

Section 7.11 Western Corridor Local Infrastructure Contributions Plan 2013

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City of
Newcastle

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1.0 Summary of Plan

1.1 Preamble

The Western Corridor is an urban release area centred on the localities of Minmi, Fletcher and Maryland in the western part of the Newcastle Local Government Area (**LGA**). Land to which the Plan applies is shown in Figure 1.

Development of the Western Corridor is well advanced but is only partly complete. Significant additional development (shown in Figure 1 as Future Planned Development Sites) is yet to be determined.

The Local Infrastructure needs (public amenities or services) of the area have historically been managed through conditions of consent issued under pre-existing contributions plans and planning agreements negotiated with local developers. This Plan describes the local infrastructure that is demanded by the remainder of the Western Corridor development, and the contributions of land and works from Western Corridor developers that will be required.

The required local infrastructure includes:

- open space and recreation facilities, such as local and district sporting facilities, local parks and playgrounds;
- community facilities, such as multi-purpose community centres; and
- traffic and transport management facilities, such as upgraded roads, intersections and cycle paths.

1.2 Summary of contribution rates and works schedule costs

Table 1.1 shows the contribution rates applicable to development the subject of this Plan, and the total value of works to be funded by contributions anticipated under this Plan.

Note: A cap of \$20,000 applies to all residential lots/dwellings. Upon gazettal of an amended Ministerial Direction, a cap of \$30,000 will apply to areas identified within this Plan as 'Planned Future Development sites' (shown hatched in Figure 2).

Table 1.1 Works and contribution rates summary schedule

Infrastructure type	Contribution rates				
	Land and works cost to be met by development	Per PM peak trip	Per person	Per dwelling (except seniors housing)	Per self-contained seniors housing dwelling
Traffic and Transport	\$25,167,560	\$10,189.30		\$8,660.90	\$2,037.90
Social Infrastructure	\$50,349,174		\$5,630	\$16,890	\$8,445
Total	\$75,516,734			\$25,550.90	\$10,482.90
				\$20,000 Cap	

1.3 Overview and structure of Plan

Section 7.11 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) authorises a consent authority responsible for determining a development application to grant consent to a proposed development subject to a condition requiring infrastructure contributions of cash and/or land towards the provision or improvement of public amenities and services to meet that development.

Where the consent authority is a council or an accredited certifier, such a contribution may be imposed on a development only if it is of a kind allowed by and determined in accordance with a contributions plan, such as this Plan.

This Plan has been prepared to authorise the imposition of section 7.11 contributions on development expected to occur in the Western Corridor area of the Newcastle LGA.

This Plan has been prepared in accordance with the EP&A Act and *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), including the requirement for the Plan to have had regard to the latest Practice Notes and Ministerial Direction (section 7.17) issued by the NSW Department of Planning, Infrastructure and Environment.

There are minimum requirements as to the form and subject matter of section 7.11 contributions plans that are set out in the EP&A Regulation. Each requirement, and reference to the clause or Part of this document that deals with that requirement, are listed in Table 1.2.

Table 1.2 Contributions plan requirements

EP&A Regulation requirement	Reference in this Plan
The purpose of the plan	Clause 2.6
The land to which the plan applies	Clause 2.8
The relationship or nexus between the expected development in the area and the community infrastructure that is required to meet the demands of that development	Background Document
The formulas to be used for determining the reasonable contributions required from expected development for different types of community infrastructure	Clauses 3.2.1 and 3.2.2
The contribution rates for the anticipated types of development in the area	Clause 1.2
The council's policy concerning the timing of the payment of monetary section 7.11 contributions, and the imposition of section 7.11 conditions that allow deferred or periodic payment	Clauses 2.16 and 2.17
Maps showing the specific public amenities and services proposed to be provided by the council, supported by a works schedule that contains an estimate of their cost and staging (whether by reference to dates or thresholds)	Tables 3.2 and 3.3
If the plan authorises monetary section 7.11 contributions or section 7.12 levies paid for different purposes to be pooled and applied progressively for those purposes, the priorities for the expenditure of the contributions or levies, particularised by reference to the works schedule	Tables 3.2 and 3.3

The Plan is structured in the following Parts:

- Part 1 (this Part) contains an introduction and summary schedules.
- Part 2 contains provisions that describe the contributions framework, essential details of the Plan, and how section 7.11 contributions for development in the Plan area will be imposed, settled and managed.
- Part 3 provides summaries of the expected development, and the proposed infrastructure provision for meeting that development, including works schedules and maps.

A Background Document has been prepared to guide and support implementation of this Plan. While it provides background on the original Plan, updated information has been included in this Plan to support necessary adjustments in relation to traffic and transport and social infrastructure projects required to support growth.

The Background Document includes the following:

- Details on how the proposed schedule of local infrastructure levied under this Plan was originally derived.
- Details on the likely or expected development in the study area. These are assumptions that have informed the type, scale and location of public amenities and services included in the Plan.
- Discussion on the relevance of the Council's current contributions plans that apply to the Western Corridor lands to the new contributions plan, and a strategy for dealing with contributions receipts under the current plans.

2.0 Administration and operation of the Plan

2.1 Name of the Plan

This Plan is called the *Section 7.11 Western Corridor Local Infrastructure Contributions Plan*.

2.2 Definitions used in this Plan

Except where indicated in this clause, the definitions of terms used in this Plan are the definitions included in the EP&A Act, EP&A Regulation and Newcastle Local Environmental Plan 2012.

In this Plan, the following words and phrases have the following meanings:

Attributable cost means the estimated cost for each item in the works schedules set out in the Plan, which may differ from the final actual cost of the item. It will be the value used in determining the amount of any offset of monetary contributions as a result of any works-in-kind proposal.

Council means City of Newcastle

CPI means the Consumer *Price Index (All Groups - Sydney)* published by the Australian Statistician.

EP&A Act means the Environmental Planning and Assessment Act 1979.

EP&A Regulation means the Environmental Planning and Assessment Regulation 2000.

Local Infrastructure means public amenities or public services in Division 7.1 of the EP&A Act.

LGA means Local Government Area.

Residential Accommodation has the same meaning as in Newcastle Local Environmental Plan 2012 (NLEP 2012).

Traffic Study means City of Newcastle Western Corridor Traffic and Transport Study, prepared by Bitzios, 2019.

Works-in-kind means the undertaking of a work or provision of a facility by an applicant which is already nominated in the works schedule of a contributions plan as a means of either fully or partly satisfying a condition of consent requiring infrastructure contributions to be made.

Works schedule means the schedule of the specific Local Infrastructure for which contributions may be required as set out in Part 3 of this Plan.

2.3 What are infrastructure contributions?

Infrastructure contributions are contributions towards the provision or improvement of public amenities or services imposed on developments approved under the EP&A Act.

Contribution requirements may be in the form of the dedication of land free of cost, or the payment of a monetary contribution.

Contribution requirements may be settled by either of these means, or by the provision of a 'material public benefit' such as the provision of a work-in-kind.

There are different classes of development contributions provided for under the EP&A Act:

- special infrastructure contributions;
- local Infrastructure contributions, which may be either section 7.11 contributions or section 7.12 fixed rate levies;
- contributions included in planning agreements; and
- contributions toward the provision of affordable housing.

This Plan is principally concerned with the imposition of conditions of consent requiring local infrastructure contributions under section 7.11 of the EP&A Act.

2.4 Prerequisites for imposing contribution requirements in consents

2.4.1 Contributions must be authorised by a contributions plan

The EP&A Act provides that a council (or an accredited certifier) can require, through imposition of a condition or conditions on a development consent (or on a complying development certificate), infrastructure contributions if:

- there is a contributions plan applying to the development that is in force and that authorises the contribution (such as this Plan); and
- the contribution is imposed in accordance with the provisions of such a plan.

Accredited certifiers are further restricted to imposing only infrastructure contributions being monetary contributions on a consent.

As an alternative to, or in addition to, the levying of section 7.11 contributions, a council may negotiate a planning agreement with a developer for the provision of local infrastructure.

Council may seek to negotiate planning agreements with relevant parties in relation to major developments. Such agreements may address the substitution of, or be in addition to, the contributions required under this Plan.

Any draft planning agreement shall be subject to any provisions of or Ministerial Directions made under the EP&A Act or EP&A Regulation relating to planning agreements.

2.4.2 Section 7.11 contributions must be reasonable

Section 7.11 contributions must be reasonable in the particular circumstances of each development. That is, a section 7.11 contribution must be proportional to the relationship (or 'nexus') that exists between the development being levied and the need for the public amenity or service for which the contribution is required.

Section 7.11 contributions may be imposed on developments to meet the cost of facilities yet to be provided; and to recoup the cost of facilities that have already been provided in advance of development occurring.

A condition may only be imposed under section 7.11 towards the future provision of public facilities:

- if the proposed development will or is likely to require the provision of, or increase the demand for, Local Infrastructure within the LGA; and
- to require only a reasonable dedication or monetary contribution for the provision, extension or augmentation of the Local Infrastructure concerned.

A condition may be imposed under section 7.11 towards the recoupment of the cost of local infrastructure if:

- the consent authority has, at any time, provided local infrastructure within the LGA in preparation for or to facilitate the carrying out of development in the area, and
- development for which development consent is sought will, if carried out, benefit from the provision of the local infrastructure.

A person entitled to act on a development consent may, under Division 7.13 of the EP&A Act, appeal the reasonableness of a section 7.11 condition that is imposed in accordance with a contributions plan. Such a condition may be disallowed or amended by the Land and Environment Court because it is unreasonable in the particular circumstances of that case, even if it was determined in accordance with the relevant contributions plan.

2.5 Cap on monetary section 7.11 contributions

As part of the State Government's strategy to stimulate housing construction, increase housing supply and improve housing affordability in NSW, the Government has set limits on the total monetary section 7.11 contributions that a consent authority may impose on developments.

The Minister for Planning issued a Direction to the Council under Division 7.17 of the EP&A Act effective from 28 August 2012 that restricts consent authorities from imposing conditions of consent requiring monetary section 7.11 contributions on development for residential lots or dwellings in excess of the monetary cap specified by or under the Direction.

The monetary cap applying to residential development on the land to which this Plan applies is currently \$20,000 per lot or dwelling unless the Plan has been reviewed and approved by IPART for a higher amount.

An amended Ministerial Direction will increase the cap to \$30,000 for areas identified in this Plan as 'Planned Future Development sites'. Location of land to be capped at \$30,000 (once gazetted) is shown hatched in Figure 2. The remainder of infill development is capped at \$20,000. Self-contained seniors living developments are under the \$20,000 cap.

The contribution rates included in this Plan are consistent with the updated Direction.

2.6 Purposes of the Plan

The primary purpose of the Plan is to authorise Council or accredited certifiers:

- when granting consent to an application to carry out development to which this Plan applies, or
- when issuing a complying development certificate for development to which this Plan applies,

to require a contribution to be made towards either/both the provision, extension or augmentation of local infrastructure and the recoupment of the cost of providing existing local infrastructure.

Other purposes of the Plan are:

- to provide the framework for the efficient and equitable determination, collection and management of infrastructure contributions toward the provision of local infrastructure generated by development within the Western Corridor;
- to determine the demand for local infrastructure generated by the incoming population to the area and ensure that development makes a reasonable contribution toward the provision of that local infrastructure;
- to ensure (within the limits imposed by Ministerial Directions) that the existing community is not unreasonably burdened by the provision of local infrastructure required (either partly or fully) as a result of development in the area; and
- to ensure Council's management of development contributions complies with relevant legislation and guidelines.

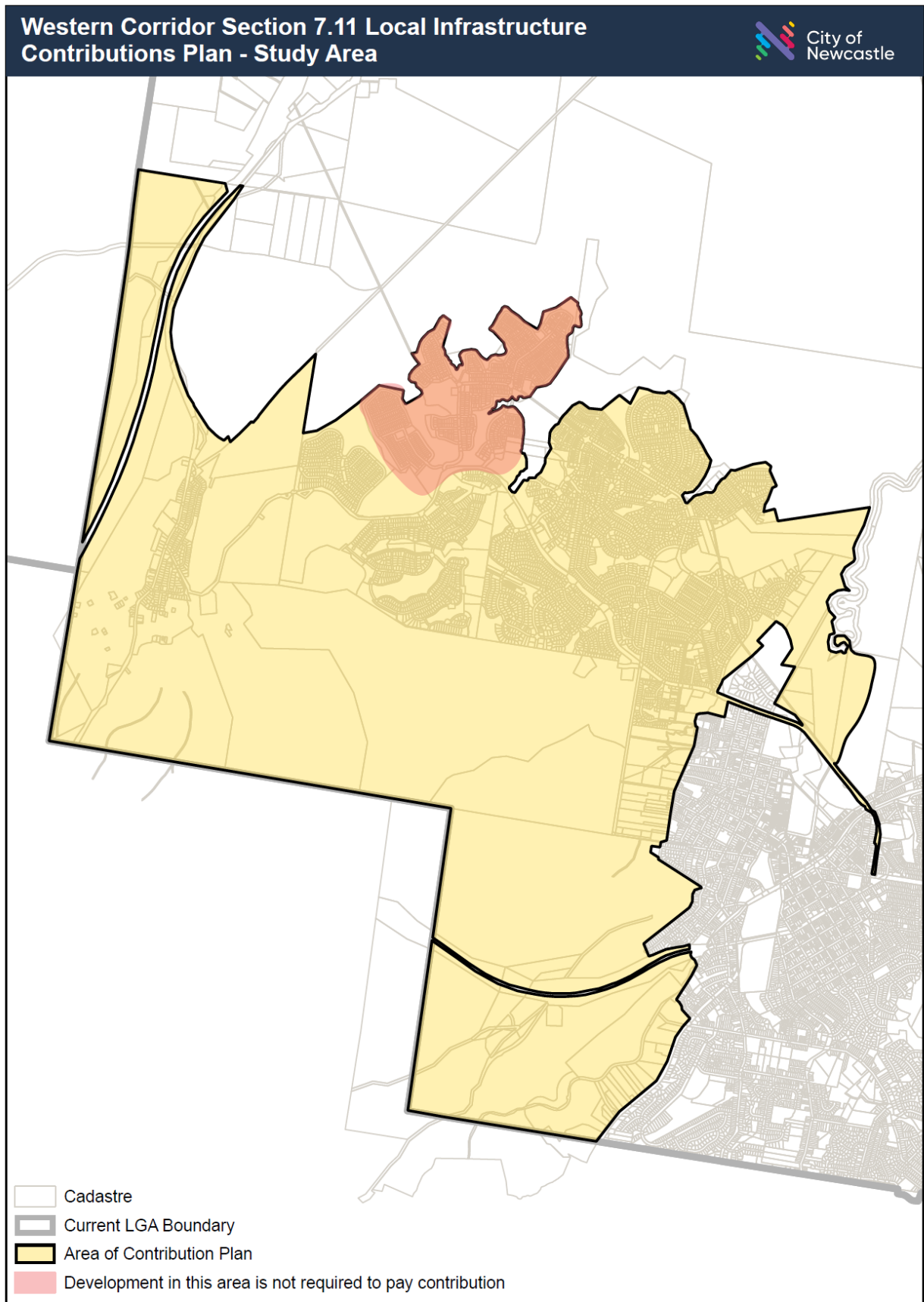
2.7 Commencement of the Plan

This Plan commences on 13 January 2014.

2.8 Land to which Plan applies

This Plan applies to all of the land identified in Figure 1.

Figure 1 Land to which this Plan applies



DISCLAIMER: Although great care has been taken in the preparation of these documents/maps, City of Newcastle makes no representation or warranty as to the accuracy or completeness of any information contained in them. City of Newcastle accepts no responsibility for any misprints, errors, omissions or inaccuracies in these documents/maps or for loss or damages resulting from reliance on any information provided.



2.9 Development to which this Plan applies

Except as provided for by this clause, this Plan applies to all Residential Accommodation development that will or is likely to require the provision of or increase the demand for local infrastructure.

This Plan does not apply to development:

- for the purpose of a single dwelling on a single allotment that was the subject of a section 7.11 contribution that has already been paid; or
- for the purpose of alterations and additions to existing dwellings; or
- ordinarily incidental or ancillary to the use of a dwelling, such as swimming pools, garages, sheds, tree applications and the like; or
- for the purposes of seniors housing by a social housing provider within the meaning of *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004*; or
- for demolition (where there is no replacement building or development); or
- for which Council considers an exemption warranted, where a decision is made by formal ratification of the Council at a public Council meeting.

Applicants for the above developments may be required to provide written justification for exemption from section 7.11 contributions under this Plan.

2.10 Relationship to other contributions plans

This Plan applies to the development of land shown in Figure 1 that has not been the subject of a section 7.11 (former Section 94) contribution imposed under a pre-existing contributions plan (this includes Development Contributions Plan No. 1 and 4).

Where a consent includes a contribution imposed under a pre-existing contributions plan, and that development has been commenced but has not yet been completed, then any future development on the land the subject of that consent shall be assessed against, and be subject to the provisions of, the pre-existing contributions plans.

2.11 Allowances for existing development in the calculation of contributions

Monetary contributions determined under this Plan will be calculated according to the estimated net increase in demand for the particular items of local infrastructure that are included in this Plan and that a particular development is projected to generate.

In calculating contributions under this Plan an allowance will be made for the demand for social infrastructure assumed to be attributable to existing development on a development site.

Table 2.1 Assumed household occupancy rates

Dwelling Type	Assumed Occupancy Rate
Standard residential lot	3.0 persons per dwelling
Dwellings	3.0 persons per dwelling
Self-contained seniors' housing dwelling	1.5 persons per dwelling

The contribution required from a development for social infrastructure will only be due to any net increase in population relating to the proposed development, which is the total proposed population increase less any credits calculated using the assumptions in Table 2.1.

2.12 Section 7.11 contributions may be required as a condition of consent

This clause authorises consent authorises to require contributions of money and/or land on development consents, as follows.

2.12.1 Monetary contributions

This Plan authorises the Council or an accredited certifier, when determining a development application or an application for a complying development certificate, to impose a condition under section 7.11 of the EP&A Act requiring the payment of a monetary contribution towards:

- the provision, extension or augmentation of Local Infrastructure to meet the demands of the development; or
- the recoupment of the cost of Local Infrastructure previously provided in advance of development within the area.

2.12.2 Land contributions

This Plan authorises the Council, by imposition of a condition of development consent, to require in connection with any development on land to which this Plan applies (and in addition to any monetary contribution that may be sought) the dedication free of cost to the Council of any part of the development site that is land that is to be acquired under this Plan.

The area of land that may be required in the consent shall not exceed the area equivalent to the monetary contribution otherwise authorised by this Plan. Council will credit only the amount provided in the Plan.

For the purposes of this clause, the value of the land is to be calculated in accordance with the value of the land as indexed by the provisions of clause 2.14 of this Plan.

The monetary development contribution otherwise authorised by this Plan shall be reduced by an amount corresponding to the value of the land required to be dedicated.

Where the value of the land exceeds the monetary development contribution otherwise authorised, the developer may offer to enter into a planning agreement dealing with an appropriate settle-up in exchange for the dedication of the remainder.

2.13 Obligations of accredited certifiers

In relation to an application made to an accredited certifier for a complying development certificate:

- the accredited certifier must, if a complying development certificate is issued, impose a condition requiring a section 7.11 contribution, if such a contribution is authorised by this Plan; and
- any such contribution may only be a monetary contribution required under this Plan; and
- the amount of the monetary contribution that the accredited certifier must so impose is the amount determined in accordance with this Plan in respect of the development.

It is the responsibility of the principal certifying authority to accurately calculate and apply the local infrastructure contribution conditions to complying development certificates. Deferred payments of contributions required by a condition of a complying development certificate will not be accepted.

Likewise, it is the responsibility of an accredited certifier issuing a construction certificate to certify that the contributions have been paid to Council prior to the issue of the certificate. The accredited certifier must ensure that the applicant provides a receipt (or receipts) confirming that contributions have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council in accordance with clause 142(2) of the EP&A Regulation. Failure to follow this procedure may render such a certificate invalid and expose the certifier to legal action.

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

2.14 Adjustment of contribution rates under this Plan

The purpose of this clause is to ensure that the monetary contribution rates imposed at the time of development consent reflect the indexed cost of the provision of local infrastructure included in this Plan.

Council may, without the necessity of preparing a new or amending contributions plan, make changes to the monetary section 7.11 contribution rates set out in this Plan to reflect quarterly changes to the Consumer Price Index.

The contribution rate for works schedule items will be indexed (subject to the Note) as follows:

$$\frac{\$C_A \times \text{Current CPI}}{\text{Base CPI}}$$

Base CPI

Where:

$\$C_A$ is the contribution rate for works schedule items (other than land yet to be acquired) at the time of adoption of the Plan expressed in dollars

Current CPI is the most recent quarterly level of the *Consumer Price Index (All Groups Index) for Sydney* as published by the Australian Statistician at the time of the review of the contribution rate

Base CPI is the *Consumer Price Index (All Groups Index) for Sydney* as published by the Australian Statistician at the date of adoption of this Plan.

Note: The contribution rate will not be less than the contribution rate specified at the date of the adoption of this Plan.

2.15 Adjustment of contributions required by a condition imposed under this Plan

The purpose of this clause is to ensure that the monetary contributions at the time of payment reflect the indexed cost of the provision of local infrastructure included in this Plan.

A contribution required by a condition of development consent imposed in accordance with this Plan may require indexation of the contribution between the date of the grant of the consent and the date on which the contribution is made as follows.

The total contribution for all work schedule items at the time of payment is determined (subject to the Note) by the following formula:

$$\frac{\$C_C \times \text{CPI}_P}{\text{CPI}_C}$$

Where:

$\$C_C$ is the contribution amount for all works schedule items (other than land yet to be acquired) shown in the development consent expressed in dollars

CPI_P is the most recent quarterly level of the *Consumer Price Index (All Groups Index) for Sydney* as published by the Australian Statistician at the time of the payment of the contribution

CPI_C is the *Consumer Price Index (All Groups Index) for Sydney* as published by the Australian Statistician which applied at the time of the issue of the development consent.

Note: The contribution payable will not be less than the contribution specified on the development consent.

2.16 Timing of payment of monetary contribution required under this Plan

Monetary contributions required under this Plan shall be paid to the Council at the time indicated in the development consent.

2.17 Policy on deferred or periodic payments

Deferred or periodic payments may be permitted in the following circumstances:

- Deferred or periodic payment of the contribution will not prejudice the timing or the manner of the provision of the items of Local Infrastructure included in this Plan's works program; or
- In other circumstances considered reasonable by Council.

For a deferred or periodic payment to be considered, the applicant must satisfy to Council that:

- There are valid reasons for deferred or periodic payment;
- No prejudice will be caused to the community deriving benefit from the services being provided under this Plan; and
- No prejudice will be caused to the efficiency and operation of this Plan.

If Council does decide to accept deferred or periodic payment, Council may require the applicant to provide a bank guarantee for the full amount of the contribution or the outstanding balance on condition that:

- a) The bank guarantee be issued by an Australian bank or a bank in Australia for the amount of the total contribution, or the amount of the outstanding contribution, plus an amount equal to thirteen (13) months interest.
- b) Any charges associated with establishing or operating the bank security are payable by the applicant.
- c) The bank guarantee must carry specific wording identifying the exact obligation to which it relates (i.e. section 94 development contributions for development of Lot x DP xxx under Development Consent No. xxx)
- d) The bank unconditionally pays the guaranteed sum to the Council if the Council so demands in writing not earlier than 12 months from the provision of the guarantee or completion of the work.
- e) 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.
- f) The bank's obligations are discharged when payment to the Council is made in accordance with this guarantee or when Council notifies the bank in writing that the guarantee is no longer required.
- g) Where a bank guarantee has been deposited with Council, the guarantee shall not be cancelled until such time as the original contribution and accrued interest are paid.

Deferred or periodic payments may be permitted, in accordance with the above requirements, only with approval of the Council Officer(s) whose position(s) holds the required Council delegations.

2.18 Dedication of land, or provision of works-in-kind or other material public benefits offered in part or full satisfaction of contribution requirements

A person may make an offer to the Council to carry out works or provide another kind of material public benefit or dedicate land, in lieu of making a contribution in accordance with a condition imposed under this Plan.

Any offer shall be made in writing to the Council.

If the offer is made prior to the issue of a development consent then the offer must be made by way of a planning agreement, and the Council will consider the request as part of its assessment of the development application.

The Council will take into account the following matters in deciding whether to accept an offer of works, land or other material public benefit:

- the requirements for dedication of land described in clause 2.18.1 (if the offer includes the dedication of land); and
- the overall benefit of the proposal; and
- the standard and timing of delivery of, and security arrangements applying to, the land or works the subject of the offer are to Council's satisfaction; and
- the conditions applying to the transfer of the asset to the Council are to Council's satisfaction; and
- the provision of the land or works will not unduly prejudice the timing or the manner of the provision of Local Infrastructure included in the works program; and
- whether the works schedule included in this Plan would require amendment; and
- the financial implications for cash flow and the continued implementation of the works schedule included in this Plan (including whether Council would need to make up for any shortfall in contributions by its acceptance of the offer).

The acceptance of any offer is entirely at Council's discretion.

If Council approves the offer then it will require the applicant to enter into a written agreement for the provision of the works in a suitable time period. Agreements shall specify (as a minimum) the works the subject of the offer, the value of those works, the relationship between those works and this Plan, the program for delivering the works.

If the offer is made by way of a draft planning agreement under the EP&A Act, the Council will require the agreement to be entered into and performed via a condition in the development consent. Planning agreements shall address the matters included in the EP&A Act and Regulation.

The value of any land, work-in-kind or material public benefit offered by the applicant may, at Council's discretion, be used to offset monetary contributions applicable to the development under this Plan. Refer to clause 2.18.1 for specific arrangements for dedication of land in exchange for offsetting contributions.

2.18.1 Minimum requirements for dedication of land for open space

The Council may accept the following areas for open space purposes:

- Land comprising natural areas or riparian corridors.
- Land that is required to deliver the social infrastructure contained in the Western Corridor contributions plan.
- Land that adds to the diversity of open space settings in the area.
- Land that links existing and/or proposed areas of open space and other community-focused land uses (eg shopping centres, libraries, transport nodes, schools, community centres).

Acceptance of such land is subject to the following conditions being met:

- The land can be made accessible to the general public.
- The land must be cleared of all rubbish, boulders and debris.
- The land must have in place ongoing maintenance arrangements that are acceptable to the Council.
- The land is separately subdivided and has a separate certificate of title.
- The land must not display any factors that may significantly limit its usability for open space purposes, such as flooding, contaminated soils, acid sulfate soils, current use of the land, or any other hazards or relevant factor.

Where any of the land is proposed to be dedicated to Council as open space **for the purpose of offsetting the developer's monetary contributions under the contributions plan**, the land must satisfy all of the following additional criteria:

- It must have the capacity to accommodate recreational facilities related to its intended purpose for either passive or active open space and recreation.
- It must be not less than 0.5 hectares in size, have a minimum dimension of 50 metres, and have a slope no greater than 1 in 20.
- It preferably should link existing and/or proposed areas of open space and other community-focused land uses (eg shopping centres, libraries, transport nodes, schools, community centres).
- It should have at least 50% frontage to a public road, facilitating visibility into and from the site.
- It must have maintenance and emergency vehicle access.

It must be provided with connection to water mains and other utility services.

2.18.2 Valuation of offers

The value of works offered as works-in-kind is the attributable cost of the works (or a proportion of the attributable cost if the offer involves providing only part of a work) indexed in accordance with the provisions of this Plan.

The attributable cost of works will be used in the calculation of the value of any offset of monetary contributions required under this Plan.

The value of any other kind of material public benefit will be determined by a process agreed to between the Council and the person making the offer at the time the development application is being prepared.

The value of land will be the attributable cost of the land under this Plan indexed to the time the agreement is entered into, in accordance with the indexing provisions of this Plan (refer to clause 2.14).

2.18.3 Provision of land, works-in-kind and other material public benefits in excess of contribution requirements

It is at Council's discretion whether it will accept from a developer the provision of land, works-in-kind or other material public benefits where the value of the land and/or works (which is the attributable cost of the land and/or works indexed in accordance with the provisions of this Plan) exceeds the value of development contribution required by conditions of consent.

Where Council does agree to accept land and/or works with a value greater than the contributions required, Council will hold the 'surplus value' of the land/works as a credit in favour of the developer and will apply this credit against future development contribution requirements for that particular type of infrastructure.

For example, if works are provided by a developer that are 'community facility' works identified in this Plan, and those works have an attributable cost greater than the community facilities monetary contribution that is required on the developer's development consent, then the difference between the attributable cost of the community facility works-in-kind and the monetary contribution (this is called the 'surplus value') will be held as a credit and will only be used to offset section 7.11 requirements for community facilities imposed on development consents in the Newcastle LGA issued to that developer.

That is, Council would not offset requirements to make contributions for the purposes of, for example, open space and recreation facilities or any other types of facilities required under this Plan or any other contributions plan against this 'surplus value', as the surplus value relates only to the provision of community facilities.

Developers providing land, works-in-kind and other material public benefits that are in excess of their contribution requirements should not expect 'settle-up' monetary payment from Council until all contributions toward the provision of the works identified in this Plan have been received from other developers of land in the Western Corridor and the surplus contributions are available to meet the payment.

2.19 Pooling of funds

For the purposes of Division 7.3 of the EP&A Act, this Plan authorises money obtained from levies paid in respect of different developments to be pooled and applied by the Council progressively towards the local infrastructure items listed in Part 3 of this Plan.

2.20 Accountability and access to information

Council is required to comply with a range of financial accountability and public access to information requirements in relation to section 7.11 contributions. These are addressed in Divisions 5 and 6 of Part 4 of the EP&A Regulation and include:

- maintenance of, and public access to, a contributions register;
- maintenance of, and public access to, accounting records for contributions receipts and expenditure;
- annual financial reporting of contributions; and
- public access to contributions plans and supporting documents.

These records are available for inspection free of charge at Council.

2.21 Review of Plan without the need for public exhibition

Pursuant to clause 32(3) of the EPA Regulation, Council may make certain minor adjustments or amendments to the Plan without prior public exhibition and adoption by Council. Minor adjustments could include minor typographical corrections and amendments to rates resulting from changes in the indexes adopted by this Plan (see clause 2.14).

2.22 Savings and transitional arrangements

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

3.0 Summary of Local Infrastructure demand and provision

3.1 Planned Future Developments and Approved developments

The Western Corridor has experienced growth in residential developments and population which is forecast to continue into the foreseeable future. The Western Corridor has been divided into different sections which make up the area of the Plan. New developments are proposed in Fletcher and Minmi.

Within the Plan area a total of nine areas were identified where residential developments or other developments, have recently been completed or are being planned to be implemented in the future. Of the nine areas, the following four areas currently being planned for new development (should they proceed into LEP Amendments) include:

Planned Future Development sites

- Coal and Allied Part 3A (Winton)
- 505 Minmi Road
- Xstrata Coal
- seniors living.

The remaining five areas already include a range of developments and additional developments that have been approved. These areas are:

Approved Development sites

- Nikkinba Ridge
- Hidden Waters
- St Andrews Way
- Sanctuary Estate
- The Outlook

The location of these developments is shown in **Figure 2**.

Coal and Allied (Winton Property Group)

Coal and Allied is located within Minmi and Fletcher (and other suburbs outside of the CN LGA). A total of 1,672 dwellings is expected including 152 seniors living dwellings. The Coal and Allied development is estimated to house approximately 4,800 residents.

Note. The development proposed south of the City of Newcastle's LGA boundary will allow for an additional 3,300 (approximately 1100 dwellings).

505 Minmi Road

505 Minmi Road is located within Fletcher. A total of 110 dwellings may be achieved housing approximately 300 residents.

Xstrata Coal

Xstrata Coal is located within Wallsend and Elmore Vale (with the remainder outside the CN LGA). A total of 1,200 dwellings may be achieved, housing approximately 3,600 residents.

Seniors Living

Seniors Living – Elmore Vale is located within Elmore Vale. A total of 150 seniors dwellings is expected, housing approximately 225 residents.

Nikkinba Ridge Estate

Nikkinba Ridge is located within Fletcher. It is expected that 463 dwellings would be constructed within Nikkinba Ridge, housing an estimated 1,400 residents. The proposed development also includes the expectation that 32 of the 463 dwellings will be medium density.

Hidden Waters

Hidden Waters is located within Fletcher. It is expected that 427 dwellings would be constructed within Hidden Waters, housing an estimated 1,350 residents.

St Andrews Way

St Andrew Way is located within Fletcher. It is the smallest development area within the Western Corridor with only 25 dwellings approved, but yet to be released. It is expected to be around 75 residents.

Sanctuary Estate

Sanctuary Estate is located to the north of Fletcher. Sanctuary Estate is expected to be the largest estate within Fletcher with an expected 836 dwellings, including 77 medium density dwellings, housing approximately 3,000 residents.

Outlook

The Outlook is located within Fletcher. The Outlook is proposed to contain the highest proportion of medium density dwellings, with over 25% of all dwellings to be medium density. A total of 618 dwellings are expected, housing approximately 1,850 residents.

An additional 3,132 dwellings are expected in this area and when added to the 2,634 dwellings which are approved or under construction, this results to a total of 5,766 dwellings.

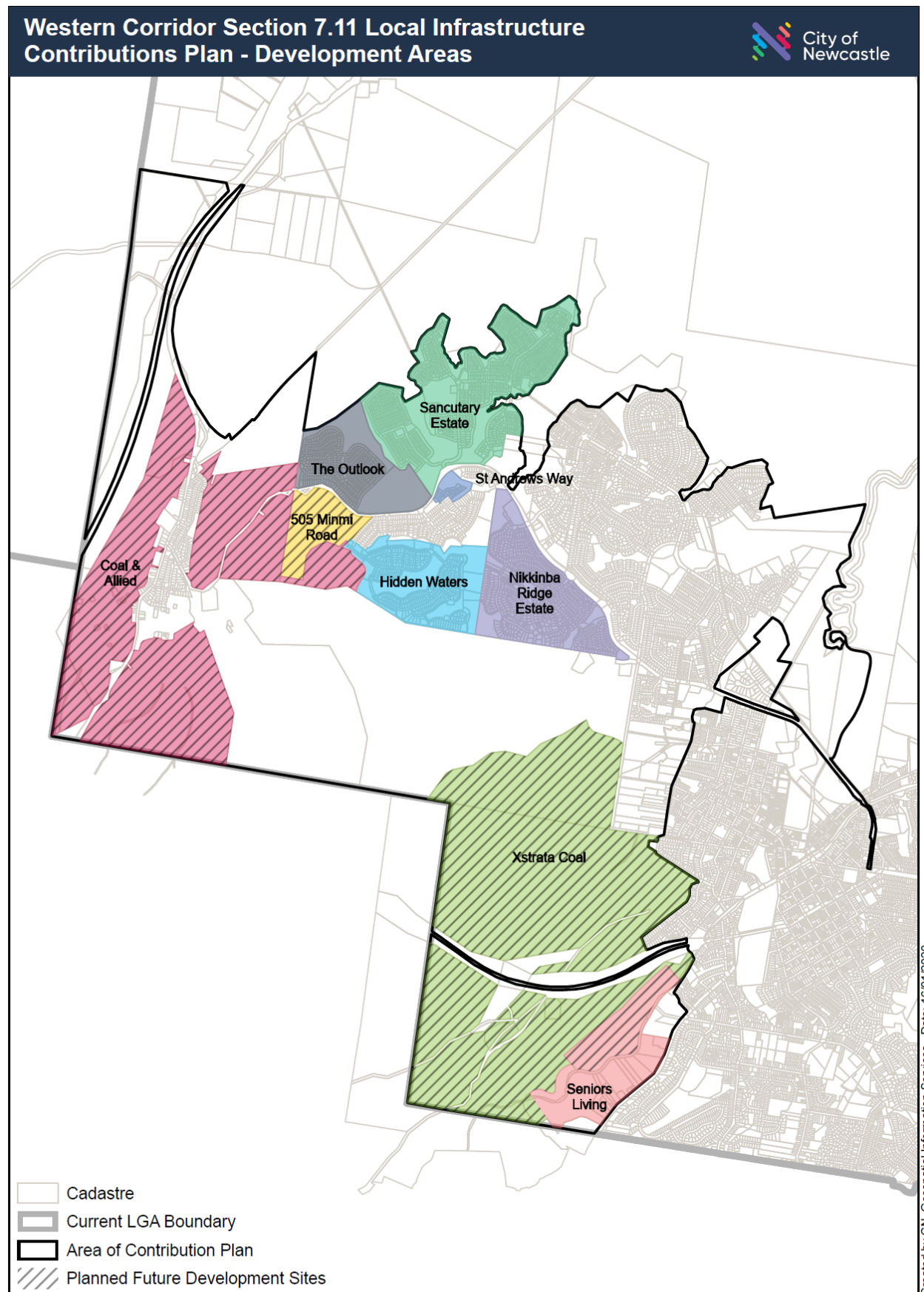
Table 3.1 Expected (planned future) development in the Western Corridor

Western Corridor Development Areas	Expected dwellings	Estimated population in anticipated development ¹
Coal & Allied Part 3A	1,520	4,560
- seniors living component	152	228
505 Minmi Road	110	330
Xstrata	1,200	3,600
Seniors Living - Elmore Vale	150	225
Total	3,132	8,943

Notes:

1. assumed occupancy rate of 1.5 persons per dwelling for self-contained seniors living development and 3 persons per dwelling for all other dwellings.

Figure 2 Western Corridor development area



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3.2 Local infrastructure strategies

3.2.1 Traffic and transport

Background

When the 2013 plan was published, a total of 67% of the area was either developed or covered by an approved development application. The 2013 plan reported multiple intersections along Minmi Road having unacceptable levels of service (LoS) in at least one peak period, based on forecast 2016 traffic volumes at that time. The Plan proposed approximately \$3 million of upgrades along Minmi Road transport corridor. The majority of upgrades comprised additional lanes in Minmi Road and minor modifications to intersection geometry. The planned suite of upgrades also included an off-road cycleway from Britannia Boulevard to Woodford Street.

CN commissioned a traffic and transport study of the Western Corridor Plan Area to inform a future works program and provide the necessary information to recalculate contributions from planned developments. It is intended that the traffic and transport study be reviewed in five years' time, and the contributions plan be updated to support further recommendations for longer term projects. The traffic and transport study considers future road network requirements for general traffic, as well as required footpath and cycleways infrastructure, including indicative costs and staging.

The following information is extracted from the Western Corridor Traffic and Transport Study (2019).

Existing situation and growth challenges

Most of the major developments in the study area rely on Minmi Road for access to Newcastle Link Road. The Newcastle CBD is a major attractor to the east and there is a heavy orientation of traffic between these development areas and the intersections in the south-east of the study area.

Development Areas and Road Network

An additional 3,310 dwellings are expected for this area and when added to the 2,634 dwellings which are approved or under construction, results in a total of 5,764 dwellings which need to be accommodated by the road network. This growth in the study area will add nearly 50,000 vehicles per day (vpd) to the road network, most of which is orientated towards the south-east confluence of the network. Through traffic on the Newcastle Link Road corridor is forecast to increase by nearly 22,000 vpd between 2016 and 2036.

In 2017, most of the intersections in the study area operated at a Level of Service (LoS) of 'D' or better in both the AM and the PM peak hours. LoS E/F is typically identified as the condition where an upgrade would ordinarily be warranted. The exception to the LoS D performance is the Lake Road/Thomas Street/Newcastle Link Road intersection which operates at LoS F in the PM peak. With a heavy reliance on Minmi Road for distributing development traffic to/from the south-east, there are significant challenges in providing sufficient road capacity in this corridor, particularly at its southern end which is already heavily trafficked.

Upgrades Needs Assessment Process

Traffic demands were calculated for each of the assessment years of 2021 and 2026 based on expected rates of development as well as the growth in through traffic on the Newcastle Link Road corridor. Footpath and cycleway upgrades have been identified based on 'missing links' and logical extensions of facilities into development areas.

The following upgrade needs have been identified for years 2021 - 2028:

Cowper Street/Lake Road Intersection

- addition of one extra circulating lane between the southern and western approaches and
- one additional exit lane on the southern approach.

Cowper Street/Newcastle Road Intersection

- change from priority control to a 4-way, one lane roundabout.

Sandgate Road/Wilkinson Avenue/Tillie Street Intersection

- realign the Wilkinson Avenue approach to join Sandgate Road/Tillie Street intersection and signalise the intersection with pedestrian crossings across the Sandgate Road (E), Wilkinson Avenue and Tillie Street approaches of the intersection
- an additional lane on the Tillie Street approach (80m long)
- an additional lane on the Sandgate Road departure
- extend the short lane by banning peak hour kerb side parking on the approach and departure of Sandgate Road (W) as far as Dennis Place.

Cowper Street/Cameron Street Intersection

- ban the east to north right turn movement at the Cowper Street/Cameron Street intersection and introduce traffic signals at the Minmi Road/Sandgate Road intersection to provide the east to north right turn
- reconfigure the intersection to incorporate an additional left turn slip lane from Minmi Road (N) to Sandgate Road (E) at the Sandgate Road/Minmi Road intersection
- an additional lane on the departure side of Longworth Avenue and
- reconfigure the intersection to allow two through lanes for eastbound traffic.

Minmi Road/Awabakal Road Intersection

- introduce an additional traffic lane for the westbound traffic.

Minmi Road / Highland Way Intersection

- reconfigure the current priority (T) intersection to a 4-way single lane roundabout.

Minmi Road/Woodford Street Intersection

- an additional right turn lane on Woodford Street (S) and an additional departure lane on Minmi Road (E).

Mid-block Road Capacity Improvements

- widen Minmi Road eastbound to two lanes between Awabakal Drive and Maryland Drive, Maryland Drive and Bottlebrush Boulevard, Bottlebrush Boulevard and Warkworth Street and Warkworth Street and Summerhill Road; and
- widen Minmi Road southbound to two-lanes between Cowper Street/Cameron Street and Longworth Avenue/Newcastle Road.

Cowper Street/Kokera Street Intersection

- an additional lane (80m long) for the east to north movement
- an additional eastbound lane on the Cowper Street departure as far as Brooks Street and
- re-configure the eastbound kerb side lane to be a shared left and through lane.

Cowper Street/Nelson Street Intersection

- an additional departure lane in Cowper Street (E) as far as Murnin Street and
- extend the westbound short lane between Nelson Street and Newcastle Road.

Cowper Street/Newcastle Road Intersection

- an additional short northbound lane (25m long) on the northbound approach of Newcastle Road and
- consequently an additional short lane (60m) on the exit side of Cowper Street (E).

Sandgate Road/Wilkinson Avenue/Tillie Street Intersection

- extend the two-lane section on the Tillie Street approach by 70m.

Cowper Street/Cameron Street Intersection

- an additional southbound lane at the Minmi Road/Sandgate Road/Cowper Street/Cameron Street intersection and
- an additional northbound short lane (65m) at the Longworth Avenue approach.

Minmi Road/Bunnings Intersection

- an additional departure lane northbound and
- re-configure the northbound approach so that the kerb side lane is shared between through and left turning traffic.

Minmi Road/Maryland Drive Intersection

- re-configure the southbound left turn from priority control (give-way) to a slip lane configuration and introduce an additional traffic lane on the eastbound departure.

Minmi Road/McNaughton Avenue Intersection

- additional lane eastbound and westbound and
- exclusive (60m) left turn lane on McNaughton Avenue.

Minmi Road/Woodford Street Intersection

- an additional northbound lane between Bell Street and Minmi Road
- two left turn lanes on the westbound approach: one 50m lane and one full lane and
- an additional southbound lane on Woodford Street south of the intersection.

Mid-block Road Capacity Improvements

- widen Minmi Road to two-lanes eastbound between Anna Place and Maryland Drive
- widen Minmi Road to three-lanes eastbound between Maryland Drive and Fletcher Street
- widen Minmi Road to two-lanes westbound between Bunnings and Macquarie Street and between Maryland Drive and Anna Place
- widen Minmi Road to two-lanes eastbound between McInnes Street and McCarthy Street and between McCarthy Street and McInnes Street
- widen Cowper street to two-lanes eastbound between Kokera Street and Nelson Street, between Newcastle Road and Union Street and between John Street and Minmi Road
- widen Cowper Street to two-lanes westbound between Union Street and Newcastle Road
- ban peak hour kerb side parking along Woodford Street between Minmi Road and Railway Street southbound and between Bell Street and Minmi Road northbound and
- ban peak hour kerb side parking along Cowper Street between Lake Road and Kokera Street and between Nelson Street and Newcastle Road eastbound and between Newcastle Road and Nelson Street westbound and between Kokera Street and Lake Road westbound.

Footpath and Cycleway Upgrade Needs

Additional footpath and cycleway links have also been identified for years 2021 – 2026 based on the assessment of missing links and new links needed to service new development areas. The following footpath and cycleway projects have been identified, as follows:

Footpath projects:

- 1: Tallowood Crest to Jetty Parade
- 2: Cottonwood Chase to Weller Street
- 3: Beech Close to Weller Street
- 4: Along Minmi Road (between Churnwood Drive and Bellbird Close)
- 5: St Andrews Way to Styles Close
- 2: Waterside Drive to Hebrides Road
- 3: Waterside Drive to Tartan Place
- 4: Waterside Drive to Plattsburg Parade
- 5: Wedgetail Street to Crestview Street
- 6: Wedgetail Street to Crestview Street
- 7: Pebblestone Street to Kingfisher Drive
- 8: Pebblestone Street to Kingfisher Drive

Cycleway projects

- 1: Blue Gum Hills Road to Brookfield Avenue (Northern side of Minmi Road)
- 2: Brookfield Avenue to Blue Gum Hills Road (Southern side of Minmi Road)
- 3: Britannia Boulevard to Brookfield Avenue
- 4: Maryland Drive to Summerhill Road

Summary (planned and approved developments)

The combination of planned and approved developments within the study area are expected to generate 4,580 vehicular trips during peak hours from a total of 5,764 low density residential and senior living dwellings.

This is summarised in Table 3.2

Table 3.2 Traffic Generation Summary (Planned plus Approved Developments)

Development Stage	Expected Dwellings	Weekday Peak Hour Vehicle Trip Rate	Vehicle Trips/hour	Daily Vehicle Trip Rate	Vehicle Trips/day
Planned	3,130	Various	2,470	Various	26,075
Approved	2,634		2,110		22,220
TOTAL	5,764	-	4,580	-	48,295

Calculation of a reasonable development contribution

Monetary contributions for traffic and transport infrastructure are calculated on a per peak hour trip basis, then factored up to a per lot or per dwelling amount.

The monetary contribution per peak hour trip in a development containing residential dwellings or lots is calculated as follows:

$$\text{Contribution per resident (\$)} = \frac{\$INF}{T}$$

Where:

$\$INF$ = the estimated total cost of all the traffic and transport infrastructure required to meet the future development expected under this Plan

T = the estimated total number of peak hour vehicle trips that will be generated by the future development expected under this Plan. The per dwelling amount is determined by multiplying the per trip contribution by the estimated increase in peak hour vehicle trips as a result of the development, using the following assumed trip generation rates shown below.

The following workings show the calculation of the section 7.11 contribution rate:

$$\begin{aligned} \text{Contribution per vehicle trip (\$)} &= \frac{\$INF}{T} \\ \text{Contribution per vehicle trip (\$)} &= \frac{\$25,167,560}{2,470} \\ &= \$10,189.30 \end{aligned}$$

Assumed peak hour vehicle trip generation rates:

- Standard lot or dwelling 0.85 trips per dwelling
- Seniors living dwellings 0.2 trips per dwelling

Using the above assumptions the following per dwelling contributions are derived:

Contribution per standard lot or dwelling (\$) =		\$10,189.30 x 0.85
	=	\$8,660.90
Contribution per seniors living dwelling (\$) =		\$10,189.30 x 0.2
		\$2,037.86

Works program

The proposed traffic and transport works program for works to 2026, and maps showing the location of the infrastructure, are shown on the following pages.

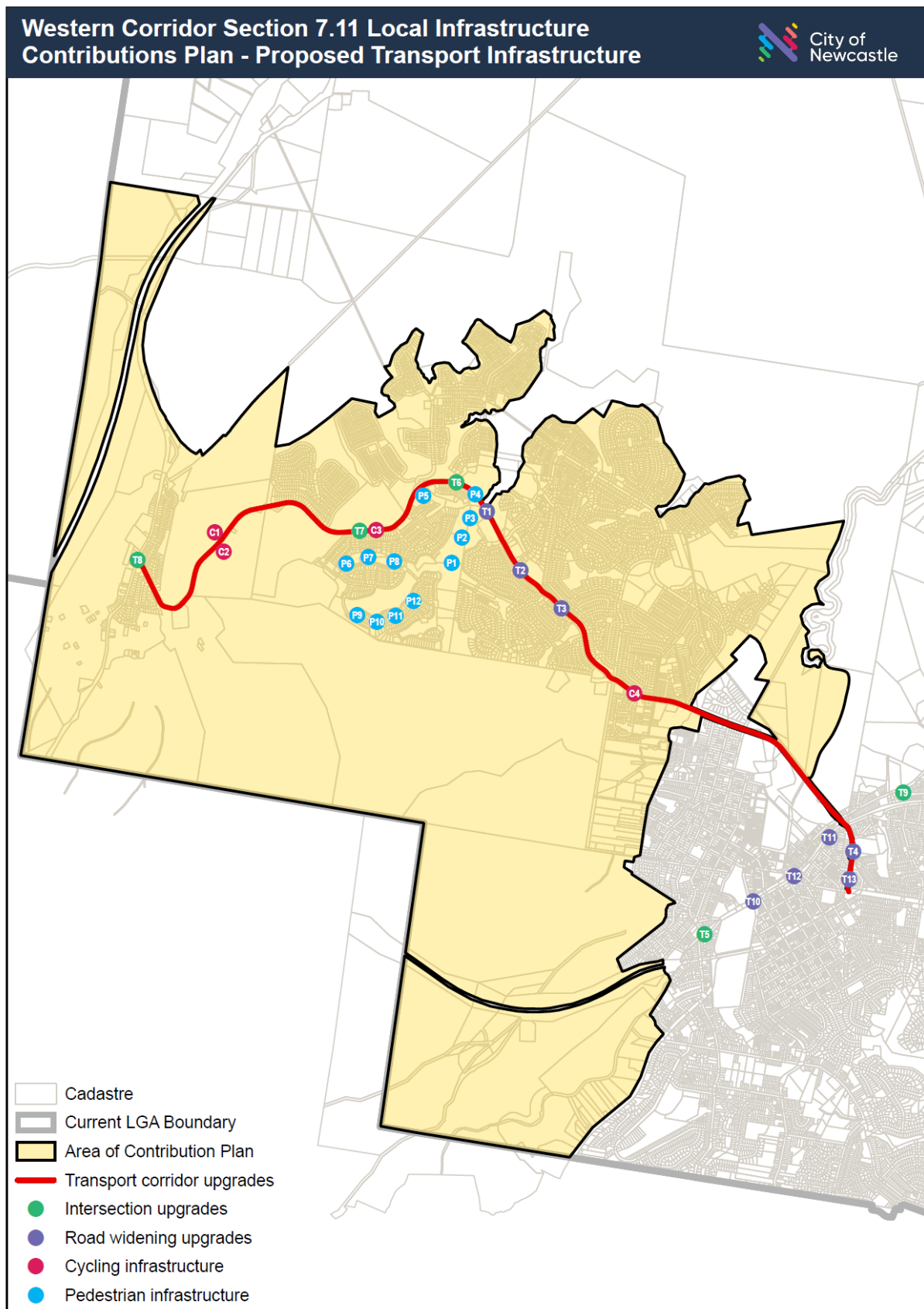
Traffic Infrastructure

No	Item	Description	Estimated cost of works	Estimated staging and priority
T1	Awabakal Drive to Maryland Drive - Add lanes (1 to 2 lanes) - Minmi Road	Road widening upgrades	\$2,371,961	2021-2026
T2	Maryland Drive to Bottlebrush Boulevard (EB) - Add lanes (1 to 2 lanes) - Minmi Road	Road widening upgrades	\$1,931,454	2021-2026
T3	Bottlebrush Boulevard to Warkworth Street (EB) - Add lanes (1 to 2 lanes) - Minmi Road	Road widening upgrades	\$1,185,981	2021-2026
T4	Cowper Street/Cameron Street/Sandgate Road/Minmi Road – intersection upgrade works - add lanes (1 to 2 lanes) Cameron Street to Newcastle Road (SB) Longworth Avenue – road widening upgrade works	Intersection upgrades Road widening upgrades	\$3,185,205 + \$9,890,000 (-46%) = \$7,060,611	2021-2026
T5	Cowper Street / Lake Road	Intersection upgrade	\$1,528,316	2021-2026
T6	Minmi Road / Awabakal Drive	Intersection upgrade	\$1,457,062	2021-2026
T7	Minmi Road / Highland Way	Intersection upgrade	\$253,858	2021-2026
T8	Minmi Road / Woodford Street	Intersection upgrade	\$900,694	2021-2026
T9	Sandgate Road / Wilkinson Avenue / Tillie Street	Intersection upgrade	\$960,690	2021-2026
T10	Kokera Street to Nelson Street (EB) - Add lanes (1 to 2 lanes) - Cowper Street	Road widening upgrades	\$1,200,863	2021-2026
T11	John Street to Minmi Road (EB) - Add lanes (1 to 2 lanes) - Cowper Street	Road widening upgrades	\$928,792	2021-2026
T12	Union Street to Newcastle Road (WB) - Add lanes (1 to 2 lanes)- Cowper Street	Road widening upgrades	\$365,888	2021-2026
T13	Newcastle Road to John Street (NB) - Add lanes (1 to 2 lanes)- Longworth Avenue	Road widening upgrades	\$816,211	2021-2026
T14	Land Acquisition Costs		\$873,438	2021-2026
Total			\$21,835,819	

Cycleway and pedestrian infrastructure

No	Item	Description	Estimated cost of works	Estimated staging and priority
C1	Blue Gum Hills Road to Brookfield Avenue (Northern side of Minmi Road)	Cycling infrastructure	\$380,737.85	2021-2026
C2	Brookfield Avenue to Blue Gum Hills Road (Southern side of Minmi Road)	Cycling infrastructure	\$380,737.85	2021-2026
C3	Britannia Boulevard to Brookfield Avenue	Cycling infrastructure	\$158,640.77	2021-2026
C4	Maryland Drive to Summerhill Road	Cycling infrastructure	\$174,504.85	2021-2026
	Total		\$1,094,621.00 (- 46%) = \$591,095.5	
P1	Tallowood Crest to Jetty Parade	Pedestrian infrastructure	\$489,555	2021-2026
P2	Cottonwood Chase to Weller Street	Pedestrian infrastructure	\$575,947	2021-2026
P3	Beech Close to Weller Street	Pedestrian infrastructure	\$590,345	2021-2026
P4	Along Minmi Road (between Churnwood Drive and BellbirdClose)	Pedestrian infrastructure	\$604,744	2021-2026
P5	St Andrews Way to Styles Close	Pedestrian infrastructure	\$393,551	2021-2026
P5	Waterside Drive to Hebrides Road	Pedestrian infrastructure	\$188,905	2021-2026
P6	Waterside Drive to Tartan Place	Pedestrian infrastructure	\$355,770	2021-2026
P7	Waterside Drive to Plattsburg Parade	Pedestrian infrastructure	\$289,654	2021-2026
P8	Wedgetail Street to Crestview Street	Pedestrian infrastructure	\$273,912	2021-2026
P9	Wedgetail Street to Crestview Street	Pedestrian infrastructure	\$550,972	2021-2026
P10	Pebblestone Street to Kingfisher Drive	Pedestrian infrastructure	\$428,184	2021-2026
P11	Pebblestone Street to Kingfisher Drive	Pedestrian infrastructure	\$333,731	2021-2026
	Total		\$5,075,270 (- 46%) = \$2,740,645.80	
	Total for all Traffic and Transport		\$25,167,560	

Figure 3 Western Corridor transport infrastructure



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3.2.2 Social infrastructure summary of requirements

Social infrastructure includes the community facilities, services and networks which help individuals, facilities, groups and communities meet their social needs, maximise their potential for development and enhance community wellbeing.

Currently, there is some 113 hectares of open space available in the study area, about 33 hectares of which is considered by Council to be 'usable' open space. The Blue Gum Hills Regional Park is an additional facility that is a major recreation resource. Further local recreation facilities are being provided as part of development. The study area also includes three existing centres that comprise community facilities floor space.

The social infrastructure within and immediately surrounding the study area are generally adequate only to service the existing population. Given the estimated projected population growth in the study area, the current facilities will not remain adequate.

A range of planning benchmarks were examined to develop an indication of the social infrastructure needs and demands attributable to future development in the study area, including State Government guidelines, Council's community assets policy, the current rates of provision in the study area, and the facilities proposed as part of future developments (such as Coal and Allied).

A set of facility planning principles were prepared to inform the social infrastructure requirements. These principles focus on providing an equitable distribution of baseline and robust facilities in partnership with others, including the developers who will largely be responsible for creating the new communities in the study area.

A set of requirements and a schedule for the following facilities was prepared. These facilities will be the subject of development contribution requirements imposed under the contributions plan, or of voluntary planning agreements negotiated with developers of land in the study area:

- passive (developed) open space
- sportsfields (local and district)
- outdoor courts
- playgrounds
- skate facilities
- multi-purpose community facilities/neighbourhood centres.

Calculation of a reasonable development contribution

Monetary contributions for social infrastructure are calculated on a per person or per resident basis, then factored up to a per lot or per dwelling amount.

The monetary contribution per person in a development containing residential dwellings or lots is calculated as follows:

$$\text{Contribution per resident (\$)} = \frac{\text{\$INF}}{P}$$

Where:

\\$INF = the estimated total cost of all the social infrastructure required to meet the future population in development expected under this Plan (i.e. \$50,349,174)

P = the estimated resident population that will require the social infrastructure included in this Plan (i.e. 8,943 persons)

The per dwelling amount is determined by multiplying the per person contribution by the estimated increase in population as a result of the development, using the assumed dwelling occupancy rates listed in Table 2.1 of this Plan.

The following workings show the calculation of the section 7.11 contribution rate:

	=	$\frac{\text{\$INF}}{P}$
Contribution per resident (\$)	=	$\frac{\text{\$50,349,174}}{8,943}$
	=	\$5,630
Contribution per standard lot or dwelling (\$)	=	\$5,630 x 3.0
	=	\$16,890
Contribution per seniors living dwelling (\$)	=	\$5,630 x 1.5
	=	\$8,445

Works program

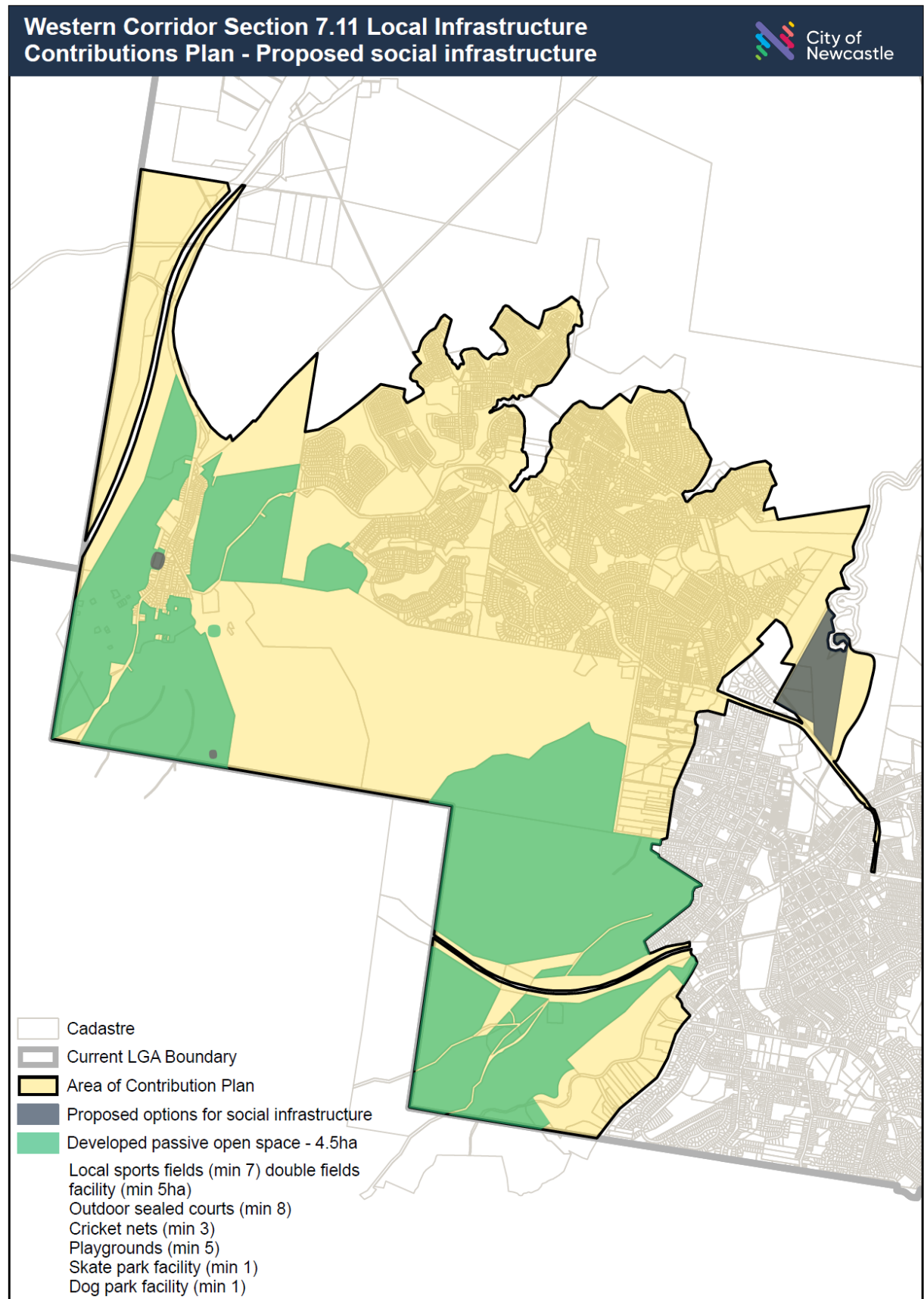
The proposed social infrastructure works program, and maps showing the location of the infrastructure, are shown on the following pages.

Table 3.3 Social Infrastructure

Item No.	Item	Description	Land Area	Estimated cost of land	Estimated cost of works	Project on costs and contingency	Estimated total cost/apportioned cost	Estimated staging and priority
	Open Space & Recreation							
S1	Developed, passive open space	Minimum of 0.5ha / 1,000 people for new development areas = 4.5ha	45,000	\$675,000	\$3,109,041	\$466,356	\$4,250,397	As and when surrounding development proceeds
		Half roads based on 9 parks each of 5,000m ² , with half the total parks frontage having a facing road	10,080	\$151,200	\$1,429,281	\$214,392	\$1,794,873	As and when surrounding development proceeds
S2	Local Sports Fields	Minimum of 7 local fields; double field facilities each min 5ha 1:1,250	175,000	\$2,625,000	\$17,305,625	\$2,595,844	\$22,526,469	As and when surrounding development proceeds
		Half roads based on half the park area frontage of 5ha having a facing road	11,872	\$178,080	\$3,366,750	\$505,013	\$4,049,843	As and when surrounding development proceeds
	Baseball	One Diamond plus associated facilities and amenities 1: 10,000		Included in existing Reserve	\$840,000	\$126,000	\$966,000	As and when surrounding development proceeds
S3	District Sports Fields	Apportioned cost of providing 2 fields at the proposed Creek Rd District Sports Facility		Included in Creek Rd site	\$12,689,350	\$1,903,403	Total = \$14,592,753 (- 67%) Apportioned cost of \$4,815,608.40	As and when surrounding development proceeds

Item No.	Item	Description	Land Area	Estimated cost of land	Estimated cost of works	Project on costs and contingency	Estimated total cost/approportioned cost	Estimated staging and priority
S4	Outdoor Courts	Minimum 8 sealed courts: 3 x Netball 1:3,000 2 Basketball 1:5,000 3 x Tennis 1:3,000		Included in sportsfields	\$1,539,170	\$230,875	\$1,770,045	As and when surrounding development proceeds
S5	Enclosed Dog Exercise Area	Enclosed area 1:10,000		Included in passive open space	\$440,000	\$56,000	\$496,000	As and when surrounding development proceeds
S6	Playgrounds	Minimum of 5 local playgrounds 1:1,500 (plus 1 local playground in Nikimba Estate – not to be funded under this Plan)		Included in passive open space	\$2,117,518	\$317,628	\$2,435,146	As and when surrounding development proceeds
		1 district level playground (1:15,000)		NA (investigate location in Blue Gum Hills Regional Park)	\$1,563,399	\$234,510	\$1,797,909	As and when surrounding development proceeds
S7	Skate/BMX Facility	One (1) local facility to be provided in a location TBD 1:10,000			\$763,508	\$114,526	\$878,034	As and when surrounding development proceeds
S8	Multipurpose community hub	Construction of floorspace	3,000	\$45,000	\$12,000,000	\$1,800,000	Total = \$13,845,000 (- 67%) Apportioned cost of \$4,568,850	As and when surrounding development proceeds
	Sub Total			\$3,674,280			\$50,349,174	

Figure 4 Western Corridor social infrastructure



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