

JETTY AREA CAR PAKING

Developer Contributions
Plan 2013



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PART 1 – INTRODUCTION

NAME OF THE PLAN

This contributions plan has been prepared in accordance with the provisions of Section 94 of the Environmental Planning and Assessment (EPA) Act 1979 and may be referred to as the **Coffs Harbour Jetty Area Car Parking Developer Contributions Plan 2013**.

This plan came into force on 22 August 2007. This Plan was amended on 18 December 2013.

PURPOSE OF THE PLAN

The purpose of this plan is to enable Council to require a contribution towards the provision of car parking in the Jetty Area.

AREA TO WHICH THE PLAN APPLIES

The plan applies to all land within the Coffs Harbour Jetty Area as shown in Map 1.

RELATIONSHIP TO OTHER PLANS AND POLICIES

This plan supplements Local Environmental Plan 2013, and the Coffs Harbour Development Control Plan 2013.

FORMULA FOR DETERMINING CONTRIBUTIONS

The formula to be used for the calculation of contributions under Section 94 of the EPA Act is as set out below.

$$\text{Contribution} = \frac{C}{S}$$

Where:

C = Cost of construction of the car parking facilities

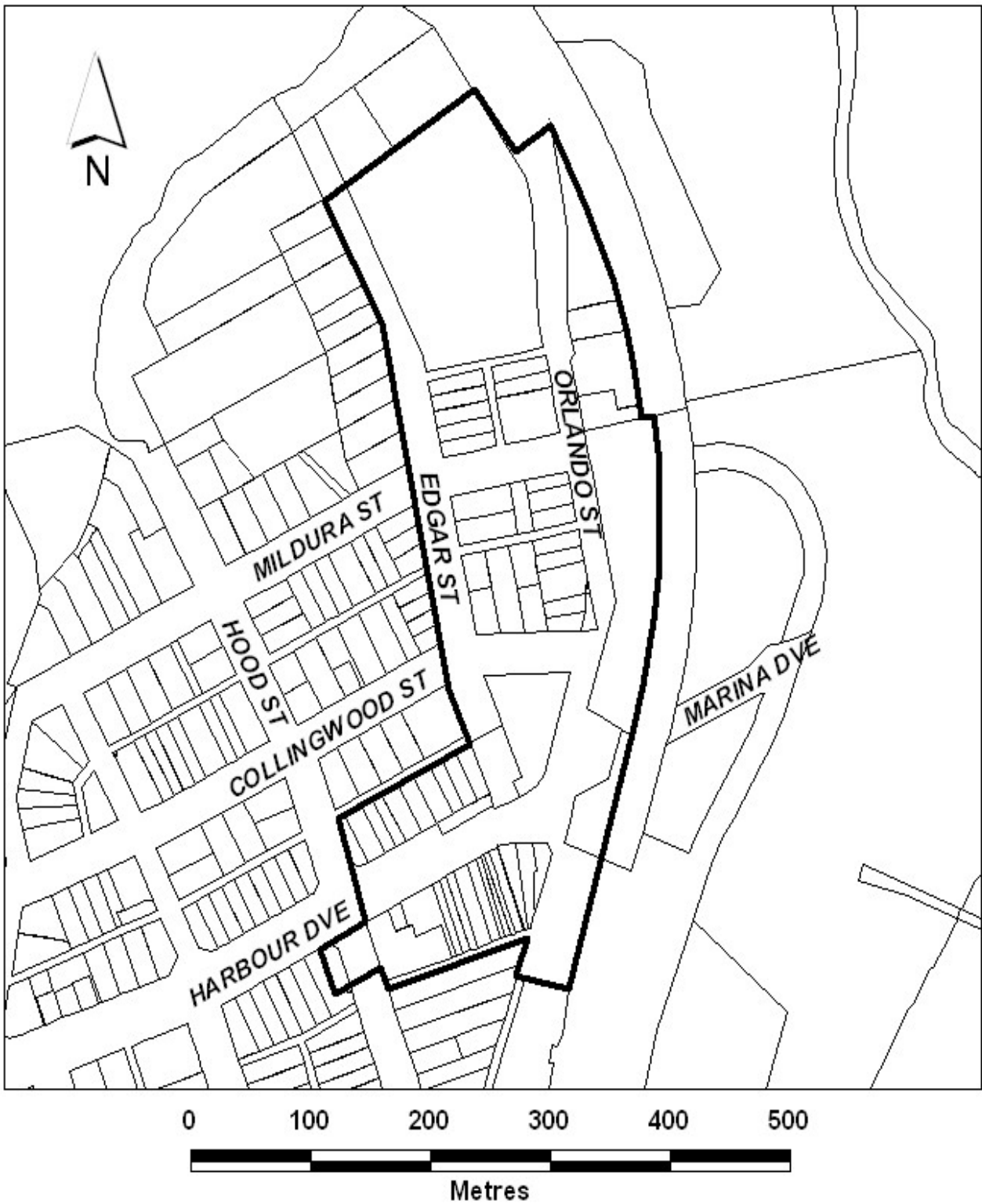
S = total number of car parking spaces to be provided to meet the projected increase in demand

TIMING OF PAYMENT OF CONTRIBUTIONS

Payment of contributions should be finalised at the following stages:

- development consents involving building work – prior to the release of the construction certificate; and
- development consents where no construction certificate is required – at time of issue of the notification of consent, or prior to the commencement of approved development as may be determined by Council.

**MAP 1
COFFS HARBOUR JETTY AREA TO WHICH THE PLAN APPLIES**



DEFERRED OR PERIODIC PAYMENTS

Where the applicant can demonstrate that the settlement of the contribution, in terms of the above, is unreasonable in the circumstances of the case, the Council may accept deferred or periodic settlement. In such a case, the applicant needs to make a written request and satisfy Council in accordance with the following:

- there are valid reasons for deferred or periodic payment;
- no prejudice will be caused to the community deriving benefits from the car parking facilities required by the proposed development;
- no prejudice will be caused to the operation of this plan;
- the provision of the car parking facility in accordance with the adopted works schedule will not be adversely affected.

Applications for deferment of payments will be subject to the following conditions:

- The deferment will be for a fixed period not exceeding six months from the date the contribution becomes due;
- The applicant must agree to pay the Council interest on contributions or on so much thereof as shall remain outstanding from time to time computed from the date that the contribution becomes due at the appropriate rate of interest;
- Payment of the contributions and the interest must be secured by delivery to the Council of a guarantee in writing issued by an appropriate institution.
- Deferments will not be granted based on progressive land sales.

For the purposes of this provision, "*appropriate rate of interest*" means the seven year local government interest borrowing rate applicable from time to time, and "*appropriate institution*" means a licensed bank or other institution where securities comprise authorised investments under the Trustee Act 1912.

INDEXING OF CONTRIBUTION RATES

Council will review the contribution rates to ensure that the monetary contributions reflect the costs associated with the provision of the car parking.

The contribution rates will be reviewed on the basis of movements in the Consumer Price Index, All Groups Sydney, as published by the Australian Bureau of Statistics in accordance with the following formula:

$$RC = C \times \frac{\text{New index}}{\text{Previous index}}$$

Where:

- RC = Revised contribution rate per car park applicable at the time of payment
C = Previous contribution rate

Current index is the Consumer Price Index at the date of review of the contribution

Previous index is the Consumer Price index as listed in Table 1 or applicable at the time of issue of the consent.

The Council may also review the works schedule inclusions, and the estimate of costs of the car parking facilities, or other aspects relating to the contribution plan.

PART 2 – STRATEGY PLANS

CAUSAL NEXUS

The anticipated increase in commercial and retail development within the Jetty Area will place a greater demand on existing car parking areas. This will require the provision of additional public car parking facilities, which are not currently available in the Jetty Area.

Existing public parking within the Jetty Area can be categorised into one of the two following categories:

- on-street parking;
- off-street parking.

Demand

Commercial and retail development generates a demand for car parking to facilitate operation of their activities. This contributions plan aims to provide funding for convenient public car parking spaces within the Jetty Area.

With the proposed redevelopment of the Harbour area, and continued growth of the residential sector in the Jetty area and surrounds it is anticipated that additional commercial and retail development will occur within the Jetty Area.

A proportion of the demand for car parking generated as a result of increased development will need to be provided on-site. However, where it is not possible to provide off street car parking Council may accept a contribution from the developer in lieu of on-site car parking spaces. The provision of car parking within the Jetty area is to be in accordance with the Coffs Harbour Development Control Plan 2013.

PHYSICAL NEXUS

This plan identifies the location of the proposed car parking facilities within the Jetty area (refer Map 2). The location of the proposed works is considered to be in good proximity to the areas zoned B4 Mixed Use within which future retail and commercial development are expected to occur.

TEMPORAL NEXUS

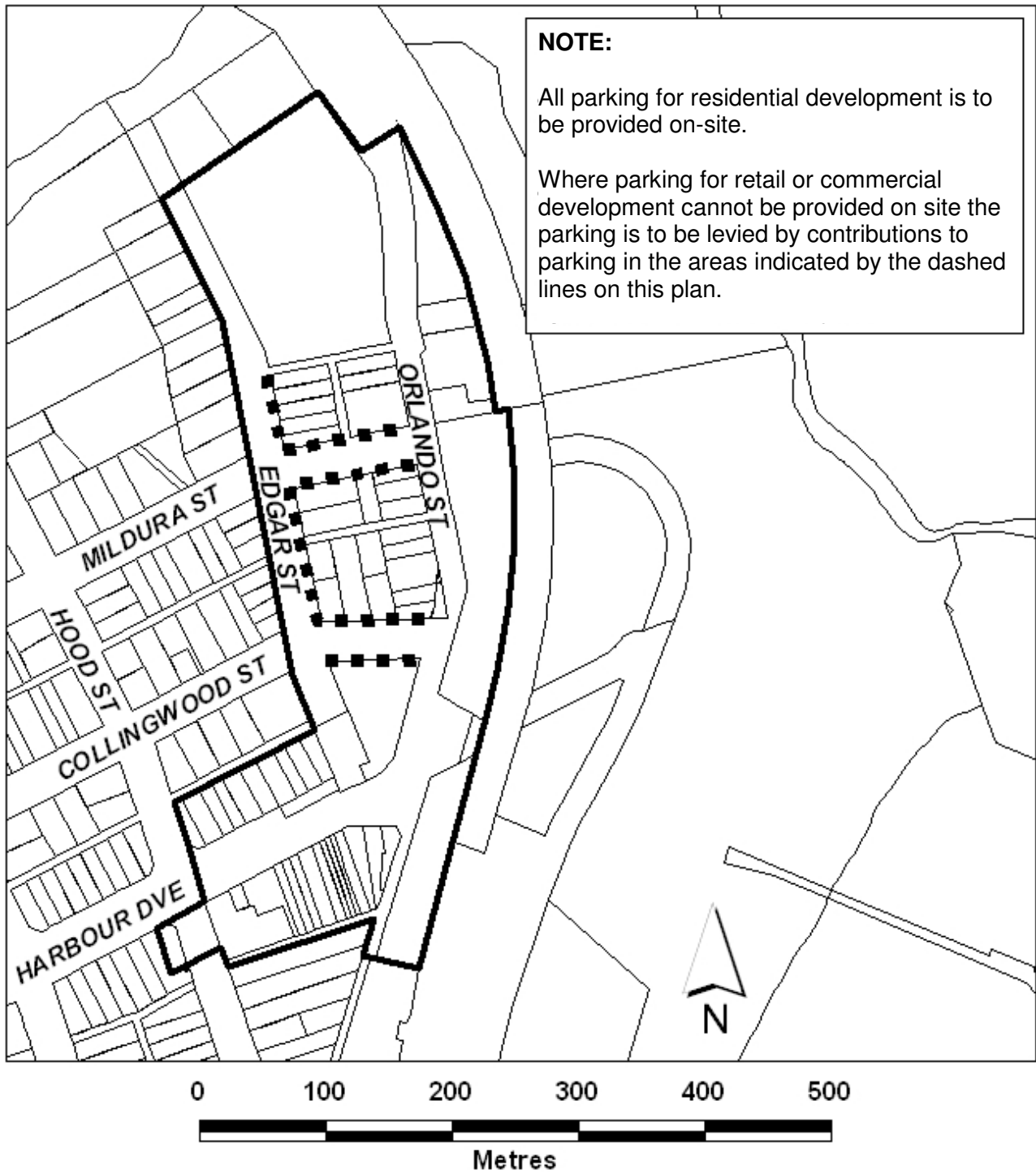
Car parking facilities required as a consequence of anticipated development in the short term are included in the works schedule. Timing for the provision of these works is reliant on the take-up rate for commercial/retail floorspace development, which will require an additional 48 spaces.

Supply

The implementation of the works provided for in this contribution plan will result in the provision of an additional 48 on streetcar parking spaces in Edgar Street, Collingwood Street, and Mildura Street.

Note:
Refer to Map 2 for location of works.

**MAP 2
PROPOSED LOCATION OF JETTY AREA CAR PARKING FACILITIES**



COST OF WORKS

The total cost of works to be funded under this plan is \$432,885. The works include the provision of hard surface car parking including kerb and gutter, drainage, and line marking. Design and supervision costs are included in the costs. Therefore, the contribution rate can be calculated as follows:

$$\text{Contribution} = \frac{C}{S}$$

Where:

C = Cost of construction of the car parking facilities

S = Total number of additional car parking spaces to be provided

$$= \frac{\$432,885}{48}$$

$$= \text{\$9,018.43 per parking space.}$$

WORKS SCHEDULE

The works schedule provides for the reconfiguration of car parking from parallel to "nose in" parking in Edgar Street, Collingwood Street, and Mildura Street in the locations as shown in map 2. Works include provision of hard surface on road car parking, line marking, drainage relocation, and kerb and gutter works.

The works will result in a total availability of a total of 96 car parks compared with the existing supply of 48 car parks. It is anticipated that the works will occur as a single construction project to achieve economies of scale, following receipt of the required funding.

*Table 1
Indexing Factors for Car Parking*

Contribution Type	Indexation Basis	Index	Date Applied
Car parking	CPI	155.6	March 2007

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