
COFFS HARBOUR CITY CENTRE CAR PARKING

*Developer Contributions
Plan 2019*



Document Control Table

Amendment	Authoriser	Approval ref	Date
Inclusion of Business Incentive Policy under Exclusions section of this document	Council	2019/192	14/11/2019

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Name of the Plan

This contributions plan has been prepared in accordance with the provisions of Part 7.11 of the Environmental Planning and Assessment (EPA) Act 1979 and may be referred to as the **Coffs Harbour City Centre Car Parking Developer Contributions Plan 2019**.

This plan originally came into force on 18 December 2013. This plan was amended on 31 August 2016 and on 14 November 2019

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 City Centre.

Area to which the Plan Applies

The plan applies to all land as shown in Map 1.

Relationship to other Plans and Policies

This Contributions Plan supplements Local Environmental Plan 2013, the City Centre Strategic Plan, and the Coffs Harbour Development Control Plan 2015.

Formula for Determining Contributions

The formula to be used for the calculation of contributions under Part 7.11 of the EP&A Act is as set out below:

Contribution

$$= \frac{(C - O - L + I)}{S}$$

Where:

C	=	Cost of construction of the car parking facilities
O	=	Funding from other sources
L	=	Funds levied or held
S	=	Total number of additional car parking spaces to be provided to meet the projected increase in demand
I	=	Interest on forward funded works

Timing of payment of contributions

Payment of financial 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.

This plan requires a certifying authority (the Council or an accredited certifier) to issue a Complying Development Certificate in respect of development to which this plan applies subject to a condition requiring the applicant to pay to the Council a contribution calculated in accordance with this plan.

The certifying authority must cause the applicant's receipt for payment of the contribution to be provided to the Council at the same time as the other documents required to be provided under clause 142(2) of the EP&A Regulation.

Map 1 – Coffs Harbour City Centre



Deferred or Periodic Payment

Where an applicant wishes to seek a deferral of contributions payable they should consult Councils current “Deferred Developer Contributions Policy”

Exemptions

Council may consider exempting or providing a concession to change of use commercial developments that meet certain criteria as stipulated in Council’s Business Incentive Policy. The policy is available for reference on Council’s website www.coffsharbour.nsw.gov.au

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 the relevant index published by the Australian Bureau of Statistics Consumer Price Index All Groups - Sydney in accordance with the following formula:

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

Where:

RC = Revised contribution rate per parking space applicable at the time of payment
C = Previous contribution rate

Previous Contribution Rate is the contribution rate applicable at the time of issue of the consent.

Current index is the Consumer Price Index applicable 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, the estimate of costs of the car parking facilities, floorspace projections, land acquisition costs or other aspects relating to the contribution plan.

Table 1 – Indexing Factors for Car Parking

Contribution Type	Indexation Basis	Index	Date Applied
Car Parking	CPI – All Groups SYDNEY	158.1	Sept 2007

Causal Nexus

The anticipated increase in commercial and retail development within the City Centre 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 City Centre.

Existing public parking within the City Centre 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 to service the City Centre.

Existing Demand

A recent on ground stock take of existing car parking availability within the nominated catchment as shown in map 1 has revealed that the current supply of car parking meets the current demand.

Projected Demand

The Draft Coffs Harbour Retail Strategy prepared by AEC Group Ltd recommends a consolidation and an increase of retail floor space in the city centre to 75,000 square metres from the existing 52,000 square metres over the next 25 years. Based on this recommendation and surveys, it is anticipated that total occupied gross floor space for future retail and other development within the catchment will be in the order of 277,140 from the existing level of 205,082.

This expansion will require an estimated 2,250 additional car parking spaces by the year 2031. This equates to an average annual requirement of approximately 90 parking spaces.

Table 2 provides an indicative forecast of the future car parking demand.

Table 2 – Demand for Car Parking

Year	Overall Parking Demand	Public Parking Demand *
2008	90	15
2015	720	105
2022	1,350	225

**** Public Parking Demand is indicative only and will be subject to change with changes in the rate of development.***

Supply

Based on an analysis of historic data, it is anticipated that the majority of additional car parking will be provided on site.

This contributions plan provides for anticipated demand over the next 20 years but will be subject to review as levels of development and car parking requirements change in line with growth of the city centre.

This plan provides for the re-configuring of at grade car parking in Harbour Drive between Earl Street and Curacoa Street. This will result in the provision of an additional 54 “nose in” car parks.

The works schedule also includes the construction of 13 additional car parks within the Earl Street road reserve and a further 87 car parks within the Brelsford Park precinct.

The current parking facility at the corner of Moonee and Elbow Streets is proposed to be redeveloped to accommodate a multi deck parking facility. Redevelopment of this site will result in the provision of an additional 279 parking spaces.

Allowing for the reduction at 218 Harbour Drive, this plan provides for a total of 366 additional parking spaces.

Physical Nexus

This plan identifies the location of the proposed car parking facilities for the City Centre (refer Map 2).

The location of the proposed facilities has been derived having regard to the proximity of the sites to the city centre.

Temporal Nexus

Only those car parking facilities that are required as a consequence of anticipated development over the next 15 years, and will not be provided on site, are included in the works schedule. Timing for the provision of these works is based on the projected increases in commercial/retail floor space.

Cost of Works

The total cost of works provided for under this plan is \$9,808,246. This is derived from the cost of the on-street works, the Brelsford Park precinct works and the construction of the multi deck parking facility at the corner of Moonee and Elbow Streets.

The cost includes provision for interest on accrued contributions, provision for CPI increases in the cost of works, CPI increases in the contribution rate, and provision for interest on forward funded works.

It is anticipated that forward funding of the Elbow Street facility will be required following receipt of contributions towards an additional 60 car parks.

Calculation of Contribution Rate

The contribution rate has been based on the total cost of the proposed works. Provision has been made for funds held, and funding from other sources which total \$5,588,825.

Based on the projected take up rate of the parking facilities, some works will occur in the shorter term. The contribution rate can be calculated as follows:

Contribution

$$= \frac{(C - O - L + I)}{S}$$

Where:

- C = Cost of construction of the car parking facilities
- O = Funding from other sources
- L = Funds levied or held
- I = Interest on forward funded works
- S = Total number of additional car parking spaces to be provided to meet the projected increase in demand

$$C = \frac{(\$9,808,246 - \$5,400,000 - \$188,825 + 1,924,730)}{366}$$

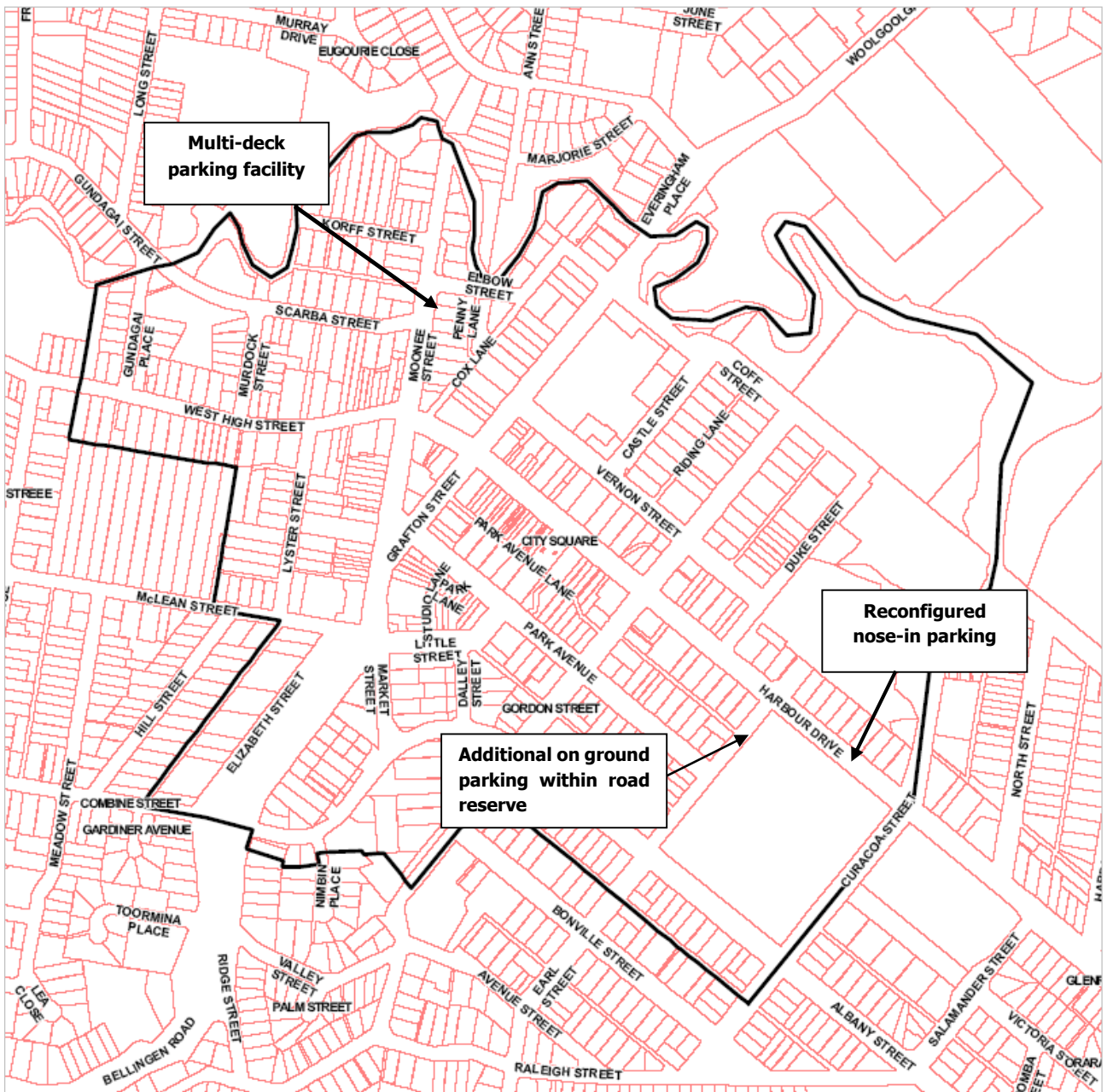
$$C = \$16,787.30$$

Hence, the contribution rate = \$16,787.30 per parking space.

Note:

The above contribution rate may need to be reviewed in line with any changes in the cost of works, demand and development activity.

Map 2 - City Centre Car Parking Facilities



Works Schedule

The works schedule shown below in table 3 outlines the estimated timing of the provision of parking facilities to be provided under this contributions plan.

The works schedule may be subject to variation as a result of changes to the anticipated rate of development or variations to the cost of works.

Table 3 – Estimated Timing of Works

	Year	Demand	Works
Short Term	Up till 2011	60	Street works commenced
Medium Term	2011+	175	Elbow Street works commenced

