Estimated Residential Development 2006-2021^A

Residential Dwelling Type	Occupancy Rate ^C	# Dwellings / Beds				Growth 2012-21
		2006	2011	2016	2021	
Private Dwellings^B	2.49	22,670	26,030	28,190	30,350	4,320
Dwelling House / Lot	2.62	19,580	22,490	24,360	26,220	3,730
Residential Accommodation^D with 1 bedroom / bedsit	1.10	560	640	690	750	110
Residential Accommodation^D with 2 bedrooms	1.49	1,700	1,950	2,110	2,280	320
Residential Accommodation^D with 3+ bedrooms	2.13	400	460	500	530	80
Other, not stated	1.88	430	490	530	570	80

Notes:

- A. All figures rounded to the nearest 10
- B. Includes occupied private dwellings and un-occupied private dwellings
- C. Occupancy rates based on occupied private dwellings only
- D. Excluding boarding houses, dwelling houses and hostels

The demographic profile of the future population in private dwellings has also been forecast using a demographic model. The model utilises base demographics for the LGA from the 2006 Census, factors in the additional population in new private housing to be constructed in the Plan period and applies NSW average fertility and mortality rates published by the ABS.

Table 4 provides a summary of the forecast demographic profile of the future population in private dwellings in the LGA. This demonstrates that between 2012 and 2021 there is likely to be:

- 1,740 additional persons aged 0-9 years;
- 2,010 more persons aged 10-24 years;

- 2,290 additional persons aged 25-39 years;
- 1,800 more persons aged 40-54 years; and
- 8,130 additional persons aged 55 years or older.

These forecasts demonstrate that there will be future demand for additional community infrastructure to meet the needs of a considerable increase in young children, teenagers and particularly older persons.

Table 4: Forecast Demographic Profile 2006-2021^A

Age (years)	2006		2011		2016		2021		Growth 2012-2021	
	Persons ^B	%	Persons	%	Persons	%	Persons	%	Persons	Change %
0-4	3,510	6.5	3,720	6.4	4,160	6.2	4,590	6.2	870	23.3
5-9	3,690	6.9	3,960	6.8	4,370	6.6	4,840	6.5	870	22.0
10-14	4,220	7.9	4,270	7.3	4,790	7.2	5,240	7.0	970	22.7
15-19	4,030	7.5	4,150	7.1	4,400	6.6	4,900	6.6	750	18.0
20-24	2,920	5.5	3,090	5.3	3,280	4.9	3,380	4.5	300	9.6
25-29	2,750	5.1	3,160	5.4	3,520	5.3	3,710	5.0	550	17.4
30-34	3,180	5.9	3,160	5.4	3,760	5.6	4,140	5.6	980	31.1
35-39	3,390	6.3	3,640	6.2	3,750	5.6	4,400	5.9	760	20.9
40-44	3,650	6.8	3,730	6.4	4,190	6.3	4,290	5.8	560	14.9
45-49	3,870	7.2	3,960	6.8	4,230	6.4	4,700	6.3	730	18.5
50-54	3,660	6.8	4,180	7.1	4,440	6.7	4,690	6.3	510	12.3
55-59	3,470	6.5	3,900	6.7	4,670	7.0	4,920	6.6	1,020	26.0
60-64	2,910	5.4	3,670	6.3	4,300	6.5	5,100	6.8	1,430	39.1
65-69	2,450	4.6	2,940	5.0	3,910	5.9	4,550	6.1	1,620	55.1
70-74	2,020	3.8	2,370	4.0	3,020	4.5	3,980	5.3	1,610	68.0
75+	3,890	7.3	4,610	7.9	5,710	8.6	7,060	9.5	2,450	53.1
Totals	53,590	100	58,510	100	66,500	100	74,490	100	15,980	27.3

Notes:

A. All figures rounded to the nearest 10

B. Based on Place of Usual Residence

C. This includes persons in dwellings already approved as at 1 January 2012

3.4 Demand for public facilities and services

One of the fundamental principles of development contributions is the relationship, or 'nexus', between the expected types of development and the demonstrated demand for new, augmented or embellished public and community infrastructure created by that development. Key aspects of determining nexus are:

- whether the anticipated development actually creates a demand or increases the demand for a particular public facility;
- whether the estimates of demand for each item of public infrastructure to which the proposed development contribution relates are reasonable;
- what types of facilities will be required to meet that demand;
- whether the proposed development contribution is based on a reasonable apportionment between existing demand and new demand for public infrastructure to be created by the proposed development to which the contribution relates;

- whether the proposed development contribution is based on a reasonable estimate of the cost of proposed public infrastructure; and
- when facilities will be provided to meet the demand of the development – often expressed as timing or thresholds.

It is also necessary to ensure that new development only contributes to its share of the total demand for public facilities and services, rather than any demand generated by the existing population, which may result out of a deficiency in existing facilities. This is known as 'apportionment'.

The increased usage of and demand for new public facilities as a consequence of future development will exceed the capacity of some existing public facilities in the LGA. Accordingly, it will be necessary for new and embellished public facilities to be provided to cater for the anticipated demand of that development.

Section 4 of this Plan establishes the nexus between the anticipated development and the demand for additional or embellished public facilities and if relevant, details how that nexus has been apportioned, to ensure that contributions reflect the demand of new development, rather than existing demand or past deficiencies.

4 Community infrastructure and contributions

4.1 Public roads

4.1.1 Introduction

The projected development within the LGA will generate additional demand for use of public roads by vehicular, bicycle and pedestrian traffic and this demand will require augmentation of existing facilities due to the additional pressures on those facilities. This section outlines the nature of the existing road environment and the rationale for the augmentation of those facilities.

4.1.2 Existing provision

The road transport network in Tamworth Regional LGA is characterised by several strategic transport routes including, but not limited to, the New England Highway, the Oxley Highway, Fossickers Way and the Tamworth-Nundle Road. Many of these routes link the important activity centres of the LGA including Tamworth CBD, Manilla, Barraba, Nundle and other outlying towns and villages.

These strategic routes are supported by a network of sub-arterial roads and local streets which provide access for the residential population of the LGA to the wider network and the range of facilities and services throughout the LGA.

Generally, the existing road network operates within acceptable capacity standards although there are isolated stretches of road and intersections which are currently at or over capacity.

As growth in residential development occurs, with parts of the LGA moving from a rural to urban environment, parts of the existing road network will move toward a state of over-capacity and will require improvements to increase capacity to acceptable standards.

4.1.3 Nexus to development

Future development will be responsible for 4,320 private dwellings. Based on the peak hour vehicle trip (PVTs) rates specified in the *Guide to Traffic Generating Development* (RTA, 2002), this additional development is likely to generate 3,580 PVTs in the road network (i.e. Net additional traffic) (see **Table 5**).

This additional traffic demand will reduce the flow capacity of roads and intersections which will result in the Level of Service (LoS) of individual roads and intersections falling below acceptable standards.

In addition, many roads which were not designed to cater for more intense urban development will require kerb and gutter and footpaths which existing rural development does not warrant.

4.1.4 Strategy – proposed infrastructure

Council's strategies for addressing the additional demands placed on the road environment by future development are as follows:

- Local area traffic management such as traffic calming to deter rat-running on local streets as a consequence of increased traffic in the network;
- Intersection improvements to ensure that increased traffic does not adversely impact on the efficiency and safety of these intersections;
- Localised road realignments, widening and kerb and gutter to cater for the additional traffic generated by future development and maintain acceptable levels of efficiency in the network;

- Pedestrian and bicycle improvements to ensure that increased vehicular traffic does not adversely impact on the walking and cycling environment and to provide additional capacity for the increase in pedestrian and bicycle traffic; and
- Embellishment of footpaths including regrading to cater for increased pedestrian traffic.

The location of the proposed facilities is identified on the maps at [Appendix C](#) to this Plan.

4.1.5 Apportionment

Two types of apportionment are relevant to road facilities – apportionment between different types of development (e.g. dwelling houses compared to multi-unit dwellings) and apportionment between existing and future development.

With regard to different types of development, a vehicle trip from one form of residential development results in the same decrease in road or intersection capacity as a vehicle trip from any other form of residential development and accordingly, there is no apportionment between different forms of residential development other than to take into consideration the differing rate of traffic generation from the development type.

Accordingly, each development will be levied for road infrastructure based on its gross traffic generation, calculated using the PVT rates specified in the RTA Guide. No allowance for traffic generation of existing development is to be made as part of this base calculation. Allowances for existing development will be considered in accordance with Section 2.8 of this Plan.

Apportionment relating to existing, compared to future development for each works item is set out in the Works Schedule at [Appendix B](#).

4.1.6 Calculation of contribution rate

The formula for the calculation of the contribution rate for road works is as follows:

$$\text{Contribution rate per PVT} = \frac{\text{Total Cost of Facilities within Sub-Catchment}}{\text{Total Attributable PVTs within Sub-Catchment}}$$

The 'Attributable PVTs' are the PVTs generated by residential development for the specific Sub-Catchments are specified in **Table 5** (see also [Appendix C](#)).

Table 5: Summary Rates for Roads Facilities by Sub-Catchment

Sub-Catchment	Cost of Works	Attributable PVTs ¹	Rate per PVT
Calala	\$4,271,395	720	\$5,911.96
Hills Plain	\$7,088,605	940	\$7,581.40
Kootingal	\$260,033	210	\$1,223.69
Tamworth Urban Area (Residue)	\$2,520,800	1,480	\$1,703.84
Total	\$14,396,178	3,350	N/A

Note:

1. Figures rounded to the nearest 10 and accordingly, contribution rates per PVT may not exactly match upon calculation from this table.

4.2 Public car parking

The projected development within the LGA will generate additional demand for car parking in the Tamworth Central Business District (CBD) (see [Figure 2](#)).

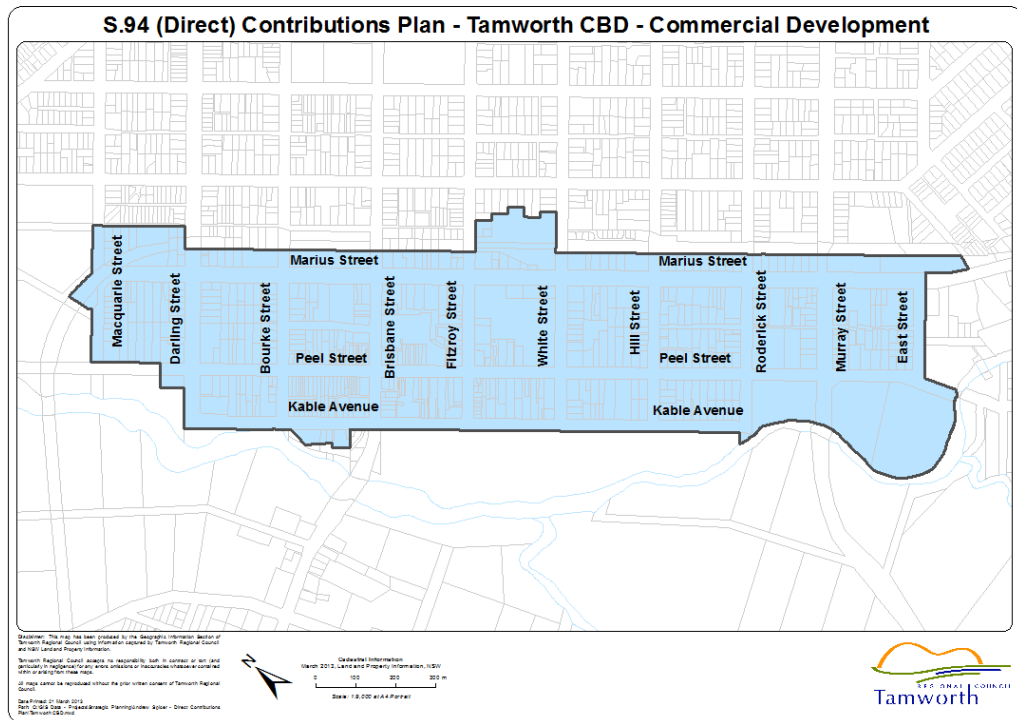


Figure 2: The Tamworth CBD.

For many years, Council has had a policy requiring non-residential development in the CBD to pay a monetary contribution toward centralised car parking facilities. The objective of this approach is the co-location of off-street car parking facilities to minimise vehicular access points and impacts on the pedestrian environment.

This policy will continue to be applied under this Plan and a monetary contribution toward centralised public car parking will be required where non-residential development is unable to provide car parking on-site due to site constraints or where it is desirable to deter vehicles from interfering with pedestrian movement and public spaces. Residential development will continue to be required to provide 100% of Council's off-street car parking requirement.

4.2.1 Existing Facilities

The Tamworth CBD Parking Study undertaken for Council by ARUP in 2010 indicated that there was a total of 7,452 car parking spaces within the Tamworth CBD³ of which 2,348 car parking spaces were located on-street and 5,104 car parking spaces were located off-street (including 1,327 public car parking spaces).

There are currently 16 publicly accessible car parking facilities in the CBD providing both short term and long term car parking.

4.2.2 Nexus to development

The 2010 CBD Parking Study concluded that whilst there was some spare capacity in the overall provision of public car parking in the CBD, there were shortages of long stay car parking within the core CBD and at certain times of day.

³ The Tamworth CBD is shown at Appendix B and is bounded by the Main Northern Railway line to the north and east, East Street to the east and south and the Peel River to the south and west.

The Study concluded that future residential development in the Tamworth urban area and increasing car ownership levels will increase car trips and demand for car parking in the CBD. In addition, rezoning of certain land parcels within the CBD under Council's LEP 2010 with increased density provisions is likely to encourage a higher concentration of retail and commercial development in the CBD.

Based on historical population and car ownership growth and surveyed increased demand for car parking between 2004 and 2010, the Study estimates that an additional 690 car parking spaces will need to be accommodated within the CBD over a ten year period with a split of 55% short stay and 45% long stay.

Whilst the short stay will most likely be accommodated within future retail and commercial developments, the Study concludes that the long stay car parking – equating to 310 public car parking spaces – is unlikely to be provided on-site and will need to be provided by Council in enlarged and/or new off-street car parks.

4.2.3 Strategy – proposed infrastructure

Council's strategy for addressing the additional demand generated by future development for off-street public car parking is to provide public car parking in the CBD to limit driveways and vehicular access points crossing footpaths and/or conflicting with pedestrian priority areas.

4.2.4 Apportionment

The full cost of car parking will be sought under this Plan for each space that cannot be provided on-site as part of future non-residential development.

4.2.5 Contributions and Works summary

The cost per car parking space has been estimated to be **\$15,710 per space** and contributions applicable to future non-residential development will be levied on the basis of each car parking space deficient.

4.3 Open space and recreation facilities

The projected development within the LGA will generate additional demand for local open space and recreation facilities and this demand will require additional open space and embellishment of existing facilities to cater for increased pressures on those existing facilities.

4.3.1 Existing Facilities

Open Space and Recreation Facilities

There is approximately 201 hectares of public open space used for local parks, district parks, recreation parks and sports parks (not including regional parks) within the TRC LGA (ROSS, 2008). This equates to about 32m² per person for the estimated population of 62,760 persons or 3.2 hectares per 1,000 persons at 1 January 2012. This land area is summarised in **Table 6** separated into open space located within the Tamworth urban area and the remainder of the LGA.

Category	Land Area (hectares) ^A	Population (persons) ^A	Standard of Provision (m ² per person) ^B
<i>Local Parks:</i>	33.47	62,760	5.33
- Tamworth Urban Area	33.47	48,550	6.89
- Rural Centres	0	14,210	0
<i>District Parks</i>	14.97	62,760	2.39
- Tamworth Urban Area	14.97	48,550	3.08
- Rural Centres	0	14,210	0
<i>Recreation Parks</i>	22.16	62,760	3.53
- Tamworth Urban Area	5.94	48,550	1.22
- Rural Centres	16.22	14,210	11.41
<i>Sports Parks</i>	130.71	62,760	20.83
- Tamworth Urban Area	101.82	48,550	20.97
- Rural Centres	28.89	14,210	20.33
Total	201.31	62,760	32.08
- Tamworth Urban Area	156.2	48,550	32.17
- Rural Centres	45.11	14,210	31.75

Notes:
 A. Source: ROSS, 2008
 B. Updated to 2012 based on forecasts in Section 3.3 of this Plan.

4.3.2 Nexus to development

Based on the current standard of public open space provision in the LGA of 32m² per person, the forecast additional population in private dwellings of 11,730 persons would generate a demand for an additional 37.6 hectares of additional open space land to maintain the current quantitative level of service.

Alternatively, or in combination with the acquisition of additional open space land, existing open space and recreation facilities may be embellished to cater for the additional usage.

4.3.3 Strategy – proposed infrastructure

The strategy for the provision of open space and recreation facilities for the forecast additional population can be summarised as follows:

- Six new parks in urban release areas with playgrounds, picnic areas and other amenities constituting approximately 10.7 hectares of new public open space; and
- Seven upgrades to existing parks and recreation grounds.

The open space and recreation facilities and the estimated timing of their delivery are set out in the Works Schedule at [Appendix B](#) to this Plan and their location is identified on the maps at [Appendix C](#).

4.3.4 Apportionment

The majority of the open space and recreation facilities proposed under this Plan are required to cater for the future new development and accordingly, the full cost of the acquisition and embellishment of most items will be borne by future development.

Where proposed facilities also meet the demand of the existing population (i.e. an existing shortfall), the costs have been apportioned on the basis of the proportional split of the new population to the total future population of the particular sub-catchment as set out in the Works Schedules at [Appendix B](#).

4.3.5 Works and contributions summary

The formula for the calculation of the contribution rate for local open space and recreation facilities is as follows:

$$\text{Contribution rate per Person} = \frac{\text{Total Cost of Facilities within Sub-Catchment}}{\text{Total Additional Persons within Sub-Catchment}}$$

The contributions for the respective Sub-Catchments are specified in **Table 7** (see also [Appendix C](#)).

Sub-Catchment	Cost of Land and Works	Persons ¹	Rate per Person
Calala	\$7,445,200	2,370	\$3,142.52
Hills Plain	\$6,100,000	3,070	\$1,989.56
Kootingal	\$1,590,250	700	\$2,282.16
Tamworth Urban Area (Residue)	\$1,025,500	4,840	\$211.68
Total	\$16,160,950	10,980	N/A
Note:			
1. Figures rounded to the nearest 10 and accordingly, contribution rates per person may not exactly match upon calculation from this table.			

4.4 Road Haulage

Heavy vehicles such as those used to haul goods, materials, animals and livestock, particularly those associated with mines, extractive industries and agricultural activities, have a significant impact on the structural integrity of roads. Such activities generate a demand for ongoing repair, maintenance and construction of selected vehicle routes.

4.4.1 Nexus to development

The vast majority of roads in the Tamworth Regional Council LGA were originally constructed with the intention of servicing light vehicle traffic such as the cars, vans and small trucks, as well as a small proportion of heavy vehicle traffic.

Accordingly, the condition of most roads is inadequate to service large numbers of heavy vehicles and future new and enlarged developments which rely on heavy vehicle haulage will cause certain roads to deteriorate much quicker than their design life, unless measures are employed to improve and upgrade them on an ongoing basis.

The Land and Environment Court of NSW has held that it is lawful and reasonable for a council to impose a condition of development consent requiring a monetary contribution on a royalty basis for the maintenance, repair and reconstruction of roads arising out of the use of those roads by heavy vehicles, such as those commonly associated with mines, extractive industries and agriculture. Furthermore, the Court has held that a council has the power to levy for such purposes on local, regional and State roads.

The basis for this is that damage to road surfaces is caused by heavy vehicles as opposed to light vehicles such as cars and vans. The impact of heavy vehicles is measured by equivalent standard axles (ESAs) with a standard axle being a single axle with dual wheels that carries a load of 8.2 tonnes (i.e. one ESA).

It is widely accepted that the damaging effect on road pavement is non-linear such that double the load causes 16 times the damage (i.e. 10^4 or $2 \times 2 \times 2 \times 2$). Thus one ESA has the same damaging effect on road pavement as about 4,500 car axles transmitting one tonne or the equivalent of around 9,500 average cars.

4.4.2 Strategy – proposed infrastructure

Council's strategy in regard to road haulage is to levy development based on the cost of repair maintenance and reconstruction, the class of road, the number and type of heavy vehicle movements and the consequential number of Equivalent Standard Axles (ESAs) and the estimated average quantum of materials transported along specified routes.

During the life of this Plan, development may occur which would result in an increased demand for the repair, maintenance and reconstruction of certain roads through the LGA. In such circumstances, the methodology for calculating contributions specified herein will be used to determine appropriate contributions in those instances.

Council has determined that, in order to maintain an adequate standard of construction for the estimated pavement life of haulage roads (i.e. 20 years), the following repair, maintenance and reconstruction activities are required:

- Every 20 years - Pavement rehabilitation comprising a Formation Width of 8 metres and a Seal Width 7.2 metres;
- Every 10 years for local roads - Maintenance re-seal;
- Every 7 years for State and regional roads - Maintenance re-seal;
- Annually - Routine maintenance;
- As Required (case by case basis) - Heavy patching or cement stabilisation of selected sections of sealed roads.

Accordingly, the cost of repair, maintenance and reconstruction of a given length of road can be determined as follows:

$$\$C_M = L \times (\$PR + \$MR_{L/SR} + \$RM) + A \times (\$S)$$

Where:

$\$C_M$	=	Lifetime Cost of Maintenance
L	=	Length of haulage road in metres
$\$PR$	=	20 year cost of Pavement Rehabilitation per linear metre
$\$MR_{L/SR}$	=	20 year cost of Maintenance Re-seal for either Local or State/Regional road per linear metre
$\$RM$	=	20 year cost of Routine Maintenance per linear metre
A	=	Area in square metres of heavy patching or cement stabilisation
$\$S$	=	20 year cost of heavy patching or cement stabilisation

Costs and contributions for haulage routes will be determined at the time of assessment of the relevant development application in accordance with the methodology within this Plan.

4.4.3 Calculation of contributions

Council will calculate the levy per tonne of material hauled using the following step process:

1. *Determine the Total Existing ESAs per year for the Haulage Route*

$$ESA_T = AADT \times F \times H_{\%} \times 365$$

Where:

ESA_T	=	Total Existing Equivalent Standard Axles per year
AADT	=	The Annual Average Daily Traffic (AADT) volume of the haulage route
F	=	The Factor for the relevant Road Class from Table E5 of Appendix E to the Austroads publication <i>Pavement Design: A Guide to the Structural Design of Road Pavements (1992)</i>
$H_{\%}$	=	The percentage of AADTs attributable to heavy vehicles for the design standard of the Road Class.

2. *Determine the Proposed Heavy Vehicle Trips in Equivalent Standard Axles (ESAs)*

$$ESA_P = T_A \times (F_A) + T_B \times (F_B) + \dots$$

Where:

ESA_P	=	Proposed Equivalent Standard Axles per year
T_A	=	Proposed number of Trips per year for truck type A (e.g. 3-axle)
F_A	=	The Factor for truck type A from Table E4 of Appendix E to the Austroads publication <i>Pavement Design: A Guide to the Structural Design of Road Pavements (1992)</i>
T_B	=	Proposed number of Trips per year for truck type B (e.g. 6-axle)
F_B	=	The Factor for truck type B from Table E4 of Appendix E to the Austroads publication <i>Pavement Design: A Guide to the Structural Design of Road Pavements (1992)</i>

3. Determine the Proportion of ESAs attributable to the Proposed Development

$$P_{\%} = \frac{ESA_P}{ESA_T}$$

Where:

$P_{\%}$ = Proportion of ESAs attributable to the proposed development

ESA_P = Proposed Equivalent Standard Axles per year (from Step 1)

ESA_T = Total Existing Equivalent Standard Axles per year (from Step 2)

4. Determine the Contribution Rate per Unit of material proposed to be hauled

$$R_U = \frac{C_M \times P_{\%}}{L \times Q}$$

Where:

R_U = Rate per Unit of material to be hauled for the proposed development

C_M = Lifetime Cost of repair, maintenance and reconstruction

$P_{\%}$ = Proportion of ESAs attributable to proposed development (from Step 3)

L = Estimated pavement life (i.e. 20 years)

Q = Proposed Quantity of material to be hauled per year in appropriate Unit (NB: this may be per tonne, per carcass, per egg or other appropriate measure which can be readily monitored and reported to Council).

For development requiring a road haulage contribution under this Plan, Council will impose a condition of development consent requiring a specific monetary contribution rate per tonne of material transported to and/or from the site. The contribution is to be paid on a monthly or quarterly basis or as otherwise determined by Council in the condition of development consent.

At any time, Council may request the operator of the site to produce records to verify the quantity of materials being transported.

The rate per tonne of material to be transported will be indexed in accordance with the provision of this Plan between the date of determination and the date of payment (see Section 2.6).

4.5 Plan Preparation and Studies

4.5.1 Introduction

In accordance with the Act, Council is authorised to recoup the reasonable costs of preparing this Plan and the cost, or apportioned cost, of any studies specifically prepared to inform the Plan. In addition, any costs associated with the ongoing management and administration of the Plan can be levied for.

4.5.2 Nexus to Development

This Plan has been specifically prepared to enable Council to ensure that adequate community infrastructure is provided to meet the demands generated by any new development and that the existing community is not burdened by the provision of community infrastructure required as a result of future development.

4.5.3 Strategy

The proposed costs associated with this category of contributions comprises:

- The consultant costs associated with preparing the Plan; and
- An allowance for the ongoing management of the Plan over a ten year period.

4.5.4 Apportionment

As this Plan has been prepared solely to cater for the demands of future development, the costs associated with the Plan's preparation and ongoing administration will be borne fully by future development.

4.5.5 Works and contributions summary

Table 8 summarises the costs of preparing this Plan and the studies which were required for this purpose and for which a contribution is required under this Plan:

Table 8: Plan Preparation and Administration			
Reference/ Code	Description	Cost to New Development	Timing
PA-001	Preparation of Contributions Plan	\$45,000	2012
PA-002	Plan Administration	\$550,000	2012-2021
Total		\$595,000	N/A

4.5.6 Calculation of Contribution Rate

The formula for the calculation of the contribution rate for plan preparation and administration is as follows:

$$\text{Contribution rate per Person} = \frac{C_{SC}}{C_T} \times \frac{C_{PA}}{P_{SC}}$$

Where:

C_{SC} = Cost of all facilities within the sub-catchment attributable to future development

C_T = Cost of all facilities within the work schedule attributable to future development (excluding Plan Preparation and Administration)

C_{PA} = Cost of Plan Preparation and Administration

P_{SC} = The number of additional residents within the sub-catchment

The contributions for the respective Sub-Catchments are specified in **Table 9** (see also [Appendix C](#)).

Table 9: Summary Rates for Plan Preparation and Administration by Sub-Catchment					
Sub-Catchment	Cost of Works¹	% of Works Schedule¹	Attributable Administration Costs	Persons²	Rate per Person
Calala	\$11,716,595	38.7%	\$230,064.81	2,370	\$97.11
Hills Plain	\$13,188,605	43.5%	\$258,968.91	3,070	\$84.46
Kootingal	\$1,850,283	6.1%	\$36,331.81	700	\$52.14
Tamworth Urban Area (Residue)	\$3,546,300	11.7%	\$69,634.47	4,840	\$14.37
Total	\$30,301,783	100.0%	\$595,000.00	10,980	N/A
Note:					
1. Excludes plan preparation and administration					
2. Figures rounded to the nearest 10 and accordingly, contribution rates per person may not exactly match upon calculation from this table.					

Appendix A - Glossary

Terms used in this Plan have the following meanings:

“**ABS**” means the Australian Bureau of Statistics.

“**Act**” means the *Environmental Planning and Assessment Act 1979*.

“**affordable housing**” means housing for very low income households, low income households or moderate income households, being such households as are prescribed by the regulations or as are provided for in an environmental planning instrument.

“**agriculture**” means any of the following:

- (a) aquaculture,
- (b) extensive agriculture,
- (c) intensive livestock agriculture,
- (d) intensive plant agriculture.

Note. Part 6 of the *Plantations and Reafforestation Act 1999* provides that exempt farm forestry within the meaning of that Act is not subject to the *Environmental Planning and Assessment Act 1979*

“**applicant**” means the person(s) or organisation(s) submitting a development application.

“**apportionment**” means the adjustment of a contribution (usually a percentage) to ensure the contributing population only pays for its share of the total demand for the facility.

“**attached dwelling**” means a building containing 3 or more dwellings, where:

- (a) each dwelling is attached to another dwelling by a common wall, and
- (b) each of the dwellings is on its own lot of land, and
- (c) none of the dwellings is located above any part of another dwelling.

“**backpackers’ accommodation**” means a building or place that:

- (a) provides temporary or short-term accommodation on a commercial basis, and
- (b) has shared facilities, such as a communal bathroom, kitchen or laundry, and
- (c) provides accommodation on a bed or dormitory-style basis (rather than by room);

“**bed and breakfast accommodation**” means an existing dwelling in which temporary or short-term accommodation is provided on a commercial basis by the permanent residents of the dwelling and where:

- (a) meals are provided for guests only, and
- (b) cooking facilities for the preparation of meals are not provided within guests’ rooms, and
- (c) dormitory-style accommodation is not provided;

“boarding house”⁴ means a building that:

- (a) is wholly or partly let in lodgings, and
- (b) provides lodgers with a principal place of residence for 3 months or more, and
- (c) may have shared facilities, such as a communal living room, bathroom, kitchen or laundry, and
- (d) has rooms, some or all of which may have private kitchen and bathroom facilities, that accommodate one or more lodgers,

but does not include backpackers’ accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment;

“bulky goods premises” means a building or place the principal purpose of which is the sale, hire or display of bulky goods, being goods that are of such size or weight as to require:

- (a) a large area for handling, display or storage, and
- (b) direct vehicular access to the site of the building or place by members of the public for the purpose of loading or unloading such goods into or from their vehicles after purchase or hire,

and including goods such as floor and window supplies, furniture, household electrical goods, equestrian supplies and swimming pools, but does not include a building or place used for the sale of foodstuffs or clothing unless their sale is ancillary to the sale or hire or display of bulky goods;

“business premises” means a building or place at or on which:

- (a) an occupation, profession or trade (other than an industry) is carried on for the provision of services directly to members of the public on a regular basis, or
- (b) a service is provided directly to members of the public on a regular basis,

and includes a funeral home and, without limitation, premises such as banks, post offices, hairdressers, dry cleaners, travel agencies, internet access facilities, betting agencies and the like, but does not include an entertainment facility, home business, home occupation, home occupation (sex services), medical centre, restricted premises, sex services premises or veterinary hospital;

“canal estate development” means development that incorporates wholly or in part a constructed canal, or other waterway or waterbody, that is inundated by or drains to a natural waterway or natural waterbody by surface water or groundwater movement (not being works of drainage, or for the supply or treatment of water, that are constructed by or with the authority of a person or body responsible for those functions and that are limited to the minimal reasonable size and capacity to meet a demonstrated need for the works), and that either:

- (a) includes the construction of dwellings (which may include tourist and visitor accommodation) of a kind other than, or in addition to:
 - (i) dwellings that are permitted on rural land, and
 - (ii) dwellings that are used for caretaker or staff purposes, or
- (b) requires the use of a sufficient depth of fill material to raise the level of all or part of that land on which the dwellings are (or are proposed to be) located in order to comply with requirements relating to residential development on flood prone land.

⁴ NB: Clause 30(1)(c) of *State Environmental Planning Policy (Affordable Rental Housing) 2009* limits the occupancy of each boarding house room to no more than 2 adult lodgers.

“**caravan park**” means land (including a camping ground) on which caravans (or caravans and other moveable dwellings) are, or are to be, installed or placed.

“**Consumer Price Index (CPI)**” is a standard measure of price movements published by the Australian Bureau of Statistics.

“**contribution**” means the same as “**development contribution**”;

“**contributions plan**” means a contributions plan referred to in the Act.

“**community infrastructure**” means public amenities and public services, but does not include water supply or sewerage services.

“**Council**” means the Tamworth Regional Council.

“**DCP**” means a Development Control Plan adopted by Council under the Act.

“**development**” has the meaning under Section 4 of the Act which in relation to land means:

- (a) the use of land; and
- (b) the subdivision of land; and
- (c) the erection of a building; and
- (d) the carrying out of a work; and
- (e) the demolition of a building or work; and
- (f) any other act, matter or thing referred to in section 26 that is controlled by an environmental planning instrument.

“**development consent**” means consent under Part 4 of the Act to carry out development and includes, unless expressly excluded, a complying development certificate.

“**development contribution**” means the making of a monetary contribution, dedication of land or the providing of a material public benefit (including a work-in-kind), or any combination of these as referred to in the Act for the provision of community infrastructure;

“**DIPNR**” means the former New South Wales Department of Infrastructure, Planning and Natural Resources;

“**DoPI**” means the New South Wales Department of Planning and Infrastructure;

“**dual occupancy**” means a dual occupancy (attached) or a dual occupancy (detached).

“**dual occupancy (attached)**” means 2 dwellings on one lot of land that are attached to each other, but does not include a secondary dwelling.

“**dual occupancy (detached)**” means 2 detached dwellings on one lot of land, but does not include a secondary dwelling.

“**dwelling**” means a room or suite of rooms occupied or used or so constructed or adapted as to be capable of being occupied or used as a separate domicile;

“**dwelling house**” means a building containing only one dwelling;

“**eco-tourist facility**” means a building or place that:

- (a) provides temporary or short-term accommodation to visitors on a commercial basis, and
- (b) is located in or adjacent to an area with special ecological or cultural features, and
- (c) is sensitively designed and located so as to minimise bulk, scale and overall physical footprint and any ecological or visual impact.

It may include facilities that are used to provide information or education to visitors and to exhibit or display items.

“educational establishment” means a building or place used for education (including teaching), being:

- (a) a school, or
- (b) a tertiary institution, including a university or a TAFE establishment, that provides formal education and is constituted by or under an Act;

“exhibition home” means a dwelling built for the purposes of the public exhibition and marketing of new dwellings, whether or not it is intended to be sold as a private dwelling after its use for those purposes is completed, and includes any associated sales or home finance office or place used for displays.

“extractive industry” means the winning or removal of extractive materials (otherwise than from a mine) by methods such as excavating, dredging, tunnelling or quarrying, including the storing, stockpiling or processing of extractive materials by methods such as recycling, washing, crushing, sawing or separating, but does not include turf farming.

“forestry” has the same meaning as **forestry operations** in the *Forestry and National Park Estate Act 1998*.

Note. The term is defined as follows:

forestry operations means:

- (a) logging operations, namely, the cutting and removal of timber from land for the purpose of timber production, or
- (b) forest products operations, namely, the harvesting of products of trees, shrubs and other vegetation (other than timber) that are of economic value, or
- (c) on-going forest management operations, namely, activities relating to the management of land for timber production such as thinning, bush fire hazard reduction, bee-keeping, grazing and other silvicultural activities, or
- (d) ancillary road construction, namely, the provision of roads and fire trails, and the maintenance of existing railways, to enable or assist in the above operations.

“freight transport facility” means a facility used principally for the bulk handling of goods for transport by road, rail, air or sea, including any facility for the loading and unloading of vehicles, aircraft, vessels or containers used to transport those goods and for the parking, holding, servicing or repair of those vehicles, aircraft or vessels or for the engines or carriages involved.

“GFA” means the same as gross floor area.

“gross floor area” means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

- (a) the area of a mezzanine, and
- (b) habitable rooms in a basement or an attic, and
- (c) any shop, auditorium, cinema, and the like, in a basement or attic,

but excludes:

- (d) any area for common vertical circulation, such as lifts and stairs, and
- (e) any basement:
 - (i) storage, and
 - (ii) vehicular access, loading areas, garbage and services, and
- (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and

- (g) car parking to meet any requirements of the consent authority (including access to that car parking), and
- (h) any space used for the loading or unloading of goods (including access to it), and
- (i) terraces and balconies with outer walls less than 1.4 metres high, and
- (j) voids above a floor at the level of a storey or storey above.

“group home” means a permanent group home or a transitional group home;

“group home (permanent)” or **“permanent group home”** means a dwelling:

- (a) that is occupied by persons as a single household with or without paid supervision or care and whether or not those persons are related or payment for board and lodging is required, and
- (b) that is used to provide permanent household accommodation for people with a disability or people who are socially disadvantaged,

but does not include development to which [State Environmental Planning Policy \(Housing for Seniors or People with a Disability\) 2004](#) applies;

“group home (transitional)” or **“transitional group home”** means a dwelling:

- (a) that is occupied by persons as a single household with or without paid supervision or care and whether or not those persons are related or payment for board and lodging is required, and
- (b) that is used to provide temporary accommodation for the relief or rehabilitation of people with a disability or for drug or alcohol rehabilitation purposes, or that is used to provide half-way accommodation for persons formerly living in institutions or temporary accommodation comprising refuges for men, women or young people,

but does not include development to which [State Environmental Planning Policy \(Housing for Seniors or People with a Disability\) 2004](#) applies;

“hospital” means a building or place used for the purpose of providing professional health care services (such as preventative or convalescent care, diagnosis, medical or surgical treatment, psychiatric care or care for people with disabilities, or counselling services provided by health care professionals) to people admitted as in-patients (whether or not out-patients are also cared for or treated there), and includes ancillary facilities for (or that consist of) any of the following:

- (a) day surgery, day procedures or health consulting rooms,
- (b) accommodation for nurses or other health care workers,
- (c) accommodation for persons receiving health care or for their visitors,
- (d) shops, kiosks, restaurants or cafes or take-away food and drink premises,
- (e) patient transport facilities, including helipads, ambulance facilities and car parking,
- (f) educational purposes or any other health-related use,
- (g) research purposes (whether or not carried out by hospital staff or health care workers or for commercial purposes),
- (h) chapels,
- (i) hospices,
- (j) mortuaries;

“hostel” means premises that are generally staffed by social workers or support providers and at which:

- (a) residential accommodation is provided in dormitories, or on a single or shared basis, or by a combination of them, and
- (b) cooking, dining, laundering, cleaning and other facilities are provided on a shared basis;

“hotel or motel accommodation” means a building or place (whether or not licensed premises under the [Liquor Act 2007](#)) that provides temporary or short-term accommodation on a commercial basis and that:

- (a) comprises rooms or self-contained suites, and
- (b) may provide meals to guests or the general public and facilities for the parking of guests' vehicles,

but does not include backpackers' accommodation, a boarding house, bed and breakfast accommodation or farm stay accommodation;

“industry” means any of the following:

- (a) general industry,
- (b) heavy industry,
- (c) light industry,

but does not include:

- (d) rural industry, or
- (e) extractive industry, or
- (f) mining;

“LEP” means a Local Environmental Plan made by the Minister under the Act.

“LGA” means Local Government Area.

“material public benefit” means a facility or work which is offered by a developer as a finished entity either in return for a reduction in the amount of monetary contributions required for the same category of contribution or as an additional or partial additional benefit under a Planning Agreement;

“Minister” means the Minister administering the *Environmental Planning and Assessment Act 1979*.

“mining” means mining carried out under the [Mining Act 1992](#) or the recovery of minerals under the [Offshore Minerals Act 1999](#), and includes:

- (a) the construction, operation and decommissioning of associated works, and
- (b) the rehabilitation of land affected by mining.

“moveable dwelling” means:

- (a) any tent, or any caravan or other van or other portable device (whether on wheels or not), used for human habitation, or
- (b) a manufactured home, or
- (c) any conveyance, structure or thing of a class or description prescribed by the regulations (under the [Local Government Act 1993](#)) for the purposes of this definition.

“office premises” means a building or place used for the purpose of administrative, clerical, technical, professional or similar activities that do not include dealing with members of the public at the building or place on a direct and regular basis, except where such dealing is a minor activity (by appointment) that is ancillary to the main purpose for which the building or place is used;

“planning agreement” means a planning agreement referred to in the Act.

“public infrastructure” means:

- (a) public amenities and public services, and
 - (b) affordable housing, and
 - (c) transport infrastructure,
- but does not include water supply or sewerage services.

“Regulation” means the *Environmental Planning and Assessment Regulation 2000*.

“Residential accommodation” means a building or place used predominantly as a place of residence, including:

- Attached dwellings;
- Boarding houses;
- Dual occupancies;
- Dwelling houses;
- Group homes;
- Hostels;
- Multi dwelling housing;
- Residential flat buildings;
- Rural worker’s dwellings;
- Secondary dwellings
- Semi-detached dwellings;
- Seniors housing; and
- Shop top housing;

but does not include tourist and visitor accommodation or caravan parks.

“residential care facility” means accommodation for seniors or people with a disability that includes:

- (a) meals and cleaning services, and
- (b) personal care or nursing care, or both, and
- (c) appropriate staffing, furniture, furnishings and equipment for the provision of that accommodation and care,

but does not include a dwelling, hostel, hospital or psychiatric facility;

“retail premises” means a building or place used for the purpose of selling items by retail, or hiring or displaying items for the purpose of selling them or hiring them out, whether the items are goods or materials (or whether also sold by wholesale), and includes any of the following;

- (a) bulky goods premises,
- (b) cellar door premises,
- (c) food and drink premises,
- (d) garden centres,

- (e) hardware and building supplies,
- (f) kiosks,
- (g) landscaping material supplies,
- (h) markets,
- (i) plant nurseries,
- (j) roadside stalls,
- (k) rural supplies,
- (l) shops,
- (m) timber yards,
- (n) vehicle sales or hire premises,

but does not include highway service centres, service stations, industrial retail outlets or restricted premises.

“rural industry” means the handling, treating, production, processing, storage or packing of animal or plant agricultural products for commercial purposes, and includes any of the following:

- (a) agricultural produce industries,
- (b) livestock processing industries,
- (c) composting facilities and works (including the production of mushroom substrate),
- (d) sawmill or log processing works,
- (e) stock and sale yards,
- (f) the regular servicing or repairing of plant or equipment used for the purposes of a rural enterprise.

“semi-detached dwelling” means a dwelling that is on its own lot of land and is attached to only one other dwelling.

“seniors housing” means a building or place that is:

- (a) a residential care facility, or
- (b) a hostel within the meaning of clause 12 of [State Environmental Planning Policy \(Housing for Seniors or People with a Disability\) 2004](#), or
- (c) a group of self-contained dwellings, or
- (d) a combination of any of the buildings or places referred to in paragraphs (a)–(c),

and that is, or is intended to be, used permanently for:

- (e) seniors or people who have a disability, or
- (f) people who live in the same household with seniors or people who have a disability, or
- (g) staff employed to assist in the administration of the building or place or in the provision of services to persons living in the building or place,

but does not include a hospital;

“serviced apartment” means a building (or part of a building) providing self-contained accommodation to tourists or visitors on a commercial basis and that is regularly serviced or cleaned by the owner or manager of the building or part of the building or the owner’s or manager’s agents.

“shop” means premises that sell merchandise such as groceries, personal care products, clothing, music, homewares, stationery, electrical goods or the like or that hire any such merchandise, and includes a neighbourhood shop, but does not include food and drink premises or restricted premises;

“social housing provider” means a social housing provider as defined by *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004* which, at the date of adoption of this Plan included:

- (a) the New South Wales Land and Housing Corporation,
- (b) the Department of Housing,
- (c) a community housing organisation registered with the Office of Community Housing of the Department of Housing,
- (d) the Aboriginal Housing Office,
- (e) a registered Aboriginal housing organisation within the meaning of the [Aboriginal Housing Act 1998](#),
- (f) the Department of Ageing, Disability and Home Care,
- (g) a local government authority that provides affordable housing,
- (h) a not-for-profit organisation that is a direct provider of rental housing to tenants.

“tourist and visitor accommodation” means a building or place that provides temporary or short-term accommodation on a commercial basis, and includes hotel or motel accommodation, serviced apartments, bed and breakfast accommodation and backpackers’ accommodation.

“transport depot” means a building or place used for the parking or servicing of motor powered or motor drawn vehicles used in connection with a business, industry, shop or passenger or freight transport undertaking.

“truck depot” means a building or place used for the servicing and parking of trucks, earthmoving machinery and the like.

“waste or resource management facility” means any of the following:

- (a) a resource recovery facility,
- (b) a waste disposal facility,
- (c) a waste or resource transfer station,
- (d) a building or place that is a combination of any of the things referred to in paragraphs (a)-(c).

“work-in-kind” means the carrying out of work which is identified in the costed works schedule which form part of this Plan in return for a reduction in the amount of monetary contributions (but not a reduction in the total quantum of contributions) required for the same category of contribution.

Appendix B - Works Schedules

TABLE B1: SUMMARY BY LOCALITY						
Ref. #	Locality	Land Acquisition Cost	Capital Cost	Total Cost	Cost attributable to New Development	Cost attributable to Council / Others
Roads						
R-100	Calala	\$0	\$4,464,198	\$4,464,198	\$4,271,395	\$192,803
R-200	Hills Plain	\$0	\$27,770,000	\$27,770,000	\$7,088,605	\$20,681,395
R-300	Kootingal	\$0	\$475,669	\$475,669	\$260,033	\$215,636
R-400	Tamworth Urban Area (Residue)	\$0	\$5,087,000	\$5,087,000	\$2,520,800	\$2,566,200
Sub-Total		\$0	\$37,796,867	\$37,796,867	\$14,140,833	\$23,656,034
Open Space and Recreation Facilities						
OS-100	Calala	\$6,295,200	\$1,150,000	\$7,445,200	\$7,445,200	\$0
OS-200	Hills Plain	\$5,600,000	\$500,000	\$6,100,000	\$6,100,000	\$0
OS-300	Kootingal	\$1,360,000	\$695,000	\$2,055,000	\$1,590,250	\$464,750
OS-400	Tamworth Urban Area (Residue)	\$250,000	\$775,500	\$1,025,500	\$1,025,500	\$0
Sub-Total		\$13,505,200	\$3,120,500	\$16,625,700	\$16,160,950	\$464,750
Plan Preparation and Administration						
PA-100	Preparation of Contributions Plan	\$0	\$45,000	\$45,000	\$45,000	\$0
PA-200	Plan Administration	\$0	\$550,000	\$550,000	\$550,000	\$0
Sub-Total		\$0	\$595,000	\$595,000	\$595,000	\$0
TOTALS		\$13,505,200	\$41,512,367	\$55,017,567	\$30,896,783	\$24,120,784

Tamworth Regional Council

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TABLE B2: ROADS WORKS SCHEDULE										
Facility Ref. #	Locality	Description	Land Acquisition Area (m ²)	Land Acquisition Cost	Capital Cost	Total Facility Cost	Apportioned to New Development	Cost attributable to New Development	Cost attributable to Council/ Others	Priority / Timing / Threshold
R-101	Calala	Calala Lane Kerb & Gutter [K&G]	0	\$0	\$314,198	\$314,198	39%	\$121,395	\$192,803	2015
R-102	Calala	Campbell Road K&G	0	\$0	\$50,000	\$50,000	100%	\$50,000	\$0	2020
R-103	Calala	Calala Lane upgrade - pavement	0	\$0	\$1,500,000	\$1,500,000	100%	\$1,500,000	\$0	2021
R-104	Calala	Calala Lane upgrade – bridges	0	\$0	\$1,800,000	\$1,800,000	100%	\$1,800,000	\$0	2021
R-105	Calala	Roundabout at Campbell Road/Calala Lane intersection	0	\$0	\$800,000	\$800,000	100%	\$800,000	\$0	2021
R-201	Hills Plain	Forest Road Widening	0	\$0	\$1,260,000	\$1,260,000	34%	\$429,767	\$830,233	2013-2020
R-202	Hills Plain	Intersection treatment at Browns Lane & Moore Creek Road	0	\$0	\$800,000	\$800,000	34%	\$272,868	\$527,132	2018
R-203	Hills Plain	Intersection treatment at Tribe Street & Main Road 63	0	\$0	\$1,500,000	\$1,500,000	34%	\$511,628	\$988,372	2017
R-204	Hills Plain	Intersection Upgrade - Bournes Lane & Moore Creek Road	0	\$0	\$500,000	\$500,000	9%	\$42,636	\$457,364	2021
R-205	Hills Plain	Intersection Upgrade - Browns Lane & Main Road 63	0	\$0	\$500,000	\$500,000	34%	\$170,543	\$329,457	2021
R-206	Hills Plain	Browns Lane upgrade from Forest Road to Moore Creek Road	0	\$0	\$2,510,000	\$2,510,000	34%	\$856,124	\$1,653,876	2018
R-207	Hills Plain	Browns Lane upgrade from Moore Creek Road to Main Road 63	0	\$0	\$3,710,000	\$3,710,000	34%	\$1,265,426	\$2,444,574	2020
R-208	Hills Plain	Moore Creek Road widening upgrade Main Road 63 to McCarthy Catholic College	0	\$0	\$860,000	\$860,000	34%	\$293,333	\$566,667	2021
R-209	Hills Plain	Moore Creek Road widening upgrade from McCarthy Catholic College to Browns Lane	0	\$0	\$3,560,000	\$3,560,000	34%	\$1,214,264	\$2,345,736	2021
R-210	Hills Plain	Moore Creek Road widening upgrade Browns Lane to Bournes Lane	0	\$0	\$900,000	\$900,000	34%	\$306,977	\$593,023	2019
R-211	Hills Plain	Five new Bus Stops	0	\$0	\$250,000	\$250,000	34%	\$85,271	\$164,729	2012-2021
R-212	Hills Plain	Manilla Road (Main Road 63) widening upgrade from Jewery Street to Darling Street.	0	\$0	\$4,912,500	\$4,912,500	9%	\$443,411	\$4,469,089	2021
R-213	Hills Plain	Manilla Road (MR63) widening upgrade Tribe Street to Jewry Street	0	\$0	\$4,000,000	\$4,000,000	9%	\$341,085	\$3,658,915	2015
R-214	Hills Plain	Moore Creek Road Cycleway	0	\$0	\$1,050,000	\$1,050,000	34%	\$358,140	\$691,860	2020
R-215	Hills Plain	Shared use paths	0	\$0	\$1,457,500	\$1,457,500	34%	\$497,132	\$960,368	2020
R-301	Kootingal	Station Street K&G	0	\$0	\$175,669	\$175,669	100%	\$175,669	\$0	2014
R-302	Kootingal	Kootingal Bridge Widening	0	\$0	\$300,000	\$300,000	28%	\$84,364	\$215,636	2013

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TABLE B2: ROADS WORKS SCHEDULE										
Facility Ref. #	Locality	Description	Land Acquisition Area (m²)	Land Acquisition Cost	Capital Cost	Total Facility Cost	Apportioned to New Development	Cost attributable to New Development	Cost attributable to Council/ Others	Priority / Timing / Threshold
R-401	Tamworth Urban Area (Residue)	Manilla Road Cycleway	0	\$0	\$500,000	\$500,000	20%	\$100,000	\$400,000	2013-2023
R-402	Tamworth Urban Area (Residue)	Flinders Street K&G	0	\$0	\$277,000	\$277,000	40%	\$110,800	\$166,200	2013-2020
R-403	Tamworth Urban Area (Residue)	Burgmanns Lane/New England Highway Intersection	0	\$0	\$2,000,000	\$2,000,000	15%	\$300,000	\$1,700,000	2023
R-404	Tamworth Urban Area (Residue)	Bylong Road/Werris Creek Road Auxiliary Lanes Intersection	0	\$0	\$300,000	\$300,000	40%	\$120,000	\$180,000	2013-2023
R-405	Tamworth Urban Area (Residue)	Bylong Road/Warwick Road intersection Upgrade	0	\$0	\$200,000	\$200,000	40%	\$80,000	\$120,000	2013-2023
R-406	Tamworth Urban Area (Residue)	Intersection upgrade Warwick Road and Garden Street	0	\$0	\$650,000	\$650,000	100%	\$650,000	\$0	2018
R-407	Tamworth Urban Area (Residue)	Werris Creek Road Cycleway	0	\$0	\$215,000	\$215,000	100%	\$215,000	\$0	2013-2020
R-408	Tamworth Urban Area (Residue)	Warwick Road Cycleway	0	\$0	\$945,000	\$945,000	100%	\$945,000	\$0	2013-2020
Total			0	\$0	\$37,796,867	\$37,796,867	N/A	\$14,140,833	\$23,656,034	N/A

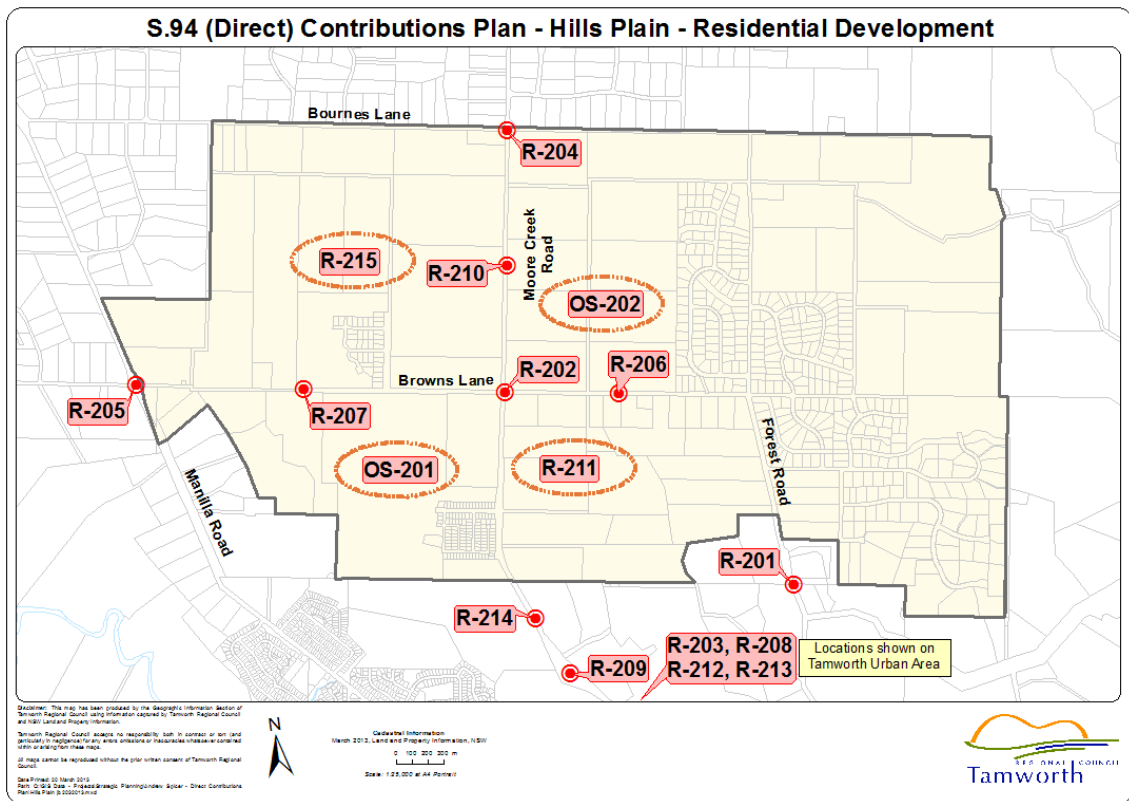
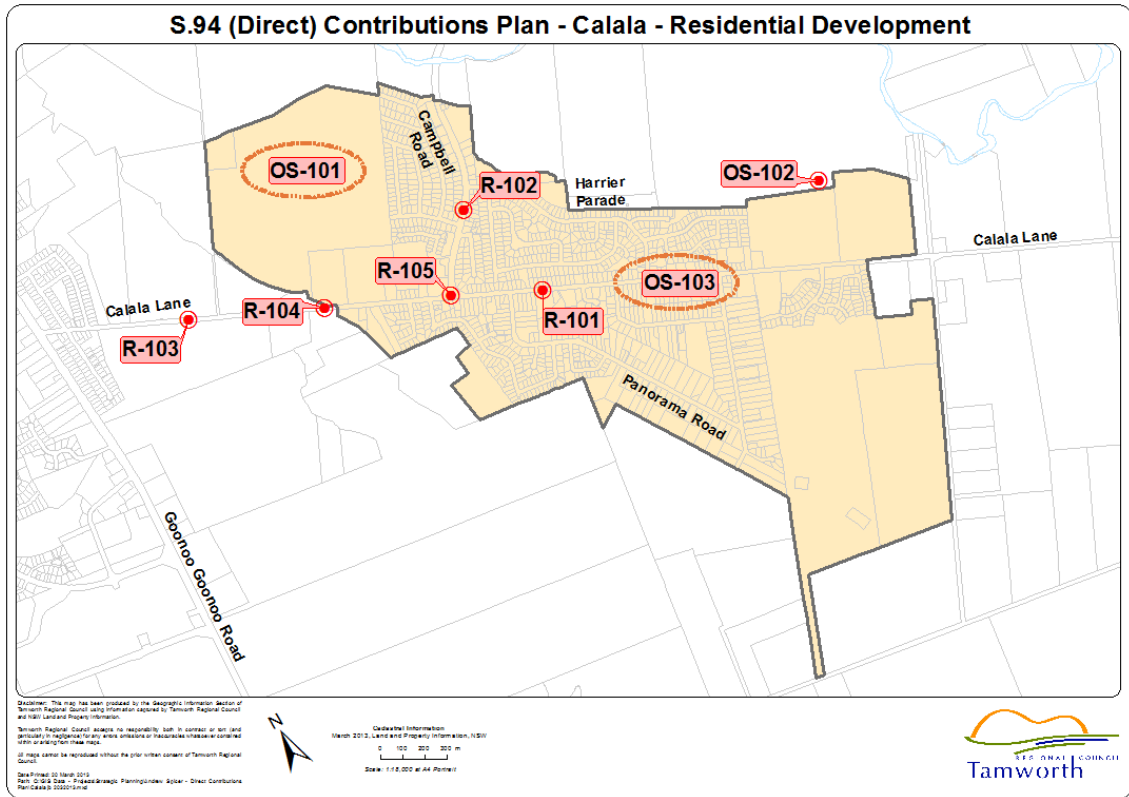
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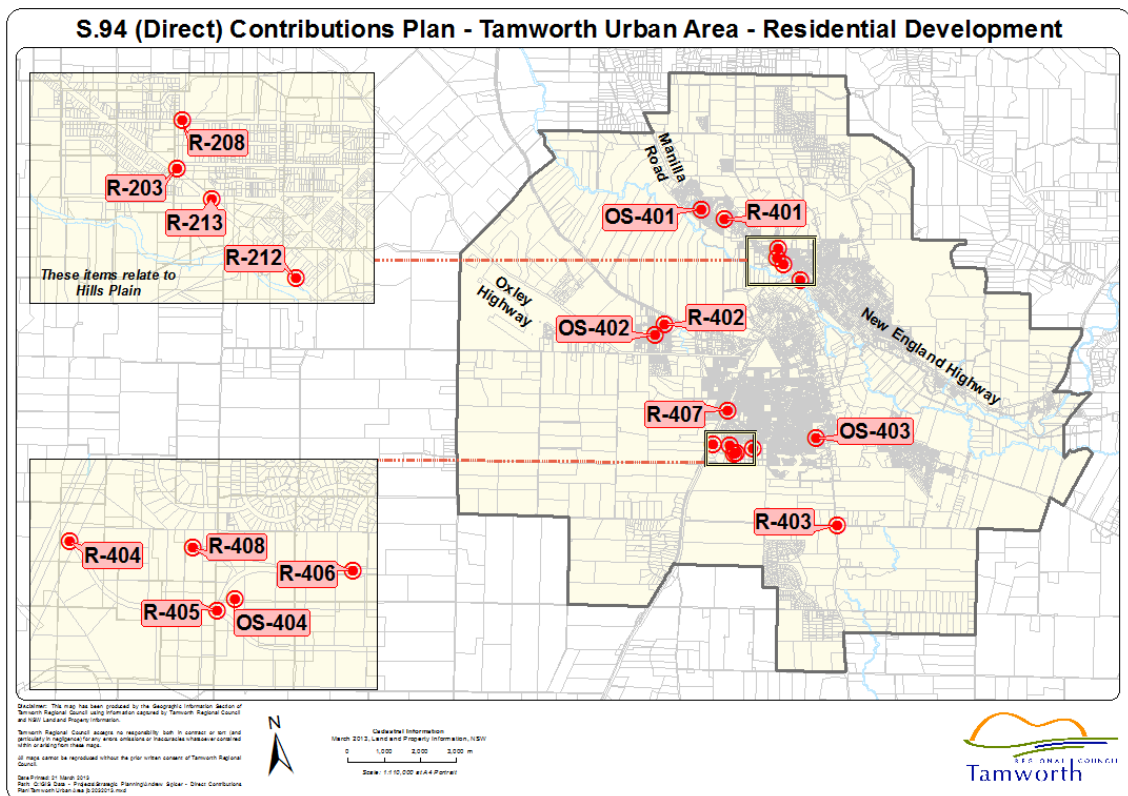
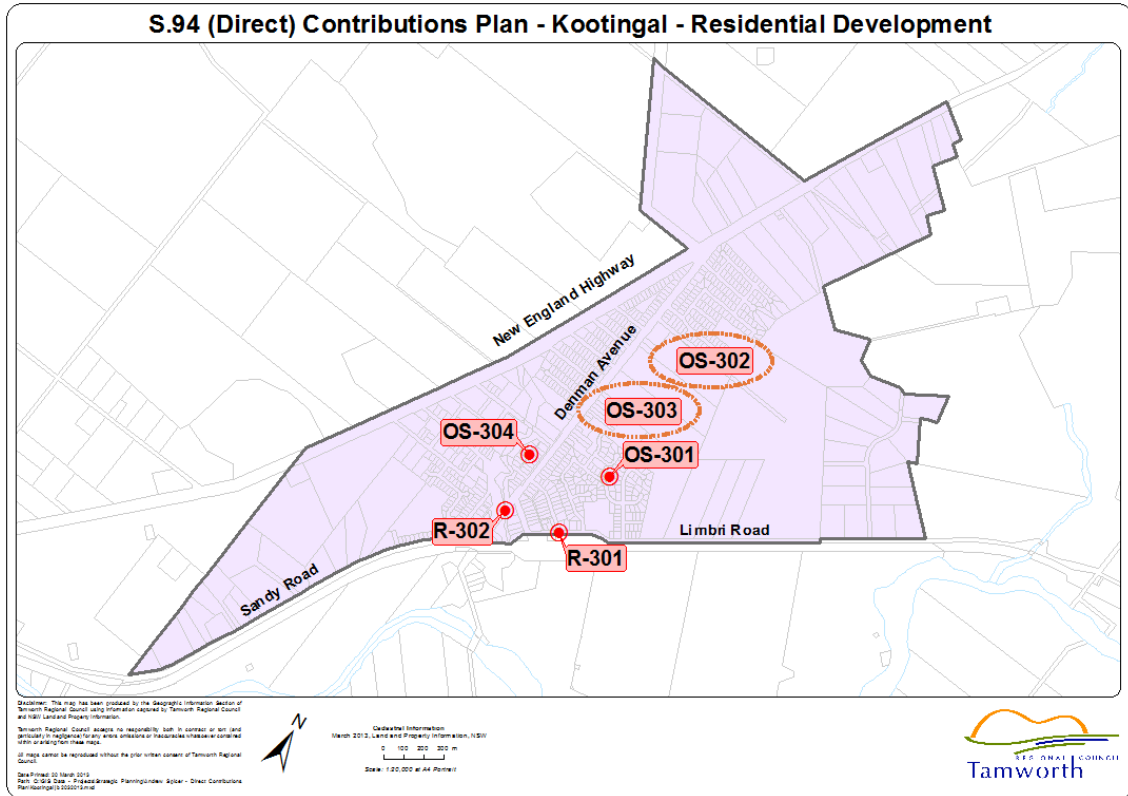
Section 94 (Direct) Development Contributions Plan 2013

TABLE B3: OPEN SPACE AND RECREATION FACILITIES WORKS SCHEDULE

Facility Ref. #	Locality	Description	Land Acquisition Area (m ²)	Land Acquisition Cost	Capital Cost	Total Facility Cost	Apportioned to New Development	Cost attributable to New Development	Cost attributable to Council/ Others	Priority / Timing / Threshold
OS-101	Calala	Peel River Estate, Heritage Park on site of AA Company Homestead, open space and park development.	30,500	\$3,934,500	\$400,000	\$4,334,500	100%	\$4,334,500	\$0	2019
OS-102	Calala	Redbank Estate, Park and Wetland on Calala Creek, open space and park development.	18,300	\$2,360,700	\$350,000	\$2,710,700	100%	\$2,710,700	\$0	2017
OS-103	Calala	Embellishment of open space and park development	0	\$0	\$200,000	\$200,000	100%	\$200,000	\$0	2021
OS-201	Hills Plain	New Park, landscaping and embellishment of open space and park development	20,000	\$2,800,000	\$250,000	\$3,050,000	100%	\$3,050,000	\$0	2014
OS-202	Hills Plain	New Park, open space and park development.	20,000	\$2,800,000	\$250,000	\$3,050,000	100%	\$3,050,000	\$0	2016
OS-301	Kootingal	Garden Street Park, embellishment of open space and park development	0	\$0	\$65,000	\$65,000	100%	\$65,000	\$0	2017
OS-302	Kootingal	New Estate, New park development and facilities.	8,000	\$680,000	\$250,000	\$930,000	73%	\$674,250	\$255,750	2020
OS-303	Kootingal	New Estate, New park development and facilities.	8,000	\$680,000	\$80,000	\$760,000	73%	\$551,000	\$209,000	2021
OS-304	Kootingal	Recreation Ground, Upgrade sports field, embellishment of open space.	0	\$0	\$300,000	\$300,000	100%	\$300,000	\$0	2020
OS-401	Oxley Vale	Open Space embellishment and park development.	0	\$0	\$140,000	\$140,000	100%	\$140,000	\$0	2015
OS-402	Tamworth Urban Area (Residue)	Westdale embellishment of open space and park development	0	\$0	\$200,000	\$200,000	100%	\$200,000	\$0	2015
OS-403	Tamworth Urban Area (Residue)	Extension of Baringa Park, open space embellishment and park development.	2,500	\$250,000	\$200,000	\$450,000	100%	\$450,000	\$0	2018
OS-404	Tamworth Urban Area (Residue)	Warwick Drive Park embellishment and development	0	\$0	\$235,500	\$235,500	100%	\$235,500	\$0	2014
Total			107,300	\$13,505,200	\$3,120,500	\$16,625,700	N/A	\$16,160,950	\$464,750	N/A

Appendix C – Maps of Facility Locations by Sub-Catchment





Appendix D – Pro forma Condition of Development Consent

- (a) In accordance with Section 80A(1) of the *Environmental Planning and Assessment Act 1979* and the Tamworth Regional Council Section 94 (Direct) Development Contributions Plan 2013, the following monetary contributions shall be paid to Council to cater for the increased demand for community infrastructure resulting from the development:

Description	Contribution (\$)
Roads	\$
Car Parking	\$
Open Space and Recreation	\$
Plan Preparation and Administration	\$
TOTAL	\$

- (b) If the contributions are not paid within the financial year that this consent is granted, the contributions payable will be adjusted in accordance with the provisions of the Development Contributions Plan and the amount payable will be calculated on the basis of the contribution rates applicable at the time of payment in the following manner:

$$\begin{aligned}
 \$C_{PY} &= \frac{\$C_{DC} \times CPI_{PY}}{CPI_{DC}}
 \end{aligned}$$

Where:

\$C_{PY} is the amount of the contribution at the date of Payment

\$C_{DC} is the amount of the contribution as set out in this development consent

CPI_{PY} is the latest release of the Consumer Price Index (Sydney – All Groups) at the date of Payment as published by the ABS.

CPI_{DC} is the Consumer Price Index (Sydney – All Groups) for the financial year at the date of this development consent.

- (c) The monetary contributions shall be paid to Council:
- (i) prior to the issue of the Subdivision Certificate where the development is for subdivision; or
 - (ii) prior to the issue of the first Construction Certificate where the development is for building work; or
 - (iii) prior to issue of the Subdivision Certificate or first Construction Certificate, whichever occurs first, where the development involves both subdivision and building work; or
 - (iv) prior to the works commencing where the development does not require a Construction Certificate or Subdivision Certificate.

It is the professional responsibility of the Principal Certifying Authority to ensure that the monetary contributions have been paid to Council in accordance with the above timeframes.

Council's Development Contributions Plan may be viewed at www.tamworth.nsw.gov.au or a copy may be inspected at Council's Administration Centre during normal business hours.

Appendix E – Pro forma Complying Development Certificate Condition

- (a) In accordance with Section 85A(6) of the *Environmental Planning and Assessment Act 1979* and the Tamworth Regional Council Section 94 (Direct) Development Contributions Plan 2013, the following monetary contributions shall be paid to Council to cater for the increased demand for community infrastructure resulting from the development:

Description	Contribution (\$)
Roads	\$
Open Space and Recreation	\$
Plan Preparation and Administration	\$
TOTAL	\$

- (b) If the contributions are not paid within the financial year that this complying development certificate is granted, the contributions payable will be adjusted in accordance with the provisions of the Development Contributions Plan and the amount payable will be calculated on the basis of the contribution rates applicable at the time of payment in the following manner:

$$\begin{aligned}
 \$C_{PY} &= \frac{\$ C_{CDC} \times CPI_{PY}}{CPI_{CDC}}
 \end{aligned}$$

Where:

\$C_{PY} is the amount of the contribution at the date of Payment.

\$C_{CDC} is the amount of the contribution as set out in this Complying Development Certificate.

CPI_{PY} is the latest release of the Consumer Price Index (Sydney – All Groups) at the date of Payment as published by the ABS.

CPI_{CDC} is the Consumer Price Index (Sydney – All Groups) for the financial year at the date of this Complying Development Certificate.

- (c) The monetary contributions shall be paid to Council:
- (i) prior to the works commencing where the development requires building works;
 - (ii) prior to occupation or the issue of an interim occupation certificate or issue of a final occupation certificate, whichever occurs first, where no works are required.

It is the professional responsibility of an accredited certifier to ensure that the monetary contributions have been paid to Council prior to authorising works to commence.

Council’s Development Contributions Plan may be viewed at www.tamworth.nsw.gov.au or a copy may be inspected at Council’s Administration Centre during normal business hours.

Appendix F - References

The following legislation, plans and policies, studies, technical guides and other information have been used to formulate the contents of the Plan:

- ARUP (2010). Tamworth CBD Parking Study.
- Australian Bureau of Statistics (1996). Census Data
- Australian Bureau of Statistics (2001). Census Data
- Australian Bureau of Statistics (2003/04). Household Expenditure Survey
- Australian Bureau of Statistics (2006a). Census Data
- Australian Bureau of Statistics (2006b). Socio-economic Indexes for Areas (SEIFA) Catalogue 2033.0.55.001
- Australian Bureau of Statistics (2012). Early release 2011 Census data
- Austrroads (1992). Pavement Design: A Guide to the Structural Design of Road Pavements
- Bureau of Transport Statistics (2010). 2006 Journey to Work Data Set
- Department of Planning (2005). Development Contributions Practice Notes
- Department of Planning (2009). Draft Local Development Contributions Guidelines
- Department of Urban Affairs & Planning (1997). The Section 94 Contributions Manual
- Environmental Planning and Assessment Act 1979*
- Environmental Planning and Assessment Amendment Act 2008*
- Environmental Planning and Assessment Regulation 2000*
- NSW Roads and Traffic Authority (October 2002 – Version 2.2), *Guide to Traffic Generating Development*
- ROSS Planning (2008). Tamworth Recreation and Open Space Plan
- Tamworth Regional Council (2005). Tamworth Urban Contributions Plan 2006-2011.
- Tamworth Regional Council (2006). Tamworth Regional Council Social Plan 2006.
- Tamworth Regional Council (2008a). Tamworth Regional Development Strategy.
- Tamworth Regional Council (2008b). Tamworth Regional Council Recreation Open Space Plan.
- Tamworth Regional Council (2010a). Tamworth Regional Council Cultural Plan 2010–2015.
- Tamworth Regional Council (2010b). Tamworth Regional Council 2010 Economic Performance Report.