



PORT MACQUARIE
HASTINGS
C O U N C I L

Port Macquarie-Hastings Local Infrastructure Contribution Plan 2024



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Abbreviations

ABS	Australian Bureau of Statistics
CC	construction certificate
CDC	complying development certificate
Council / PMHC	Port Macquarie-Hastings council
DA	development application
DCP	development control plan
DPE	NSW Department of Planning and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
FSR	floor space ratio
EP	Equivalent Person
ET	Equivalent Tenement
GFA	gross floor area
LEP	local environmental plan
LGA	local government area
LSPS	Local Strategic Planning Statement

OC	occupation certificate
PA, VPA	planning agreement, voluntary planning agreement
TfNSW	Transport for New South Wales
SC	Subdivision Certificate
SEPP	state environmental planning policy

Executive Summary

Purpose and Objective

This Plan is the **Port Macquarie-Hastings Local Infrastructure Contribution Plan 2024** and has been prepared to satisfy the requirements of the *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulation 2021*, enabling Port Macquarie-Hastings Council (Council), consent authority or an registered certifier to impose conditions of consent requiring monetary contributions, Section 7.11 or Section 7.12, from development for the provision, extension or augmentation of Local Infrastructure that is required to meet the demands of that development.

In order to impose a condition of development consent requiring contributions, Council must be satisfied that the proposed development will or is likely to require the provision of or increase the demand for the infrastructure for which the contribution is being required.

This Plan will ensure that adequate Local Infrastructure is provided to meet the demands generated by new development and that the existing community is not burdened by the provision of local infrastructure required as a result of future development.

In addition, this Plan provides an administrative framework under which specific infrastructure strategies may be implemented and coordinated and a comprehensive strategy for the assessment, collection, expenditure, accounting, and review of development contributions on a reasonable and equitable basis. In this way, Council can be publicly and financially accountable in its assessment and administration of the Plan.

Nature of future development

Between 2023 to 2036, there is forecast to be approximately 15,117 (REMPPLAN) additional residents in the Port Macquarie-Hastings Local Government Area (LGA) accommodated within approximately 8,242 (REMPPLAN) private dwellings.

This future residential population will create a demand for new, enhanced or augmented Local Infrastructure and hence this Plan sets out a framework to require future development to make reasonable contributions toward the cost of the infrastructure identified in this Plan.

Development covered by this Plan

This Plan applies to development that:

- Is located within the Port Macquarie-Hastings LGA as shown in section 1.4 of this Plan and;(refer **Appendix C**)
- Requires consent (either development application (DA) or complying development certificate (CDC)) under an environmental planning instrument (e.g. Port Macquarie-Hastings Local Environmental Plan 2011 or a State Environmental Planning Policy) and;
- Is not identified as an exemption in Section 1.6 of this Plan.

If approval is granted to development (either through a DA or CDC) by Council or a registered certifier, a condition will be imposed requiring the applicant to pay a monetary contribution towards the cost of local infrastructure based on the provisions of this Plan, either through:

- A Direct Contribution (s.7.11 contribution), or
- An Indirect Contribution (s.7.12 levy).

The type of development (e.g. residential, business premises, industrial) and/or the location of the development (in either the Regional or, Growth Catchments) will determine whether a s.7.11 contribution or a s.7.12 levy applies (refer Section 1.5 below).

Local infrastructure provision

The range of local infrastructure being funded through contributions and levies collected under this Plan is listed in the Table below

Local Infrastructure Type	
Community Facilities	Contribution to the cost of local infrastructure (community & recreation facilities) identified in the Works Schedule in this Plan (refer Appendix B).
	Contribute funding to the provision, extension, or augmentation of community facilities throughout the LGA. Community facilities can include libraries, community centres, leisure centres etc.
	Contribute funding to an Access Improvement Program in line with the Actions and Outcomes of the Disability Inclusion Action Plan (https://www.pmhc.nsw.gov.au/Your-Council/Policies-plans-and-strategies/Plans/Disability-Inclusion-Action-Plan) to ensure that Council facilities are accessible and meet legislative requirements. Upgrades to Council facilities include (but are not limited to) modifications to entrances and internal facilities, installation of handrails and accessible toilets, access ramps and increased lighting.
	Contribute funding to the provision, extension, or augmentation of recreation facilities throughout the LGA. Recreation facilities can include (but is not limited to) leisure centres, Aquatic facilities, sporting facilities and Showgrounds.
Open space / Recreation acquisition & Open space / Recreation augmentation	Contribution to the cost of local infrastructure (open space land acquisition) identified in the Works Schedule in this Plan (refer Appendix B).
	Contribute funding to the provision, extension, or augmentation of existing open space sites across the LGA identified in the Works Schedule in this Plan in response to community needs

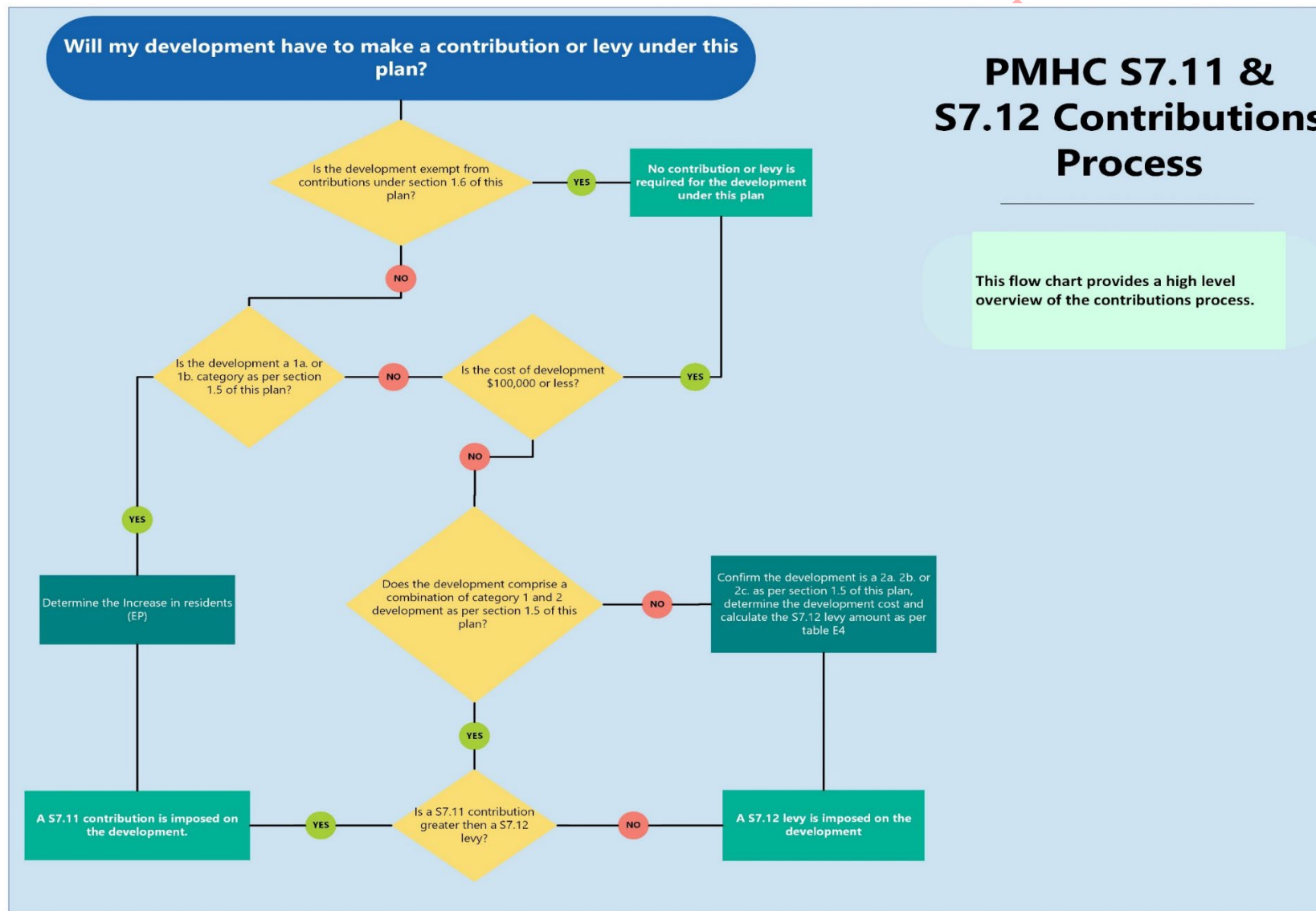
	including landscaping, circuit walking paths, park furniture renewal, signage, playgrounds, fitness equipment and shade structures. Walkway connections – concept design and construction to promote connections to existing open space and improvements to connectivity throughout LGA.
Public domain Improvements	Contribution to the cost of local infrastructure (public domain improvements) identified in the Works Schedule in this Plan (refer Appendix B). Contribution to the cost of local infrastructure public domain provision, extension or augmentation for town centres and local centres across the LGA identified in the “Centre Master Plans” including (but not limited to) landscaping and streetscaping, street furniture, pedestrian amenity treatments and public art.
Transportation including Roads, Active Transport, Car parking, traffic management & access	Contribution to the cost of local infrastructure identified in the Works Schedule in this Plan (refer Appendix B). Traffic management projects to improve road safety for both pedestrians and motorists throughout the LGA, including (but not limited to) works associated with: • Local Area Traffic Management (LATM) • Pedestrian Access & Mobility Plan (PAMP) • Black Spot Programs. Mobility improvements throughout the Urban areas (including industrial areas) including (but not limited to) bike plan implementation, accessibility ramps, pedestrian access, cycle improvements, lighting and signage. Kerb and gutter replacement program, footpath renewal and access, street name sign replacement, bus shelters, traffic management devices (various locations), bike parking infrastructure at community hubs Contribute to the cost of local infrastructure improvements identified in the Integrated Transport Plan (Draft) once investigations are completed, including (but not limited to): • Provide more walking and cycling facilities around LGA and Town Centres as identified in future design studies and public domain studies. • Undertake safety improvements in high risk locations around LGA and Town Centres. • Walking links and pedestrian-only laneways at Town Centres. • Local cycling links to connect regional network to the centres and residential areas. • Separate cycling infrastructure leading towards all town centres and major bike routes.
Local infrastructure	Contribution to the cost of local infrastructure (plan administration and management) identified in the Works Schedule in this Plan (refer Appendix B).

contribution planning management & studies	Contribution to the cost of updating existing studies which have informed this Plan and the preparation of new local infrastructure studies including (but not limited to): • Precinct Parking Plans for public on-street and off-street parking at Town Centres. • Traffic modelling. • Flood studies. • Population and demographics forecasts • Recreation needs analysis
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When do I have to make a contribution

The following flow chat provides an overview of the contributions process.



Life of the Plan

The Plan caters for a planning period from 2023 to 2036 with this period generally aligning with various NSW State Government and Council strategies and being within the horizon of residential population forecasts utilised by Council for planning and infrastructure purposes.

The Plan will be monitored during this time to ensure that Local Infrastructure is provided as development proceeds and to amend the Plan if necessary, as it is unlikely that growth will remain exactly in accordance with that forecast in the Plan.

The cost estimates and values within the Plan will be indexed between the date of adoption of this Plan and the date of payment of the contribution. Cost estimates and values will also be monitored during the life of the Plan to ensure that they reflect current costs and if necessary, amendments will be made to the Plan.

Apportionment of costs

To ensure that the required contributions only relate to the demand generated by a proposed development, the cost of some facilities in this Plan are apportioned to account for demands of the existing population. However, where the demand for facilities is solely as a consequence of future development, the full costs of those facilities are to be borne by future development.

This Plan also accounts for the varying demands generated by different types of development. For instance, different forms of residential development are anticipated to have different occupancy rates and contributions have been calculated accordingly.

Nexus development, in this context, refers to the idea of establishing a clear connection or nexus between the new development and the need for additional infrastructure. This concept is crucial in determining the basis for imposing infrastructure contributions.

This Plan identifies several key growth areas within the LGA, as Growth Catchments, and utilising forecasts, determined the appropriate apportionment of projects within those areas, where there is a clear nexus, between new development and the requirement for new or embellished local infrastructure to cater for that development.

TABLE A1

Apportionment Rates	Development	Existing
LGA - Region	15%	85%
Port Macquarie Catchment	10%	90%
Thrumster/Sancrox/Fernbank Growth Catchment	72%	28%
Wauchope/ Beechwood Catchment	16%	84%
Bonny Hills/Lake Cathie Catchment	20%	80%

Camden Haven Catchment	11%	89%
Health & Education Precinct / Innes Lake Catchment	30%	70%

2023 - 2036

Summary of contributions by infrastructure type

Table E1 summarises the facilities for which contributions are sought under this Plan and the base upon which contributions are to be sought, based on various calculations specified within this Plan (see Sections 5.1, 5.2, 5.3 and 5.4).

Infrastructure Category	Base Factor to Generate Contribution Rate	Regional	Thrumster/Sancrox/Fernbank Creek	Port Macquarie	Wauchope/Beechwood	Lake Cathie/Bonnie Hills	Health & Education Precinct / Lake Innes	Camden Haven
Transport	per person	\$930.82	\$5,354.07	\$259.10	\$5,569.13	\$6,708.01	\$1,700.00	\$7,599.22
Open Space and Recreation Facilities	per person	\$1,301.11	\$1,142.14	\$421.39	\$1,015.00	\$190.20	\$383.83	\$52.01
Community Facilities	per person	\$35.99	\$186.98	\$226.13	\$0.00	\$0.00	\$0.00	\$0.00
Public Domain	per person	\$127.08	\$0.00	\$0.00	\$0.00	\$101.00	\$0.00	\$53.47
Waste Management	per person	\$406.15	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Plan Administration & Management	per person	\$406.47	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

TOTAL	\$3,207.62	\$6,683.19	\$906.61	\$6,584.13	\$6,999.21	\$2,083.83	\$7,704.70
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For the purposes of applying this Plan, the above rates are converted to a development type as set out in **Table E2**.

Summary of contributions by development type

Table E2 summarises the total contribution rates for typical development types as at the time that this Plan was adopted. The Catchment rates are in addition to the regional rate as nexus for localised infrastructure. The EP per Dwelling factor is calculated from the REMPLAN 2023 Forecasts, and will be reviewed and updated, with context to the Persons Per Dwelling Average, as per the REMPLAN forecasts.

The rates will be indexed between the date of adoption of the Plan and the date of payment (see Section 2.6 for further details). A development consent or complying development certificate will reflect the indexed rate that applies at the date of consent.

Table E2: Summary of estimated contribution rates by development type								
Development Type	EP per dwelling Factor Rate	Regional	Thrumster/Sancroix/Fernbank Creek	Port Macquarie	Wauchope/Beechwood	Lake Cathie/Bonny Hills	Health Education Precinct/Lake Innes &	Camden Haven
Dwelling house / residential lot / exhibition home	2.8	\$8,981.33	\$27,694.26	\$11,519.85	\$27,416.89	\$28,579.12	\$14,816.04	\$30,554.49
For lots less than 450m2 (Per Bedroom)	0.7	\$2,245.33	\$6,923.57	\$2,879.96	\$6,854.22	\$7,144.78	\$3,704.01	\$7,638.62
Secondary Dwelling >60m2 (per Bedroom)	0.6	\$1,924.57	\$5,934.48	\$2,468.54	\$5,875.05	\$6,124.10	\$3,174.87	\$6,547.39
Studio /1-bed apartment in a residential flat building or shop-top housing,	0.6	\$1,924.57	\$5,934.48	\$2,468.54	\$5,875.05	\$6,124.10	\$3,174.87\$27,417	\$6,547.39

2-bed apartment in a residential flat building or shop-top housing,	1.2	\$3,849.14	\$11,868.97	\$4,937.08	\$11,750.10	\$12,248.19	\$6,349.73	\$13,094.78
3 bed apartment in a residential flat building or shop-top housing,	1.8	\$5,773.71	\$17,803.45	\$7,405.62	\$17,625.14	\$18,372.29	\$9,524.60	\$19,642.17
Attached dwelling, dual occupancy dwelling, multi-dwelling housing, semi-detached dwelling (per bedroom)	0.7	\$2,245.33	\$6,923.57	\$2,879.96	\$6,854.22	\$7,144.78	\$3,704.01	\$7,638.62
Seniors housing ^B	1.2	\$3,849.14	\$11,868.97	\$4,937.08	\$11,750.10	\$12,248.19	\$6,349.73	\$13,094.78
Tourist and visitor accommodation (per bed)	0.8	\$2,566.09	\$7,912.65	\$3,291.39	\$7,833.40	\$8,165.46	\$4,233.15	\$8,729.85
Other Development	See Note C							
Notes:								
A. REMPLAN 2023.								
B. Excluding residential care facilities.								
C. Other development not specified in this table will be assessed in accordance with Section 1.5 of this Plan and the per person rates specified in Table E1.								
D. Capped in accordance with Ministers Direction								
E. Developed off (Remplam) forecast dwelling occupancy average for LGA								

Summary of works schedule

The works to be provided by funds generated by this Plan are specified in the schedules of works at **Appendix B** and summarised in **Table E3**.

Table E3: Summary of works schedule	
Description	Cost to New Development
Transport	\$ 78,907,721.53
Open Space and Recreation Facilities	\$30,509,308.25
Community Facilities	\$2,373,623.14
Public Domain	\$ 2,131,323.22
Waste Management	\$6,092,268.40
Plan Administration & Management	\$6,097,000.00
TOTAL	\$126,111,244.54

S7.12 Rates

Indirect s.7.12 Local Infrastructure Levy

The following levy (under s.7.12 of the Act) will be applied to all other development (not subject to s.7.11 contributions) as detailed in later sections of this Plan.

Table E4: s7.12 Rates	
Description	S7.12 Levy Rate ¹
Under \$100,000	Nil
\$100,000 - \$200,000	0.5% of the cost
More than \$200,000	1% of the cost

¹the levy rate applies to the whole of the proposed cost of development.

Rounding differences

The figures in this report are subject to rounding differences. Minor discrepancies may occur due to differences between the calculated approximation of a number and its exact mathematical value. All end values (contribution rates) have been calculated through the master spreadsheet.

2 Introduction

2.1 Name of this Plan

This Plan is the Port Macquarie-Hastings Local Infrastructure Contribution Plan 2023 (the “Plan”).

2.2 Commencement of this Plan

This Plan has been prepared pursuant to the provisions of the *Environmental Planning and Assessment Act 1979* (the *Act*) and the *Environmental Planning and Assessment Regulation 2000* (the *Regulation*) and takes effect from **01-07-2025**, being the date specified in the public notice, published pursuant to the *Regulation*.

2.3 Purpose and Objectives of this Plan

This Plan has been prepared to satisfy the requirements of the Act, which enables Council or an registered certifier to require contributions from development for the provision of local infrastructure that is required to meet the demands of that development.

Contributions may be in the form of a monetary contribution, dedication of land to Council or the provision of a material public benefit, which may include a work commonly referred to as a ‘work-in-kind’.

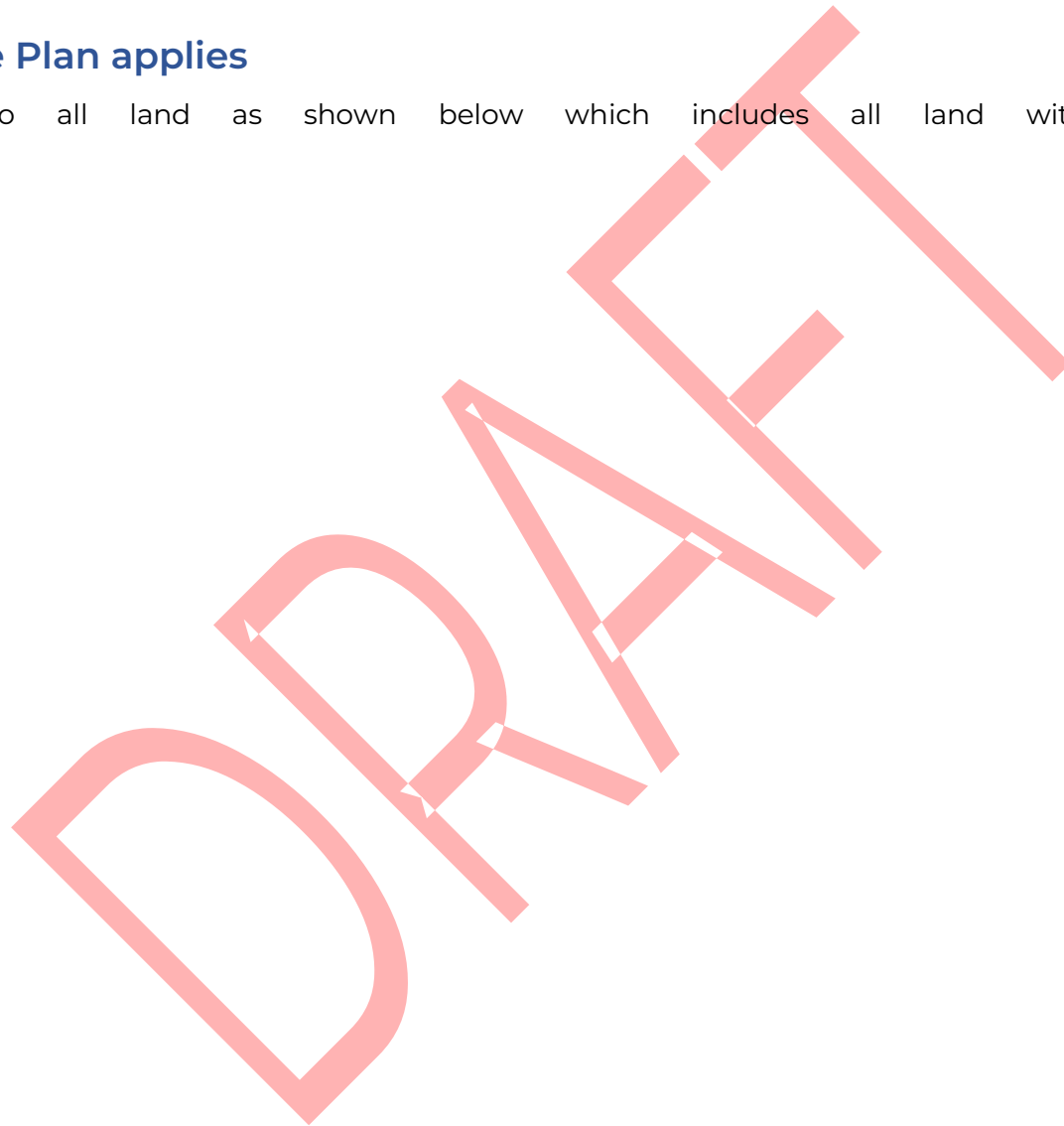
In order to impose a condition of development consent requiring contributions, Council must be satisfied that the proposed development will or is likely to require the provision of or increase the demand for the local infrastructure for which the contribution is being required as detailed in the provisions of this Plan. Accordingly, the objectives of this Plan are to:

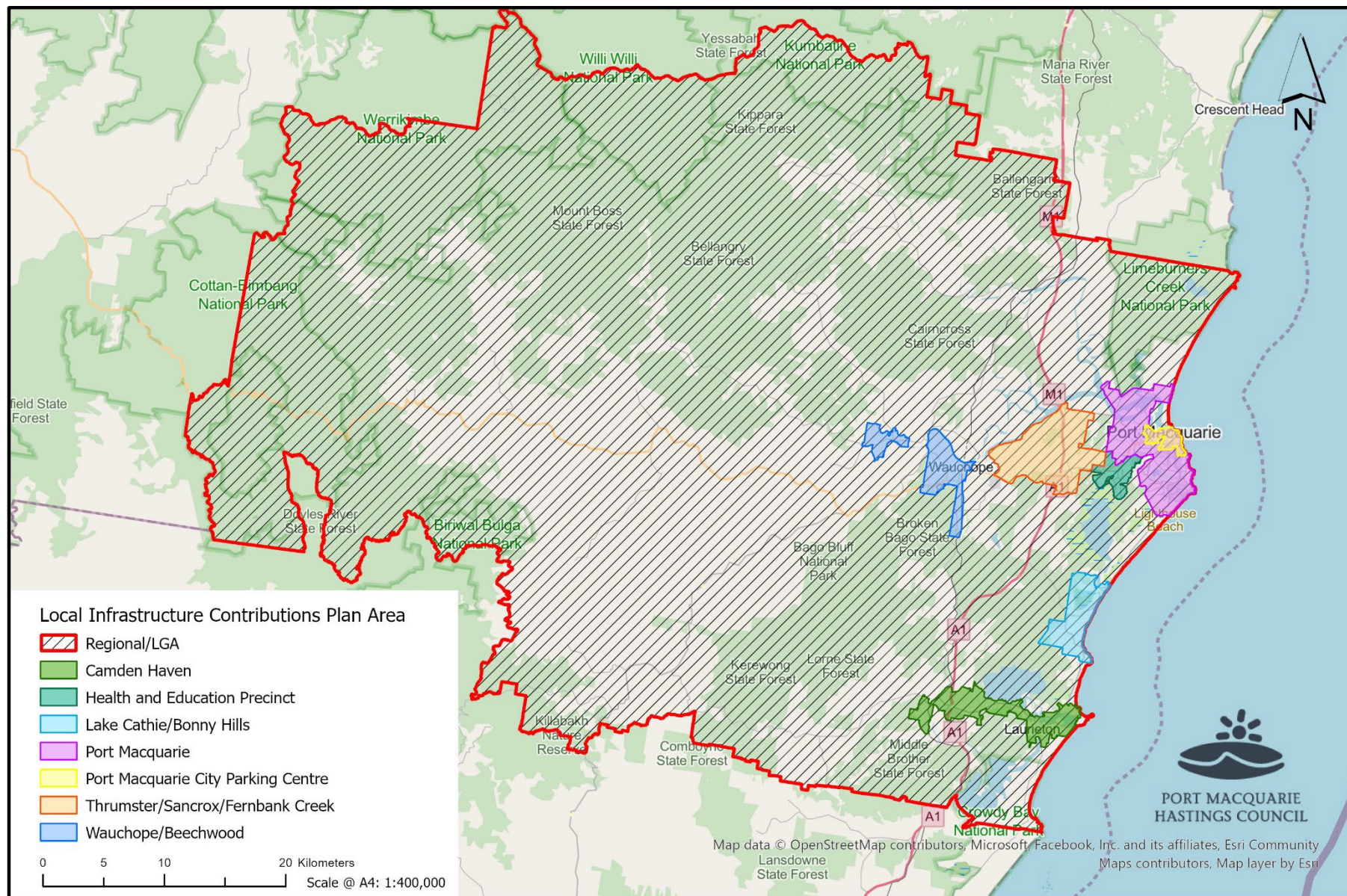
- (a) *authorise Council or an registered certifier to impose conditions under the Act when granting consent to development on land to which this Plan applies including Complying Development;*
- (b) *ensure that adequate Local Infrastructure is provided to meet the demands generated by new development;*
- (c) *provide an administrative framework under which specific infrastructure strategies may be implemented and coordinated and ensures Council meets its regulatory reporting obligations;*
- (d) *provide a comprehensive strategy for the assessment, collection, expenditure accounting and review of development contributions on an equitable basis;*
- (e) *ensure that the existing community is not burdened by the provision of Local Infrastructure required as a result of future development; and*

- (f) *enable Council to be both publicly and financially accountable in its assessment and administration of the Plan.*

2.4 Land to which the Plan applies

This Plan applies to all land as shown below which includes all land within the Port Macquarie LGA.





2.5 Development forms to which this Plan applies

Development (either DA or CDC) will be the subject to either a section 7.11 contribution or a section 7.12 levy, not both. This Plan uses the following development categories to determine which type of contribution (s.7.11 contribution or s.7.12 levy) will be applied:

Section s.7.11 Contribution will be applied to development that falls within the following categories:

- Category 1a: Residential accommodation that would result in a net increase in population (residents) on the land. This includes forms of Tourist and Visitor Accommodation.
- Category 1b: Car parking to be provided in public parking areas in lieu of the required on-site parking (s.7.11 contribution).

Section s.7.12 Levy will be applied to development that falls within the following categories:

- Category 2a: All development where the proposed cost of development is greater than \$100,000.
- Category 2b: Alterations and additions where the proposed cost of development is greater than \$100,000 (s.7.12 levy).
- Category 2c: Development types that do not fall within Category 1a, 1b, 2a or 2b above where the proposed cost of development is greater than \$100,000 (s.7.12 levy).

Note: A s.7.12 levy will only apply where the proposed cost of development is greater than \$100,000.

The Table below provides a summary of the development types and whether a s.7.11 contribution or a s.7.12 levy will apply.

Development Type	Contribution or levy
Residential Development	
Residential subdivision	Section 7.11 contribution
New dwellings (resulting in an increase in the number of dwellings on a site – including but not limited to: secondary dwellings, dual occupancies, semi-detached & attached dwellings, multi dwelling housing, residential flat buildings, boarding houses)	Section 7.11 contribution
Boarding houses, group homes, hostels	Section 7.11 contribution (per-bedroom basis)
Seniors housing (independent living unit) If not provided by social housing provider	Section 7.11 - Section 7.12 levy
Seniors housing (hostel) If not provided by social housing provider	Section 7.11 - Section 7.12 levy
Seniors housing (residential care facility)	Section 7.11 - Section 7.12 levy

If not provided by social housing provider	
Non-Residential Development	
Non-Residential Subdivisions	Section 7.12 levy
Business Premises	Section 7.12 levy
Office Premises	Section 7.12 levy
Retail Premises	Section 7.12 levy
Function Centres	Section 7.12 levy
Registered Clubs	Section 7.12 levy
Industrial Retail Outlets	Section 7.12 levy
Industry (heavy industry, light industry & general industry)	Section 7.12 levy
Education Establishment	Section 7.12 levy
Health Services Facility	Section 7.12 levy
Tourist & Visitor Accommodation	Section 7.11 - Section 7.12 levy
Changes from one non-residential use to another (with or without fit out)	Section 7.12 levy
Any development type not identified in the land use categories above	Section 7.12 levy
Carparking shortfall rate	Section 7.11 contribution

As noted above, a development can only be the subject of either a section 7.11 contribution or a section 7.12 levy, not both.¹

In the case where a section 7.11 contribution or section 7.12 levy may both be applicable:

- If the application of a section 7.12 levy to the whole development yields a higher contribution amount than the application of a section 7.11 contribution, then a section 7.12 levy shall be imposed on the whole development,
- or**
- If the application of a section 7.12 levy to the whole development yields a lower contribution amount than the application of a section 7.11 contribution, then a section 7.11 levy shall be imposed only on the component that comprises residential accommodation.

¹ In accordance with s.7.12(2) of the Act which states that “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”.

Where development is of a type not specifically stated in this Plan and is not explicitly exempt from this Plan, but which would result in additional demands for local infrastructure, Port Macquarie-hastings Council will determine an appropriate residential occupancy rate and apply the per person rate as specified in **Table E1** of this Plan.

2.6 Exemptions and Reductions

Developments can be exempt from the payment of contributions and levies for prescriptive strategic, economic or social purposes. This plan will not be applied to the following types of developments:

Development That may be Exempted from the need to pay a contribution or levy	
1.	Development exempted under Ministerial Direction under s.7.17 of the EP&A Act. - <i>Ministerial directions are available on the Department of Planning website.</i>
2.	Development for the sole purpose of seniors housing undertaken by a social housing provider. - <i>Ministerial directions are available on the Department of Planning website. At the time of this plan's commencement, the Minister had directed that payment of a contribution for seniors housing development carried out under the Seniors Living SEPP (now SEPP (Housing) 2021) where undertaken by a social housing provider is exempted. Social housing provider is as defined in the SEPP (Housing) 2021.</i>
3.	Development undertaken by or on behalf of Port Macquarie-Hastings Council for public Infrastructure, such as, but not limited to; libraries, community facilities, recreation areas and facilities or transport infrastructure.
4.	Development for the purpose of public infrastructure, public facilities and community facilities undertaken by or on behalf of a public authority that do not increase demand on local infrastructure covered by this Plan.
5.	Development for the purpose of a community facility undertaken by or on behalf of a not-for-profit organisation on land owned or controlled by Council, a government organisation or a not-for-profit organisation. <i>Not-for-profit or charity groups - the standard of evidence required is: A Certificate of Registration with the Australian Charities and Not-for-Profit Commission; or A Notice of Endorsement as a Deductible Gift Recipient, issued by the Australian Taxation Office (ATO); or A Notice of Endorsement for Charity Tax Concessions, issued by the ATO.</i>
6.	Development provided by water, sewer, telecommunications and energy providers for the purpose of water supply system, sewerage system, telecommunications or energy provision.
7.	Development for the purpose of emergency services facilities (including fire stations, police stations and ambulance stations)

8.	Development for the purpose of public utility undertakings that do not increase demand on local infrastructure covered by this Plan.
9.	Development for the purpose of an educational establishment where there is no nett increase in students or staff numbers and that does not increase demand for local infrastructure covered by this Plan.
10.	Development for the restoration or adaptive reuse of a heritage item but only for the component of the development that involves the restoration and adaptive reuse of the item of heritage significance as identified in relevant and endorsed Conservation Management Plan and listed under <i>PMHC LEP 2011</i> or <i>Heritage Act 1977</i> .
11.	<i>Secondary dwellings equal or less than 60m2 GFA(Within External Walls).</i>

At the date of commencement of this Plan, the prevailing Ministerial Directions included the following relevant to the land to which this Plan applies:

1. No contributions for development undertaken by a 'social housing provider' for the purposes of 'seniors housing' as defined in State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004; and
2. A maximum of \$20,000 per dwelling or per lot for development comprising one or more dwellings or in the case of subdivision, the creation of one or more residential lots, **Appendix G** includes maps that show the land to which schedule 1 (No Cap) and schedule 2 (\$30,000 cap) apply.

A written request for development to be exempted must be provided to Council by the applicant, in the case of:

- Development applications (DAs): must clearly describe how the relevant exemption is applicable to the proposed development. If Council is satisfied that the development is consistent with the relevant exemption, it will exempt the development from the need to pay a contribution.
- Complying development (CDCs): Council must first verify any exemptions (in writing), following submission of relevant details on the nature of the proposed development by the applicant.

As contributions form part of Development Consent, exemptions will not be applied or considered retrospectively once consent is issued.

Where the proposal includes a range of works or a mix of land uses, only the works or uses identified as exemptions in the Table will be exempted from the need to pay a contribution or levy. All other works and uses will be charged the local infrastructure contributions in accordance with this Plan. An application (DA or CDC) seeking a partial exemption must identify the spaces, works and costs relevant to the land use the subject of the exemption.

Council does not apply discounts to the payment of development contributions unless otherwise stated in this Plan.

2.7 Operation Period of the Plan

The Plan is intended to cater for a planning period 2023 to 2036 which is within the period for which residential population forecasts have been prepared.

The Plan will be monitored and if growth appears likely to occur earlier or later than forecast, the operation period of the Plan may be adjusted to suit.

2.8 Structure of this Plan

This Plan is arranged into four sections:

Section 1 – INTRODUCTION (THIS SECTION), identifies the name of the Plan, its commencement date, the purpose, aims and objectives of the Plan, the land to which the Plan applies and the Plan's relationship to other plans, reports and policies.

Section 2 – ADMINISTRATION AND OPERATION OF THE PLAN, outlines the scope of the Plan, the forms of development to which it applies, the types of Local Infrastructure addressed by the Plan, describes how and when contributions are to be made and provides details regarding the ongoing management and review of the Plan.

Section 3 – EXPECTED DEVELOPMENT AND DEMAND FOR TRANSPORT AND SOCIAL INFRASTRUCTURE, outlines the forecast future development and basis for increased demand for facilities and services.

Section 4 – TRANSPORT AND SOCIAL INFRASTRUCTURE AND CONTRIBUTIONS, provides details of each category of infrastructure in the Plan, including details of existing provision, nexus, what will be provided and when, apportionment and how contributions have been calculated.

The Appendices to this Plan include a Glossary which explains the meaning of words and terms used in this Plan, a detailed Works Schedule, maps showing the location of facilities, pro-forma conditions for development consents and Complying Development Certificates and a list of References including the plans, policies and other information which support the contents of the Plan.

2.9 Glossary

The meanings of key words and terms used in this Plan and are contained in the Glossary at **Appendix A**.

2.10 Relationship with other plans, reports and policies

The existing Port Macquarie Development Contributions Plan's will continue to apply to development applications determined prior to the date this Plan comes into force and any modification applications pursuant to s4.55 of the EP&A Act that have not been determined prior to the date this Plan comes into force.

The Plan supplements the provisions of and should be read in conjunction with the *Act* and *Regulation*, the prevailing *Port Macquarie-Hastings Local Environmental Plan 2011*, Development Control Plan and other relevant plans and policies adopted by Council.

2.11 Savings and transitional arrangements

If a development application or application for a Complying Development Certificate has been made before the commencement of this Plan in relation to land to which this Plan applies and the application has not been finally determined before that commencement, the application must be determined in accordance with the provisions of the contributions plan that applied at the date that the original application was made.

If a modification application pursuant to s4.55 or s4.56 of the Act has been made before the commencement of this Plan in relation to land to which this Plan applies and the application has not been finally determined before that commencement, the application must be determined in accordance with the contributions plan/s that applied to the original development consent.

This Plan does not affect any conditions referring to previous plans or earlier Plans.

3 Administration of the Plan

3.1 Scope of this Plan

Between 2023 to 2036, there is forecast to be approximately 15,000 additional residents in the Port Macquarie-Hastings Local Government Area (LGA) accommodated within approximately 8,242 private dwellings.

This future development in the LGA will create a demand for new, enhanced or augmented Local Infrastructure.

This Plan sets out the range of infrastructure considered necessary to cater for this demand and how future development proposals will be

required to contribute to the cost of this infrastructure.

3.2 Types of Local Infrastructure addressed by this Plan

Under this Plan, Council will require development contributions for the following Local Infrastructure:

- Transport
- Open space and recreation facilities including:
 - New and augmented public spaces and associated landscaping;
 - New and augmented recreation facilities;
- Community facilities including:
 - Libraries and resource materials; and
 - Community centres, cultural facilities and halls;
- Public Domain's, including Centre Master Plans
- Preparation of this Plan and supporting studies; and
- Administration and management activities associated with this Plan.
- Waste Infrastructure, Including transfer stations and Cairncross regional facility.

3.3 How will contributions be imposed?

In accordance with the Act, development contributions under this Plan will be imposed as a condition of development consent (see **Appendix D**) or as a condition on a Complying Development Certificate (see **Appendix E**).

3.4 Methods of payment

In accordance with the Act, an obligation to provide contributions toward Local Infrastructure can be satisfied by one or more of the following methods:

- *Payment of a monetary contribution; and/or*
- *The dedication of land; and/or*
- *Provision of a material public benefit(Works in Kind, Planning Agreements)*

Generally, the method of payment will be specified as a condition of the development consent although Council may consider any of the abovementioned alternative methods of payment at its sole discretion and in accordance with the Act and the provisions of this Plan. Applicants considering alternatives to monetary contributions should discuss this with Council as early as possible, ideally before lodging a development application.

This Plan authorises Council when granting consent to an application to carry out development to which this Plan applies, to impose a condition under s.7.11(1) of the Act requiring the dedication of land free of cost to Council for the provision, extension or augmentation of local infrastructure to be provided by Council. This may include dedications such as roads associated with subdivisions, splay corners to improve road visibility, through site connections identified in a DCP or other minor land dedications.

Note: *the EP&A Act does not allow a registered certifier other than a Council to impose a condition requiring the dedication of land free of cost.*

Note: *Applicants can offer to enter into a planning agreement with Council to provide an alternative to a monetary contribution under this Plan. Applicants considering alternatives to monetary contributions should discuss this with Council early in the development application process. Council has adopted a Planning Agreements Policy, which details Council's policy and procedures for planning agreements.*

3.4.1.1 Monetary contributions

Payment of monetary contributions can be made via visiting councils payments website for options - [Payment options Port Macquarie Hastings Council \(nsw.gov.au\)](https://www.portmacquarie.nsw.gov.au/development-and-planning/planning-agreements)

Dedication of land

In accordance with the provisions of this Plan, Council may require that land be dedicated as a form of contribution toward the provision of local infrastructure. Where such dedication is required, it must be undertaken in accordance with the following:

- *The process for dedication of land is to occur in conjunction with the payment of monetary contributions applicable to any development consent granted for the land;*
- *The dedication of land is to be 'free of cost' – meaning that all costs associated with the dedication of the land and its transfer to Council's ownership are to be borne by the applicant/developer;*
- *At the time of transfer, the land is to be in a condition which is suitable for its identified public purpose (as determined by PMHC) and is to be cleared of all rubbish and debris and have a separate title.*

Material public benefits - 'Works-in-Kind'

Council may accept an offer by the applicant to provide an 'in-kind' contribution (i.e. the applicant completes part or all of the work/s identified in the Plan) or through provision of another material public benefit (other than the dedication of land) in lieu of the applicant satisfying its

obligations under this Plan.

Council is under no obligation to accept works-in-kind or material public benefit (MPB) offers and in considering any such offer, will assess the benefits to the Council and the community and give due consideration to relevant matters including the following:

- *the extent to which the works/MPB satisfies the purpose for which the contribution was sought;*
- *the works-in-kind being facilities which are already included in the Plan;*
- *the extent to which the MPB satisfies a community need or may reduce the demand for items within the works schedule;*
- *the impending need to construct the works for which the contributions are to be offset;*
- *the provision of the works/MPB will not prejudice the timing, the manner or the orderly provision of public facilities included in the works program or the financial integrity of Council's Delivery Program, Operational Plan, Long Term Financial Plan or this Plan;*
- *an assessment of the shortfall or credit in monetary contributions as a result of the proposal;*
- *the availability of supplementary funding to make up the shortfall in contributions;*
- *locational and other factors that may affect usability;*
- *impact of recurrent operational and maintenance costs; and*
- *the provision of the works/MPB must not result in piecemeal delivery of infrastructure or likely to result in the need to reconstruct the works due to future nearby developments (i.e. normally the works will need to relate to a whole street block or a defined precinct).*

In accepting material public benefits other than a work-in kind, Council must be satisfied that the offer provides a substantial benefit to the community not envisaged by the Plan and that this benefit warrants Council accepting responsibility in fulfilling the intent of the Plan notwithstanding a reduction in expected cash contributions.

A 'work-in-kind' relates to the undertaking of a specific or equivalent work specified in the Plan, and is therefore more readily capable, in comparison to other material public benefits of meeting the above criteria.

However, Council may not accept an off-set to the cash otherwise required to be paid which exceeds the quantum of cash payable under the infrastructure category that relates to the work-in kind.

For example, if a condition of a development consent requires a certain cash payment towards transport infrastructure, the provision of a work-in kind for transport infrastructure proposed by the Plan will meet only the cash payment required towards transport infrastructure by that consent, even if the cost of the works exceeds that amount.

Planning agreements (VPA's)

An applicant may voluntarily offer to enter into a planning agreement with Council in connection with a development application, please refer to Councils Planning Agreement Policy. 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 applicant's obligations under a planning agreement may be additional to or instead of making contributions as required by the Act.

An applicant's offer to enter into a planning agreement, may be considered by the Council, at its complete discretion, to negotiate a planning agreement with a developer in connection with any application by the developer for an instrument change or for development consent relating to any land in the Council's area.

Council will publicly notify the draft planning agreement and explanatory note relating to the draft agreement along with the relevant application and will consider the draft planning agreement as part of its assessment of the relevant application. If Council agrees to enter into the planning agreement, it will impose a condition of development consent requiring the agreement to be entered into and performed and make provision for security by the developer of the developer's obligations under the agreement.

3.5 Timing of payments

A contribution must be paid to Council at the time specified in the condition of development consent that imposes the contribution (See pro formas at appendix D & E). If no such time is specified, the contribution must be paid as follows, subject to any prevailing Ministerial Direction:

- *In the case of subdivisions - prior to the issue of the Subdivision Certificate for each stage; or*
- *In the case of development involving building work – prior to the issue of the first Construction Certificate; or*
- *In the case of development that involves both subdivision and building work – prior to issue of the Subdivision Certificate or first Construction Certificate, whichever occurs first; or*
- *In the case of development that does not involve subdivision or building work, prior to occupation or issue of an Occupation Certificate, whichever occurs first; or*
- *In the case of Complying Development:*
 - *where works are proposed - prior to any works commencing;*
 - *where no works are proposed – prior to occupation or issue of an Occupation Certificate, whichever occurs first.*

It is the responsibility of an registered certifier to ensure that a condition is imposed on a complying development certificate in accordance with this Plan and that any monetary contributions have been paid to Council before works begin.

Deferred or periodic payments

Deferred payment of development contributions may be permitted in certain circumstances in accordance with the criteria outlined below:

- (a) an application for deferred payment or payment by instalments is to be made in writing to Council explaining the circumstances of the

request;

- (b) the decision to allow deferred payment will be at the sole discretion of Council;
- (c) deferred payment will only be considered for development applications. Deferred payment of contributions will not be permitted for complying development.
- (d) the timing or the manner of the provision of public facilities included in the works program will not be prejudiced;
- (e) the works project to which the request applies does not relate to public safety or health;
- (f) the amount of the contribution or outstanding balance is not less than \$100,000;
- (g) where the applicant intends to make a contribution by way of a planning agreement, material public benefit or works-in-kind in lieu of a cash contribution or by land dedication and Council and the applicant have a legally binding agreement for providing the works or land dedication;
- (h) the maximum period of deferred payment of the contribution is one year from the standard payment date; and
- (i) the maximum period for payment by instalments is one year from the standard payment date;
- (j) deferred payments and payments by instalments are subject to indexation.

If Council decides to accept deferred payment or payment by instalments, Council will require the applicant to provide a bank guarantee with the following conditions:

- the Bank Guarantee(s) must be in Australian Dollars from a major Australian Trading Bank and in the name of Port Macquarie-Hastings Council;
- the Bank Guarantee(s) must have no end date, be unconditional and irrevocable, and be in favour of Port Macquarie-Hastings Council;
- the sum of the Bank Guarantee(s) will be the amount due to Council at the date of issue, plus an additional 10% to make provision for any anticipated indexation during the life of the Bank Guarantee until the estimated date of release;
- the bank unconditionally pays the guaranteed sum to Council if Council so demands in writing;
- 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 Council is made in accordance with this guarantee or when Council notifies the bank in writing that the guarantee is no longer required;
- where a bank guarantee has been deposited with Council, the guarantee shall not be cancelled until such time as the original contribution, indexation and other charges are paid;
- An administration fee may apply to utilise the bank guarantee option as stated in Council's Fees and Charges.

Construction certificates and the obligation of registered certifiers

In accordance with the Act and the Regulation, a certifying authority must not issue a Construction Certificate or an Occupation Certificate, whichever is applicable under a development consent, unless it has verified that each condition requiring the payment of monetary contributions has been satisfied.

In particular, the certifier must ensure that the applicant provides a receipt(s) confirming that contributions have been fully paid

and copies of such receipts must be included with copies of the certified plans provided to Council in accordance with the Regulation. Failure to follow this procedure may render such a certificate invalid and a claim for recoupment of costs against the professional indemnity insurance of the certifier.

The only exceptions to this requirement are where an alternate payment method has been agreed by Council. In such cases, Council will issue a letter confirming that an alternative payment method has been agreed with the applicant.

3.5.1.1 Professional indemnity policy (insurance)

Certifiers must have professional indemnity insurance that complies with [part 3 of the Building and Development Certifiers Regulation](#).

A professional indemnity policy must:

- provide indemnity to all liability of the registered individual incurred at any time since the registered individual first became a registered certifier
- indemnify the certifier against the liability, which is any breach of professional duty arising from any act or omission of the certifier, and defined in the Regulation
- not have any gaps in cover, unless the certifier's registration is suspended, and they don't do any certification work during the gap
- provide the minimum level of cover required by the Regulation.

Carrying out certification work without adequate insurance carries a fine of up to \$11,000.

Complying development and the obligation of Registered Certifiers

In accordance with the Section 7.21 of the Act, registered certifiers must impose a condition on a Complying Development Certificate, requiring monetary contributions in accordance with this Plan.

The conditions imposed must be consistent with Council's standard condition for Complying Development Certificates (see **Appendix E**) and be strictly in accordance with this Plan. It is the professional responsibility(duty) of an registered certifier to inform themselves of any amendments to this Plan (including current indexed rates), to accurately calculate the contribution and to apply the development contributions condition correctly in accordance with Council's current consent condition requirements.

Registered certifiers should contact Council for a copy of the current consent condition requirements.

It is the professional responsibility(duty) of an registered certifier to ensure that any applicable monetary contributions have been paid to Council prior to authorising works to commence or prior to occupation or the issue of an occupation certificate.

3.6 Indexation of contributions

To ensure that the value of contributions is not eroded over time by inflation, the contributions stated in this Plan will be indexed at the time of payment to reflect changes in the cost of facilities in the following manner:

In accordance with *clause 207 of the Regulation*, Council will make the changes to the contribution rates set out in this Plan to reflect quarterly movements in the Consumer Price Index (All Groups Index) for Sydney, as published by the Australian Bureau of Statistics (ABS). The contribution imposed on an approval (DA or CDC) will reflect the latest, indexed contribution rates authorised by this Plan at the date of the approval. The latest contribution rates will be published on Council's website. A contribution required by a condition of development consent or CDC will be indexed Quarterly (based on CPI) between the date of the approval and the date on which the contribution is made. When the contribution is to be paid, the amount will be recalculated based on the current contribution rate at the time of payment to reflect the indexed cost.

Regardless of the above, the maximum s.7.11 contribution for specified residential development shall not exceed applicable \$20,000 or \$30,000 cap per lot or dwelling in accordance with the Ministerial Direction, unless superseded by a future change in legislation, Ministerial Direction or the like.

The total contribution at the time of payment is determined by the following formula:

$$\text{\$C}_{PY} = \frac{\text{\$C}_{PC} \times \text{CPI}_{PY}}{\text{CPI}_{PC}}$$

Where:

\\$C_{PY} is the amount of the contribution at the date of Payment.

\\$C_{PC} is the amount of the contribution for works schedule items at the date of the Plan Commencement (or date of development consent – see below).

CPI_{PY} is the Consumer Price Index (Sydney – All Groups) (CPI) as published by the Australian Bureau of Statistics (ABS) for the financial quarter at the date of Payment.

CPI_{PC} is the CPI (Sydney – All Groups) as published by the ABS for the financial quarter at the date of the Plan Commencement (or date of development consent – see below).

A development consent or complying development certificate may show the contribution payable at the date the consent/certificate is issued. In this circumstance, if the contribution is not paid within the same financial quarter as the date of the consent/certificate, the payment shall be further indexed in accordance with the above formula.

Contribution rates under this Plan and the estimated costs upon which they are based will also be indexed by Council on a regular basis consistent with the above methodology. The adjustment of contribution rates and estimated costs will occur by way of an amendment without the need to prepare a new contributions plan, in accordance with the Regulation. The current contributions rates are available from Council Administration Offices or Council's website.

3.7 Indexation and Recalculation of Contributions

Council will generate a Notice of Payment (NOP) - The initial NOP will be provided at proponent's request, with the first NOP being free. Any subsequent NOPs will be charged re-issue fee as per Council's Fees and Charges. The charges will be fixed for 90 days from the date of issue. An application for a NOP can be made at any time. Council will not accept payment of a contribution unless the payment matches a time valid NOP as issued by Council. All NOP's will be checked by Council's Development Contribution staff.

3.8 Credits for existing development

The calculation of contributions under s.7.11 has a nexus (relationship) between the demands of new development and the local infrastructure being provided. As such, any existing dwellings on the site are excluded from the contribution calculation. Credits for existing **approved** development may be provided when calculating local infrastructure contributions under s.7.11.

It is noted that as the calculation of levies under s.7.12 directly relates to the cost of development, no credits for existing development will apply.

Where new development involves the replacement of existing dwellings with new and/or the creation of additional dwellings, the number of existing dwellings (or existing lots capable of accommodating a dwelling) are taken as a 'credit'. The value of the credit will be based on both the number of existing dwellings/lots and the size of the dwelling. Examples of where credits could be applied include:

Example 1: A dual occupancy development involves the demolition of an existing dwelling (two bedroom) to construct two (2) new three bedroom dwellings, a credit for the two bedroom dwelling (existing) is provided.

Example 2: A residential flat building development involves the demolition of three (3) existing dwellings (three bedroom) and construction of a residential flat building with 12 apartments, a credit for the three (3) existing dwellings is provided.

Example 3: A residential subdivision development where one lot is being subdivided into 25 lots for housing, a credit for 1 lot is provided (i.e., the contribution is payable for 24 new lots).

3.9 Credits

Unless resolved in a planning agreement prior to consent being issued, Council will not consider giving any additional credit, refunds or offset against development contributions required to be made by the developer in respect of other development in the LGA for any contributions considered to have a surplus value. Surplus value being when compared to what could have been attained under the conditions of development consent or Council's other development contribution plans.

3.10 Monitoring and review of the Plan

It is intended that this Plan be monitored and reviewed on a regular basis as it contains forecasts of future development and the likely demands and costs of providing local infrastructure for residents and workers arising from that future development.

Monitoring actual developments, population changes and community demands will allow appropriate updating and amendment as

necessary.

A full list of specific projects within each local infrastructure category, and the proportion of funds allocated to each project will be determined at the beginning of each calendar year based on Council's priorities at the time and any alternative funding opportunities available for these projects.

Council may carryover any unfunded work items to the following year by Council resolution. Funds paid to Council under a condition authorising a levy contribution authorised by this Plan are to be applied towards one or more of the local infrastructure items listed in **Appendix B**, including:

- Community and recreation facilities
- Open space acquisition
- Open space embellishment (existing open space & creek lines)
- Public domain improvements in the town centres
- Transportation, Car parking, traffic management and access
- Waste management
- Local infrastructure contribution planning management and studies

Council will consider a report on the allocation of funds at the beginning of each calendar year as part of allocating funds collected over the course of the previous calendar year. This is to ensure that the allocation of funds towards projects listed in **appendix B** is integrated with Council's Delivery Program, Operational Plan and budget processes.

The works identified in **appendix B** will be periodically reviewed as part of the above annual allocation report or alternatively informed by various studies and needs analyses that may be carried out from time to time.

The cost of works proposed by the Plan (including land values) may also need review over time if there is a concern that the indexation of costs may not be adequately reflecting actual current costs.

Council's aim is that all forecasts, costs and assumptions are reviewed and adjustments and/or amendments as appropriate will be made at four yearly intervals after the date of adoption of this Plan.

In accordance the Regulation 215 (5), Council may also make minor amendments to this Plan such as minor typographical corrections, omissions of completed works and adjustment of contribution rates due to indexation as specified in this Plan. Such amendments may be made without public exhibition, however, will be reported through public adoption by Council as way of providing accountability and

transparency.

3.11 Accounting and management of funds

Accounting standards and contributions register

Separate accounting records are maintained for all development contributions made to Council under this Plan and a development contributions register will be maintained and reported by Council in accordance with the Regulation.

Council is also required to publish details of development contributions accounts annually and this is undertaken as part of Council annual financial reporting cycle, refer to Council's IP&R Framework.

Investment of funds

To maintain the time-value of monetary contributions received under this Plan, Council will invest these funds until the time of expenditure for infrastructure specified in this Plan.

Council will report all investment returns as part of its annual contributions accounts reporting and all investment returns will be retained within the development contributions accounts, to be used for the purpose for infrastructure specified in this Plan.

Pooling of contributions

This Plan authorises money obtained from contributions and levies paid in respect of different local infrastructure types in this Plan to be pooled and applied by Council progressively towards the local infrastructure listed in the Works Schedules (**Appendix's B**) and in accordance with the Regulation and ministerial direction.

The pooling of funds will not prejudice the carrying into effect, within reasonable time, of the purpose for which the money was originally paid.

Other funding sources

Works proposed in this Plan represent infrastructure to be funded via a variety of sources. In some instances, the total cost of work is to be funded pursuant to the development contributions provisions of the Act. In other instances, the cost is to be borne by a combination of development contributions under this Plan, development contributions received under previous contributions plans, and/or other funds.

Several of the proposed works items in this Plan have been allocated grant funding and accordingly, the cost attributable to future

development does not include such grant funding. Should additional grant funding become available in the future, the works schedule in this Plan will be reviewed and the contribution rates will be adjusted.

Refunds

Council is not obliged to refund local infrastructure contributions even if there is an excess of funds after the fulfilment of the specific purpose for which the contributions were made (i.e. contribution project) or if the development is not completed. Any request for a refund will be considered by Council on a case-by-case basis at its absolute discretion.

Unless exceptional circumstances can be demonstrated it will be the case that contributions will not be refunded once paid. In all cases where contributions paid have spent on works identified in this Plan, no refunds will be made.

A request for a refund of monetary contributions paid to Council must be accompanied by either:

- *A modification application pursuant to s4.30, s4.55 or s4.56 of the Act, which seeks to amend/delete the contributions condition; or*
- *Surrender of a development consent pursuant to s4.17 or s4.63 of the Act.*

Subject to other considerations required by s4.15 or s4.28 of the Act, Council may consider refunding monetary contributions paid pursuant to this Plan, where:

- *the condition requiring payment of a monetary contribution was imposed in a manner that was not in accordance with the provisions of this Plan as it existed at the date of determination of the development application or complying development certificate;*
- *the number of dwellings/lots/persons approved by the development application or complying development certificate has changed as a consequence of an approved modification;*
- *a modification application seeks the full or partial use of the development for a purpose that would qualify for a reduction or exemption (e.g. seniors housing by a social housing provider). In this instance, no reduction or refund will be granted unless Council is satisfied that the application has been assessed with regard to all relevant considerations applicable to that type of development and if appropriate, lawful additional conditions are imposed to require the development to be operated in such a manner that accords with the proposed use (e.g. housing to be provided by a social housing provider that is to be occupied by persons 55 and over or persons with a disability).*

Refunds will not be considered where occupation/commencement of the approved development has occurred.

In assessing a request to refund monetary contributions, Council will consider whether it is in a financial position to do so, having regard to whether those funds have already been spent or committed for expenditure (e.g. a project has started and would be adversely impacted if the money contribution (in whole or in part) is refunded). Council may also have regard to whether it is appropriate to provide a refund in accordance with a payment schedule.

Furthermore, where a request for a refund is not as a consequence of an error on behalf of the consent authority, any refund will be exclusive

of any CPI and/or interest that may have been earned on the contribution between the date of payment to the date of the refund.

Goods and services tax

At the date of preparing this Plan, monetary development contributions were exempt from the Federal Government Goods and Services Tax (GST).

In addition, at the date of preparing this Plan, non-monetary contributions by way of dedication of land, works-in-kind or material public benefit in lieu of contributions that would be exempt under Section 81-5 of the GST Act, do not constitute a taxable supply. Therefore, there are no GST implications for non-monetary contributions.

However, if legislative changes (including Australian Tax Office tax rulings) determine otherwise, contributions in this Plan will be adjusted to include GST.

Use of funds from repealed contribution plans

Contributions or levies imposed on developments under the repealed contribution plans identified in (**Appendix F**), and paid to or held by Council, or yet to be paid to Council, will be allocated to a similar local infrastructure type in the Works Schedules in this Plan (**Appendix B**) using the following order of priorities:

- The funds are applied to the same (or similar purpose) local infrastructure type under this Plan in the area for which contributions were originally collected, or
- The funds are applied to the same (or similar purpose) local infrastructure type under this Plan where the projects are apportioned to existing or future developments.

4 Determining Demand and Demonstrating Nexus

4.1 Overview

Port Macquarie Hastings is the traditional home of the Birpai people who settled in the area over 60,000 years ago. It is through their

thoughtful custodianship and care that we can all enjoy our place today.

We are now one of the fastest-growing regional centres in NSW. Port Macquarie Hastings is home to over 89,232 residents living in 34 communities spread across the coast and hinterland, in urban, suburban and rural environments.

We are located about 420 kilometres north of Sydney and 510 kilometres south of Brisbane. Our region spans 3,686 square kilometres and extends west from the areas surrounding the mouth of the Hastings and Camden Haven rivers, through the verdant hinterland to the Great Dividing Range.

Our population is concentrated in the main centres of Port Macquarie, Laurieton and Wauchope. Smaller villages and neighbourhoods are important hubs for people who live outside of the main towns.

Our communities care for each other and our beautiful environment. Early industry was centred on dairying, cattle farming, timber and fishing. Now our region enjoys a diverse economy, with growing business districts as a result of the ongoing investment in the health, education, construction and tourism sectors.

An environmentally rich area with a wide variety of plants, animals and ecosystems, we are home to a number of threatened species and a nationally significant population of koalas. Our natural and rural landscapes form part of our cultural heritage and 'sense of connection' for our community.

4.2 Existing Population Characteristics

The detailed population figures prepared by REMPLAN estimate the resident population of the LGA for the year 2023 as being 89,862 persons living in 41,140 dwellings. For the purposes of this Plan, this is taken to be the 'existing' residential population. This is an increase of approximately 3,224 persons (or 3.6%) over the 2021 ABS population.

Based on information derived from the 2021 ABS Census, approximately 76% of the total housing stock in the LGA comprised detached dwellings, approximately 13% comprised attached dwellings, dual occupancies, semi-detached dwellings and multi dwelling housing and approximately 9% comprised apartments.

The age structure of the existing population is characterised by a much higher proportion of persons aged 55 years or older (43%) compared to the NSW average (29%) with other age cohorts all slightly less than the NSW average.

4.3 Forecast Development and Population

North coast Regional Plan 2041

The North Coast Regional Plan 2041 was finalised in December 2022 and is a 20-year plan to guide the NSW Government's planning priorities and decisions for the Port Macquarie-Hastings and provide a framework for more detailed land use and infrastructure planning and funding. The following summarises key aspects of the plan as they relate to the Port Macquarie-Hastings:



Regional Priorities



Liveable and Resilient



Productive and Connected



Housing and Place



Smart, Connected and Accessible (Infrastructure)



Local government narratives

- Protect, conserve and enhance local biodiversity, natural waterways and aquatic habitats, ecological communities and areas of high environmental value.
- Plan and deliver all forms of local and state infrastructure across all levels of government in anticipation of projected housing and jobs growth.
- Sustainably deliver housing diversity and regional density targets close to employment across the LGA.
- Maximise Port Macquarie's role as a sustainable, compact green and blue regional city, with a distinctive and fully integrated city heart.
- Support environmentally sustainable development that is responsive to climate change and natural hazards such as coastal erosion, drought, flooding, bushfire and sea-level rise.
- Ensure future water and food security across the LGA.
- Retain and protect threatened and endangered species with a focus on protecting and growing the largest coastal koala population in NSW.
- Drive opportunities for investment in existing and emerging industry sectors to activate existing business precincts and employment lands.
- Foster industry excellence, innovation, and economic development opportunities in the LGA's key health and education anchor industries.
- Protect the LGA's farmland and encourage regenerative and sustainable agricultural practices and initiatives to support the development of the agricultural sector and agribusiness.
- Expand year-round tourism opportunities including accessible eco-tourist, agritourist and Aboriginal cultural experiences, diversification of events, and adequate facilities to support conferences and longer-term holidaymakers.
- Encourage uptake of available greenfield land in the R1 zone to relieve current housing pressure and drive sustainable and efficient use of existing infrastructure.
- Investigate and deliver innovative housing solutions to ensure housing diversity, including increased affordable and social housing, additional infill, and housing that caters to the LGA's ageing population and supports workers in key service industries such as health, aged care, and hospitality.
- Deliver a compact regional city and towns, villages and rural communities that respect their natural environment, history, Aboriginal culture, and character.
- Grow community connectivity through sustainable infrastructure and smart/digital technology within and between centres within the LGA.
- Strengthen social and economic links with neighbouring LGAs to the north, south and west.

Local Strategic Planning Statement

Shaping our future 2040, is the Port Macquarie-Hastings Local Strategic Planning Statement (LSPS) and was adopted by Council in September 2020, it provides the direction for land use planning for the LGA for the 20-year period from 2020 to 2040.

Shaping Our Future is Council's key strategic land-use planning strategy for the Port Macquarie- Hastings LGA and sits alongside Council's Community Strategic Plan. Shaping Our Future provides direction to a range of other land-use planning strategies and plans including Council's Urban Growth Management Strategy (UGMS) which was adopted in November 2018.

The UGMS identifies opportunities for new economic development and housing to meet the future needs of our growing community with a key focus on our Urban Growth Areas within which Port Macquarie-Hastings' future growth will be accommodated (refer Planning Priority 2 on page 46 for further detail).

Shaping Our Future also provides direction to a range of Council's strategies and plans where they relate to land use across the LGA (for example, our Economic Development Strategy and Recreation Action Plan). These interrelationships are identified both within the rationale, and where applicable in the actions and accompanying Implementation Plan.

Local Housing Strategy (DRAFT), affordability plan

The Local Housing Strategy ("LHS") seeks to meet the aims of the Community strategic Plan Imagine 2050, Local strategic Planning statement and the North Coast Regional Plan.

The Strategy provides a 10-year review of the previous Urban Growth Management Strategy to ensure that the strategic and planning context are aligned with community goals and expectations, and updated with information from the 2021 Census, current housing supply and population forecasts and implementation and delivery plans.

The LHS also identifies a number of key locations within the LGA around existing town centres, transport services, utilities services and facilities that are suitable for increased housing to meet the changing needs of the community.

Local infrastructure studies and strategies

A number of studies and strategies have identified the local infrastructure needs of the future population anticipated in the State Government and Council strategies (above) and associated population and housing forecasts (REMPPLAN). The local infrastructure identified in the Works Schedules (**Appendix B**) have been informed by the studies and strategies, as considered in Section 5 below:

Forecast Residential Development

Based on the forecasts prepared by REMPLAN, it is estimated that 8,242 additional private dwellings will be constructed in the LGA from 2023 to 2036. Accommodating, approximately 15,117 additional residents.

Table P1 provides a summary of the estimated existing population and the forecast additional population subject to contributions under this Plan on an adjusted yearly basis to 2036.

Table P1 Forecast Population 2023-2036 (REMPLAN, 2024)					
	Existing	Forecast Additional			Total Additional
	2023	2026	2031	2036	
Dwellings	41,140	1,373	3,778	3,091	8,242
Persons	89,862	3,953	5,676	5,488	15,117

4.4 Demand for public facilities and services

One of the fundamental principles of development contributions is the relationship, or ‘nexus’, between the expected types of development and the demonstrated demand for new, augmented or embellished Local Infrastructure created by that development. Key aspects of determining nexus are:

- *whether the anticipated development actually creates a demand or increases the demand for transport and social infrastructure;*
- *whether the estimates of demand for infrastructure to which the proposed development contribution relates are reasonable;*
- *what types of transport and social infrastructure will be required to meet that demand;*

- *whether the proposed development contribution is based on a reasonable apportionment between existing demand and new demand for transport and social infrastructure to be created by the proposed development to which the contribution relates;*
- *whether the proposed development contribution is based on a reasonable estimate of the cost of proposed transport and social infrastructure; and*
- *when facilities will be provided to meet the demand of the development – often expressed as timing or thresholds.*

It is also necessary to ensure that new development only contributes to its share of the total demand for public facilities and services, rather than any demand generated by the existing population, which may result out of a deficiency in existing facilities. This is known as 'apportionment'.

The increased usage of and demand for new Local Infrastructure as a consequence of future development will in most cases, exceed the capacity of existing public facilities in the LGA. Accordingly, it will be necessary for new and embellished Local Infrastructure to be provided to cater for the anticipated demand of that development.

Section 4 of this Plan establishes the nexus between the anticipated development and the demand for additional or embellished Local Infrastructure and if relevant, details how that nexus has been apportioned, to ensure that contributions reflect the demand of new development, rather than existing demand or past deficiencies.

4.5 Growth Catchments

Planning for the local infrastructure needs of the future population in this Plan is based around Growth catchments: Regional, Port Macquarie, Health & Education precinct, Thrumster Fernbank creek/Sancrox, Wauchope, Lake Catie/Bonnie Hills and Camden Haven.

These catchments reflect the distinct growth areas and/or other key physical features such as major roads and are generally consistent with the planning areas in the Port Macquarie Hastings LSPS and UGMS. The boundaries and suburbs included within the catchments are shown in **Appendix C**.

5 Infrastructure Contributions and Nexus

This section of the Plan identifies the categories of local infrastructure that are included in this Plan:

- Transportation
- Community facilities
- recreation facilities

- Open space
- Public domain improvements
- Waste Management
- Plan administration

The following is considered for each of the local infrastructure category:

- Objectives.
- Existing provision.
- Anticipated demand by the new population.
- What embellishment of existing or new local infrastructure will be planned for to address the new population's demand.
- How much the infrastructure will cost and how much of the cost Council will fund using contributions (apportionment).

Council's LSPS sets a framework for the next 20 years (to 2040) and includes infrastructure and places – supporting growth and change as one of its key themes. Ensuring infrastructure is aligned to accommodate planned growth and community needs is a key theme that is recurring throughout the LSPS planning priorities.

5.1 Transport

Introduction

The forecast development within the LGA will generate additional demand for use of roads and related transport infrastructure by vehicular, bicycle and pedestrian traffic and this demand will require augmentation of existing facilities due to the additional pressures on those facilities. This section outlines the nature of the existing local road environment and the rationale for the augmentation of those facilities.

Existing provision and Nexus to development

The existing transport network comprises roads, on-road and off-road footpaths, shared paths and cycle lanes as well as supporting infrastructure such as traffic management devices, crossing facilities, signage and other street furniture. In addition, the LGA is serviced by bus networks, many of which are on local roads, and the service of bus stops.

These transport networks are geographically extensive although do not necessarily provide an equitable level of accessibility and/or safety to

all existing residents.

Furthermore, as the community moves toward more sustainable modes of transport, the existing transport networks and infrastructure will not be adequate to cater for the demand of an increased population.

Future development will be responsible for 15,117 additional residents in private dwellings which will increase demand for new and augmented traffic management, pedestrian and bicycle facilities and bus stop improvements that assist in providing a sustainable, safe, efficient and user friendly transport network.

Network improvements have been identified in Council's Regional Integrated Transport Strategy, Draft Integrated Transport Strategy, Pedestrian Access & Mobility Plan, Bike Plan and from consideration of Council's asset registers and the works schedule at **Appendix B** identifies network improvements which future development will be expected to contribute toward.

Strategy – proposed infrastructure

Council's strategies for addressing the additional demands placed on the local road environment by future development are as follows:

- Bus stop environment improvements comprising shelters, footpath connections and safe crossing points;
- New or upgraded road connections to facilitate congestion easing.
- Localised road works to facilitate on-road bicycle facilities and transitions to off-road facilities and related local traffic management measures; and
- Embellishment of existing, and new footpaths and shared ways to cater for increased pedestrian and bicycle traffic.

The Works Schedule at **Appendix B** sets out all transport facilities for which a contribution is required under this Plan.

The location of the proposed facilities is identified on the maps at **Appendix C** to this Plan.

Public Parking

This Plan levy's monetary contributions for the purpose of providing public car parking management in the Mapped area **Appendix C3**, where new development does not make provision for on-site parking that would ordinarily be required in accordance with certain parking rate standards included in Port Macquarie Hastings Development Control Plans'.

Where a monetary contribution is to be paid for public car parking facilities in lieu of the provision of car parking on site, then the amount (rate) of the contribution required shall be calculated, per Parking Management Plan 2023 and subsequent amendments.

Multideck / Per Space	\$35,000
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The mapped area **Appendix C3**, show where contributions will be collected and expended. Contributions collected for parking, will be prioritised for use in the catchment area for which their collected and for projects that contribute to the facilitation of improved parking outcomes as per the Parking Management Plan 2023 as part of overall reporting and management of this Plan, see section 2.10

Road Haulage

There are several extractive industries operating in the Port Macquarie-Hastings LGA and there could be opportunities for new development or expansion of existing sites, subject to relevant approvals. Extractive industries generate significant truck movements in Port Macquarie-Hastings, which impacts the road performance and conditions along haulage routes. To offset the impact of haulage associated with mining and extractive industry, this Plan authorises the consent authority to apply a haulage contribution rate where an application is made for such a use. It should be noted that the haulage rate will apply to the proposed haulage route for the life of the development (subject to CPI amendments).

For the purpose of this Plan, the contributions collected for haulage will go towards all necessary works of carriageway construction and maintenance, including pavement, associated culverts, bridges, drainage, signs, line marking, noise attenuation measures, landscaping, safety and traffic management measures, including bus bays, pedestrian crossings and footpaths associated with the haulage route.

Some roads and infrastructure may not be able to accommodate additional heavy vehicle loading without immediate upgrades. There may be upgrades to roads or traffic facilities that are directly required by a development and without which the development could not or should not reasonably occur. New roads, or upgrades to the existing road network, may be required to accommodate the additional heavy vehicle loading. Where a development requires works to be undertaken, the requirement will be by way of a condition imposed on the development consent under section 4.17(1)(f) of the EP&A Act. This will be in addition to contributions required for haul routes.

The contributions rate for heavy haulage has been calculated based on the following:

Step 1: Determine the design Equivalent Standard Axles (ESA) per applicable vehicle (classes 3-12) for affected local roads.

$$dESA = \frac{365 \times AADT \times ESA \times DL \times DF}{NoHR}$$

Where:

dESA is the design ESA.

AADT is the annual average daily traffic count for heavy vehicles over Council's haulage routes.

ESA is the average ESA per heavy vehicle.

DL is the design life in years.

DF is the directional distribution factor.

NoHR is the number of haulage routes used to determine the ESA and AADT

Step 2: Estimate the cost to reconstruct/maintain one lane for one kilometre for the above ESA, which is based on the capital cost, maintenance cost and whole of life cost for Council's haulage routes.

Step 3: Calculate the reconstruction/maintenance cost per ESA per km by dividing the outcome from Step 2 by the outcome from Step 1.

$$\$km = \frac{\$M}{dESA}$$

Where:

\$km is the cost of maintenance per ESA per km.

dESA is the design ESA calculated in step 1.

\$M is the cost to reconstruct/maintain one lane for one kilometre.

Step 4: Determine the typical heavy haulage vehicle ESA (assumed at 2.6 ESA based on a typical truck and dog combination).

Step 5: Calculate the reconstruction/maintenance cost per typical heavy haulage vehicle per km by multiplying the outcome from Step 3 by the outcome from Step 4.

$$\$HVkm = \$km \times hvESA$$

Where:

\$HVkm is the maintenance cost per typical heavy vehicle.

\$km is the cost of maintenance per ESA per km as calculated in step 3.

hvESA is the heavy vehicle ESA.

Step 6: Determine the typical load per typical heavy haulage vehicle (assumed at 15 tonnes).

Step 7: Calculate the reconstruction/maintenance cost per tonne per km by dividing the outcome from Step 5 by the outcome from Step 6

$$\$tkm = \frac{\$HVkm}{t}$$

Where:

\$tkm is the maintenance cost per tonne per km.

\$HVkm is the maintenance cost per typical heavy vehicle as calculated in Step 5. **t** is the typical load per typical heavy vehicle.

Step 8: Determine the administration on-cost applicable relating this Contribution, i.e. the preparation, implementation and administration as a proportion of the calculated cost of reconstruction/maintenance (calculated at 3.07%).

Step 9: Calculate the total contribution rate by multiplying the outcome from Step 8 by the outcome from Step 7.

$$\$CR = \$tkm \times (100\% + \$PA)$$

Where:

\$CR is the contribution rate per tonne per kilometre.

\$tkm is the maintenance cost per tonne per km.

\$PA is the cost of administering the Contribution.

Based on the above, and current costs estimations, the contribution rate set out below will apply to this development type across the entire Port Macquarie-Hastings LGA, based on licensed extraction limit. Notwithstanding the above, Council will accept a variation to the below contribution rate where it is justified by a Traffic Impact Assessment that has been prepared to the satisfaction of Council.

Haulage Section 7.11 Contribution: **\$CR** - \$0.065/t/km (which is equivalent to \$0.227/t based on a 3.5km haulage route)

Apportionment

The forecast additional population to be levied under this Plan (15,117 persons) constitutes 15% of the total future population in the LGA at 2036 (104,979 persons). Accordingly, the cost of transport facilities, except parking, as apportioned in the **Table A1** will be sought from development

to be levied under this Plan.

Calculation of contribution rate

The formula for the calculation of the contribution rate for transport facilities, except parking or haulage, is as follows:

$$\text{Contribution rate per person} = \frac{\text{Total Cost of Transport Facilities} \times \text{Apportionment Rate}}{\text{Total Additional Private Residents}}$$

5.2 Open space and Recreation facilities

The forecast development within the LGA will generate additional demand for local open space and recreation facilities and this demand will require additional open space and embellishment of existing facilities to cater for increased pressures on existing facilities.

Existing facilities

When considering only the core open space network as per the Recreation and Open Space Planning Guidelines for Local Government (NSW), the current supply of open space across the LGA is 3.95ha/1,000 people, higher than the NSW desired standard of 2.83ha/1,000 people and the proposed desired standard of 3.2ha/1,000 people. The LGA's current provision for recreation open space is 2.17ha/1,000 people, higher than the proposed desired standard rate of 1.3ha/1,000 people. Our play space network consists of all the play spaces within the Port Macquarie-Hastings LGA based on their geographical relationships and how they are interconnected at the local, neighbourhood, and regional levels.

Understanding the significance of this network is key. Each play space within the LGA offers distinct play experiences suitable for individuals of various ages and abilities. By recognising that these play spaces are interconnected and part of a larger network spanning our suburbs and neighbourhoods, we can strive for a fair distribution of diverse and inclusive areas.

Our goal is to ensure that every community within our region has access to play spaces with high play value and amenities, promoting equity and inclusivity across the board.

Port Macquarie-Hastings LGA currently has approximately 1,890.19ha of council owned and/or managed open space across a range of open space types and hierarchies (including specialised facilities, utilities and undeveloped open space) and an additional 169,753.51ha of National

Park, State Forest, Nature Reserve, State Conservation Area and Historic Parks. Council is currently conducting investigations into a further 92.16ha of open space for sporting purposes. From a large network of sportsgrounds, a range of recreation parks and linear corridors such as the popular coastal walk, the open space network is an essential element in delivering and enhancing the quality of life for Port Macquarie-Hastings residents and visitors.

Whilst this quantum of open and recreational space land exceeds benchmarks typically used for public open space and recreation, it does not mean that the distribution and capacity of facilities within existing open space and recreation land are capable of meeting the demands of the existing and future populations.

Nexus to development

Based on the current standard of public open space provision in the LGA, the forecast additional population in private dwellings of 15,117 persons would generate a demand for additional open space land and inclusive experiences.

Alternatively, significant embellishment of existing facilities will be required to cater for additional usage from the forecast additional population.

The existing and future populations also generate a demand for high quality urban spaces in addition to traditional parks and sportsgrounds. This includes areas of the public domain in town centres and comprises, plazas, malls, street edges and the like.

Strategy – proposed infrastructure

Council recognises the significant cost of acquiring land for new open space to maintain the current quantitative level of service plus the cost of embellishing and maintaining this quantum of open and recreational space. Accordingly, this Plan seeks contributions from future development to acquire open space land, and to augment and upgrade the current quantum of open space facilities commensurate with the current level of service provisions.

5.2.1.1 In accordance with adopted Council strategies, this Plan seeks:

- A contribution, as apportioned in **Table A1** toward provision of parks including additional and/or upgraded playgrounds.
- A contribution, as apportioned in **Table A1** toward provision of new sportsgrounds and recreation facilities.
- A part contribution, as apportioned in **Table A1** toward improvements to existing leisure centres and/or provision of a regional leisure centre.

The open space and recreation facilities are set out in the Works Schedule at **Appendix B** to this Plan and their location is identified on the

maps at **Appendix C**.

Apportionment

Appropriately, some parks and sportsground embellishment proposed under this Plan have been identified to cater for the demand of future development from 2023 to 2036 and accordingly, the full cost of these works will be borne by development over that period.

The remaining infrastructure is required for all residents and accordingly, the forecast additional population to be levied under this Plan (15,117 persons) constitutes 15% of the total future population in the LGA at 2036 (104,979 persons). Accordingly, the cost of Open space & Recreation facilities as apportioned in the **Table E3** will be sought from development to be levied under this Plan.

Calculation of Contribution Rate

The formula for the calculation of the contribution rate for open space and recreation facilities is as follows:

$$\text{Contribution rate per person} = \frac{\text{Total Cost of Facilities} \times \text{Apportionment Rate}}{\text{Total Additional Private Residents}}$$

5.3 Community facilities

The forecast development within the LGA will generate additional demand for community facilities and this demand will require additional community facilities and upgrading of existing facilities.

Existing Facilities

5.3.1.1 Libraries

There are 3 Council-owned libraries within the LGA including 1 Regional library, and 2 branch (Neighbourhood) libraries.

Collectively, these facilities provide 3291m² of library floor space, however, collectively, the libraries do not meet the minimum floor area recommended in the 'People Places – A Guide for Public Library Buildings in New South Wales (State Library NSW, February 2022). https://www.sl.nsw.gov.au/sites/default/files/people_places.pdf

In addition, the Laurieton library is less than 400m² which limits its ability to be flexible and multipurpose space.

5.3.1.2 Community Spaces

There are 21 Council-owned community spaces within the LGA. Of these spaces, 20 facilities serve a community hall/ local function and 1 facility can be described as serving a Regional level function.

Collectively, these facilities provide 7799m² of community floor space although this is not evenly distributed across the LGA.

In addition 9 of the local facilities are less than 150m² in floor area and 16 are less than 350m². Accordingly, only 5 facilities exceed the minimum of 400m² which might be anticipated for a quality local facility.

Furthermore, the Regional facility exceeds the 1500m² floorspace that might be expected of a quality Regional facility.

The current quantum of community facilities do not provide a service of what could be considered a district level facility, of 1200m²

Nexus to development

Future development will be responsible for 15,117 new residents in private dwellings from 2023 to 2036. This additional population will generate additional demand for community facilities such as community halls, meeting rooms, cultural facilities and libraries including upgrading of existing facilities to cater for additional capacity or to enable a wider variety of activities to be undertaken. The following subsections outline the nexus between this forecast additional population and the facilities for which contributions will be sought through this Plan.

5.3.1.3 Libraries

Whilst the number of existing libraries meets the requirements using the State Library guidelines, the floor area provided and the manner in which floorspace is provided does not meet the requirements.

Based on the State Library NSW floorspace calculator, the additional future population from 2023 to 2036 will generate a demand for an

additional 691m² of library floorspace.

5.3.1.4 Community Spaces

The existing community spaces provide for approximately 11.5m² of community floorspace per 1,000 persons as of 2023. This does not meet the benchmark of 80m² per 1,000 persons.

Based on this standard, the forecast additional population in private dwellings of 15,117 persons between 2023 and 2036 will require an additional local facility (600m²).

Strategy – proposed infrastructure

Council has assessed that the additional population from 2023 to 2036 will generate a demand for the following community facilities, for which contributions will be sought under this Plan:

- Libraries – 691m² of library floorspace to be met by provision within a new library and/or embellishment of existing libraries;
- Community Spaces - 600 m² of community floorspace to be met by provision within new multipurpose community hub/s and/or embellishment of existing community spaces;

The Works Schedule at **Appendix B** sets out all community facilities for which a contribution is required under this Plan.

The location of the proposed facilities is identified on the maps at **Appendix C** to this Plan.

Apportionment

The forecast additional population to be levied under this Plan (15,117 persons) constitutes 15% of the total future population in the LGA at 2036 (104,979 persons). Accordingly, the cost of community facilities as apportioned in the **Table A1** will be sought from development to be levied under this Plan.

Calculation of Contribution Rate

The formula for the calculation of the contribution rate for community facilities is as follows:

$$\text{Contribution rate per person} = \frac{\text{Total Cost of Facilities x Apportionment Rate}}{\text{Total Additional Private Residents}}$$

5.4 Public Domain

The forecast development within the LGA will generate additional demand for upgrading or expanded services in our Public domains and this demand will require additional infrastructure and upgrading of existing town centres.

Existing Public Domains

Public spaces within town centres including streets, parks, laneways and squares are collectively known as the public domain. These areas are important for encouraging social interaction and cultural activities and the use public spaces.

Public Domain, central business district (CBD's) Master Plans have been prepared, or are in preparation, to guide future improvements in the CBD's. These Plans have been prepared in conjunction with CCAP's which will/have subsequently informed potential changes to the planning controls to increase opportunities for housing and employment in the town centres and the desired community priorities.

The CCAP's identify improvements to features including paving, pedestrian and cycle paths, parking lanes, artworks, seating, lighting, street tree planting and landscaping. A number of sites have master plans prepared for the town centres and these will inform and provide direction for future public domain improvements funded either through this Plan, or via other funding sources.

The public domain improvements, and the associated costings, in this Plan are based on master plans for each of the town centres.

The full cost of undertaking the public domain improvements identified in each of the Public Domain Plans would be prohibitive and disproportionately apply the contributions to one local infrastructure category. Therefore, the Work Schedule (**Appendix B**) and associated costings only account for \$7.11 funds. The funds received under \$7.12 may also be used for improvements to the public domain along with any planning agreements, grants or State government Housing and Productive Contributions.

Nexus to development

Future development will be responsible for 15,117 new residents in private dwellings from 2023 to 2036. This additional population will generate additional demand for public domain infrastructure such as improving pedestrian pavements and streetscapes and implement street furniture, lighting, trees and upgrading of existing facilities to cater for additional capacity or to enable a wider variety of activities to be undertaken. The following subsections outline the nexus between this forecast additional population and the facilities for which contributions

will be sought through this Plan.

Strategy – proposed infrastructure

The objective of the provision is to improve the quality of the public domain (both built and natural) in the CBD's to encourage social interaction and cultural activities and the efficient use of public spaces.

Council intends to increase the provision of public domain facilities and public spaces within local and town centres, including improving pedestrian pavements and streetscapes and implement street furniture, lighting and trees to address the anticipated demand by the future population.

Apportionment

The forecast additional population to be levied under this Plan (15,117 persons) constitutes 15% of the total future population in the LGA at 2036 (104,979 persons). Accordingly, the cost of Public Domain improvements as apportioned in the **Table A1** will be sought from development to be levied under this Plan.

Calculation of Contribution Rate

The formula for the calculation of the contribution rate for community facilities is as follows:

$$\text{Contribution rate per person} = \frac{\text{Total Cost of Public domain Facilities} \times \text{Apportionment Rate}}{\text{Total Additional Private Residents}}$$

5.5 Waste Management

The forecast development within the LGA will generate additional demand for waste management and this demand will require additional infrastructure and upgrading of existing transfer stations.

Nexus to development

Future development will be responsible for 15,117 new residents in private dwellings from 2023 to 2036. This additional population will generate additional demand for Waste management and services. Upgrading of existing facilities to cater for additional capacity or to enable a wider variety of services to be undertaken will be needed over the life of this plan to cater for this additional demand.

Strategy – proposed infrastructure

The objective of the provision is to maintain the service level of the current waste services and upgrade/augment the waste management systems and service to cater for the increase demand from the future population.

Apportionment

The forecast additional population to be levied under this Plan (15,117 persons) constitutes 15% of the total future population in the LGA at 2034 (104,979 persons). Accordingly, the cost of Waste management as apportioned is 15% LGA wide from a regional nexus, will be sought from development to be levied under this Plan.

Calculation of Contribution Rate

The formula for the calculation of the contribution rate for community facilities is as follows:

$$\text{Contribution rate per person} = \frac{\text{Total Cost of Waste Facilities} \times \text{Apportionment Rate}}{\text{Total Additional Private Residents}}$$

5.6 Plan Preparation and Administration

Introduction

In accordance with the Act, Council is authorised to recoup the reasonable costs of preparing this Plan and the cost, or part there-of, of any studies specifically prepared to inform the Plan. In addition, contributions may be sought toward the costs associated with the ongoing administration of the Plan.

Nexus to Development

This Plan has been specifically prepared to enable Council to ensure that adequate transport and social infrastructure is provided to meet the demands generated by any new development and that the existing community is not burdened by the provision of infrastructure required as a result of future development.

Strategy

The proposed costs associated with this category of contributions comprises:

- The costs associated with preparing the Plan; and
- Ongoing administration and management of the Plan over a 10-year period.

Apportionment

As this Plan has been prepared solely to cater for the demands of future development, the costs associated with the Plan's preparation and ongoing administration will be borne fully by future development.

Calculation of Contribution Rate

The formula for the calculation of the contribution rate for plan preparation and administration is as follows:

$$\begin{array}{lcl} \text{Contribution rate} & = & \frac{\text{Total Cost of plan preparation \& administration}}{\text{Total Additional Private Residents}} \\ \text{per person} & & \end{array}$$

6 Appendix A - Glossary

Terms used in this Plan have the same meanings as the *Port Macquarie-Hastings Local environment Plan 2011*, Act or the *Standard Instrument—Principal Local Environmental Plan (SILEP)*; [Port Macquarie-Hastings Local Environmental Plan 2011 - NSW Legislation](#)

7 Appendix B - Works Schedule

Works schedule (Compiled)								
Ref	Description	Capital Cost	Existing Contributions	Capital Cost less existing contributions	Cost attributable to New Development	Cost to be met by Council / Others	Trigger / Priority	Apportionment
Regional / LGA								
TR - 01	Ocean Drive Duplication - Emerald Drive to Greenmeadows Drive	\$50,000,000.00	\$4,000,000.00	\$46,000,000.00	\$6,900,000.00	\$39,100,000.00	High / Recoup	15%
TR - 02	Lake Road upgrades, including Intersection's	\$18,100,000.00	\$17,530,028.95	\$569,971.05	\$85,495.66	\$484,475.39	High	15%
TR - 03	Lake Road active transport plan	\$500,000.00	\$0.00	\$500,000.00	\$75,000.00	\$425,000.00	Medium / HEP Links	15%
TR - 04	Ocean Drive / Lake Road intersection upgrades	\$3,500,000.00	\$0.00	\$3,500,000.00	\$525,000.00	\$2,975,000.00	Medium / Lake Road Works	15%
TR - 05	Shared path corridor through Port Macquarie	\$2,500,000.00	\$0.00	\$2,500,000.00	\$375,000.00	\$2,125,000.00	Medium	15%
TR - 06	John Oxley Drive upgrades - Kingfisher Drive to The Ruins Way to Ellis Parade	\$25,000,000.00	\$2,738,018.96	\$22,261,981.04	\$3,339,297.16	\$18,922,683.88	Medium / HEP/ Oxley TfNSW Works	15%
TR - 07	End of trip facilities for active transport planning	\$500,000.00	\$0.00	\$500,000.00	\$75,000.00	\$425,000.00	Medium	15%
TR - 08	Develop Place-Based Parking Plans - Port Macquarie City Heart	\$500,000.00	\$0.00	\$500,000.00	\$75,000.00	\$425,000.00	High / Port CBD	15%
TR - 09	Safety and smart technology active transport improvements	\$1,250,000.00	\$0.00	\$1,250,000.00	\$187,500.00	\$1,062,500.00	Medium / Ongoing	15%
TR - 10	Suburban-hub active transport connections	\$15,000,000.00	\$0.00	\$15,000,000.00	\$2,250,000.00	\$12,750,000.00	Medium	15%
TR - 11	Bus shelters - New	\$500,000.00	\$0.00	\$500,000.00	\$75,000.00	\$425,000.00	Medium	15%
OSRR - 01	Parks & Gardens Future Designs	\$3,600,000.00	\$0.00	\$3,600,000.00	\$540,000.00	\$3,060,000.00	Medium	15%
OSRR - 02	Aquatic facility - Construction stages 1 & 2	\$67,000,000.00	\$13,918,368.66	\$53,081,631.34	\$7,962,244.70	\$45,119,386.64	High	15%
OSRR - 03	Town Beach Reserve - upgrade	\$2,000,000.00	\$0.00	\$2,000,000.00	\$300,000.00	\$1,700,000.00	Medium	15%
OSRR - 04	Stuart Park regional sporting Precinct	\$1,000,000.00	\$0.00	\$1,000,000.00	\$150,000.00	\$850,000.00	Medium	15%
OSRR - 05	Bain Park upgrades stages 3+	\$5,500,000.00	\$0.00	\$5,500,000.00	\$825,000.00	\$4,675,000.00	Low	15%
OSRR - 06	Wayne Richards Park extentions - planning and detailed design	\$2,000,000.00	\$0.00	\$2,000,000.00	\$300,000.00	\$1,700,000.00	Low	15%
OSRR - 07	Thrumster sport fields stage - 2	\$20,000,000.00	\$0.00	\$20,000,000.00	\$3,000,000.00	\$17,000,000.00	High	15%
OSRR - 08	Hasting regional sporting complex - stage 1	\$20,000,000.00	\$2,070,298.80	\$17,929,701.20	\$2,689,455.18	\$15,240,246.02	High	15%
OSRR - 09	Port Macquarie Regional stadium upgrades	\$25,000,000.00	\$0.00	\$25,000,000.00	\$3,750,000.00	\$21,250,000.00	Medium	15%
CFR - 01	Purchase of Library Books	\$3,600,000.00	\$1,020.95	\$3,598,979.05	\$539,846.86	\$3,059,132.19	Ongoing	15%
PDR - 01	Community inclusion - disability access embellishments	\$2,400,000.00	\$0.00	\$2,400,000.00	\$360,000.00	\$2,040,000.00	Medium	15%
PDR - 02	Port Central Business District improvements including Civic master plan works	\$12,000,000.00	\$1,692,290.74	\$10,307,709.26	\$1,546,156.39	\$8,761,552.87	Low	15%
WMR - 01	Cairncross waste management facility - landfill expansion planning and construction for new cell	\$10,500,000.00	\$0.00	\$10,500,000.00	\$1,050,000.00	\$9,450,000.00	2025	10%
WMR - 02	Waste transfer stations Port Macquarie upgrades to meet demand/population growth	\$2,000,000.00	\$0.00	\$2,000,000.00	\$200,000.00	\$1,800,000.00	2025	10%
WMR - 03	Cairncross waste management facility - Improvements Weighbridge Relocation	\$1,100,000.00	\$0.00	\$1,100,000.00	\$110,000.00	\$990,000.00	2026	10%

Ref	Description	Capital Cost	Existing Contributions	Capital Cost less existing contributions	Cost attributable to New Development	Cost to be met by Council / Others	Trigger / Priority	Apportionment
WMR - 04	Cairncross waste management facility Material Recovery Facility (MRF) Upgrade	\$21,150,000.00	\$0.00	\$21,150,000.00	\$2,115,000.00	\$19,035,000.00	2026	10%
WMR - 05	Cairncross waste management facility Organic Resource Recovery Facility (ORRF)	\$20,150,000.00	\$0.00	\$20,150,000.00	\$2,015,000.00	\$18,135,000.00	2026	10%
WMR - 06	Cairncross waste management facility extensions Construction	\$1,500,000.00	\$0.00	\$1,500,000.00	\$150,000.00	\$1,350,000.00	2026	10%
WMR - 07	Waste transfer stations Wauchope upgrades to meet demand/population growth	\$2,000,000.00	\$0.00	\$2,000,000.00	\$200,000.00	\$1,800,000.00	2028	10%
WMR - 08	Waste transfer stations Kew upgrades to meet demand/population growth	\$1,000,000.00	\$0.00	\$1,000,000.00	\$100,000.00	\$900,000.00	2031	10%
WMR - 09	Kew waste transfer station - new weighbridge Environmental Protection Agency licencing requirement	\$1,522,684.00	\$0.00	\$1,522,684.00	\$152,268.40	\$1,370,415.60	2035	10%
PA - 01	Development contributions administration	\$3,600,000.00	\$0.00	\$3,600,000.00	\$3,600,000.00	\$0.00	Ongoing	100%
PA - 02	Development contributions management	\$1,680,000.00	\$0.00	\$1,680,000.00	\$1,680,000.00	\$0.00	Ongoing	100%
PA - 03	Software	\$200,000.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00	Ongoing	100%
PA - 04	Demographics and land use forecasting	\$77,000.00	\$0.00	\$77,000.00	\$77,000.00	\$0.00	Ongoing	100%
PP -01	Plan preperation	\$100,000.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00	Recoup	100%
PP -02	Infrastructure studies	\$360,000.00	\$0.00	\$360,000.00	\$360,000.00	\$0.00	Recoup	100%
PP -03	Software implimentation	\$80,000.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00	Recoup	100%
Sub-total		\$348,469,684.00	\$41,950,027.06	\$306,519,656.94	\$48,114,264.34	\$258,405,392.60		
Port Macquarie City Heart Catchment								
TPM - 01	Separated cycle way - Pacific Drive to the Coastal Walk	\$1,500,000.00	\$0.00	\$1,500,000.00	\$150,000.00	\$1,095,000.00	Low	10%
TPM - 02	Signalisation - Buller Street and Hollingworth Street	\$3,500,000.00	\$1,120,513.86	\$2,379,486.14	\$237,948.61	\$1,737,024.88	High	10%
TPM - 03	Planning and design for Hastings River Drive intersections	\$600,000.00	\$0.00	\$600,000.00	\$60,000.00	\$438,000.00	Medium	10%
TPM - 04	Intersection upgrade -Aston Street and Hastings River Drive	\$3,500,000.00	\$465,715.83	\$3,034,284.17	\$303,428.42	\$2,215,027.44	High	10%
OSRPM - 01	Lighthouse Beach Reserve upgrade	\$2,000,000.00	\$0.00	\$2,000,000.00	\$200,000.00	\$1,460,000.00	Medium	10%
OSRPM - 02	Local & neighbourhood Reserve upgrades	\$850,000.00	\$0.00	\$850,000.00	\$85,000.00	\$620,500.00	Medium	10%
OSRPM - 03	Dixie Park - lighting	\$80,000.00	\$0.00	\$80,000.00	\$8,000.00	\$58,400.00	Medium	10%
OSRPM - 04	Findlay Park - lighting/drianage upgrades	\$500,000.00	\$0.00	\$500,000.00	\$50,000.00	\$365,000.00	Medium	10%
OSRPM - 05	Flynns Beach Reserve - surf club building upgrades	\$10,000,000.00	\$1,209,772.00	\$8,790,228.00	\$879,022.80	\$6,416,866.44	Medium	10%
CFPM - 01	Port Macquarie community centre	\$10,000,000.00	\$3,442,184.73	\$6,557,815.27	\$655,781.53	\$4,787,205.15	Medium	10%
PDPM - 01	Civic Pricinct - master planning and land acquisition	\$5,000,000.00	\$5,000,000.00	\$0.00	\$0.00	\$0.00	Medium	100%
Sub-total		\$37,530,000.00	\$11,238,186.42	\$26,291,813.58	\$2,629,181.36	\$19,193,023.91		
Health & Education Precinct Catchment								
THEP - 01	Active transport connection from Oxley Highway to Health & Education Precint	\$5,000,000.00	\$0.00	\$5,000,000.00	\$1,500,000.00	\$3,800,000.00	Medium	30%
THEP - 02	Planning and design from The Ruins Way to Oxley Highway off ramp	\$500,000.00	\$0.00	\$500,000.00	\$150,000.00	\$380,000.00	Medium	30%
THEP - 03	The Ruins Way upgrades	\$3,000,000.00	\$0.00	\$3,000,000.00	\$900,000.00	\$2,280,000.00	Low	30%
OSRHEP - 01	Open space emblishment and/or land aquistion	\$2,500,000.00	\$580,874.76	\$1,919,125.24	\$575,737.57	\$1,458,535.18	Medium	30%
Sub-total		\$11,000,000.00	\$580,874.76	\$10,419,125.24	\$3,125,737.57	\$7,918,535.18		
Lake Cathie / Bonny Hills Catchment								
TLCBH - 01	Active transport corridor throughout Bonny Hills	\$5,000,000.00	\$124,176.74	\$4,875,823.26	\$877,648.19	\$3,998,175.07	Medium	18%

Ref	Description	Capital Cost	Existing Contributions	Capital Cost less existing contributions	Cost attributable to New Development	Cost to be met by Council / Others	Trigger / Priority	Apportionment
TLCBH - 02	Active transport corridor throughout Lake Cathie	\$5,000,000.00	\$0.00	\$5,000,000.00	\$900,000.00	\$4,100,000.00	Medium	18%
TLCBH - 03	Abel Tasman / Ocean Drive intersection upgrades	\$2,900,000.00	\$2,274,033.89	\$625,966.11	\$625,966.11	\$0.00	Medium	100%
TLCBH - 04	Ocean Drive /High Street Taffic signals	\$2,900,000.00	\$0.00	\$2,900,000.00	\$2,900,000.00	\$0.00	Medium	100%
TLCBH - 05	Ocean Drive upgrades -on road cycleways, edge treatments footpaths and buffers per DCP area 14 (VPA)	\$3,600,000.00	\$0.00	\$3,600,000.00	\$3,600,000.00	\$0.00	Medium	100%
TLCBH - 06	Intersection roundabout - lot 1 DP 255923 (VPA)	\$2,500,000.00	\$0.00	\$2,500,000.00	\$2,500,000.00	\$0.00	Medium	100%
OSRLCBH - 01	Rainbow Beach local Park (Seawide) - land acquisition	\$307,220.00	\$89,513.25	\$217,706.75	\$217,706.75	\$0.00	Medium	100%
OSRLCBH - 02	Foreshore Reserve, Ocean Drive - upgrades	\$510,332.00	\$510,332.00	\$0.00	\$0.00	\$0.00	High	100%

OSRLCBH - 03	Rainbow Beach Reserve - upgrades	\$352,129.00	\$0.00	\$352,129.00	\$105,638.70	\$246,490.30	Medium	30%
CFLCBH - 01	Lake Cathie Library community centre (Fit Out)	\$3,000,000.00	\$3,000,000.00	\$0.00	\$0.00	\$0.00	Medium	30%
PDLCBH - 01	Spooneys Bay Reserve - pedestrian facility	\$81,653.00	\$81,653.00	\$0.00	\$0.00	\$0.00	Medium	18%
PDLCBH - 02	Rainbow Beach - pedestrian facility	\$887,978.00	\$240,298.00	\$647,680.00	\$116,582.40	\$531,097.60	Medium	18%
PDLCBH - 03	Rainbow Beach - pedestrian facility	\$306,199.00	\$0.00	\$306,199.00	\$55,115.82	\$251,083.18	Medium	18%
Sub-total		\$27,345,511.00	\$6,320,006.88	\$21,025,504.12	\$11,898,657.97	\$9,126,846.15		

Wauchope (Yippin Creek) Catchment								
TW - 01	Active transport upgrades - Cameron Street	\$1,500,000.00	\$82,637.27	\$1,417,362.73	\$226,778.04	\$1,190,584.69	Medium	16%
TW - 02	Active transport upgrades connecting Timbertown Estate and Yippin creek to the town centre	\$1,500,000.00	\$0.00	\$1,500,000.00	\$240,000.00	\$1,260,000.00	Medium	16%
TW - 03	Active transport upgrades - High Street	\$1,000,000.00	\$0.00	\$1,000,000.00	\$160,000.00	\$840,000.00	Low	16%
TW - 04	Beechwood Road upgrades stages 5 -6	\$15,000,000.00	\$726,075.72	\$14,273,924.28	\$2,283,827.88	\$11,990,096.40	High	16%
TW - 05	Road connection - Timber Town to Yippin creek Road	\$6,000,000.00	\$0.00	\$6,000,000.00	\$6,000,000.00	\$0.00	Medium	100%
OSRW - 01	Landrigan/Andrews Park Sports Field upgrades	\$10,000,000.00	\$0.00	\$10,000,000.00	\$1,600,000.00	\$8,400,000.00	High	16%
OSRW - 02	Local & neighbourhood Reserve upgrades	\$150,000.00	\$0.00	\$150,000.00	\$24,000.00	\$126,000.00	Low	16%
PDW - 01	Wauchope central business district master planning	\$250,000.00	\$250,000.00	\$0.00	\$0.00	\$0.00	High	100%
Sub-total		\$35,400,000.00	\$1,058,712.99	\$34,341,287.01	\$10,534,605.92	\$23,806,681.09		

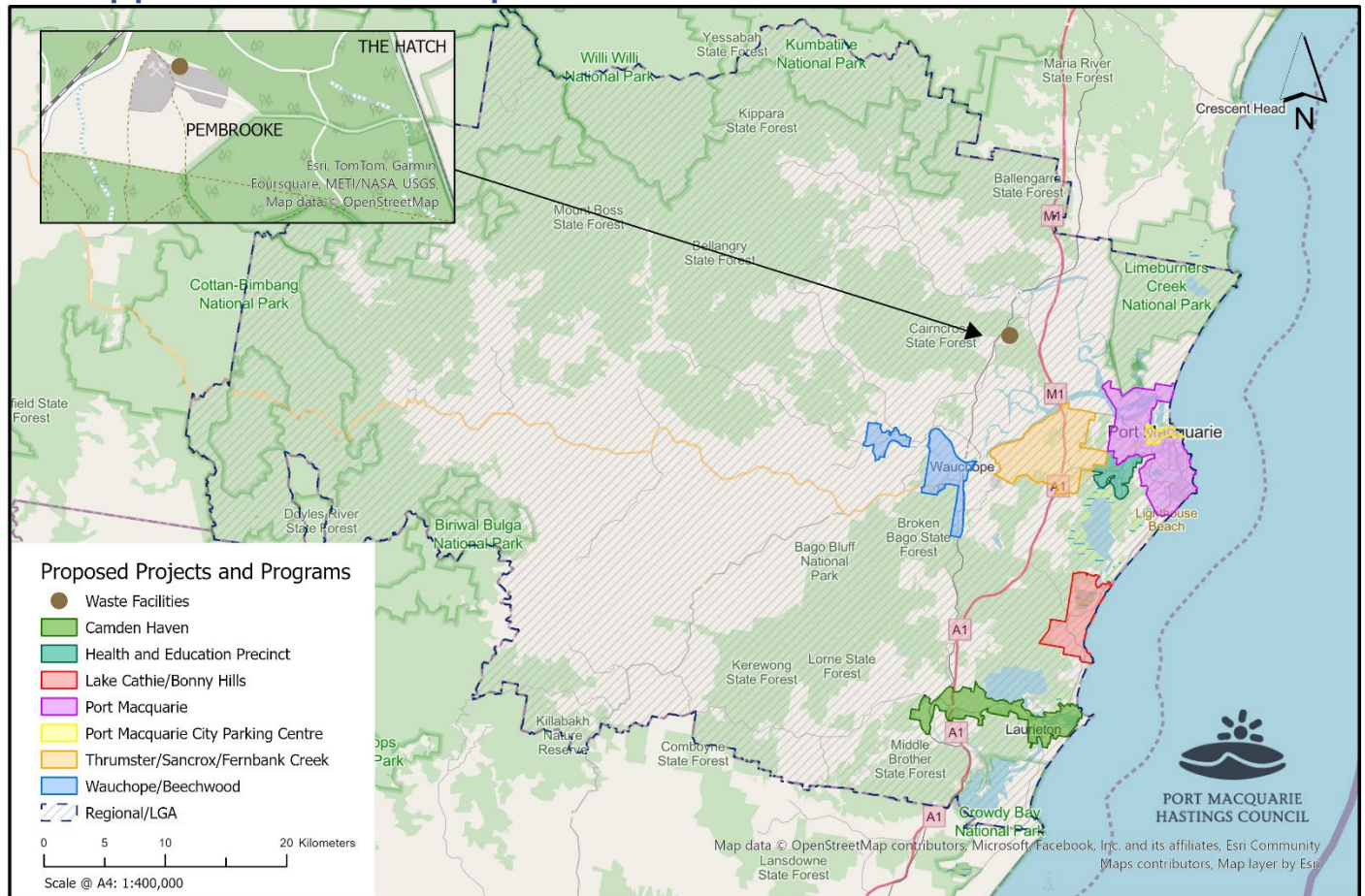
Camden Haven Catchment								
TCH - 01	Intersection upgrade - Kew Road, Ocean Drive	\$2,900,000.00	\$0.00	\$2,900,000.00	\$261,000.00	\$2,639,000.00	Low	11%
TCH - 02	Intersection signalisation - Lake Ridge Road	\$2,900,000.00	\$0.00	\$2,900,000.00	\$2,900,000.00	\$0.00	Medium	100%
TCH - 03	Intersection upgrade - Mountian View Road	\$2,500,000.00	\$2,421,029.46	\$78,970.54	\$78,970.54	\$0.00	Medium	100%
TCH - 04	Road upgrades - Ocean drive - Lot 849206	\$2,250,000.00	\$0.00	\$2,250,000.00	\$2,250,000.00	\$0.00	Medium	100%
TCH - 05	Road links - Lake Ridge Road to Lot 33 DP 754405 & Lot 33 to 'Chevron Veld' to east (VPA)	\$2,109,250.00	\$0.00	\$2,109,250.00	\$2,109,250.00	\$0.00	Medium	100%
OSRCH - 01	Neighbourhood reserve upgrades	\$1,015,000.00	\$437,091.09	\$577,908.91	\$52,011.80	\$525,897.11	Medium	11%
PDCH - 01	Lauriton central business district master planning	\$250,000.00	\$250,000.00	\$0.00	\$0.00	\$0.00	High	11%
PDCH - 02	Bruce Porter boating facility parking	\$1,000,000.00	\$405,904.36	\$594,095.64	\$53,468.61	\$540,627.03	Medium	11%
Sub-total		\$14,924,250.00	\$3,514,024.91	\$11,410,225.09	\$7,704,700.95	\$3,705,524.14		

Thrumster/Sancrox/Fernbank Creek Catchment								
TTSF - 01	Thrumster Street extention - plan and construct	\$23,000,000.00	\$36,389.07	\$22,963,610.93	\$22,963,610.93	\$0.00	High	100%

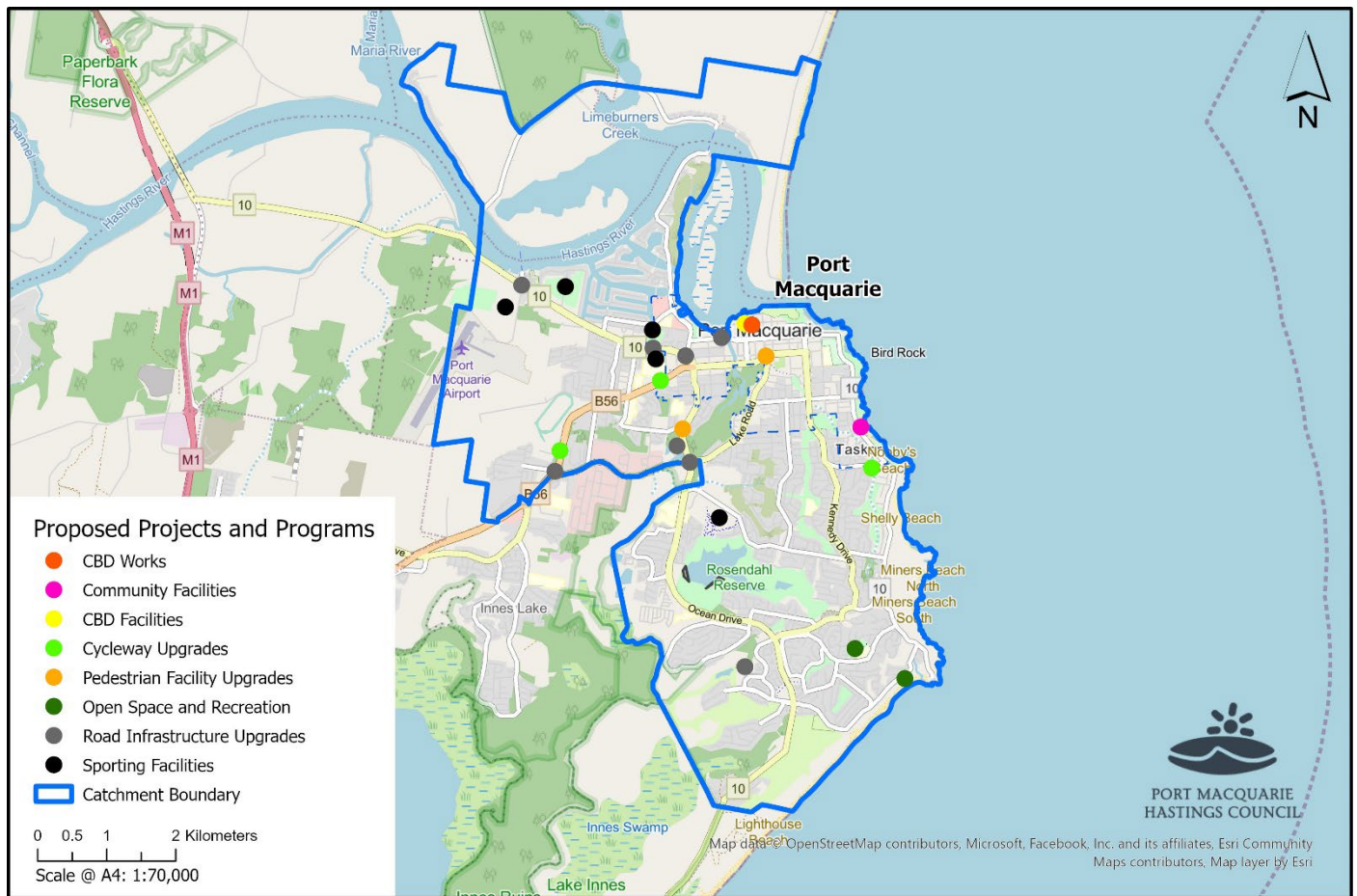
Ref	Description	Capital Cost	Existing Contributions	Capital Cost less existing contributions	Cost attributable to New Development	Cost to be met by Council / Others	Trigger / Priority	Apportionment
TTSF - 02	Thrumster Business Park - north link to Thrumster Street link, including koala underpass	\$997,000.00	\$0.00	\$997,000.00	\$997,000.00	\$0.00	Low	100%
TTSF - 03	Thrumster Busines Park to Thrumster Street link, including koala underpass	\$1,150,000.00	\$0.00	\$1,150,000.00	\$1,150,000.00	\$0.00	Medium	100%
TTSF - 04	John Oxley Drive - Lindfield intersection uprgardes	\$2,500,000.00	\$0.00	\$2,500,000.00	\$2,500,000.00	\$0.00	Low	100%
TTSF - 05	Intersection upgrades -John Oxley Drive, Thrumster Street	\$2,500,000.00	\$0.00	\$2,500,000.00	\$1,800,000.00	\$700,000.00	Medium	72%
TTSF - 06	Thrumster Street upgrades	\$4,000,000.00	\$0.00	\$4,000,000.00	\$2,880,000.00	\$1,120,000.00	Medium	72%
TTSF - 07	John Oxley Drive upgrades - Oxley Highway, Carlie Jane Drive	\$2,000,000.00	\$0.00	\$2,000,000.00	\$1,440,000.00	\$560,000.00	Medium	72%
OSRTSF - 01	Thrumster Sports Fields stage 1	\$10,000,000.00	\$6,262.86	\$9,993,737.14	\$7,195,490.74	\$2,798,246.40	High	72%
CFTSF - 01	Sovereign Hills community centre/Library (Fit out)	\$3,000,000.00	\$1,363,896.17	\$1,636,103.83	\$1,177,994.76	\$458,109.07	High	72%
Sub-total		\$49,147,000.00	\$1,406,548.10	\$47,740,451.90	\$42,104,096.43	\$5,636,355.47		
Section 7.12 Schedule								
s7.12 - 01	Boundry Street planning & upgrade	\$35,350,000.00	\$1,579,137.93	\$33,770,862.07	N/A	N/A	Medium	N/A
s7.12 - 02	Upgrade the Boundary Street / Hastings River Drive intersection including land acquisition	\$3,000,000.00	\$0.00	\$3,000,000.00	N/A	N/A	Medium	15%
s7.12 - 03	Upgrade Hastings River Drive between Boundary Street and Hughes Place	\$15,000,000.00	\$0.00	\$15,000,000.00	N/A	N/A	Low	15%
Sub-total		\$53,350,000.00	\$1,579,137.93	\$51,770,862.07	\$0.00	\$0.00		
TOTAL		\$523,816,445.00	\$66,068,381.12	\$457,748,063.88	\$126,111,244.54	\$327,792,358.55		

8 Appendix C - Maps of Infrastructure Locations

8.1 Appendix C1 - LGA Map



8.2 Appendix C2 - Port Macquarie Catchment Map



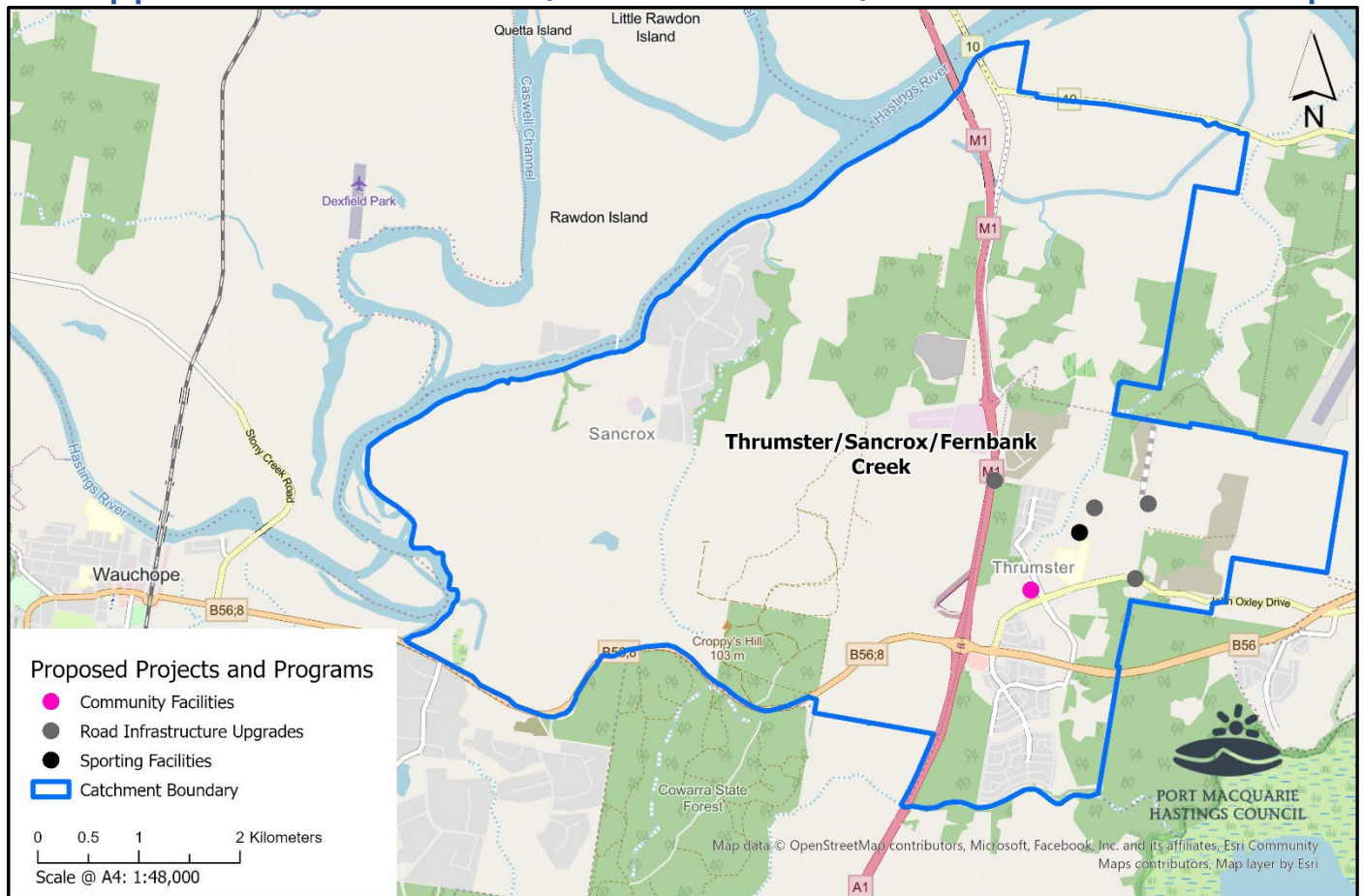
8.3 Appendix C3 - Port Macquarie Car parking Map



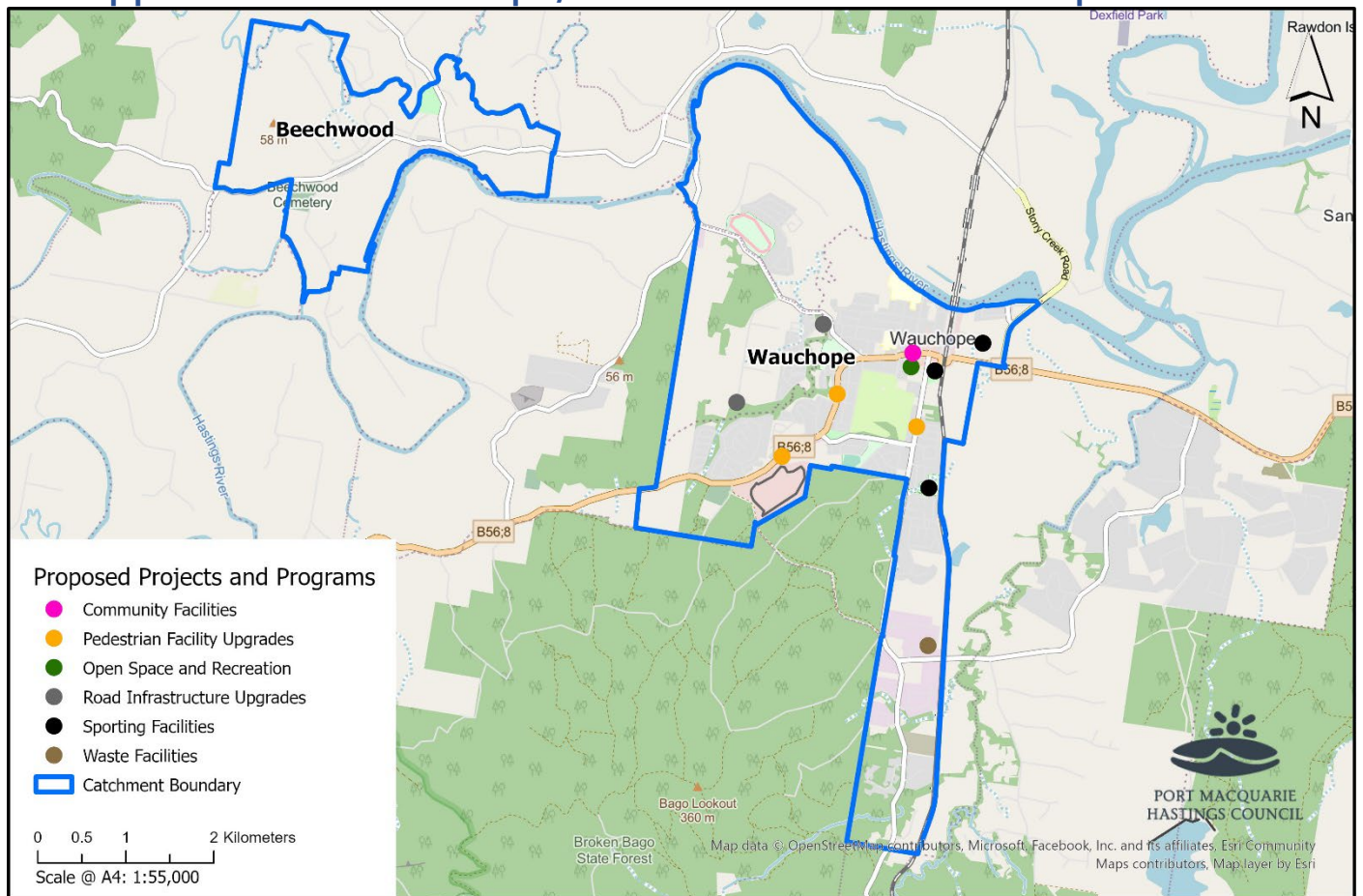
8.4 Appendix C4 - Health & Education Precinct/ Lake Innes catchment Map



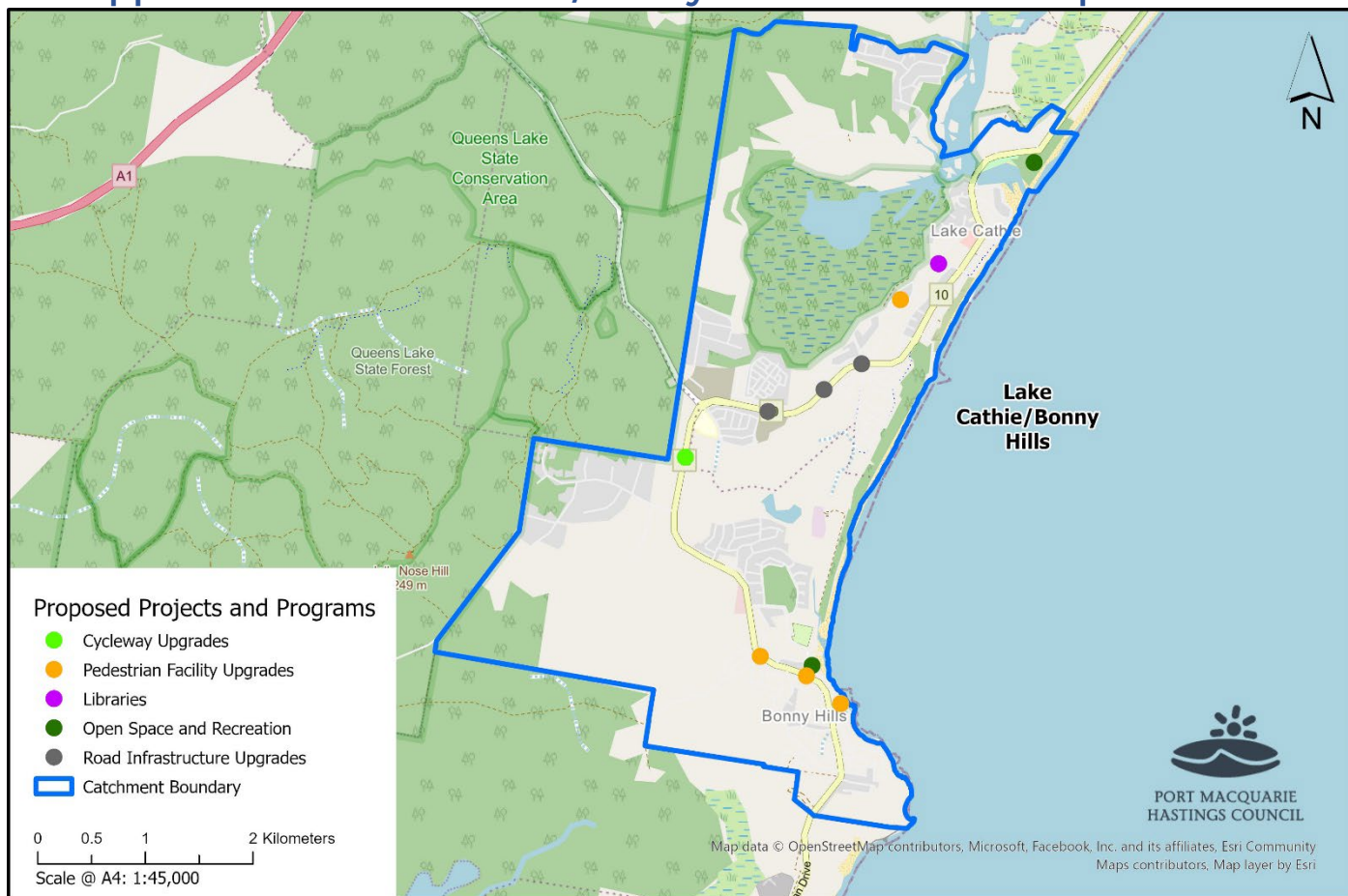
8.5 Appendix C5 - Thrumster/Fernbank Creek/Sancrox catchment Map



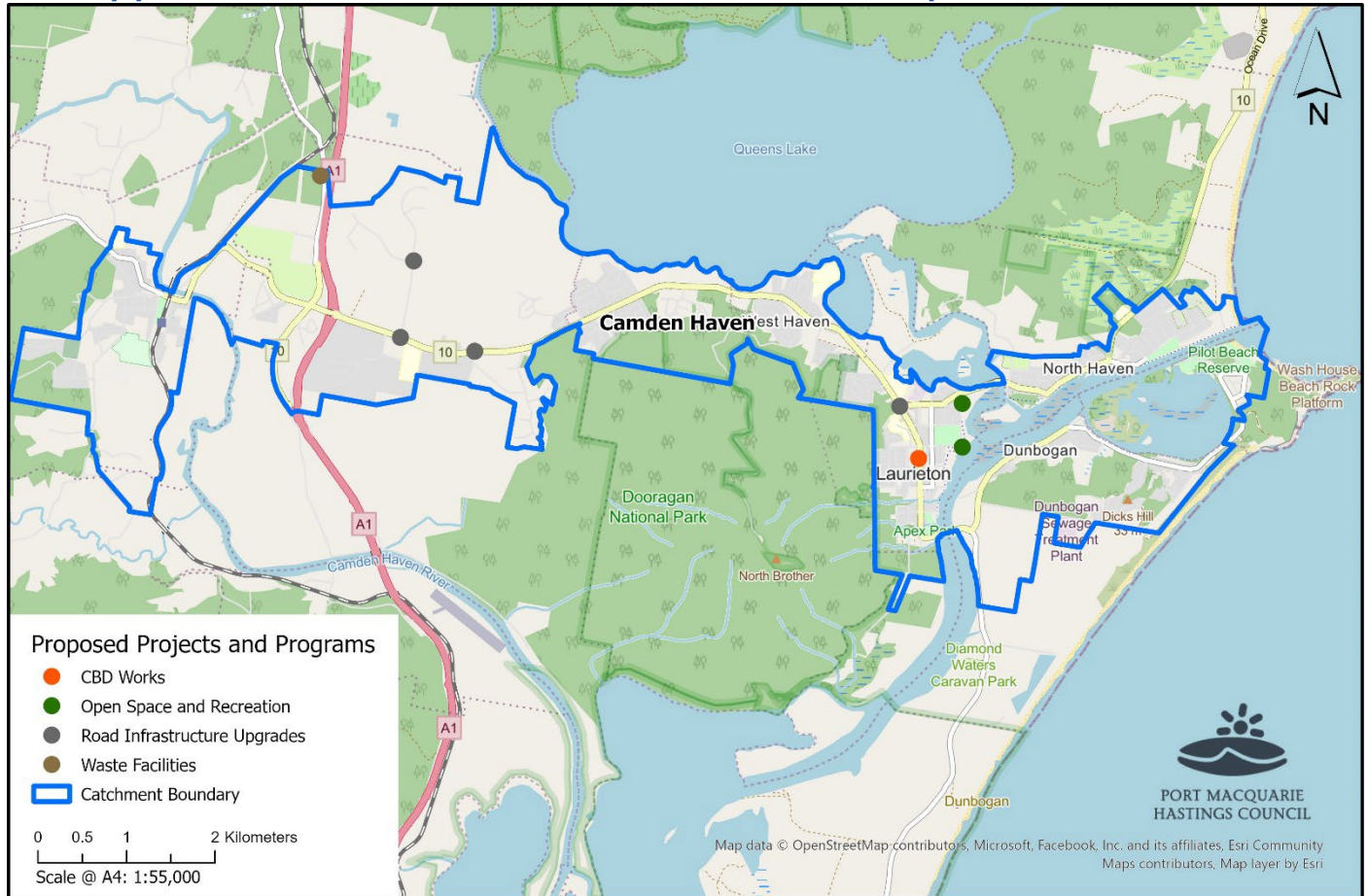
8.6 Appendix C6 - Wauchope/Beechwood catchment Map



8.7 Appendix C7 - Lake Cathie/Bonny Hills catchment Map



8.8 Appendix C7 - Camden Haven catchment Map



9 Appendix D - Pro forma Example Condition of Consent

- (a) In accordance with Section 4.17(1) of the *Environmental Planning and Assessment Act 1979* and the **PMHC Local infrastructure Contributions plan 2023**, the following monetary contributions shall be paid to Council to cater for the increased demand for Local Infrastructure resulting from the development:

Description	Contribution (\$)
Transport	\$
Open Space and Recreation	\$
Community Facilities	\$
Public Domain	\$
Waste Management	\$
Plan Preparation and Administration	\$
TOTAL	\$

- (b) If the contributions are not paid within the financial quarter that this consent is granted, the contributions payable will be adjusted in accordance with the provisions of the Plan and the amount payable will be calculated on the basis of the contribution rates applicable at the time of payment in the following manner:

$$\$C_{PY} = \frac{\$C_{DC} \times CPI_{PY}}{CPI_{DC}}$$

Where:

$\$C_{PY}$ is the amount of the contribution at the date of Payment

$\$C_{DC}$ is the amount of the contribution as set out in this development consent

CPI_{PY} is the latest release of the Consumer Price Index (Sydney – All Groups) at the date of Payment as published by the ABS.

CPI_{DC} is the Consumer Price Index (Sydney – All Groups) for the financial quarter at the date of this development consent.

- (c) The monetary contributions shall be paid to Council:
- prior to the issue of the Subdivision Certificate where the development is for subdivision; or
 - prior to the issue of the first Construction Certificate where the development is for building work; or
 - prior to issue of the Subdivision Certificate or first Construction Certificate, whichever occurs first, where the development involves both subdivision and building work; or
 - prior to the works commencing, and prior to the use commencing, where the development does not require a Construction Certificate or Subdivision Certificate.

It is the professional responsibility of the Principal Certifying Authority to ensure that the monetary contributions have been paid to Council in accordance with the above timeframes.

Council's Plan may be viewed at ["Website link"](#) or a copy may be inspected at Council's Administration Centre during normal business hours.

10 Appendix E - Pro Forma CDC Example Condition

(a) In accordance with Section 4.28(6) of the *Environmental Planning and Assessment Act 1979* and the **PMHC Local infrastructure Contributions plan 2023** (the Plan), the following monetary contributions shall be paid to Council to cater for the increased demand for transport and social infrastructure resulting from the development:

Description	Contribution (\$)
Transport	\$
Open Space and Recreation	\$
Community Facilities	\$
Public Domain	\$
Waste Management	\$
Plan Preparation and Administration	\$
TOTAL	\$

(b) If the contributions are not paid within the financial quarter that this complying development certificate is granted, the contributions payable will be adjusted in accordance with the provisions of the Plan and the amount payable will be calculated on the basis of the contribution rates applicable at the time of payment in the following manner:

$$\$C_{PY} = \frac{\$C_{CDC} \times CPI_{PY}}{CPI_{CDC}}$$

Where:

\$C_{PY} is the amount of the contribution at the date of Payment.

\$C_{CDC} is the amount of the contribution as set out in this Complying Development Certificate.

CPI_{PY} is the latest release of the Consumer Price Index (Sydney – All Groups) at the date of Payment as published by the ABS.

CPI_{CDC} is the Consumer Price Index (Sydney – All Groups) for the financial quarter at the date of this Complying Development Certificate.

(c) The monetary contributions shall be paid to Council:

- (i) prior to the works commencing where the development requires building works;
- (ii) prior to occupation or the issue of an occupation certificate, whichever occurs first, where no works are required.

It is the professional responsibility of an registered certifier to ensure that the monetary contributions have been paid to Council prior to authorising works to commence or prior to occupation or the issue of an occupation certificate.

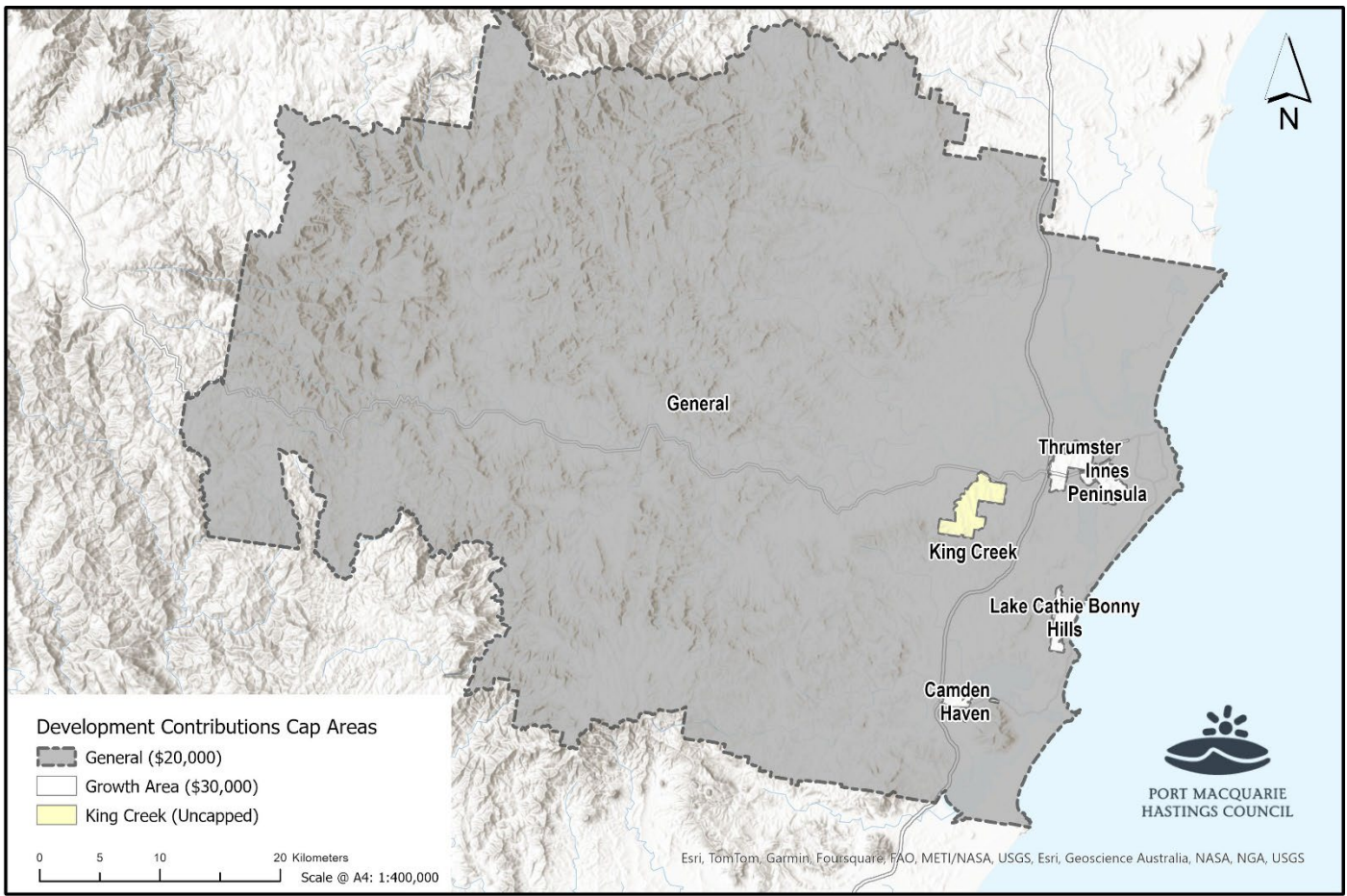
Council's Plan may be viewed at " **WEBSITE LINK**" or a copy may be inspected at Council's Administration Centre during normal business hours.

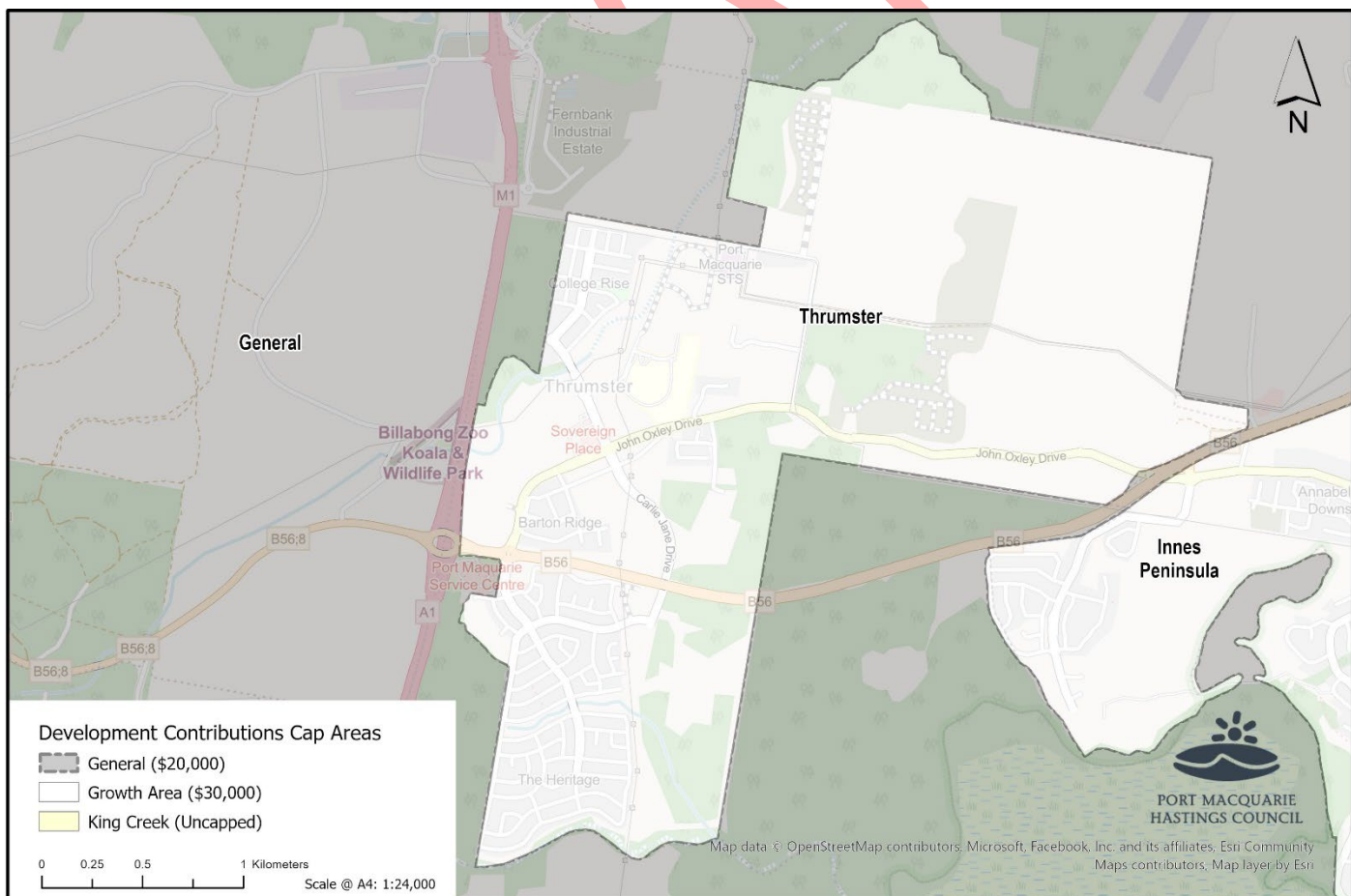
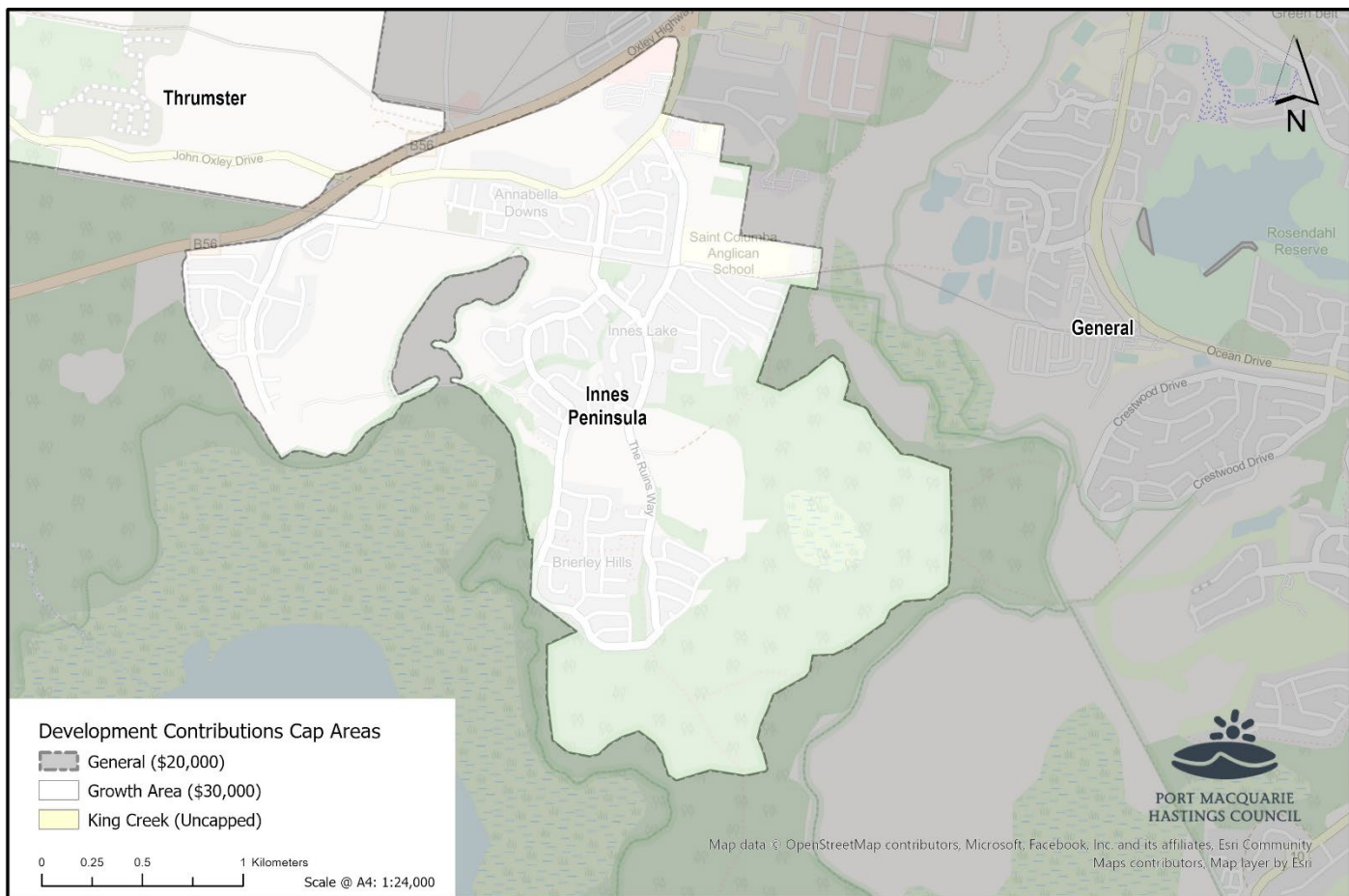
11 Appendix F - Repealed Plans

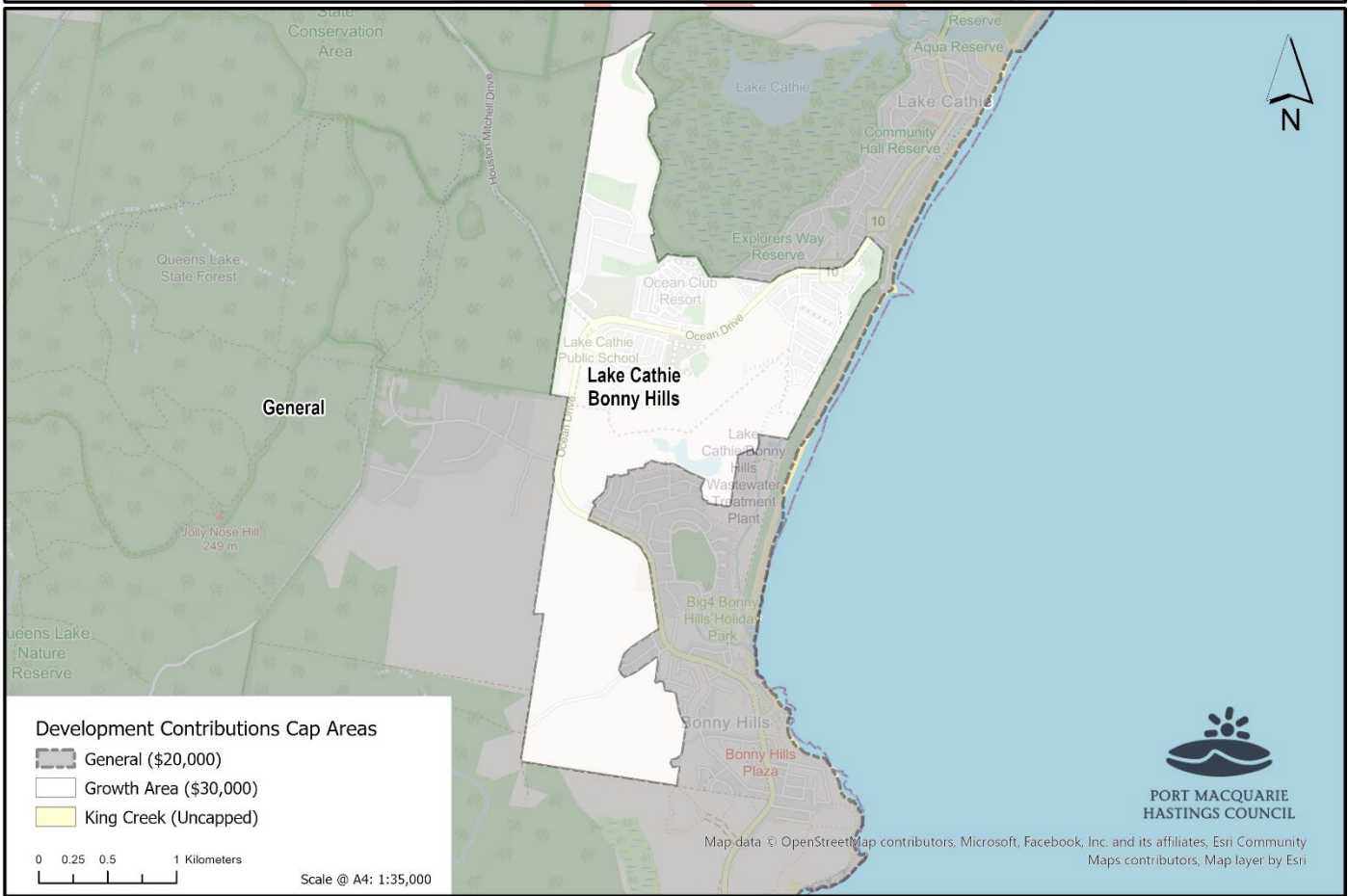
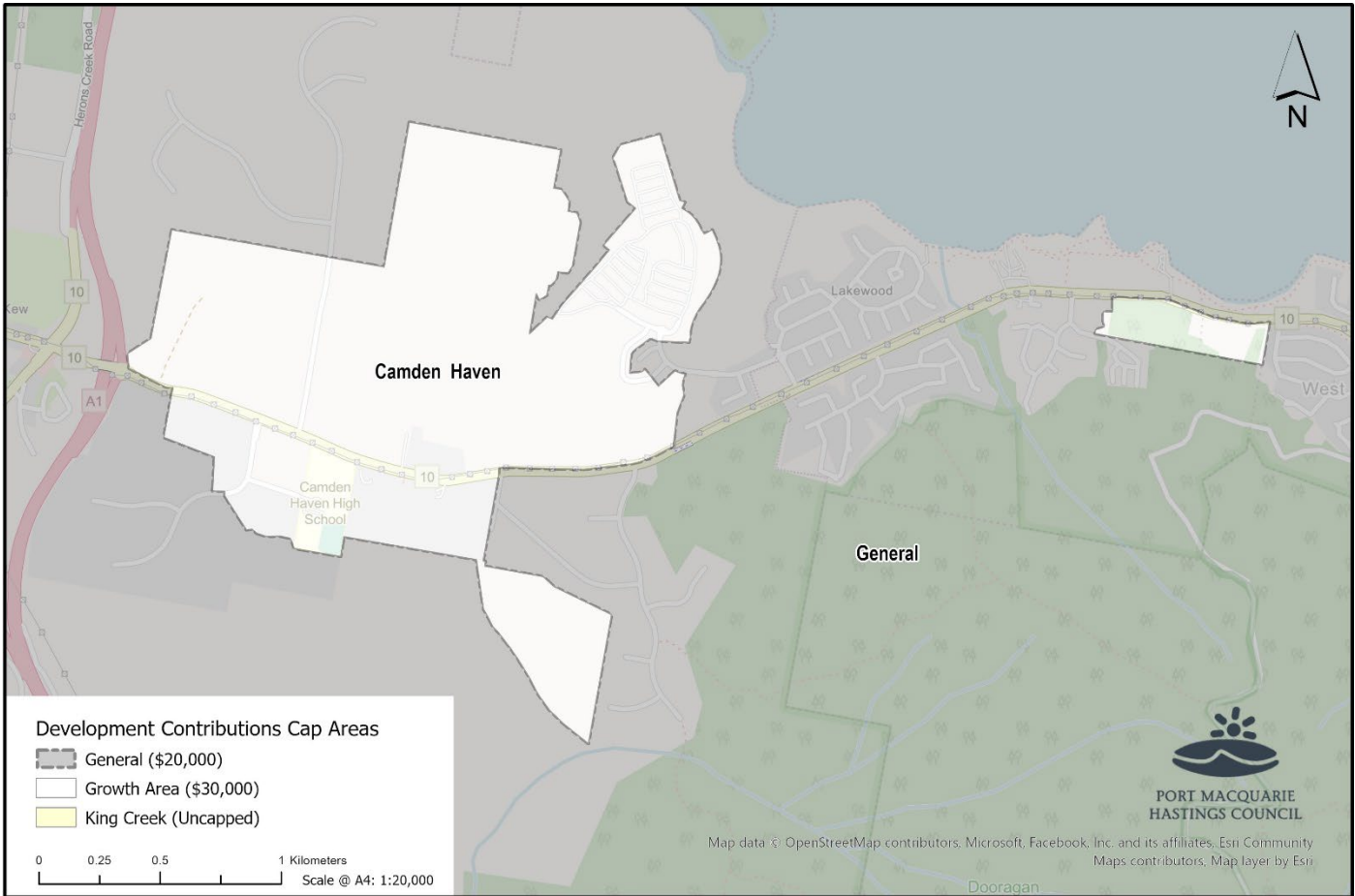
Document	Last revision
<u>Administration Building Contribution Plan</u>	1 May 2007
<u>Administration Levy Contribution Plan</u>	16 March 2005
<u>Port Macquarie Hastings Contribution Plan</u>	3 April 2006
<u>Major Roads Contribution Plan</u>	3 April 2006
<u>Open Space Contributions Plan</u>	31 July 2018
<u>Port Macquarie Hastings Open Space Contributions Plan 2018</u>	3 April 2006
<u>Hastings River Drive Contribution Plan for Traffic Facility Works</u>	3 April 2006
<u>Innes Peninsula Contribution Plans - Road Works</u>	3 April 2006
<u>King Creek Contributions Plan</u>	1 July 2006

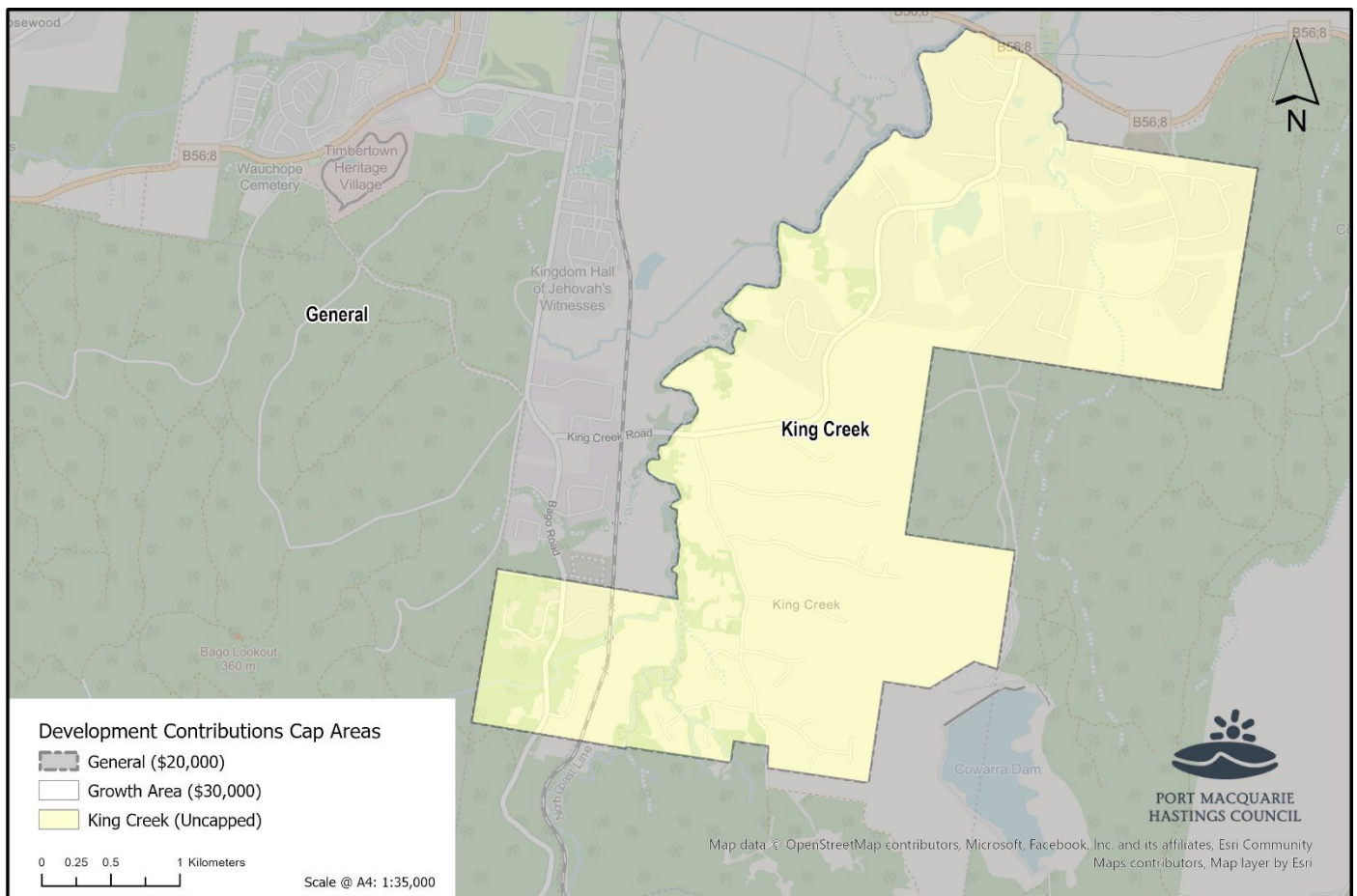
Document	Last revision
<u>Laurieton Walkway Contribution Plans</u>	16 March 2005
<u>North Haven Neighbourhood Business Precinct Contribution Plan</u>	3 April 2006
<u>The Bain Dairy Contributions Plan</u>	3 April 2006
<u>Community, Cultural & Emergency Service Facilities</u>	3 April 2006
<u>Section 94A Levy Contributions Plan 2007</u>	3 December 2007
<u>Section 94 Settlement City Precinct Roads Contributions Plan</u>	11 April 2014
<u>Section 94 Local Roads Contributions Plan - Area 13 (Thrumster), Area 14 (Lake Cathie/Bonny Hills) & Area 15 (Camden Haven)</u>	13 June 2014

12 Appendix G - Ministerial Directions Schedule 1 & 2 mapped land









DRAFT