



**HORNSBY**  
SHIRE COUNCIL



Section 94  
development contributions  
plan

2014-2024



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# Executive summary

## Purpose and Objectives of the Plan

This Plan is the Hornsby Shire Council Section 94 Development Contributions Plan 2014 - 2024 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 contributions from development for the provision of community infrastructure that is 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 2014 and 2024, there is forecast to be 7,075 additional private residential dwellings in the Hornsby LGA. There is also forecast to be 800 additional non-private beds comprising high-care aged care, boarding schools/colleges, hostels, hospitals, hotels/motels and serviced apartments. This new development will generate an additional population of 15,210 new residents over the ten year period 2014-2024.

Between 2012 and 2021, there is also estimated to be an increase in employment generating floor space comprising 39,910m<sup>2</sup> of retail floor space and 11,890m<sup>2</sup> of commercial floor space whilst, overall, the quantum of industrial floor space is anticipated to decline slightly. This new non-residential floor space will generate approximately 2,389 additional workers in the LGA.

These future residential and non-residential populations will create a demand for new, enhanced or augmented community infrastructure and hence all new residential

and non-residential development is to be levied under this Plan.

## Life of the Plan

The Plan caters for a planning period from 2014 to 2024 which is the period for which residential population and employment 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, residential development generates greater demand for a particular facility than does non-residential development, 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 sought:

Table E1: Summary of Contribution Rates by Facility Type by Sub-Catchment				
Facility Category	Base Factor to Generate Contribution Rate	Sub-Catchment <sup>A</sup>		
		North	Central	South
Local Roads	per Peak Vehicle Trip (PVT)	\$2,440.13	\$2,686.50	\$2,571.62
Local Car Parking	per car parking space not provided on-site <sup>B</sup>	\$0.00	\$27,626	\$0.00
Local Open Space and Recreation	per person (residential)	\$5,483.56	\$5,483.56	\$5,483.56
Local Community Facilities	per person (residential)	\$2,108.05	\$2,108.05	\$2,108.05
Plan Preparation and Administration	per person (residential)	\$17.68	\$17.68	\$17.68
	per worker (non-residential)	\$7.26	\$7.26	\$7.26
Road Haulage	per tonne	See Note C		
Notes:				
A.	Refer to Figure 1 and Appendix C for Sub-Catchment boundaries			
B.	Applies to non-residential development in Hornsby Town Centre only (see Section 4.2 and Appendix C).			
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 4.5).			

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

### 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 of payment (see Section 2.6 for further details). A development consent or complying development certificate will reflect the indexed rate that applies at the date of consent.

Table E2: Summary of Contribution Rates by Development Type

Development Type	Peak Vehicle Trips (PVTs) <sup>G</sup>	Base (per)	Residential Occupancy Rate <sup>A</sup>	Contribution by Sub-Catchment <sup>B,F</sup>		
				North	Central	South
Dwelling House / Lot / Exhibition Home	0.99	Per dwelling	3.02	\$25,395.79	\$25,639.69	\$25,525.96
Residential Accommodation <sup>C</sup>	0.85	Per dwelling	2.30	\$19,575.48	\$19,784.89	\$19,687.24
Secondary Dwelling	0.40	Per dwelling	1.24	\$10,411.57	\$10,510.12	\$10,464.17
Residential Flat Buildings and Shop Top Housing with 1 bedroom / bedsit	0.19	Per dwelling	1.24	\$9,899.14	\$9,945.95	\$9,924.13
Residential Flat Buildings and Shop Top Housing with 2 bedrooms	0.19	Per dwelling	2.02	\$15,834.39	\$15,881.20	\$15,859.37
Residential Flat Buildings and Shop Top Housing with 3 or more bedrooms	0.270	Per dwelling	2.70	\$21,203.92	\$21,270.44	\$21,239.42
Seniors Housing <sup>D</sup>	0.40	Per dwelling	1.58	\$12,998.73	\$13,097.28	\$13,051.33
Retail Premises	7.0	Per 100m <sup>2</sup> GFA	4.00	\$17,109.98	\$18,834.51	\$18,030.37
Business Premises and Office Premises	1.6	Per 100m <sup>2</sup> GFA	6.67	\$3,952.62	\$4,346.79	\$4,162.99
Other Development				See Note E		
Notes:						
A.	These are the occupancy rates for future residential development (excluding existing development) as forecast to 2024.					
B.	All figures exclude Hornsby Town Centre Car Parking and Road Haulage.					
C.	Excluding boarding houses, dwelling houses, group homes, hostels, residential flat buildings, shop top housing, seniors housing and secondary dwellings.					
D.	Excluding residential care facilities.					
E.	Other development not specified in this table will be assessed in accordance with Section 1.5 of this Plan and the per person (residential), per worker (non-residential) and per PVT rates specified in Table E1.					
F.	Levies specified in this Table and/or in this Plan will be applied to the extent permitted by prevailing Ministerial Directions relating to contributions thresholds.					
G.	Peak Vehicle trips adopted for this plan based on RMS Guidelines and Technical Direction (2013/04a)					

### Summary of works schedule

The works to be provided by funds generated by this Plan are summarised in the Table E3. The individual projects are specified in the schedule of works at Appendix B.

Table E3: Summary of Works Schedule

Description	Cost to New Development
Local Road Facilities	\$13,882,361
Local Open Space and Recreation Facilities	\$79,018,109
Local Community Facilities	\$30,376,941
Plan Preparation and Administration	\$272,168
<b>TOTAL</b>	<b>\$123,549,579</b>

### Rounding differences

The figures in this report are subject to rounding differences. Minor discrepancies may occur due to differences between the calculated approximation of a number and its exact mathematical value. All end values (contribution rates) have been calculated through the master spreadsheet. Unrounded values can be provided upon request.

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# 1. Introduction

## 1.1 Name of this Plan

This Plan is the Hornsby Shire Council Section 94 Development Contributions Plan (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 3 December 2015, being 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 ‘works-in-kind’.

In order to levy contributions under the Act, 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 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; and

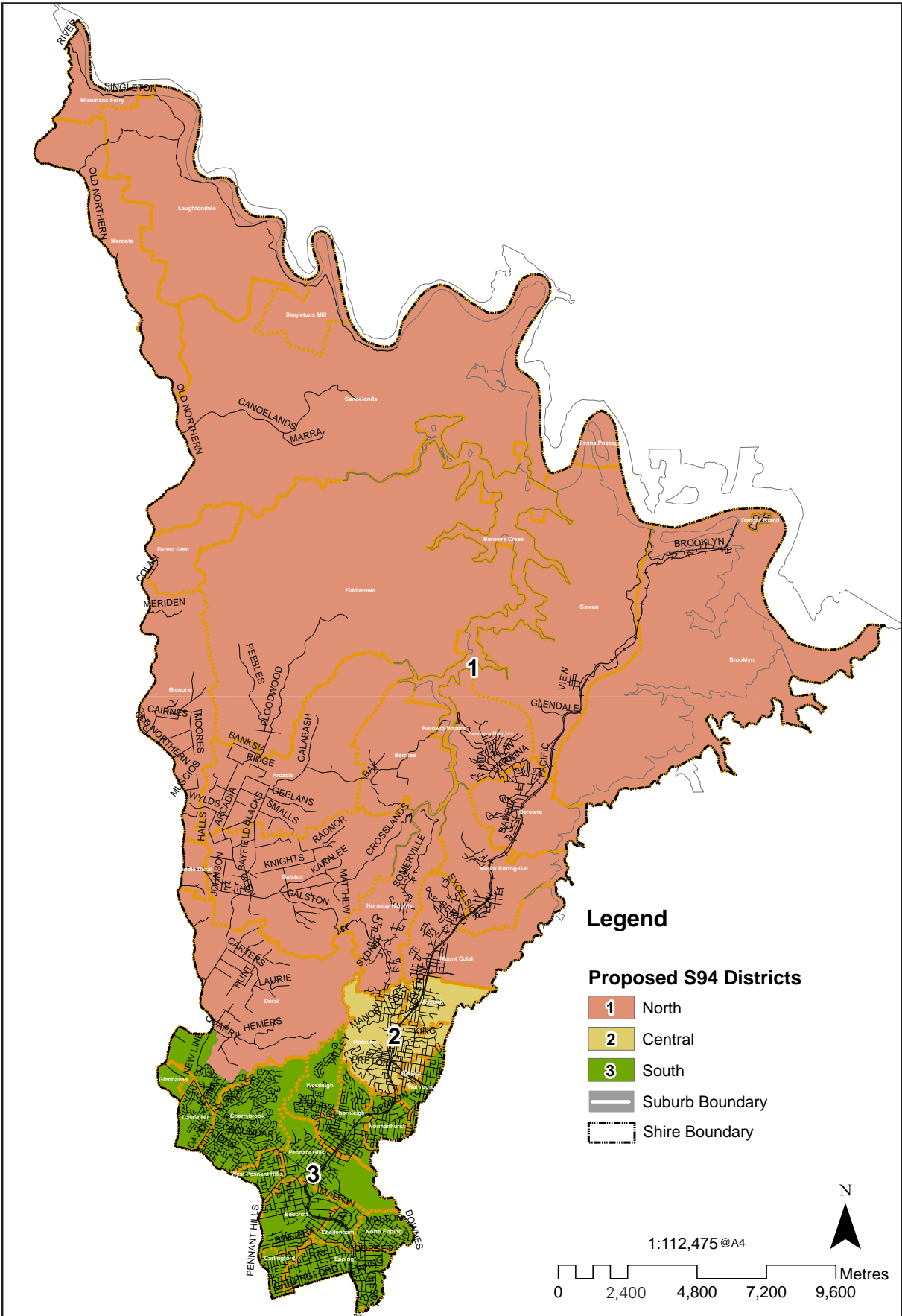
(f) enable Council to be both publicly and financially accountable in its assessment and administration of the Plan.

## 1.4 Land to which the Plan applies

This Plan applies to all land within the local government area (LGA) of Hornsby Shire Council as shown on the Map (see Figure 1).



Figure 1: Map – where this Plan 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;
- Non-residential development (excluding industrial development) which results in new or additional floor space; and
- Non-residential development in the Hornsby Town Centre 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.
- Agriculture, extractive industry, forestry, freight transport facilities, mining, rural industry, transport depots, truck depots and waste or resource management facilities, where heavy vehicles are used to haul goods, materials, animals or livestock.

Where development is of a type not specifically stated in this Plan but which would result in additional demands for community infrastructure, Council officers will determine an appropriate residential or non-residential occupancy rate and traffic generation rate and apply the per person (residential), per worker (non-residential) 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 2024 which is the period for which residential population and employment 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, 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 and are contained in the Glossary at Appendix A.

## 1.9 Relationship with other plans, reports and policies

The Plan repeals Hornsby Section 94 Development Contributions Plan 2012 – 2021.

As part of the preparation of this Plan, Council undertook a review of all the works identified in the above plan to determine whether they remain consistent with current priorities and strategies, and whether there is a direct nexus which can be demonstrated between the need for the works and the demand generated by the forecast population since 2014. Some items and any associated unspent restricted funds have been transferred to this Plan or to Council's Section 94A Development Contributions Plan. The remaining items have either been completed or will be completed using unspent money held in restricted Section 94 accounts.

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

### 1.10 Savings and transitional arrangements

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.<sup>1</sup>

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

<sup>1</sup> Department of Planning, *Draft Local Development Contributions Guidelines* (November 2009)

## 2. Administration and operation of this Plan

### 2.1 Scope of this Plan

The Draft North Subregional Strategy (DNSS) (DoP, 2008) identifies population and employment growth for the Hornsby Shire Council (HSC) LGA to the year 2031 comprising 13,500 new jobs and 11,000 new dwellings.

The Hornsby Shire Housing Strategy (Hornsby, 2010) sets out where additional housing is anticipated within the LGA to meet the subregional targets. In addition, the Ku-ring-gai & Hornsby Subregional Employment Study (SGS, 2008) sets out where additional employment generating development is anticipated within the LGA to meet the subregional target.

In response to this anticipated growth, this Plan has been prepared to ensure that Council is capable of meeting the demands from future residential and employment populations for various types of community infrastructure.

Between 2014 and 2024, there is expected to be an increase in private residential accommodation in the Hornsby LGA of approximately 7,075 private dwellings and approximately 800 beds/rooms in non-private accommodation (see Section 3). During this time, there is also estimated to be an increase in retail floor space of approximately 39,910m<sup>2</sup> and commercial floor space of approximately 11,890m<sup>2</sup> (see also Section 3).

This future development in the LGA will create a demand for new, enhanced or augmented community infrastructure.

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

### 2.2 Types of community infrastructure addressed by this Plan

#### 2.2.1 Key community infrastructure

Under this Plan, Council will require development contributions for the following 'community infrastructure':

- Local roads, including:
  - Road and footpath infrastructure; and
  - Traffic management facilities;
- Public car parking facilities for non-residential development 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, pedestrian and bicycle facilities.
- Local community facilities including:
  - Libraries and resource materials; and
  - Community centres and halls;
- 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;
- 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 Appendix D) or as a condition on a Complying Development Certificate (see 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 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) the extent to which the works/MPB satisfies the purpose for which the contribution was sought;
- (b) the works-in-kind being facilities which are already included in the Plan;
- (c) the extent to which the MPB satisfies a community need or may reduce the demand for levied items;
- (d) the impending need to construct the works for which the contributions are to be offset;
- (e) the provision of the works/MPB 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;
- (f) an assessment of the shortfall or credit in monetary contributions as a result of the proposal;
- (g) the availability of supplementary funding to make up the shortfall in contributions;
- (h) locational and other factors that may affect usability;
- (i) impact of recurrent operational and maintenance costs; and
- (j) the provision of the works/MPB must not result in piecemeal delivery of infrastructure or likely to result in the need to reconstruct the works due to future nearby developments (i.e. normally the works will need to relate to a whole street block or a defined precinct).

In accepting material public benefits other than a work-in kind, 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 off-set 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 a development consent requires a certain cash payment towards local roads, the provision of a work-in kind for road works proposed by the Plan will meet only the cash payment required towards local roads by that consent, even if the cost of the works exceeds that amount.

If the cost of a work in-kind exceeds the cash payment required by a development consent under the facility category that relates to the work-in kind, Council may consider the following:

- (k) provision of the work at the applicant's expense with Council recouping contributions from future development and reimbursing the applicant for costs exceeding the applicant's share, up to the total estimated cost in the Plan; or
- (l) granting a credit to the applicant on the basis of the equivalent number of persons, beds or workers that the applicant may rely upon to offset contributions otherwise payable under this Plan for other development within the LGA (see also Section 2.9).

#### 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 - prior to issue of the Complying Development Certificate;

It is the responsibility of 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 issuing a Complying Development Certificate.

#### 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 project 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 \$50,000;
- (f) where the applicant intends to make a contribution by way of a planning agreement, material public benefit or works-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 two years from the standard payment date;
- (i) deferred payments and payments by instalments are subject to indexation.

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 Hornsby Shire Council;
- The Bank Guarantee(s) must have no end date, be unconditional and irrevocable, and be in favour of the Hornsby Shire 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;
- An administration fee may apply to utilise the bank guarantee option as stated in Council's Fees and Charges.

### 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.

Accredited certifiers should contact Council for a copy of the 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 (or date of development consent – see below).

$CPI_{PY}$

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

$CPI_{PC}$

is the CPI (Sydney – All Groups) as published by the ABS for the financial quarter at the date of the Plan Commencement (or date of development consent – see below).

A development consent or complying development certificate may show the contribution payable at the date the consent/certificate is issued. In this circumstance, if the contribution is not paid within the same financial quarter as the date of the consent/certificate, the payment shall be further indexed 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 and/or discounts afforded under prevailing direction of the Minister for Planning and Infrastructure. At the date of commencement of this Plan, these Ministerial exemptions and reductions 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 is exempt;
- 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 is exempt; and
- 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 July 2014).

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 July 2014.



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 local 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 community facilities and services such as public open space and community facilities, 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 an applicant proposes the provision of a work 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 applicant 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 an applicant 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 or community facilities. 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 applicant 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 the relevant contributions plan.

If an applicant 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 and Council's associated Policies.

## 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 populations and the likely demands and costs of providing community infrastructure for those populations.

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 2014 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 2014 will be used toward the delivery of community infrastructure of the same facility category identified under this Plan as 'Cost Attributable to New Development'. This is because the development forecasts which underpin this Plan rely upon estimates of existing development at 1 July 2014 and development from that date generates a demand for these facilities. Accordingly, these funds will be transferred to the account for this Plan.

### 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 for 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

Works proposed in this Plan represent infrastructure to be funded via a variety of sources. In some instances, the total cost of work is to be funded pursuant to the development contributions provisions of the Act. In other instances, the cost is to be borne by a combination of development contributions under this Plan, development contributions received under previous contributions plans, and/or other funds.

There were no grants available for 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 Hornsby Shire Council Local Government Area (LGA) is located approximately 20 kilometres north-north-west of the Sydney CBD and is bordered by the Hawkesbury River to the north and east, Ku-ring-gai LGA to the east, Ryde and Parramatta LGAs to the south and The Hills LGA to the west (see Figure 2).

The main retail and commercial centres within the LGA include Hornsby and Epping which are supported by the specialist retail centre at Carlingford Court and number of villages, small villages and neighbourhood centres. There are also several industrial precincts, notably the Dural Service Centre, Mount Kuring-gai, Thornleigh and Asquith.

Future residential and non-residential development is expected to occur primarily in close proximity to these existing centres and in housing precincts identified in Council's Housing Strategy, although it is also recognised that there is considerable scope for infill development throughout the remainder of the LGA.

### 3.2 Existing Population Characteristics

#### 3.2.1 Residential

The LGA comprises a total land area of approximately 510 square kilometres and the total resident population was 160,357 persons<sup>2</sup> in 2011 (ABS, 2011).

Table 1 provides a brief summary of the dwelling composition in the LGA, according to the 2011 ABS Census.

Table 1: Hornsby LGA Dwelling Composition (ABS, 2011)

Dwelling type	Dwelling Units	%	Persons usually Resident	%	Occupancy Rate
Separate House	39,759	75.5	120,812	81.2	3.04
Semi-detached, row, or terrace house, townhouse, etc	4,029	7.6	9,412	6.3	2.34
Flat, unit or apartment	8,681	16.5	18,074	12.2	2.08
Other Dwellings/Not Stated	203	0.4	398	0.3	2.43
Total	52,672	100	148,696 <sup>A</sup>	100	2.82
Note:					
A. This figure varies from the total Census population as it excludes visitors and other non-classifiable households such as hospitals, hotels/motels/serviced apartments, boarding schools, high care aged care facilities and the like.					

Based on an assessment of dwellings constructed to the end of 2011 (HSC, 2011) the population as at 1 July 2014 is estimated to be 172,247 persons (see Section 3.3.2).

<sup>2</sup> 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 2011 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.

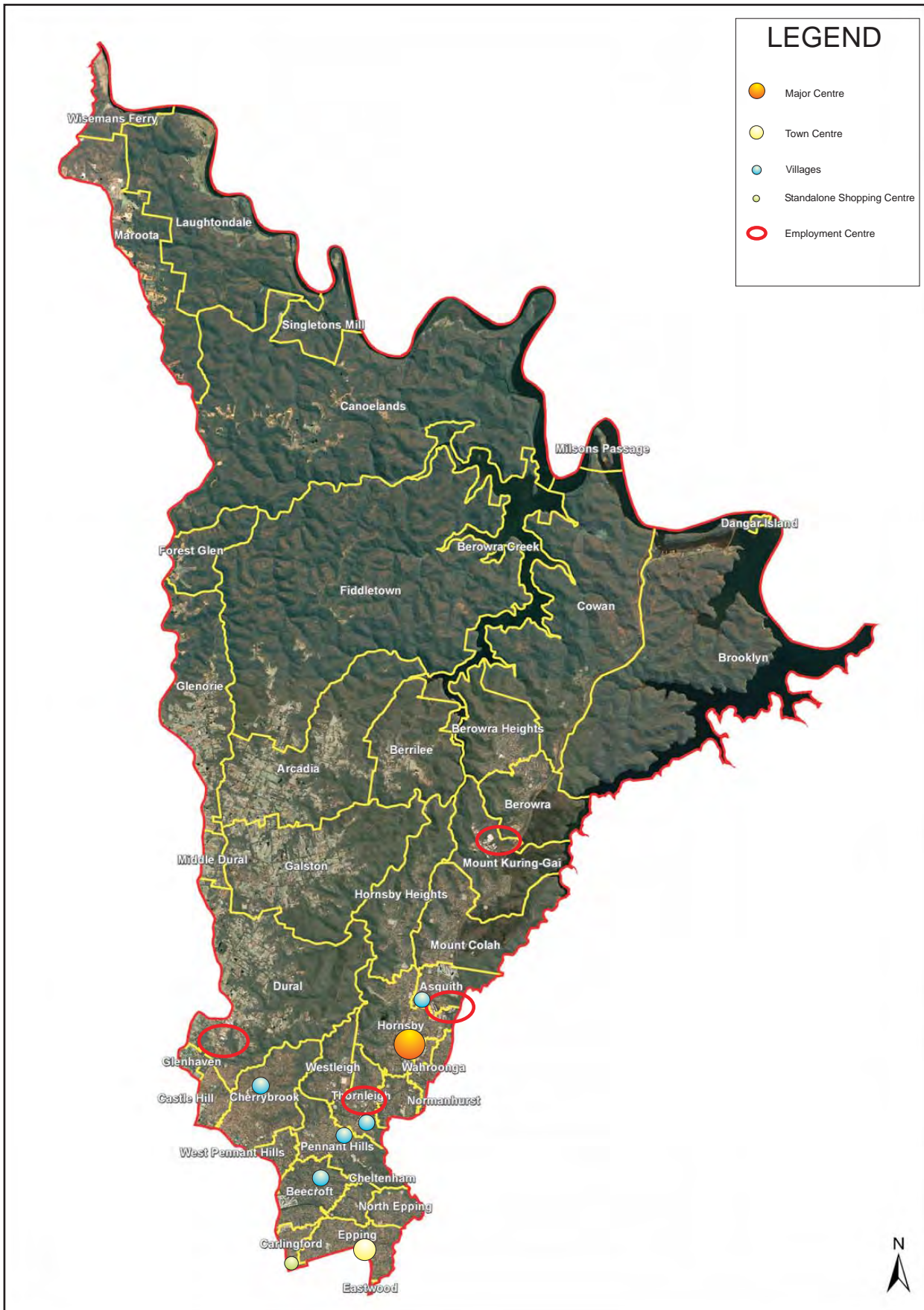


Figure 2: Hornsby LGA

Table 2 provides a further analysis of medium/high density housing in the LGA according to the 2011 ABS Census.

Table 2: Medium/High Density Occupancy Rates - Hornsby LGA (ABS, 2011 Census)

Dwelling type	Households	%	Persons	Occupancy Rate
Studio or One Bedroom	1,615	19%	-	-
Two Bedroom	5,774	67.7%	-	-
Three or more Bedrooms	1,138	13.3%	-	-
Total	8,527	100%	18,074	2.1

Notes:

A. Includes Occupied Private Dwellings only.

B. Does not include dwellings where "type" was not stated.

C. Varies slightly from Table 1 due to the manner in which the census data is tabulated.

The 2011 Census indicates that 2.0% of the Hornsby Shire's Census count population were living in a non-private dwelling compared to 2.4% in Greater Sydney. This is estimated to include persons in nursing homes or other aged care facilities, persons in boarding schools, residential colleges, hostels, boarding houses and hospitals and persons in hotels/motels and serviced apartments.

The LGA is ranked 143 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, 2011b).

In 2011, 35.5% of the Hornsby Shire's population was born overseas, and 26.3% of the population were from a non-English speaking country. With over 30 different countries of origin, this indicates that Hornsby has a highly culturally diverse population.

Well represented communities include the United Kingdom (5.1% of the resident population), Chinese (4.7%), Indian (3.1%) and Korean (2.3%). Indigenous Australians comprise about 0.4% of the total population.

In 2011, 32.0% of the Hornsby Shire's total households were classed as high income compared to 22.6% in Greater Sydney. Households in the Hornsby Shire have a median income of \$1,824, which was \$377 more than Greater Sydney in 2011.

The most dominant family type in 2011 was couple without children (23.6%) compared to 22.6% in Greater Sydney.

### 3.2.2 Non-Residential

The Bureau of Transport Statistics Journey to Work (JTW) data provides information relating to the number of persons employed in the LGA, the number of residents employed and the manner in which these persons ordinarily travel to/from work.

This data is summarised in Table 3 which indicates that approximately 78,148 residents were employed in 2011 (approximately 48% of the total population).

There were approximately 45,178 jobs in the LGA at 2011 of which about 21,830 were residents (48.3%) and approximately 23,348 were non-residents (51%).

The following key considerations in regard to travel mode can also be derived from the JTW data in Table 3:

- 23.7% of residents use public transport to travel to/from work;
- 8.9% of non-resident employees use public transport to travel to/from work;
- 3.1% of residents walk or cycle to work; and
- 0.7% of non-resident employees walk or cycle to/from work.

These usage trends are important considerations for the provision of additional or embellished local road and walking/cycling facilities to cater for the demands of the additional resident and worker populations forecast in this Plan.

Table 3: Journey to Work Data (BTS, 2011)

Mode of travel	Residents in the Labourforce		Persons employed in the LGA		Residents employed in the LGA	
Car or passenger	43,605	55.8%	29,122	64.5%	12,092	55.4%
Train	15,949	20.4%	3,436	7.6%	905	4.1%
Bus	2,588	3.3%	579	1.3%	285	1.3%
Walk	2,126	2.7%	1,945	4.3%	1,748	8.0%
Bicycle	294	0.4%	127	0.3%	82	0.4%
Motorcycle/ Scooter	366	0.5%	186	0.4%	88	0.4%
Work at Home	4,192	5.4%	3,581	7.9%	3,389	15.5%
Did not go to work	7,411	9.5%	5,132	11.4%	2,667	12.2%
Other <sup>A</sup>	1,611	2.1%	1,070	2.4%	574	2.6%
Total	78,142	100%	45,178	100%	21,830	100%

Note:  
A. Includes persons that travelled by other modes or did not state their mode of travel

### 3.3 Forecast Development and Population

#### 3.3.1 Introduction

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

- The Draft North Subregional Strategy (DNSS) (DoP, 2007);
- The Hornsby Shire Housing Strategy (Hornsby 2010);
- The Ku-ring-gai and Hornsby Subregional Employment Study (SGS, 2008); and
- Historical development approvals/constructions and data from Sydney Water Corporation relating to dwelling connections.

The following subsections provide a brief summary of the data derived from these documents, for the purposes of forecasting the future residential and employment growth in the LGA to the year 2024.

##### 3.3.1.1 Metropolitan Strategy and Subregional Plans

*A Plan for Growing Sydney* identifies the priorities for the North Subregion as including:

- Identify and protect strategically important industrial-zoned land.
- Work with councils to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal) and train services, including around 'Priority Precincts', established and new centres, and along key public

transport corridors.

The Metropolitan Strategy nominates Hornsby Town Centre as a 'Strategic Centre' described as containing mixed-use activity of an amount, density and diversity that is of metropolitan significance, including commercial (office, business and retail), civic and cultural uses; government services; and higher density housing. Strategic Centres are typically on the passenger rail network or serviced by other high frequency public transport and contain at least 10,000 jobs with the potential to accommodate ongoing jobs growth over the long term.

Epping is designated as a 'Priority Precinct' which is defined as an area that the Minister for Planning considers to have a wider social, economic or environmental significance for the community or have redevelopment potential on a scale that is important in implementing the State's Planning objectives. The Precincts are envisaged as larger areas usually made up of multiple land holdings and capable of delivering significant additional growth and require coordination from State and local government to realise their potential.

The Draft North Subregional Strategy (DNSS) was published in November 2007 and relates to the Hornsby and Ku-ring-gai LGAs. Amongst other things, the DNSS sets housing and employment targets for these LGAs covering the period from 2006-2031.

For Hornsby LGA, the DNSS sets a target of 11,000 new dwellings and 9,000 new jobs (3,000 in Hornsby Town Centre) over this 25 year period, representing an average

growth of 440 new dwellings and 360 new jobs per annum.

The draft North Subregional Strategy (DNSS) 2009 was prepared to implement an earlier version of the Metropolitan Strategy. A new sub-regional strategy will be prepared as part of implementing the most current Metropolitan Strategy *A Plan for Growing Sydney*.

The Greater Sydney Commission will be created as a dedicated new body which will drive the implementation of the Metropolitan Plan across Sydney's six subregions.

Subregional Plans will address:

- A vision for housing and employment growth in the subregion, consistent with A Plan for Growing Sydney.
- The distribution of housing and employment at the Local Government Area level.
- The goals, directions and actions contained within A Plan for Growing Sydney.
- The infrastructure required to support housing and employment growth within the subregion.

It is anticipated that the North Subregional Plan applicable to Hornsby will be released in late 2015.

### 3.3.1.2 Local Planning Strategies

#### a. Hornsby Shire Housing Strategy

The Hornsby Shire Housing Strategy (the 'Housing Strategy') was finalised in September 2011 and rezoned areas suitable for additional housing to meet the subregional targets set out in the DNSS. The Housing Strategy indicates that the target of 11,000 new dwellings would be achieved by a mixture of

- Infill development (4,515 dwellings);
- Housing Strategy development within precincts rezoned through Amendment No.s 99 and 101 - Housing Strategy and Townhouse Planning Proposals (3,197 dwellings); and
- Development within areas to be identified in a future strategy (3,288 new dwellings)

A 2014 review of development applications associated with the Housing Strategy approved since 2011 has revealed additional forecast development within Housing Strategy precincts due to high take-up rates and increased density associated with State Environmental Planning Policy (SEPP) 65 – Design Quality of Residential Apartment Development. Recent amendments to SEPP 65 have reinforced the trend toward providing small apartments by adopting minimum apartment sizes which

override Council's controls and cannot be used as grounds for refusal.

#### b. Epping Urban Activation Precinct

In March 2014, the Department of Planning and Environment finalised the Epping Urban Activation Precinct (UAP), which provides opportunities for 3,750 additional dwellings spread within both Hornsby and Parramatta LGAs.

#### c. Hornsby West Side Precinct

In December 2014, the Department of Planning and Environment finalised the Hornsby West Side Planning Proposal, which provides opportunities for 1,000 additional dwellings.

The planning strategies discussed above indicate an increase in development capacity within Hornsby Shire which could be realised over the next 20 years. Council's contribution to dwelling completions over the past 20 years has averaged 565 dwellings per annum, or 15% of the total housing supply for adjoining local government areas, as depicted in Figure 3.

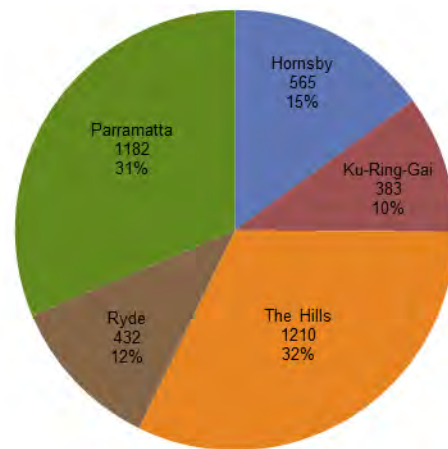


Figure 3 Average per annum dwelling growth over 20 years

It is anticipated that long term dwelling completions would remain similar with Council continuing to provide 15% to 20% per annum of the area's supply into the future. This would result in approximately 630 new dwellings per year for the next 20 years.

Table 4 summarises the future capacity which is forecast over the next 20 years. The timing is based on completions estimated from data showing dwelling approvals, lodgements and pre-lodgements, with the remaining yields averaged over the subsequent years. The first 10 years are within the Section 94 planning period 2014 - 2024 (7,075 dwellings). Beyond this period, future plan amendments would address the remaining growth and infrastructure priorities.

Table 4: Summary of Estimated Capacity based on forecast Dwelling Completions (HSC, 2014)

Year	Planning Strategy Estimated Dwelling Completions		Total Completions
	Infill and Housing Strategy	West Side and Epping UAP	
2014/2015	877		877
2015/2016	774		774
2016/2017	562	347	909
2017/2018	562	407	969
2018/2019	370	406	776
2019/2020	370	184	554
2020/2021	370	184	554
2021/2022	370	184	554
2022/2023	370	184	554
2023/2024	370	184	554
10 yr s94 planning horizon total	4,995	2,080	7,075
2024/2025	370	182	552
2025/2026	370	182	552
2026/2027	370	182	552
2027/2028	370	182	552
2028/2029	370	182	552
2029/2030	370	182	552
2030/2031	370	182	552
2031/2032	370	182	552
2032/2033	370	182	552
2033/2034	370	182	552
TOTAL	8,695	3,900	12,595
20 year average			630



Figure 4 illustrates the forecast dwelling completions per annum over the next 20 years compared to actual completions over the past 20 years. The graph also indicates the historical average of 565 dwellings per annum and the forecast average of 630 dwellings per annum.

land. The Study recognised that in gross terms demand for employment floor space would not exceed supply by

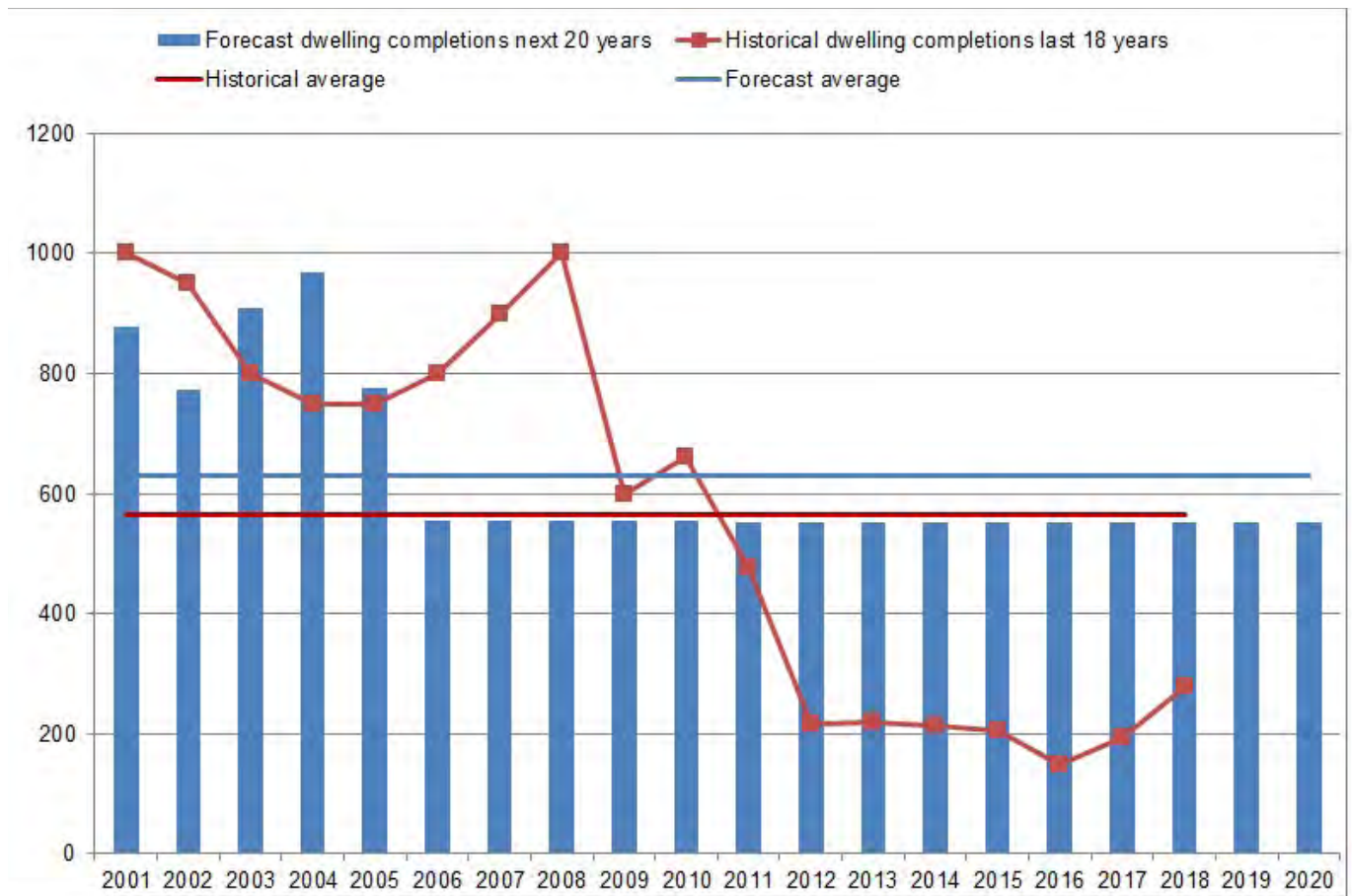


Figure 4 Average per annum dwelling growth over 20 years

### 3.3.1.3 Ku-ring-gai & Hornsby Subregional Employment Study

The Ku-ring-gai & Hornsby Subregional Employment Study was completed in 2008 and included a comprehensive audit of land used for employment purposes in these two LGAs. The audit concluded that in 2006, there was a total of 1,421,900m<sup>2</sup> of land used for employment purposes in Hornsby and that there was theoretically a floor space supply of 530,970m<sup>2</sup> (excluding constrained land) if the land were to be developed to 80% of its maximum FSR capacity.

This theoretical supply comprised 169,540m<sup>2</sup> of existing vacant floor space, 97,720m<sup>2</sup> of vacant land and 263,710m<sup>2</sup> of additional floor space on existing zoned

2031, although in some sectors and in some individual localities there was likely to be a shortfall in supply.

The Employment Study indicated that there is likely to be high demand for retail floor space and to a lesser extent commercial floor space although there was forecast to be a slight overall decline in manufacturing and industrial activities. Further discussion relating to estimated employment growth during the Plan period is provided in Section 3.3.3 of this Plan.

### 3.3.2 Forecast Residential Development

Table 5 provides a summary of the potential private and non-private dwelling growth to 2024 including the LGA-wide average occupancy rate for different dwelling types (i.e. not solely the occupancy rate of future dwellings).

Table 4 demonstrates that the majority of future residential development is anticipated to be medium/high density development comprising apartments, townhouses and the like. The medium/high density housing mix has been derived using the 2011 Census data which represented a unit mix of 19% one bedroom, 67% two bedroom and 14% three bedroom units.

The majority of additional housing is anticipated to be residential flat buildings and shop top housing with 2 bedrooms (52%). It has been assumed that the incoming population which will fill these dwellings is more likely to

be younger singles and younger couples with/without children, although it will not be exclusively these cohorts. It is recognised that there will also be a substantial increase in older persons nearing retirement age living in high density forms of housing.

It is also acknowledged that, whilst medium/high density housing may historically have been associated with singles or couples without children, modern forms of medium density housing are highly suitable for, and attractive to, families.

Using the estimated number of additional dwellings from Table 4, a demographic model was constructed to factor in fertility and mortality of the existing and future populations in order to generate a forecast of the total number of persons resident in the LGA at the year 2024, being the end of the Plan period.

Table 5: Estimated Residential Development 2011-2024 (DFP, 2012 and Hornsby Shire Council 2014)

Residential Dwelling Type	Occupancy Rate <sup>A</sup>	# Dwellings / Beds				Growth 2014-24
		2011 <sup>F</sup>	2014	2019	2024	
Private Dwellings	2.81	52,672	54,367	58,840	56,570	7,075
Dwelling House / Lot / Exhibition Home	3.12	39,084	39,372	39,175	39,175	680
Residential Accommodation <sup>B</sup>	2.38	4,167	4,255	4,535	4,535	325
Secondary Dwelling	1.24	0	291	291	280	280
Residential Flat Buildings and Shop Top Housing with 1 bedroom / bedsit	1.29	1,649	1,838	2,772	2,195	1,060
Residential Flat Buildings and Shop Top Housing with 2 bedrooms	2.10	5,685	6,335	8,980	7,570	3,655
Residential Flat Buildings and Shop Top Housing with 3+ bedrooms	2.79	1,209	1,310	1,909	1,610	775
Seniors Housing <sup>C</sup>	1.58 <sup>D</sup>	675	763	975	975	300
Other, not stated	2.23	203	203	203	230	0
Non-Private Dwellings (Beds) <sup>E</sup>	-	3,510	3,910	4,310	4,310	800
Residential Care Facility	Beds	2,230	2,530	2,830	2,830	600
Hostels/ Group Homes/ Hospitals/ Educational Establishments (residential)	Beds	1,125	1,200	1,275	1,275	150
Tourist and Visitor Accommodation and Eco-Tourist Facilities	Beds	155	180	205	205	50

Notes:

- A. Includes occupied private dwellings.
- B. Individual occupancy rates may be slightly higher than quoted by ABS data due to minor difference in aggregating data.
- C. Excluding residential care facilities
- D. NSW Average based on 2001 and 2006 ABS Census data
- E. Estimates based on 2001 and 2006 ABS Census data
- F. Based on 2011 ABS Census data

Table 6 provides a comparison of the historical growth/decline in population and the forecast population which highlights that there is forecast to be 187,457 persons living in the LGA by 2024 (from 2011) including 15,210 additional residents between 2014 and 2024 (comprising 14,410 person in private dwellings and 800 persons in non-private accommodation).

**Table 6: Forecast Population 2014-2024 (ABS, 2011 and Hornsby Shire Council 2015)**

	Estimated Population (based on Census)			Forecast Population (based on dwelling estimates)		
	2001	2006	2011	2014	2019	2024
Total private dwellings	48,330	50,840	52,672	54,367	58,840	61,442
Persons in private dwellings	141,540	141,540	156,847	168,337	175,058	182,747
Persons in non-private dwellings	3,030	3,110	3,510	3,910	4,310	4,710
Total Persons	144,570	149,130	160,357	172,247	179,368	187,457

Table 7 provides a summary of the average annual growth in private dwellings based on historical data and the above forecasts. This indicates a high level of housing growth from 2014 - 2019, with the growth rate reducing to a lower level from 2019 - 2024.

**Table 7: Forecast dwelling growth rates 2014-2024 (Hornsby Shire Council 2014)**

Period	New private dwellings	Average Dwgs/year	Growth rate (p.a.)
2006 - 2011	1,832	366	0.7%
2011 - 2014	1,695	424	0.8%
2014 - 2019	4,473	895	1.6%
2019 - 2024	2,602	520	0.9%

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 2011 Census and the 2014 New South Wales State and Local Government Area Population, Household and Dwelling Projections published by the Department of Planning and Environment.

Table 8 provides a summary of the forecast demographic profile of the future population in private dwellings in the Hornsby LGA. This demonstrates that between 2014 and 2024 there is likely to be:

- 1,148 additional persons aged 0-10 years;
- 1,721 additional persons aged 10-19 years;
- 535 less persons aged 20-34 years;
- 3,285 additional persons aged 35-54 years; and
- 8,791 additional persons aged 55 years or older.

**Table 8: Forecast Demographic Profile 2011-2024 (ABS, 2011 and New South Wales State and Local Government Area Population, Household and Dwelling Projections: 2014)<sup>A</sup>**

Age (years)	2011		2014		2019		2024		Growth 2014-2024	
	Persons <sup>B</sup>	%	Persons	%	Persons	%	Persons	%	Persons	%Change
0-4	9,458	6.1	9,872	5.9	10,150	5.8	10,362	5.7	490	5.0
5-9	10,079	6.4	10,707	6.4	10,971	6.3	11,365	6.2	658	6.1
10-14	10,816	6.9	11,050	6.6	11,551	6.6	11,986	6.6	936	8.5
15-19	11,323	7.2	11,296	6.7	11,503	6.6	12,081	6.6	785	6.9
20-24	10,054	6.4	10,510	6.2	10,295	5.9	10,505	5.7	-5	0.0
25-29	7,989	5.1	8,988	5.3	8,652	4.9	8,547	4.7	-441	-4.9
30-34	8,843	5.6	10,069	6.0	10,295	5.9	9,980	5.5	-89	-0.9
35-39	10,820	6.9	11,394	6.8	12,276	7.0	12,511	6.8	1,117	9.8
40-44	11,955	7.6	12,426	7.4	12,711	7.3	13,705	7.5	1,279	10.3
45-49	12,460	7.9	12,671	7.5	12,904	7.4	13,276	7.3	605	4.8
50-54	11,879	7.6	12,180	7.2	12,131	6.9	12,464	6.8	284	2.3
55-59	9,833	6.3	11,100	6.6	11,116	6.3	11,174	6.1	74	0.7
60-64	8,607	5.5	9,135	5.4	9,957	5.7	10,075	5.5	940	10.3
65-69	6,502	4.1	8,005	4.8	8,314	4.7	9,121	5.0	1,116	13.9
70-74	5,063	3.2	6,139	3.6	7,348	4.2	7,688	4.2	1,549	25.2
75+	11,076	7.1	12,795	7.6	14,884	8.5	17,907	9.8	5,112	40.0
Totals <sup>C</sup>	156,847	100.0	168,337	100.0	175,058	100.0	182,747	100.0	14,410	8.6

Notes:

A. All figures rounded to the nearest 10

B. 2011 figures based on the age profile of persons in private and non-private dwellings

C. Figures include persons in private dwellings only

### 3.3.3 Forecast Employment Development

The Ku-ring-gai & Hornsby Subregional Employment Study (SGS, 2008) estimated that there is capacity in the LGA for approximately 361,430m<sup>2</sup> of additional employment generating floorspace to 2031 (excluding existing vacant floorspace) in existing zoned land (SGS, 2008).

However, based on the DNSS, JTW estimates and the Housing Strategy, the Study concluded that there was

likely to be demand to 2020 (which covers the life of this Plan) for only 51,800m<sup>2</sup> comprising approximately 39,910m<sup>2</sup> of retail floorspace and 11,890m<sup>2</sup> of commercial floorspace.

Table 9 summarises the estimated retail and commercial floor space growth and indicates that this employment generating floor space may create 2,389 additional workers between 2012 and 2021.

This additional floor space and increase in working population will generate additional vehicular traffic on local streets, create additional demands for off-street public car parking, generate demands for new and better pedestrian, bicycle and public transport facilities and create a demand for new and embellished urban spaces.

Table 9: Forecast Additional Non-Residential Floor space 2012-2021 (DFP, 2012)<sup>A</sup>

	2012-2016		2017-2021		Total 2012-2021	
	Additional GFA (m <sup>2</sup> )	Jobs <sup>B</sup>	Additional GFA (m <sup>2</sup> )	Jobs <sup>B</sup>	Additional GFA (m <sup>2</sup> )	Jobs <sup>B</sup>
Retail Premises <sup>C</sup>	23,180	927	16,730	669	39,910	1596
Business Premises and Office Premises	5,740	383	6,150	410	11,890	793
<b>Total</b>	<b>28,920</b>	<b>1,310</b>	<b>22,880</b>	<b>1,079</b>	<b>51,800</b>	<b>2,389</b>

Note:

A. It is recognised that the above figures may vary from regional strategy and other estimates (which are based on various sources). This Plan has been prepared based on a composite of the most recent available data and estimates.

B. Future worker population based on Employment Monitoring of Commercial Centres and Industrial Areas (DoP, 1991) as follows:  
 - one worker per 25m<sup>2</sup> GFA of retail.  
 - one worker per 15m<sup>2</sup> GFA of commercial.

C. Excluding bulky goods premises

### 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 is likely to exceed the capacity of 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 Local roads

#### 4.1.1 Introduction

The forecast development within the Hornsby LGA will generate additional demand for use of local 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 local road environment and the rationale for the augmentation of those facilities.

#### 4.1.2 Existing provision

The road transport network in Hornsby LGA is characterised by several strategic transport routes including, but not limited to, the F3 Freeway, the Pacific Highway, the M2 Motorway and Pennant Hills Road. Many of these routes link the important activity centres of the LGA including Hornsby, Epping and Carlingford.

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

#### 4.1.3 Nexus to development

Future development will be responsible for 7,075 private dwellings and 51,800m<sup>2</sup> of additional retail and commercial floor space within the LGA.

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 6,540 peak vehicle trips (PVTs) in the local road network (i.e. net additional traffic).

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

The LoS of a given road segment or intersection generally relates to the stability of the flow of traffic and delay of vehicles. The RTA has adopted the transition from LoS D to LoS E as the threshold of performance acceptability. At LoS E, traffic flows become unstable and excessive delays are experienced whilst at LoS F, delays are extreme.

Accordingly, where traffic from future development results in a road or intersection falling below LoS D or where an existing road or intersection is already below LoS D and future development exacerbates the situation, there is a nexus between future development and upgrades required to maintain an acceptable LoS.

In addition, future development will increase demand for new and augmented pedestrian and cycle facilities, traffic calming measures and other traffic management facilities that assist in providing a safe, efficient and user friendly road network.

Specific local traffic improvements were identified through traffic modelling undertaken in the preparation of the Housing Strategy. These works are included in the works schedule at Appendix B, and have been attributed to the particular catchment which generates the demand for the works.

#### 4.1.4 Strategy – proposed infrastructure

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

- Local area traffic management such as traffic calming, road closures and threshold treatments 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 and widening to cater for the additional traffic generated by future development and maintain acceptable levels of efficiency in the network; and
- Embellishment of footpaths and shared ways including regrading to cater for increased pedestrian traffic.

The Works Schedule at Appendix B sets out all local road facilities for which a contribution is required under this Plan.

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 local road facilities – apportionment between different types of development (e.g. residential and non-residential) and apportionment between existing and future development.

With regard to different types of development, a vehicle trip from a residential development results in the same decrease in road or intersection capacity as a vehicle trip from a non-residential development and accordingly, there is no apportionment between residential and non-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 local 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 and gives regard to matters such as:

- (a) The extent of funds already received by Council under previous Section 94 plans; and/or
- (b) The extent of development forecast to occur during the life of this Plan compared to other growth which occurred prior to this Plan commencing and/or that may occur beyond the life of this Plan, but for which there is also a nexus with the intended facility; and/or
- (c) The development forecast to occur within the life of this Plan as a proportion of the total future population of the LGA at 2024.

#### 4.1.6 Calculation of contribution rate

The impacts of additional vehicular traffic are most acutely, but not exclusively, represented in the road network in proximity to the development generating that traffic. Accordingly, the contribution rates for future development have been calculated on a Sub-Catchment basis.

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

**Contribution rate per PVT =**

**Total Cost of Facilities Attributable to Sub-Catchment**  
**Total Attributable PVTs within Sub-Catchment**

The 'Cost of Facilities Attributable to Sub-Catchment' includes the facilities 100% attributable to that Sub-Catchment plus the proportional share of the costs of other facilities for which the demand has been determined to be LGA-wide.

The 'Attributable PVTs' are the PVTs generated by residential, non-residential or both for the specific Sub-Catchment as specified in Table 10.

**Table 10: Summary Rates for Local Roads Facilities by Sub-Catchment**

Sub-Catchment	Future Dwellings	Cost of Traffic Works	Attributable PVTs	Rate per PVT
North	588	\$660,072.37	271	\$2,440.13
Central	3,516	\$8,508,383.46	3,167	\$2,686.50
South	2,971	\$4,713,905.15	1,833	\$2,571.62
Total	7,075	\$13,882,361	5,271	N/A

**4.2 Public car parking**

The forecast development within the LGA will generate additional demand for car parking in the Hornsby Town Centre.

For many years, Council has had a policy requiring non-residential development in the Hornsby Town Centre (see Figure 3) 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. Residential development will continue to be required to provide 100% of Council’s off-street car parking requirement.



Figure 3: Hornsby Town Centre



#### 4.2.1 Existing Facilities

There are approximately 1,134 car parking spaces within 500 metres to the west of Hornsby Railway Station, including 270 off-street car parking spaces in Council's Dural Street and William Street car parks as well as the Hornsby RSL and Community Car Park.

There are approximately 1,471 car parking spaces within 500 metres to the east of Hornsby Railway Station, including 523 off-street car parking spaces in the Burdett and George Street car parks.

#### 4.2.2 Nexus to development

The Hornsby Town Centre Draft DCP Model Update (Parsons Brinckerhoff, 2004) estimated that future non-residential development in the Hornsby Town Centre would generate a demand for an additional 544 off-street public car parking spaces.

Future development which is unable to provide its car parking requirements on-site will continue to be levied for public car parking which will be provided by Council in public facilities within the Hornsby Town Centre. This will ensure that no greater strain is placed on the limited on-road supply and that there are no impacts on the traffic capacity of streets in the Town Centre.

#### 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 town centre to limit driveways and vehicular access points crossing footpaths and/or conflicting with pedestrian priority areas, in accordance with the Hornsby Town Centre DCP.

The preferred location of future public car parking is identified on the maps at Appendix C to this Plan.

#### 4.2.4 Apportionment

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

#### 4.2.5 Contributions

The cost per car parking space has been estimated to be \$26,847 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 forecast 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 existing facilities.

#### 4.3.1 Existing Facilities

##### Open Space and Recreation Facilities

Council manages 374 public open spaces across the Shire, which range in size from 0.03 hectares to 196 hectares<sup>3</sup>. Almost half of these spaces are smaller than 0.5 hectares in size. This is summarised in Table 11.

Categorised public open spaces cover approximately 300 hectares within the Hornsby LGA<sup>3</sup> (excluding natural areas) which equates to 19m<sup>2</sup> per person for the estimated population of 156,847 at 1 July 2011<sup>4</sup>.

##### Bushland Recreation Facilities

Council also manages 142 km of bushland walking tracks which provide open space and recreational assets for the resident population by way of walking and cycling tracks, fire trails also used for bushwalking, picnic areas and lookouts. This equates to a standard of provision of 0.90 lineal metres of walking track per person.

#### 4.3.2 Nexus to development

The estimated future population in non-private dwellings (800 persons) has been excluded from these calculations as that population is primarily persons living in high-care aged care and in hotels/motels and the utilisation of public open spaces and recreation facilities is not considered to be of a level that would generate a measurable demand for such facilities in its own right.

##### Open Space and Recreation Facilities

Based on the current standard of public open space provision in the LGA of 19m<sup>2</sup> per person, the forecast additional population in private dwellings of 14,410 persons would generate a demand for an additional 27 hectares of open space land to maintain the current quantitative level of service and/or significant embellishment of existing facilities to cater for additional usage.

##### Bushland Recreation Facilities

Based on the current standard of provision of 0.90 lineal metres per person, the forecast additional population in private dwellings of 14,410 persons would generate a

<sup>3</sup> Source: Active Living Hornsby Strategy (2015)

<sup>4</sup> 2011 ABS Census data

Table 11: Open Space Areas in Hornsby LGA (Clouston Associates, Draft Active Living Hornsby Strategy 2015)

SUBURB	0.0 -0.1 Ha	0.1-0.2 Ha	0.21 -0.5 Ha	0.51 -1.0 Ha	1.1 -2.0 Ha	2.1 -5.0 Ha	5.1 - 10 Ha	10+ Ha	Total number of parks
Arcadia (North Western Rural)	1	1 -	2	2	5	2	2	11	26
Asquith	1	2	2	1	1	2	1	0	10
Beecroft - Cheltenham	3	1	6	3	10	5	1	0	29
Berowra	4	3	3	6	3	2	0	0	21
Berowra Heights (Nth Eastern Rural)	7	5	7	1	7	6	6	5	44
Carlingford	2	1	1	1	1	2	1	0	9
Castle Hill	0	0	2	0	2	0	0	1	5
Cherrybrook	4	7	11	3	2	3	1	2	33
Dural	0	0	1	2	0	0	3	0	6
Epping	4	3	4	3	6	4	1	0	25
Galston - Middle Dural	1	2	2	1	1	3	0	4	14
Hornsby	7	6	8	1	3	7	0	3	35
Hornsby Heights	2	5	3	4	5	0	3	2	24
Mount Colah - Mount Ku-ring-gai	4	4	5	6	4	2	2	0	27
Normanhurst	4	1	2	0	4	0	0	1	12
North Epping	0	0	2	0	0	3	0	0	5
Pennant Hills	2	0	4	0	2	1	2	1	12
Thornleigh	4	3	1	1	0	6	1	0	16
Wahroonga	0	0	2	0	1	0	0	0	3
Waitara	1	1	0	0	0	1	0	0	3
West Pennant Hills	1	3	1	0	0	1	0	0	6
Westleigh	1	1	3	0	2	1	0	1	9
<b>TOTAL</b>	<b>53</b>	<b>49</b>	<b>72</b>	<b>35</b>	<b>59</b>	<b>51</b>	<b>24</b>	<b>31</b>	<b>374</b>

demand for an additional 12,969 lineal metres of bushland walking track to maintain the current quantitative level of service and/or significant embellishment of existing facilities to cater for additional usage.

#### 4.3.3 Strategy – proposed infrastructure

Council recognises the significant cost of acquiring additional land for open space. Opportunities to increase the quantum of outdoor settings in the Shire to meet growing demand is also limited by geography<sup>3</sup>. The draft Active Living Hornsby Strategy (ALHS -Clouston and Associates 2015) identifies disparities in provision and access to open space across the Shire and establishes a sub-regional approach to open space provision. The draft ALHS recommends Council shift its focus towards the

development of major destination parks that can contribute to providing a greater variety of recreation opportunities.

In addition, this Plan seeks to levy future development for 8.1% of the cost of delivering an Open Space Bike Plan, which would improve open space linkages through shared pathways.

Council's strategy in regard to bushland walking trails is to provide quality access to bushland areas, improve linkages between trails, informative signage, picnic area furniture and general vegetation improvements.

The open space, recreation and bushland 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 open space and recreation facilities and bushland walking trails proposed under this Plan are required to cater solely for the forecast additional development and accordingly, the full cost of the acquisition and embellishment will be borne by future private dwelling development.

An apportionment of 8.1% has been applied under this Plan for the works within Council's Bike Plan, this being the ratio of the additional population forecast under this Plan (156,847 persons in 2011) to the total future population of the LGA at 2024 (14,410 persons).

#### 4.3.5 Calculation of Contribution Rate

Open space and recreation facilities operate as a network of lower and higher order spaces and facilities for the enjoyment on an LGA wide basis. Accordingly, the contribution rate for future development has been calculated on an LGA-wide basis.

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

**Contribution rate per new resident =**

**Total Cost of Facilities Attributable  
to Future Development**

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**Total Additional Private Residents**

**= \$5,637.72 per resident**

## 4.4 Local community facilities

The forecast development within the LGA will generate additional demand for community facilities and this demand will require additional community facilities and upgrading of existing facilities.

### 4.4.1 Existing Facilities

There is a range of community facilities available throughout the LGA comprising numerous libraries of varying sizes and functions and over 25 community halls, centres and meeting rooms. Of particular relevance to this Plan, these facilities include Hornsby and Epping libraries and community facilities.

### 4.4.2 Nexus to development

Future development will be responsible for 14,410 new residents in private dwellings and in boarding schools, colleges and hostels within the LGA from 2014 to 2024. This additional population will generate additional demand for community facilities such as libraries, community halls, meeting rooms and cultural facilities including upgrading of existing facilities to cater for additional capacity or to enable a wider variety of activities to be undertaken or to remain open for longer hours in all weather and during different parts of the day.

The estimated future population in non-private dwellings (800 persons) has been excluded from these calculations as the utilisation of community facilities by that part of the future population is not considered to be of a level that would generate a significant demand for such facilities in its own right.

### 4.4.3 Strategy – proposed infrastructure

Council's strategy in regard to community facilities is to provide additional resources based on accepted standards for library facilities published by the Library Council of NSW (Library Council, 2005). In relation to provision of facilities, the draft Community and Cultural Facilities Strategic Plan (Elton Consulting and HSC 2015) recommends centrally locating facilities that are financially sustainable, multipurpose and flexible, accessible and near public space. The proposed library facilities for the forecast population and the existing shortfalls include:

- Hornsby Library – the existing library facility will be rebuilt as a 3,000 m<sup>2</sup> sub-regional facility to meet a 743m<sup>2</sup> floor space shortfall; and
- Epping Library - the existing library facility will be rebuilt as a 1,500 m<sup>2</sup> district level facility to meet a 1059 m<sup>2</sup> shortfall.

A combination of new and embellished community centres is proposed to cater for the demands of the forecast additional population.

For the forecast additional population this includes:

- Hornsby Community Facility - redevelopment of the existing facility
- Epping Community Facility - this will be a new facility that will incorporate existing facilities in Epping and form a 2,500m<sup>2</sup> multi-purpose facility to meet a floorspace shortfall of 500m<sup>2</sup>

The Works Schedule at Appendix B sets out all community facilities for which a contribution is required under this Plan.

The location of the proposed facilities is identified on the maps at Appendix C to this Plan.

#### 4.4.4 Apportionment

Community facilities in this Plan are only partially required as a consequence of future development. Therefore, the cost of most facilities has been apportioned to account for existing shortfalls in supply. Accordingly, future development will only be levied under this Plan for its share of the total facility cost.

Apportionment varies from item to item with the cost of library and community facilities being apportioned as follows:

**Apportionment =**

<b>Floor space required for forecast additional population</b>	
<b>Total additional floor space required to meet standards or proposed</b>	

- Hornsby Library – 3,000 m<sup>2</sup> sub-regional facility to meet a 743 m<sup>2</sup> floor space shortfall - apportioned at 25%
- Epping Library - 1,500 m<sup>2</sup> district level facility to meet 1059 m<sup>2</sup> shortfall -apportioned at 70%.
- Hornsby Community Facility - required solely to cater for the forecast additional population - apportioned at 100%
- Epping Community Facility - 2,500 m<sup>2</sup> multi-purpose facility to meet a floorspace shortfall of 500m<sup>2</sup> - apportioned at 20%.

#### 4.4.5 Calculation of Contribution Rate

Community facilities operate as a network of lower and higher order facilities for the enjoyment on an LGA wide basis. Accordingly, the contribution rate for future development has been calculated on an LGA wide basis.

The formula for the calculation of the contribution rate for community facilities is as follows:

$$\text{Contribution rate per new resident} = \frac{\text{Total Cost of Facilities Attributable to Future Development}}{\text{Total Additional Private Residents}}$$

= \$2,108.05 per resident

## 4.5 Road Haulage

### 4.5.1 Introduction

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.

### 4.5.2 Nexus to development

The majority of roads in the Hornsby LGA were originally constructed with the intention of servicing light vehicle traffic such as 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. 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. 4th power rule -  $2^4$  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.

### 4.5.3 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;
- 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:

$$\text{\$CM} = L \times (\text{\$PR} + \text{\$MRL/SR} + \text{\$RM}) + A \times (\text{\$S})$$

Where:

**\\$CM** = Lifetime Cost of Maintenance

**L** = Length of haulage road in metres

**\\$PR** = 20 year cost of Pavement Rehabilitation per linear metre

**\\$MR<sup>L/SR</sup>** = 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.

4.5.4 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:

ESAT = Total Existing Equivalent Standard Axles per year

AA DT = 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 Pavement Design: A Guide to the Structural Design of Road Pavements (1992)

H<sub>%</sub> = 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)

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

Where:

ESAP = Proposed Equivalent Standard Axles per year

T<sub>A</sub> = Proposed number of Trips per year for truck type A (e.g. 3-axle)

F<sub>A</sub> = The Factor for truck type A from Table E4 of Appendix E to the Austroads publication Pavement Design: A Guide to the Structural Design of Road Pavements (1992)

T<sub>B</sub> = Proposed number of Trips per year for truck type B (e.g. 6-axle)

F<sub>B</sub> = The Factor for truck type B from Table E4 of Appendix E to the Austroads publication Pavement Design: A Guide to the Structural Design of Road Pavements (1992)

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

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

Where:

P<sub>%</sub> = Proportion of ESAs attributable to the proposed development

ESA<sub>p</sub> = Proposed Equivalent Standard Axles per year (from Step 1)

ESA<sub>T</sub> = Total Existing Equivalent Standard Axles per year (from Step 2)

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

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

Where:

R<sub>U</sub> = Rate per Unit of material to be hauled for the proposed development

C<sub>M</sub> = Lifetime Cost of repair, maintenance and reconstruction

P<sub>%</sub> = 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 provisions of this Plan between the date of determination and the date of payment (see Section 2.6).

At the Date of Commencement of this Plan, a contribution rate of was \$0.90 per tonne applies to developments utilising Old Northern Road and Wisemans Ferry Road, which are required to contribute road haulage levies via condition of existing development consents.

## 4.6 Plan Preparation and Studies

### 4.6.1 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.

### 4.6.2 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.

### 4.6.3 Strategy

The proposed costs associated with this category of contributions comprises:

- The consultant costs associated with preparing the Plan; and
- Ongoing management of the Plan over a ten year period;
- Two five-yearly reviews including consultant input

### 4.6.4 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.

The ratio of residential (92%) to non-residential (8%) contributions, as a proportion of the total contributions under this Plan (excluding preparation and administration) has been applied to the costs associated with Plan preparation and administration.

### 4.6.5 Calculation of Contribution Rate

The formulae for the calculation of the contribution rate for Plan preparation and studies are as follows:

**Contribution rate per new resident =**

$$\frac{\text{Total Cost x Apportionment}}{\text{Total Additional Residents}}$$

**= \$17.91 per resident**

**Contribution rate per new worker =**

$$\frac{\text{Total Cost x Apportionment}}{\text{Total Additional Workers}}$$

**= \$5.87 per worker**

# 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.

**additional community infrastructure** means 'community infrastructure' other than 'key community infrastructure' that the Minister has approved for the Council (should approval be required from the Minister).

**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** 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;

**building work** means any physical activity involved in the erection of a building (excludes minor civil works)



**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;

**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 Hornsby Shire 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;

**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.

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

**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;

**residential flat building** means a building containing 3 or more dwellings, but does not include an attached dwelling or multi-dwelling housing

**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;

**shop top housing** means one or more dwellings located above ground floor retail premises or business 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.

**SSD** means the Sydney Statistical Division as used by the ABS;

**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

## Appendix B - Works Schedule

Facility Ref	Sub-catchment works attributable to	Description	Total Facility Cost	Apportioned to New Development	Cost attributable to New Development	Cost attributable to Council/ Others	Priority /Timing /Threshold <sup>A</sup>
<b>Local Roads</b>							
R-004	LGA Wide	Signalisation of Bridge and Hunter	\$465,000	38%	\$143,701*	\$288,300	1
R-005	LGA Wide	Florence Street Shareway	\$1,537,671	38%	\$584,315	\$953,356	1
R-007	Central	Signalise Waitara Avenue and Alexandria Pde and replace marked foot crossing	\$375,000	100%	\$330,769*	\$0	1
R-008	Central	Traffic calming (Waitara Precinct and Alexandria Parade)	\$205,023	100%	\$174,063*	\$0	2
R-011	Central	Corner of Mildred and Citrus Avenue, speed platform and pedestrian refuge	\$51,256	100%	\$51,256	\$0	2
R-012	Central	Median at Pacific Highway, Old Berowra Rd	\$41,005	100%	\$41,005	\$0	2
R-013	Central	Median at Galston Road, Carrington Road	\$41,005	100%	\$41,005	\$0	2
R-014	Central	Median closure on Pacific Hwy at Citrus Ave	\$41,005	100%	\$41,005	\$0	2
R-015	LGA Wide	Signalisation of Galston Rd with Clarinda St	\$650,000	100%	\$650,000	\$0	1
R-017	Central	Extend Wattle Street to Amor Street (including 7 Amor Street)	\$2,815,735	100%	\$2,815,735	\$0	3
R-018	Central	Signals at four way intersection of Amor Street with Lords Avenue/Wattle St	\$2,815,735	100%	\$2,815,735	\$0	3
R-019	Central	Additional lane on Royston Parade for right turn into Baldwin St west	\$331,895	100%	\$331,895	\$0	1
R-020	Central	Additional lane on Sherbrook Rd for right turn into Baldwin St east	\$331,895	100%	\$331,895	\$0	1
R-021	Central	Extend right turn bay (50m) on Pacific Hwy (north approach) into Wattle St	\$102,511	100%	\$102,511	\$0	3
R-022	Central	Median closure on Pacific Hwy opposite Asquith Commercial Centre	\$61,507	100%	\$61,507	\$0	3
R-024	Central	Extend right turn bay (30m) or provide double right turn on Pacific Hwy (south approach) into Belmont Parade	\$82,009	100%	\$82,009	\$0	3
R-026	South	Keeler Street, Carlingford, prevent left turns out	\$41,005	100%	\$41,005	\$0	1
R-027	South	Fisher Avenue Precinct pedestrian treatment across Fisher Ave	\$41,005	100%	\$41,005	\$0	1

\* Adjusted to reflect recent expenditure

Facility Ref	Sub-catchment works attributable to	Description	Total Facility Cost	Apportioned to New Development	Cost attributable to New Development	Cost attributable to Council/Others	Priority /Timing / Threshold <sup>a</sup>
<b>Local Roads</b>							
R-028	South	Trebor Road, Pennant Hills, restrict leftin/left out to and from Fisher Avenue precinct laneway	\$41,005	100%	\$41,005	\$0	1
R-029	LGA Wide	Traffic Analysis and transport modelling for the Shire includes Hornsby Town Centre (HSTPM)	\$50,000	100%	\$50,000	\$0	1
R-040	LGA Wide	Peats Ferry and Bridge intersection upgrade	\$1,205,000	8.1%	\$206,550	\$2,343,450	2
R-042	Central	Peats Ferry/Watson traffic signals	\$870,000	100%	\$870,000	\$0	1
R-043	LGA Wide	Bridge/ Railway part road closure	\$125,000	8.1%	\$10,125	\$114,875	2
R-045	LGA Wide	Signalise Yarrara Rd/Wells St	\$500,000	100%	\$500,000	\$0	3
R-046	South	Beecroft Town Centre traffic improvements including signalisation of Wongala Cr/ Hannah St	\$575,000	100%	\$575,000	\$0	2
R-047	Central	Realign bus and taxi iexit to become a 4 way signalised intersection with High St and Peats Ferry Rd	\$1,000,000	100%	\$1,000,000	\$0	2
R-048	Central	Reconfigure Station St to allow traffic to enter from Coronation St and provide a mini round-a-bout with angle parking	\$400,000	100%	\$400,000	\$0	2
R-049	Central	Close entrance to Station St from Peats Ferry Rd and provide pedestrian only traffic signals	\$150,000	100%	\$150,000	\$0	2
R-051	South	Intersection improvements - includes provision of a scramble crossing and No Right Turn restriction at Langston Pl/ Pembroke Rd	\$90,000	100%	\$90,000	\$0	1
R-052	South	Signalise intesection of Oxford Street/ Chester St/ Essex St, Epping	\$400,000	100%	\$400,000	\$0	2

\* Adjusted to reflect recent expenditure



Facility Ref	Sub-catchment works attributable to	Description	Total Facility Cost	Apportioned to New Development	Cost attributable to New Development	Cost attributable to Council/Others	Priority / Timing / Threshold <sup>a</sup>
R-053	South	Pembroke St shareway	\$2,700,000	100%	\$2,700,000	\$0	2
R-054	South	Traffic calming in Thornleigh precinct (Wood St and Bellevue St)	\$80,000	100%	\$80,000	\$0	3
R-057	North	Realign and provide staggered 4 way signalised intersection at Amaroo Ave/ Cowan Rd	\$500,000	100%	\$500,000	\$0	3
R-058	North	Median on Pacific Highway at Werombie Rd	\$50,000	100%	\$50,000	\$0	3
		Sub-Total	\$17,690,532	N/A	\$13,882,361	\$3,699,981	N/A
<b>Local Open Space and Recreation Facilities</b>							
OS-002a	LGA Wide	Speciality Park at Old Mans Valley, Hornsby	\$5,125,570	100%	\$5,125,570	\$0	1
OS-002b	LGA Wide	Sportground Old Mans Valley	\$10,251,000	100%	\$10,251,000	\$0	3
OS-008	LGA Wide	Expansion of West Epping Park (West Epping Bowling Club site)	\$1,000,000	100%	\$0,000,000*	\$0	1
OS-010	LGA Wide	Asquith Oval, Asquith	\$450,000	100%	\$400,000*	\$0	1
OS-012	LGA Wide	Beecroft Village Green/Station Gardens local park improvement.	\$348,539	100%	\$347,298*	\$0	3
OS-021	LGA Wide	Alinta and Begonia St Bushland, Thornleigh - Upgrading existing informal pedestrian links through bushland reserves	\$82,009	100%	\$82,009	\$0	3
OS-022	LGA Wide	Beecroft Reserve Complex - Extend and upgrade bushland recreational trails	\$169,394	100%	\$159,394*	\$0	1
OS-023	LGA Wide	Bluegum Forest, Hornsby - Upgrade to bushwalking facilities	\$105,762	100%	\$30,102*	\$0	1
OS-024	LGA Wide	Byles Creek, Pennant Hills - Extend & upgrade bushwalking tracks	\$225,525	100%	\$225,525	\$0	2
OS-025	LGA Wide	Florence Cotton Reserve, Hornsby - Bushland walking track extension and upgrade in upper and lower sections	\$151,892	100%	\$144,892*	\$0	1
OS-026	LGA Wide	Hornsby Park and Old Mans Valley - Hornsby Heritage steps trail and walking trail construction Hopeville Park to Joes Mountain	\$436,748	100%	\$407,572*	\$0	1
OS-027	LGA Wide	Thornleigh Park, Thornleigh - Heritage trail restoration - Lorna Pass, Benowie Walking Track	\$174,269	100%	\$174,269	\$0	3
OS-028	LGA Wide	Glenview Road, Mt Kuringgai - Upgrade Lyrebird Gully Trail Head (Great North Walk Link) and lookout area	\$66,632	100%	\$66,632	\$0	2

\* Adjusted to reflect recent expenditure

Facility Ref	Sub-catchment works attributable to	Description	Total Facility Cost	Apportioned to New Development	Cost attributable to New Development	Cost attributable to Council/ Others	Priority / Timing / Threshold <sup>A</sup>
OS-029	LGA Wide	Mount Colah (West) - Embellishment of multiple bushland entrances in Mount Colah - Landscaping and recreational trail signage	\$140,641	100%	\$132,641*	\$0	1
OS-031	LGA Wide	New Farm Road Bushland, West Pennant Hills - Provision of recreational walking trail facility	\$56,381	100%	\$56,381	\$0	3
OS-032	LGA Wide	Ray Park and Plympton Beecroft/ Carlingford - Walking track and trail upgrade	\$53,305	100%	\$53,305	\$0	3
OS-033	LGA Wide	Tollgates Park Cowan - MTB track - complement open space development	\$102,511	100%	\$102,511	\$0	3
OS-034	LGA Wide	Reddy Park Hornsby - Embellish pedestrian link, interpretive link for Endangered Vegetation area	\$62,330	100%	-\$3578*	\$0	1
OS-035	LGA Wide	Rofe Park Bushland Hornsby - New bushwalking track facility	\$94,340	100%	\$91,295*	\$0	2
OS-036	LGA Wide	Rosemead and Manor Roads Hornsby - upgrade bushland walking track facility	\$164,018	100%	\$164,018	\$0	2
OS-037	LGA Wide	West Penant Hills & Cherrybrook - Callicoma Track and associated walking track facilities	\$209,545	100%	\$147,206*	\$0	2
OS-038	LGA Wide	Waitara Creek Normanhurst - Bushland walking track extension and enhancement, new links to Blue Gum Track	\$97,385	100%	\$97,385	\$0	2
OS-039	LGA Wide	Waremba Avenue, Thornleigh - Embellishment of track head and provision of bridge to connect to existing walking track	\$107,636	100%	\$107,636	\$0	3
OS-040	LGA Wide	Hornsby Shire Bike Plan (HSBP)	\$5,489,224	8.1%	\$445,388	\$5,043,836	2
OS-041	LGA Wide	Galston Recreation Trail Facility - Stage 1, Carrs Bush	\$160,143	100%	\$151,143*	\$0	1
OS-042	LGA Wide	Galston Recreation Trail Facility - Stage 2, Hayes Park	\$82,009	100%	\$82,009	\$0	2
OS-043	LGA Wide	Galston Recreation Trail Facility - Stage 3, Fishburns Rd	\$61,506	100%	\$61,506	\$0	3
OS-045	LGA Wide	Waitara Park - Level 1 Destination Parkland Development	\$10,600,000	100%	\$10,600,000	\$0	2
OS-046	LGA Wide	Schofield Parade new sportsground	\$5,500,000	100%	\$5,500,000	\$0	3
OS-047	LGA Wide	Sydney Water	\$20,000,000	100%	\$20,000,000	\$0	3

\* Adjusted to reflect recent expenditure

Facility Ref	Sub-catchment works attributable to	Description	Total Facility Cost	Apportioned to New Development	Cost attributable to New Development	Cost attributable to Council/Others	Priority / Timing / Threshold <sup>a</sup>
OS-048	LGA Wide	Pyes Creek connectivity trail and link	\$500,000	100%	\$500,000	\$0	2
OS-049	LGA Wide	Devilins Creek Track to Lynne Road	\$200,000	100%	\$200,000	\$0	2
OS-050	LGA Wide	Epping Road to Somerset Walking Track	\$350,000	100%	\$350,000	\$0	2
OS-051	LGA Wide	Terrys Creek Trail Upgrade	\$450,000	100%	\$450,000	\$0	2
OS-052	LGA Wide	Marjory Headen Lookout Upgrade	\$20,000	100%	\$20,000	\$0	1
OS-053	LGA Wide	Berowra Park and walking track upgrades Berowra to Cowan area	\$695,000	100%	\$695,000	\$0	2
OS-055	LGA Wide	West Epping Park - Level 1 Destination Parkland Outdoor park facility	\$10,000,000	100%	\$10,000,000	\$0	2
OS-057	LGA Wide	Pembroke Place Town Square - Level 1 Destination Park	\$6,000,000	100%	\$6,000,000	\$0	2
OS-058	LGA Wide	Centotaph Park and Station Street Plaza, Hornsby	\$5,000,000	100%	\$5,000,000	\$0	2
OS-059	LGA Wide	Orara Street park embellishment of land	\$1,000,000	100%	\$1,000,000	\$0	1
		Sub-Total	\$86,283,314	N/A	\$79,418,109	\$5,043,836	N/A
<b>Local Community Facilities</b>							
CF-001	LGA Wide	Hornsby Central Library - Extend existing	\$20,456,960	25%	\$5,114,240	\$15,342,720	2
CF-002	LGA Wide	Epping Library - Extend	\$10,466,560	70%	\$7,326,592	\$3,139,968	1
CF-006	LGA Wide	Library Resources	\$941,563	100%	\$941,563	\$0	3
CF-007	LGA Wide	Hornsby Centralised Community Facility - New	\$14,210,560	100%	\$14,210,560	\$0	2
CF-010	LGA Wide	Epping Community Centre - Redevelop and Expand - co-locate library	\$13,919,931	20%	\$ 2,783,986	\$11,135,945	1
		Sub-Total	\$59,995,574	N/A	\$30,376,941	\$29,618,633	N/A
<b>Plan Preparation and Administration</b>							
PA-001	LGA Wide	Preparation of Contributions Plan	\$51,256	100%	\$51,256	\$0	1
PA-002	LGA Wide	Plan Administration	\$220,912	100%	\$220,912	\$0	3
		Sub-Total	\$272,168	N/A	\$272,168	\$0	N/A
		TOTALS	\$164,241,588	N/A	\$123,949,579	\$38,362,450	N/A

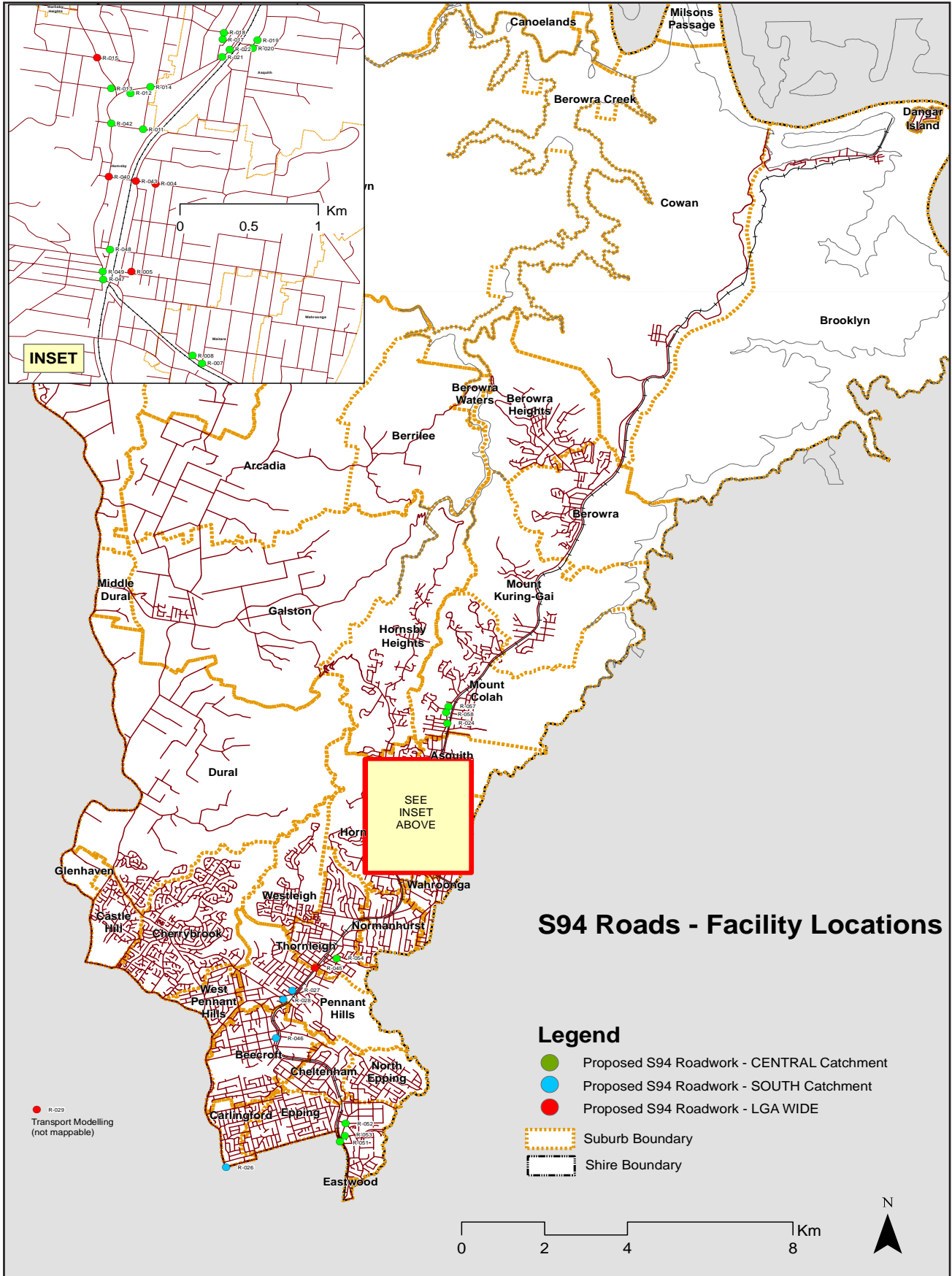
Note:

- A. Timing/Priority/Threshold column indicates anticipated date of project - 1. 2014 - 2016  
2. 2017 - 2020  
3. 2021 - 2024

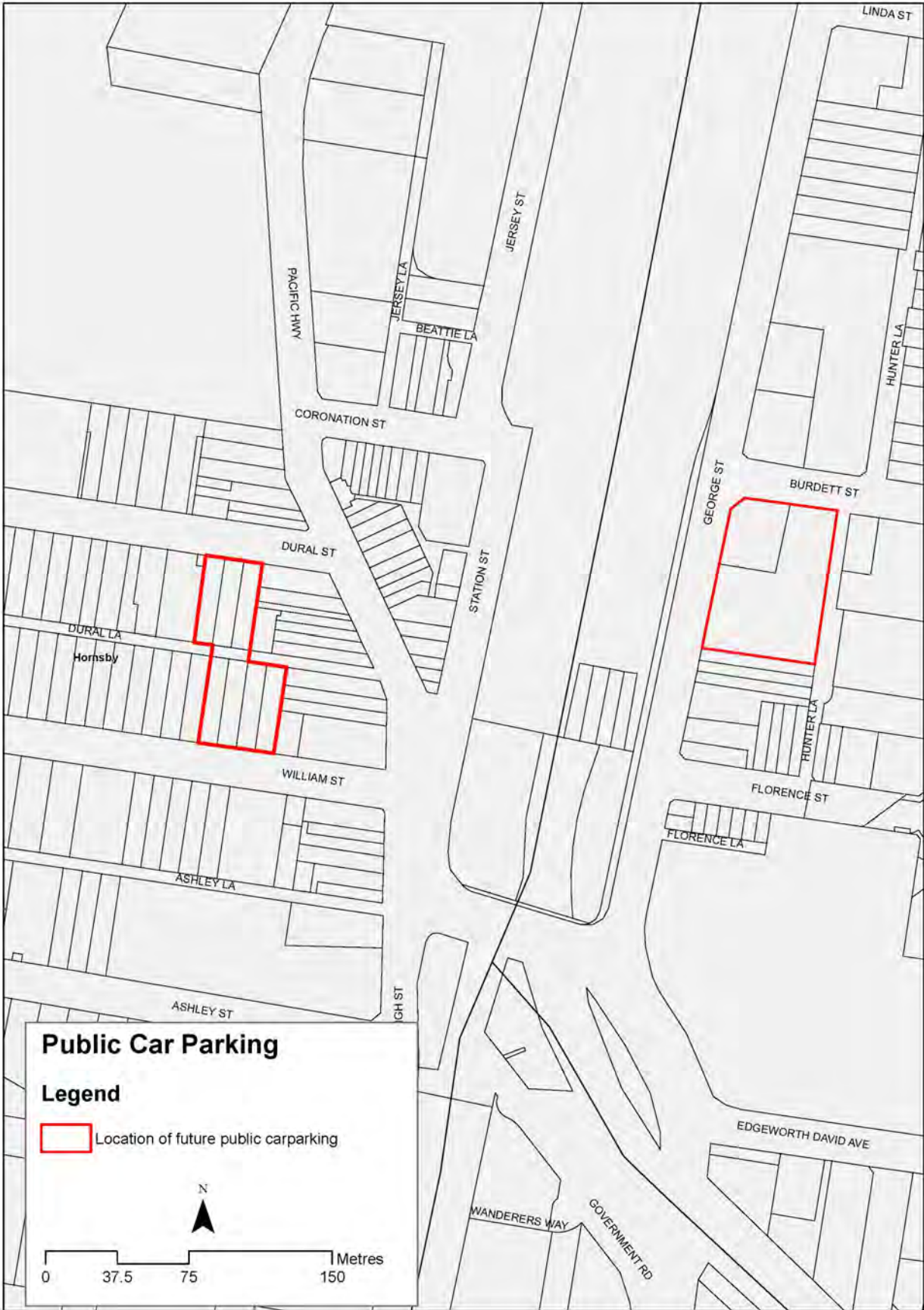
# Appendix C

## - Maps of facility locations by sub-catchment

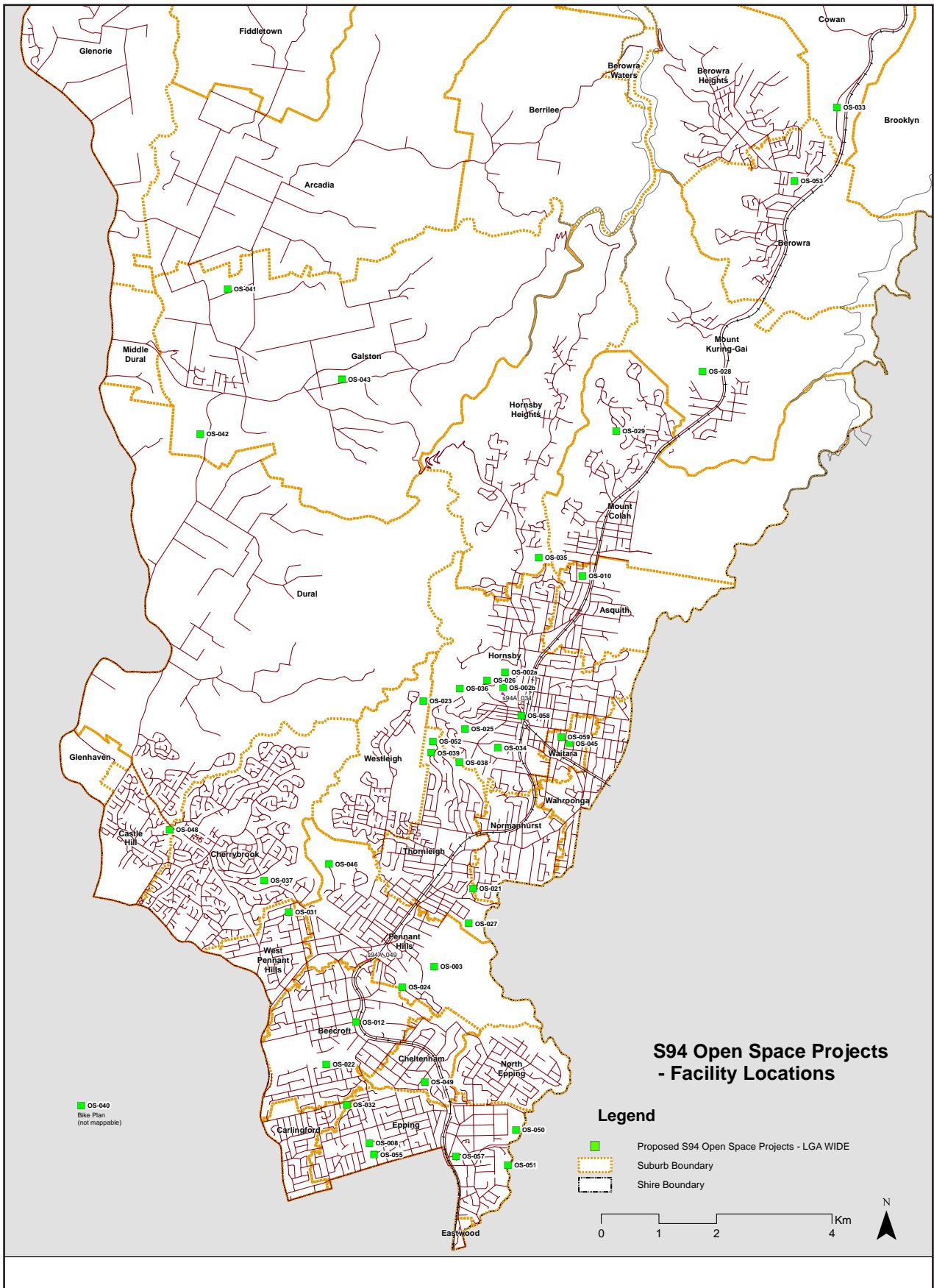
### Roads



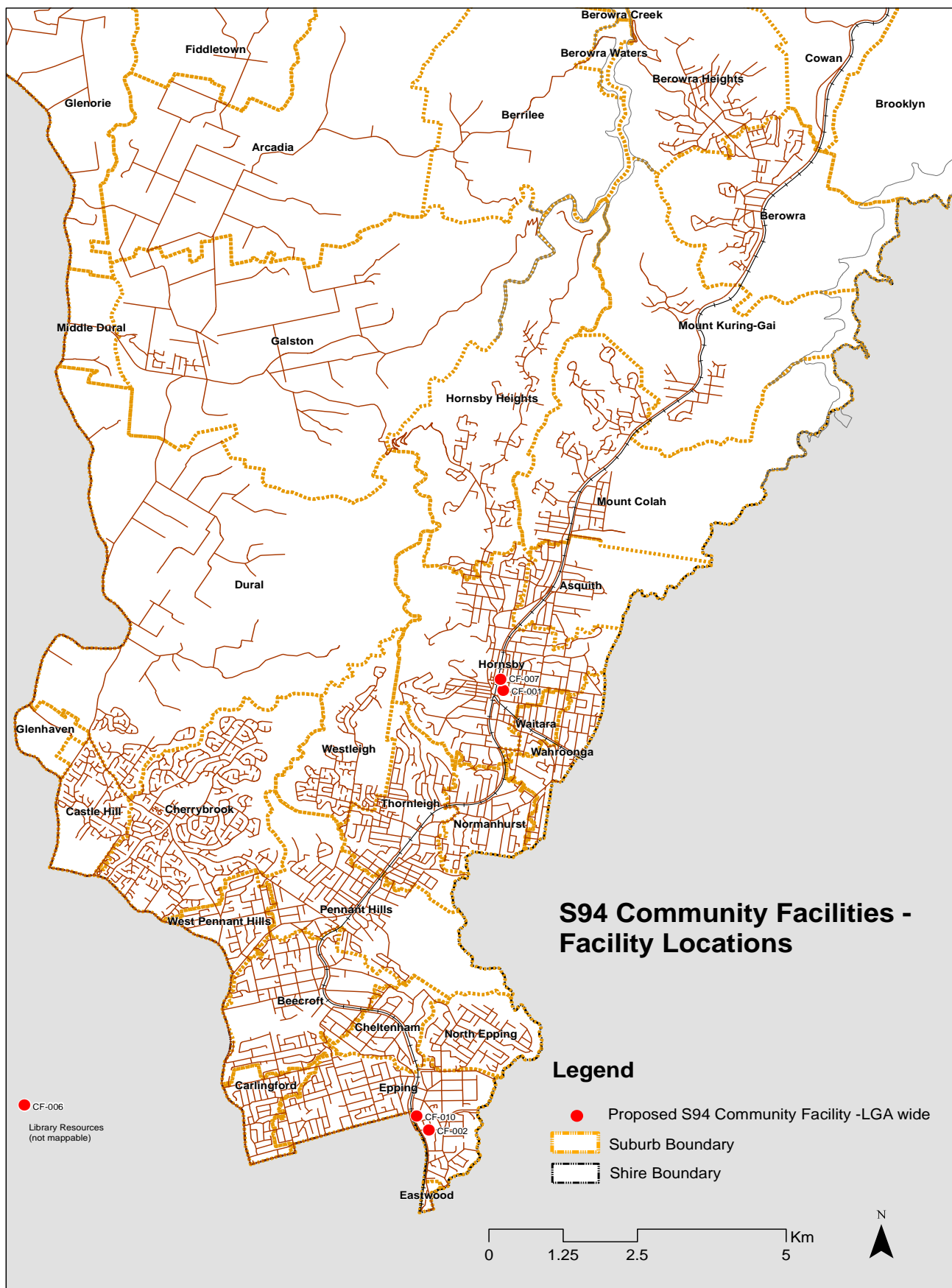
Car parking



### Open space and recreation



Community facilities



# 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 *Hornsby Shire Council Section 94 Development Contributions Plan 2014-2024*, 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	\$
Community Facilities	\$
Plan Preparation and Administration	\$
Total	\$

being for [INSERT HOW MANY DWELLINGS/UNITS/ BEDROOMS/FLOOR SPACE AND ANY CREDITS]

(b) The value of this contribution is current as at [INSERT DATE THAT THE CONTRIBUTION WAS ENTERED/ CALCULATED IN PATHWAY]. If the contributions are not paid within the financial quarter that this consent is granted, the contributions payable will be adjusted in accordance with the provisions of the Hornsby Shire Council Section 94 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:

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

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 quarter 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 [hornsby.nsw.gov.au](http://hornsby.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 Hornsby Shire Council Section 94 Development Contributions Plan 2014 - 2024, 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	\$
Community Facilities	\$
Plan Preparation and Administration	\$
Total	\$

being for [INSERT HOW MANY DWELLINGS/UNITS/ BEDROOMS/FLOOR SPACE AND ANY CREDITS]

(b) The value of this contribution is current at [INSERT DATE THAT THE CONTRIBUTION WAS ENTERED/ CALCULATED IN PATHWAY]. If the contributions are not paid within the financial quarter 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:

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

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 quarter at the date of this Complying Development Certificate.

(c) The monetary contributions shall be paid to Council prior to the issue of the Complying Development Certificate.

**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 [hornsby.nsw.gov.au](http://hornsby.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:

Australian Bureau of Statistics (1996). Census Data

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Department of Planning (2005). Development Contributions Practice Notes

Department of Planning (2007), North Subregion Draft Subregional Strategy

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

Department of Planning and Environment (2014), *A Plan for Growing Sydney*

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*Environmental Planning and Assessment Act 1979*

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NSW Roads and Traffic Authority (October 2002 – Version 2.2), *Guide to Traffic Generating Development*.

Parsons Brinckerhoff (2004). Hornsby Town Centre Draft DCP Model Update

SGS Economics and Planning (2008). Ku-ring-gai & Hornsby Subregional Employment Study

