

Ballina Shire Roads Contributions Plan 2010



Adopted 25 February 2010

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Plan Amendments

Amendment No	Details	Date of Adoption	Date effective from
Principal Plan	Augmentation works to the Shire Road Network to accommodate future growth.	25 February 2010	8 March 2010

1. Introduction & Summary Schedules

1.1 Overview of plan

Ballina Shire Council (**Council**) provides and maintains an extensive road network.

Anticipated future development in the Shire of Ballina (the **Shire**) will add traffic to the road network and in some locations will have a deleterious impact on the level of performance of this network.

Council will be required to undertake roads and traffic upgrades in response to the demands generated by new development to ensure that the overall level of service of the network is maintained.

Council will therefore require contributions from developments that generate additional vehicle movements (or 'trip ends') to help Council meet the additional cost burden of providing and maintaining a safe and convenient road network.

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

This plan sets out:

- the relationship or nexus between the expected development in the area and the road infrastructure that is required to meet the demands of that development;
- the formulas to be used for determining the reasonable contributions required from expected development for the required infrastructure;
- the contribution rates applying to the different types of development affected by this plan;
- maps showing the location of the infrastructure proposed to be provided under this plan supported by a works schedule setting out an estimate of each infrastructure item's cost; and
- the administrative and accounting arrangements applying to contributions that are required by this plan.

This plan has been prepared in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) and *Environmental Planning and Assessment Regulation 2000* (**EP&A Regulation**). In preparing the plan Council has had regard to the latest practice notes issued by the NSW Department of Planning in accordance with clause 26(1) of the EP&A Regulation.

1.2 Summary schedules

Table 1.1 Works summary schedule

No.	Proposed works	Costs
1a	Western Arterial (WAR)	\$42,100,000
1a	Western Arterial (WAR) (Land Component)	\$250,000
5	River Street - Kerr Street - Additional Signalisation Works (RKI)	\$420,000
6	Fisheries Ck Bridge to Tweed St - Four Laning of Pacific Highway (F-T)	\$3,200,000
7	North Creek Rd to Kerr St - Four Laning of Pacific Highway (NCK)	\$5,900,000
8	Upgrade Kerr Street to Four Lanes (KSt)	\$5,000,000
9	Upgrade Fisheries Creek Bridge (FCB)	\$4,400,000
10	Duplication of North Creek Canal Bridge - Separate Two Lanes (NCB)	\$3,300,000
11	Fisheries Ck Bridge to Sthn Interchange of Bypass - Four Laning (PHI)	\$7,890,000
11	Other Pacific Hwy Improvements (PHI) (Land Component)	\$110,000
12-14	Hutley Drive Extension (HDE)	\$12,600,000
15	Bangalow Road / Hogan Street - new Left In / Left Out (CLa)	\$550,000
16	Angels Beach Drive / Sheather Street - new Left In / Left Out (CLb)	\$500,000
16	Angels Beach Drive / Sheather Street - LILO (CLb) (Land Component)	\$90,000
17	Skennars Head Road Upgrade (SHR)	\$5,200,000
18	North Creek Road and Bridge (7aU) (or Skennars Head Distributor)	\$16,000,000
18	North Creek Road and Bridge (7aU) (Land Component)	\$10,000
20	Ross Lane Improvements - West (RLW)	\$2,900,000
20	Ross Lane Improvements - East (RLE)	\$8,720,000
20	Ross Lane Improvements - East (RLE) (Land Component)	\$80,000
21	Tintenbar Road / Teven Road - Climbing Lanes (TTa)	\$1,600,000
21	Tintenbar Road / Teven Road - Climbing Lanes (TRb)	\$1,600,000
21	Tintenbar Road / Teven Road - Climbing Lanes (TRb) (Land Component)	\$1,000
23	Pacific Highway to Southern Cross Drive - Right Turn Ban (PSI)	\$130,000
24	Links Avenue / Angels Beach Drive Roundabout (LAI)	\$900,000
26	Skennars Head Rd / Coast Rd / Rocky Point Rd Roundabout (SCI)	\$1,280,000
26	Skennars Head Rd / Coast Rd / Rocky Point Rd (SCI) (Land Component)	\$120,000
27	Traffic calming - North Creek Road / Reservoir Rd / Hutley Dr	\$2,300,000
28a	River Street / Cherry Street Roundabout	\$960,000
28b	River Street / Moon Street Roundabout	\$960,000
29	Tamar Street / Cherry Street Roundabout	\$530,000
30	Angels Beach Dve / Bangalow Rd Signals and Lanes Extensions (30I)	\$3,100,000

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No.	Proposed works	Costs
31, 33	Cumalum North-South Link	\$4,000,000
34	Cumalum - Interchange	\$2,600,000
	Total	\$139,301,000

Table 1.2 Contribution rates summary schedule

Development type	Assumed daily trip ends generation*	Unit	Contribution by development type	
			Roads infrastructure contribution rate	Plan preparation and management contribution rate
<i>Contribution per daily trip end</i>			\$1,569	\$24
Residential development				
Residential allotment	6.45	Lot	\$10,123	\$154
Residential dwelling / tourist accommodation unit (3 bedrooms or more)	6.45	Dwelling or unit	\$10,123	\$154
Residential dwelling / tourist accommodation unit (1 and 2 bedrooms)	3.9	Dwelling or unit	\$6,121	\$93
Employment development				
<i>NOTE:</i> Assumed daily trip ends generation for employment development will be determined in accordance with the current Roads and Traffic Authority " <i>Guide to Traffic Generating Development</i> ". Some of the current traffic generation rates are provided as follows:				
Child minding facility	3.7	Enrolment	\$1,161	\$18
Primary school	1.4	Enrolment	\$439	\$7
High school	1.4	Enrolment	\$439	\$7
TAFE college	1.8	Enrolment	\$565	\$9
Shopping Centre 1-10,000 m ²	121	100 m ² GLFA	**	**
10,000-20,000 m ²	78	100 m ² GLFA	**	**
20,000-30,000 m ²	63	100 m ² GLFA	**	**
30,000-40,000 m ²	50	100 m ² GLFA	**	**
Garden centre not included in Shopping Centre	40	100 m ² retail area	\$12,555	\$191
Hardware not included in shopping centre	80	100 m ² GLFA	\$25,111	\$383
Mixed retail showroom	40	100 m ² GLFA	\$12,555	\$191
Furniture showroom	10	100 m ² GLFA	\$3,139	\$48
Office (professional centre)	16	100 m ² GLFA	\$5,022	\$77
Major Offices (including government)	12	100 m ² GLFA	\$3,767	\$57
Medical centres & dentists	50	100 m ² GLFA	\$15,694	\$239
Doctor's surgery	50	100 m ² GLFA	\$15,694	\$239
Retail tyre outlets	10	100 m ² GLFA	\$3,139	\$48
Motels	3	Per unit	\$1,569	\$24
Taverns, hotels	110	100 m ² GLFA	\$34,528	\$526

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Restaurant	60	100 m ² GLFA	\$18,833	\$287
Fast food not included in shopping centre	60	100 m ² GLFA	\$18,833	\$287
Retail market	20	100 m ² GLFA	\$6,278	\$96
Recreation - Squash	45	Court	\$12,555	\$191
Recreation - Tennis	45	Court	\$12,555	\$191
Recreation - Gymnasium	50	100 m ² GLFA	\$15,694	\$239
Factories covered by light industry	5	100 m ² GLFA	\$1,569	\$24
Warehouses	4	100 m ² GLFA	\$1,256	\$19
Hospitality facilities	50	100 m ² GLFA	\$15,694	\$239
Licensed clubs	100	100 m ² GLFA	\$31,389	\$479
Motor showrooms	5	100 m ² GLFA	\$1,569	\$24
Road Transport Terminal	5	100 m ² GLFA	\$7,845	\$118
General heavy industry	1.5	100 m ² GLFA	\$471	\$7
Mixed industrial park	7	100 m ² GLFA	\$2,197	\$34

* Contribution based on assumed 20% of total daily trips attributable to development outside of the Shire of Ballina

** Calculation based on sliding scale of gross leasable floor area

1.3 Calculating a contribution under this plan

Contributions in this plan are levied for:

- road infrastructure; and
- the cost of preparing and administering this plan.

The total contribution is the sum of the assessed contribution for an individual development based on the daily trip rates shown in Table 1.2, or in accordance with trip rates established by traffic study prepared for the development proposal by a suitably qualified professional.

The formulas for calculating a contribution under this plan are shown in Section 3.3.2 of this plan.

1.3.1 Worked examples of contributions calculations

The following worked examples are used to illustrate the calculation of contributions under this plan.

Non residential developments	
Example No.1 - Shopping centre with net additional 1,000m ² of retail space	
Calculated net additional trips	1,210
Adjustment for leviable external trips (20%)	242
Cost per trip (\$)	\$1,569
Assessed \$ contribution	\$379698
Example No. 2 - Service industrial units with net additional 3,000m ² of floor space	
Calculated net additional trips	210
Adjustment for leviable external trips (20%)	42
Cost per trip (\$)	\$1,569
Assessed \$ contribution	\$65,916
Example No. 3 - New main street development with 300m ² net additional ground floor retail space and 1,000m ² above floor commercial offices	
Calculated net additional trips	523
Adjustment for leviable external trips (20%)	105
Cost per trip (\$)	\$1,569
Assessed \$ contribution	\$164,745
Example No. 4 - Major shopping centre with net additional 12,000m ² of retail space	
Calculated net additional trips	9,360
Adjustment for leviable external trips (20%)	1,872
Cost per trip (\$)	\$1,569
Assessed \$ contribution	\$2,937,168

Residential developments	
Example No. 1 - 50 lot conventional subdivision	50
Calculated net additional trips	322.5
Cost per trip (\$)	\$1,569
Assessed \$ contribution	\$506,142
Example No. 2 - 25 x 2 bedroom medium density units	25
Calculated net additional trips	97.5
Cost per trip (\$)	\$1,569
Assessed \$ contribution	\$153,020

The contribution rates values used in the examples reflect the contribution rates at the time that the plan commenced.

Rates are regularly adjusted for inflation in accordance with the provisions of Section 2.12 of this plan.

Applicants should inquire at the Council for information on the latest contribution rates.

1.4 Overview of development contributions

1.4.1 What are development contributions?

Development contributions are contributions made by those undertaking development approved under the EP&A Act toward the provision of public services and public amenities. Development contributions are addressed under Divisions 6 and 6A of Part 4 of the EP&A Act.

Contributions may be in the form of the dedication of land within the works schedule to this plan free of cost, or the payment of a monetary contribution.

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 94 contributions or section 94A fixed rate levies;
- contributions included in voluntary planning agreements; and
- contributions toward the provision of affordable housing.

This Plan is principally concerned with the imposition of conditions of consent requiring development contributions for local infrastructure under section 94 of the EP&A Act.

1.4.2 Contributions must be authorised by a contributions plan

The EP&A Act establishes 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), development contributions if:

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

Alternatively, or in addition to the levying of section 94 contributions, a council may negotiate a voluntary planning agreement with a developer for the provision of local infrastructure.

Council may be prepared to negotiate planning agreements with relevant parties for the provision of community infrastructure in relation to major developments. Such agreements may address the substitution of, or be in addition to, the direct 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.

1.4.3 Section 94 contributions must be reasonable

Section 94 of the EP&A Act authorises a consent authority responsible for determining a development application to grant consent to the proposed development subject to a condition requiring the payment of a monetary contribution or the dedication of land free of cost or a combination of them towards the provision of public amenities and public services (public facilities) to meet the development.

The power to levy a section 94 contribution relies on there being a clear relationship (or 'nexus') between the development being levied and the need for the public amenity or service for which the levy is required.

A condition may only be imposed under section 94 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, public facilities within the local government area; and
- to require a reasonable dedication or monetary contribution for the provision, extension or augmentation of the public facilities concerned.

A condition may be imposed under section 94 towards the recoupment of the cost of public facilities previously provided if:

- the consent authority has, at any time, provided public facilities within the local government area 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 those public facilities.

2. Administration and operation of this plan

2.1 Definitions

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

Attributable cost means the estimated cost for each item in the works schedule included in Section 4 of this 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.

Background Report means *Ballina Road Contribution Plan Technical Background* prepared by Cardno Eppell Olsen for Ballina Shire Council and dated November 2009.

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

Council means Ballina Shire Council.

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

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

GLA means gross leasable area.

GLFA means gross leasable floor area.

LGA means local government area.

Planning agreement means a voluntary planning agreement referred to in section 93F of the EP&A Act.

Shire means the Shire of Ballina.

Work 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.

Works schedule means the schedule of the specific public facilities for which contributions may be required, and the likely timing of provision of those public facilities based on projected rates of development, the collection of development contributions and the availability of funds from supplementary sources, as set out in Section 4 of this Plan.

2.2 Name of this plan

This contributions plan is called the *Ballina Shire Roads Contributions Plan 2010*.

2.3 Purposes of this plan

The primary purpose of the plan is to authorise:

- the council, when granting consent to an application to carry out development to which this plan applies; or

- an accredited certifier, when issuing a complying development certificate for development to which this plan applies,

to require a direct contribution to be made towards:

- the provision, extension or augmentation of road infrastructure only where development is likely to require the provision of or increase the demand for that infrastructure; and
- the recoupment of the cost of providing, extending or augmenting road infrastructure within the area to which this plan applies.

Other purposes of the plan are:

- to provide the framework for the efficient and equitable determination, collection and management of development contributions toward the provision of road infrastructure generated by development within the area;
- to determine the demand for road infrastructure attributable to development expected in the Shire in the future in order to determine a reasonable contribution by that development toward the provision of infrastructure that is required to meet that development;
- to ensure that the existing community is not unreasonably burdened by the provision of public infrastructure required as a result of extractive industry development in the area;
- to enable the Council to be both publicly and financially accountable in its assessment and administration of the plan; and
- to ensure Council's management of development contributions complies with relevant legislation and practice notes, and achieves best practice in plan format and management.

2.4 Commencement of this plan

This plan came into effect on *[insert date]*, which is the date that public notice of the plan's approval by Council was given pursuant to clause 31(4) of the EPA Regulation.

This plan applies to all development applications received and applications for complying development certificates made on or after that date. Applications received, made or determined prior to that date will be assessed against the contributions plan or plans in force at the time.

2.5 Land to which this plan applies

This plan applies to all of the land within the Shire of Ballina LGA.

2.6 Development to which this plan applies

Any development that, in the Council's opinion, is likely to result in a net increase in the number of vehicle trips on the surrounding road network shall be required to make a contribution under this plan.

2.7 Development exempted from contributions under this plan

The following developments or components of developments are exempted from the requirement to make a contribution under this plan:

- development for drainage, utility, open space or community facilities purposes to be provided by State Government or the Council.

In addition Council may consider exempting the following types of development, or components of development, from a requirement to make a contribution under this plan:

- any development that in the opinion of Council does not increase the demand for the categories of community infrastructure addressed by this plan.

In order for an exemption to be approved, any such development will first need to make a comprehensive submission arguing the case for exemption.

2.8 Relationship to other plans

This plan repeals the operation of the *Ballina Road Contributions Plan* adopted by the Council on 24 October 2002 in respect of all development applications submitted after the adoption of this plan.

The *Ballina Road Contributions Plan* adopted by the Council on 24 October 2002 shall continue to apply in respect to those development consents requiring the payment of contributions under that plan.

Funds collected but not yet expended - or monetary contributions yet to be paid - under *Ballina Road Contributions Plan* adopted by the Council on 24 October 2002 will be applied to meet the cost of works identified in this plan.

Nothing in this plan affects the operation and application of any other contributions plans that apply to land in the Shire of Ballina.

2.9 Development contributions may be required as a condition of consent

This plan authorises the Council, when determining a development application relating to development to which this plan applies, to impose a condition under section 94 of the EP&A Act requiring:

- the payment of a monetary contribution; and/or
- the dedication of land free of cost,

to the Council towards the provision of roads and traffic infrastructure to meet the demands of the development as specified in the works schedule to this plan.

This plan also authorises:

- an accredited certifier, when determining an application for a complying development certificate relating to development to which this plan applies, to impose a condition under section 94 of the EP&A Act requiring the payment of a monetary contribution to the Council towards the provision of community infrastructure to meet the demands of the development as specified in the works schedule to this plan; and
- the council or an accredited certifier to require monetary contributions from development towards recouping the cost of the provision of existing community infrastructure that has been provided by the council for or to facilitate the carrying out of development and which the development will benefit from.

Despite any other provision of this Plan, this Plan does not authorise the imposition of a section 94 condition the effect of which, in combination with any other contribution proposed to be required by the same consent, would, if imposed, result in a breach of the Minister's direction

under section 94E of the EP&A Act dated 13 January 2009. To the extent necessary, any contribution otherwise authorised to be imposed by this Plan may be reduced to ensure that the direction will not be breached.

2.10 Other contributions to be taken into account

The purpose of this clause is to describe Council's policy in implementing section 94(6) of the EP&A Act.

Council, in proposing to impose a requirement for a contribution under this plan, will take into consideration any land, money or other material public benefit that the applicant has elsewhere dedicated or provided free of cost within the area (or any adjoining area) or previously paid to the consent authority, other than:

- a benefit provided as a condition of the grant of development consent under the EP&A Act, or
- a benefit excluded from consideration by a planning agreement.

In order for council to consider the previous benefits made by the applicant, details must be submitted at the time of the development application.

A reduction in the contribution requirement under this plan may be considered where it can be demonstrated by the applicant that:

- the benefit was not required to be provided under a condition of consent or under a planning agreement entered into with Council; and
- the consequent reduction in contribution would not adversely affect the plan's cash flow or prejudice the continued implementation of the works schedule included in this plan; and
- the land, money or other material public benefit previously provided either continues to provide an ongoing benefit to the community, or offsets some of the need for community infrastructure identified in this plan.

2.11 Obligations of accredited certifiers

Complying development certificates

This plan requires that, 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 development contribution, if such a contribution is authorised by this plan;
- the amount of the monetary contribution that the accredited certifier must so impose is the amount determined in accordance with this clause; and
- the terms of the condition be in accordance with this clause.

Procedure for accredited certifier to determine the amount of the monetary contribution

1. If, and only if specified in writing in the application for a complying development certificate, the applicant has requested a credit under section 94(6) of the Act or an exemption or part or the whole of the development under clause 2.7 of this plan, the accredited certifier must:

- a. make a request in writing to the Council for the Council's advice on whether the request is granted, or the extent to which it is granted; and
 - b. in calculating the monetary contribution, comply with the Council's written advice or if no such advice has been received prior to the granting of the complying development certificate, refuse the applicant's request.
2. Determine the unadjusted contributions in accordance with the formulas in clause 3.3.2 of this plan taking into account any exempt development specified in clause 2.7 or advised by the Council under paragraph 1b.
 3. Adjust the calculated contribution in accordance with clause 2.12 to reflect the indexed cost of the provision of infrastructure.
 4. Subtract any credit advised by the Council under paragraph 1b.
 5. To the extent necessary, reduce the contribution so that it does not, in combination with any other monetary contribution proposed to be required as a condition of the complying development certificate, result in a breach of the Minister's direction under section 94E of the EP&A Act dated 13 January 2009.

Terms of section 94 condition

The terms of the condition required by this clause are as follows:

Contribution

The developer must make a monetary contribution to Ballina Shire Council in the amount of \$[insert amount payable at time complying development certificate is issued] for the purposes of the Ballina Shire Roads Contributions Plan 2010.

Indexation

The monetary contribution must be indexed between the date of this certificate and the date of payment in accordance with the following formula:

$$\frac{\$C_C \times CPI_P}{CPI_C}$$

Where:

\$\$C_C is the contribution amount shown in this certificate expressed in dollars

CPI_P is 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 this certificate

Note: The contribution payable will not be less than the contribution specified in this certificate.

Time for payment

Deferred payments of contributions will not be accepted.

For development involving subdivision – the contribution must be paid prior to the release of the subdivision certificate (linen plan), strata plan or a strata plan of subdivision within the meaning of the Strata Schemes (Freehold Development) Act 1973 or the Strata Schemes (Leasehold Development) Act 1986.

For development not involving subdivision, but where a construction certificate is required, the contribution must be paid prior to the release of the construction certificate.

For other development, the contribution must be paid prior to the commencement of the use or occupation of premises.

Works in kind agreement

This condition does not need to be complied with to the extent specified in a works in kind agreement between the developer and the Council as allowed by Ballina Shire Roads Contributions Plan 2010.

Issuing of construction certificates

Likewise, it is the responsibility of an accredited certifier issuing a construction certificate for building work or subdivision work to ensure that each condition requiring the payment of a section 94 monetary contribution before work is carried out has been complied with in accordance with the complying development 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 work in kind, material public benefit, dedication of land and/or deferred payment arrangement has been agreed by the consent authority. In such cases the Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

2.12 Indexation 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 are adjusted to reflect the indexed cost of the provision of infrastructure included in this plan.

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

The contribution rates will be indexed as follows:

$$\frac{\$C_A \quad X \quad \text{Current CPI}}{\text{Base CPI}}$$

Where:

\$C_A is the contribution rate for works schedule items at the time of adoption of the plan expressed in dollars

Current CPI is 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.

2.13 Indexation of contributions required by a condition imposed under this plan

The purpose of this clause is to ensure that the monetary contributions imposed on developments at the time of consent are adjusted at the time of payment to reflect the indexed cost of the provision of infrastructure included in this plan.

A contribution required by a condition of development consent imposed in accordance with this plan will be indexed 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 works schedule items at the time of payment is determined by the following formula:

$$\frac{\$C_C \times CPI_P}{CPI_C}$$

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 *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.

2.14 Timing of payment of monetary contributions required under this plan

A contribution must be paid to the Council at the time specified in the condition that imposes the contribution.

Council's requirements in relation to the timing of payments of monetary contributions required under this plan are as follows:

- Development applications involving subdivision - prior to the release of the Subdivision Certificate (linen plan).

- Development applications not involving subdivision but where a subsequent Construction Certificate is required - prior to the release of the Construction Certificate.
- Other development application – prior to the commencement of the use or occupation of premises.

2.15 Policy on deferred or periodic payments

The Council will generally not accept deferred or periodic payment of contributions. However, Council may consider an application where:

- compliance with the provisions relating to when contributions are payable is unreasonable or unnecessary in the circumstances of the case;
- deferred or periodic payment will not prejudice the timing or the manner of the provision of the services or facilities for which the contribution is required as outlined in the works program;
- where the applicant intends to make a contribution by way of a planning agreement, works in kind or land dedication in lieu of a cash contribution and Council and the applicant have a legally binding agreement for the provision of the works or land dedication; and
- there are circumstances justifying the deferred or periodic payment of the contribution.

The decision to accept a deferred or periodic payment is at the sole discretion of the Council.

In the event Council decides to accept the deferred or periodic payment of contributions, the applicant may be required to provide a bank guarantee by an Australian bank or recognised financial institution for the full amount of the contribution or outstanding balance on condition that:

- the bank's guarantee be by a bank for the amount of the total contribution, or the amount of the outstanding contribution, plus an amount equal to thirteen (13) months interest plus any charges associated with establishing or operating the bank security;
- the bank unconditionally pay 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 works;
- the bank must pay the guaranteed sum without reference to the applicant or landowner or other person who provided the guarantee, and without regard to any dispute, controversy, issue or other matter relating to the development consent or the carrying out of development;
- the bank's obligations are discharged when payment to the Council is made in accordance with this guarantee or when Council notifies the bank in writing that the guarantee is no longer required; and
- 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 in accordance to the 90 day bank bill rate.

2.16 Material public benefits and dedication of land offered in part or full satisfaction of contributions

A person may make an offer to the Council to carry out work or provide another kind of material public benefit in lieu of making a contribution in accordance with a section 94 condition imposed under this plan, in the terms described below.

The Council may accept an offer by the applicant to make a contribution by way of works in kind (defined as an item in the works schedule to this plan), or material public benefit (defined as anything that is not included in the works schedule to this plan) or the dedication of land as referred to in the EP&A Regulation.

The decision will be at the discretion of Council.

Matters to be considered by the Council in determining offers of material public benefits

Factors that Council will take into consideration in making its decision will include the following:

- The value of the works and/or dedication of land is at least equal to the value of the contribution that would otherwise be required under this plan.
- The standard and timing of delivery of, and security arrangements applying to, the works the subject of the offer are to Council's satisfaction.
- Whether the acceptance of the works and/or dedication of land will prejudice the timing or the manner of the provision of public facilities included in the works program of this plan.
- The extent to which works and/or dedication of land satisfies a demonstrated community need.
- The extent to which the works and/or dedication of land satisfies the purpose for which the contribution was sought.
- The conditions applying to the transfer of the asset to the Council are to Council's satisfaction.
- 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 overall benefit of the proposal.

Works in kind and material public benefit agreements

Council will require the applicant to enter into a written agreement for the provision of the works prior to the commencement of works or the development.

Works in kind and material public benefit agreements shall be made between the Council and the developer and (if the developer is not the land owner) the land owner.

Agreements shall specify (as a minimum) the works the subject of the offer, the value of those works, the relationship between those works and the contribution plan, the program for delivering the works.

Where an offer is made prior to the issue of development consent, the offer may be in the form of a planning agreement. If the offer is made by way of a draft planning agreement under the EP&A Act, 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 EP&A Regulation.

Valuation of offers of works-in-kind and material public benefits

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.

Credit for material public benefits will not be given over and above the relevant direct contributions liabilities for any development.

2.17 Pooling of funds

Council's ability to forward fund services and amenities identified in this plan is very limited. Consequently their provision is largely contingent upon the availability of contributions funds.

To provide a strategy for the orderly delivery of the public services and amenities, this plan authorises monetary development contributions paid for different purposes in accordance with the conditions of various development consents authorised by this plan and any other contributions plan approved by the Council to be pooled and applied progressively for those purposes.

The priorities for the expenditure of pooled monetary contributions under this plan are the priorities for works as set out in the works schedule in Section 4.

In any case of the Council deciding whether to pool and progressively apply contributions funds, the Council will have to first be satisfied that such action will not unreasonably prejudice the carrying into effect, within a reasonable time, of the purposes for which the money was originally paid.

2.18 The Goods and Services Tax (GST)

At the time this plan was made, the position of the Australian Taxation Office was that the payment of development contributions made under the EP&A Act is exempt from the Goods and Services Tax (GST).

Items in the works schedule of this plan have been calculated without any GST component.

2.19 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 community infrastructure 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 the Council's administration office.

2.20 Review of contributions plan

This plan with supporting information will be subject to regular review by Council, so as to:

- monitor development trends and income received by the plan;
- ensure that contributions rates reflect actual costs incurred by the plan; and
- enable alteration to the works schedule if development rates differ from original expectations.

Contribution rates may be revised by a review of the plan and adjustment to the assumptions within the plan. Any material change in the plan, with the exception of limited adjustments permitted under clause 32(3) of the EP&A Regulation, will require the plan to be amended, including public exhibition of the amendments and consideration of any public submissions received.

2.21 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 contributions plan or plans which applied at the date of submission of the application.

3. Relationship between expected development and demand for infrastructure

3.1 Current and expected development and population

3.1.1 Overview

Ballina LGA (or Ballina Shire) is situated on the North Coast of NSW.

Ballina is the central urban area within the Shire, with a series of villages and small rural settlements located both on the coast and in the Shire's hinterland. Ballina has been identified in the *Far North Coast Regional Strategy* (Department of Planning, 2006) as a 'developing major regional centre'.

The Shire in 2008 had an estimated resident population of approximately 41,700.¹ The estimated resident population is anticipated to grow to over 60,000 by 2026.

Most population growth is planned to be accommodated through development of identified 'greenfield sites' including Cumbalum, land around Lennox Head and land adjacent to Wollongbar. Population growth is also planned for through infill development in established areas.

Future housing demand is likely to include a greater mixture of dwelling types (including dwelling houses, dual occupancies, duplexes, town houses and apartments) in central locations with good accessibility to community and commercial facilities.

3.1.2 Expected development and population

Residential development and residents

The Far North Coast Regional Strategy (FNCRS) has established 'dwelling targets' for all LGAs within the region. The FNCRS target for Ballina LGA is 8,400 additional dwellings (280 dwellings per annum) by 2031. Council has estimated however that 10,400 dwellings (or 415 dwellings per annum) will be required to accommodate the projected population growth in the Shire between 2001 and 2026.

Based on the Council prediction, approximately 7,900 new dwellings will be required in Ballina LGA between 2007 and 2026.

The FNCRS also aims to achieve an appropriate mix of dwelling types by establishing a target of 60 percent single detached dwellings and 40 percent multi-unit dwellings of all future housing provided.

Council's *Ballina Shire Contributions Plan 2008* identified the projected population attributable to such development. Table 3.1 summarises these findings.

¹ *Regional Population Growth, Australia*. Australian Bureau of Statistics Catalogue No. 3218.0

Table 3.1 Resident and tourist population projections, Ballina Shire, 2007 to 2026

District	Estimated 2007 population	Projected 2026 population	Net change 2007-2026
Ballina District	19,272	24,243	4,971
Lennox Head District	8,486	12,416	3,930
Plateau District	7,597	10,248	2,651
Wardell District	531	603	72
Cumbalum Ridge	230	8,000	7,770
Total	43,453	62,847	19,394

Source: Ballina Shire Council

Employment development and workers

The *Ballina Shire Industrial and Commercial Land Use Review* (Geolink and Lawrence Consulting 2008) identified that up to 2028 there would be demand for

- an additional 16.7 hectares of land to cater for development in industrial areas;
- an additional 20.5 hectares of land to cater for development in commercial areas; and
- an additional 11.8 hectares of land to cater for development typically found in special uses zones (such as health and education establishments).

This translates to a total additional demand for 192,000 square metres of gross leasable floor area up to 2028.

Such floor space is anticipated will accommodate an additional 4,352 workers.

The breakdown of projected additional workers and employment floor space by industry category is shown in Table 3.2.

Table 3.2 Employment floor space projections by industry category, Ballina Shire, 2008 to 2028

Industry category	Employment growth (no.)	Floor space growth (m ²)
Agriculture, Forestry and Fishing	24	1,907
Mining	16	1,320
Manufacturing	21	1,891
Electricity, Gas and Water Supply	-8	-660
Construction	553	44,215
Wholesale Trade	191	7,656
Retail Trade	705	24,691
Accommodation, Cafes and Restaurants	560	22,385
Transport and Storage	56	6,720
Communication Services	2	124
Finance and Insurance	93	1,860

Industry category	Employment growth (no.)	Floor space growth (m ²)
Property and Business Services	722	14,449
Government Administration and Defence	137	2,738
Education	407	32,574
Health and Community Services	531	15,928
Cultural and Recreational Services	138	5,530
Personal and Other Services	150	5,252
Non-Classifiable Economic Units	32	2,594
Not stated	21	1,689
Total	4,352	192,863

Source: *Ballina Shire Commercial / Industrial Land Demand Assessment* (Lawrence Consulting, 2008), pages 3 and 5

3.2 Road infrastructure that will be required as a result of the expected development

The existing road network has been generally designed to accommodate the needs generated by the current (2010) land use pattern.

Additional development - including new dwellings, new tourist accommodation development and new retail, commercial and other employment development - will generate additional vehicle trips and therefore vehicular traffic on the Ballina road network.

Council will need to find additional funds to meet the extra demands placed on the Shire's road network and to ensure that the network continues to function satisfactorily.

Future development of the area for these purposes can only be sustained by a significant investment in the provision, extension and augmentation of road infrastructure. Council considers it appropriate that development make a reasonable contribution toward this infrastructure.

A traffic model was constructed to determine the impacts of new development traffic on the safety and performance of the existing road network.

The traffic modelling concluded that the existing road network within the Ballina Shire is generally adequate to cater for existing traffic demands and generally conforms with widely adopted design standards promulgated by Austroads, the recognised Australian authority in relation to road design.

The model run for the year 2026 showed that the network would generally perform satisfactorily assuming no further development was approved.

The modelling, however, predicts that the Ballina Shire road network will experience considerable traffic growth, especially around Ballina and Lennox Head as anticipated urban development occurs.

Most major urban road corridors will be required to carry more traffic and some of these corridors will be overloaded unless additional capacity is provided. In some areas new road corridors will need to be established to service specific development.

More detail on the model methodology including:

- development assumptions;
- definition of traffic sectors;
- existing and future traffic flows;
- existing and future road network performance; and
- detailed costs of proposed road infrastructure works.
- formulas for determining both the standard trip end cost and the contribution applicable to any development,

is included in the report *Ballina Road Contribution Plan Technical Background* (the **Background Report**) prepared by Cardno Eppell Olsen for Ballina Shire Council and dated November 2009.

The report identified a range of works that, as a result of the additional traffic generated by planned development, are required to provide a safe and convenient road network.

The infrastructure includes:

- New and widened roads and bridges
- Facilities that promote a safe road environment (such as traffic calming measures)
- New and augmented intersections (such as traffic signals and roundabouts)
- Acquisition of land on which the new and augmented road infrastructure will be located

Fuller descriptions of the works addressed in this plan are shown in Section 4 of the plan and in the Background Report.

A staging schedule for the proposed works is also shown in Section 4 of the plan. The timing of provision however will ultimately be dependent on the actual rate of development occasioning additional vehicle trips that is achieved. That is, the implementation of the works program may be slowed or accelerated depending on the rate of growth relative to the projections assumed in this plan.

While the additional traffic generated by new development will also utilise the State road network (and potentially affect the performance of that network), no works on the State road network have been identified for inclusion in the contributions plan. This is because upgrades to State roads are the responsibility of the NSW Roads and Traffic Authority, and the costs of any upgrades cannot generally be met by community infrastructure contributions.

3.3 Calculation of a reasonable development contribution toward road infrastructure

3.3.1 Daily vehicle trips as a basis for determining reasonable contributions

A reasonable method of determining the fair share of the cost that each development should contribute by way of a contribution is by estimating the total daily vehicle trips generated by the expected development.

The basis for determining projected daily trips is the trip generation rates identified in the Background Report (Table 4.2), as also shown in Table 3.3.

Table 3.3 Land use trip generation rates

Development type	Assumed daily trip ends generation*	Unit
<i>Contribution per daily trip end</i>		
Residential development		
Residential allotment	6.45	Lot
Residential dwelling / tourist accommodation unit (3 bedrooms or more)	6.45	Dwelling or unit
Residential dwelling / tourist accommodation unit (1 and 2 bedrooms)	3.9	Dwelling or unit
Employment development		
<i>NOTE:</i> Assumed daily trip ends generation for employment development will be determined in accordance with the current Roads and Traffic Authority " <i>Guide to Traffic Generating Development</i> ". Some of the current traffic generation rates are provided as follows:		
Child minding facility	3.7	Enrolment
Primary school	1.4	Enrolment
High school	1.4	Enrolment
TAFE college	1.8	Enrolment
Shopping Centre 1-10,000 m ²	121	100 m ² GLFA
10,000-20,000 m ²	78	100 m ² GLFA
20,000-30,000 m ²	63	100 m ² GLFA
30,000-40,000 m ²	50	100 m ² GLFA
Garden centre not included in Shopping Centre	40	100 m ² retail area
Hardware not included in shopping centre	80	100 m ² GLFA
Mixed retail showroom	40	100 m ² GLFA
Furniture showroom	10	100 m ² GLFA
Office (professional centre)	16	100 m ² GLFA
Major Offices (including government)	12	100 m ² GLFA
Medical centres & dentists	50	100 m ² GLFA
Doctor's surgery	50	100 m ² GLFA
Retail tyre outlets	10	100 m ² GLFA
Motels	3	Per unit
Taverns, hotels	110	100 m ² GLFA
Restaurant	60	100 m ² GLFA
Fast food not included in shopping centre	60	100 m ² GLFA

Retail market	20	100 m ² GLFA
Recreation - Squash	45	Court
Recreation - Tennis	45	Court
Recreation - Gymnasium	50	100 m ² GLFA
Factories covered by light industry	5	100 m ² GLFA
Warehouses	4	100 m ² GLFA
Hospitality facilities	50	100 m ² GLFA
Licensed clubs	100	100 m ² GLFA
Motor showrooms	5	100 m ² GLFA
Road Transport Terminal	5	100 m ² GLFA
General heavy industry	1.5	100 m ² GLFA
Mixed industrial park	7	100 m ² GLFA

From this information, an estimate of total daily trip generation attributable to expected development was made for residential and then employment development.

For residential development the estimate of daily trips was made by dividing the projected Shire population growth (19,394) by the assumed household occupancy rate for detached dwellings (2.7 persons per dwelling) and multiplying that figure by 6.45 (being the daily vehicle trip generation rate for detached dwellings from Table 3.3).

The estimated daily trips attributable to residential development addressed by this plan is therefore 46,330 (i.e. $19,394 / 2.7 \times 6.45$).

For employment development the estimate of daily trips was made by taking each of the industry floor space projections from Table 3.2 and, where appropriate, multiplying these by the daily trip generation rates in Table 3.3.

For some land use types an adjusted or 'average' trip generation rate was used to take account of the sub-categories in land use types matching industry categories.

Where there was no clear relationship between the industry categories in Table 3.2 and the rates in Table 3.3, the trips attributable to these industry categories was determined by applying the average trip generation rate from all the other industry categories which did have a clear relationship. Calculations are shown in Table 3.4.

Table 3.4 Estimated trip generation for projected additional floor space by industry category

Industry division	Floor space growth (m ²)	Adjusted or average trip generation rate (from Table 3.3) (per 100m ² GLFA)	Estimated trips based on floor space projection
Agriculture, Forestry and Fishing	1,907	NCR	
Mining	1,320	NCR	
Manufacturing	1,891	5	95

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Industry division	Floor space growth (m2)	Adjusted or average trip generation rate (from Table 3.3) (per 100m² GLFA)	Estimated trips based on floor space projection
Electricity, Gas and Water Supply	-660	NCR	
Construction	44,215	NCR	
Wholesale Trade	7,656	4	306
Retail Trade	24,691	100	24,691
Accommodation, Cafes and Restaurants	22,385	60	13,431
Transport and Storage	6,720	4	269
Communication Services	124	NCR	
Finance and Insurance	1,860	15	279
Property and Business Services	14,449	15	2,167
Government Administration and Defence	2,738	15	411
Education	32,574	15	4,886
Health and Community Services	15,928	15	2,389
Cultural and Recreational Services	5,530	50	2,765
Personal and Other Services	5,252	50	2,626
Non-Classifiable Economic Units	2,594	NCR	
Not stated	1,689	NCR	
Total for categories with clear relationship (i.e. excludes NCR items)	141,674	38.33	54,315
Total for NCR items	51,189	38.33	19,625*
Total for all industry categories	192,863		73,940

NCR = no clear relationship between this industry and rates in Table 3.3

* estimate based on applying the average rate of trip generation from categories with clearer relationship to categories with no clear relationship

The estimated total employment development trips will be generated by both Ballina LGA residents and those outside the LGA. So as to not count resident trips twice, the only employment vehicle trips that are to be addressed by this plan are those generated from outside the LGA (i.e. employment trips that have an origin or a destination outside the LGA).

Based on journey-to-work results from recent Censuses, it estimated that approximately 20 percent of trips to or from employment developments anticipated under this plan are likely to be generated by or otherwise attributable to development outside the Ballina LGA.

The estimated daily trips attributable to employment development addressed by this plan is therefore 14,788 (i.e. 73,940 X 20%).

The total additional daily trips addressed by this plan is therefore 61,118 (i.e. 46,330 + 14,788).

3.3.2 Contribution formulas

This plan enables the consent authority to require contributions toward:

- meeting the cost of providing road infrastructure identified by the plan; and
- meeting the cost of preparatory studies and ongoing administration of the plan.

The total contribution payable by development under this plan is the sum of these two contributions. In addition, development may also be subject to contributions imposed under other contributions plan that have been adopted by the Council

Contributions for road infrastructure

Contributions from individual developments toward infrastructure included in this plan are based on the following:

- the net additional vehicle trips likely to be generated by the development
- the total level of additional development and additional vehicle trips from expected development;
- the total anticipated cost of roads upgrades required throughout the Shire to meet the demands of new development; and
- the amount of section 94 contributions currently held by Council for road infrastructure at the time this plan was prepared.

The formula for calculating a contribution under this plan is shown below.

$$\text{\$Contribution}_{\text{Road}} = \text{Trip Ends}_{\text{Development}} \times \frac{(\text{\$Cost} \times \% \text{HADDF}) - \text{\$Held}}{\text{Trip Ends}_{\text{Total}}} - \text{\$Existing}$$

Where:

- \\$Contribution_{Road}** is the monetary development contribution toward road infrastructure under this plan
- Trip Ends_{Development}** is the total trip ends (or in the case of employment development – total external (or 20% of) trip ends) generated by the development being assessed using generation rates in Table 3.3 of this plan
- \\$Cost** is the total cost of road infrastructure required as a consequence of expected development, being \$139,301,000
- %HADDF** is the housing affordability discount factor applied to reduce the cost to development, being 30% (refer below)
- \\$Held** is the amount of monetary contributions collected for road infrastructure under section 94 and held by the Council at the time this plan was prepared, being \$1,590,000

Trip Ends_{Total} is the estimated total additional trip ends attributable to development under this plan, being 61,118 trip ends

\$Existing is the contribution credit related to existing site development, calculated in accordance with the generation rates in Table 3.3 of this plan

Housing affordability discount factor (%HADF)

The Minister for Planning on 13 January 2009 issued a direction under section 94E of the EP&A Act to all NSW councils. Clause 3 of the direction required that development consents authorising residential development issued on or from 30 April 2009 cannot require a monetary contribution under section 94(1) or (3) exceeding \$20,000 per dwelling or \$20,000 per residential lot.

Under the terms of the direction, any council may seek the Minister’s consent permit imposition of contributions above the contributions threshold.

Council is however mindful of the potential effects of development charges on housing affordability in Ballina and has been implementing, and will continue to implement, the Minister’s contributions threshold in its determination of development applications for residential development.

This is despite the fact that the cost of delivering the entire development-generated infrastructure under Council’s current contributions plans in all locations would equate to imposing contributions well in excess of \$20,000 per new dwelling.

Council will therefore need to carry the cost of providing some of the required infrastructure.

In order to meet the Minister’s contributions threshold and contain development charges generally, Council will apply a housing affordability discount factor of **30 percent** to all road infrastructure costs.

This means that while the total cost of development-generated infrastructure under this plan is almost \$140 million in 2010 dollars, development will be levied only 70 percent of this amount. It is proposed that the Council’s funding liability be met by using:

- general rate revenue;
- special rate variations, subject to the approval of both the Council of the day and the Minister for Local Government; and
- monetary contributions for road infrastructure required under consents issued prior to the commencement of this plan but not yet paid.

Contributions for plan preparation and administration

$$\text{\$Contribution}_{\text{Admin}} = \text{\$Cost}_{\text{Admin}} \times \frac{\text{Trip Ends}_{\text{Development}}}{\text{Trip Ends}_{\text{Total}}}$$

Where:

\$Contribution_{Admin} is the monetary development contribution toward contributions plan preparation and administration

$\$Cost_{Admin}$ is the estimated cost of preparing and the projected cost of administering this contributions plan over its life (see note below)

Trip Ends_{Development} is the total *net additional* trip ends created or attracted to the development being assessed using generation rates in Table 3.3 of this plan

Trip Ends_{Total} is the estimated total additional trip ends attributable to development under this plan, being 61,118 trip ends

Plan preparation and administration costs ($\$Cost_{Admin}$)

This plan requires future development make a reasonable development contribution to meet the following:

- costs expended by the Council for the preparation of the plan, including consultants fees; and
- anticipated costs of staff time to implement the plan, process and account for contributions, and monitor and amend the plan.

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Consistent with its other contributions plans, Council will levy an amount equivalent to 1.5 percent of the total anticipated development contribution toward the provision of road infrastructure works identified under this plan. This amount is \$1,462,661 over the 20 year life of the plan.

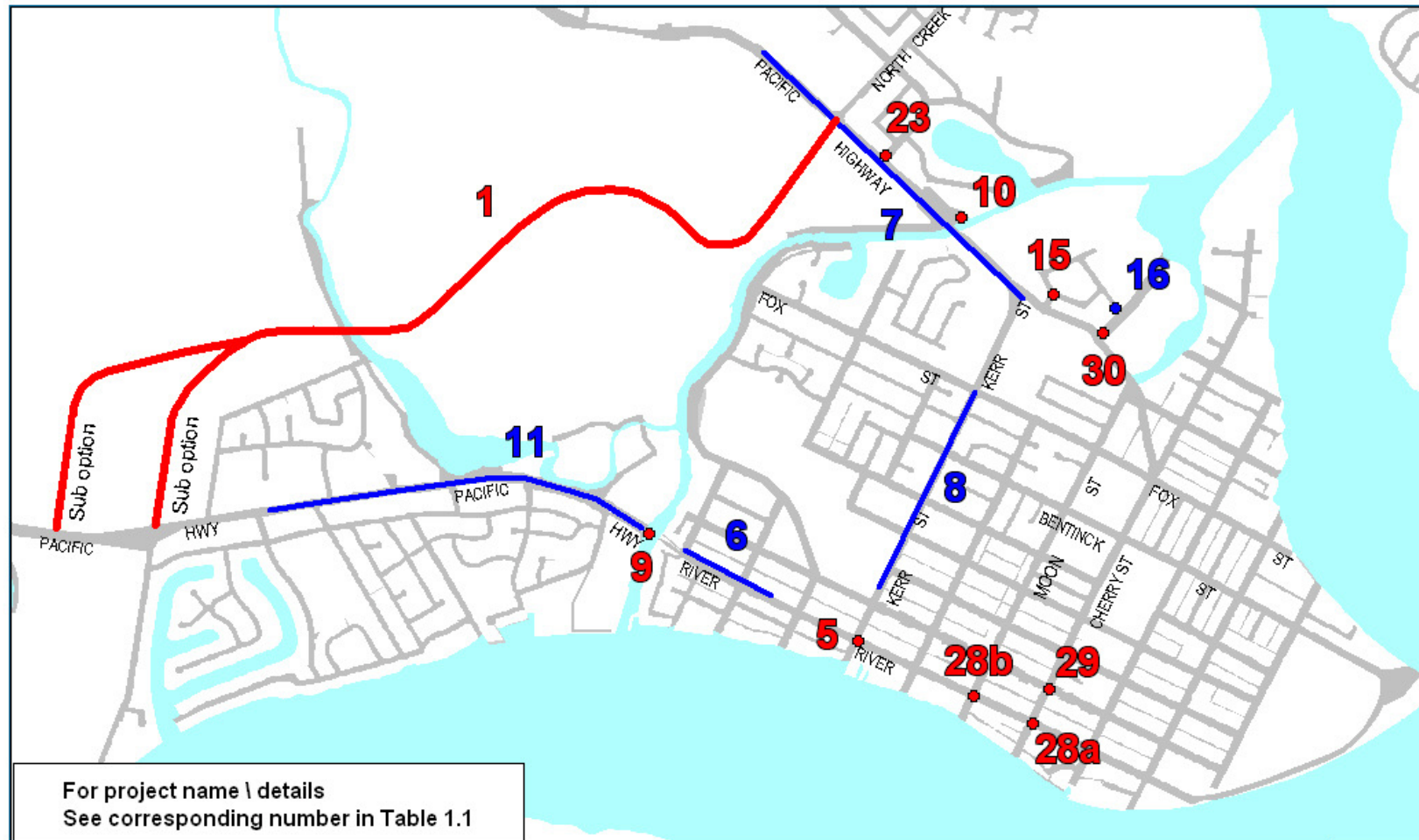
The above formula provides a mechanism for this cost to be met by development based on the net additional number of trips attributable to individual developments.

4. Works schedules and maps

No.	Proposed works	Costs	Cost to be met by Development	Council's Liability	Staging from commencement of plan			
					1 to 5 years (2010/11 - 2014/15)	5 to 10 years (2015/16 - 2019/20)	10 to 15 years (2020/21 - 2024/25)	15 to 20 years (2025/26 - 2029/30)
1a	Western Arterial (WAR)	\$42,100,000	\$29,470,000	\$12,630,000				✓
1a	Western Arterial (WAR) (Land Component)	\$250,000	\$175,000	\$75,000				✓
5	River Street - Kerr Street - Additional Signalisation Works (RKI)	\$420,000	\$294,000	\$126,000				✓
6	Fisheries Ck Bridge to Tweed St - Four Laning of Pacific Highway (F-T)	\$3,200,000	\$2,240,000	\$960,000			✓	
7	North Creek Rd to Kerr St - Four Laning of Pacific Highway (NCK)	\$5,900,000	\$4,130,000	\$1,770,000			✓	
8	Upgrade Kerr Street to Four Lanes (KSt)	\$5,000,000	\$3,500,000	\$1,500,000			✓	
9	Upgrade Fisheries Creek Bridge (FCB)	\$4,400,000	\$3,080,000	\$1,320,000			✓	
10	Duplication of North Creek Canal Bridge - Separate Two Lanes (NCB)	\$3,300,000	\$2,310,000	\$990,000			✓	
11	Fisheries Ck Bridge to Sthn Interchange of Bypass - Four Laning (PHI)	\$7,890,000	\$5,523,000	\$2,367,000			✓	
11	Other Pacific Hwy Improvements (PHI) (Land Component)	\$110,000	\$77,000	\$33,000			✓	
12-14	Hutley Drive Extension (HDE)	\$12,600,000	\$8,820,000	\$3,780,000	✓			
15	Bangalow Road / Hogan Street - new Left In / Left Out (CLa)	\$550,000	\$385,000	\$165,000		✓		
16	Angels Beach Drive / Sheather Street - new Left In / Left Out (CLb)	\$500,000	\$350,000	\$150,000		✓		
16	Angels Beach Drive / Sheather Street - LILO (CLb) (Land Component)	\$90,000	\$63,000	\$27,000		✓		
17	Skennars Head Road Upgrade (SHR)	\$5,200,000	\$3,640,000	\$1,560,000				✓
18	North Creek Road and Bridge (7aU) (or Skennars Head Distributor)	\$16,000,000	\$11,200,000	\$4,800,000				✓
18	North Creek Road and Bridge (7aU) (Land Component)	\$10,000	\$7,000	\$3,000				✓
20	Ross Lane Improvements - West (RLW)	\$2,900,000	\$2,030,000	\$870,000			✓	
20	Ross Lane Improvements - East (RLE)	\$8,720,000	\$6,104,000	\$2,616,000			✓	
20	Ross Lane Improvements - East (RLE) (Land Component)	\$80,000	\$56,000	\$24,000			✓	

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No.	Proposed works	Costs	Cost to be met by Development	Council's Liability	Staging from commencement of plan			
					1 to 5 years (2010/11 - 2014/15)	5 to 10 years (2015/16 - 2019/20)	10 to 15 years (2020/21 - 2024/25)	15 to 20 years (2025/26 - 2029/30)
21	Tintenbar Road / Teven Road - Climbing Lanes (TTa)	\$1,600,000	\$1,120,000	\$480,000		✓		
21	Tintenbar Road / Teven Road - Climbing Lanes (TRb)	\$1,600,000	\$1,120,000	\$480,000		✓		
21	Tintenbar Road / Teven Road - Climbing Lanes (TRb) (Land Component)	\$1,000	\$700	\$300		✓		
23	Pacific Highway to Southern Cross Drive - Right Turn Ban (PSI)	\$130,000	\$91,000	\$39,000		✓		
24	Links Avenue / Angels Beach Drive Roundabout (LAI)	\$900,000	\$630,000	\$270,000	✓			
26	Skennars Head Rd / Coast Rd / Rocky Point Rd Roundabout (SCI)	\$1,280,000	\$896,000	\$384,000	✓			
26	Skennars Head Rd / Coast Rd / Rocky Point Rd (SCI) (Land Component)	\$120,000	\$84,000	\$36,000	✓			
27	Traffic calming - North Creek Road / Reservoir Rd / Hutley Dr	\$2,300,000	\$1,610,000	\$690,000				✓
28a	River Street / Cherry Street Roundabout	\$960,000	\$672,000	\$288,000	✓			
28b	River Street / Moon Street Roundabout	\$960,000	\$672,000	\$288,000	✓			
29	Tamar Street / Cherry Street Roundabout	\$530,000	\$371,000	\$159,000	✓			
30	Angels Beach Dve / Bangalow Rd Signals and Lanes Extensions (30I)	\$3,100,000	\$2,170,000	\$930,000		✓		
31, 33	Cumbalum North-South Link	\$4,000,000	\$2,800,000	\$1,200,000	✓			
34	Cumbalum - Interchange	\$2,600,000	\$1,820,000	\$780,000	✓			
Total		\$139,301,000	\$97,510,700	\$41,790,300				



For project name \ details
See corresponding number in Table 1.1

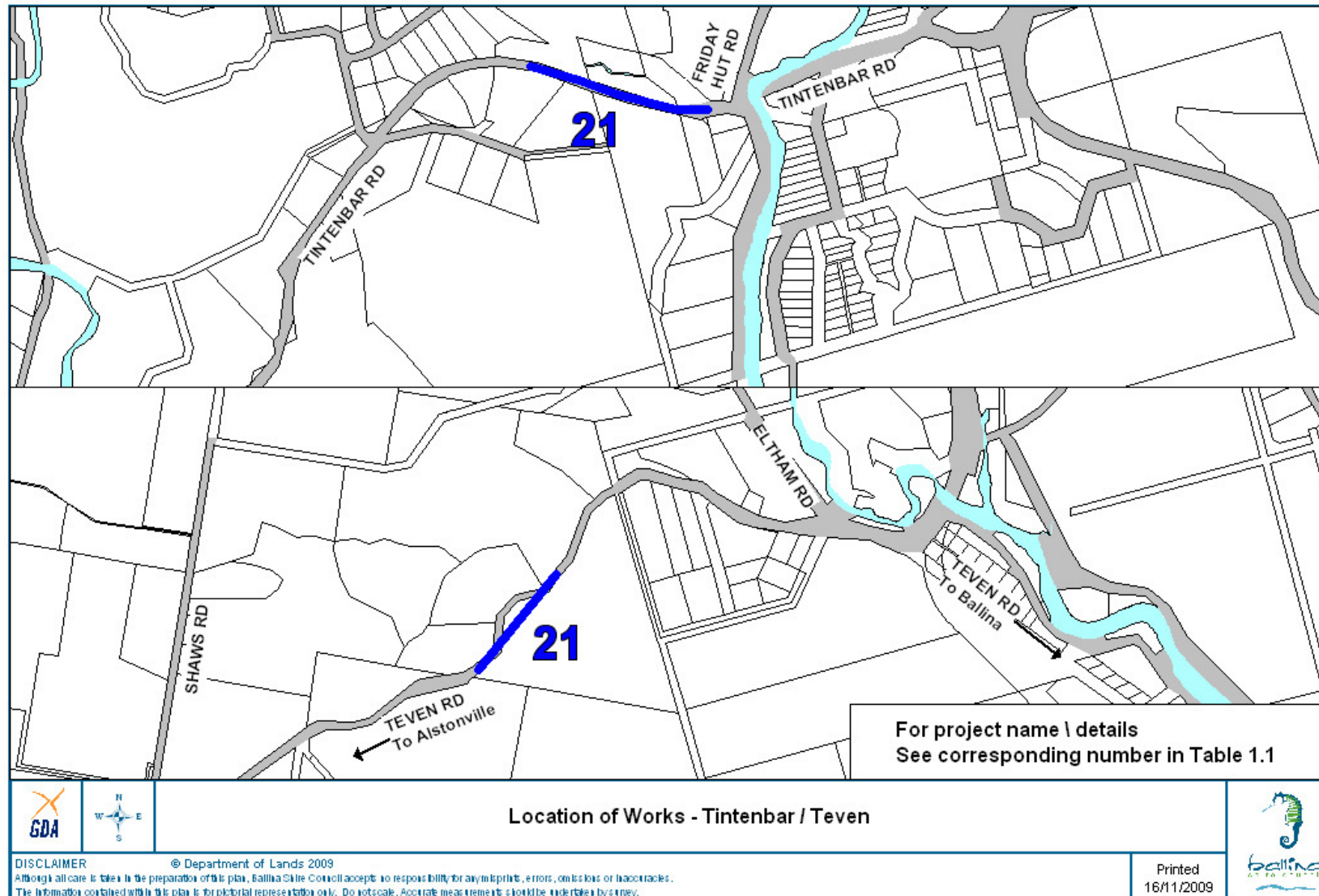


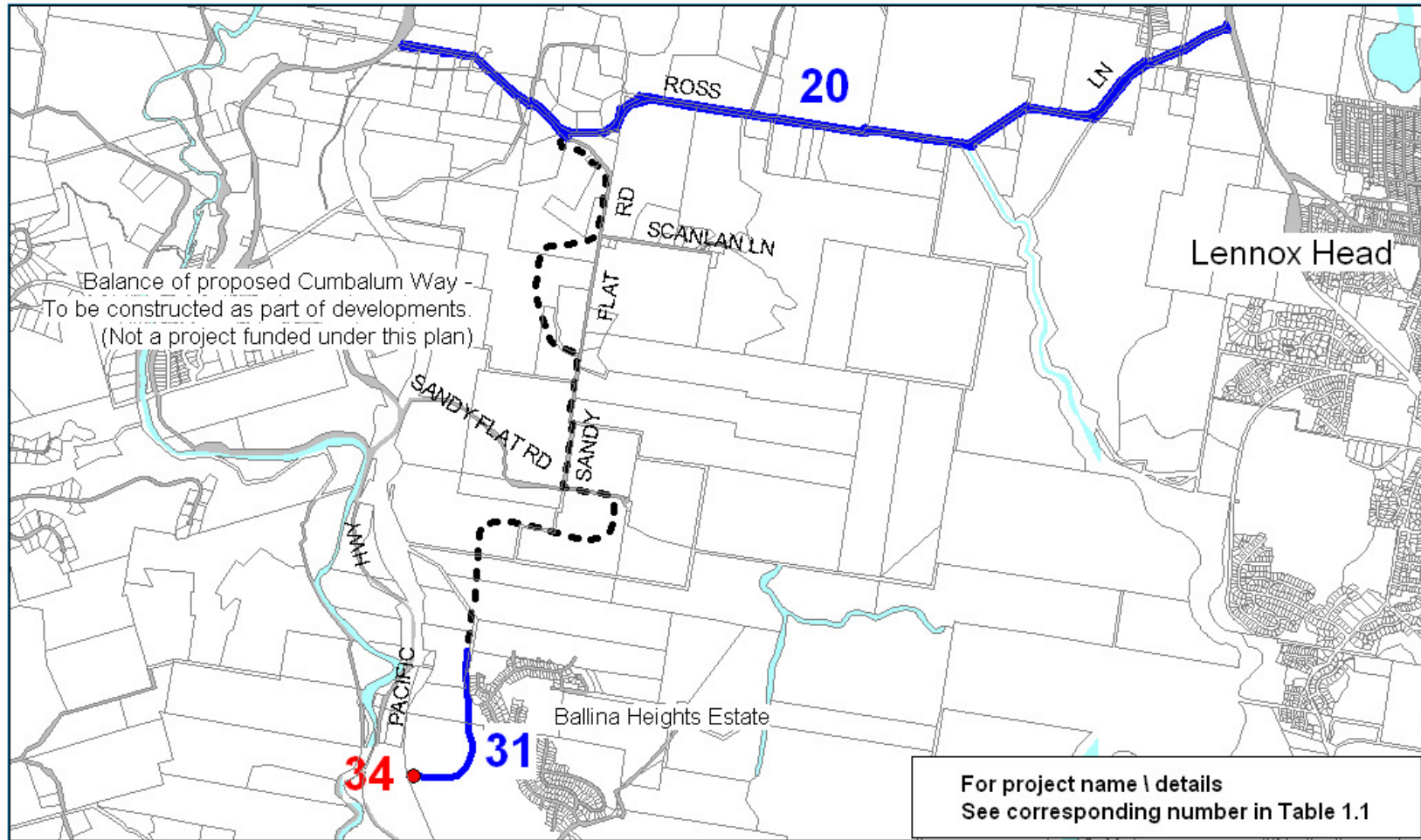
Location of Works - Ballina

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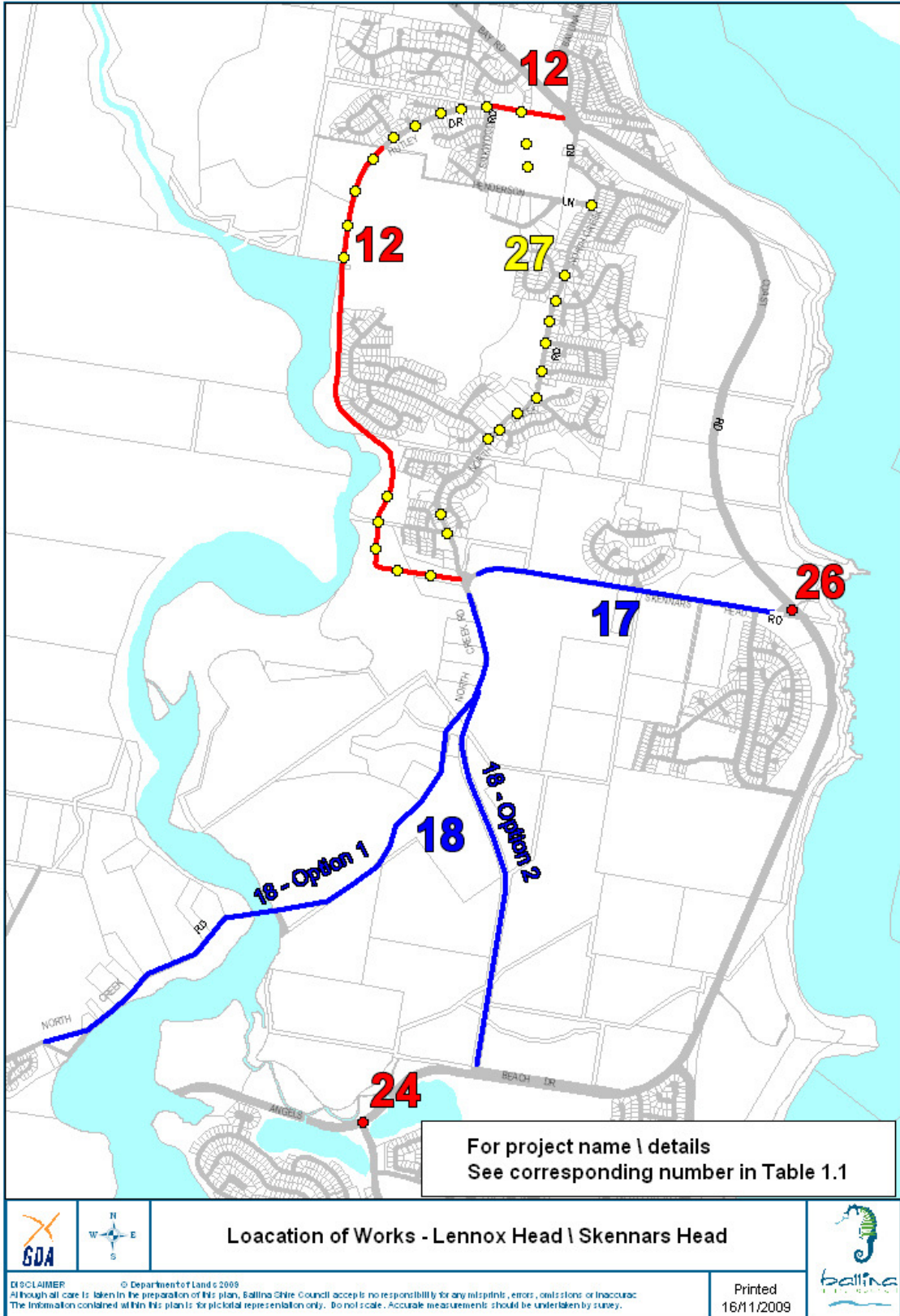


Location of Works - Cumbalum / Lennox Head

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Location of Works - Lennox Head \ Skennars Head

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