

# COMMUNITY INFRASTRUCTURE CONTRIBUTIONS PLAN FOR LAWSON TOWN CENTRE

(Lawson Town Centre Section 94 Development Contributions Plan)



**Draft Adopted: 24 March 2009**

**Final Adopted: 7 July 2009**

**Commenced: 22 July 2009**

## Document Control

This document will be reviewed as specified within this plan with revisions summarised in the following table.

Version	Date	Revision Notes	Authorised By
1	24/03/2009	Draft for purposes of public exhibition	BMCC
2	07/07/2009	Final for adoption. Revisions from Version 1: <ul style="list-style-type: none"> <li>• Statement added on reasonableness of plan and expected income in 'About this Plan'</li> <li>• Further breakdown of items under 1.01 Schedule of Works</li> <li>• Statement on on-site car parking provisions added under 1.02</li> <li>• Deletion of cash as payment option under 2.08</li> <li>• Appendix A added</li> <li>• Section 2.13 update to text as per resolution 07/07/09</li> </ul>	BMCC
(incorporating current CPI)	22/04/2015	Amendment to contribution rates to reflect quarterly changes to the All Groups Consumer Price Index (Sydney) in accordance with clause 32(3)(b) of the EP&A Regulation.	BMCC

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## About this Plan

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Lawson town centre is situated in the Blue Mountains Local Government Area on southern side of the Great Western Highway and the Lawson railway station.

The centre functions as a highway service centre and as a local centre serving the needs of the surrounding Lawson and broader Mid Blue Mountains population of approximately 3,000 persons.

The Lawson Town Centre Redevelopment project arose as a result of the proposed widening of the Great Western Highway (Section 2 Lawson). Blue Mountains City Council has been working with the community and the Roads and Traffic Authority (RTA) to develop a Master Plan for the Lawson Town Centre (LTC) that will facilitate the widening of the Great Western Highway to be undertaken by the RTA and to allow the development of a new vibrant town centre.

The redevelopment of the Lawson town centre is a complex and innovative project that requires a staged development process involving: alignment with RTA plans; land acquisitions; construction of new road infrastructure, footpaths and car parking; stormwater and drainage works; undergrounding of electrical services; landscaping; redevelopment of some of the commercial centre; and changes to highway and parking infrastructure.

The objective is to design and construct the infrastructure for the town centre ensuring the future development is managed and makes a positive impact to the essential physical and natural qualities, which give the area its distinct character, and maintains and strengthens the commercial and cultural life of the village.

In developing a new town centre for Lawson, the project has taken into account social, environmental and economic considerations. It is important that the development assists in the growth of a healthy community lifestyle, contributes to the reduction of greenhouse gasses and reduces the pollution of urban run-off, and also supports the local economy and provides employment opportunities.

The redeveloped town centre will provide significantly improved civic infrastructure and public domain that will in turn give direct benefit to future development and commercial landowners. This plan establishes a rationale for imposing contributions on the following basis:

- > Substantial public works are proposed for the town centre that will directly benefit developers undertaking any redevelopment or extensions to their premises;
- > There is capacity under the planning controls in Blue Mountains Local Environmental Plan 2005 (LEP2005) for a significant increase in commercial and community floor space within the town centre. This is tempered against the realistic estimates of the extent of development in the redeveloped town centre;
- > Depending on the scale of the immediate redevelopment, provision of additional public off-street parking will be required as the newly subdivided Lots 1-8 along the Great Western Highway frontage do not accommodate on-site parking as active street frontages to the Great Western Highway and Unnamed Street are a key outcome of the redevelopment.

The application of development contributions is a legitimate method under the *Environmental Planning and Assessment Act 1979* to enable the Council, as the primary provider of local public facilities, amenities and services to attribute a reasonable proportion of the cost to development that generates a demand for the provision of these public facilities.

At adoption, this plan anticipates that Council would likely receive about 36 per cent of the total cost of the civic improvement facilities via development contributions, this equates to about \$871,300 out of the total \$2.44M budget allocated toward these works. The balance of the cost of these works will be funded by Council. Car parking rates are also proposed to be subsidised by an estimated \$4,000 to \$8,000 with Council funding the shortfall.

The Council has also gone to considerable lengths to ensure that the contributions included in the LTC contributions plan are reasonable, including:

- > Undertaking a comprehensive (site by site) assessment of floor space demand for the LTC area, and spreading the cost of civic improvements over the maximum potential development (rather than the likely or anticipated development).
- > There being no requirement for any existing floor space to contribute towards infrastructure costs.
- > Undertaking a reasonable assessment of the likely costs of the infrastructure.
- > Incorporating a contributions methodology that will ensure that LTC development will not meet anywhere near the full cost of LTC infrastructure.
- > Granting floor space credits to certain sites in the LTC to assist in reducing the developer costs of parking provision.
- > Having the draft plan peer reviewed by an independent development contributions specialist.

This plan also provides a consistent policy direction for the lodgement of development applications and creates consistency when determining future development applications and in particular applying car parking requirements.

## Part A: Summary Schedules

### 1.01 Schedule of Works

The following table identifies the works for which contributions are attributable to development within the extent of the application plan identified in section 2.05:

FACILITY CATEGORY	WORKS DESCRIPTION	COST SUMMARY	PRIORITY	TIMEFRAME*
Civic Improvements	Including hard & soft landscaping, street furniture, play equipment, plantings, pavements	\$1.33M	A	2008-2012
	Local drainage works	\$160,000	A	2009
	Public toilet facilities	\$300,000	B	2010
	Public square	\$400,000	B	2009
	Public art	\$200,000	C	2011-2012
	Land acquisition	\$53,400	C	2011-2012
Car Parking	Design & construction	\$9,200 per space**	C	2012 onwards***
	Land acquisition	\$15,000 per space**	C	2012 onwards***

\* This timeframe accords with schedule of works as at March 2009, the delivery of these works stated in this plan is subject to variations to the timeframe of the wider redevelopment project.

\*\* This estimate is based on an at-grade car parking solution

\*\*\* Demand for car parking is based on requirements contained in the Better Living Development Control Plan but will depend on the extent to which new development chooses to provide parking (exclusive of the credit described in section 1.02) on-site or pay contributions toward public parking. The timeframe for provision of additional parking will also be affected by the rate and scale of development within the town centre.

Note: Estimated land values are representative of 2009 market values and should not be interpreted read or relied upon as an opinion of future market value of improved or unimproved land.

### 1.02 Contribution Rates

Except where provided by this plan, all development that results in increased gross floor area (GFA) on land affected by this plan (refer section 2.05) will be required to make a contribution toward the provision of community infrastructure in the Lawson town centre.

The following table identifies the contribution rate for development in relation to each of the works categories (*Note*: contribution rates have been calculated to 4 decimal places):

FACILITY CATEGORY	BASE	CONTRIBUTION RATE (March 2015 quarter)
Civic Improvements	Per sqm of additional GFA	\$91.64000
Car Parking if not provided on-site	Per space	\$23,200.0000
Administration of plan	Per sqm of additional GFA	\$1.8560

Development Application X/78/2007 determined 22 April 2008 for Lawson town centre subdivision and civil works grants Lots 1-8, which are directly impacted by the Great Western Highway widening, a car parking credit equivalent to 100% site coverage, single storey developments, as shown in the following table. Development over this allowance will attract car parking contributions. Developers can opt to provide parking on site (subject to development consent) should it be considered their best option. The car parking credit for these lots is shown in Table 1. The location of these lots is shown in Figure 1.

**Table 1 – Car Parking Space Credit Lots 1-8 along Great Western Highway**

Lot No.	Lot size (m <sup>2</sup> )	Credit (1 space per 25sqm)
1	188	8
2	200	8
3	150	6
4	350	14
5	320	13
6	290	12
7	496	20
8	421	17
<b>TOTAL</b>		<b>97</b>

Note: Lot number, size and configuration may change subject to final subdivision.

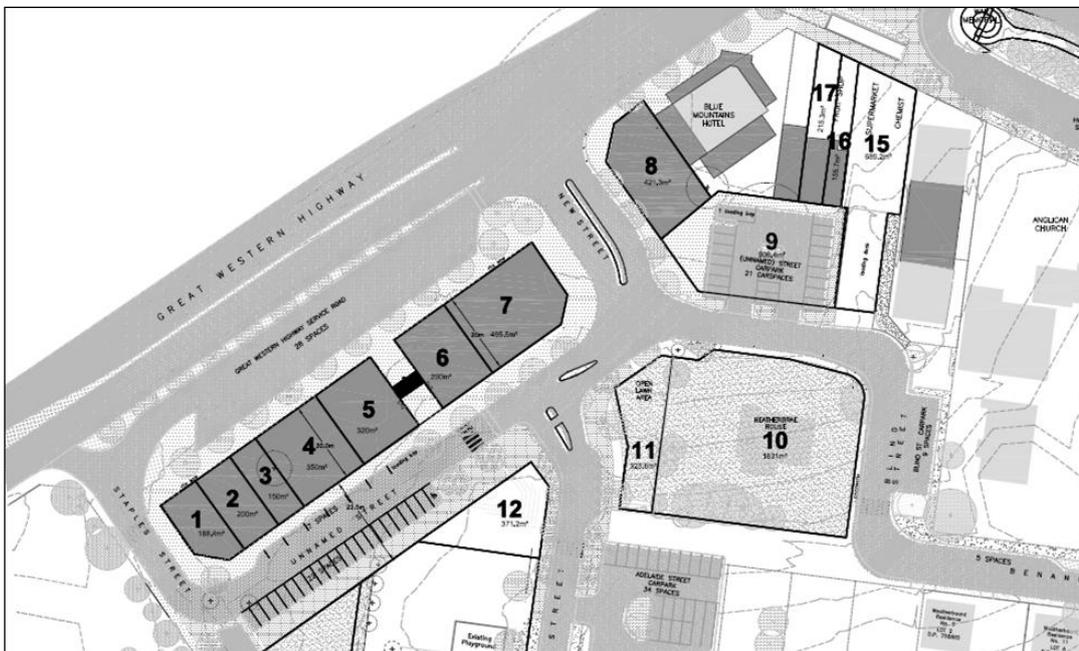


Figure 1: Proposed location of Lots 1-8 along Great Western Highway, subject to final subdivision

### 1.03 Contribution Formulas

#### Car Parking

Car parking contributions only apply to development where the proposed number of on-site car parking spaces is below the number required in the Better Living Development Control Plan (DCP) after allowing for any car parking credit described in section 1.02 of this plan.

The car parking contribution of \$23,091.89 per space applies to the number of spaces below are required by the DCP taking account of any credit.

The formula is as follows:

$$\text{\$ car parking contribution} = \$23,091.89 \times (\text{DCP Rate} - \text{Credit (where applicable)}) - \text{DA}$$

Where:

DCP rate = Number of car parking spaces required in Part D of the DCP

Credit = For certain sites identified in section 1.02, the number of spaces that have been supplied by the Council in the area and that are assumed to have been provided for the development

DA = Number of car parking spaces provided on-site as part of a Development Application

The cost of car parking generated by development is fully attributable to the relevant development however the Council is subsidising the full cost in recognition of the impact on affordability of development in this area and applying a reasonable contribution rate. The full cost of providing a suitable car parking solution has been estimated based on estimated land values and building cost estimates. In 2009, the cost per space (at 30m<sup>2</sup>) for an at-grade car park is estimated at \$24,200. For a decked structure, this rises to around \$28,300. This estimate is for core components only including land acquisition, project management and construction and for a decked structure does not include ancillary costs such as legal and development application fees, consultancy fees, landscaping, access improvements, signage and contingency.

### Civic Improvements

The civic improvements contribution is calculated by dividing the Council's cost of works by the by the maximum potential gross floor area (GFA) achievable in the town centre under the provisions of the Blue Mountains Local Environmental Plan 2005. The formula is as follows:

$$\text{\$ civic improvements contribution (per additional m}^2\text{)} = \frac{\text{Cost of Works}}{\text{Maximum Potential GFA}}$$

$$\text{\$ civic improvements contribution (per additional m}^2\text{)} = \frac{\text{\$2,443,430}}{31,100}$$

$$\text{\$ civic improvements contribution (per additional m}^2\text{)} = \$79$$

Apportionment of the cost of these works occasioned by development is allocated through the application of contributions on *additional* GFA only. It is recognised that existing development has contributed to existing facilities and services over time in the local area therefore levies for civic improvements apply only where there is an increase in GFA from what is existing at 24 March 2009. Estimates of existing GFA are based upon the Council's records as of this date and will be utilised at the time of development application to determine existing floor space credit for the calculation of civic improvement levies on additional GFA.

### Administration of Contributions Plan

The contributions plan will require ongoing development, monitoring and an annual review. It is anticipated that around 30 hours annually will be allocated to the maintenance of this plan, this represents a proportion of 2% of the cost of civic improvement works which is then divided by the maximum potential GFA to equate to a per square metre rate.

$$\text{Administration Contribution (per additional m}^2\text{)} = \frac{\text{(Civic Improvement Cost of Works x 2\%)}}{\text{Maximum Potential GFA}}$$

$$\text{Administration Contribution (per additional m}^2\text{)} = \frac{\text{(\$2,443,430 x 2\%)}}{31,100}$$

$$\text{Administration Contribution (per additional m}^2\text{)} = \$1.60$$

## Part B: Administration and Operation of the Plan

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### 2.01 Name of the Plan

This plan is the Community Infrastructure Contributions Plan for Lawson Town Centre.

### 2.02 Commencement

This Plan was adopted by the Council on 7 July 2009 and commenced on 22 July 2009.

### 2.03 Aim and Principles of the Plan

The aim of this Plan is to provide the framework for calculating monetary contributions to be included in conditions of consent, or to be used as a basis for negotiating Planning Agreements, in respect to development in the Lawson Town Centre.

Development contributions in development consents and in planning agreements are authorised under Division 6 of Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulations).

The specific principles of this Plan are:

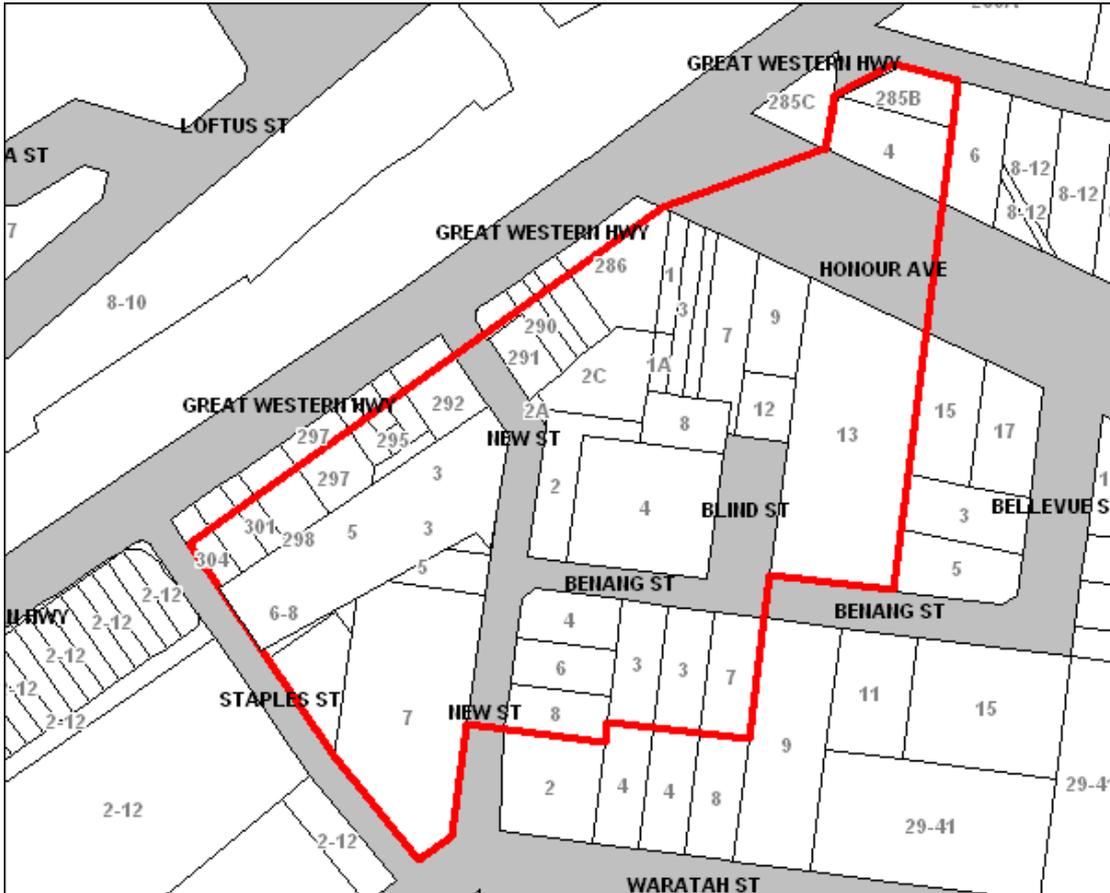
- > To enable the Council to impose conditions under Sections 93 and 94 (as specified within this Plan) of the EP&A Act when granting consent to development on land to which this plan applies;
- > To ensure that increases in demand for public facilities, amenities, and services attributable to new development are recognised and levied appropriately;
- > To ensure that the methods of determining and applying infrastructure contributions or levies is reasonable;
- > To ensure that adequate public facilities are provided as part of any new development;
- > To provide a comprehensive strategy for the assessment, collection, expenditure, accounting and review of development contributions on an equitable basis;
- > To ensure that the existing community is not burdened by the provision of public facilities, amenities or services required as a result of future development; and
- > To enable the Council to be both publicly and financially accountable in its assessment and administration of the development contributions plan.

### 2.04 Relationship to other plans and policies

This infrastructure contributions plan supplements the provisions of Blue Mountains Local Environmental Plan 2005, Blue Mountains Local Environmental Plan 1991, and the Blue Mountains “Better Living” Development Control Plan and any amendments or plans that it may supersede.

### 2.05 Application of this Plan

This plan applies to the Lawson town centre within the Blue Mountains Local Government Area as shown in the following map.



 Land subject to this plan (Lawson town centre)

## 2.06 Development contributions for community infrastructure may be required as a condition of consent

This plan authorises Council or an accredited certifier, when determining a development application or an application for a complying development certificate relating to development to which this plan applies, to impose a condition requiring the payment of a monetary contribution to the Council towards the provision, extension or augmentation of community infrastructure as specified in the Schedule of Works to meet the demands of the development.

This plan also authorises the Council 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.

## 2.07 When are payments to be made?

Contributions must be paid to the Council at the time specified in the condition of consent that imposes the contribution. If no such time is specified, the contribution must be paid prior to the issuing of a construction certificate or complying development certificate or the commencement of the use of the land to which the consent relates, whichever occurs first.

## 2.08 Methods for making payment

The Council will only accept the following methods for payment of infrastructure contributions:

- > Bank Cheque made out to Blue Mountains City Council;
- > Credit Card electronic payment (Visa, Mastercard, etc.); or
- > EFTPOS electronic payment.

Payment by personal cheques will not be accepted.

## 2.09 Construction certificates and the obligation of accredited certifiers

In accordance with clause 146 of the EP&A Regulation 2000, a certifying authority must not issue a construction certificate for building work or subdivision work under a development consent unless it has verified that each condition requiring the payment of levies has been satisfied.

In particular, the certifier must ensure that the applicant provides a receipt(s) confirming that levies 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.

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

## 2.10 Complying development and the obligation of accredited certifiers

This plan authorises 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; and
- > such contribution can 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.

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

If an accredited certifier fails to comply with this requirement, the consent authority may impose the necessary condition on the complying development certificate and it has effect as if it had been imposed by the accredited certifier.

## 2.11 Can Deferred or Periodic Payments be Made?

The Council will only consider deferral of the payment or payment by instalments of an infrastructure contribution in exceptional circumstances. When considering whether or not the Council will enter into a deferred payment arrangement, the following matters must be addressed to the satisfaction of the Council:

- > The applicant demonstrates that the demands for new public facilities, amenities or services will not eventuate until the payment has been made or the development has been completed, whichever occurs first; and
- > The applicant will face undue hardship arising from the requirement to pay the contribution in total at the time specified in the condition of consent

Deferred or periodic payment of the contribution may be permitted in the following circumstances:

- > Compliance with the provisions of section 1.02 and 2.06 of this plan is unreasonable or unnecessary in the circumstances of the case.
- > Deferred or periodic payment of the contribution will not prejudice the timing or the manner of the provision of public facilities included 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 the Council and the applicant have a legally binding agreement for the provision of works or land dedication.
- > In other circumstances considered reasonable by the Council.

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

- > The bank 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 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
- > 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 the Council notifies the bank in writing that the guarantee is no longer required
- > Where a bank guarantee has been deposited with the Council, the guarantee shall not be cancelled until such time as the original contribution and accrued interest are paid.

## 2.12 Can the Infrastructure Contribution be settled “in-kind” or through a material public benefit?

The Council may accept an offer by the applicant to provide an “in-kind” contribution (i.e. the applicant completes part or all of work/s identified in the plan) or through provision of another material public benefit in lieu of the applicant satisfying its obligations under this plan.

### **Matters to be considered**

Council will take into account the following matters in deciding whether to accept an offer of material public benefit:

- > the value of the works to be undertaken is at least equal to the value of the contribution that would otherwise be required under this plan; and
- > the standard and timing of delivery of, and security arrangements applying to, the 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 material public benefit will not prejudice the timing or the manner of the provision of public facilities included in the works program.

Where the offer of material public benefit does not relate to an item of infrastructure identified in this contributions plan, the Council will take into account the following additional matters:

- > the overall benefit of the proposal; and
- > whether the works schedule included 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 the Council would need make up for any shortfall in contributions by its acceptance of the offer; and
- > the implications of funding the recurrent cost of the facility(s) the subject of the offer.

### **Valuation**

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.

### **Agreements to be in writing**

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. 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.

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 this plan, the program for delivering the works. Planning agreements shall address the matters included in the EP&A Act and EP&A Regulation.

## **2.13 Variations or exemptions to Infrastructure Contributions**

Council may consider exempting developments, or components of developments from the requirement for a contribution.

For such claims to be considered, a development application will need to include a comprehensive submission arguing the case for exemption.

The following are examples of the types of development that Council would exclude from being subject to contributions under this Plan:

- > development for the sole purpose of affordable housing as defined by the *Environmental Planning and Assessment Act 1979* and *State Environmental Planning Policy No 70 - Affordable Housing (Revised Schemes)*;
- > development for the purposes of infrastructure provided or to be provided under this Plan or another contributions plan prepared under the EP&A Act; or
- > any development that in the opinion of Council does not increase the demand for the categories of public facilities and services addressed by this Plan.

## 2.14 Review of contributions rates

To ensure that the value of contributions are not eroded over time by inflation, the Council will review the contribution rates in this plan.

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

In accordance with clause 32(3)(b) of the EP&A Regulation, the following sets out the means that the Council will make changes to the rates set out in this plan.

For changes to the All Groups Consumer Price Index (Sydney) index, the contribution rates within the plan will be reviewed on a quarterly basis in accordance with the following formula:

$$\$C_A + \left( \frac{\$C_A \times (\text{CurrentIndex} - \text{BaseIndex})}{\text{BaseIndex}} \right)$$

where

- \$C<sub>A</sub>** is the contribution at the time of the adoption of this Plan expressed in dollars;
- Current Index** Is the Sydney All Groups Consumer Price Index as published by the Australian Bureau of Statistics and available at the time of *calculating* the contribution.
- Base Index** Is the Sydney All Groups Consumer Price Index as published by the Australian Bureau of Statistics at the date of *adoption* of this plan which is 165.5 (Sydney CPI for December 2008)

Note 1: In the event that the value of the Current Index is less than the Base Index, the Current Index shall be taken as not less than the Base Index.

Note 2: This section does not cover the adjustment of a contribution between the time of consent and time payment is made. This is covered by section 2.15 of this plan.

The Council will also regularly review the costs of land to be acquired under this plan. These reviews will be carried out by a registered valuer and any adjustment of land values in the plan will require amendment and public exhibition of the plan.

## 2.15 Adjustment of contributions at the time of payment

The contributions stated in a consent are calculated on the basis of the contribution rate determined in accordance with this plan. If the contributions are not paid within the quarter in which consent is granted, the contributions payable will be adjusted and the amount payable will be calculated on the basis of the contribution rates that are applicable at time of payment in the following manner:

$$\$C_P = \$C_{DC} + \left( \frac{\$C_{DC} \times (\$C_Q - \$C_C)}{\$C_C} \right)$$

Where

- \$C<sub>P</sub>** Is the amount of the contribution calculated at the time of payment
- \$C<sub>DC</sub>** Is the amount of the original contribution as set out in the development consent
- \$C<sub>Q</sub>** Is the contribution rate applicable at the time of payment
- \$C<sub>C</sub>** Is the contribution rate applicable at the time of the original consent

The current contributions are published by the Council and are available from the Council offices and website. Should the Council not validly publish the applicable contributions rates, the rate applicable will be calculated in accordance with the rate prevailing in the previous quarter.

## 2.16 Pooling of Contributions

To provide a strategy for the orderly delivery of the infrastructure, this plan authorises monetary community infrastructure contributions paid:

- > for different purposes in accordance with the conditions of various development consents authorised by this plan; and
- > for different purposes under any other contributions plan approved by Council

to be pooled and applied progressively for those purposes.

The priorities for the expenditure of pooled monetary community infrastructure contributions under this plan are the priorities for works as set out in the relevant works schedules.

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

## 2.17 Savings and Transitional Arrangements

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

## 2.18 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.

## Part C: Strategy plans

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### 3.01 The relationship between expected development and the demand for additional infrastructure in Lawson town centre

Lawson town centre is situated on southern side of the Great Western Highway and the Lawson railway station.

The centre functions as a highway service centre and as a local centre serving the needs of the surrounding Lawson population of approximately 2,000 persons.

Land covered by this Plan in the Lawson town centre is zoned Village – Town Centre and Village - Housing under the Blue Mountains Local Environmental Plan 2005. The zones permit with consent a wide range of development including commercial premises, educational establishments, child care centres, health care practices, refreshment rooms, shops, veterinary establishments and community buildings.

The town centre has suffered for many years through the delay in the widening of the highway. The environmental quality and amenity of the centre, with the exception of the Mid Mountains Community Centre precinct, was generally poor prior to Stage 1 of the redevelopment project which has seen some major improvements, including the installation of new services, roads and car parking, landscaping, a Village Green and a Town Square.

The Roads and Traffic Authority is now programming for the Great Western Highway upgrade project through Lawson as a staged commencement over 2009-2010. As part of its delivery, Council is planning to deliver community infrastructure in the town centre.

As at March 2009, the estimated combined Council and RTA investment of \$9.95 million will kick-start investment on privately owned land in the town centre. This contributions plan seeks to recoup some of Council's \$4.44 million investment in the redevelopment project.

The Lawson town centre currently (March 2009) comprises approximately 31,870 square metres of land and around 7,000 square metres of GFA. If the maximum floor space ratios under the LEP are applied these lands, the centre could theoretically accommodate around 31,100 square metres GFA. However this level of development is most unlikely to occur, given Lawson's position in the Blue Mountains retail hierarchy and the likelihood that not all sites will be redeveloped or at least not redeveloped to their full floor space potential due to site or design constraints.

It could be argued that the need for all of the infrastructure identified in this plan is generated by anticipated future development. Nevertheless, Council has adopted a conservative approach by using the *maximum potential* GFA in determining the contribution rate for the provision of civic improvements. This figure is significantly greater than the *anticipated* development and its use in the contributions formula means that Council is subsidising the provision of much of the infrastructure.

### 3.02 Car Parking Strategy

The Lawson Town Centre Redevelopment Project, the Great Western Highway upgrade works and some existing car parks will provide an adequate amount of car parks to cater for the immediate redevelopment phase.

This phase will result in the provision of 205 on- and off-street public car parking spaces within the Lawson town centre, and represents the Council's and the RTA's commitment to providing convenient access to this area. This commitment is reflected in the car parking 'credit' applied to certain sites (described in section 1.02 of this plan) most affected by traffic and infrastructure changes.

However, any future development that does not meet the full parking requirement through on-site provision will be required to make satisfactory arrangements for the provision of the balance

of the requirement. The Council proposes that any parking 'shortfall' is to be met via the provision of additional public car parking facilities in the area.

Contributions for deficient on-site parking collected under this plan will partly fund the provision of suitable additional car parking facilities that will service the town centre. The Council's strategy for providing additional car parking is to consider suitable options as additional development demands the facilities by augmenting existing facilities (e.g. by reconfiguring spaces or providing parking structures) and/or acquiring land. Figure 2 shows the approved Option E site plan for infrastructure in the town centre, including the proposed parking arrangements.

### 3.03 Civic Improvements Strategy

The urban design of the redeveloped Lawson town centre will provide a vital urban space for the community and tourists and will improve the definition of the town centre and provide civic spaces that will allow for diverse social uses. The civic improvement works that will be partly funded by contributions include:

- Hard & soft landscaping, street furniture, play equipment, plantings, pavements
- public square
- local drainage works
- public toilet facilities
- public art

The Landscape Masterplan, showing civic improvements is shown in Figure 3.

Council is undertaking this work in conjunction with the highway upgrade project. The infrastructure is to be provided generally in advance of, and to facilitate, anticipated redevelopment in the town centre. The provision of this infrastructure is to support Lawson's future role as a service and community centre for the mid Mountains area.

Some civic improvement works have already been completed as part of Stage 1 construction. Stage 1 works includes installation of new services, roads and car parking, landscaping, a village green and a public square. Other civic improvement works are scheduled for completion in 2011-2012 and include final footpath paving, street trees, street furniture and some play equipment.

Local drainage works have been completed in the period 2008-2009. The design, documentation and construction of public toilets in the town centre is scheduled for 2010-2011. Public artworks are scheduled for installation in 2011. Note that the delivery of these items is subject to change in line with changes to the broader Lawson Town Centre Redevelopment project schedule.

**Notes on the car parking provision strategy:** The provision of any additional car parking will be dependent on the rate and scale of development in the town centre, and the extent to which car parking generated by that development – having regard to town centre site access and urban design objectives - can be provided on the development site. The Council’s strategy for providing additional car parking is to determine suitable provision options if and when the extra parking need emerges. Preference will be given to augmenting the existing and proposed at-grade facilities in the centre (refer Figure 2) in a manner that does not compromise the functionality, attractiveness and amenity of the centre and its surrounds. Depending on the level of demand this may involve the acquisition of land, the sealing and linemarking of that land for car parking, the provision of single deck car parking structures, or a combination of these strategies.

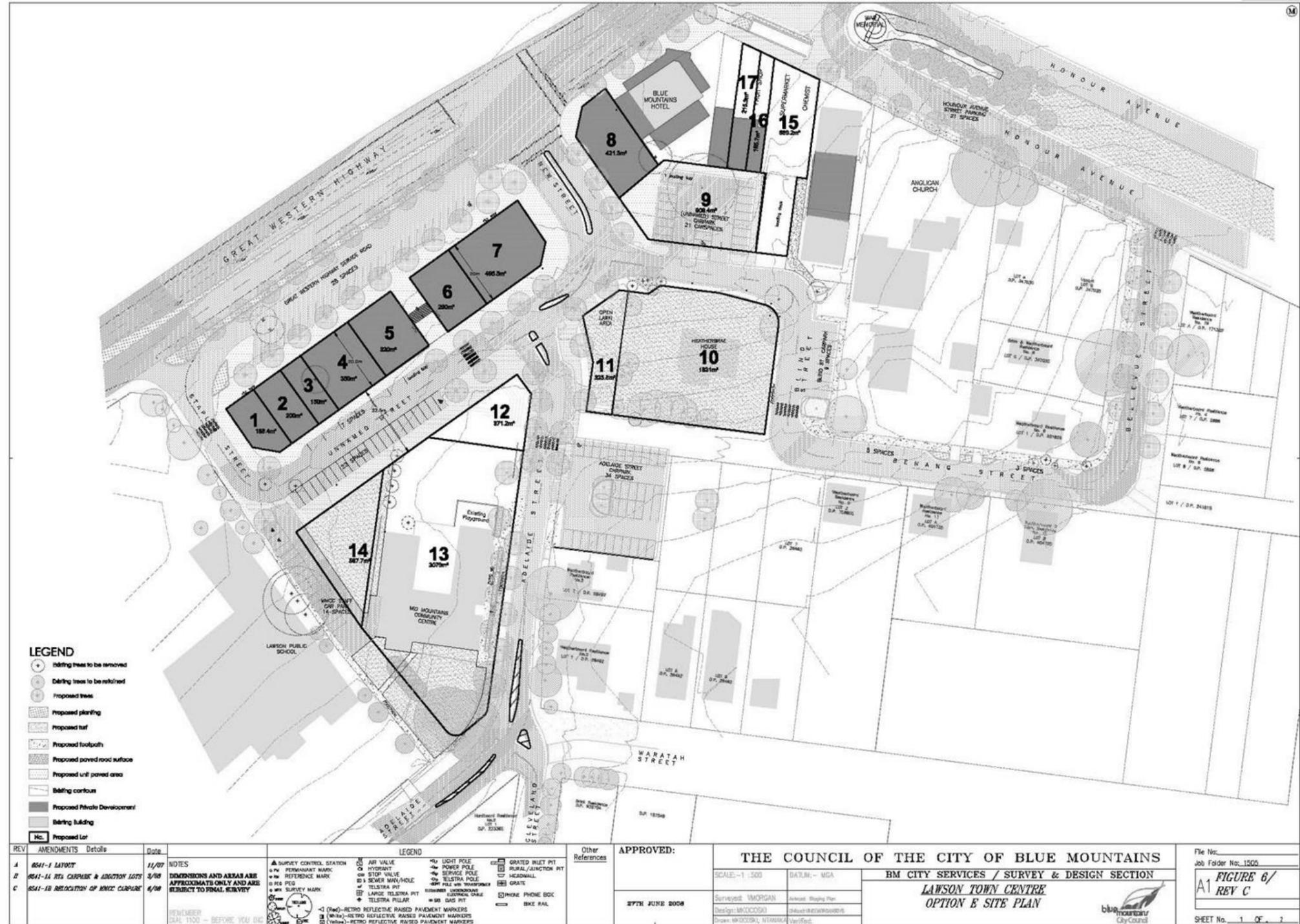


Figure 2: Lawson Town Centre Infrastructure Master Plan

Landscape Master Plan



- Key>
- Great Western Highway**
1. Service lane and angled parking to RTA requirements
  2. *Quercus palustris* (Pin Oak) street tree planting at 12m centres in porous grout surface
  3. *Lagetroemia indica* (Crepe Myrtle) planted in groves in mass understorey planting
  4. Porous grout with tree planting and bench seating
  5. Awning over
  6. Raised pedestrian crossing (RTA standard) aligned with footpath
  7. *Pyrus calleryana* (Ornamental Pear) in tree pits
  8. Signalled pedestrian crossing to RTA requirements

- 'Town Streets'**  
(*Staples St, Adelaide St, Unnamed St, New St, Blind St*)
9. *Pyrus calleryana* street trees in tree pits at 9m cts (typ) with porous grout (to BMCC PDTM)
  10. *Pyrus calleryana* street trees at 9m cts (typ) in mass planting
  11. *Pyrus calleryana* street trees at 9m cts (typ) in turf verge (to BMCC PDTM)
  12. In situ concrete footpath, colour 'Golden Bronze' with exposed aggregate, minimum width 2m
  13. Pedestrian crossing
  14. Bus stop layback
  15. Shared zone, concrete surfacing- colour 'Golden Bronze' to match footpath

- 'Residential Streets'**  
(*Benang St, Bellevue St*)
16. Concrete footpaths; Portland grey colour, wooden float finish, typical footpath width 2m
  17. *Tristanopsis laurina* (Water Gum) street trees in turf verge (to BMCC PDTM)
  18. Raised pedestrian crossing

**Pedestrian Thoroughfares**  
Note: Both pedestrian thoroughfares, being located along main drainage lines, have been designed with WSUD principles in mind, reducing overland flow and enabling ground water recharge.

- Type 1 (Benang St road closure)**
19. Pedestrian/ bicycle link; permeable pavement (ecotrihex) 3m wide
  20. Bollards
  21. Tree planting (*Tristanopsis laurina*) in mass planting
  22. Tree planting (*Tristanopsis laurina*) in turf verge
  23. Location of electrical substation
- Type 2 (Staples St road closure)**
24. Concrete footpaths; Portland grey colour, wooden float finish, typical footpath width 2m
  25. Park space, potential use includes play space / park that provides a connection between the school and the Community Centre

- Public Spaces**
26. **Town Square**  
Refer detail plan
  27. **Village Green**  
Refer detail plan

**Heatherbrae House**

28. Land subject to Council acquisition shown lighter

- Mid Mountains Centre**
29. Future possible extension to Community Centre
  30. Integrated public toilets
  31. Loading bay
  32. 'The Quadrangle'; potential for turf/ tree planting/ plaza space as heart of community centre
  33. Carpark
  34. New ramp access to Mid Mountains Community Centre
  35. Parallel parking

- The Triangle**
36. Grove of trees; *Lagetroemia indica*; in circular tree pits
  37. In situ concrete pavement, colour 'Ghost Gum' with exposed aggregate
  38. New concrete retaining wall and balustrade

- Key>
- Rubbish bin
  - Drinking fountain
  - Bicycle rack
  - \* Potential location for interpretive artworks
- Note: New lighting to be shown on Lighting Drawings produced by others

LAWSON TOWN CENTRE REDEVELOPMENT

ASPECT Studios Landscape Architecture Studio 61/66/61 Marlborough Street Surry Hills NSW 2010 P +61 2 9699 7192 F +61 2 9699 7192 aspect@aspect.net.au www.aspect.net.au

Client: Blue Mountains City Council

Scale: 1:500 @A1



Drawing Title: Landscape Master Plan

Drawing Number: 28023\_MP01

Date: 09.12.2008

Rev: G

Drawn by: NB

Reviewed by: SC

Figure 3: Lawson Town Centre Redevelopment Landscape Master Plan

## APPENDIX A: Detail Cost Estimates

### Detail on Cost Estimates in Draft Community Infrastructure Contributions Plan for Lawson Town Centre

The following tables provide detail on the cost estimates contained in the Plan.

#### 1. Civic Improvements

Since the exhibition of the draft Plan (April-May 2009), some elements of civic improvement works in the town centre have been completed, other works are yet to be completed so remain as pre-tender budget estimates. The following table details a combination of final costs where available and estimated costs where works are yet to be completed.

Item	Description	Amount (\$) Exc GST
<b>1.0</b>	<b>Preliminaries</b>	
1.1	Site Establishment	50,000.00
1.2	Soil & Water Management	15,000.00
1.3	Traffic Management	50,000.00
1.4	Design, documentation and project management	110,000.00
<b>2.0</b>	<b>Pavements</b>	
2.1	Remove temporary seal	17,000.00
2.2	Provision of concrete pedestrian footpath pavements	280,000.00
2.3	Supply and installation of sandstone pavement in public square	70,000.00
2.4	Supply and installation of permeable concrete unit pavement	50,000.00
2.5	Supply and installation of decomposed granite paving	15,000.00
2.6	Supply and installation of tactile indicators	50,000.00
<b>3.0</b>	<b>Retaining and feature walls</b>	
3.1	Supply and installation of retaining walls	110,000.00
3.2	Installation of feature entry statement wall	20,000.00
3.3	Supply and installation of seating steps inclusive of engraving	25,000.00
3.4	Supply and installation of skate deterrents	8,000.00
<b>4.0</b>	<b>Stairs</b>	
4.1	Supply and installation of granite stairs in town square / village green	60,000.00
4.2	Stairs and public walk way between shops	70,000.00
<b>5.0</b>	<b>Street Furniture</b>	
5.1	Supply and installation of timber seating	35,000.00
5.2	Supply and installation of Lawson specific rubbish bins	30,000.00
5.3	Supply and installation of bollards	40,000.00
5.4	Supply and installation of balustrades, including feature panels	55,000.00
5.5	Supply and installation of handrails	20,000.00
5.6	Supply and installation of bike racks	15,000.00
5.6	Heritage interpretation	12,500.00
<b>6.0</b>	<b>Soft landscaping</b>	
6.1	Preparation, supply and installation of garden beds	85,000.00
6.2	Preparation, supply and installation of trees	195,000.00
6.3	Supply and installation of porous grout around trees	25,000.00
6.4	Supply and installation of turf	50,000.00

6.5	Pruning and landscape clean up	12,500.00
<b>7.0 Children's playground</b>		
7.1	Supply and installation of soft fall	5,000.00
7.2	Supply and installation of play equipment	50,000.00
<b>8.0 Escalation and contingency for future works</b>		
8.1	Escalation provision 2 years 5 % per annum	50,000.00
8.2	Contingency provision 10 %	50,000.00
	<b>SUB-TOTAL (includes public square)</b>	<b>1,730,000.00</b>
<b>9.0 Local drainage</b>		
9.1	Design, documentation & construction	160,000.00
<b>10.0 Public toilet facilities</b>		
10.1	Design, documentation & construction	300,000.00
<b>11.0 Public art</b>		
11.1	Commission & installation	200,000.00
<b>12.0 Land acquisition</b>		
		53,400.00
	<b>SUB-TOTAL</b>	<b>713,400.00</b>
	<b>TOTAL</b>	<b>2,443,400.00</b>

Estimates included in this table are derived from Supplementary Item 1, Ordinary Meeting 19 February 2008, *RTA Funding and Land Acquisition Agreement for Lawson Town Centre*.

## 2. Car Parking

The following table provides a breakdown of the car parking cost estimate.

<b>ITEM</b>	
<b>Car parking - at grade</b>	<b>\$ per space</b>
Acquisition	15,000
Site preparation	2,500
Construction	5,400
Miscellaneous (includes fencing, landscaping, linemarking, signs & lighting)	1,375
<b>Total</b>	<b>24,275</b>
<b>Car parking - multideck</b>	<b>\$ per space</b>
Acquisition	7,500
Includes site establishment, excavation, drainage, construction & linemarking	20,800
<b>Total</b>	<b>28,300</b>

Note: Estimated land values are representative of 2009 market values and should not be interpreted read or relied upon as an opinion of future market value of improved or unimproved land