

## contributions plan

*No.19*

# 7.11 section

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## 1. Introduction and administration of the plan

### 1.1 Name of the plan

This contributions plan is called 'Section 7.11 Contributions Plan No.19 - Blacktown Growth Precinct'.

### 1.2 Plans repealed by this plan

This contributions plan repeals:

- Section 7.11 Contributions Plan No.7 – Car Parking in the Blacktown City Centre
- Section 7.11 Contributions Plan No.16 – Blacktown CBD (Northern Precinct).

### 1.3 Purpose of plan

This contributions plan outlines Council's policy regarding the application of Section 7.11 (S.7.11) of the *Environmental Planning and Assessment Act, 1979* in relation to the provision of local infrastructure and baseline facilities within the Blacktown Growth Precinct.

Within the Blacktown Growth Precinct S.7.11 contributions are levied for the following amenities and services:

- Water Cycle Management Facilities
- Traffic and Transport Management Facilities
- Open Space and Recreation Facilities
- Community Facilities and Aquatic Facilities.

This plan has been prepared in accordance with:

- The *Environmental Planning and Assessment Act, 1979* (EPA Act)
- The Environmental Planning and Assessment Regulation, 2000; (EPA Regulation)
- having regard to the Practice Notes issued by the NSW Department of Planning (2005) in Accordance with clause 26(1) of the EPA Regulation.

The S.7.11 contributions contained in this plan have been determined on the basis of "contribution catchments". This is the area over which a contribution for a particular item is levied. Within each catchment there is an identifiable "list" of works, which are scheduled for provision.

Council applies contribution formulae to each catchment for the purpose of calculating the applicable contribution rate. The formulae take into account the cost of works to be undertaken, the cost of providing land for a public purpose on which to undertake these works and the size of the catchment area. The total cost of providing these works is distributed over the total catchment on an equitable basis.

This plan has been prepared to meet the additional local infrastructure demands of an anticipated 55,100 additional residents in the Blacktown Growth Precinct, and to provide funding for land and works in the precinct. For efficiency, 2 other existing contributions plans, CP7 and CP16, which fall within the area of this plan, have been integrated with this plan, and those plans formally repealed.

### 1.4 Commencement of this plan

This plan takes effect from the date on which public notice was published, pursuant to clause 31 (4) of the EPA Regulation.

### 1.5 Principles of Section 7.11

S.7.11 permits Council to require persons or entities developing land to pay monetary contributions, provide capital works (works in kind), and/or dedicate land in order to help fund the increased demand for public amenities and public services generated through their developments.

The 3 general principles in applying S.7.11 contributions are:

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

Council may either:

- require a monetary contribution
- accept a dedication of land in lieu of the monetary contribution
- accept or a material public benefit (works in kind) in lieu of a monetary contribution
- a combination of some or all of the above.

One of the fundamental responsibilities of any Council in imposing S.7.11 contributions is to ensure that they are reasonable. That is, the works and facilities to be provided must be as a direct consequence of the development on which the contributions are levied. In keeping with this responsibility, S.7.11 contributions levied on development as a result of this plan are limited to providing amenities and services to the minimum level necessary to sustain an acceptable form of urban development.

## **1.6 Aims and objectives**

The aims and objectives of this plan are to:

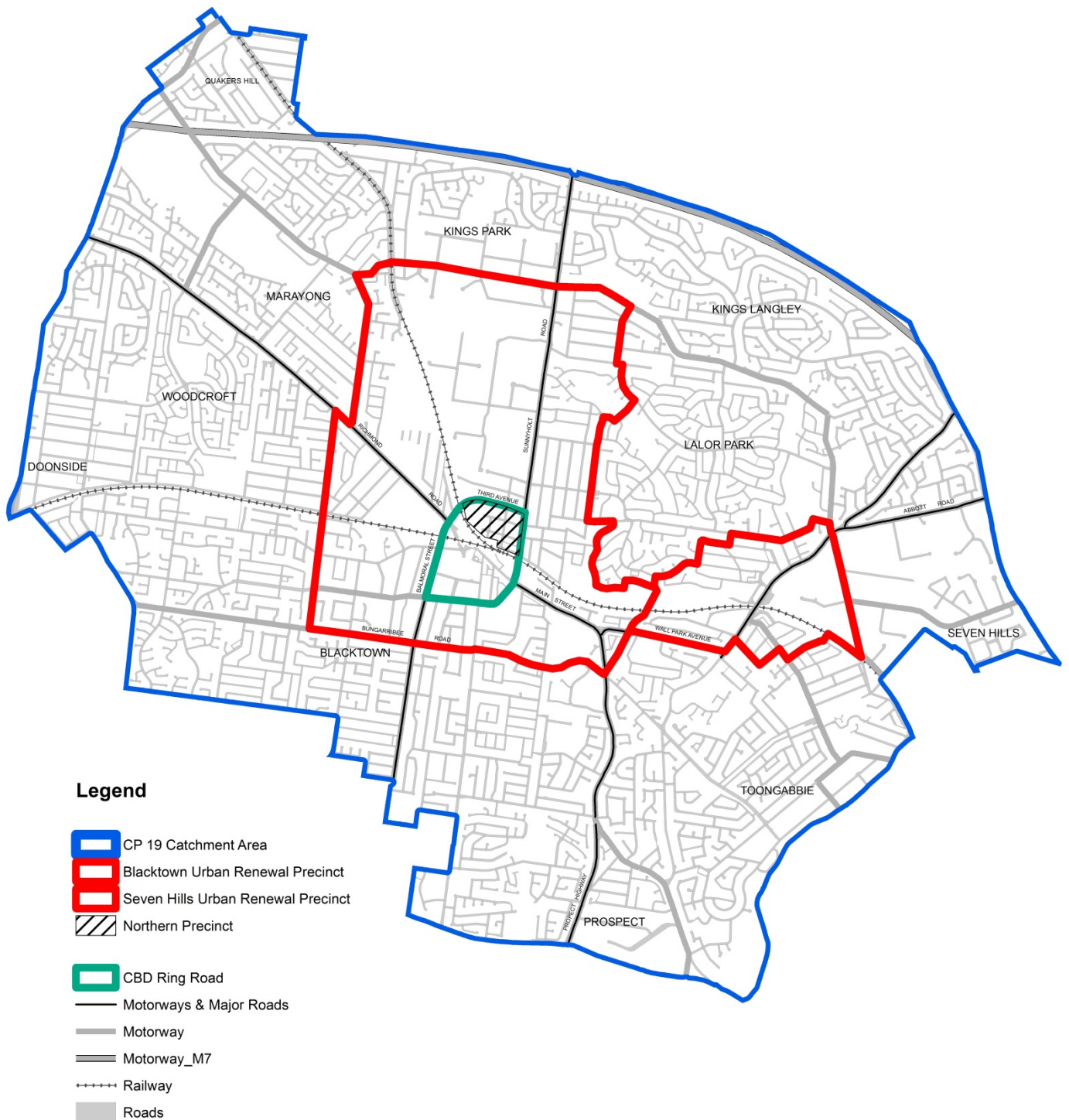
- ensure that S.7.11 contributions levied on development within the Blacktown Growth Precinct are reasonable
- ensure that the method of levying S.7.11 contributions is practical
- ensure that an appropriate level of local infrastructure provision occurs within the Blacktown Growth Precinct
- employ a user pays policy for the funding of infrastructure within the Blacktown Growth Precinct so that the existing residents of the City are not subsidising new urban development
- ensure that the amenities and services provided are not for the purpose of making up shortfalls in other areas
- ensure infrastructure is provided in an orderly manner
- ensure that the plan is as affordable as possible
- make clear Council's intentions regarding the location and timing of infrastructure provision within the Blacktown Growth Precinct.

## **1.7 Land to which the plan applies**

The land to which this plan applies **is shown on the following page.**

The boundaries of the specific contribution catchments are detailed in Appendices A to F.

## Blacktown Growth Precinct





### **1.8 Development to which the plan applies**

This plan applies to all developments occurring within the precinct catchment area, that require the submission of a development application or an application for a complying development certificate, including the intensification of use of a site involving expansion of area occupied by a development and/or the addition of population.

### **1.9 Secondary dwellings (granny flats)**

A granny flat, or secondary dwelling, is self-contained accommodation within, attached or separate to an individual home. Councils or accredited certifiers can certify granny flats as complying development without the need for a development application, provided they meet the specific development standards in the *State Environmental Planning Policy (Affordable Rental Housing) 2009*.

To be allowed to build a granny flat as complying development it must be:

- a) established in conjunction with another dwelling (the principal dwelling)
- b) on the same lot of land as the principal dwelling (and not an individual lot in a strata plan or community title scheme)
- c) may be within, attached to, or separate from the principal dwelling.

“Granny Flat” is generally defined when assessing development applications as:

- self-contained units of any type which have their own kitchen and bathroom
- self-contained studios
- secondary dwellings under *State Environmental Planning Policy (Affordable Rental Housing) 2009* (AHSEPP)
- fonzie flats
- complying development dual-occupancies.

Note: A bedroom is a room designed or intended for use as a bedroom or any room capable of being adapted to or used as a separate bedroom.

The above list is a guide only. The assessment of development applications determines whether the type of development is subject to Section 7.11 contributions. For avoidance of doubt, secondary dwellings (granny flats) are developments to which this plan applies.

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

In accordance with Section 7.21 of the EPA Act and Clause 146 of the EPA Regulation, a certifying authority must not issue a construction certificate for building work or subdivision 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 clause 142(2) of the EPA Regulation. Failure to follow this procedure may render such a certificate invalid.

The only exceptions to the requirement are where a works in kind, material public benefit, dedication of land or deferred payment arrangement has been agreed by Council. In such cases, Council will issue a letter confirming an alternative payment method.

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

In accordance with S7.11(1) of the EPA Act, accredited certifiers must impose a condition requiring monetary contributions in accordance with this contributions plan, which satisfy the following criteria:

- conditions imposed must be consistent with Council’s standard S.7.11 consent conditions
- conditions must be strictly in accordance with this contributions plan.



It is the professional responsibility of accredited certifiers to accurately calculate the contribution and to apply the S.7.11 condition correctly.

### **1.12 Relationship to other plans**

Environmental Planning Instruments, development controls and previous contributions plans have relationships with this Blacktown Growth Precinct contributions plan. These include:

- Blacktown Local Environmental Plan 2015
- Blacktown Development Control Plan 2015
- Section 7.11 Contributions Plan No.19 – Blacktown Growth Precinct (CP19) - (in force 30/9/2015) and (in force 10/4/2019).

For clarity, previous versions of CP19 are repealed by this version of the contributions plan.

### **1.13 Capacity of existing facilities to meet development demand**

The majority of the precinct is currently serviced. However, the existing facilities do not have the capacity to meet the additional demand for infrastructure created by the new development. The Blacktown Growth Precinct requires new infrastructure, as well as infrastructure upgrades to meet the additional demand for infrastructure created by the new development.

### **1.14 Projected development yield**

The Blacktown Growth Precinct has a net development yield of approximately 24,956 dwellings to meet the infrastructure demands for an additional population of approximately 55,100 residents.

### **1.15 The monitoring and review of this plan**

This plan will be subject to regular review. Council's Section 7.11 Finance Committee considers the need for reviews of all contributions plans when it meets monthly. Council generally aims to have contributions plans reviewed annually, particularly in fast-growing areas. The review schedule is approved by Council's Executive Management Committee as required.

The purpose of reviews is to ensure that:

- contribution levels reflect current land and construction costs
- provision levels reflect current planning and engineering practice and likely population trends
- work schedules are amended if development levels and income received differ from current expectations.

Changes to contributions plans must be prepared in accordance with the Act and Regulation and placed on public exhibition for a minimum period of 28 days. The nature of any changes proposed and the reasons for these will be clearly outlined as part of the public participation process.

Council welcomes comments of interested persons in relation to this plan at any time.

### **1.16 Timing of provision of items**

The provision of the individual items contained in this plan has been prioritised.

The priority for providing each item has been determined having regard for:

- existing development trends e.g. the provision of parks in faster growing residential areas will have a higher priority than slower growing areas
- anticipated revenue. Council's ability to forward fund S.7.11 works is limited. As such the timing of works is very much dependant on the receipt of adequate contributions. The work schedules

in the appendices of this plan have been prepared having regard for existing funds available to each of the catchment areas and projected income.

As noted in Section 1.15, regular reviews of this plan are undertaken. Development trends are monitored and revenue estimates are revised as part of the review process and as a result, the priority of works can change.

#### **1.17 Pooling of contributions**

This plan authorises monetary S.7.11 and S.7.12 contributions paid for different purposes to be pooled and applied progressively for those purposes. The priorities for the expenditure of pooled contributions under this plan align with the priorities for works set out in the work schedules in this plan.

#### **1.18 Financial information**

A separate annual statement is prepared by Council following the end of each financial year. This accounting record contains details of total contributions received, total contributions expended and total interest earned for each plan and is available for inspection free of charge from Council's Finance Section.

#### **1.19 Enquiries regarding this plan**

Enquiries in relation to this or any other contributions plan can be made either by phoning Council's Information Centre on 9839 6000 between 8.00 am and 5.30 pm Monday to Friday or by visiting the Information Centre on the Ground Floor of the Civic Centre in Flushcombe Road, Blacktown between 8.00 am to 5.30 pm Monday to Friday or emailing [council@blacktown.nsw.gov.au](mailto:council@blacktown.nsw.gov.au).

#### **1.20 Contributions register**

A copy of the contributions register is also available for inspection free of charge, and can be viewed at the Information Centre. As this register spans many years, persons wishing to view the whole register (rather than details in relation to a particular property) will need to contact Council's Section 7.11 Officer or Manager Developer Contributions in advance to ensure suitable arrangements can be made to view this information.

## **2 Water cycle management facilities**

### **2.1 Nexus (flood mitigation)**

In order to levy S.7.11 contributions Council must be satisfied that development, the subject of a development application, will or is likely to require the provision of, or increase the demand for amenities and services within the area. This relationship or means of connection is referred to as the nexus.

The nexus between development and the increased demand for water cycle management facilities is based on the community held expectation that urban land, especially residential land, should be satisfactorily drained and flood free. Development produces hard impervious areas and this results in increased stormwater runoff, pollutants, and greater flows occurring in the natural drainage system. If these flows are not controlled by an appropriate drainage system, inundation from floodwaters may occur both within the area being developed and further downstream. The increased flows can also result in damage to downstream watercourses through increased erosion and bank instability. The Meroo Street and Allawah Street stormwater detention basins assist in attenuating these increases in flows. The operation of these basins will be augmented by on-site stormwater detention provided as part of the development. The basins serve a dual-purpose for drainage and open space.

### **2.2 Nexus (water quality)**

A nexus exists between potential infill development and water quality. Urban renewal within the plan area will see an additional 770 million litres of runoff discharged each year. Associated with this will be an increase of 21% in the mass of suspended solids (190 tonnes) and other pollutants discharged into the receiving waters. In order to protect the receiving waters from these and associated water quality impacts, regional water quality treatment measures are included in this plan to replace the current on-site requirement.

In 2015, Council amended Part R of its DCP which stipulates development controls required with respect to water management on new developments. The amendment to the DCP removed the requirements for on-site treatment of water and replaces it with a contribution payment to Council to enable Council to carry out the work on behalf of development proponents.

Council has analysed the financial implications of this action and based on the analysis of a broad range of development types, believes that it will be considerably more affordable to make a regional contribution in lieu of carrying out water quality treatment works on-site. However, some larger industrial and commercial developments will still need some basic treatment on-site, i.e. a gross pollutant and hydrocarbon trap in addition to a contribution. The financial analysis undertaken indicates that this approach would again be more affordable than complying with the current requirements which require a higher degree of treatment on-site.

This plan provides an affordable alternative to the on-site treatment of water. The water quality catchments of the Blacktown and Seven Hills URP areas are served by a number of strategically placed regional bioretention basins, some of which are proposed to be located on existing sporting fields.

### **2.3 Contribution catchments**

The Blacktown Growth Precinct contains one catchment for flood mitigation and one catchment for water quality. The area of the catchment was determined having regard for the natural watershed and the proposed local road layout which will impact upon drainage flows. Maps showing the location of the contribution catchments are contained in Appendix A1 & A3.

When considering the size of contributions catchment for Water Cycle Management Facilities, Council took the approach that the catchments should be of a sufficient size to promote efficiency in the timing of the provision of infrastructure. This approach is supported by the Department of Planning and Infrastructure Practice Notes for Development Contributions (2005).

In order to determine actual provision levels and, ultimately, contribution rates, the developable area of the drainage catchment is calculated. The developable area is the area over which the cost of providing the works has been distributed and is explained further in Section 8.5.

The developable area (size of catchment) is shown in Appendix G.

#### **2.4 Contribution formula**

The following formula is used to calculate the contribution rate for Water Cycle Management Facilities:

$$\text{CONTRIBUTION RATE} = \frac{(C1 + C2 + PA)}{A}$$

(\$/HECTARE)

WHERE: C1 = the actual cost to Council to date of facilities constructed for water cycle management indexed to current day values.

C2 = the estimated cost of future water cycle management facilities.

PA = Plan Administration fee being 1.5% of construction costs.

A = the total developable area the contribution catchment (hectares).

A more detailed explanation of the components in the contribution formula, ***including the method of indexing to current day values*** is provided in Section 8.

A schedule of works Water Cycle Management Facilities is provided in Appendix A together with a map of the catchment indicating the location of the works.

The values of the components of the contribution formula are contained in the schedule at Appendix G.

Contribution rates are contained in the schedule at Appendix H.

### **3 Traffic & transport management facilities**

#### **3.1 Nexus (road linkages)**

The Blacktown Planning Strategy 2036 discusses planning for movements networks. Road linkages can provide better access in the Blacktown and Seven Hills Urban Renewal Precincts (URPs). Although the road locations are not yet identified, a conservative allocation has been estimated in this plan for the land and works components.

#### **3.2 Nexus (major road embellishments)**

Well-designed and landscaped streets and public domain areas are critical to the character and place making of our suburbs. There are high community expectations as reflected in Council's community satisfaction survey, which indicate that the beautification of our City is important. As housing densities increase, the importance of funding and implementing these works continues to increase. Well-designed and landscaped streetscapes enhance levels in physical activity and lead to social, mental and physical community benefits.

Council has recognised this in its adopted 2014 'Eyes on Blacktown Landscape Strategy'. The strategy outlines key principles at improving the public realm of Blacktown with a strong focus on streetscapes to achieve intended outcomes.

The Roads and Maritime Service's 'Beyond the Pavement Urban Design Policy' also aims to enhance streetscape design quality and community satisfaction.

#### **3.3 Nexus (pedestrian bridges)**

The adopted Blacktown City Centre Masterplan states that pedestrian access linkages are required in the Masterplan's "Movement network". The inclusion of pedestrian bridges in this plan from the Blacktown CBD to the Warwick Lane site, and Blacktown CBD to the Showground Precinct achieves this objective.

#### **3.4 Nexus (Warwick Lane car park)**

Parking has been provided within Blacktown's CBD by non-residential development and Council expenditure over time. Additional population will place further pressure on the existing parking provided which is not efficient in its present state.

In order to address the population growth and demand for CBD parking, it will be necessary to redevelop the existing parking areas in order to maximise efficiency and availability of parking spaces.

The existing Warwick Lane car park will be redeveloped into an underground multi-level car park that will provide additional spaces and provide the whole of the parking complex closer to the main street rather than spread out as an at-grade parking facility on the edge of the CBD. The redeveloped site will maximise efficiency and availability while providing additional spaces that cater for future development. The proposed parking facility will also provide additional open space and opportunity to improve streetscapes of the surrounding roads. The objective of the project is to provide a pedestrian friendly and aesthetic environment within the CBD, benefitting all residents and visitors.

#### **3.5 Contribution catchment**

There are 3 contribution catchments for Traffic and Transport Traffic Management Facilities:

- Blacktown Growth Precinct Catchment
- Blacktown CBD
- Blacktown CBD (Northern Precinct).

This section of the plan addresses the Blacktown Growth Precinct catchment. A map showing the location of the Traffic and Transport Management Facilities contribution catchment is contained in Appendix B.

In order to determine contribution rates, the developable area of the Traffic and Transport Management Facilities contribution catchments has been calculated. The developable area is the area over which the cost of providing the works has been distributed and is explained further in Section 8.5.

The developable area (Size of Catchment) of the contribution catchment is stated in Appendix G.

### 3.6 Contribution formula

The following formula is used to calculate the contribution rate for Traffic and Transport Traffic Management Facilities:

$$\text{CONTRIBUTION RATE} = \frac{(\text{L1} + \text{L2} + \text{C1} + \text{C2} + \text{PA})}{\text{P}} \\ (\$/\text{PERSON})$$

- WHERE:
- L1 = The actual cost to Council to date of land provided for Traffic and Transport Management purposes indexed to current day values.
  - L2 = The estimated cost of land to be provided for Traffic and Transport Management purposes.
  - C1 = The actual cost to Council to date of Traffic and Transport Management Facilities that have been constructed up to the appropriate standard indexed to current day values.
  - C2 = The estimated cost of Traffic and Transport Management Facilities yet to be constructed up to the appropriate standard.
  - PA = Plan Administration fee being 1.5% of construction costs.
  - P = The estimated eventual population in the contribution catchment.

A more detailed explanation of the components in the contribution formula, ***including the method of indexing to current day values*** is provided in Section 8.

A schedule of works for the contribution catchment is provided in Appendix B.

The values of the components of the contribution formula are contained in the Schedule being Appendix G.

The resultant contribution rates are contained in the schedule being Appendix H Traffic & Transport Management Facilities.

## **4 Traffic & transport management facilities - Blacktown CBD (northern precinct)**

### **4.1 Area that applies to this section of the plan**

Section 4 of this plan specifically applies to Traffic and Transport Management Facilities in the Northern Precinct of the Blacktown CBD.

### **4.2 Nexus (local roads and traffic management)**

#### **4.2.1 Current network conditions**

The Northern Precinct is provided with an existing local road network. This network connects to the regional road network via the following existing intersections:

- Third Avenue and Sunnyholt Road (both arterial roads)
- Prince Street and Third Avenue
- Second Avenue and Sunnyholt Road
- First Avenue and Sunnyholt Road
- Humphreys Lane and Sunnyholt Road
- George Street and Sunnyholt Road.

Traffic management measures serving the Northern Precinct include the following:

- traffic signals catering for all traffic movements at the intersection of Sunnyholt Road/Third Avenue
- traffic signals catering for all traffic movements at the intersection of Prince Street/Third Avenue except the right turn from Third Avenue (westbound) into Prince Street (northbound)
- two roundabouts serving the intersections of Second Avenue/Prince Street and First Avenue/Prince Street
- bus priority signals at the intersection of George Street/Sunnyholt Road with other bus priority measures on George Street and associated with the transport interchange access
- left in/left out movements for general traffic at the intersections of George Street, First Avenue and Second Avenue with Sunnyholt Road.

The existing road network and its intersections perform satisfactorily under current conditions.

#### **4.2.2 Road network needs**

Future development in the Northern Precinct is likely to generate a need for upgraded local traffic facilities within and adjacent to the Precinct including:

- reconstructed local roads (including streetscape works)
- upgraded / reconfigured intersections and access routes.

In order to understand future road network requirements, traffic modelling was undertaken. Utilising Council's NETANAL model which was updated to the latest version since the completion of the Blacktown CBD Transportation Study the 2001 AM and PM trip tables were calibrated against the known traffic flows on key sections of Sunnyholt Road and Third Avenue adjacent to the Precinct. The calibrated AM and PM 2001 trip tables were then extrapolated to provide 2006 and 2011 trip tables on the equivalent future road networks.

The following assumptions were made in the estimated traffic generation of the potential future developments in the Northern Precinct and are the same as the Blacktown City CBD Transportation Study:

- 0.29 vehicle trips per unit as per RTA's suggested rates for units in Metropolitan Sub-regional centres



- 2 trips / 100m<sup>2</sup> Gross Floor Area in PM Peak for Commercial development
- 5.9 trips / 100m<sup>2</sup> Gross Floor Area for Retail development. (based on 20,000 – 30,000m<sup>2</sup> development range)
- 80% of trips depart and 20% approach the site in the morning peak hour
- 20% of trips depart and 80% approach the site in the evening peak hour.

Further, in each of the 2001, 2006 and 2011 model scenarios the Transitway (and associated closures) have been included as well as the following development :

- future development of the Warrick Lane site (1,014 units, 15,390m<sup>2</sup> of commercial and 2350m<sup>2</sup> of retail)
- full development of the Northern Precinct in accordance with Council's planning policies was assumed.

The results of the analysis undertaken indicated the following conclusions:

1. The key intersections requiring treatment along Sunnyholt Road are at Main Street and Sackville Street. These intersections require upgrading, partly as a result of natural traffic growth and the Transitway. Consequently, it can be concluded that the State Government would have a key role in funding these improvements.
2. Traffic volumes in Third Avenue increase to levels requiring a right turn bay to be provided in Third Avenue at Prince Street by 2006. Without this improvement the intersection will operate at a poor level of service and will affect the conditions on Third Avenue.
3. The traffic volumes on Third Avenue increase to the level requiring widening of Third Avenue to create 3 lanes in each direction by 2011 along the section of Third Avenue between Sunnyholt Road and approximately 250 metres west of Prince Street.
4. The intersection of First Avenue and Sunnyholt Road is required to be signalised by 2011 to alleviate poor performance of the Third Avenue / Sunnyholt Road intersection and reduce the pressure on Prince Street internally in the Precinct. Signalisation will also necessitate an adjustment to the horizontal alignment of the Sunnyholt Road carriageways because of the existing level differences which exist at the intersection of First Avenue.
5. Assuming the pavement is strengthened and upgraded, local roads within the Precinct will provide sufficient capacity for internal traffic, however Prince Street will have to have clearway conditions imposed during the peak periods.
6. Implementation of road works and traffic facilities would allow an additional 1,672 vehicle movements during the peak hour being generated in the Northern Precinct. These trips could comprise a mix of residential and non-residential traffic generators.

As a result, new development generating an increase in the use of the road network will be required to contribute to an integrated program of road and intersection upgrading works.

Traffic management facilities contributions are proposed to be levied on the basis of the number of additional trips generated by a proposed development as a proportion of the total number of additional trips afforded to the Precinct by the proposed traffic management works. As stated previously, the current road network operates at a satisfactory level of service, however there is little or no spare capacity and upgrading works will be required in order to facilitate the scale of development envisaged under this plan.

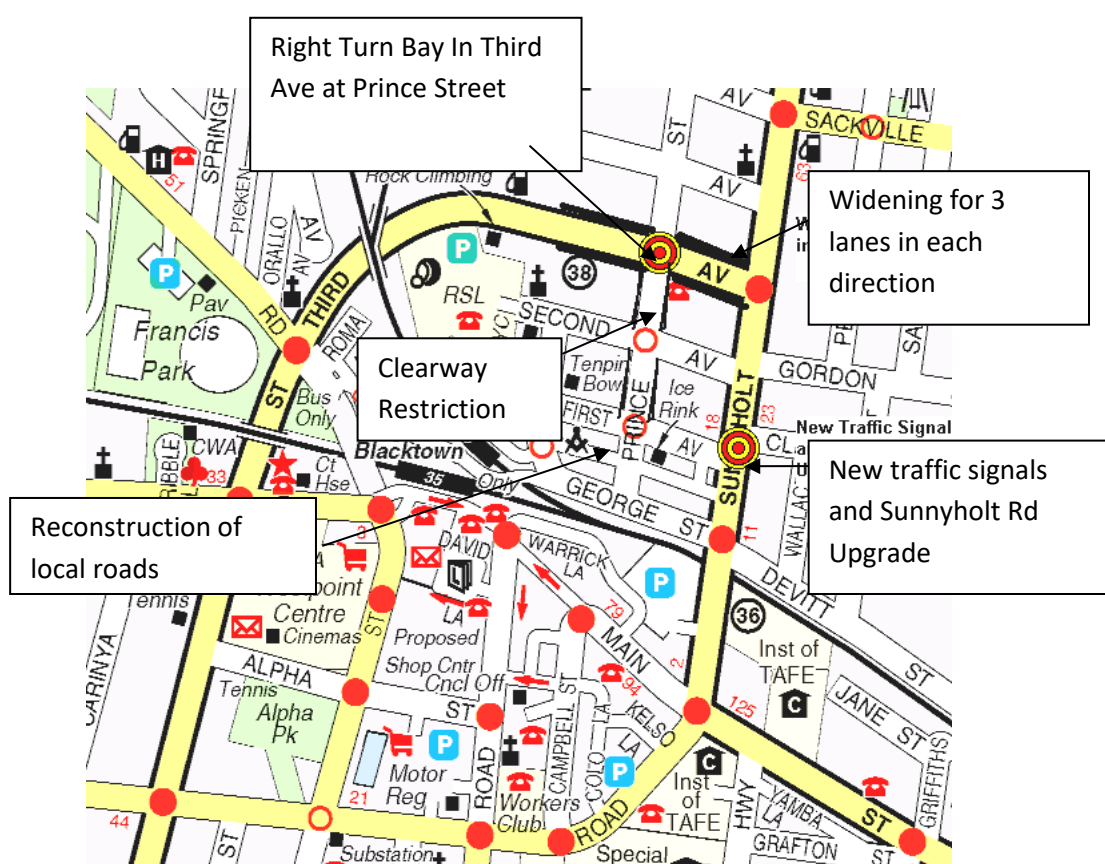
Local road facilities identified under this plan are proposed to be funded via contributions toward half-width reconstruction of selected roads in the Precinct. These sections of road were constructed to meet the needs of mainly single detached dwelling houses many years ago. They will need to be reconstructed to additional traffic loads generated by the scale of development envisaged under this plan. Contributions are to be determined on the basis of the linear frontage of a development site to any

of the nominated works as a proportion of the total linear frontage of all properties in the Precinct of all sites fronting the works. A similar approach will be applied to determine contributions for streetscape works.

Some of the road works will be carried out on roads which front proposed open space areas identified under this Plan. It is reasonable for new developments to contribute to the cost of road works fronting the public facilities, which reflects Council's practice in other contributions plans addressing local roads. The contributions formula therefore accounts for this by subtracting the linear frontage of sites proposed to contain public facilities from the total linear frontage attributable to the road works.

Specific works are outlined in Appendix C of this plan. Figure 3.1 below shows the location of the required roads and traffic management facilities.

**Figure 3.1: Location of Facilities**



The roads and traffic works program has been prepared to deal with the eventuality of the Precinct being fully developed (including an allowance for redevelopment of the RSL Club site). Contributions for roads and traffic facilities are to be determined on the basis of additional trips generated compared to the additional capacity of the local network provided by the proposed works. In that sense, whether full development is achieved or not is immaterial, as individual developments will only contribute to the cost of the works in accordance with the 'need' generated by the development. This contributions plan will be reviewed at regular intervals so that the extent of proposed roads and traffic works can be adjusted to accord with changing development trends.

#### 4.2.3 Streetscape facilities

Streetscape facilities identified under this plan are to be funded via contributions toward the streetscaping of selected roads identified in the plan. As mentioned above in relation to the local road

facilities, these sections of roads were constructed to meet the needs of mainly single detached dwelling houses many years ago and consisted of unformed roads with limited streetscaping. The work proposed will need to be constructed to a standard consistent with the scale of development envisaged under this plan. Contributions are to be determined on the basis of the linear frontage of a development site to any of the nominated works as a proportion of the total linear frontage of all properties in the Precinct. Streetscaping facilities will be in accordance with the *Blacktown City Centre Urban Design Master Plan* (Annand Alcock Urban Design 1999).

#### 4.3 Contribution catchment

There is one roads and traffic facilities contribution catchment. This corresponds to the boundaries of the Northern Precinct (see Appendix C).

All developments proposed within the contribution catchment will contribute toward the provision of traffic management works.

Only those developments on properties with frontages to the roads proposed to be reconstructed or to be embellished with streetscape works, as set out in the works schedule in Appendix B, will be required to contribute towards such costs, namely:

- development on properties with a frontage to, or situated adjacent to, First Avenue
- development on properties with a frontage to, or situated adjacent to, Second Avenue
- development on properties with a frontage to, or situated adjacent to, Boys Avenue
- development on properties with a frontage to, or situated adjacent to, Humphries Lane
- development on properties with a frontage to, or situated adjacent to, George Street
- development on properties with a frontage to, or situated adjacent to, Prince Street.

#### 4.4 Contribution formula

The following formula is used to calculate the contribution rate for local roads and traffic management:

Traffic Management Facilities

$$\text{CONTRIBUTION RATE} = \frac{(C1 + C2 + PA)}{T} * DT$$

WHERE:

C1 = The actual cost to Council to date of traffic management facilities that have been provided up to the appropriate standard adjusted to current day values by using the CPI.

C2 = The estimated cost of traffic management facilities yet to be provided up to the appropriate standard.

T = The total number of additional peak hour vehicle trips to/from the Northern Precinct afforded by the proposed works.

DT = The total number of additional peak hour vehicle trips generated by the proposed development (as per the schedule of generation rates shown in Section 4.2.2).

PA = Plan Administration fee being 1.5% of construction costs.

<b>Roads and Traffic Management Facilities</b>	<b>T</b>	<b>DT</b>	<b>LFR</b>	<b>LFP (R)</b>	<b>LFS</b>	<b>LFP (S)</b>	<b>PA</b>
Local Roads Reconstruction			2,004	301			1.5%
Streetscape Facilities					2,792	355	1.5%
Traffic Management Facilities: Residential Development	1,672	0.29					1.5%
Traffic Management Facilities Commercial Development	1,672	2					1.5%
Traffic Management Facilities Retail Development	1,672	5.9					1.5%

#### Local Roads Facilities

$$\text{CONTRIBUTION RATE} = \frac{(C1 + C2 + PA) * DFR}{LFR - LFP(R)}$$

WHERE:

C1 = The actual cost to Council to date of local roads facilities that have been provided up to the appropriate standard adjusted to current day values by using the CPI.

C2 = The estimated cost of local roads facilities yet to be provided up to the appropriate standard.

LFR = The total linear frontage (in metres) of properties abutting the road works identified in this Plan.

LFP(R) = The total linear frontage (in metres) of properties designated for open space and any other Council-provided facilities abutting the road works identified in this Plan.

DFR = The linear frontage (in metres) of the proposed development site abutting the road works identified in this Plan.

PA = Plan Administration fee being 1.5% of construction costs.

#### Streetscape Facilities

$$\text{CONTRIBUTION RATE} = \frac{(C1 + C2 + PA) * DFS}{LFS - LFP(S)}$$

WHERE:

C1 = The actual cost to Council to date of streetscape facilities that have been provided up to the appropriate standard adjusted to current day values by using the CPI.

C2 = The estimated cost of streetscape facilities yet to be provided up to the appropriate standard.

LFS = The total linear frontage (in metres) of properties abutting the streetscape works identified in this Plan.

LFP(S) = The total linear frontage (in metres) of properties designated for open space and any other Council-provided facilities abutting the streetscape facilities identified in this Plan.

DFS = The linear frontage (in metres) of the proposed development site abutting the roads containing the streetscape works identified in this Plan.

PA = Plan Administration fee being 1.5% of construction costs.

A more detailed explanation of the components in the contribution formula is provided in Section 8.

A schedule of works for the contribution catchment is provided in Appendix C.

The values of the components of the contribution formula are contained in the Schedule being Appendix G.

The resultant contribution rates are contained in the schedule being Appendix H.

## **5 Traffic and transport management facilities (car parking)**

### **5.1 Nexus**

In order to levy S.7.11 contributions Council must be satisfied that development, the subject of a development application, will or is likely to require the provision of or increase the demand for amenities and services within the area. This relationship or means of connection is referred to as the nexus.

Any development in the Blacktown City centre (Blacktown CBD), which increases the amount of floor space or alters or intensifies the use of a site, will generally also increase the demand for car parking. Council quantifies the level of increase in demand generated by each development having regard for the car parking development standards/controls it has adopted in its Blacktown Development Control Plan 2006 (DCP).

The DCP ascribes a different level of demand for car parking to the various types of development.

The DCP divides the Blacktown City centre into precincts and identifies areas where Council requires that;

- a) all car parking may be required to be provided on site
- b) only minimal car parking may be allowed on site (25% or less)
- c) partial provision of car parking on site will be considered.

Car parking contributions are levied for the number of car parking spaces that are not provided on site.

The estimated number of required car spaces was derived having regard for the anticipated level and nature of development in the Blacktown City centre over a 15 year period. Thus the number of car spaces to be provided is directly related to the anticipated level of future development.

General trends indicate that large developments generally provide all the required car parking on site. Smaller developments are more likely to have difficulties in providing on site car parking. Also Council's DCP specifically nominates precincts within the Blacktown City centre where car parking is not favoured or will not be permitted on site.

Having regard for these factors and Council's previous experience it is anticipated that approximately 1/3 of all future development may be required to pay for car parking in lieu of providing it on site. Council is proposing a scheme whereby it will provide the required car parking spaces in stages. It is intended that the car parking will be provided at the existing Colo Lane Car Park. This site is situated in the heart of the Blacktown City Centre between Kelso and Colo Lanes and Newton Road

### **5.2 Contribution catchment**

Car parking contributions are levied on developments which are located within (partly or wholly) the boundaries of the Blacktown City centre as identified on page 3 (CBD ring road).

### **5.3 Contribution formula**

The following formula is used to calculate the contribution rate for car parking;

$$\text{BASE CONTRIBUTION RATE} = \frac{(\text{C1} + \text{C2} + \text{PA})}{\text{N}}$$

(\$/SPACE)

WHERE:

C1 = The actual cost to Council to date of works constructed for car parking purposes indexed to current day values.

C2 = The estimated cost of the future car parking spaces.

N = The total number of additional car parking spaces projected to be required in the next 15 years.

PA = Plan Administration fee being 1.5% of construction costs.

A more detailed explanation of the components in the contribution formula is provided in Section 8.

The values of the components of the contribution formula are contained in the Schedule being Appendix G.

The resultant contribution rates are contained in the Schedule being Appendix H.



## **6 Open Space & Recreation Facilities**

### **6.1 Nexus (general)**

The provision of adequate open space and recreational areas is an integral component of Council's framework that contributes to the long term wellbeing of the community. Providing for clean, green open spaces ensures that all residents receive the opportunity to partake in the many health benefits derived from open space.

Open space, whether in the form of playing fields, civic spaces or parks and public places are crucial to the health and wellbeing of our growing and diverse community. This is well documented in Australia and abroad. Demand for open space is high in Blacktown, reflecting the value the community places on this asset.

As the Blacktown growth precinct continues to grow, so does the demand for well-designed and located open space areas. This demand is further heightened when consideration is given to the decrease in private open space areas (such as backyards), due to increased housing densities.

Both Council and NSW State Government strategic documents provide frameworks and rationale for the provision of high quality open space. This includes:

- Blacktown City 2030 (Blacktown City Council, 2013)
- Recreation and Open Space Strategy (Blacktown City Council, 2009)
- Wellness through Physical Activity Policy (Blacktown City Council, 2008)
- Blacktown City Social Plan 2012 (Blacktown City Council, 2012)
- A Plan for Growing Sydney (NSW State Government, 2014)
- Recreation and Open Space Planning Guidelines for Local Government (NSW State Government, 2010).

When considering open space provision for the Blacktown Growth Precinct, Council has sought to leverage off existing open space sites in meeting the demands of increased population. Council aims to provide high quality, well-designed and integrated open space sites that are equitably distributed and within walking distance of most residents.

### **6.2 Nexus (embellishment of “dual-purpose” detention basins)**

This plan includes costs for 2 stormwater detention basins in Meroo and Allawah Streets, Blacktown. The primary function of these basins is stormwater detention. However, the basins have been designed to have a dual-purpose, also providing an open space function. Therefore, open space embellishment and land acquisition costs for the basins have been included in this plan.

### **6.3 Nexus (Reserves 768 and 777)**

This plan specifically includes embellishment costs for 2 reserves, 768 and 777. The provision and augmentation of these reserves benefits the community in a number of ways. Open space provides the venue for many cultural and social activities for the differing needs of the community. It is generally accepted that every person or additional person generates the need for some form of open space, whether they be new parks or improved parks. Reserves 768 and 777 are improved parks.

### **6.4 Nexus (Reserve 20 – Blacktown Showground Stage 2)**

Stage 2 of the Showground redevelopment includes the showground arena and surrounds that will form part of an events precinct. The arena will be multi-use. Apart from gymkhanas and exhibition shows, it could be used for community sporting events.

### **6.5 Nexus (future open space for the Blacktown Growth Precinct)**

Based on 2.83 ha/1,000 persons, the theoretical amount of open space required for the projected populations in the Blacktown and Seven Hills URPs (in the Blacktown Growth Precinct) is 161.43 ha.

Comparatively, BLEP 1988 had zoned 81.93 ha of open space in these Precincts. Draft BLEP 2013 proposed to rezone an additional 21.46 ha of open space, although it acknowledged that this was well short of the theoretical amount of open space required. This was on the basis that it was not considered reasonable or practical to propose more land acquisition in an attempt to simply satisfy theoretical targets.

In response to numerous submissions post exhibition, Council resolved to amend Draft BLEP 2013 by significantly reducing public purpose acquisitions. The end result was that Draft BLEP 2015 only rezones 3.3 ha of open space. Although these areas are zoned open space, they serve a dual drainage/open space purpose, and will not be suitable for any “active” open space functions.

The 3.3 ha of open space is well short of what Draft BLEP 2013 proposed and significantly short of the theoretical provision of open space needed to service the projected population.

To address this issue, the it was considered reasonable for the initial contributions plan to make an allocation to acquire additional open space in the future. However, levying for the full shortfall of open space is costly and may make development unaffordable.

Therefore, it was considered reasonable to make an allocation to acquire an additional 7 hectares of open space land in the future, and embellish the land for future provision. This contribution plan (2021 version) has added 2 new reserves, Reserves 1093 (0.1094 ha) and 1094 (0.1364 ha). The total area of these reserves is included in the 7 hectares. The remaining future open space now needed is reduced to 6.7542 hectares.

The location of the 6.7542 hectares of open space is not yet determined and therefore not identified in this plan.

### **6.6 Contribution catchment**

There is one open space & recreation contribution catchment. This corresponds to the boundaries of the Blacktown Growth Precinct. A map showing the open space contribution catchment is contained in Appendix E.

In order to determine actual provision levels and, ultimately, the contribution rate, the potential population of the open space contribution catchment has been calculated. The potential population is the number of people over which the cost of providing the open space has been distributed and is explained further in Section 8.5.

The potential population of the open space contribution catchment is stated in Appendix G.

### **6.7 Contribution formula**

The following formula is used to calculate the contribution rate for Open Space and Recreation Facilities:

$$\text{CONTRIBUTION RATE} = \frac{(\text{L1} + \text{L2} + \text{C1} + \text{C2} + \text{PA})}{\text{P}} \\ (\$/\text{PERSON})$$

- WHERE:
- L1 = The actual cost to Council to date of land provided for a open space & recreation public purpose adjusted to current day values.
  - L2 = The estimated cost of land yet to be provided for a public open space & recreation purpose.

C1 = The actual cost to Council to date of open space embellishments that have been constructed to the appropriate standard adjusted to current day.

C2 = The estimated cost of future open space embellishments.

PA = Plan Administration fee being 1.5% of construction costs.

P = The estimated eventual population in the Blacktown Growth Precinct.

A more detailed explanation of the components in the contribution formula, ***including the indexation to current day values*** is provided in Section 8.

A schedule of works for the contribution catchment is provided in Appendix E together with a map of the catchment indicating the location of the works.

The values of the components of the contribution formula are contained in the Schedule being Appendix G.

The resultant contribution rates are contained in the Schedule being Appendix H.

## 7 Community facilities

### 7.1 Nexus

Planning for this Precinct has occurred via state government documentation in the form of:

- Growth Centre Development Code (Growth Centres Commission, 2006)

More detailed local planning and context has been provided by Council through the following:

- Blacktown City 2030 (Blacktown City Council, 2013)
- Blacktown City Council Social Plan (2007)
- The Section 7.11 Community Facilities Report (May 2008)
- Community Facilities Assessment of the City Centre (Feb 2015)

These studies identified that Council's role in the development of community facilities in the City Centre encompasses the provision of a range of activities and functions. Resulting from this work the following facilities were recommended:

Community Hub (including the activities and functions of the following)

- Neighbourhood centre, community and cultural development facilities
- Youth Centre
- Children and Family Services and Facilities.

2nd Community Hub

- Neighbourhood centre.

The community facilities assessment undertaken by Council officers found limited facilities in the City Centre and adjacent areas, to meet the needs generated by a new residential and workforce population. In addition the capacity of existing services and facilities in adjacent areas to meet the needs of the future City Centre population was examined. It was concluded that services are at capacity. There is no district or regional level social infrastructure with capacity to cater for those anticipated to live in the City Centre.

The provision of appropriate community and recreation facilities is an important requirement to ensuring the City Centre is developed appropriately. The future anticipated resident population of 55,100 for the City Centre meets the thresholds for most local and district facilities.

The assessment examined what community and recreation facilities would be required to service the new population of the City Centre and refers to the current community facility benchmarks used being the Growth Centres Commission (2006) Structure Plan - Community Infrastructure Standards as well as Council's Community Hub model. The table below indicates the community facilities required to meet the needs of the City Centre.

Table : Local / District Community Facility Requirements City Centre

Type of facility	Benchmark (number per population)	City centre requirements (population 55,100)
Youth Centres	1:20,000 people	2.75
Community Service Centre	1:60,000	0.9
Branch library	1:33,000 people	1.6
District Library	1:40,000 people	1.3
Performing Arts/Cultural Centre	1:30,000 people	1.8

Community Services Local	1:6,000 people	9
Community Services District	1:20,000 people	2.75

The Section 7.11 Community Facilities Report (May 2009), identified a new model for delivery of community facilities – the Community Hub Model. Community Hubs will be local, multipurpose community facilities. They will provide a focus for local communities to come together for social, lifelong learning and human service activities and services.

Further research and development of this concept has resulted in a more efficient, cost effective and innovative model that provides greater opportunities for community engagement and outcomes proposed for these precincts.

## 7.2 Community resource hubs

A community resource hub (CRH) is proposed to have a larger building form than existing neighbourhood / community centres. This increased critical mass (size) will provide opportunities for increased co-location of agencies (and thus improved delivery of services and programs).

The provision of two CRHs located at the Blacktown City Centre and Seven Hills would enable the range of services and community facility requirements identified above to be co-located to meet the needs of the future City Centre and Seven Hills' residents.

## 7.3 Site locations

No specific location has been identified for the Blacktown City Centre yet, but it is likely that the facility will be located on Council owned land. The cost of land and construction for the Seven Hills CRH is included in this plan.

Consideration will be given to the following sites for the Blacktown City Centre site, subject to more detailed studies:

- Max Webber Library – additional floor
- co-located within commercial new building works in the Blacktown CBD (adjacent to the railway station)
- Alpha Park
- co-location with Blacktown Aquatic Centre at a future unidentified site.

## 7.4 Cost of works estimate

This plan provides funding for 2 Community Resource Hubs in Blacktown and Seven Hills. Costs have been estimated on Council's existing hub model.

## 7.5 Nexus (Blacktown aquatic facility)

Council in July 2014, resolved through report *SL340061- International Peace Park and Blacktown Aquatic Centre considerations*, that the review of relevant Section 7.11 contributions plans include the provision of a new central business district Blacktown Aquatic Centre.

The Blacktown Aquatic Centre is Council's primary aquatic training and competition swimming facility. The centre first opened in 1961 with a 50 metre pool, babies/toddlers pool and a kiosk. In 1966 a 6 lane 50 metre pool was added and in 1986/1987 the original 50 metre pool was enclosed. In 1999, further upgrades were undertaken including a new entrance, change rooms/toilets, and the provision of a gym and cardio room. Whilst these upgrades have been beneficial to our community, the current facility, in particular the main pool structures and associated plant, is out-dated and nearing the end of its life cycle.

As the Blacktown Precinct grows, so does the demand for aquatic, leisure and recreation. This demand is further heightened when consideration is given to the decrease in private aquatic facilities (such as backyard swimming pools), due to increased housing densities. The aquatic, leisure and recreation industry has undergone substantial change and has moved away from traditional outdoor swimming pool provision to a much wider provision level on the basis of year round access, program provision, wider leisure appeal and more sustainable facility management and operation.

The age and condition of the existing facility combined with its limited access and inability to meet modern aquatic and leisure trends provides the nexus for a new Blacktown Aquatic Centre at a new CBD location that is yet to be determined.

### 7.6 Contribution catchment

There is one community facilities contribution catchment and this corresponds to the boundary of the Blacktown Growth Precinct. A map showing the location of the community facilities contribution catchment is contained in Appendix F.

In order to determine actual provision levels and, ultimately, the contribution rate, the potential population of the community facilities contribution catchment has been calculated. The potential population is the number of people over which the cost of providing the works has been distributed and is explained further in Section 8.5.

The population of the community facilities catchment is stated in Appendix G.

### 7.7 Contribution formula

The following formula is used to calculate the contribution rate for Community Facilities:

$$\text{CONTRIBUTION RATE} = \frac{(\text{L1} + \text{L2} + \text{C1} + \text{C2} + \text{PA})}{\text{P}} \\ (\$/\text{PERSON})$$

- WHERE:
- L1 = The actual cost to Council to date of land provided for public community facilities purpose adjusted to current day values.
  - L2 = The estimated cost of land yet to be provided for public community facilities purpose.
  - C1 = The actual cost to Council to date of constructing a community facility that have been constructed up to the appropriate standard indexed to current day values.
  - C2 = The estimated cost of constructing a future community facility to the appropriate standard.
  - PA = Plan Administration fee being 1.5% of construction costs.
  - P = The estimated eventual population in the contribution catchment.

### 7.8 Community facilities costs and schedules

A more detailed explanation of the components in the contribution formula, ***including the indexation to current day values*** is provided in Section 8.

The map of the catchment is provided in Appendix F indicating the location of the land.

The values of the components of the contribution formula are contained in the Schedule being Appendix G.

The resultant contribution rates are contained in the Schedule being Appendix H.

## 8 Explanation of contribution formula components

### 8.1 Introduction

This Section provides an explanation of the various components of the contribution formulae detailed in Sections 2 to 6.

### 8.2 Explanation of the land components

Before Council can construct amenities and services it must first provide the land on which the amenities and services are to be constructed. The land to be provided is often zoned for the specific purpose of the works to be constructed. For example, in the case of open space, the land to be acquired will be zoned RE1 - Public Recreation.

In the contribution formulae:

- L1 - Represents land that has previously been provided by Council for the purpose of providing the particular works. This amount reflects the actual cost to Council of acquiring these parcels (including valuation and conveyancing charges), indexed to current day \$ values using the Consumer Price Index.
- L2 - Represents the estimated average cost to Council of providing the lands required for the purpose of providing works. As this figure is an estimated average total cost of acquisition, the amount adopted does not necessarily reflect the value of any individual property. Each parcel of land to be acquired is subject to detailed valuation at the time of its acquisition. The L2 figure is supplied by Council's Valuer and takes into account the following matters:
  - acquisitions are undertaken in accordance with the provisions of the Land Acquisition (Just Terms Compensation) Act, 1991, which requires that land is to be acquired for an amount not less than its market value (unaffected by the proposal) at the date of acquisition.
  - that one of Council's objectives is to ensure that the funds Council receives for land acquisition from Section 7.11 Contributions in a particular catchment are equivalent to the amount required to fund the purchase of all land Council must acquire in that catchment. Therefore, valuation and conveyancing charges incurred by Council when acquiring land are taken into account.

Council has calculated the total value of L1 and L2 in the contribution formulae. These values are detailed in Appendix G.

### 8.3 Explanation of the capital components

Schedules of works to be provided for the various items are detailed in Appendices A to F together with maps of each catchment showing the location of the works.

In the contribution formula:

- C1 - Represents the actual cost to Council of constructing works already provided in the catchment indexed to current day values using the Consumer Price Index (CPI).
- C2 - Represents the estimated cost to Council of constructing works, which have yet to be provided in the catchment and are based on the most detailed designs that were available at the time of preparing the estimates.

### 8.4 Explanation of the plan administration component

Contribution Plan preparation, management and administration is an expensive task. These costs are distinct from Council's core responsibilities and are the direct result of development.

Council considers that the costs involved with preparing, managing and administering Section 7.11 are an integral and essential component of the efficient provision of amenities and services in the Blacktown Growth Precinct. Therefore a plan administrative component is included in this plan.



PA in the contribution formulae is the plan administrative component. It represents 1.5% of the total value of works to be funded under this plan.

### 8.5 Explanation of the catchment areas

The area of the catchment is the total "developable area" in the catchment. In calculating the "developable area", land, which will never be required to pay a contribution, has been excluded. These "exclusions" include, amongst others, existing roads and roads which are themselves Section 7.11 items, but not subdivisional roads, land zoned for open space or drainage purposes and uses which existed prior to the land being rezoned for urban development and which are unlikely to be redeveloped. The purpose of identifying these exclusions is to ensure that only the new development (which is generating the need for the amenities and services) pays for their provision.

The catchment areas for Open Space & Recreation, Community Facilities, are based on the estimated potential population of the Blacktown Growth Precinct.

### 8.6 Indexation

In the formulae, previous land provisions (L1) and capital expenditures (C1) are indexed to current day values using the Consumer Price Index - Sydney – All Groups Sydney (CPI). This index is published by the Australian Bureau of Statistics on a quarterly basis.

The reason for indexing past expenditure is that every developer pays for a small proportion of the cost of providing each individual item identified in the Plan. This means that if/when items are constructed prior to all contributions within a catchment being collected, then "borrowing" (between items) occurs. If retrospective contributions are not indexed this "borrowing" will have occurred without any interest having been paid. This will result in a shortfall of funds when future items are constructed using the "paid back" contributions. What indexing effectively does is to make up the lost interest on the funds that have been borrowed between individual items.

The CPI is one of the indices recommended for use by the Department of Planning and Environment.

### 8.7 Assumed occupancy rates

For the purpose of calculating open space and community facility contributions, occupancy rates have been determined for different types of development. These are as follows:

#### **Dwelling Houses, Dual Occupancy, Granny Flats, Group homes and Boarding Houses (with communal facilities)**

1 Bedroom	1.8 Persons / Dwelling
2 Bedroom	2.5 Persons / Dwelling
3+ Bedroom	3.5 Persons / Dwelling

#### **Medium density, residential flat buildings, shop-top housing, Group homes and Boarding Houses (with individual self-contained facilities)**

1 Bedroom Dwelling	1.5 Persons / Dwelling
2 Bedroom Dwelling	2.2 Persons / Dwelling
3 Bedroom Dwelling	3.2 Persons / Dwelling

Note: A bedroom is a room designed or intended for use as a bedroom or any room capable of being adapted to or used as a separate bedroom.

"Granny Flat" is generally defined when assessing development applications as:

- self-contained units of any type which have their own kitchen and bathroom
- self-contained studios
- secondary dwellings under *State Environmental Planning Policy (Affordable Rental Housing) 2009* (AHSEPP)
- fonzie flats

- complying development dual-occupancies

This list is a guide only. The assessment of development applications determines whether the type of development is subject to Section 7.11 contributions.

### 8.8 Application of contributions to development types

When determining which contribution/s may apply to which development type/s, the following table is used:

Development Type	Catchment Area	Contributions
Commercial/Industrial	Blacktown Growth Precinct within the Northern Precinct	<ul style="list-style-type: none"> <li>• Flood Mitigation</li> <li>• Stormwater Quality (<b>childcare centres excluded</b>)</li> <li>• Northern Precinct</li> <li>• Car Parking <i>if required</i></li> </ul>
Commercial/Industrial	Blacktown Growth Precinct within the Breakfast Creek Catchment	<ul style="list-style-type: none"> <li>• Flood Mitigation</li> <li>• Stormwater Quality (<b>childcare centres excluded</b>)</li> </ul>
Commercial/Industrial	Blacktown Growth Precinct outside the Breakfast Creek Catchment	<ul style="list-style-type: none"> <li>• Stormwater Quality (<b>childcare centres excluded</b>)</li> </ul>
Medium to High Residential Density Development	Blacktown Growth Precinct within the Northern Precinct	<ul style="list-style-type: none"> <li>• Flood Mitigation</li> <li>• Stormwater Quality</li> <li>• Traffic Management – <i>Both Contributions</i></li> <li>• Northern Precinct</li> <li>• Car Parking <i>if required</i></li> <li>• Open Space</li> <li>• Community Facilities</li> </ul>
Medium to High Residential Density Development	Blacktown Growth Precinct within the Breakfast Creek Catchment	<ul style="list-style-type: none"> <li>• Flood Mitigation</li> <li>• Stormwater Quality</li> <li>• Traffic Management – <i>Both Contributions</i></li> <li>• Open Space</li> <li>• Community Facilities</li> </ul>
Medium to High Residential Density Development	Blacktown Growth Precinct outside the Breakfast Creek Catchment	<ul style="list-style-type: none"> <li>• Stormwater Quality</li> <li>• Traffic Management – <i>Both Contributions</i></li> <li>• Open Space</li> <li>• Community Facilities</li> </ul>
All other Residential Density Development	Blacktown Growth Precinct	<ul style="list-style-type: none"> <li>• Traffic Management – <i>All Residential Development only</i></li> <li>• Open Space</li> <li>• Community Facilities</li> </ul>

## 9 Payment of contributions

### 9.1 Methods of payment

There are 3 possible methods of payment of S.7.11 Contributions - monetary contribution, dedication of land and works-in-kind agreements.

#### Monetary contribution

This is the usual method of payment. When development consent is issued that involves the payment of a S.7.11 contribution, it contains a condition outlining the amount payable in monetary terms subject to indexation by the CPI. See section 8.6 for more details on indexation.

#### Dedication of land

Where appropriate Council will permit S.7.11 public zoned land to offset the monetary contribution payable. The land that is to be provided must be in accordance with the zonings indicated on Council's planning instruments for the area. The assessment of the suitability of land for such an offset occurs at the development or subdivision application stage.

If consent is issued for a development, and it requires the creation of the S.7.11 public zoned land then the applicant needs to negotiate the value of the S.7.11 public zoned land with Council. Upon agreement being formally reached as to the land's value, Council will offset the value of the land against the monetary contribution payable.

It should be noted that Council will not release the final (linen) plan of subdivision which creates the land to be dedicated until a contract for the sale of the land (which confirms the purchase price/amount of compensation) has been entered into.

#### Works-in-kind agreements

Council may accept the construction of works listed in the schedules to this plan to offset the monetary contribution payable. The applicant will need to initiate this option by providing Council with full details of the work proposed to be undertaken. Council will then consider the request and advise the applicant accordingly.

The applicant will need to provide Council with suitable financial guarantees (normally by way of a Bank Guarantee) for 1.25 times the amount of the works in addition to a maintenance allowance and any GST amounts applicable. Upon completion of the works to Council's satisfaction the guarantee will be discharged by Council.

Approval of any Works-In-Kind is conditional upon the developer paying all Council's legal costs incurred in the preparation of the Works-In-Kind (Deed of) Agreement. Cost estimates for works include a component for supervision (equivalent to 3% of the cost of the works being undertaken). Where Works In Kind are undertaken Council requires that the supervision fee be in the form of a cash payment. Thus this particular part of the cost of the works is included as an offset against contributions.

### 9.2 Timing of payment

Council's policy regarding the timing of payment of S.7.11 contributions is as follows:

Approved under the EP & A Act as it existed pre July 1998 –

- Development Applications involving subdivisions  
Prior to the release of the "linen plan" of subdivision.
- Development Applications involving building work -  
Prior to release of the Building Permit.

Note: Applications for combined building and subdivision approval are required to pay contributions upon whichever of these events occurs first.

- Development Applications where no building approval is required -  
Prior to occupation.

Approved under the EP & A Act as amended on and from July 1 1998 –

- Development Applications involving subdivisions  
Prior to release of the Subdivision Certificate
- Development Applications involving building work  
Prior to release of Building Construction Certificate.
- Development Applications where no building approval is required  
Prior to occupation or use of the development.

Note: Applications for combined building and subdivision approval are required to pay contributions upon whichever of these events occurs first.

### **9.3 Contributions applicable at the date of consent (transitional arrangements)**

Section 7.11 contributions payable under this plan are calculated and conditioned as at the date of the notice of determination for the applicable development application and the version of contributions plan that is in force at that date.

### **9.4 Credits for existing development**

Generally, contributions are levied where development will result in increased demand. They are not sought in relation to demand for urban facilities generated by existing authorised dwellings.

Under this plan, a credit of 3.5 persons is applied for existing residential dwellings that are to be demolished in the development.

### **9.5 Indexation of contributions**

Contribution rates are indexed quarterly in accordance with the Consumer Price Index – All Groups Sydney (CPI).

The method of indexing the contribution rates is to multiply the base contribution rate by the most recently published CPI at the time of payment and in the case of this version of the Plan, divide it by the March 2021 CPI (118.5).

### **9.6 Discounting of contributions**

Council does not discount contributions both for equity and financial reasons, as it would be inequitable to recoup a discount from remaining development. Discounting would also compromise Council's ability to provide the facilities and would place an additional burden on existing residents to subsidise new development.

### **9.7 Deferred payment of contributions**

Council has a policy for the deferred payment of S.7.11 contributions as follows:

An applicant requesting deferred payment needs to apply in writing to Council. All requests are considered on their merits having regard to (but not exclusively) the type of work for which the

contribution is sought, the rate of development occurring within the area and the impending need to construct the works for which S.7.11 Contributions are being levied.

Where deferred payment is approved by Council the period of time for deferring payment will generally be limited to 12 months.

If Council approves of the request for deferred payment it is conditional upon the applicant providing a suitable Bank Guarantee and Deed of Agreement.

Interest is charged on deferred contributions. Council also charges an administrative fee for deferred payment. The interest rate and administrative fee levied for the deferred payment of contributions are reviewed annually and appear in Council's Schedule of Fees. A copy of this Schedule is available from Council's Development Services Unit.

The amount of the bank guarantee shall be the sum of the amount of contributions outstanding at the time of deferring payment plus the expected "interest" accrued over the deferral period. This amount will also represent the amount payable at the end of the deferral period.

The Deed of Agreement is to be prepared by one of Council's Solicitors at full cost to the applicant. In this regard the applicant is to pay Council's Solicitor's costs direct to the Solicitor and not through Council.

Should contributions not be paid by the due date, the bank guarantee will be called up by Council.

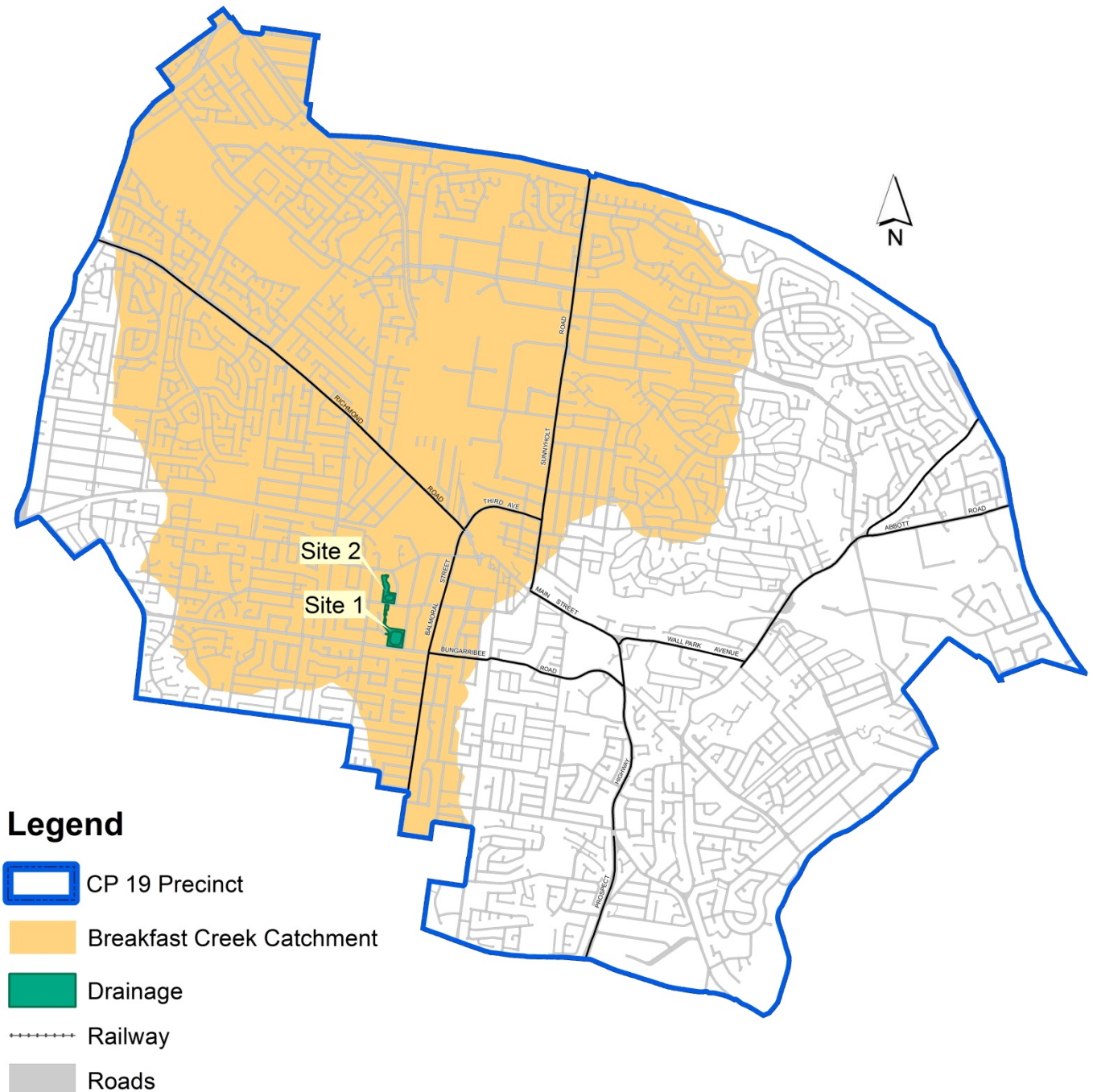
Council has a separate deferral policy specifically for dual occupancies, which are to be occupied by elderly and/or disabled persons (i.e. traditional granny flats).

Enquiries regarding deferred payment can be made through contacting the relevant Council office dealing with the application.

# Appendices

**APPENDIX A 1 of 4**

**BLACKTOWN GROWTH PRECINCT  
WATER CYCLE MANAGEMENT FACILITIES  
Breakfast Creek Catchment Area**



**Catchment Area indicative only**

Map information is not necessarily up-to-date or correct and Blacktown City Council accepts no responsibility in that regard. As such no reliance on these maps should be made without reference to Council's GIS mapping of catchment zones.



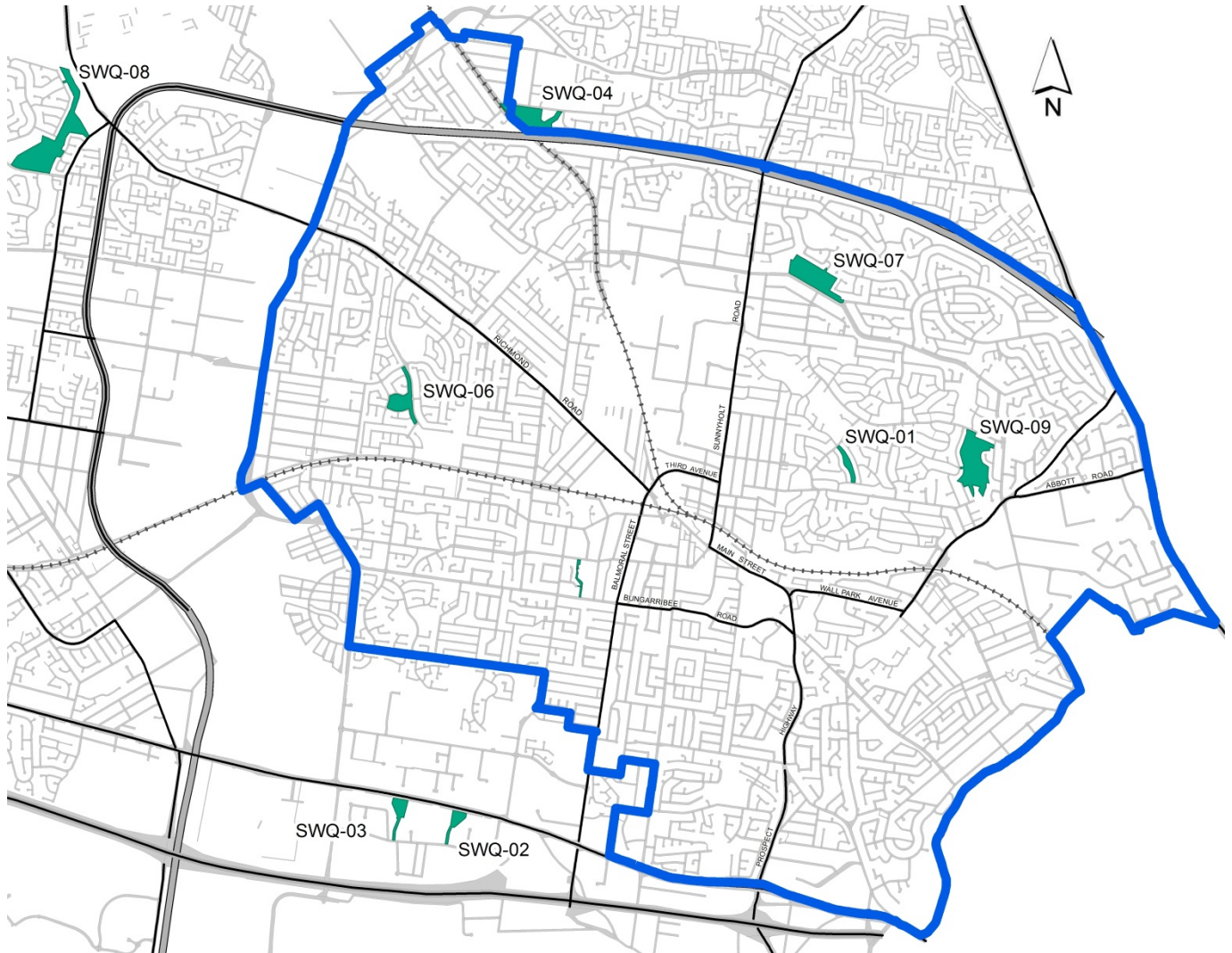
**APPENDIX A 2 of 4**

**BLACKTOWN GROWTH PRECINCT  
WATER CYCLE MANAGEMENT FACILITIES  
Breakfast Creek Catchment Area  
Flood Mitigation Management**








Site No.	Location	Description of Works	Completed cost Indexed to March 2021	Estimated Cost & Indicative Timing of Delivery			Total
				Current Funding	2022 - 2027	2028 -2038	
1	Corner of Allawah Street and Bungaribee Road Blacktown	Stormwater Detention Basin Construction	\$0	\$0	\$6,364,000		<b>\$6,364,000</b>
2	Corner of Meroo Street and Newton Road Blacktown	Stormwater Detention Basin Construction	\$0	\$0	\$3,129,000		<b>\$3,129,000</b>
			<b>\$0</b>	<b>\$0</b>	<b>\$9,493,000</b>	<b>\$0</b>	<b>\$9,493,000</b>

**APPENDIX A 3 of 4**

**BLACKTOWN GROWTH PRECINCT  
WATER CYCLE MANAGEMENT FACILITIES  
Quality Catchment Area**



**Legend**

-  CP19 Catchment Area
-  WSUD
-  Motorways & Major Roads
-  Motorway
-  Motorway M7
-  Railway
-  Roads

**Catchment Area indicative only**

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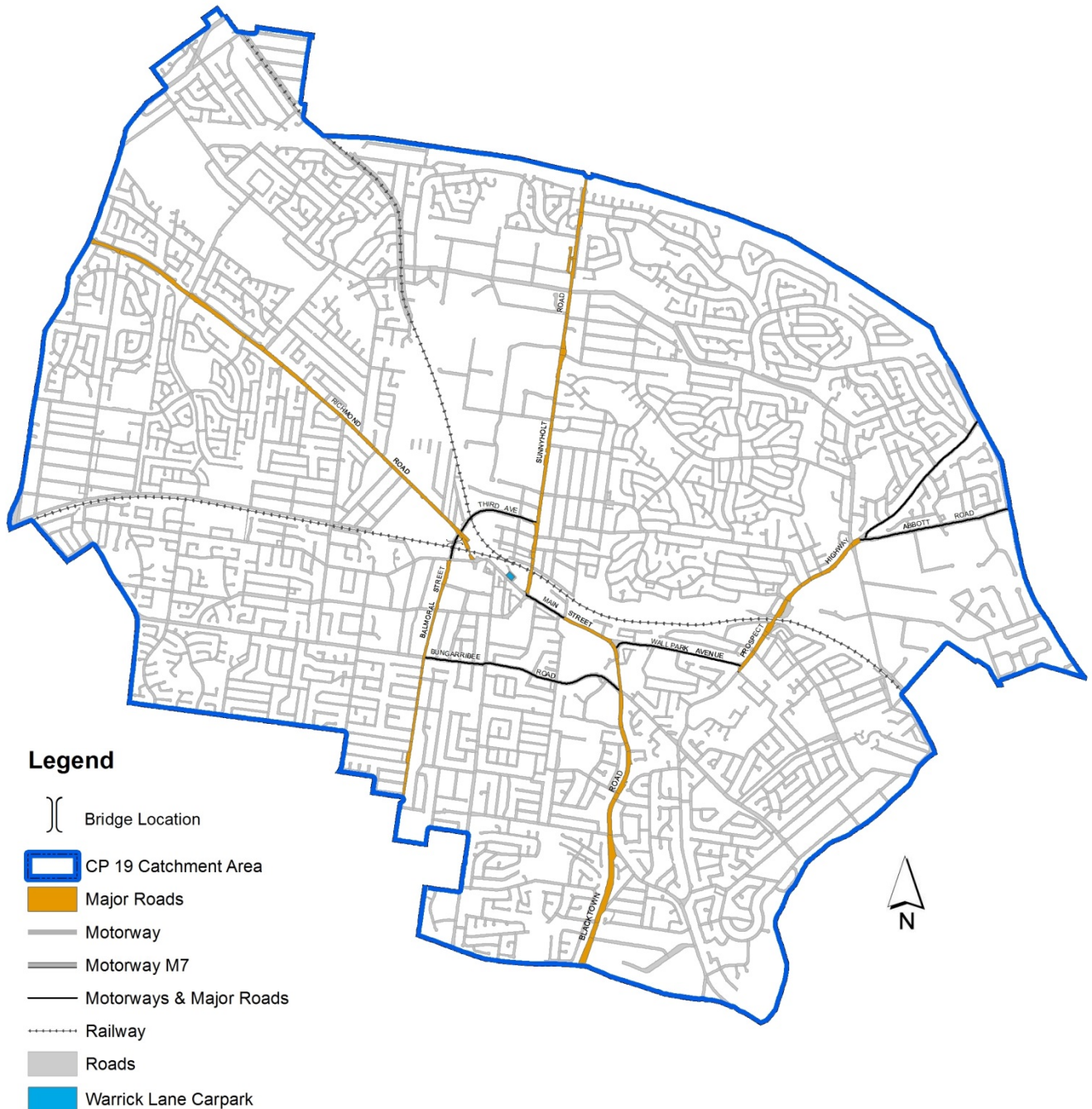
**APPENDIX A 4 of 4**

## BLACKTOWN GROWTH PRECINCT WATER CYCLE MANAGEMENT FACILITIES Stormwater Quality Management Water Sensitive Urban Design

Site No.	Location	Description of Works	Completed cost Indexed to March 2021	Estimated Cost & Indicative Timing of Delivery			Total
				Current Funding	2022 - 2027	2028 -2038	
SWQ-01	Wheeler Street Basin	Construction of gravity fed bioretention system in base of existing detention basin. Adjacent to St Bernadette's Primary School, Wheeler Street, Lalor Park	\$329	\$6,537	\$1,727,000		<b>\$1,733,866</b>
SWQ-02	Dog Kennel Reserve	Construction of gravity fed bioretention system in base of existing detention basin. Great Western Highway, Huntingwood.	\$426	\$8,450	\$2,232,000		<b>\$2,240,876</b>
SWQ-03	Liberty Road Reserve	Construction of gravity fed bioretention system in base of existing detention basin. Great Western Highway, Huntingwood.	\$224	\$4,437	\$1,172,000		<b>\$1,176,661</b>
SWQ-04	Wrights Reserve	Construction of pumped bioretention system co-located with existing sportsfield. Pye Road, Quakers Hill.	\$1,797	\$35,666	\$9,420,000		<b>\$9,457,463</b>
SWQ-05	Allawah Basin	Construction of pumped bioretention system in base of proposed detention basin. Allawah Street, Blacktown	\$1,035	\$20,546	\$5,427,000		<b>\$5,448,581</b>
SWQ-06	Woodcroft Reserve	Construction of pumped bioretention system co-located with existing sportsfield. Burratorang Street, Woodcroft	\$1,607	\$31,895	\$8,424,000		<b>\$8,457,502</b>
SWQ-07	Morgan Power Reserve	Construction of pumped bioretention system co-located with existing sportsfield. Vardys Road, Kings Langley	\$1,365	\$27,083	\$7,153,000		<b>\$7,181,448</b>
SWQ-08	Mittigar Reserve	Construction of pumped bioretention system co-located with existing sportsfield. Luxford Road, Hassell Grove.	\$1,672	\$33,180	\$8,763,000		<b>\$8,797,852</b>
SWQ-09	Ashley Brown Reserve	Construction of pumped bioretention system adjacent to existing sportsfield. Kennedy Parade, Lalor Park	\$712	\$14,122	\$3,730,000		<b>\$3,744,834</b>
			<b>\$9,167</b>	<b>\$181,916</b>	<b>\$48,048,000</b>	<b>\$0</b>	<b>\$48,239,083</b>

**APPENDIX B 1 of 2**

**BLACKTOWN GROWTH PRECINCT  
TRAFFIC AND TRANSPORT MANAGEMENT FACILITIES**



**Catchment Areas indicative only**

Map information is not necessarily up-to-date or correct and Blacktown City Council accepts no responsibility in that regard. As such no reliance on these maps should be made without reference to Council's GIS mapping of catchment zones.

**APPENDIX B 2 of 2**

**BLACKTOWN GROWTH PRECINCT**  
**TRAFFIC AND TRANSPORT MANAGEMENT FACILITIES**  
*Medium to High Density Developments*

Site No.	Location	Description of Works	Completed cost Indexed to March 2021	Estimated Cost & Indicative Timing of Delivery			Total
				Current Funding	2022 - 2027	2028 -2038	
Local Roads Construction							
sites to be identified	North East Precinct	Link Road Construction	\$0	\$0	\$2,426,000		\$2,426,000
	South West Precinct	Link Road Construction	\$0	\$0	\$6,587,000		\$6,587,000
	North West Precinct	Link Road Construction	\$0	\$0	\$1,255,000		\$1,255,000
	Seven Hills Precinct	Link Road Construction	\$0	\$0	\$3,381,000		\$3,381,000
				\$0	\$13,649,000	\$0	\$13,649,000

**BLACKTOWN GROWTH PRECINCT**  
**TRAFFIC AND TRANSPORT MANAGEMENT FACILITIES**  
*All Residential Developments*

Site No.	Location	Description of Works	Completed cost Indexed to March 2021	Estimated Cost & Indicative Timing of Delivery			Total
				Current Funding	2022 - 2027	2028 -2038	
Streetscape Facilities							
R9	Sunnyholt Road CBD to M7	Landscaping	\$0	\$0	\$11,005,000		\$11,005,000
R10	Richmond Road CBD to M7	Landscaping	\$0	\$0	\$8,691,000		\$8,691,000
R11	Blacktown Road CBD to Great Western Highway	Landscaping	\$0	\$0	\$3,248,000		\$3,248,000
R12	Reservoir Road CBD to Great Western Highway	Landscaping	\$0	\$0	\$1,897,000		\$1,897,000
R13	Prospect Highway	Landscaping	\$0	\$0	\$4,848,000		\$4,848,000
Car Parking							
P1	Warrick Lane	Underground car park and access roads	\$40,799,316	\$0	\$2,067,000		\$42,866,316
Pedestrian Bridge							
B1	CBD to Showground	Pedestrian bridge construction	\$0	\$0	\$11,044,000		\$11,044,000
B2	Warrick Lane to Northern Precinct	Pedestrian bridge construction	\$0	\$0	\$11,044,000		\$11,044,000
			\$40,799,316	\$0	\$53,844,000	\$0	\$94,643,316



**APPENDIX C 1 of 2**

**NORTHERN PRECINCT  
TRAFFIC AND TRANSPORT MANAGEMENT FACILITIES  
Catchment Area**



**Catchment Areas indicative only**

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**APPENDIX C 2 of 2**

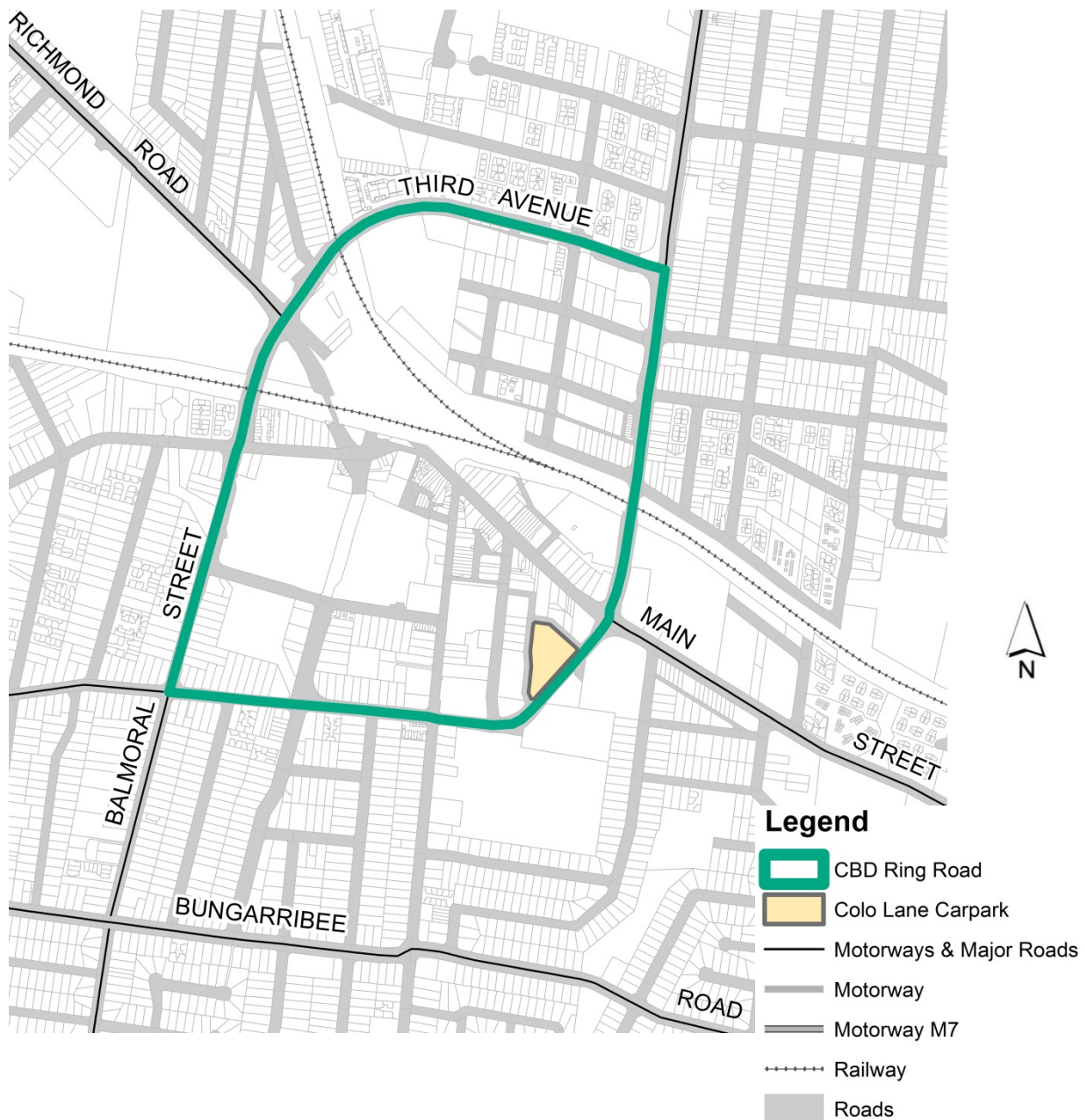
## NORTHERN PRECINCT

### TRAFFIC AND TRANSPORT MANAGEMENT FACILITIES

Site No.	Location	Description of Works	Completed cost Indexed to March 2021	Estimated Cost & Indicative Timing of Delivery			Total
				Current Funding	2022 - 2027	2028 -2038	
Local Roads Reconstruction							
R1	George Street, between Sunnyholt Road and end	Reconstruction of existing carriageway	\$0	\$0	\$639,000		\$639,000
R2	First Avenue, between Sunnyholt Road and end	Reconstruction of existing carriageway	\$0	\$0	\$1,469,000		\$1,469,000
R3	Second Avenue, between Sunnyholt Road and end	Reconstruction of existing carriageway	\$0	\$0	\$1,323,000		\$1,323,000
R4	Boys Avenue, between First Avenue and Second Avenue	Reconstruction of existing carriageway	\$0	\$0	\$247,000		\$247,000
R5	Humphries Lane, between Sunnyholt Road and Boys Avenue	Reconstruction of existing carriageway	\$0	\$0	\$466,000		\$466,000
			\$0	\$0	\$4,144,000	\$0	\$4,144,000
Streetscape Facilities							
R1	George Street, between Sunnyholt Road and end	Brick paving and landscaping	\$0	\$0	\$384,000		\$384,000
R2	First Avenue, between Sunnyholt Road and end	Brick paving and landscaping	\$0	\$0	\$1,304,000		\$1,304,000
R3	Second Avenue, between Sunnyholt Road and end	Brick paving and landscaping	\$0	\$0	\$1,404,000		\$1,404,000
R4	Boys Avenue, between First Avenue and Second Avenue	Brick paving and landscaping	\$0	\$0	\$703,000		\$703,000
R5	Humphries Lane, between Sunnyholt Road and Boys Avenue	Brick paving and landscaping	\$0	\$0	\$247,000		\$247,000
R6	Prince Street, between George Street and Third Avenue	Brick paving and landscaping	\$0	\$0	\$462,000		\$462,000
			\$0	\$0	\$4,504,000	\$0	\$4,504,000
Traffic Management Facilities							
R7	Third Avenue, between Sunnyholt Road and end	Widening to provide six lanes	\$0	\$0	\$5,833,000		\$5,833,000
R8	Sunnyholt Road and First Avenue intersection	Intersection upgrading and approach road reconstruction	\$0	\$0	\$4,558,000		\$4,558,000
			\$0	\$0	\$10,391,000	\$0	\$10,391,000

**APPENDIX D 1 of 2**

**BLACKTOWN CENTRAL BUSINESS DISTRICT  
CAR PARKING  
Catchment Area**



**Catchment Areas indicative only**

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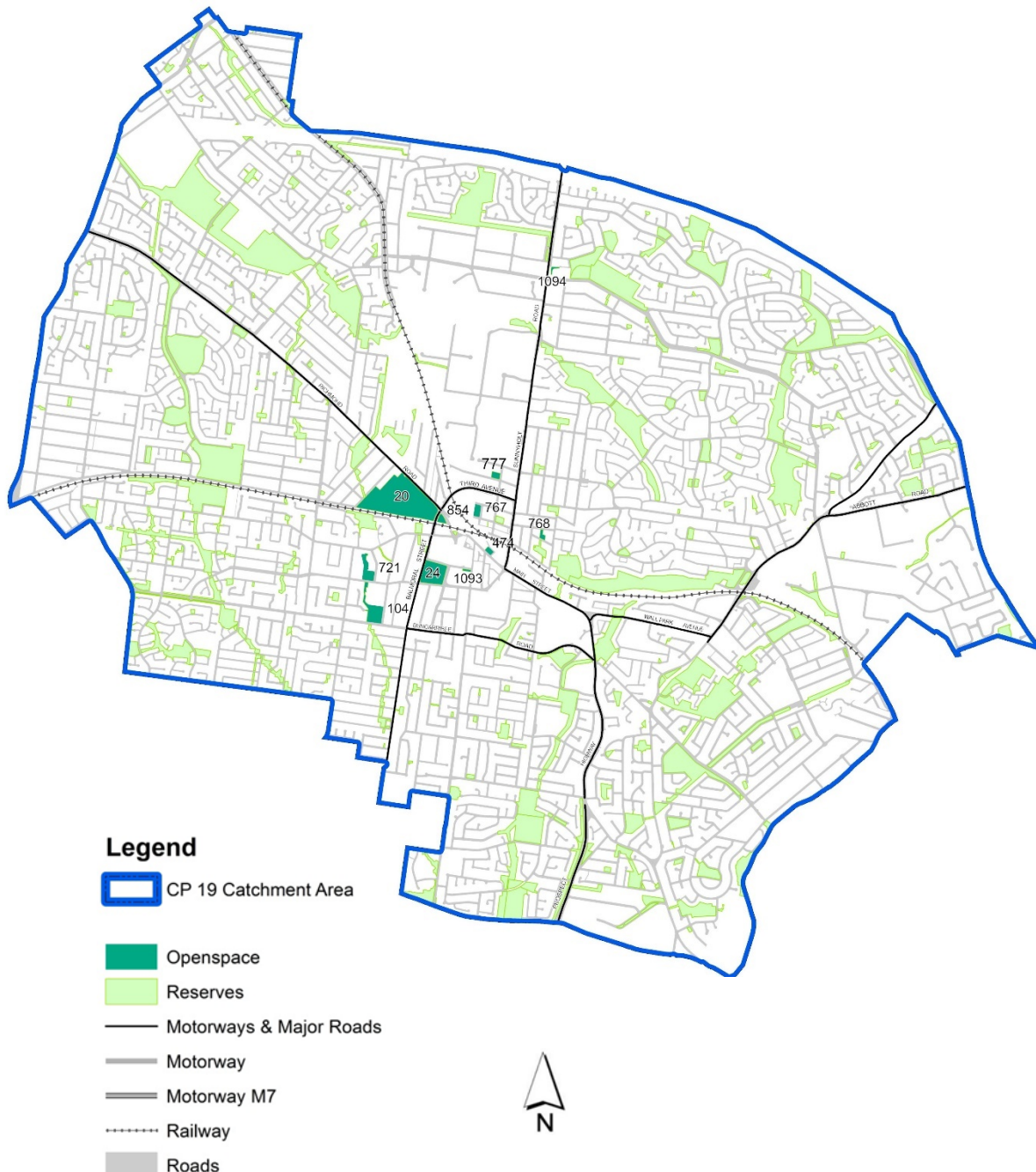
**APPENDIX D 2 of 2**

## BLACKTOWN CENTRAL BUSINESS DISTRICT CAR PARKING

Location	Description of Works	Completed cost Indexed to March 2021	Estimated Cost & Indicative Timing of Delivery			Total
			Current Funding	2022 - 2027	2028 -2038	
Colo Lane Car Park	Additional car parking spaces	\$0	\$0	\$11,434,000		<b>\$11,434,000</b>
		<b>\$0</b>	<b>\$0</b>	<b>\$11,434,000</b>	<b>\$0</b>	<b>\$11,434,000</b>

**APPENDIX E 1 of 2**

**BLACKTOWN GROWTH PRECINCT  
OPEN SPACE & RECREATION FACILITIES  
Catchment Area**



**Catchment Areas indicative only**

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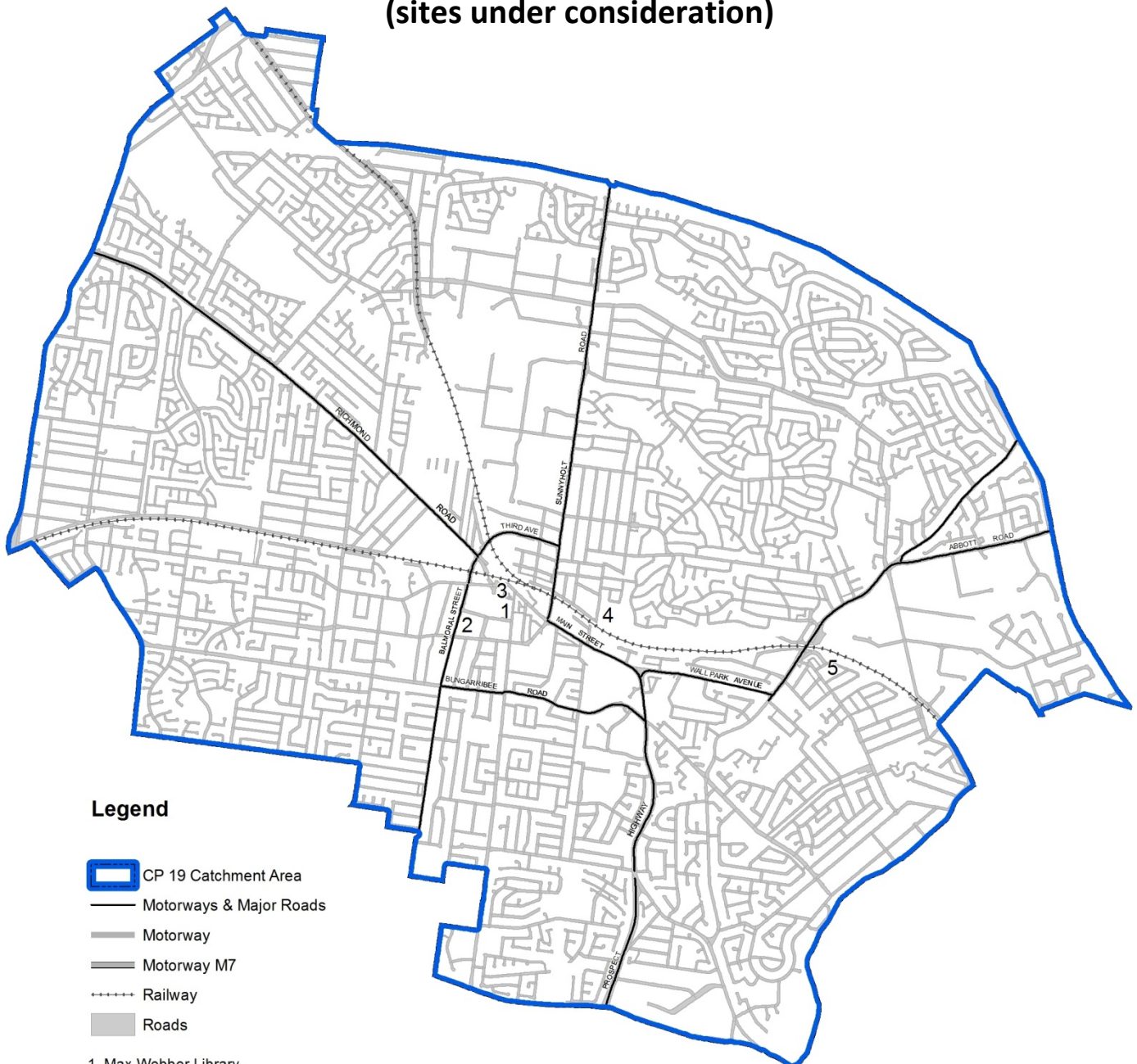
**APPENDIX E 2 of 2**

## BLACKTOWN GROWTH PRECINCT OPEN SPACE & RECREATION FACILITIES

Reserve Number	Area (hectares)	Description	Completed cost Indexed to March 2021	Estimated Cost & Indicative Timing of Delivery			Total
				Current Funding	2022 - 2027	2028 -2038	
20	18.4000	Blacktown Showground Stage 2	\$0	\$0	\$16,566,000		<b>\$16,566,000</b>
24	4.0000	City centre park including playground and landscaping.	\$0	\$0	\$8,690,000		<b>\$8,690,000</b>
104	2.6075	Local park including playground and landscaping.	\$8,146	\$142,115	\$1,099,000		<b>\$1,249,261</b>
474	0.3010	Local park including landscape and other embellishment works.	\$0	\$0	\$4,208,000		<b>\$4,208,000</b>
721	1.4608	Local park including fencing and other reserve embellishment works.	\$0	\$0	\$678,000		<b>\$678,000</b>
767	0.6310	Local park including playground and landscaping.	\$0	\$0	\$2,917,000		<b>\$2,917,000</b>
768	0.2802	Local park including playground and landscaping.	\$0	\$0	\$1,550,000		<b>\$1,550,000</b>
777	0.4142	Local park including playground and landscaping.	\$18,746	\$181,855	\$1,860,000		<b>\$2,060,601</b>
854	0.3995	Local park including signage and landscaping.	\$0	\$0	\$519,000		<b>\$519,000</b>
1093	0.1094	Local park including landscape and other embellishment works	\$0	\$0	\$703,000		<b>\$703,000</b>
1094	0.1364	Local park including landscape and other embellishment works	\$0	\$0	\$253,000		<b>\$253,000</b>
sites to be identified	6.7542	Provision of Future Open Space Embelishment	\$0	\$0	\$6,382,000		<b>\$6,382,000</b>
	<b>17.0942</b>		<b>\$26,892</b>	<b>\$323,970</b>	<b>\$45,425,000</b>	<b>\$0</b>	<b>\$45,775,862</b>

**APPENDIX F 1 of 2**

**BLACKTOWN GROWTH PRECINCT  
COMMUNITY FACILITIES  
Catchment Area  
(sites under consideration)**



- 1 Max Webber Library
- 2 Alpha Park
- 3 New Commercial Building
- 4 Blacktown Aquatic Centre
- 5 Seven Hills

**Catchment Areas indicative only**

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**APPENDIX F 2 of 2**

## BLACKTOWN GROWTH PRECINCT COMMUNITY FACILITIES

Site No.	Location	Description of Works	Completed cost Indexed to March 2021	Estimated Cost & Indicative Timing of Delivery			Total
				Current Funding	2022 - 2027	2028 -2038	
2 Sites	Sites to be determined in Blacktown and Seven Hills	Community Resource Hubs <i>Children and family service facilities</i> Youth Centre District Neighbourhood Centre Arts / Cultural Centre	\$0	\$0	\$28,493,000		<b>\$28,493,000</b>
1 Site	Site to be determined on existing Council owned Land	Blacktown Aquatic Centre <i>Aquatic Facilities</i> <i>Indoor Court Facilities</i> <i>Youth Recreation Facilities</i>	\$0	\$0	\$37,972,000		<b>\$37,972,000</b>
			<b>\$0</b>	<b>\$0</b>	<b>\$66,465,000</b>	<b>\$0</b>	<b>\$66,465,000</b>

**APPENDIX G**
**SCHEDULE OF VALUES IN THE CONTRIBUTION FORMULAE**

CATCHMENT	SIZE OF CATCHMENT	LAND ACQUIRED L1 (\$)	YET TO ACQUIRE L2 (\$)	ITEMS CONSTRUCTED C1 (\$)	YET TO CONSTRUCT C2 (\$)	PLAN ADMINISTRATION (PA) (\$)	TOTAL L1+L2+C1+C2+PA (\$)
<b>WATER CYCLE MANAGEMENT FACILITIES</b>							
<b>Breakfast Creek Catchment</b>	<b>Hectares</b>						
Flood Mitigation	412		*		\$9,493,000	\$142,395	\$9,635,395
<b>Blacktown Growth Precinct</b>	<b>Hectares</b>						
Stormwater Quality	530			\$9,167	\$48,229,916	\$723,586	\$48,962,669
<b>TRAFFIC &amp; TRANSPORT MANAGEMENT FACILITIES</b>							
<b>Blacktown Growth Precinct</b>	<b>Population</b>						
Traffic Management - Medium to High Density Development	47900		\$11,512,800		\$13,649,000	\$204,735	\$25,366,535
Traffic Management - All Residential Development	55100			\$40,799,316	\$53,844,000	\$1,419,650	\$96,062,966
<b>Northern Precinct</b>	<b>Movements / Frontage</b>						
Local Roads Reconstruction	1703				\$4,144,000	\$62,160	\$4,206,160
Streetscape Facilities	2437				\$4,504,000	\$67,560	\$4,571,560
Traffic Management	1672				\$10,391,000	\$155,865	\$10,546,865
<b>Blacktown Central Business District</b>	<b>Car Spaces</b>						
Car parking in the CBD	302				\$11,434,000	\$171,510	\$11,605,510
<b>OPEN SPACE &amp; RECREATION FACILITIES</b>							
Blacktown Growth Precinct	55100	\$37,266,542	\$106,335,053	\$26,892	\$45,748,970	\$686,638	\$190,064,095
<b>COMMUNITY FACILITIES</b>							
Blacktown Growth Precinct	55100		\$6,648,000		\$66,465,000	\$996,975	\$74,109,975
<b>TOTAL</b>		<b>\$37,266,542</b>	<b>\$124,495,853</b>	<b>\$40,835,375</b>	<b>\$267,902,886</b>	<b>\$4,631,074</b>	<b>\$475,131,730</b>

\* Land acquisition costs included in Open Space

**APPENDIX H**
**BASE CONTRIBUTION RATES**

(Base CPI All Groups Sydney - March 2021 -118.5)

CATCHMENT	CONTRIBUTION RATE (\$)
<b>WATER CYCLE MANAGEMENT FACILITIES</b>	<b>\$ Per Hectare</b>
<i><b>Breakfast Creek Catchment</b></i>	
Flood Mitigation	\$23,387
<i><b>Blacktown Growth Precinct</b></i>	
Stormwater Quality	\$92,382
<b>TRAFFIC &amp; TRANSPORT MANAGEMENT FACILITIES</b>	
<i><b>Blacktown Growth Precinct</b></i>	<b>\$ Per Person</b>
Traffic Management - Medium to High Density Development	\$530
Traffic Management - All Residential Development	\$1,743
<i><b>Northern Precinct</b></i>	<b>\$ Per Linear Metre</b>
Local Roads Reconstruction	\$2,470
Streetscape Facilities	\$1,876
Traffic Management	<b>\$ Per Unit or Floor Area</b>
<i>Residential</i>	\$1,829
<i>Commercial</i>	\$12,616
<i>Retail</i>	\$37,217
<i><b>Blacktown Central Business District</b></i>	<b>\$ Per Car Space</b>
Car parking in the CBD	\$38,429
<b>OPEN SPACE &amp; RECREATION FACILITIES</b>	<b>\$ Per Person</b>
Blacktown Growth Precinct	\$3,449
<b>COMMUNITY FACILITIES</b>	<b>\$ Per Person</b>
Blacktown Growth Precinct	\$1,345

**INDEXATION METHOD**

The method of indexing the base contribution rate is to multiply the most recently published All Groups Sydney CPI at the time of payment and divide it by the March 2021 All Groups Sydney CPI.

**At All times the contributions payable will not fall below the base rates listed in the table.**



**APPENDIX I****SUPPORTING TECHNICAL DOCUMENTS AND REPORTS**

- Blacktown CBD Study – Section 7.11 Contributions, Ring Road and Carparking - June 1992  
Hirst Consulting Services Pty Ltd
- Feasibility Study Additional Car Parking at Colo Lane Car Park Blacktown CBD (1998)  
Forbes Rigby Pty Ltd.
- Blacktown City Centre Traffic Study - 197.11 updated.
- Blacktown City Centre Parking and Traffic Study – Stage 1 Report (1992)  
Travers Morgan.
- Blacktown Planning Strategy 2036 (2011)
- Blacktown City Centre Masterplan 2012
- Eyes on Blacktown Landscape Strategy Transport Lines + Hubs - Hassell