

Port Macquarie-Hastings Local Infrastructure Contribution Plan 2025

Document Control

Content Manager Record No.:

Action	Version	Completed by	Completion Date	Approved by	Approval Date	Review Date
Draft for Public Exhibition	V01	Development Contributions	1 June 2024	Council	20/06/24	22/11/24
Revised draft for re-exhibition	V02	Development Contributions	3 April 2025	Council	17/04/25	3/06/25
Final draft for Council adoption	V03	Development Contributions	5 June 2025	Council	19/06/25	30/06/2029



TABLE OF CONTENTS

1.	EXECUTIVE SUMMARY	4
1.1	PURPOSE AND OBJECTIVE.....	4
1.2	NATURE OF FUTURE DEVELOPMENT	4
1.3	DEVELOPMENT COVERED BY THIS PLAN	4
1.4	LOCAL INFRASTRUCTURE PROVISION	5
1.5	WHEN DO I HAVE TO MAKE A CONTRIBUTION?	5
1.6	LIFE OF THE PLAN.....	6
1.7	APPORTIONMENT OF COSTS	6
1.8	SUMMARY OF CONTRIBUTIONS BY DEVELOPMENT TYPE.....	6
1.9	SUMMARY OF WORKS SCHEDULE	9
1.10	S7.12 RATES	9
1.11	STRUCTURE OF THIS PLAN	9
2.	INTRODUCTION.....	10
2.1	NAME OF THIS PLAN	10
2.2	COMMENCEMENT OF THIS PLAN.....	10
2.3	PURPOSE AND OBJECTIVES OF THIS PLAN	10
2.4	LAND TO WHICH THE PLAN APPLIES.....	11
2.5	DEVELOPMENT FORMS TO WHICH THIS PLAN APPLIES.....	12
2.6	EXEMPTIONS AND REDUCTIONS	13
2.7	OPERATION PERIOD OF THE PLAN	14
2.8	RELATIONSHIP WITH OTHER PLANS, REPORTS AND POLICIES	14
2.9	SAVINGS AND TRANSITIONAL ARRANGEMENTS	15
3.	ADMINISTRATION OF THE PLAN	16
3.1	TYPES OF LOCAL INFRASTRUCTURE ADDRESSED BY THIS PLAN	16
3.2	HOW WILL CONTRIBUTIONS BE IMPOSED?.....	16
3.3	METHODS OF PAYMENT.....	16
3.3.1	<i>Monetary contributions</i>	17
3.3.2	<i>Dedication of land</i>	17
3.3.3	<i>Material public benefits</i>	17
3.3.4	<i>Complying development and the obligation of Registered Certifiers</i>	17
3.3.5	<i>Construction Certificates and the obligations of Registered Certifiers</i>	18
3.4	INDEXATION OF CONTRIBUTIONS - SECTION 7.11	18
3.4.1	<i>Section 7.12 levy amounts</i>	19
3.5	CREDITS FOR EXISTING DEVELOPMENT.....	19
3.6	OFFSET CREDITS.....	20
3.7	MONITORING AND REVIEW OF THE PLAN.....	20
3.7.1	<i>Reporting and accounting requirements</i>	20
3.7.2	<i>Investment of funds</i>	20
3.7.3	<i>Pooling of contributions</i>	20
3.7.4	<i>Refunds</i>	21
3.7.5	<i>Use of contributions</i>	21
3.8	CONTRIBUTIONS CAPS	21
4.	DETERMINING DEMAND AND DEMONSTRATING NEXUS	22
4.1	STRATEGIC CONTEXT	22
4.2	EXISTING POPULATION CHARACTERISTICS.....	22
4.3	FORECAST DEVELOPMENT AND POPULATION.....	24
4.3.1	<i>North coast Regional Plan 2041</i>	24
4.3.2	<i>Local Strategic Planning Statement</i>	24
4.3.3	<i>Living and Place Strategy</i>	25
4.3.4	<i>Forecast Residential Development</i>	26
4.4	CATCHMENTS AND APPORTIONMENT	26
4.5	DEMAND FOR PUBLIC FACILITIES AND SERVICES.....	27
5.	INFRASTRUCTURE CONTRIBUTIONS AND NEXUS	28
5.1	TRANSPORT	28
5.1.1	<i>Existing provision and Nexus to development</i>	28

5.1.2	Strategy – proposed infrastructure	29
5.1.3	Public Parking.....	29
5.1.4	Road Haulage.....	29
5.1.5	Calculation of contribution rate	31
5.2	OPEN SPACE AND RECREATION FACILITIES	31
5.2.1	Nexus to development.....	31
5.2.2	Strategy – proposed infrastructure	32
5.2.3	Calculation of Contribution Rate	32
5.3	COMMUNITY FACILITIES	32
5.3.1	Existing Facilities.....	32
5.3.2	Nexus to development.....	33
5.3.3	Calculation of Contribution Rate.....	33
5.4	PUBLIC DOMAIN	33
5.4.1	Existing Public Domains.....	33
5.4.2	Nexus to development.....	34
5.4.3	Calculation of Contribution Rate.....	34
5.5	WASTE MANAGEMENT.....	34
5.5.1	Nexus to development.....	34
5.5.2	Strategy – proposed infrastructure	34
5.5.3	Calculation of Contribution Rate.....	35
5.6	PLAN PREPARATION AND ADMINISTRATION.....	35
5.6.1	Introduction.....	35
5.6.2	Nexus to Development	35
5.6.3	Strategy	35
5.6.4	Apportionment	35
5.6.5	Calculation of Contribution Rate.....	35
5.7	TIMING AND DELIVERY	35
APPENDIX A - APPORTIONMENT AND NEXUS.....		37
APPENDIX B - WORKS SCHEDULE AND INFRASTRUCTURE COSTS		37
APPENDIX C - MAPS.....		37
APPENDIX D - ADMINISTRATION POLICY		37

1. Executive Summary

1.1 Purpose and Objective

The Port Macquarie-Hastings Local Infrastructure Contribution Plan 2024 (the Plan) has been developed in accordance with the requirements outlined in the *Environmental Planning and Assessment Act 1979* (the Act), the *Environmental Planning and Assessment Regulation 2021* (the Regulations), and relevant practice notes issued by the Department of Planning.

This Plan enables Port Macquarie-Hastings Council (Council), acting as the consent authority or a registered certifier, to impose conditions of consent that require monetary contributions from developers under Section 7.11 or Section 7.12 of the Act. These contributions are crucial for the provision, extension, or enhancement of local infrastructure needed to meet the demands created by new development projects.

To impose a condition of development consent requiring these contributions, Council must be satisfied that the proposed development is likely to generate a demand for the necessary infrastructure.

The Plan ensures that adequate local infrastructure is provided to accommodate the needs of new developments while safeguarding the existing community from bearing the costs associated with infrastructure demands arising from future projects.

Moreover, this Plan establishes an administrative framework for implementing and coordinating specific infrastructure strategies. It offers a comprehensive approach to assessing, collecting, spending, accounting for, and reviewing development contributions in a fair and reasonable manner. This framework allows the Council to maintain public and financial accountability in the assessment and administration of the Plan.

1.2 Nature of future development

Between 2024 and 2046, the Port Macquarie-Hastings Local Government Area (LGA) is projected to grow by approximately 24,057 residents (REMPAN). This population increase will require around 10,504 new dwellings. As the residential population rises, so will the demand for new, improved, or expanded local infrastructure. Consequently, this plan outlines a framework that requires future developments to make a reasonable contribution to the costs associated with the identified infrastructure needs.

1.3 Development covered by this Plan

This Plan applies to development that:

- Is located within the Port Macquarie-Hastings LGA as shown in section 2.4 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 2.6 of this Plan.

If the Council or a registered certifier approves a development, either through a DA or a CDC, a condition will be imposed requiring the applicant to pay a monetary contribution towards the cost of local infrastructure. This contribution will be based on the provisions of this Plan and can be either:

- 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 2.5 below).

1.4 Local infrastructure provision

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

- Community facilities
- Open space / Recreation facilities and areas
- Public Domain improvements and upgrades
- Transport infrastructure; including roads, footpaths, active transport and public transport
- Carparking
- Waste management infrastructure
- Management and administration of Local Infrastructure Contributions

1.5 When do I have to make a contribution?

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

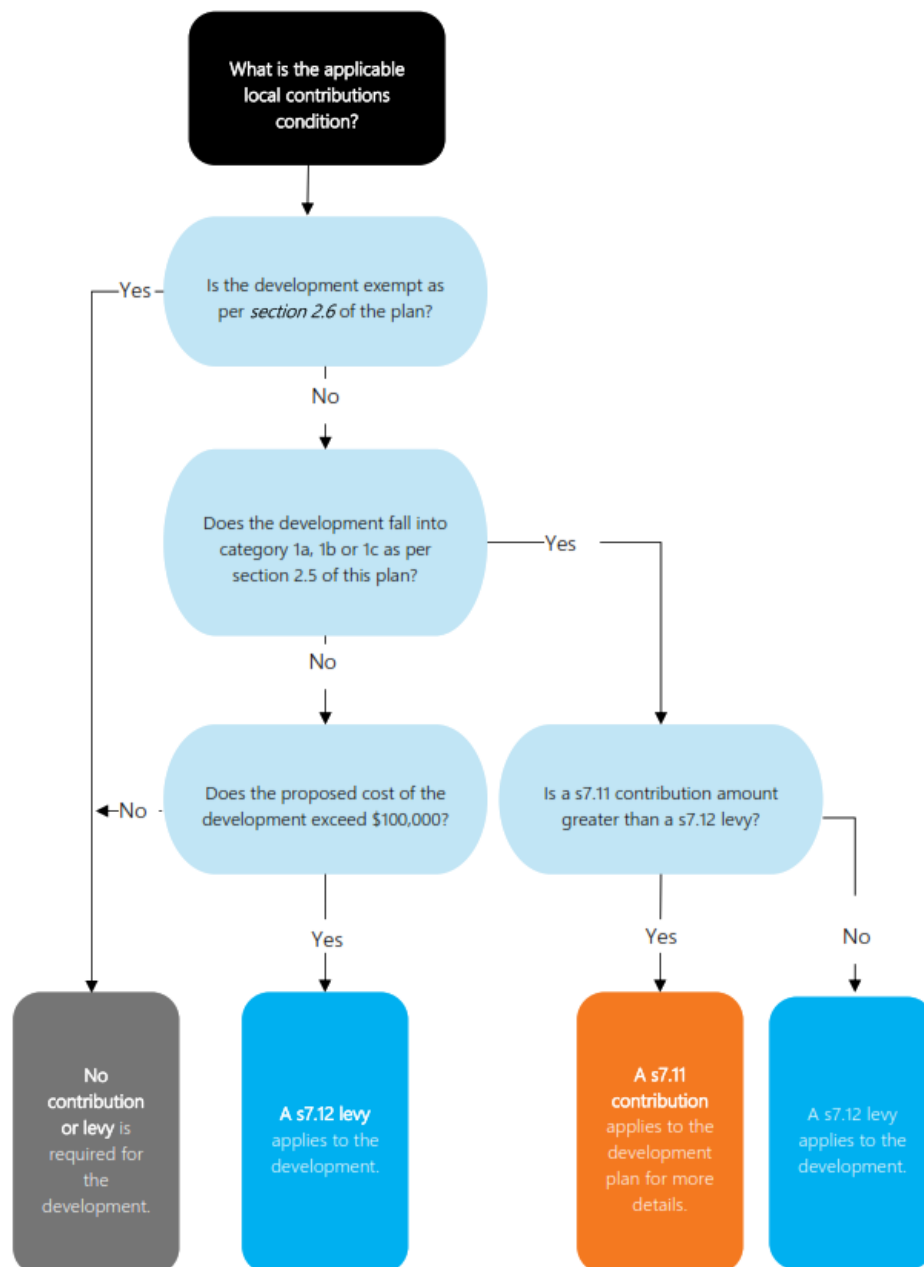


Figure 1 - Contribution Process Flow chart

1.6 Life of the Plan

The Plan outlines a planning period from 2024 to 2046, which generally aligns with various strategies from the NSW State Government and Council. This timeframe is also consistent with the residential population forecasts used by the Council for planning and infrastructure purposes.

During this period, the Plan will be monitored to ensure that local infrastructure is provided as development progresses. The Plan may be amended as needed.

Cost estimates and values included in the Plan will be indexed from the date of its adoption until the date of payment for contributions. These estimates will also be monitored throughout the Plans duration to ensure they reflect current costs, and adjustments will be made as necessary.

1.7 Apportionment of costs

To ensure that contributions are aligned with the demand generated by proposed developments, the costs of certain facilities outlined in this Plan are distributed to account for the needs of the existing population. However, when the demand for facilities arises solely from future development, the full costs of those facilities will be borne by the new developments.

This Plan also considers the varying demands created by different types of development. For example, various forms of residential development are expected to have different occupancy rates, and contributions have been calculated accordingly. There must be a clear relationship between the development and the increased demand for infrastructure.

For full details of apportionment, see Appendix A

1.8 Summary of contributions by development type

Direct Contribution (s7.11)

Table 1 below summarises the contribution rates by development type.

The catchment rates are in addition to the regional rate, serving as a nexus for localised infrastructure. The lot/dwelling factor is calculated from the REMPLAN 2024 forecasts and will be reviewed and updated, in context with 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 **Appendix D** for further details). A development consent or complying development certificate will reflect the indexed rate that applies at the date of consent.

Calculations in this plan are based on a per person basis with assumed additional people per development type proposed as shown in **Table 1**. **Table 2** provides a per person basis summary of contributions by infrastructure category. **Table 3** provides the breakdown of infrastructure contributions on a per residential lot basis.

Table 1 - Summary of contribution rates by development type							
		Catchments					
Development Type	Persons	Regional	Thrumster/ Sancrox	Port Macquarie	Wauchope/ Beechwood	Lake Cathie/ Bonny Hills	Camden Haven
Dwelling house / residential lot / exhibition home / 4+ bedrooms bed apartment in a residential flat building or shop-top housing,	2.4	\$7,121	\$18,533	\$7,887	\$15,523	\$22,498	\$20,190
For lots less than 450m2 and Secondary Dwelling >60m2 (Per Bedroom)	0.8	\$2,374	\$6,178	\$2,629	\$5,174	\$7,499	\$6,730
Studio / 1-bed apartment in a residential flat building or shop-top housing,	0.8	\$2,374	\$6,178	\$2,629	\$5,174	\$7,499	\$6,730
2-bed apartment in a residential flat building or shop-top housing,	1.2	\$3,561	\$9,267	\$3,943	\$7,761	\$11,249	\$10,095
3 -bed apartment in a residential flat building or shop-top housing,	1.8	\$5,341	\$13,900	\$5,915	\$11,642	\$16,874	\$15,143
Attached dwelling, dual occupancy dwelling, multi-dwelling housing, semi-detached dwelling, Co-living (per bedroom)	0.8	\$2,374	\$6,178	\$2,629	\$5,174	\$7,499	\$6,730
Senior's housing ¹	1.2	\$3,561	\$9,267	\$3,943	\$7,761	\$11,249	\$10,095
Tourist and visitor accommodation (per bed)	0.8	\$2,374	\$6,178	\$2,629	\$5,174	\$7,499	\$6,730
Manufactured Home Estate (Per Site)	1.8	\$5,341	\$13,900	\$5,915	\$11,642	\$16,874	\$15,143
Caravan Park (Per Site)	1.2	\$3,561	\$9,267	\$3,943	\$7,761	\$11,249	\$10,095
Notes: A. Total Contribution = regional contribution + local area contribution e.g. total contribution for Port Macquarie = Port Macquarie Contribution (as above) + Regional Contribution.							
B. Capped at \$20,000 in accordance with Ministers Direction refer to appendix C for cap variations							
C. Developed off (REMPPLAN) forecast dwelling occupancy average for LGA							

¹ Excluding residential care facilities.

Table 2 - Summary of Contribution by Infrastructure Category (Per Person Basis)						
Infrastructure Category	Regional	Thrumster/Sancrox/ Fernbank Creek	Port Macquarie	Wauchope/ Beechwood	Lake Cathie/ Bonny Hills	Camden Haven
Transport	\$1,326.77	\$3,719.54	\$2,231.25	\$5,287.36	\$6,717.18	\$7,825.91
Open Space and Recreation Facilities	\$858.54	\$3,040.33	\$667.08	\$1,163.22	\$732.12	\$492.34
Community Facilities (libraires, community hall)	\$31.43	\$962.35	\$178.97	\$0.00	\$1,507.08	\$0.00
Public Domain	\$20.95	\$0.00	\$208.80	\$17.24	\$417.83	\$94.28
Waste Management	\$417.26	\$0	\$0	\$0	\$0	\$0
Plan Administration & Management	\$312.18	\$0	\$0	\$0	\$0	\$0
Total	\$2,967	\$7,722	\$3,286	\$6,468	\$9,374	\$8,413

Please Note: A. Catchment Contribution = regional contribution + local area contribution (e.g. Transport Contribution for Port Macquarie = Port Macquarie Contribution (as above) + Regional Transport Contribution.

Table 3 - Summary of Contribution by Infrastructure Category (Per Lot Basis)						
Infrastructure Category	Regional	Thrumster/Sancrox/ Fernbank Creek	Port Macquarie	Wauchope/ Beechwood	Lake Cathie/ Bonny Hills	Camden Haven
Transport	\$3,184.25	\$8,926.91	\$5,355.00	\$12,689.66	\$16,121.23	\$18,782.18
Open Space and Recreation Facilities	\$2,060.50	\$7,296.79	\$1,600.99	\$2,791.72	\$1,757.08	\$1,181.61
Community Facilities (libraires, community hall)	\$75.42	\$2,309.65	\$429.53	\$0.00	\$3,617.00	\$0.00
Public Domain	\$50.28	\$0.00	\$501.12	\$41.38	\$1,002.80	\$226.27
Waste Management	\$1,001.42	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Plan Administration & Management	\$749.24	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total	\$7,121	\$18,533	\$7,887	\$15,523	\$22,498	\$20,190

Please Note: A. Total Contribution = regional contribution + local area contribution (e.g. Transport Contribution for Port Macquarie = Port Macquarie Contribution (as above) + Regional Transport Contribution.

1.9 Summary of works schedule

The projects funded by this Plan are detailed in the schedules of works in **Appendix B** and summarised in **Table 4**.

Table 4 - Summary of works schedule	
Description	Cost to New Development
Transport	\$130,779,878.26
Open Space and Recreation Facilities	\$62,026,630
Community Facilities	\$16,190,525
Public Domain	\$7,032,024.50
Waste Management	\$10,038,000
Plan Administration & Management	\$7,510,153
TOTAL	\$233,577,210.37

1.10 S7.12 Rates

Indirect s7.12 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).

Table 5 - s7.12 Rates	
Proposed Development Cost of Works	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

¹ the levy rate applies as outlined in clause 208 EP&A Regulation 2021

1.11 Structure of this Plan

This Plan is arranged into four sections:

Section 2 – Introduction:

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 3 – 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 4 – Determining Demand and Demonstrating Nexus:

Outlines the forecast future development and basis for increased demand for facilities and services.

Section 5 – Infrastructure Contributions and Nexus:

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.

2. Introduction

2.1 Name of this Plan

This Plan is the Port Macquarie-Hastings Local Infrastructure Contribution Plan 2024 (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 2021* (the Regulation). This plan commenced on 1 August 2025.

2.3 Purpose and Objectives of this Plan

This plan has been developed to meet the requirements of the Act, which allows the Council or a registered certifier to condition the requirement of Development Contributions from developers for the provision of local infrastructure needed to address the demands created by their development.

Development Contributions may take the form of a monetary payment, the dedication of land to the Council, or the provision of a material public benefit. This may include what is commonly referred to as a "Work-in-Kind."

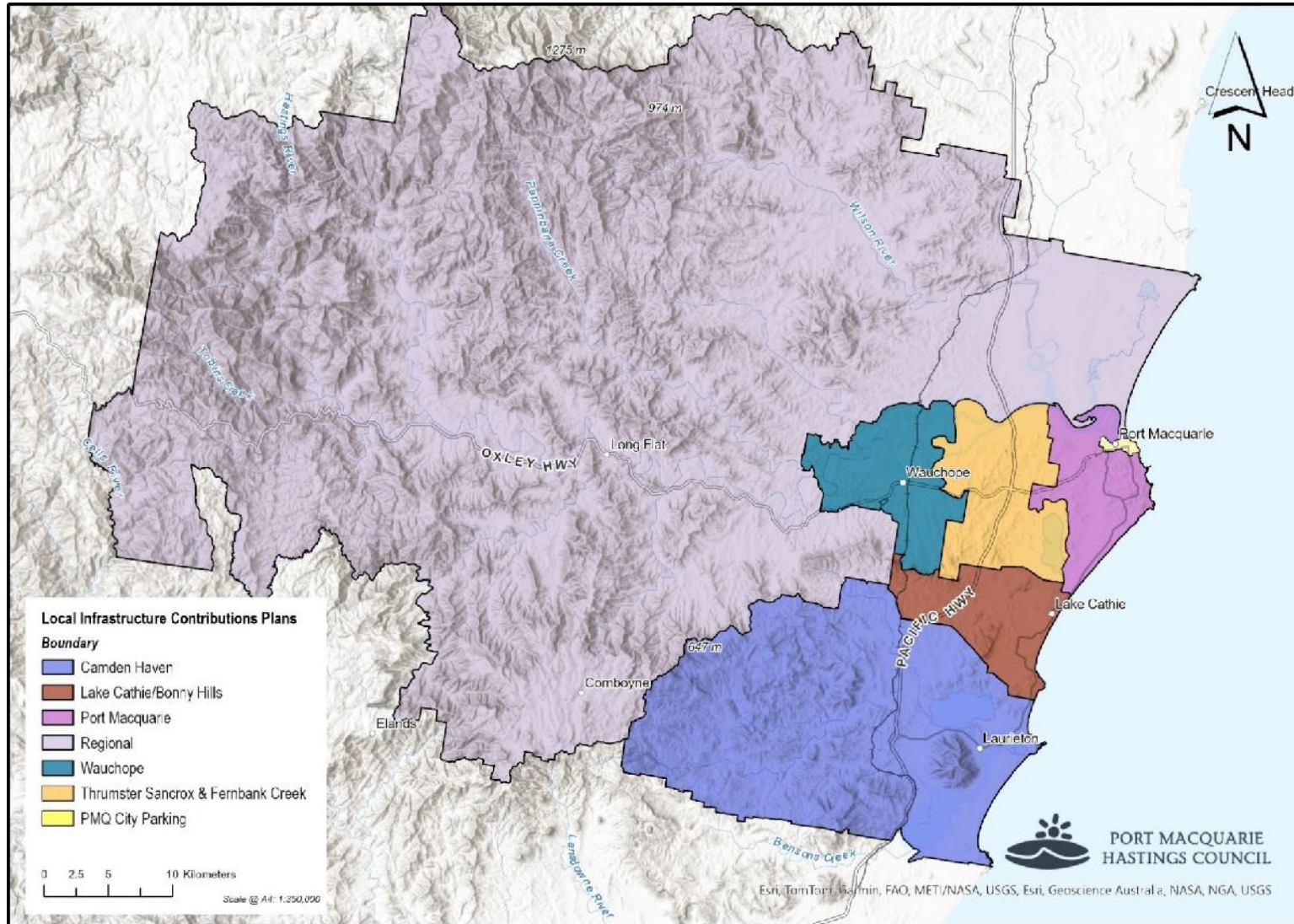
To impose a condition of development consent requiring these contributions, the Council must be satisfied that the proposed development will, or is likely to, necessitate the provision of or increase the demand for the local infrastructure. The objectives of this plan are as follows:

- a) Authorise the Council or a 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 for implementing and coordinating specific infrastructure strategies, ensuring the Council meets its regulatory reporting obligations.
- d) Establish a comprehensive strategy for the assessment, collection, expenditure, accounting, and review of development contributions in an equitable manner.
- e) Ensure that the existing community is not burdened by the provision of local infrastructure required as a result of future development.
- f) Ensure that the existing community is not burdened by the provision of local infrastructure required as a result of future development.
- g) Enable the Council to maintain both public and financial accountability in its assessment and administration of this plan.

2.4 Land to which the Plan applies

This Plan applies to all land within the Port Macquarie-Hastings LGA, as shown below.

Figure 2 - Map of land to which the plan applies.



2.5 Development forms to which this Plan applies

Development (either DA or CDC) will be subject to only a section 7.11 contribution or a section 7.12 levy. This Plan categorises developments to determine whether a s.7.11 contribution or s.7.12 levy applies:

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 and 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).
- Category 1c: Extractive industries and mining road haulage contribution.

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

- Category 2a: All non-residential development where the proposed cost of development is greater than \$100,000, unless exempted.

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. Mixed development will pay contributions, or a levy based on the higher contribution or levy.

Table 6 - Summary of Contribution Type per Development

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, co-living, group homes, hostels	Section 7.11 contribution (per-bedroom basis)
Senior's housing (independent living unit) <small>If not provided by social housing provider</small>	Section 7.11 or Section 7.12 levy
Senior's housing (hostel) <small>If not provided by social housing provider</small>	Section 7.11 or Section 7.12 levy
Senior's housing (residential care facility) <small>If not provided by social housing provider</small>	Section 7.11 or Section 7.12 levy
Caravan Parks and Manufactured Homes Estates	Section 7.11 (charged on per site basis)
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 or Section 7.12 levy
Changes from one non-residential use to another (with or without fit out)	Section 7.12 levy
Extractive Industries and Mining	Section 7.11 (Road Haulage)
Any development type not identified in the land use categories above	Section 7.12 levy

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 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, 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 1** of this Plan.

2.6 Exemptions and Reductions

Certain 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:

Table 7 - Exempted Developments

Table 7 - 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. - Ministerial directions are available on the Department of Planning website.
2.	Development for the sole purpose of seniors or social/community housing undertaken by a social/community housing provider. - Ministerial directions* are available on the Department of Planning website.
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, water supply system, sewerage systems or transport infrastructure.
4.	Development involving emergency accommodation primarily for stays of less than two weeks are exempt from the payment of contributions and developer charges, provided that the community organisation carrying out the development has received endorsement for the project as a deductible gift recipient by the Australian Taxation Office under the category of a "public benevolent institute".
5.	Development for the purpose of a community facility (as defined in the Port Macquarie-Hastings Local Environmental Plan 2011) 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 for the purpose of emergency services facilities.
7.	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>PMH LEP 2011</i> or <i>Heritage Act 1977</i> .
8.	Secondary dwellings equal or less than 60m2 GFA (Within External Walls).

*At the date of commencement of this Policy, 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 C** 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 Application (DAs): The request must clearly explain how the relevant exemption applies to the proposed development. If Council determines that the development aligns with the exemption criteria, it will exempt the development from the contribution requirement.
- Complying Development Certificate (CDCs): The request must clearly explain and demonstrate how the relevant exemption applies to the development. If Council determines that the development aligns with the exemption criteria, no contributions will be applicable to the Development.

Exemptions will not be applied or considered retrospectively once a consent for the development is issued. Headworks charges, levied under Council's DSP are not included in the exemptions in **Table 7** and may be still applicable to the development.

When a development involves a mix of land uses, only those uses listed as exemptions in **Table 7** will be exempt from paying a contributions or levy. All other works and uses will be subject to local infrastructure contributions as outlined in this Plan. Applications (either DA or CDC) seeking a partial exemption must specify the spaces, works, and costs related to the land use that qualifies for the exemption.

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

Applications for exemptions will be determined by the Group Manager Responsible for Development Contributions.

2.7 Operation Period of the Plan

This plan is based on forecast development generated population growth, infrastructure demand and cost from 2024 to 2046. Council will operate this plan until the sooner of:

- 30 June 2046
- Council has collected sufficient Contributions for all works items in the schedule at **Appendix B**
- Council repeals this Plan.

2.8 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.

This plan seeks to repeal and replace the following Local Infrastructure Contributions Plans:

PORT MACQUARIE-HASTING COUNCIL | LOCAL INFRASTRUCTURE CONTRIBUTIONS
PLAN 2025

- Port Macquarie-Hastings Administration Building Contributions Plan 2007
- Section 94 Administration Levy Contributions Plan 2005
- Port Macquarie-Hastings Contributions Plan 1993
- Hastings Section 94 Major Roads Contribution Plan 2006
- Hastings Section 94 Open Space Contributions Plan 2006
- Port Macquarie-Hastings Council Open Space Contributions Plan 2018
- Hastings River Drive Section 94 Contribution Plan for Traffic Facility Works 2006
- Innes Peninsula Road Works s94 Contribution Plan Port Macquarie-Hastings Council
- Kings Creek Contributions Plan Version 2.5
- Laurieton Walkway Contributions Plan
- North Haven Neighbourhood Business Precinct Contributions Plan 2006
- The Bains Dairy Contributions Plan 2006
- Port Macquarie-Hastings Community, Cultural and Emergency Services Development Contributions Plan 2005
- Port Macquarie-Hastings Council s94A Levy Contributions Plan 2007
- S94 Local Roads Contributions Plan - Areas 13,14 & 15 Port Macquarie-Hastings Council 2014

2.9 Savings and transitional arrangements

If a DA has been lodged or application for a CDC 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 the Plans 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

Administration items and Council policy regarding the administration and interpretation of this plan is further outlined in **Appendix D - Local Infrastructure Contributions Administration Policy** of the Plan.

3.1 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.

3.2 How will contributions be imposed?

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

3.3 Methods of payment

In accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act), the following methods are available to satisfy the obligation to provide contributions towards local infrastructure:

- payment of a monetary contribution via a Notice of Payment issued by Council's Development Contributions Team; and/or
- the dedication of land; and/or
- provision of a material public benefit (works in kind, planning agreements)

The method of payment will be specified as a condition of consent.

The LICP authorises Council and Certifying Authorities, when granting consent to a Development Application or Complying Development Certificate, to impose a condition under s7.11 or s7.12 of the Act requiring the payment of development contributions, dedication of land free of cost to Council for the provision, extension or augmentation of local infrastructure to be provided by Council.

Note: The Environmental Planning & Assessment Act (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. Applicants considering a Planning Agreement 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.

3.3.1 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.nsw.gov.au/port-macquarie-hastings-council)

3.3.2 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 land will be identified in the Work Schedule - Appendix B
- 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.

3.3.3 Material public benefits

Works-in-Kind

Council may accept an offer from an applicant to provide an "in-kind" contribution, where the applicant completes part, or all of the works identified in the LCIP or provides another material public benefit (other than land dedication) instead of fulfilling their monetary contribution obligations. However, the council is not obligated to accept these offers.

Council has an adopted WIKI Policy that outlines the process by which a material public benefit may be provided by a developer in lieu of the payment of monetary development contributions required under the consent approval. For more information, the WIKI Policy can be found on Council's website.

Planning agreements (VPA's)

A VPA is an agreement entered into between a planning authority (such as Port Macquarie-Hastings Council) and a developer for the provision of funds or works by the developer for infrastructure, services or other public amenities. A VPA can also involve the dedication of land or any other public benefit to be used for a public purpose. Council has an adopted Planning Agreement Policy that sets out the procedures relating to VPAs, this can be found on Council's website.

VPAs are permitted under Section 7.4 of the EP&A Act. The EP&A Act sets out clear guidelines that both the planning authority and developer are required to follow when negotiating and entering into a VPA. To begin the process, the developer must first make a voluntary letter of offer of public benefit to the planning authority for consideration. The planning authority may then decide to accept or reject an offer.

3.3.4 Complying development and the obligation of Registered Certifiers

In accordance with the Section 7.21 of the EP&A Act, registered certifiers must impose a condition on a Complying Development Certificate, requiring the payment of monetary contributions in accordance with the Plan, if the development proposed will or is likely to increase demand on infrastructure.

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 a 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 a 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.

3.3.5 Construction Certificates and the obligations of Registered Certifiers

The Environmental Planning and Assessment Regulation (EP&A Regs), requires certifying authorities to verify that each condition requiring the payment of monetary contributions has been satisfied before the issuing of a construction or occupation certificate. The Certifier must ensure that the applicant provides a receipt(s) confirming that contributions have been fully satisfied, such copies of receipts are to be provided to Council in accordance with the Regulations. Failure to follow this procedure may render such certificate invalid and a claim for recoupment of costs against the professional indemnity insurance of the certifier.

3.4 Indexation of contributions - Section 7.11

To ensure that the value of Section 7.11 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 (CPI) (All Groups Index) for Sydney, as published by the Australian Bureau of Statistics (ABS)(this is the **index figure**). 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/paid. 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 the 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.

Contribution rates will be regularly indexed to ensure they remain current. The formula is shown below.

$$\text{indexed contribution rate} = \text{base contributions rate} \times (\text{current index figure} / \text{base index figure})$$

Where:

- **Base contributions rate** is the rate at the time the plan was adopted.
- **Current index figure** is the figure at the time of payment.
- **Base index figure** is the figure at the time the plan was adopted.

A development consent or CDC 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 following formula.

$$\text{contribution amount at payment} = \text{consent amount} \times (\text{current index figure} / \text{consent index figure})$$

Where:

- **Consent amount** is the original contribution amount listed in the condition of consent.
- **Current index figure** is the figure at the time of payment.
- **Base index figure** is the figure at the time the consent was issued.

3.4.1 Section 7.12 levy amounts

At the time of payment, the contribution amount owed will be recalculated using the indexed contribution formula such as:

$$\text{indexed cost of development} = \text{cost of development at consent} \times (\text{current index figure} / \text{consent index figure})$$

Where:

- **Consent amount** is the original contribution amount listed in the condition of consent.
- **Current index figure** is the figure at the time of payment.
- **Base index figure** is the figure at the time the consent was issued.

3.5 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 lawful dwellings on the site are excluded from the contribution calculation. Credits for existing **lawful** 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 a new proposed development involves the replacement of an existing lawful dwelling or the creation of additional dwellings, the existing lawful dwelling is taken as a credit for the purposes of calculating development contributions. Examples of where credits could be applied include:

Example 1: A dual occupancy development in Lake Cathie involves the demolition of an existing lawful dwelling (two bedroom) on a residential lot greater than 450sqm in a \$20,000 cap area, to construct two (2) new three-bedroom dwellings, a credit for the existing residential lot is provided.

2 x 3-bedroom dwellings (dual occupancy) rate Lake Cathie/Bonny Hills = \$40,000 (capped at \$20,000 per dwelling) - \$20,000 (credit)

Total contributions payable = \$20,000

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

12 x 2-bedroom apartment rate Port Macquarie = \$90,048 - \$45,024 (credit for 3 dwelling houses)

Total contributions payable = \$45,024

Example 3: A residential subdivision development in West Camden Haven Growth Area (\$30,000 cap) 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).

25 x residential lot rate Camden Haven = \$682,775 - \$27,311(1 residential lot credit)

Total contributions payable = \$655,464

Note: Credits apply to the specific site/parcel and cannot be transferred.

3.6 Offset Credits

Unless specified in a Planning Agreement before consent is issued, Council will not grant any additional credits, refunds, or offsets against the development contributions required for the proposed development for other developments in the Local Government Area (LGA). This applies to contributions that are considered to have surplus value. Surplus value refers to the difference between the contributions made and what could have been achieved under the terms of the development consent or the Council's other development contribution plans.

3.7 Monitoring and review of the Plan

Council will review this plan generally every five years or as needed to ensure it addresses community needs, Council priorities and relevant legislation. Accounting and management of funds

3.7.1 Reporting and accounting requirements

Council is required to comply with all requirements in the EP&A Regulation for accounting and reporting in relation to this Plan. This includes:

- Keeping a Development Contributions register in accordance with section 217 of the EP&A Regulation
- Accounting for funds received under this Plan within its annual financial report in accordance with section 218 of the EP&A Regulation
- Providing details about projects funded using levies collected under this Plan in its annual reports in accordance with section 218A of the EP&A Regulation
- Disclosing receipt and expenditure of contributions in annual financial statements in accordance with section 219 of the EP&A Regulation. Council must publish, in accordance with sections 218A and 220 of the EP&A Regulation, the following on the NSW Planning Portal and its website:
 - This Plan
 - The levy rates
 - Contributions register
 - Annual statements
 - Information relating to the use of levies required to be included in its annual reports.

3.7.2 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 contribution's 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.

3.7.3 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 priorities listed in the Works Schedules (**Appendix 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.

3.7.4 Refunds

Council is not obligated to refund local infrastructure contributions, even if the development does not commence or is not completed. Refunds will not be considered where occupation and/or commencement of the approved development has occurred.

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. Section 6.3 of Appendix D - Administration Policy outlines the considerations for refunds.

3.7.5 Use of contributions

Council will allocate the contributions received from development under this Plan to the projects listed in Appendix B.

For contributions collected under repealed, displaced, or predecessor plans that have not yet been spent, the Council will also apply these funds to the projects in Appendix B.

If contributions were collected for a specific project that has been included in this plan, the unspent contributions will be designated for that project, as detailed in the schedule of works in Appendix B.

For contributions collected under repealed, displaced, or predecessor plans that are not associated with projects carried over to this plan, these funds will be spent on delivering items in the work schedule shown in Appendix B. This will be done in the most efficient manner possible. For the avoidance of doubt, these funds may be utilised as part of the Council's contribution or could serve as a contribution from other sources.

The use of these funds will adhere to the following principles:

- Funds collected from a specific area or catchment will be spent within that same area or catchment.
- Funds collected for a specific type of infrastructure will be used for that type or for a similar type of infrastructure.

3.8 Contributions Caps

Contribution caps are applicable to the land outlined in this plan. These caps limit the amount that can be charged for infrastructure contributions related to residential development. The purpose of these caps is to ensure that development remains economically viable while still providing the necessary infrastructure to support growth. In this plan, a maximum of \$20,000 can be charged per dwelling or per lot for developments that consist of one or more dwellings. Selected growth areas are subject to an increased \$30,000 cap. Figure 3 below maps the capped areas. For subdivisions resulting in the creation of one or more residential lot, the same maximum applies. **Appendix C** includes maps indicating the areas to which Schedule 1 (No Cap) and Schedule 2 (\$30,000 cap) apply.

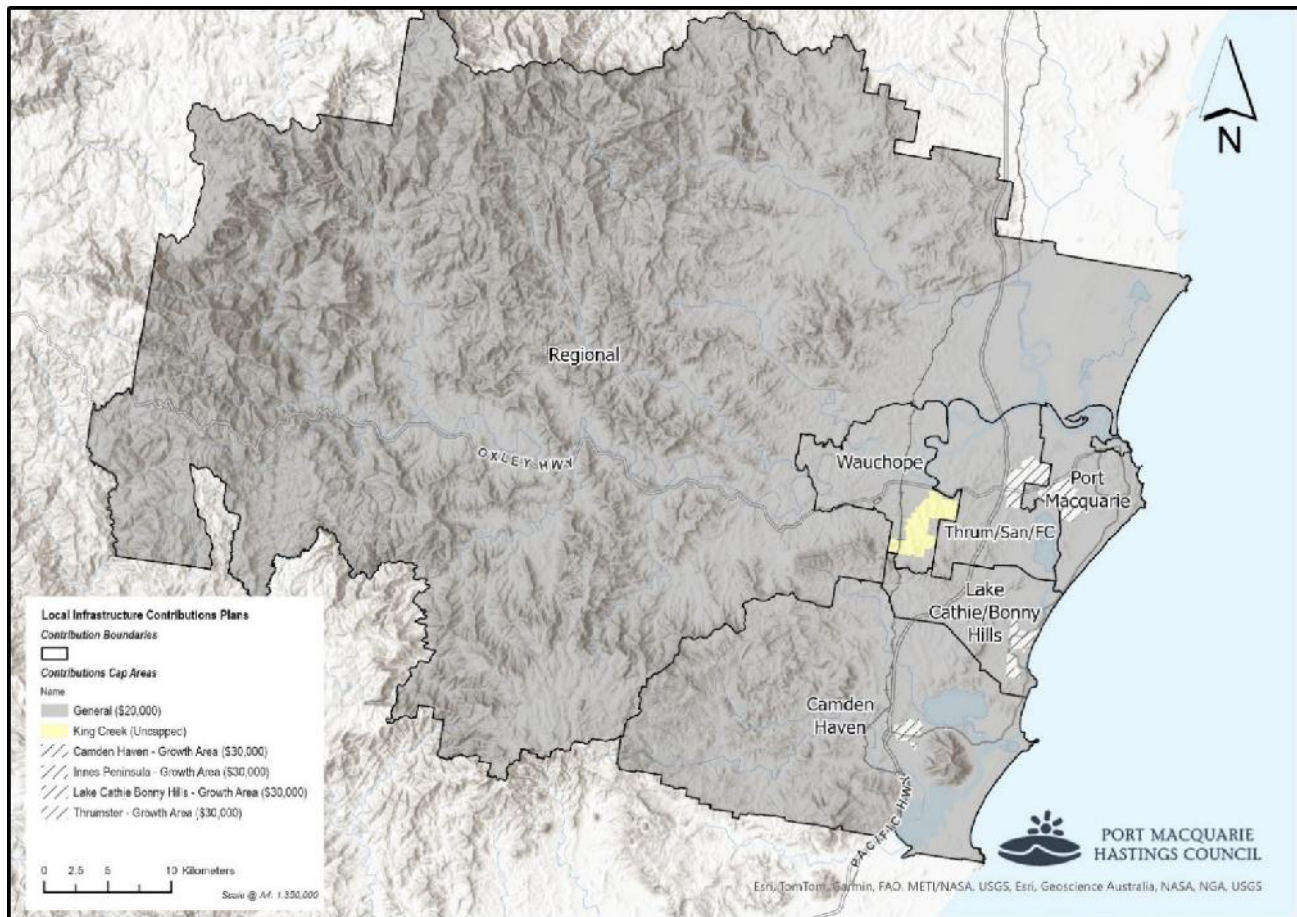


Figure 3 - Map of Contribution Cap Areas and Areas with No Cap

4. Determining Demand and Demonstrating Nexus

4.1 Strategic Context

Port Macquarie Hastings is the traditional home of the Birpai people, who have cared for the area for over 60,000 years. Now one of the fastest-growing regional centres in New South Wales, our region is home to over 90,000 residents across 34 communities, including urban, suburban, and rural areas. We are located about 420 kilometres north of Sydney and 510 kilometres south of Brisbane, covering 3,686 square kilometres.

The main population centres are Port Macquarie, Laurieton, and Wauchope, while smaller villages serve as important hubs.

Historically centred on dairying, cattle farming, timber, and fishing, our economy has diversified into health, education, construction, and tourism. The region is home to a rich variety of plants and animals, including a significant population of koalas, and our natural landscapes contribute to our cultural heritage and community connection.

4.2 Existing Population Characteristics

Detailed population figures prepared by REMPLAN estimate the resident population of the LGA for the year 2024 as being 91,245 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 4,483 persons 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.



Figure 4 - Mid North Coast Subregion - North Coast Regional Plan 2041

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. Figure 4 - North Coast Regional Plan Transport Map

4.3 Forecast Development and Population

4.3.1 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:






Local government narratives	
Regional Priorities 	<ul style="list-style-type: none">• 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.
Liveable and Resilient 	<ul style="list-style-type: none">• 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.
Productive and Connected 	<ul style="list-style-type: none">• 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.
Housing and Place 	<ul style="list-style-type: none">• 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.
Smart, Connected and Accessible (Infrastructure) 	<ul style="list-style-type: none">• 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.

Figure 5 - NCRP Local Government Narrative

4.3.2 Local Strategic Planning Statement

"Shaping Our Future 2040" is the Port Macquarie-Hastings Local Strategic Planning Statement (LSPS), adopted by the Council in September 2020. It outlines the direction for land use planning in the local government area (LGA) for the 20-year period from 2020 to 2040.

This document serves as the Council's primary strategic land-use planning strategy for the Port Macquarie-Hastings LGA and complements the Council's Community Strategic Plan. "Shaping Our Future" guides

various land-use planning strategies and plans, including the Council's Urban Growth Management Strategy (UGMS), which was adopted in November 2018.

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

Additionally, "Shaping Our Future" provides direction for other Council strategies and plans that relate to land use across the LGA, such as the Economic Development Strategy and the Recreation Action Plan. These interrelationships are highlighted in the rationale and are, where applicable, included in the actions and accompanying Implementation Plan.

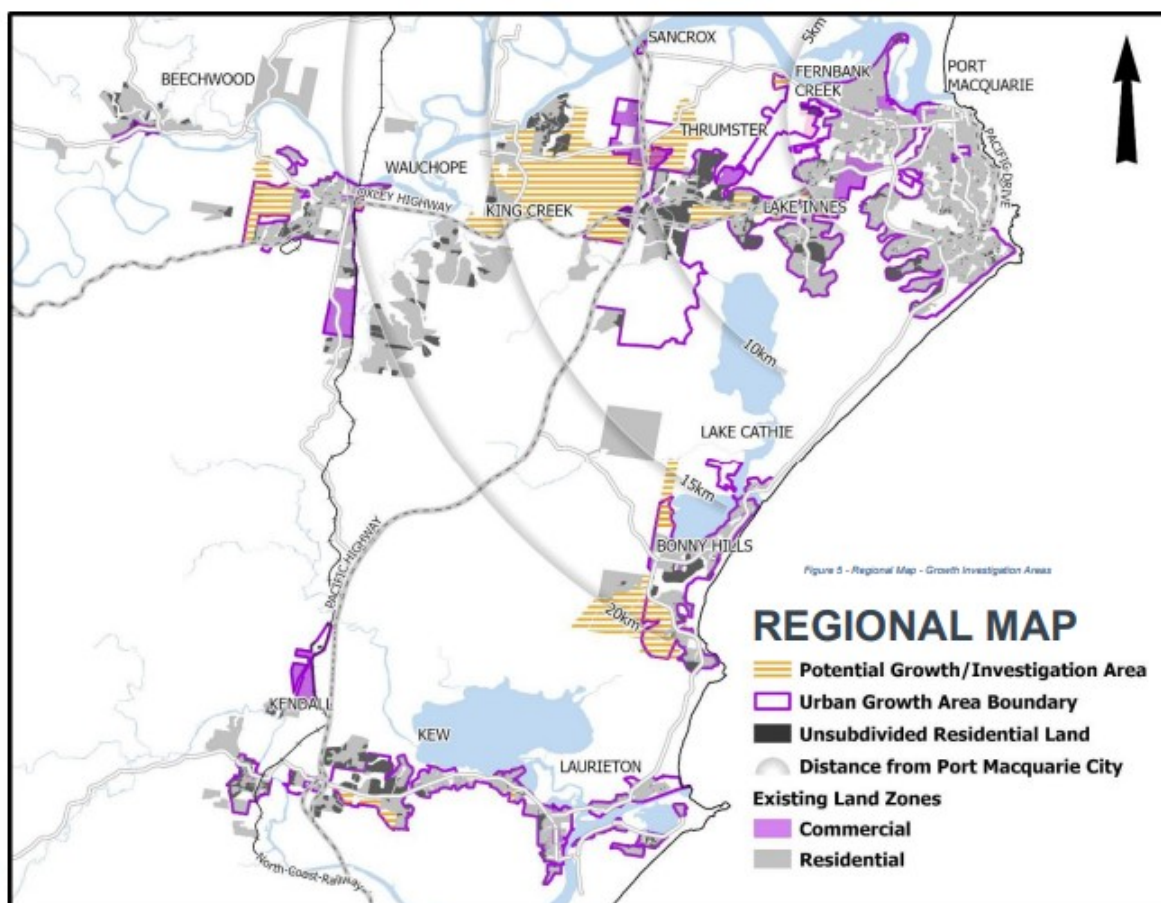
4.3.3 Living and Place Strategy

The Living and Place Strategy, Local Housing Delivery Plan (LHDP), and Affordable Housing Plan (AHP) are designed to address the housing needs of the Local Government Area (LGA) while aligning with the goals of the Community Strategic Plan, Imagine 2050, the LSPS, and the North Coast Regional Plan.

These documents work together to create a comprehensive approach to urban planning and development. The Living and Place Strategy establishes broad strategic goals and principles. The Affordable Housing Plan focuses on specific affordability challenges, while the Local Housing Delivery Plan outlines practical steps for implementing housing projects.

Together, these plans aim to create a balanced, inclusive, and sustainable path for urban development in our region. Each document supports the others, ensuring that the policies are both visionary and actionable, catering to the diverse needs of the community. Moreover, the LHDP identifies several key locations within the LGA, near existing towns, transport services, and utilities, as suitable for increased housing to meet the community's evolving needs.

Figure 6 - Regional Map of Investigation Areas in the LHDP



4.3.4 Forecast Residential Development

Based on the forecasts prepared by REMPLAN, it is estimated that 10,504 additional private dwellings will be constructed in the LGA from 2024 to 2046. Accommodating, approximately 24,057 additional residents. This represents an increase of approximately 20% across the region. The forecast growth rate is highest in the Thrumster/Sancrox Catchment area, representing an increase of 75% and lowest in the Camden Haven catchment representing an increase of 13%.

Table 8 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 2046

Table 8 - Apportionment Rates by Catchments

Table 8 - Forecast Population 2024-2046 (REMPAN, 2024)						
	Existing	Forecast Additional				Total Additional
	2024	2031	2036	2041	2046	
Dwellings	41,858	46,291	49,382	52,362	55,323	13,465
Persons	89,862	99,491	104,979	110,221	115,302	24,057

Forecast Population

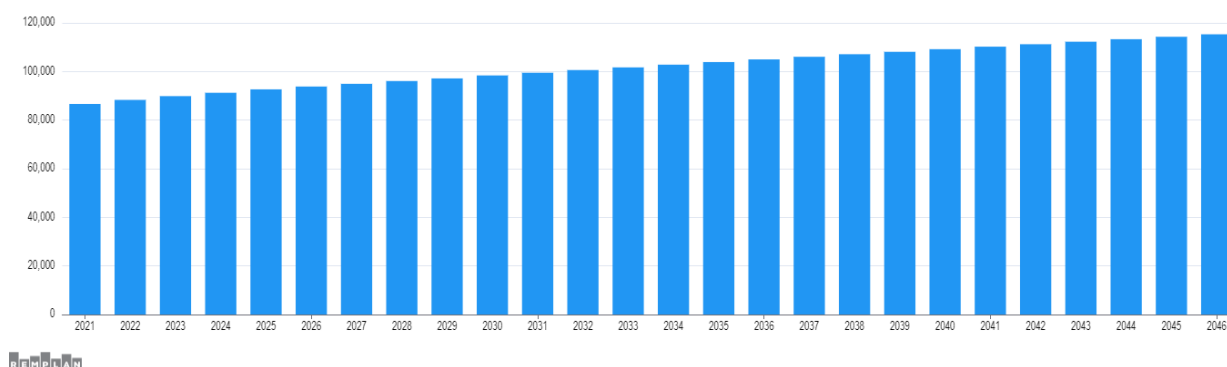


Figure 7 - REMPLAN Population Forecast 2021-2046

4.4 Catchments and Apportionment

Based on recent growth forecasts, the plan divides the region into seven sub-regions or catchments to ensure that the local infrastructure delivered is targeted and has a clear connection to growth. Planning for the infrastructure needs of the future population is organised around the following growth catchments: Regional, Port Macquarie, Health & Education Precinct, Thrumster Fernbank Creek/Sancrox, Wauchope, Lake Cathie/Bonny Hills, and Camden Haven.

These catchments represent distinct growth areas and other significant physical features, such as major roads, and are generally aligned with the planning areas in the Port Macquarie Hastings Local Strategic Planning Statement (LSPS) and Urban Growth Management Strategy (UGMS). The boundaries and suburbs included within these catchments are detailed in Appendix C.

Some projects identified in this Plan will benefit and service the entire LGA. These projects have been classified as regional, and associated charges will apply throughout the LGA. The general apportionment for these works is set at 21%. This figure is based on the understanding that new development will account for approximately 21% of the population, and it is anticipated that the equivalent demand will derive from this growth. Certain projects may be more closely associated with new development, and the apportionments will vary accordingly, reflecting the relationship between the infrastructure and new development.

General apportionment rates applying to growth catchments is show in the table below:

Table 9 - Apportionment Rates by Catchments

Apportionment Rates	% of costs attributable to new development
LGA - Region	21%
Port Macquarie Catchment	12% (30% in the City Heart Precinct and 50% relating Health and Education Precinct)
Thrumster/Sancrox/Fernbank Growth Catchment	66% to 100%
Wauchope/ Beechwood Catchment	18% (100% for Yippin Creek Growth Area Works)
Bonny Hills/Lake Cathie Catchment	28% (100% for works relating to Lake Cathie Bonny Hills growth areas)
Camden Haven Catchment	12% (100% for works relating to the Camden Haven growth area)

4.5 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, upgraded, or enhanced local infrastructure created by that development. Key aspects of determining this nexus include:

1. Whether the anticipated development creates or increases demand for public infrastructure.
2. Whether estimates of demand for infrastructure related to the proposed development contribution are reasonable.
3. What types of public infrastructure will be required to meet that demand.
4. Whether the proposed development contribution is based on a reasonable apportionment between existing demand and new demand for public infrastructure created by the proposed development.
5. Whether the proposed development contribution is based on a reasonable estimate of the cost of the proposed public infrastructure.
6. When facilities will be provided to meet the demand generated by the development, often expressed in terms of timing or thresholds.

It is also essential 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 could stem from deficiencies in existing facilities. This concept is referred to as ‘apportionment.’

In most cases, the increased usage and demand for new local infrastructure resulting from future development will exceed the capacity of existing public facilities within the LGA. Therefore, it will be necessary to provide new and enhanced local infrastructure to meet the anticipated demand from that development. Section 4 of this plan establishes the nexus between the anticipated development and the demand for additional or upgraded local infrastructure. If relevant, it details how that nexus has been apportioned to ensure that contributions reflect the demand of new development, rather than existing demand or past deficiencies.

5. Infrastructure Contributions and Nexus

This section of the Plan lists the types of local infrastructure included:

- 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), including infrastructure priorities to support growth and change. 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

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.

5.1.1 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 need to cater for 24,057 additional residents, 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, Integrated Transport Strategy, Pedestrian Access & Mobility Plan, Bike Plan and from consideration of Council's asset registers; the works schedule at [Appendix B](#) identifies network improvements which future

development will be expected to contribute toward.

5.1.2 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 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.

5.1.3 Public Parking

This Plan levies monetary contributions for the purpose of providing public car parking management in the Mapped area **Appendix C**, where new development does not make provision for on-site parking that would ordinarily be required in accordance with 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.

The current rate per carpark is as follows:

- Multideck / Per Space: \$35,000

The mapped area in **Appendix C**, shows where contributions will be collected and expended for the provision of carparking or carparking related infrastructure. 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.

5.1.4 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 the LGA 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)

5.1.5 Calculation of contribution rate

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

Regional Works

$$\text{contribution rate per person} = \frac{(\text{total cost of transport facilities} \times \text{apportionment rate})}{\text{Total Additional People}}$$

Local/Catchments Works

$$\text{contribution rate per person} = \frac{(\text{total cost of transport facilities} \times \text{apportionment rate})}{\text{increase in population of relevant catchment}}$$

5.2

Open space and Recreation facilities

The forecasted 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.

5.2.1 Nexus to development

Based on the current standard of public open space provision in the LGA, the forecast additional population

in private dwellings 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.

5.2.2 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.

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**.

5.2.3 Calculation of Contribution Rate

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

Regional works

$$\text{contribution rate per person} = \frac{(\text{total cost of open space and recreation facilities} \times \text{apportionment rate})}{\text{Total Additional People}}$$

Local/Catchment works

$$\text{contribution rate per person} = \frac{(\text{total cost of open space and recreation facilities} \times \text{apportionment rate})}{\text{increase in population of relevant catchment}}$$

5.3 Community facilities

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

5.3.1 Existing Facilities

Libraries

There are three Council-owned libraries within the LGA comprising one Regional library, and two branch (neighbourhood) libraries.

Collectively, these facilities provide 3291m² of library floor space, however, together, 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).

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

Community Spaces

There are 21 Council-owned community spaces within the LGA. Of these spaces, 20 facilities serve a community hall/ local function, and one 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, nine of the local facilities are less than 150m2 in floor area and 16 are less than 350m2. Accordingly, only five 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 does not provide a service of what could be considered a district level facility, of 1200m2.

5.3.2 Nexus to development

The projected future growth and 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 forecasted additional population and the facilities for which contributions will be sought through this Plan.

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.

5.3.3 Calculation of Contribution Rate

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

Regional Works

$$\text{contribution rate per person} = \frac{(\text{total cost of community facilities} \times \text{apportionment rate})}{\text{Total Additional People}}$$

Local/Catchment Works

$$\text{contribution rate per person} = \frac{(\text{total cost of community facilities} \times \text{apportionment rate})}{\text{increase in population of relevant catchment}}$$

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.

5.4.1 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, 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. Several locations 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 s7.11 funds. The funds received under s7.12 may also be used for improvements to the public domain along with any planning agreements, grants or State government Housing and Productive Contributions.

5.4.2 Nexus to development

The forecast 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.

5.4.3 Calculation of Contribution Rate

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

Regional Works

$$\text{contribution rate per person} = \frac{(\text{total cost of public domain} \times \text{apportionment rate})}{\text{total additional people}}$$

Local/Catchment Works

$$\text{contribution rate per person} = \frac{(\text{total cost of public domain} \times \text{apportionment rate})}{\text{increase in population of relevant catchment}}$$

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.

5.5.1 Nexus to development

The 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.

5.5.2 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.

5.5.3 Calculation of Contribution Rate

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

$$\text{contribution rate per person} = \frac{(\text{total cost of waste management} \times \text{apportionment rate})}{\text{Total Additional People}}$$

5.6 Plan Preparation and Administration

5.6.1 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.

5.6.2 Nexus to Development

This plan has been created to assist the Council in ensuring that sufficient infrastructure is in place to accommodate the demands generated by any new development projects. It is crucial that these infrastructure improvements are implemented in a way that protects the interests of the existing community, ensuring they are not unfairly burdened with the costs or inconveniences associated with the infrastructure required to support future growth. The plan outlines a comprehensive approach to infrastructure planning, including transportation, utilities, public services, and community facilities, that aims to balance the needs of both new developments and the current residents effectively.

5.6.3 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 20-year period.

5.6.4 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.

5.6.5 Calculation of Contribution Rate

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

$$\text{contribution rate per person} = \frac{(\text{total cost of plan administration and management} \times \text{apportionment rate})}{\text{total additional people}}$$

5.7 Timing and Delivery

The success of this plan relies on the implementation and delivery of infrastructure and services outlined in the works schedule (Appendix B). The timing for delivery of items in this plan is based on the Councils integrated planning and reporting framework and aligns with the four-year delivery programs and the ten-year capital works plan. Consequently, the delivery timeframes are categorised into four stages, which should be considered as indicative timeframes and may be subject to change based:

- **Recoupment:** This stage occurs when a project is completed, funds have been spent, and costs are being recovered.
- **Short:** This stage includes projects scheduled to commence within the next four years.
- **Medium:** Projects in this stage are scheduled to be carried out within a timeframe of four to eight years.
- **Long:** This stage encompasses projects that are set to begin beyond the eight-year mark.

The rolling works program is reviewed every four years (or sooner if necessary) to ensure that the contributions from development match the costs of the scheduled works. If population growth slows down or exceeds projections, projects within the works program may be delayed or expedited accordingly. Therefore, the timing of projects in the works schedule is indicative. Programs will be revised based on policy reviews, development trends, and the availability of funds.

Appendix A - Apportionment and Nexus

Appendix B - Works Schedule and infrastructure costs

Appendix C - Maps

Appendix D - Administration Policy

Port Macquarie Hastings Council

BIRPAI COUNTRY

pmhc.nsw.gov.au

Email council@pmhc.nsw.gov.au

PO Box 84 Port Macquarie NSW 2444

Tel 02 6581 8111 Socials [@pmhcouncil](https://www.facebook.com/pmhcouncil)    