
NARROMINE SHIRE COUNCIL
ORDINARY MEETING BUSINESS PAPER – 13 NOVEMBER 2019
REPORTS TO COUNCIL – COMMUNITY AND ECONOMIC DEVELOPMENT

1. DRAFT SECTION 7.11 CONTRIBUTIONS PLAN 2019 – HEAVY VEHICLES

A report will be provided to Council prior to the meeting.

2. DRAFT SECTION 7.12 CONTRIBUTIONS PLAN 2019

Author	Director Community and Economic Development
Responsible Officer	Director Community and Economic Development
Link to Strategic Plans	CSP – 3.3.2 – Ensure development needs align to utilities infrastructure

Executive Summary

This report provides Council with a draft Section 7.12 Contributions Plan 2019 for consideration.

Report

Council's Development Contributions Plan was adopted by Council on 12 February 2014.

A full review of the plan has now been undertaken and is attached for consideration (**see Attachment No. 1**).

Section 7.12 of the EPA Act allows Council to impose, as a condition of development consent, a requirement that the applicant pay a levy of the percentage of the proposed cost of carrying out the development. This assists Council in providing public facilities and amenities which are required to maintain and enhance amenity and service delivery within the area.

Unlike the Section 7.11 Contributions Plan which requires a direct nexus between the development being levied and the need for the infrastructure for which the contribution is required, the Section 7.11 Contributions Plan does not require a nexus between the development, infrastructure and the contribution. Contributions raised are directed towards achieving the outcomes sought by the Work Schedule of the Plan.

The plan allows for the contributions to be pooled and applied (progressively or otherwise). Unspent monies collected through the previous section 94A Contributions Plan (2014) are to be expended on the works identified in the Work Schedule of the 7.12 Contributions Plan.

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2. DRAFT SECTION 7.12 CONTRIBUTIONS PLAN 2019 (Cont'd)

The contribution rate will be calculated as a percent of development as follows:-

Cost of Development	Contribution Levy Rate %
All development valued at \$100,000 or less	0.0%
All development valued at \$100,001 up to \$200,000	0.25%
All development valued at \$200,001 up to \$500,000	0.50%
All development valued in excess of \$500,000	1.0%

Financial Implications

The Section 7.12 Contributions Plan will apply to development with a value of over \$100,000. Levies paid to Council will be applied towards provision of infrastructure works identified in the Work Schedule of the Plan.

Aspects to which the Section 7.11 Contributions Plan applies to are not to be levied under the Section 7.12 Plan 2019.

Legal and Regulatory Compliance

Environmental Planning and Assessment Act 1979
Environmental Planning and Assessment Regulation 2000
Department of Planning and Environment Practice Notes 2005
Ministerial Directions (Local Infrastructure Contributions)

Risk Management Issues

Compliance with regulatory requirements.

The revised Section 7.12 Contributions Plan will supersede the current Development Contributions Plan (2014).

Internal/External Consultation

The draft plan will require public consultation and wider community comment. In accordance with Clause 28 of the Environmental Planning and Assessment Regulations 2000, the draft plan must be exhibited publicly for 28 days, with Council providing notice in the local newspaper.

Attachments

- Revised Draft Section 7.12 Contributions Plan 2019

As this matter relates to a planning decision made in the exercise of a function of Council under the EPA Act, and relates to a development contribution plan under that Act, **a division is required to be called on the motion.**

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2. DRAFT SECTION 7.12 CONTRIBUTIONS PLAN 2019 (Cont'd)

RECOMMENDATION

1. That Council place the revised draft Section 7.12 Contributions Plan 2019 on public exhibition for a period of twenty eight (28) days.
2. That Council adopt the revised draft Section 7.12 Contributions Plan 2019 under the delegation of the General Manager, subject to there being no objections that cannot be resolved by minor amendments to the Plan.
3. That public notice of adoption of the Plan be made in a local newspaper.

3. NARROMINE AERODROME STRATEGIC AND MASTER PLAN 2019

Author	Director Community and Economic Development
Responsible Officer	Director Community and Economic Development
Link to Strategic Plans	CSP – 2.2.3 – Grow the Narromine Shire Aerodrome as a key aviation industrial hub supported by a detailed Master Plan DP – 2.2.3.2 – Update/Review the Aerodrome Strategic Master Plan

Executive Summary

This report provides Council with the revised draft Narromine Aerodrome Strategic and Master Plan 2019 for consideration.

Report

Action 2.2.3.2 of Council's Delivery program is to update/review the Narromine Aerodrome Strategic Master Plan.

The Plan forms the basis for the development and management of the Aerodrome over the next 25 years. The Master Plan proposes suitable land uses for an area, based on planning and environmental constraints. The Strategic Plan is a more illustrative version of the land use plan, which also identifies infrastructure works and stages for development.

Staff have now revised the document (**see Attachment No. 2**) to include an updated action list reflecting works completed over the previous 5 years, as well as specific actions identified in Council's Community Strategic Plan 2027.

3. NARROMINE AERODROME STRATEGIC AND MASTER PLAN 2019

Extensive consultation was undertaken with the previous version of the plan developed in 2015. Comments have been sought and considered in the drafting process for this revision. It is anticipated that once the revised draft plan is accepted by Council, it will be placed on public exhibition for a period of at least 28 days, prior to final adoption.

Financial Implications

The Narromine Aerodrome Strategic and Master Plan provides the long-term direction for the development and operation of the Aerodrome. Council's Long Term Financial Plan and Asset Management Plan identify the Aerodrome's service standards and long term projects of asset maintenance, rehabilitation and replacement costs.

Legal and Regulatory Compliance

Local Government Act 1993
Civil Aviation Legislation and Regulations
Narromine Local Environmental Plan 2011
Environmental Planning and Assessment Act 1979
Development Control Plan 2011

Risk Management Issues

Compliance with regulatory requirements.

The Plan should be directly linked to Council's Community Strategic Plan 2027.

Internal/External Consultation

Council will place the revised Plan on public exhibition for a period of 28 days for community and stakeholders comments, following which it will be presented to Council for endorsement.

Attachments

- Narromine Aerodrome Strategic and Master Plan 2019

RECOMMENDATION

That Council place the revised Narromine Aerodrome Strategic and Master Plan 2019 on public exhibition for a period of twenty eight (28) days.

Phil Johnston
Director Community and Economic Development



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Narromine Shire Council
Section 7.12
Contributions Plan 2019

Narromine Shire Council Section 7.12 Contributions Plan 2019

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Version information:

Version	Public exhibition dates	Adoption date	Effective Date
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1. Executive Summary

1.1 Background

1.1.1. What are development contributions?

Development contributions are contributions made by those undertaking development approved under the Environmental Planning and Assessment Act 1979 (the Act). Contributions may be in the form of money, the dedication of land or some other material public benefit (or a combination of these). The mechanisms available for development contributions are limited to:

- In the case of contributions made under Sections 7.11 or 7.12 of the Act - toward the provision or improvement of amenities or services (or the recouping of the cost of provision or improvement of amenities or services), or
- In the case of contributions made under a planning agreement prepared in accordance with sections 7.4-7.10 of the Act toward public purposes.

The Plan deals with Section 7.12 contributions.

Section 7.11 and 7.12 levies

Sections 7.11 and 7.12 of the Act provide Council the means to levy contributions towards the cost of public facilities and services to meet the increased demand created by development. In the case of Section 7.11 contributions, there has to be a direct nexus between the development being levied under section 7.11 and the need for the public amenity or service (infrastructure) for which the contribution is required. Section 7.12 contributions do not require a nexus between the development, infrastructure and the contribution.

A condition of development consent may be imposed by Council with a requirement that the applicant pay a levy based on a percentage of the proposed cost of carrying out the development. A condition under Section 7.12 that is allowed by and determined in accordance with a contributions plan may not be disallowed or amended by the Court on appeal.

The monies collected will assist Council towards the provision, extension or augmentation of public amenities or public services. The application of the money is subject to any relevant provision of the Contribution Plan and the works schedule at Appendix 1.

1.2 Purpose

The purpose of this Contributions Plan is:

- To authorise the Council to impose a condition on certain development consents and complying development certificates requiring the payment of a contribution pursuant to section 7.12 of the Act;
- To require a certifying authority (the Council or an accredited private certifier) to impose, as a condition of issuing a complying development certificate, a requirement that the applicant pay to Council a levy determined in accordance with this Plan;
- To assist the Council to provide public facilities and amenities which are required to maintain and enhance amenity and service delivery within the area;
- To state the purposes for which the levies are required, and
- To provide for the governance of the contributions and their application in accordance with the Act and Regulations.

1.3 Timescales identified in the plan

This Plan aims to cater for development to 2030. It is anticipated that the Plan will be reviewed in the intervening period and updated.

Council recognises that demographic change in the existing and new population is driving changes in the demand for public services and amenities, and accordingly this Plan seeks to respond to these future needs.

The Work Schedule in this Plan is based on “high”, “medium” and “low” priorities, which translate into target implementation periods of 2020-2023, 2024-2027, and 2028-2030 respectively.

1.4 Summary of facilities

This Plan seeks contributions towards the following categories of public services and facilities:

- Pedestrian and cycling Infrastructure.
- Open Space and Recreation.
- Civic and community facilities.

1.5 Summary of contribution rates

The contribution rate is calculated as a percentage of the cost of development, as per the table below.

Cost of Development	Contribution levy rate %
All development valued at \$100,000 or less	0.0%
All development valued at \$100,001 up to \$200,000	0.25%
All development valued at \$200,001 up to \$500,000	0.5%
All development valued in excess of \$500,000	1.0%

Certain exemptions apply to the Contribution. Details can be found in Section 3.13.

1.6 Work schedule

The Work Schedule can be found in Appendix 1 to this Plan, and a map showing the location of these works in Appendix 2.

2. Introduction

2.1 Name of the Plan

This Plan is the Narromine Section 7.12 Contributions Plan 2019.

This Contributions Plan has been prepared in accordance with the Environmental Planning and Assessment Act 1979 (the Act), the Environmental Planning and Assessment Regulation 2000 (the Regulation), the then Department of Planning and Infrastructure's Development Contributions Practice Notes 2005, relevant Ministerial Directions, and NSW Department of Planning, Industry and Environment Circulars and Guidelines.

2.2 Commencement of Plan

This Contributions Plan takes effect on XX XX 2019.

Development applications and applications for complying development certificates determined on or after this date will be subject to the provisions of this Plan.

2.2.1. Savings and transitional arrangements

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

2.3 Purpose of the Plan

The purpose of this Contributions Plan is:

- To authorise the Council to impose a condition on certain development consents and complying development certificates requiring the payment of a contribution pursuant to Section 7.12 of the Act;
- To require a certifying authority (the Council or an accredited private certifier) to impose, as a condition of issuing a complying development certificate, a requirement that the applicant pay to Council a levy determined in accordance with this Plan;
- To assist the Council to provide public facilities and amenities which are required to maintain and enhance amenity and service delivery within the area;
- To state the purposes for which the levies are required, and
- To provide for the governance of the contributions and their application in accordance with the Act and Regulations.

2.4 Area to Which the Plan Applies

This Contributions Plan applies to all land within the Narromine Local Government Area.

2.5 Types of Development to which this Plan applies

This Plan applies to all applications for development consent and complying development certificates on the land to which the Plan applies.

Note: "development" referred to in this clause has the same meaning as in the Act.

2.6 What does Section 7.12 of the Act provide?

Section 7.12 of the Act provides as follows:

7.12. Fixed development consent levies

- (4) A consent authority may impose, as a condition of development consent, a requirement that the applicant pay a levy of the percentage, authorised by a contributions plan, of the proposed cost of

carrying out the development.

- (5) A consent authority cannot impose as a condition of the same development consent a condition under this section as well as a condition under Section 7.11.
- (2A) A consent authority cannot impose a condition under this section in relation to development on land within a special contributions area without the approval of:
 - (a) the Minister, or
 - (b) a development corporation designated by the Minister to give approvals under this subsection.
- (6) Money required to be paid by a condition imposed under this section is to be applied towards the provision, extension or augmentation of public amenities or public services (or towards recouping the cost of their provision, extension or augmentation). The application of the money is subject to any relevant provisions of the contributions plan.
- (7) A condition imposed under this section is not invalid by reason only that there is no connection between the development the subject of the development consent and the object of expenditure of any money required to be paid by the condition.
- (8) The regulations may make provision for or with respect to levies under this section, including:
 - (a) the means by which the proposed cost of carrying out development is to be estimated or determined, and
 - (b) the maximum percentage of a levy.

2.7 Relationship to other Plans and Policies

This Plan supersedes and repeals the following current contributions plans applying to the local government area by amending and/or repeal the Narromine Section 94A Development Contributions Plan 2014.

This Plan complements the Narromine Section 7.11 Contributions Plan 2019- Heavy Vehicles. Aspects of development to which the Section 7.11 Plan applies are not to be levied contributions under any Section 7.12 Plan.

Unspent contributions raised and paid under the authority of the previous Section 94A Contributions Plan will be transferred to this Section 7.12 Plan and will be continued to be directed towards the achieving the outcomes sought by the Work Schedule of that Plan

2.8 Infrastructure and Growth

The 2016 ABS Census found the usual resident population of the Narromine Shire LGA was 6,444, which is an decrease of 2.1% from 2011 (6,584.) The ABS estimated resident population was 6,567 in 2018.

The NSW Department of Planning, Industry and Environment (DoPIE) produced updated population projections for all Local Government Areas (LGA) in NSW in 2016. The projection included household numbers, dwelling numbers and household size, and are shown in the table below.

It can be seen that the DoPIE 2016 projections indicate that the population of the LGA will continue to decrease to 2036. Notwithstanding this, development and change will occur in the Shire, and towns and villages will benefit from migration from rural areas. In addition, changing demographics of the area will lead to increased demand in certain infrastructure.

A disparity exists between the 2016 ABS ERP (estimated resident population), PUR (Place of Usual Residence), and the DoPIE figures which are based on the 2011 census. It should also be noted that the methodology used for 2016 census collection differed from prior censuses, in addition the methodology used to calculate the estimated resident population changed in 2016, which may account for the disparity.

Attachment No 1

	2011	2016	2021	2026	2031	2036
Narromine Shire 2016 projection	6,850	6,800	6,700	6,600	6,400	6,200
ABS (PUR)	6,585	6,444				
ABS (ERP)	6,832	6,617				
Average Household Size (DoPIE)	2.46	2.41	2.36	2.31	2.27	2.24
Actual census	2.5	2.5				
Implied Dwellings (DoPIE)	3,150	3,200	3,200	3,200	3,150	3,100

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3. Operation of the Plan

3.1 Payment of the contribution

This Plan authorises Council to require the payment of a monetary contribution as a condition of development consent in accordance with the provisions of this Plan.

Contributions will be determined on the basis of the proposed cost of development. Clause 25J of the Regulation provides details of inclusions and exclusions from the cost calculations, as follows:

- (1) The proposed cost of carrying out development is to be determined by the consent authority, for the purpose of a section 7.12 levy, by adding up all the costs and expenses that have been or are to be incurred by the applicant in carrying out the development, including the following:
 - (a) if the development involves the erection of a building, or the carrying out of engineering or construction work—the costs of or incidental to erecting the building, or carrying out the work, including the costs (if any) of and incidental to demolition, excavation and site preparation, decontamination or remediation,
 - (b) if the development involves a change of use of land—the costs of or incidental to doing anything necessary to enable the use of the land to be changed,
 - (c) if the development involves the subdivision of land—the costs of or incidental to preparing, executing and registering the plan of subdivision and any related covenants, easements or other rights.
- (2) For the purpose of determining the proposed cost of carrying out development, a consent authority may have regard to an estimate of the proposed cost of carrying out the development prepared by a person, or a person of a class, approved by the consent authority to provide such estimates.
- (3) The following costs and expenses are not to be included in any estimate or determination of the proposed cost of carrying out development:
 - (a) the cost of the land on which the development is to be carried out,
 - (b) the costs of any repairs to any building or works on the land that are to be retained in connection with the development,
 - (c) the costs associated with marketing or financing the development (including interest on any loans),
 - (d) the costs associated with legal work carried out or to be carried out in connection with the development,
 - (e) project management costs associated with the development,
 - (f) the cost of building insurance in respect of the development,
 - (g) the costs of fittings and furnishings, including any refitting or refurbishing, associated with the development (except where the development involves an enlargement, expansion or intensification of a current use of land),
 - (h) the costs of commercial stock inventory,
 - (i) any taxes, levies or charges (other than GST) paid or payable in connection with the development by or under any law,
 - (j) the costs of enabling access by disabled persons in respect of the development,
 - (k) the costs of energy and water efficiency measures associated with the development,
 - (l) the cost of any development that is provided as affordable housing,
 - (m) the costs of any development that is the adaptive reuse of a heritage item
- (4) The proposed cost of carrying out development may be adjusted before payment, in accordance with a contributions plan, to reflect quarterly or annual variations to readily accessible index figures adopted by

the plan (such as a Consumer Price Index) between the date the proposed cost was determined by the consent authority and the date the levy is required to be paid.

- (5) To avoid doubt, nothing in this clause affects the determination of the fee payable for a development application.

Applicants are advised to consult the Regulation for any changes in the above list.

3.2 Calculation of the contribution

The contribution will be calculated as follows:

$$\text{Levy payable} = \%C \times \$C$$

Where

%C is the levy rate applicable

\$C is the proposed cost of carrying out the development as certified.

3.3 Contribution Rate

The contribution rate is calculated as a percentage of the development value, as per the table below.

Cost of Development	Contribution levy rate%
All development valued at \$100,000 or less	0.0%
All development valued at \$100,001 up to \$200,000	0.25%
All development valued at \$200,001 up to \$500,000	0.5%
All development valued in excess of \$500,000	1.0%

Certain types of development may be exempt from a section 7.12 contribution. Details can be found in Section 3.13.

3.4 Cost estimate reports

In order to enable the amount of the contribution to be accurately determined, a cost estimate report must accompany an application for a development application or a complying development certificate.

A development application or an application for a complying development certificate must be accompanied by a report setting out an estimate of the proposed cost of carrying of the development.

A cost summary report must be completed for works with a value no greater than \$ 3,000,000;

A Quantity Surveyor's Detailed Cost Report must be completed by a registered Quantity Surveyor for works with a value greater than \$ 3,000,000, and

Example cost estimate reports have been included in Appendix 3. Applicants can use alternate cost estimation methods by prior agreement with Council.

Without limitation to the above, Council may review the valuation or works and may seek the services of an independent person to verify the costs. In these cases, all costs associated with obtaining such advice will be at the expense of the applicant and no construction certificate will be issued until such time that the levy has been paid.

3.5 Complying Development

Accredited Certifiers must impose a condition requiring monetary contributions in accordance with this Plan, in accordance with Section 7.12 of the Environmental Planning and Assessment Act. The amount of the

contribution is to be determined in accordance with the formulas contained in this Plan. The conditions imposed must be consistent with Council's standard Section 7.12 consent conditions and be in accordance with this Plan. It is the responsibility of accredited certifiers to correctly calculate the contribution and apply the Section 7.12 contribution.

Complying Development Certificates must be assessed and issued by Council if the developer wishes Council to consider land dedication, material public benefits or works in kind.

3.6 Construction Certificates

In accordance with Clause 146 of the Environmental Planning and Assessment Regulation, a certifying authority must not issue a construction certificate for building work or subdivision works under development consent unless it has verified that each condition requiring the payment of monetary contributions has been satisfied.

In particular, the certifier must ensure that the applicant provides a receipt(s) confirming that contributions have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council in accordance with clause 142(2) of the Environmental Planning and Assessment Regulation. Failure to follow this procedure may render such a certificate invalid.

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

3.7 Alternatives to Payment

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. The decision to accept such offers is at the sole discretion of the Council.

Council may accept such alternatives when made as an offer as part of a development application.

The applicant may include in the relevant development application or in an application for a modification under section 4.55 of the Act, an offer to carry out works or provide a material public benefit towards which the levy is to be applied. The Council will consider the offer as part of its assessment of the development application or as an application for a modification to a development approval under section 4.55 of the Act where a levy has been imposed pursuant to this plan. If the Council agrees to the arrangement and grants consent to the application, it will substitute a condition of consent requiring the works to be carried out or the material public benefit to be provided for a condition requiring payment of a levy under section 7.12.

In assessing the applicant's offer, the Council will have regard to any relevant requirements of the current Practice Note issued by the NSW Government and such other matters as the Council considers relevant in the circumstances of the case including, but not limited to:

- 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. Council does not issue credits to applicants for works in kind which are provided in excess of the approved condition outside of a standard procedure involving approval by Council, such as staged development; and
- The standard of the works is to Council's full satisfaction and the works are handed over to the Council at completion without restriction of limitation, 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.

The value of an offer to provide Works in Kind, or a material public benefit towards which the levy is to be applied, in lieu (in full or in part) of satisfying a condition of consent relating to payment of a Section 7.12 contribution will be valued utilising the following mechanism:

- Any credit will be calculated based on the actual cost of works or the agreed cost estimate, whichever is the lesser. The agreed cost estimate will be determined by a review of the costs submitted by the applicant via Council's Department of Infrastructure and Engineering Services (or a Registered Quantity Surveyor at Councils discretion);

- The agreed cost estimate can be amended by submission of a variation request by the applicant which will be reviewed and certified by a registered Quantity Surveyor;
- The actual cost of works is required to be evidenced and verified by a registered Quantity Surveyor;
- The Quantity Surveyor to act on the project will be chosen by Council from a list of 3 recommended by the applicant all of whom are to be members of Panels for The NSW Department of Finance, Services and Innovation or Local Government Procurement, and
- Quantity Surveyor service costs are to be borne by the applicant.

3.7.1. Legal agreements pertaining to works in kind

All offers, should they be accepted, to provide Works In Kind, or a material public benefit towards which the levy is to be applied, in lieu (in full or in part) of satisfying a condition of consent relating to payment of a Section 7.12 contribution will be subject to a legal agreement between Council and the applicant. All agreements will include, but not limited to, the following:

- The works to be undertaken;
- The timing of the works;
- The quality of the works;
- The costs of the works;
- Handover and signoff by Council;
- The applicant's rights and responsibilities, and
- Council's rights and responsibilities.

3.7.2. Planning Agreements

An applicant may offer to enter into a Planning Agreement with the Council in connection with a development application or a rezoning application that is made for the purposes of being able to subsequently make a development application. The applicant's provision under a Planning Agreement may be additional to, or instead of, making contributions under Section 7.12 of the Act.

Provision is made for Planning Agreements under Section 7.4 of the Environmental Planning and Assessment Act 1979, as amended.

Under a Planning Agreement, the applicant may offer to pay money, dedicate land, carry out works, or provide other material public benefits for public purposes.

The offer to enter into a Planning Agreement, together with the draft Agreement, will generally need to accompany the relevant development or rezoning application. The Council will publicly notify the draft Agreement and explanatory note relating to the draft Agreement along with the relevant application and will consider the Agreement as part of its assessment of the relevant application. If the Council agrees to enter into the Agreement, it may impose a condition of development consent requiring the Agreement to be entered into and performed.

Council encourages the use of Planning Agreements, particularly for larger and/or more complex development.

3.8 Reassessment of Contributions

Council may consider an application for the reassessment of the development monetary contribution payable. This may result in the contribution being reduced or waived or modified.

Where a condition of development consent has already been imposed requiring the payment of a contribution, the applicant will be required to lodge an application to review the consent in accordance with Section 8.2 of the Act, to reassess the contribution charged.

The request shall be in writing and provide sufficient information to satisfy Council of the inappropriate nature of the contribution and the implications to Council of reducing or waiving the contribution in the particular circumstances.

3.9 Are refunds for payments of levies possible?

For a refund of levy payments to be considered, the applicant/landowner must:

- Submit a written request to Council;
- In the request demonstrate that the development has not been commenced;
- Submit the request for a refund by the first working day after 31 January within the year following payment of the levy e.g. payment is made in April 2019 then a refund request cannot be made until first working day after 31 January 2020; and
- Formally surrender the consent that applied the levy.

Part or full refunds may only be provided in circumstances that are considered reasonable and where a formal request has been made. The decision to provide part or full refunds will always be the subject of a report to an appropriate meeting of Council.

3.10 Adjusting Contributions at the Time of Payment

This provision aims to ensure that the value of contributions is not eroded over time by movements in the Consumer Price Index, land value increases, the capital costs of construction of facilities and administration of the Plan, or through changes in the costs of studies to support the Plan.

Contributions required as a condition of development consent will be adjusted at the time of payment using the following formula.

$$CP = \frac{ODC \times \text{Current index}}{\text{Base index}}$$

where:

- CP is the amount of the contribution calculated at the time of payment.
- ODC is the amount of the original contribution as set out in the development consent.
- Current index the Consumer Price Index: All Groups Index for Sydney (as currently available from the Australian Bureau of Statistics at the time of payment).
- Base index is the Consumer Price Index: All Groups Index for Sydney which applied at the time of calculation as shown on the development consent.

3.11 Payment of Contributions

3.11.1. Timing of Payments

The time of payment of contributions shall be as follows:

- Development applications involving subdivision only – prior to the release of the Subdivision Certificate.
- Development applications involving building work only – prior to the release of the Construction Certificate or Complying Development Certificate;
- Development involving both subdivision and building work (e.g. Integrated housing developments) – prior to the release of the Construction Certificate, or the release of the Subdivision Certificate, whichever occurs first, and
- Development applications where no Construction Certificate is required – prior to the issue of an Occupation Certificate.

Where an application is dealt with by an Accredited Certifier other than Council, the development consent shall not operate unless and until the amount required by the consent under this Contributions Plan is paid to Council.

The amount of any monetary contribution to be paid will be the contribution payable at the time of consent, and depending upon the time of payment will be subject to reasonable adjustment due to movements in the Consumer Price Index and/or changes to the rates indicated within this Plan (refer to Section 3.10).

3.11.2. Deferred or Periodic Payments

Council may consider the deferred payment of contributions or payments made by periodic instalments. This will be a merit based decision, considered on a case by case basis and subject to approval by Council.

A request for deferral or periodic payment must be made in writing to Council, stating the proposed length of deferral, and may only be accepted where:

- There are valid reasons for the deferral or periodic payment;
- The deferral will not prejudice the efficiency and operation or cash flows of the Plan;
- The granting of the request for deferred payment will not jeopardise the timely provision of works or land identified within the Plan;
- A suitable bank guarantee (or equivalent security) can be, and is, provided in the event that the request is accepted by Council;
- 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
- The periodic or deferred contributions are paid, including interest, at no cost to Council.

The conditions under which Council may accept deferred payment by way of a bank guarantee are that:

- The bank guarantee is by an Australian Bank;
- Indexing will be calculated from the date the contribution was due until the date of payment.
- The bank guarantee is for a maximum period of twelve months.
- The amount of the bank guarantee is the sum of the total contribution or the amount of the outstanding contribution at the time of deferring payment, plus an amount equal to thirteen months' interest;
- The bank unconditionally pays the guaranteed sum to Council if Council so demands in writing, no earlier than 12 months from the provision of the guarantee or completion of the work, whichever occurs first;
- 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 in accordance with the development consent;
- The bank's obligations are discharged when payment to the Council is made in accordance with the approved bank guarantee or when Council notifies the bank in writing that the guarantee is no longer required, and
- Council's registration and release of bank guarantee fee is paid.

Any outstanding component of the contribution shall be indexed quarterly in accordance with the Consumer Price Index movements. Indexing will be calculated from the date the contribution was due until the date of payment.

The conditions under which Council may accept periodic payment for a staged development are:

- That the instalments are paid before the work commences on each relevant stage of the development, and
- The amount to be paid at each stage is to be calculated on a pro-rata basis in proportion to the demand for the relevant facility being levied by the overall development, including CPI if required.

3.12 Goods and Services Tax

Monetary Section 7.12 development contributions are exempt from the Federal Government Goods and Services Tax (GST).

3.13 Exemptions

Under Directions issued by the Minister in relation to Section 7.3 of the Act a levy under section 7.12 cannot be imposed on development:

- If a development contribution under the former Section 94 or 7.11 of the Act has been required in respect of the subdivision of land (*initial subdivision*), a levy under section 7.12 of that Act may not be required in respect of any other development on the land, unless that other development will, or is likely to, increase the demand for public amenities or public services beyond the increase in demand attributable to the initial subdivision, and

In addition, certain types of development are effectively exempt from a levy under Section 7.12 because they are not to be included in the costing of a development for the purposes of a levy under Clause 25J of the Regulation, such as:

- Enabling access by disabled persons in respect of the development;
- Energy and water efficiency measures associated with the development;
- Any development that is provided as affordable housing, and
- Any development that is the adaptive reuse of a heritage item.

Council also may not impose a Section 7.12 levy on the following:

- The fit out or refurbishment of an existing development, where there is no enlargement or intensification of the current land use;
- An application on or behalf of Council for infrastructure, such as but not limited to libraries, community facilities, recreation areas, recreation facilities and car parks;
- Those the subject of a Direction from the Minister for Planning under Section 7.3 of the Act.
- An application for development that involves rebuilding or repair after natural disasters such as flooding or bushfires;
- An application for demolition (where there is no replacement building or development),
- In rare exceptional cases, where Council considers an exemption is warranted, and the decision is made by formal resolution of Council at an Ordinary Council meeting.

To apply for an exemption to the payment of a Section 7.12 Levy, a written application must be submitted to Council at development assessment stage, giving reasons under the relevant category, and providing any necessary evidence and justification for the exemption.

3.14 Review of the Plan

This Plan may be reviewed in full, or in part, when considered appropriate having regard to the rate and type of development, cost of facility provision, and community response to service and facility provision.

A complete review of this Plan is anticipated every five (5) years from the date of commencement of the Plan.

3.15 Accountability

Financial management and accountability are important components of Section 7.12, and Council is obliged to maintain an accurate and up to date register of all Section 7.12 contributions. Council is required to comply with a range of financial accountability and public access to information requirements in relation to section 7.12. These are addressed in Division 5 and 6 of Part 4 of the Regulation and include:

- Maintenance of, and public access to, a contributions register;

- Maintenance of, and public access to, accounting records for contributions received and spent;
- Annual financial reporting of contributions, and
- Public access to contributions plans and supporting documents.

Monetary contributions received under the authority of this Plan will be recorded and kept through a separate account specifically established for this Plan. The records will indicate the contributions received, contributions expended and include the interest, if any, earned on invested funds for each account.

These records are updated on a monthly basis.

Separate accounting records are maintained for all Council's Section 7.11 and Section 7.12 Contribution Plans. Information on Section 7.11/7.12 and former 94A accounts including funds relating to this Plan will be provided in a condensed format within Narromine Shire Council's Annual Report/s in accordance with requirements of the Regulation

Information is also available in Council's contribution register relating to this Plan, which can be inspected at Council during normal business hours.

3.16 Unspent Section 94A funds

This Plan also authorises that unspent monies collected through the previous Section 94A Plan are to be expended on works identified in the works schedules included in this Plan, to achieve the same or similar outcomes sought by the previous Section 94A Plan.

3.17 Application of the Funds

Money paid to the Council under a condition authorised by this plan is to be applied by the Council towards meeting the cost of the public amenities or services that will be or have been provided within the area as listed in the Works Schedule at Appendix 1.

3.18 Pooling of Contributions

This Plan expressly authorises monetary Section 7.12 Contributions paid for different purposes to be pooled and applied (progressively or otherwise) for those purposes. The priorities for the expenditure of the contributions are shown in the Works Schedules.

3.19 Condition of Consent

Unless otherwise determined by the Council, the standard condition described in Appendix 5 will be used on Development Application determinations and Complying Development Certificates for monetary contributions levied under this Plan.

Appendix 1: Works Schedule

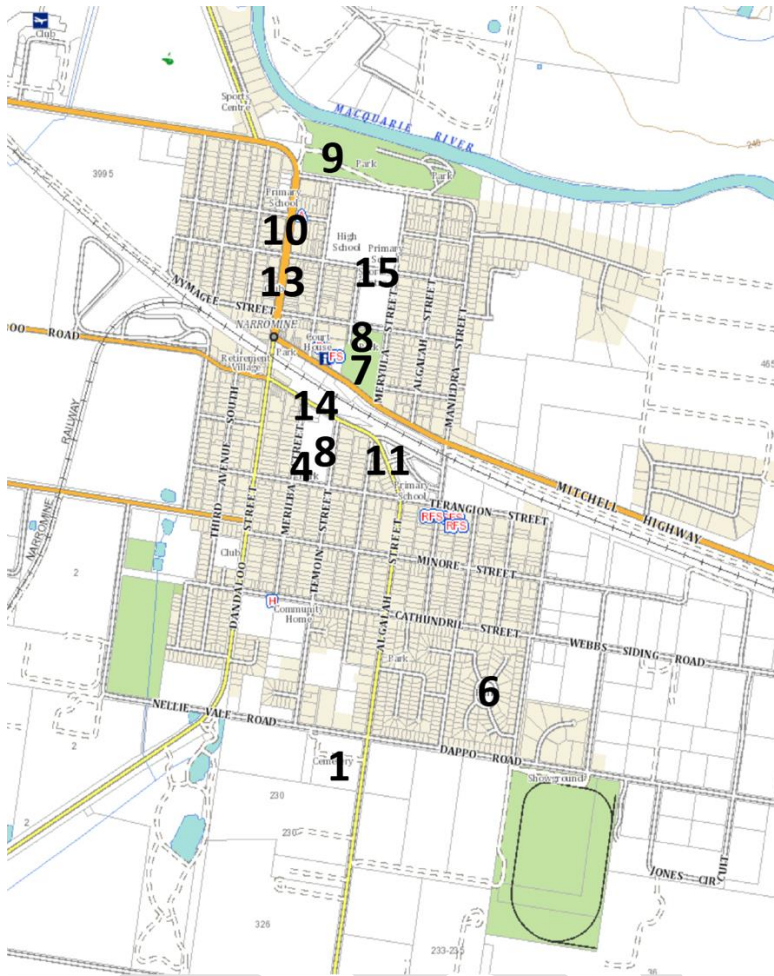
Note: Items are in alphabetical order with each timing category.

Map ref	Project	Location	Total Cost	High Priority	Medium Priority	Low Priority
1	Cemetery - Develop Lawn Cemetery Extension	Tomingley Road Narromine	\$12,500	\$12,500		
2	Argonauts Park Solar Lighting	Saleyards Road Trangie	\$10,000	\$0	\$10,000	
3	Dicken Park Solar Lighting	Myall Street Tomingley	\$9,500	\$9,500		
4	Apex Park Solar Lighting	Cnr Temoin St and Terangion St, Narromine	\$9,000	\$9,000		
5	Bicentennial Park Solar Lighting	Dandaloo St, Trangie	\$9,000	\$9,000		
6	McKinnon Park Solar Lighting	Oak Crescent, Narromine	\$9,000		\$9,000	
7	Dundas Park Playground Equipment	Cnr Burraway St and Meryula St, Narromine	\$110,000	\$110,000		
8	Park Amenities (various locations), including water efficiency	Apex, Dundas Parks	\$96,500	\$66,500		\$30,000
9	Rotary Park Solar Lighting	Culling St, Narromine	\$8,500	\$8,500		
	Footpaths, Cycleways and Pedestrian Facility (PAMP and Bike Plan)	See below				
10	- Dandaloo Street Narromine	Dandaloo Street Narromine	\$50,000	\$50,000		
11	- Derribong Ave 3m Cycleway stage 3 (23)	Derribong Ave Narromine	\$80,000	\$80,000		
12	- Narromine path upgrades (various locations)	Dandaloo St, Burraway St, CBD, Manildra St, Culling St, Algalah St	\$225,000	\$50,000	\$100,000	\$75,000
13	Main Street - Garbage Bins (Vandal Proof)	Dandaloo Street Narromine	\$52,500	\$31,000	\$21,500	
14	Cale Oval - Playing Field Fencing	Cnr Temoin St and Terangion St, Narromine	\$11,500	\$11,500		
15	Narromine Sport and Fitness Centre - new visual, sound equipment	Cnr Meringo St and Temoin St, Narromine	\$15,000	\$15,000		

The Work Schedule in this Plan is based on “high”, “medium” and “low” priorities, which translate into target implementation periods of 2018-2021, 2022-2026, and 2027-2030 respectively.

Appendix 2: Location of works map

Numbers reference the project number in the Work Schedule.



Source: Base map: Six Maps NSW Government



Source: Base map: Google maps

Appendix 3: Sample Cost Summary Report

[Development between \$100K and \$ 3 million]

DA / CC / CDC No.	Date
Applicant Name	_____
Applicant's Address	_____
Property Address	_____

ANALYSIS OF DEVELOPMENT COSTS:

Sub-total above carried forward	\$	_____			
Preliminaries and margin	\$	_____			
Sub-total	\$	_____			
Consultant Fees	\$	_____			
Other related development costs	\$	_____			
Sub-total	\$	_____			
Goods and Services Tax	\$	_____			
TOTAL DEVELOPMENT COST	\$	_____			
Demolition and alterations	\$	_____	Hydraulic services	\$	_____
Structure	\$	_____	Mechanical services	\$	_____
External walls, windows and doors	\$	_____	Fire services	\$	_____
Internal walls, screens and doors	\$	_____	Lift services	\$	_____
Wall finishes	\$	_____	External works	\$	_____
Floor finishes	\$	_____	External services	\$	_____
Ceiling finishes	\$	_____	Other related work	\$	_____
Fittings and equipment	\$	_____	Sub-total	\$	_____

I certify that I have:

- Inspected the plans the subject of the application for development consent or construction certificate.

Attachment No 1

- Calculated the development costs in accordance with the definition of development costs in clause 25J of the Environmental Planning & Assessment Regulation 2000 at current prices.
- Included GST in the calculation of development cost.

Signed

Name

Position

Qualification

Date

DRAFT

Appendix 4: Sample Quantity Surveyor's* Detailed Cost Report

[Development in excess of \$ 3 million]

*A member of the Australian Institute of Quantity Surveyors

DA / CC / CDC No.	_____	Date	_____
Applicant Name	_____		
Applicant's Address	_____		
Property Address	_____		

DEVELOPMENT DETAILS:

Gross Floor Area - Commercial	_____ m ²	Gross Floor Area - Other	_____ m ²
Gross Floor Area – Residential	_____ m ²	Total Gross Floor Area	_____ m ²
Gross Floor Area – Retail	_____ m ²	Total Site Area	_____ m ²
Gross Floor Area – Car Parking	_____ m ²	Total Car Parking Spaces	_____ m ²
Total Development Cost	\$ _____		
Total Construction Cost	\$ _____		
Total GST	\$ _____		

ESTIMATE DETAILS:

Professional Fees	\$ _____	Excavation	\$ _____
% of Development Cost	% _____	Cost per square metre of site area	\$ _____ /m ²
% of Construction Cost	% _____	Car Park	\$ _____
Demolition and Site Preparation	\$ _____	Cost per square metre of site area	\$ _____ /m ²
Cost per square metre of site area	\$ _____ /m ²	Cost per space	\$ _____ /space
Construction – Commercial	\$ _____	Fit-out – Commercial	\$ _____
Cost per square metre of commercial area	\$ _____ /m ²	Cost per m ² of commercial area	\$ _____ /m ²
Construction – Residential	\$ _____	Fit-out – Residential	\$ _____
Cost per square metre of residential area	\$ _____ /m ²	Cost per m ² of residential area	\$ _____ /m ²
Construction – Retail	\$ _____	Fit-out – Retail	\$ _____
Cost per square metre of retail area	\$ _____ /m ²	Cost per m ² of retail area	\$ _____ /m ²

I certify that I have:

- Inspected the plans the subject of the application for development consent or construction certificate.
- Calculated the development costs in accordance with the definition of development costs in clause 25J of the Environmental Planning & Assessment Regulation 2000 at current prices.
- Included GST in the calculation of development cost.

Signed

Name

Position

Qualification

Date

Appendix 5: Standard Condition

Pursuant to Section 7.12 of the Environmental Planning and Assessment Act 1979, the monetary contribution set out in the following table is to be paid to Council prior to the issue of a Subdivision Certificate or Construction Certificate. The contribution is current as at the date of this consent and is levied in accordance with the Narromine Shire Council Section 7.12 Contributions Plan 2019, adopted on <insert date>, which may be viewed during office hours at Council's Customer Service Centre, 120 Dandaloo Street Narromine on Council's website www.narromine.nsw.gov.au.

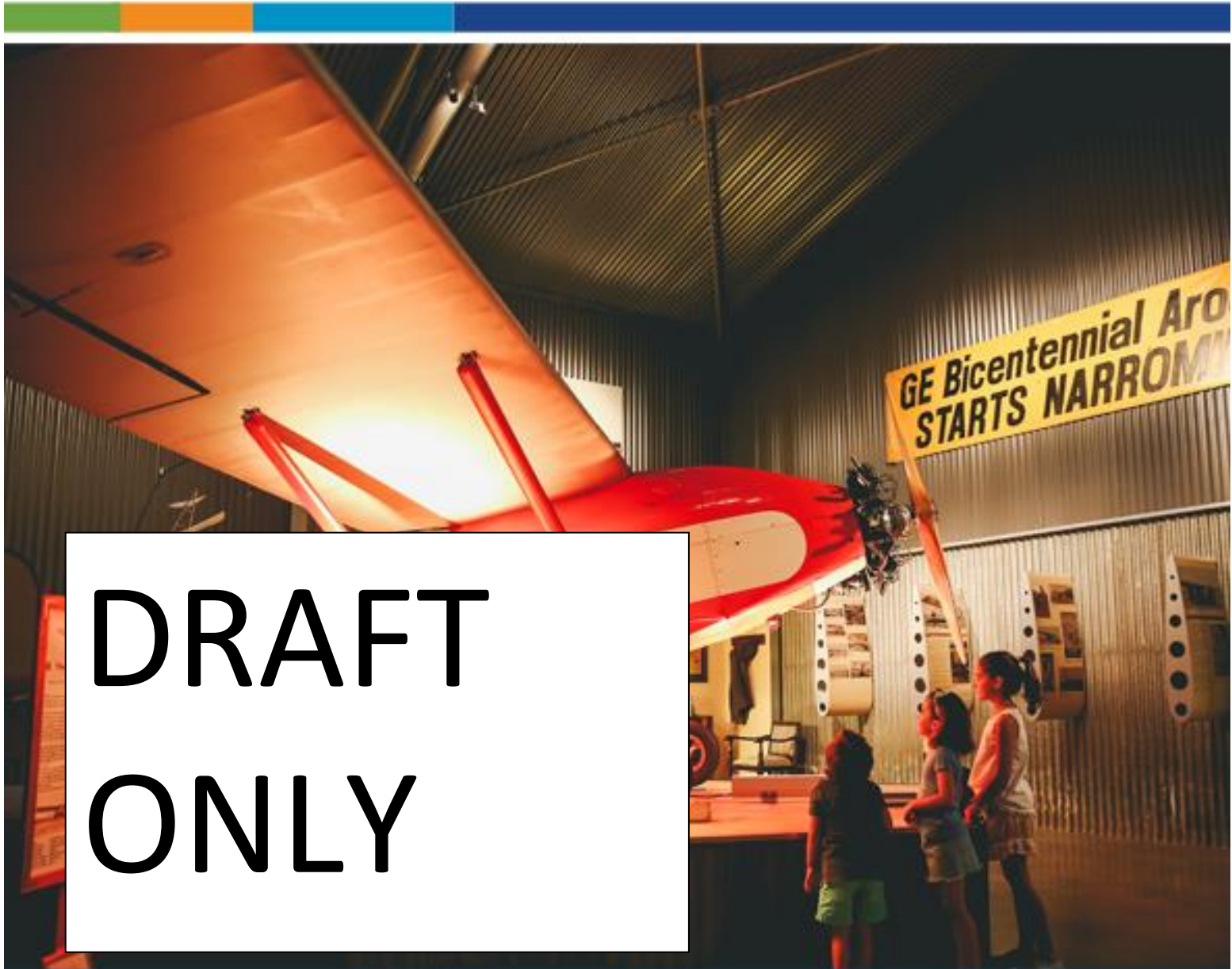
The contribution payable will be calculated in accordance with the contributions plan current at the time of payment, and will be adjusted at the time of payment in accordance with the Consumer Price Index (CPI) (All Groups Index for Sydney) published by the Australian Bureau of Statistic (ABS). Contribution amounts will be adjusted by Council each quarter.

Contribution Type	Proposed Cost of Development ¹	Levy Percentage	Total Contribution	Contribution Rate remains current until*
Section 7.12 Contribution				

Notes

1 As shown on the Development Application / Construction Certificate Application / Complying Development Certificate Application.

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ONLY**

NARROMINE AERODROME STRATEGIC
& MASTER PLAN

NOVEMBER 2019

**DRAFT
ONLY**

Narromine Shire Council (2019) Revision History

Date	Version	Auth.
November 2015	1.0	Manager Planning
2 nd August 2019	2.0	Director Community and Economic Development

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Executive Summary

This document is known as the Narromine Aerodrome Strategic and Master Plan which will form the basis for development and management of the Aerodrome over the next 25 years. The Plan should be reviewed every 5 years and amended if necessary. The previous revision of the plan was in 2015. That document is the basis for this revision.

A Master Plan proposes suitable land uses for an area, based on planning and environmental constraints. A Strategic Plan is a more illustrative version of a land use plan, which also identifies infrastructure works and stages for development. The outcomes are divided into short, medium and long-term time frames.

This project aims to provide further strategic direction for the Narromine Aerodrome based on the history and potential of the site. The data and recommendations from these plans is intended to feed into Councils Integrated Planning and Reporting documentation as well as development controls and planning policies.

Purpose of the Plan

The purpose of the Strategic and Master Plan is to provide long-term direction for the development and operation of the Aerodrome.

The Narromine Aerodrome Strategic and Master Plan aims to:

1. Investigate options for short, medium and long-term development on the Aerodrome.
2. Identify and assess the planning constraints surrounding the development.
3. Provide recommendations on potential development areas, desired development types and development control measures for the area to ensure the long term viability of the site and to ensure it best serves the community.
4. Provide the nexus between Council's strategic direction and the local Economic Development Group to facilitate economic growth in the Narromine Local Government Area.
5. Assist Council in determining the level of service needed to support and grow the site.

Relationship with other Plans

This Plan provides the strategic framework for the development of the Narromine Aerodrome as well as forming a basis for the Asset Management Plan for the Narromine Aerodrome and fulfils requirements 2.2.1, 2.2.2 and 3.5.2 of Councils Community Strategic Plan.

Background

There has been extensive consultation into previous reports and strategic planning in regards to the Narromine Aerodrome. These documents developed in 1995 (reviewed 2004) and 2009 helped to inform the 2015 strategic plan and now the 2019 revision.

Much of the strategy outlined in the 1995 document has been used to guide development since.

In terms of consultation, this study aimed to engage not only the current aerodrome users, but also:

- Adjoining land owners
- Business owners (both within and out of Narromine)
- Council's Infrastructure and Engineering Department and MANEX
- The wider Narromine Shire community

Comment has been sought in the drafting process for this revision with several comments received. These have been incorporated in this draft. Once the draft is accepted by Council the document will again be circulated for comment, prior to final adoption.

Council would like to thank the parties involved in the discussion and consultation process for their input.

Regional Characteristics

From the Narromine Shire Community Strategic Plan:

Narromine, known as the "Gliding Capital of Australia", is considered to be the best gliding area in Australia, and one of the three best in the world. With beautiful weather and thermals, along with no airspace restrictions, pilots from around the world visit regularly to participate in recreational flying, gliding and to take part in the National and State Gliding Championships.

The aerodrome is also utilised each year to host the 'Ausfly' event which is a national fly in for general aviation and has recently hosted both the State and National aerobatic championships.

The 2021 World Gliding Championships will be held at the Narromine Aerodrome.

Current Position

Site Location and Zoning (Ref Appendix 1)

From the Narromine Shire Community Strategic Plan: “Located in the heart of New South Wales between Dubbo and Nyngan, Narromine Shire covers an area of 5,224km² with a population of 6550, living in three urban centres of Narromine (3500), Trangie (1000) and Tomingley (50) as well as the surrounding rural areas. The aerodrome is 225 metres above sea level.

The Aerodrome is located on the North Western edge of Narromine and is zoned SP2 Infrastructure – Aerodrome. The site occupies 322.3 hectares and is surrounded by agricultural, recreational and residential land uses.

The Objectives of the SP2 Infrastructure Zoning (Narromine LEP, 2011) are:

- To provide for infrastructure and related uses.
- To prevent development that is not compatible with or that may detract from the provision of infrastructure.



Economic Environment

As stated in the Aerodrome Asset Management Plan (2019), Council's goal in managing infrastructure assets is to "meet the required level of service in the most cost effective manner for present and future users". The strategic objectives of the Asset Management Plan are to:

1. Provide aerodrome services to a standard that supports the outcomes identified in the Council Community Strategic Plan;
2. Ensure that infrastructure is maintained at a safe and functional standard, as set out in the Asset Management Plan;
3. Ensure that aerodrome infrastructure assets are managed to deliver the requirements of Council's Asset Management Policy and Strategic Asset Management Plan.

The primary income collected from the site is from leases on Council buildings, rates and land sales from the Skypark development.

The primary expenses attributed to the aerodrome are due to the maintenance and operation of the site. These expenses total approximately \$169,000 per year. This figure does not include capital works or depreciation.

Current funding commitments are for the purposes of the maintenance, renewal and upgrade of tarmac, hangars and aerodrome buildings, the resealing and remarking of runways and installation of groundwater monitoring equipment at the fuel bowsers.

The Aerodrome Asset Management Plan (2019) estimates the Narromine Aerodrome has a fair value of \$15.6 million. (calculated at June 2016).

A Brief History of the Narromine Aerodrome

The Narromine aerodrome has seen many changes over the years. Formed as an airstrip in 1919, the Narromine aerodrome became the home of the first regional Aero Club in Australia in 1929. In 1940, the Royal Australian Air Force established No 5 Elementary Flying Training School, instructing pilots to fly the Tiger Moth aircraft. Shortly after, the original runways were sealed in 1942.

The RAAF, in the form of many units remained at the site until 1947. QANTAS briefly set up a training base at Narromine in 1967 and in 1974, the Aerodrome was handed over to Narromine Municipal Council, which following amalgamation with Timbreebongie Shire Council in December 1980, became Narromine Shire Council.

Evidence of the history of the aerodrome is evident on the site in the form of buildings, runways, layout and plaques.



ABOVE: RAAF Narromine (Approximately 1940)



ABOVE: The former Narromine Aero Club

Current Uses

The Narromine Aerodrome is currently owned and operated by Narromine Shire Council. Private operations on the site include agricultural activities, gliders, private and recreational aircraft, ultralight aircraft, as well as emergency services. The Aerodrome is home to the Narromine Aviation Museum, Narromine Aero Club, Narromine Gliding Club, the Sport Aircraft Association of Australia and other private operations in agriculture, gliding and ultralight training



Aviation Activity

Aircraft Movements

The site experiences regular private aviation activities involving light to medium aircraft all year round. The peak gliding season is throughout the summer months.



Larger events tend to be held from spring through to autumn, taking advantage of the favourable weather conditions.

Runway Capacity

The runways and taxiways on site are capable of catering for medium sized, long winged aircraft. It is noted that taxiway C is restricted up to a maximum all up weight (MAUW) of 5700kg as noted in EW Route Supplement Australia (ERSA) for the aerodrome, as published by Air Services Australia.



Runway Characteristics

The site includes two bitumen sealed runways, 04/22 and 11/29, and three grassed runways, 04/22 grass left, 11/29 grass right, and 36/18. Note that the grass runways are identified as glider runways.

Identification	Length	Width	Construction
04/22	1100m	30m	Bitumen Seal
11/29	1521m	30m	Bitumen Seal
04/22 Grass L	1040m	90m	Grass
11/29 Grass R	814m	60m	Grass
36/18	848m	90m	Grass



The Built Environment

The site is sparsely covered by buildings including hangars, office space and light industry buildings with an average age of approximately 35 years. The buildings are currently a combination of leased and privately owned by private operators and related businesses.

The concept of the Narromine Aviation Museum building was an initiative of the Narromine Aero Club, with funding provided by Government Grants, Council and the community. The Aviation Museum currently holds a 15 year lease on the building.

Traffic and Transport

Access is gained from a dual direction driveway.

In 2018 in a partnership between the NSW State Government and Narromine Shire Council the entrance, internal road and carparking were upgraded along Tom Perry Drive. The roadway and drainage has now been finalised to a high standard in recognition of the increased usage of the aerodrome and the development of the Aviation Museum.

A designated car parking area is located adjacent to the museum building. Informal car parking is also located alongside the arterial road.



Utilities and Services

The Aerodrome is currently serviced with electricity, telephone, water and sewerage mains. The residential Skypark area also has access to mains gas. A public amenities block on the aerodrome is now owned by the Narromine Tourist Park.

Recreational Opportunities

There are currently limited public recreational and open space opportunities on the site; one exception being an informal walking track along an irrigation channel.

Connections with the Community

The aerodrome is a historical site and major tourist attraction for the Shire. There are ancillary benefits identified with organised events and attractions on the aerodrome site; these include increased tourism and revenue generated for local businesses.

Skypark

The Narromine Skypark is a unique residential estate that is closely connected with the aerodrome situated between the two runways allowing aircraft owners to 'park their aircraft in their backyard' with direct access to a taxiway and the runways. This development is ideal for pilots and people with an interest in aviation. Additionally, the development benefits from larger lots, a location slightly removed from the town centre and land adjoining the Narromine Golf Club.

As at October 2019 all but one lots have been sold of the 43 lots allocated for stages 1 to 5. Stages 6, 7 and 8 are due for release late in 2019 with a further 27 blocks available.



Adjoining Land Uses

The adjoining land uses and industries around the site include: recreational, residential, rural residential, intensive plant agriculture and rural activity.

This mix of adjoining land uses is due to the position of the Aerodrome being on the fringe of the Narromine Township. This characteristic however, also provides opportunity for compatible mixed-use development on the site.

Any further development on and around the site should take into consideration the potential impacts on the neighbouring land uses and the aerodrome.

An aerial view of Narromine Aerodrome with adjoining land uses 2010.



Constraints Identification & Analysis

Flooding & Drainage

The site is identified as flood prone as referenced in the Narromine Floodplain Risk Management Study and Plan (2011). Any development on the site is required to comply with the controls listed in the Narromine Flood Policy. A localised flood study has been done to identify specific levels of flooding across part of the site. Additionally, the proposed extension of the Narromine Levee Bank may also affect the flood liability on the site. Areas of high flood affectation should be avoided for development.

Due to the size of the site, stormwater should be carefully managed to ensure minimal impact on development from inefficient drainage systems. These considerations may require alternative solutions for stormwater management such as water sensitive design, particularly onsite collection, storage and reuse of storm water.

Throughout 2017, 18 and 2019 planning has been underway for improvements to the town levee system. Once finalised this may reduce flooding risks to the aerodrome.

Groundwater Vulnerability

The site is identified as a high groundwater vulnerability risk. This risk can be mitigated through appropriate controls in relation to effective management of effluent and other potentially hazardous land uses. These controls would entail connection to sewer mains or aerated wastewater treatment systems.

Heritage

The site is currently listed as a heritage item in the Narromine Local Environmental Plan 2011. Any development should be sympathetic to the heritage values of the site as identified in the Community Based Heritage Study and the site's associated statement of significance.

In May 2018 the Narromine Aerodrome Conservation Management Plan was completed. Two parts of the aerodrome are seen to have high heritage significance. These are:

- Hangar number 1. (built 1937) and
- Bellman Hangar (c 1943)

Of moderate significance are:

- The former parade ground
- The site layout (established WW2)
- Former lesser QANTAS building (relocated)
- Bitumen paved apron

Waste

The site is serviced by Council's contract waste collection service.

Contamination

Based on the past history of the site, there is potential for contamination in the Skypark, apron and runway areas. Further investigations would need to be conducted on the site to determine the most suitable land use and if any remediation works are required. These investigations can be undertaken on a case-by-case basis, dependant on the type of the proposed development in an area.

Traffic

Currently, the traffic usage on the site is low, with the exception of large events, in which traffic and parking becomes difficult to manage. Any further development on the site should consider the requirement for traffic impact studies to determine applicable construction and maintenance to cater for increased traffic movements. These requirements may include dedicated car parking areas and traffic management systems.

Existing Infrastructure

Water & Sewer

The current water systems at the aerodrome are sufficient for the existing level of development, however any further developments will necessitate the upgrading of these systems. The anticipated increased consumption of water will need to be considered and quantified prior to any works. In 2019 planning is underway to upgrade the sewer pump station located at the entrance to the aerodrome. This system captures waste from the buildings on Tom Perry Drive and will also capture the waste from the new industrial subdivision.

Power

Electricity is primarily delivered to the site via aboveground services. The exception to this is the Skypark site and hangar sites beyond the main access road.

Telephone/Internet

The site has access to existing telephone and Internet services as provided by relevant telecommunications companies.

Noise and Vibration

With increased activity on site, it is anticipated the ambient noise levels will increase moderately over time. While a dramatic increase in noise and vibration is not expected as a result of development on site, building design and construction should encompass noise and vibration mitigation measures.

Amenity

The site enjoys low ambient noise levels and a scenic outlook. Consideration should be given to maintaining these elements in the design of proposed building works and facilities. The proximity to the golf club and the Macquarie River adds to the scenic outlook and recreational opportunities for the site.

Obstacle Limitation Surfaces

The Obstacle Limitation Surfaces are the heights at which development in the area is not to exceed. This is to reduce the risk of obstruction to aircraft flight paths. Any development on or around the aerodrome site must consider these height limitations.

Below: Narromine Obstacle Limitation Surfaces. Please note this image is an extract only of the OLS Plan held at Council.



Instrument Approaches

To assist pilots in navigation there are two windsocks to indicate wind speed and direction. Additionally, pilots may also utilise a GPS approach.

Lighting

Pilot activated runway edge lighting (PAL) is installed along runway 11/29 and taxiway centre lighting on the bitumen sealed taxiway.

Security

The site consists of security measures such as restricted access gates, fencing and signs delineating the public and airside areas. As part of the Narromine Aerodrome Manual and CASA Regulations, security measures must be installed on the site, dependant on the classification and operations on the site.

Refuelling Facilities

A 24 hour Avgas fuel bowser is managed on site by a private operator under lease from Council. Additionally, an unused facility is located in the apron area. These facilities are required to comply with the Underground Petroleum Storage System Regulation 2014 in terms of monitoring and protection systems.

Regulatory Framework

The Aerodrome is required to comply with the Civil Aviation Legislation and Regulations.

As a Registered Aerodrome, the Narromine Aerodrome must comply with Part 139 in the Civil Aviation Safety Authority (CASA) Manual of Standards. Although an Aerodrome Manual is not required, the site must comply with the physical standards identified and ensure the data in the En-Route Supplement Australia (ERSA) is accurate and current.

Planning Framework

The planning framework governs land use and is identified by the Environmental Planning & Assessment Act 1979 which is administered by the NSW Department of Planning, Industry and Environment.

Locally, the Narromine Local Environmental Plan 2011, the Narromine Development Control Plan 2015, and the Section 94A Development Contributions Plan (s.7.12) are the principle planning documents for new developments in the Shire. These documents apply to the aerodrome site. Council has also undertaken various land use strategies to assist in the development of future planning instruments.

All of these documents combine to guide development and minimise negative impacts in terms of environment, economy, public health and safety and social interaction.

Narromine Local Environmental Plan (LEP) 2011

The LEP is a legislative document which, based on land use zones, determines permissible and prohibited development in various areas of the Shire and nominates selected development standards. The Land Use Table for the SP2 zone is included below. The applicable clause to this document from the LEP relates to airspace operations

Zone SP2 Infrastructure

1 Objectives of zone

- To provide for infrastructure and related uses.
- To prevent development that is not compatible with or that may detract from the provision of infrastructure.

2 Permitted without consent

- Roads

3 Permitted with consent

- Aquaculture; The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose

4 Prohibited

- Any development not specified in item 2 or 3

Applicable LEP Clauses Narromine

6.9 Airspace operations

1. The objectives of this clause are as follows:
 - a) to provide for the effective and ongoing operation of the Narromine Airport by ensuring that such operation is not compromised by proposed development that penetrates the Limitation or Operations Surface for that airport,
 - b) to protect the community from undue risk from that operation.
2. If a development application is received and the consent authority is satisfied that the proposed development will penetrate the Limitation or Operations Surface, the consent authority must not grant development consent unless it has consulted with the relevant Commonwealth body about the application.
3. The consent authority may grant development consent for the development if the relevant Commonwealth body advises that:
 - a) the development will penetrate the Limitation or Operations Surface but it has no objection to its construction, or
 - b) the development will not penetrate the Limitation or Operations Surface.
4. The consent authority must not grant development consent for the development if the relevant Commonwealth body advises that the development will penetrate the Limitation or Operations Surface and should not be constructed.
5. In this clause: Limitation or Operations Surface means the Obstacle Limitation Surface or the Procedures for Air Navigation Services Operations Surface as shown on the Obstacle Limitation Surface Map or the Procedures for Air Navigation Services Operations Surface Map for the Narromine Airport.

Development Control Plan 2011

1. Relevant Commonwealth body means the body, under Commonwealth legislation, that is responsible for development approvals for development that penetrates the Limitation or Operations Surface for the Narromine Airport.
2. Air transport facility means an airport or a heliport that is not part of an airport, and includes associated communication and air traffic control facilities or structures.
3. Airport means a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes, and includes associated buildings, installations, facilities and movement areas and any heliport that is part of the airport.

The applicable clauses from the Narromine DCP 2015 include guidance on aircraft noise, height limitations, reflective materials, and certain restricted developments.

Council Policy

Council must demonstrate responsible management of assets, compliance with regulatory requirements and identify funding needed to provide the required services.

Narromine Section 94A Development Contributions Plan

This contributions Plan, adopted by Council in February 2014, sets out a framework for council to levy developments to contribute to ongoing costs associated with infrastructure service provision and necessary upgrades. The Aerodrome and Skypark are included in this plan and are therefore subject to these levies. It is worth noting that the Development Contributions Plan is under review at November 2019.

Master Plan

This Master Plan provides detail on desired land uses and development objectives. It provides an 'entire picture' approach to ensure all facets of development are complementary and reduce land use conflicts.

The objectives of development on the site are:

- To provide a range of mixed-use development including business, industrial and community and accommodation land uses
- To encourage employment and economic development through business opportunities, tourism activities
- To encourage development that is innovative while being sympathetic with the character of the area



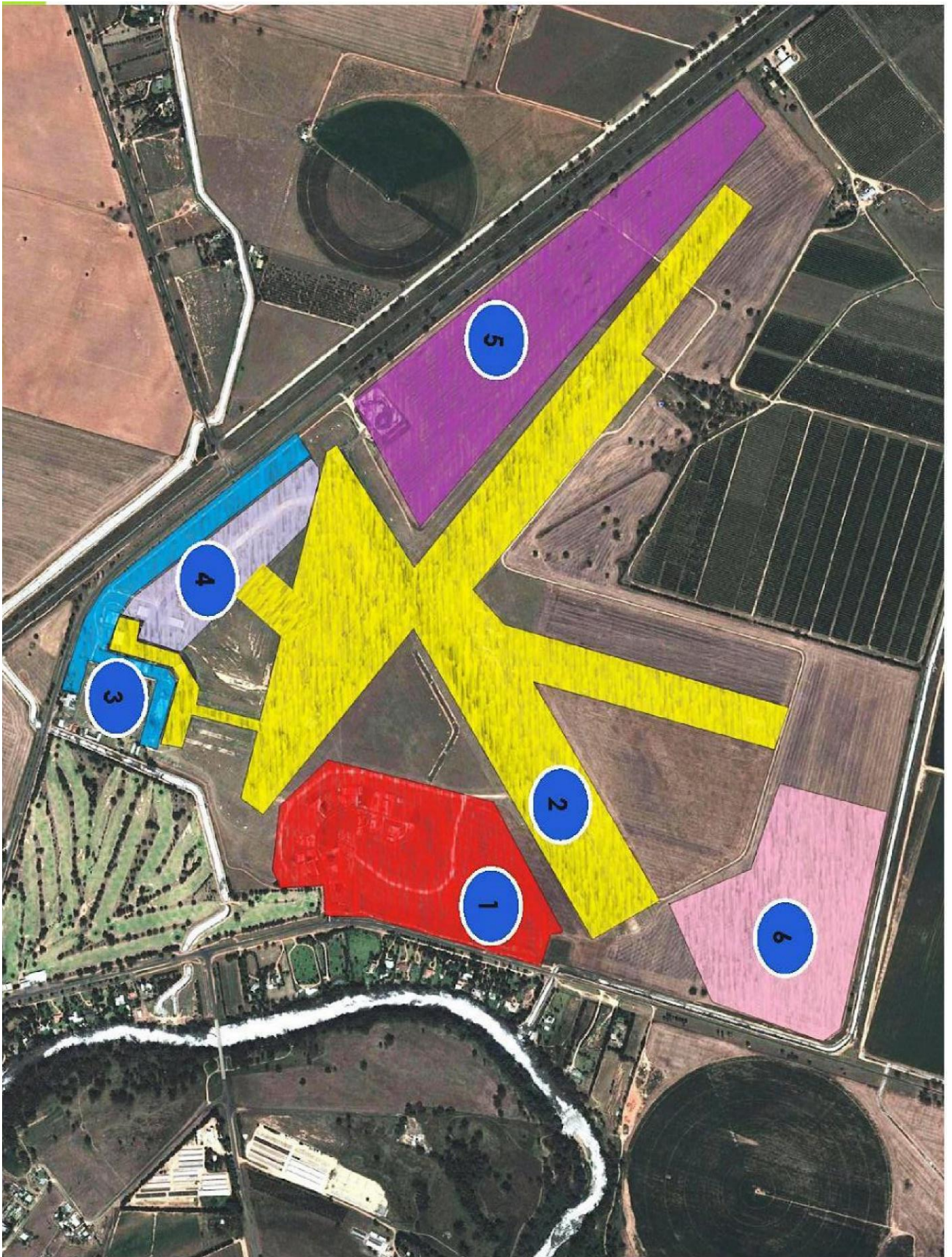
Development is guided by Land Use Zones, which identify permissible development in the area and development objectives. The Land Use Zones recommended in this Plan are:

- SP2 Infrastructure – This zone is utilised on land that is unlikely to be used for a different purpose in the future. The type of infrastructure applicable to this land is also listed in the Local Environmental Plan (LEP), which in this case, is 'Air Transport Facilities'.
- R1 General Residential – This zone allows for a range of housing types and densities, as well as development, which is consistent with residential housing such as neighbourhood shops and community facilities. This is the current zoning for 'Skypark'
- SP1 Special Purpose Zone – This zone is generally intended for land uses or sites with special characteristics that cannot be accommodated in other zones. The permitted use is annotated on the map along with any development that is ordinarily ancillary to that use.
- IN1 General Industrial – This zone is intended to be used for a wide range of industrial and warehouse uses. These uses may be light industrial, or heavy industry activities such as depots and warehouses.
- RE1 Public Recreation – This zone is used for land reserved for recreational and community facilities.

The site is divided up into precincts, depending on primary land use and objectives. The intentions of these precincts are as follows:

Precinct 1	<p>Skypark Residential Estate</p> <p>This area is currently and is suggested to be retained as R1 General Residential Zoning. The intent of the area is to be an aviation-compatible residential estate. Proposed development controls would ensure compatibility with the aerodrome operations, as well as maintaining the desirability of the</p>
Precinct 2	<p>Active Airside</p> <p>This area is to remain an active airside area and subject to all civil aviation requirements. The proposed land use zoning is as current, SP2 Infrastructure.</p>
Precinct 3	<p>Community and Commercial</p> <p>This area is central to the connections between the local aviation and non-aviation communities. The proposed land use zoning for this area is SP1 Special Activities or Purpose Zone, which allows for a combination of aviation-related, and commercial uses. This area will form the 'hub' of the public interface with the aerodrome. Development controls for this area will encourage active use of the site, generate community interest and provide opportunity for the establishment of aviation related businesses.</p>
Precinct 4	<p>Aviation related commercial uses and Hangar Area</p> <p>The objective of this area is to provide opportunity for aviation related commercial businesses to establish including aircraft construction and maintenance, and hangars. The suggested land use zone in this precinct is SP1, as for precinct 3 and development controls, are to be implemented in relation to compatibility, amenity and public access.</p>
Precinct 5	<p>Industrial and Transport</p> <p>The desired land uses of the industrial and transport precinct include storage, transport and construction to take advantage of the adjoining transport networks of road, rail, and air traffic. This is a long term vision and site-specific studies incorporating supply and demand for such land would be required prior to developing this precinct.</p>
Precinct 6	<p>Expansion Reserve</p> <p>This area is reserved for compatible rural and residential land uses, subject to obstacle limitation surfaces and potential flight paths. It is not considered an immediate to medium term priority for the strategy, however may be considered in conjunction with long-term development strategies for the township of Narromine.</p>

AERODROME MASTER PLAN



Strategic Plan

The recommendations discussed in this document were collected from previous aerodrome plans and as suggestions during the consultation phase. The recommendations were then assessed against the constraints as identified in pages 18-23 of this document; the accepted results are presented below as actions.

It should be noted that all development is subject to individual development assessment. Considerations include: aviation interface, operations, natural hazards and adjoining land uses. Hence, the final results may differ from those described in this plan.

The actions are divided into categories, depending on context and given a reference number. This number is further utilised in the Staging Plan which assigns a time frame for the completion of that aspect, the responsible party and a suggested funding option. Depending on external influences and dependencies, these suggestions may change following timely review of the Plan.

Actions

1. Planning and Regulatory Framework			
No.	Description	Details	Timeframe
1.1	Conservation Management Plan	Ensure that development within the aerodrome considers the issues and priorities raised within the Conservation Management Plan 2018.	Ongoing
1.2	Subdivide land for individual ownership	Facilitate development through the subdivision and sale of existing buildings (such as hangars, offices and ablutions block) and surrounding land. Additionally, new, serviced development sites should be offered for sale.	Short term
1.3	Enforce covenants and restrictions	To mitigate land use conflicts and improvement of amenity through appropriate development controls. These site-specific controls can be detailed in the Development Control Plan.	Ongoing
1.4	Asset Management Planning	To ensure consistent management of the site in accordance with CASA, Air Services Australia and Council requirements, the most effective option is for the CASA requirements of aerodrome operations to be included in a management plan for the aerodrome. These requirements include: security, navigation and safety compliance. This document would replace the current Aerodrome Manual.	Ongoing

2. Aviation Activity

No.	Description	Details	Timeframe
2.1	Ensure runway and airside facilities meet modern requirements	<ul style="list-style-type: none"> Continue to allow for provision of runway renewal and maintenance Continue to maintain and improve aerodrome fencing Explore the potential and need for an additional glider runway Be open to further development of the facility in line with future events and the needs of the developing industrial area Develop additional tie down facilities if required and within budget considerations 	Medium to long term
2.2	Amend ERSA with updated information	With constant changes taking place on the site, the ERSA (En Route Supplement Australia) is required to be maintained with current information.	Ongoing
2.3	Draft obstacle limitation surfaces	Draft Obstacle Limitation Surfaces for glider and aerobatic operations for use with development planning, aviation activities and events planning	Medium

3. Built Environment

No.	Description	Details	Timeframe
3.1	Private hangarage options	<ol style="list-style-type: none"> 1. Individual hangar sites for glider storage 2. Additional hangar sites for larger aircraft 3. Combination of private and business hangar sites 4. Hangar sites with 'weekender' accommodation options <p>While Council is not in a position to construct individual hangars, it can facilitate the subdivision and sale of land for the purpose of this and other development such as flying schools and aircraft maintenance facilities.</p>	Short
3.2	Continue Skypark development	Continue to provide accommodation options in the Skypark area.	Short
3.3	Establish a formal glider trailer storage area	To facilitate convenient and orderly glider trailer tie down and storage.	Medium
3.4	Events facilities and infrastructure	To encourage aviation events to the site, preparation should be made to incorporate the necessary facilities required for these events. These facilities include amenities, car parking, undercover display areas, control towers, and viewing areas.	Medium
3.5	Develop facilities to encourage aerodrome use by peak aviation bodies, clubs and instructors.	Given the rich history of usage by peak governing bodies such as SAAA and the ongoing opportunities for additional events consideration to develop purpose built facilities to accommodate increased usage for events and by peak bodies should be given.	Short-medium
3.6	Heritage Conservation	Based on the rich history of the site, Council should consider carefully managing the heritage significance through conservation and adaptive reuse initiatives.	Ongoing
3.7	Glider amenities block	Seek to establish additional amenities alongside the Glider runway to assist in the running of events. Eg toilet, shade, water.	Short

4. Traffic and Transport

No.	Description	Details	Timeframe
4.1	Improve and extend internal road network	Improve public roads within the precinct when funding is available	Ongoing

5. Community Connections

No.	Description	Details	Timeframe
5.1	Community benefits	<p>Assets and facilities of Council provide benefit to the community by direct use of the item, however these facilities can provide indirect benefits to the local economy through the accommodation and catering of visitors/events etc.</p> <p>Calculation of these indirect benefits can provide valuable data to Council and the community for decision-making purposes and grant funding applications. Ideally, this task would be based on accurate data such as: number of visitors, vehicles, aircraft (number, type and origin) etc.</p>	Ongoing
5.2	Public Open Space	<p>The provision of public open space and recreational facilities provides for additional uses on the site and increased community and user connections. Open space facilities encourage healthy, active living and improve amenity.</p> <p>Further planning should be undertaken in regards to the recreation facilities, landscaping and approved usage of the parade ground particularly in regards to the heritage of the site.</p>	<p>Ongoing</p> <p>Ongoing</p>
5.3	Events Planning	The drafting of an events plan would ensure that facilities and infrastructure for the site are integrated within the needs for conducting and management of events on the site.	Short

6. Infrastructure

No.	Description	Details	Timeframe
6.1	Water/Sewer Services	Council would be required to anticipate water consumption and sewer usage associated with further development to determine required upgrades and expansion works.	Ongoing
6.2	Electricity Supply	Due to the nature of the aerodrome, it is necessary to consider underground electricity supply for future development on the site.	Medium
6.3	Public Transport Connections	With the anticipated increase in visitors and residents to the aerodrome, it is important to maintain public transport links with the town centre.	Ongoing
6.4	Underground Petroleum Storage Systems	There are currently two existing fuel storage facilities on the site, only one currently in use. Council is responsible for the compliance of these facilities with the UPSS Regulations and is subsequently required to install monitoring equipment around the facilities. Issues to be considered in this action include: the current use of the facility, the cost of installing the monitoring equipment, the impacts of Council absolving responsibility of the units and the possible costs of installing alternative systems.	Ongoing

7. Economic Development

No.	Description	Details	Timeframe
7.1	Funding Options	<p>Council has adopted a series of fees and charges for those using the site.</p> <p>Ongoing charges and income are derived from:</p> <ul style="list-style-type: none"> • Leases • Proceeds from the sale of land • Developer contributions • Hire fees • Land Rates <p>It should be noted that landing fees are not considered an option for revenue due to the possible discouragement of aircraft to the site, the cost prohibitive nature of the management of the system and the aim to remain competitive with other similar aerodromes. Additionally, the Skypark lots were advertised for sale, stating 'no landing fees' were incurred on the site.</p>	Ongoing
7.2	Advertising and Signage	<p>To encourage visitors and businesses to the site, Council should actively undertake advertising of the site.</p> <ul style="list-style-type: none"> • The updating of a 'prospectus' for businesses and residents interested in relocating to the site, once the developments are serviced. This prospectus should include information on the likelihood of noise from the activities on the site. • Improved directional and business identification signage on and around the site. 	Short

8. Amenity

No.	Description	Details	Timeframe
8.1	Landscaping	<p>The amenity of the site can be improved through appropriate landscaping including: trees, shrubs, fencing, mowing and weeding. These actions provide opportunity for community involvement in the shaping and maintenance of the site.</p>	Short-medium

9. Natural Environment

No.	Description	Details	Timeframe
9.1	Flooding	To ensure minimal impact from flooding the aerodrome precinct should continue to be included in plans for the development of the town levee. This is important for the residential and industrial future of the site and also to ensure emergency access to the aerodrome in times of major flooding.	Ongoing

References

Aerodrome Operation Support Pty Ltd. (1995). Narromine Aerodrome Planning Strategy and Management Plan. Narromine

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