



Section 94 Development Contributions Plan

Tea Gardens District

Adopted 28 October 2014

TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

Summary Schedules

These are provided as indexed and updated summary tables only. Details are contained in the individual strategies within the plan.

Summary Schedule of Contributions for 2014-15 (using Dec 2013 CPI =104.8)

Facility	Unit	Rate
Major Roads	One way trip	\$414.71
Open Space	Person	\$1,426.82
Community Facilities	Person	\$538.42
Surf Life Saving	Person	\$69.14
Parking Hawks Nest	Car Space	\$10,069.02
	Class 2 Bicycle Enclosure	\$2,163.06
	Class 3 Bicycle Rail	\$1,081.53
Parking Tea Gardens	Car Space	\$14,807.62
	Class 2 Bicycle Enclosure	\$2,163.06
	Class 3 Bicycle Rail	\$1,081.53

Summary Schedule of Works (based on 2011-12 using CPI = 174.0 except where indicated)

Facility	Schedule of Works	Cost Summary	Timing
Major Roads	Pacific Hwy to Nth Hawks Nest	\$10,425,000	2009-2041
	Marine Drive	\$1,055,000	
	Off-Road Cycleways-Footways	\$500,000	
	Other Roadworks	\$550,000	
	Less Offsets	-\$355,629	
	CPI Adjustment for 2010 c.f. 2008	\$586,716	
	Sub-Total	\$12,761,087	
Open Space	To Ensure Related Land Acquisitions and Embellishments to Open Space to Maintain the Current Standards as Population Grows	\$10,870,000	2009-2041
Library and Community Facilities	Library Extension and Siteworks	\$800,000	2015-2020
	New Community Centre including Land	\$1,700,000	
	Renovate Hawks Nest Community Centre	\$500,000	
	2008 Present Value of Loan Costs	\$960,000	
	Less Offsets	-\$46,498	
	Add CPI 2010 c.f. 2008 Adjustment	\$188,602	
Sub-Total	\$4,102,104		
Surf Life Saving	Equipment	\$138,000	2009-2041
	Building Extension	\$382,000	
	Less Offsets	-\$17,459	
	Add CPI 2010 c.f. 2008 Adjustment	\$24,219	
Sub-Total	\$526,760		
Hawks Nest Parking	Provide 90 Car Spaces (Based on 2008 using CPI=166.0)	\$932,000	2009-2041
Hawks Nest Bicycles	Provide Class 2 Bicycle Parking Enclosure or Class 3 Rail as Required	\$1000-2000 / Development	2012-2041
Tea Gardens Parking	Provide 61 Car Spaces (Based on 2008 using CPI=166.0)	\$906,654	2009-2041
Tea Gardens Bicycles	Provide Class 2 Bicycle Parking Enclosure or Class 3 Rail as Required	\$1000-2000 / Development	2012-2041

Note: In the above table with some Local Infrastructure Items such as buildings, roads and land, Council is entitled to use S94 Contributions shown in the Plan to re-coup their costs already incurred.

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Preamble

The following paragraphs are provided to clarify some principles underlying this contributions plan.

This Plan is based on a long-term view of development

Council's Conservation and Development Strategy and the Housing Strategy for Tea Gardens-Hawks Nest have provided a basis for consideration of the district in its fully developed state. The district in 2008 was estimated to contain 3,560 private dwellings and this quantity is expected to grow to a maximum of about 7,925.

Given this view of a fully developed district it would be sound planning to continue to prepare for all future infrastructure needs, even though these needs might be spread over a long period.

It would also be fair to evenly distribute the cost of all future infrastructure over all future dwellings. An alternative shorter-term plan might not be equitable given that an infrastructure program is likely to be skewed towards the earlier years. This plan therefore adopts the long-term view.

Infrastructure needs are based on today's standards.

We can estimate future infrastructure needs with reasonable accuracy using today's standards. However, because much of the infrastructure, other than roads and surf life saving facilities, will be within new development areas, whose structure is not yet defined, the locations of some facilities are uncertain.

The highest value program is Major Roads. This is a well-defined plan for the artery running through the district from the Pacific Highway to North Hawks Nest. The improvements planned will allow for the traffic occurring at the completion of all future development areas.

Open Space is the next highest value program. However, most of this infrastructure will be provided within the development areas. The locations of facilities will be finalised as development plans are drawn up.

It is therefore not possible to fully define open space works over the life of the plan, only to establish a standard of open space provision to be met by developers as works in kind or contributions. The standard adopted is the generally-accepted 28.3 square metres per head of population, (formerly 7 acres per thousand).

Surf Life Saving facilities are to be increased to meet the doubling of the population and hence the doubling of the demand on services. Commensurate additional equipment will be needed but only a 25% increase in building size will be required to accommodate additional members and equipment. A community hall exists at Hawks Nest and is adequate for the existing population. A second hall, of size proportionate to population growth, is to be provided within the district.

The Library building will also be extended in proportion to population growth.

Within the usual accuracy limits for public works, and the uncertainty about construction cost trends over time, the cost of the new infrastructure can be reasonably well estimated.

As time passes and different standards and different relative costs emerge, the plan will be refined.

Method of assessing contributions for different dwellings and use of "gross" population

Contributions, except for Major Roads, which are payable on a "per trip" basis, are usually expressed as a rate per person. The conversion factors applied to new developments are 2.4 persons per lot or 1.0 to 2.2 persons per medium density unit. These factors are typical in contributions plans in NSW. The weighted average of these factors is 2.1, which is also the average Great Lakes household size of 2.2 persons, adjusted to allow for the vacancy rate essential in any permanent population.

Future developments will no doubt include residences used as holiday accommodation and not permanently occupied. However, all potential dwellings are treated equally for contributions purposes.

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The population represented by the sum total of all new contributions is referred to in the plan as the "gross population". It could only be the same as the resident population if all dwellings were permanently occupied.

This "gross population" actually occurs or is exceeded in January, according to data collected in Forster Tuncurry from traffic counts, sewage flows and Tourism Australia.

With the knowledge of this future gross leviable population and the knowledge of future infrastructure costs we can derive a rate per person for new residential development. This is the mechanism by which the new infrastructure costs are fairly spread.

Assessing infrastructure needs based on population

The question arises, should that gross population, which is a fair means of assessing contributions, be used to determine infrastructure needs?

This plan takes the view that roads, open space and surf life saving facilities should be provided to suit the gross population, because these facilities should be sufficient for the peak population, when absentee owners are visiting the homes for which they paid developer contributions.

In the case of library and community facilities, these are sized to suit the permanent population, at 75% of gross. This is a higher figure than presently exists in the district because of the large number of holiday homes in Hawks Nest. The major growth area, however, is Tea Gardens. It is attracting permanent population (currently 75%) and as the district grows it is expected that the permanent population of the district will increase towards 75%.

Apportionment

Contributions plans must take into account the benefit accruing to the existing population when assessing the contributions required of future development.

On the other hand there is also a recoupment principle in contribution plans. Where Council has provided a facility ahead of the population growth, future development may be levied to recover a proportion of the cost.

In the case of a road network, there may be some parts that are already substandard for the existing population. Future population should not fund the cost of bringing these up to standard. On the other hand there are some lengths of road that have been widened and intersections improved in anticipation of growth in traffic. Normally road works will be designed for anticipated traffic over at least 20 years. Council's Traffic Engineer has examined existing off-season traffic counts (occupancy rate 1.1 at census 2006) and factored them up by 1.9 to represent an occupancy rate of 2.1 (the condition if all dwellings were permanently occupied). It was found that the arterial was still serviceable. The higher traffic counts are in any case experienced each January. It would be fair to say that the Tea Gardens Hawks Nest road network is, on average, adequate for the present level of development.

Further, the asset value of the arterial from the Pacific Highway to the Hawks Nest shops is \$15million. This is debt-free and can be regarded as the contribution of existing and past residents. The new population, which will be roughly equal in number to the existing population, will contribute \$12.5million. The proportions are slightly in favour of the new population. It would not be fair to ask the existing population to contribute even further Community facilities, namely the building at Hawks Nest and the Tea Gardens library are also adequate for the existing population, and the library is adequate for some years ahead.

In view of all these considerations there is no Council liability in this plan on behalf of the existing population.

Traffic generation

In deriving a contribution rate for Major Roads, the total program is shared by all future developments in proportion to the estimated daily traffic generated by each development, including "non-residential" developments. This is considered to be the fairest means of distributing the cost.

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It does mean that both ends of the same trip can be counted, so the aggregate of these daily traffic estimates is not a meaningful figure for traffic engineering purposes, only for equitable cost apportionment.

1 Tea Gardens District Plan

1.1 Purpose of the Tea Gardens District Plan

The purpose of this plan is to enable contributions to be levied as a condition of consent for development that increases the demand for infrastructure in the Tea Gardens District

1.2 Land to Which the Tea Gardens District Plan Applies

This plan applies to development in the area for which the Hawks Nest-Tea Gardens urban area is the main service centre. It is defined as the Localities of **Tea Gardens, Hawks Nest, Pindimar and Bundabah**, as shown by "**S94 Plan: Tea Gardens District 2009 Catchment Boundary**" Map in **Section 11 - Appendix below**.

1.3 History of the Tea Gardens District Plan

Tea Gardens Hawks Nest Plan adopted by Council	17 July 1998
Plan first became effective	7 August 1998
April 2003 edition. Updates administrative provisions to current practice for indexation. Adds SLSC for TGHN and traffic facilities Yalinbah St precinct. Revises some capital costs and land costs. Adjusts forward work program and extends work program to 2011.	Exhibited: 1 January 2003 Adopted: 25 March 2003 Effective: 2 April 2003
Amended to change occupancy rates	Adopted by Council 26 August 2003
August 2006 edition Adds Tea Gardens Parking Revises Hawks Nest Parking Consequential Update of Contributions Schedule	Approved by Council: 25 July 2006 Exhibited: 2 August 2006 Adopted conditionally as exhibited: 22 August 2006 Effective date: 31 August 2006
2009 Edition Revises all chapters to extend the horizon to known development potential of district (estimated at 2041)	Approved by Council: 10 Feb 2009 Exhibited: 18 Feb 09 Adopted with amendments: 9 June 2009 Effective date: 1 July 2009
Indexed Rates for 2014-15, updated Development and Population Forecasts, amended Traffic Growth, amended Non-Residential Trips Related Contributions, adjusted Major Roads Rates, adjusted Open Space Rates, adjusted Library and Communities Facilities Rates, adjusted Surf Life Savings Rates, added Bicycle Parking in Tea Gardens and Hawks Nest shopping centres, amended "Application of Contributions to Various Developments" table, amended Plan and Parking Zones Catchment Maps and added Application of S94 Credits and Amendments for Approval of S94 Concessions /Discounts / Variations	Conditionally Approved by Council: 8 April 2014 Advertised & Exhibited: 14 April - 14 May 2014 Adopted by Council: 28 October 2014 Effective Date: 1 January 2015

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2 Development Forecasts

2.1 Residential Development

Future residential development

This is based on the following reports and emails issued by Council's Strategic Planning Branch.

- **The Tea Gardens Hawks Nest Housing Strategy**
- **The Tea Gardens Hawks Nest Conservation and Development Strategy**
- **Various Rezoning Plans, Proposals and Related Studies for Tea Gardens Hawks Nest**

Estimates of dwelling potential and traffic generated are as follows:

Riverside	950
Myall River Downs	1,270
Hermitage	280
North Shearwater	500
North Hawks Nest	425
Infill developments in urban and rural areas	400
Caravans, cabins etc	100
New dwellings subject to this plan	3,925

Household size

The gross population generated by all future development is estimated by applying an average household size of 2.1 to each dwelling. This is based on the average household size for Great Lakes at the 2006 census being 2.2 persons, and assuming a 5% permanent vacancy rate. The contributions payable depend on population generated according to dwelling size (ranges from 1.0 to 2.4 persons/ dwelling) and the weighted average of all these is also 2.1 persons/ dwelling.

Although household size has declined steadily over the past 60 years, it does not follow that the trend will continue. No further decline is predicted in this contributions plan. This plan will however be reviewed to take account of future population data.

Gross Population

Contributions are payable equally on developments intended for tourism and for residential use. Because Tea Gardens Hawks Nest is a holiday destination, many dwellings are occupied for less than the whole year. On census night 2006, only 53% of houses and flats were occupied. This means that the gross population represented by contributions is greater than the residential population.

This gross population, which could only occur if all dwellings were occupied, is fairly close to the average population in January, when visitor population is at its peak.

Estimates of Leivable Population

Count of private dwellings	1996	2001	2006	2008 est.	Vacant lots with dwelling entitlement	Total dwellings levies paid	New leivable development	Total future dwellings (2041)
Tea Gardens and Hawks Nest	1,862	2,250	2,809	3,000	400	3,400	3,725	7,125
Pindimar and Bundabah	200	230	250	260	40	300	200	500
Allowance for dwellings not counted at census (e.g. caravans cabins etc)	240	260	280	300		300		300
TOTALS	2,302	2,740	3,339	3,560		4,000	3,925	7,925
Gross, leivable, population at 2.1/dwelling			7,012	7,476		8,400	8,240	16,640
Est. Permanent population			3,600	3,900		4,600		12,480

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Notes: In the above table

- (i) Census figures are based on collection districts, whose boundaries do not coincide with Council's Locality boundaries. For example, Collection District 1091905, which is part of the Tea Gardens count, extends beyond the scope of this plan to Nerong. However that whole collection district contains only 112 dwellings and the over-counting would be roughly offset by the properties in the Bundabah area, which is part of CD 1092010, surrounding North Arm Cove and which is generally outside this Plan area.
- (ii) Estimates are in italics.
- (iii) Estimated Permanent population is assumed to be 75% of Gross leviable population (refer Preamble - "Assessing infrastructure needs based on population" on page 6).

2.2 Traffic Growth

Leviable daily trips on residential development will vary from 3.0/dwelling or lot to 9.0/dwelling or lot, with an average of 8.30/dwelling.

From non-residential traffic generation there will be some additional retail, commercial and industrial development plus say 200 trips from other "non-residential" development.

Development Type	Units	Number	Trips/Unit	Total Trips
Riverside	Lots	950	9	8,550
Myall River Downs	Lots	1,270	9	11,430
Hermitage	Dwellings	280	5	1,400
North Shearwater	Lots	500	9	4,500
North Hawks Nest	Dwellings	425	8	3,400
Infill in urban and rural areas	Dwellings	400	7.5	3,000
Caravans, cabins etc	Dwellings	100	3	300
Sub-Total - Residential		3,925	8.30	32,580
Retail/Commercial	Sq metres	2,000	0.20	400
Industrial	Sq metres	10,000	0.01	100
Other	Sq metres	2,000	0.1	200
Sub-Total - Non-Residential		14,000	0.05	700
Total - All Types				33,280

Notes:

1. The above table was modified in March 2014 when amendments were made to this Plan subsequent to a re-assessment/update of the Non-Residential and Residential trips apportionment for this Plan.
2. To address Council's desire to change the apportionment of "one-way" trips to closer reflect actual "Non-Residential" Developments' travel demand, we have removed the counting of "one-way" trips that can now be justifiably apportioned to the residential developments within the Great Lakes Council area.

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3 Major Roads

3.1 Purpose of the Major Roads Plan

This plan is to enable funding for improvements to Tea Gardens District Major Roads so that, as further development and consequent increases in motor, pedestrian and cycle traffic occur, Council will be in a position to increase the capacity of the major roads and intersections.

3.2 Land to which the Major Roads Plan Applies

This plan applies to development in the area for which the Hawks Nest-Tea Gardens urban area is the main service centre. It is defined as the Localities of **Tea Gardens, Hawks Nest, Pindimar and Bundabah**, as shown by "**S94 Plan: Tea Gardens District 2009 Catchment Boundary**" Map in **Section 11 - Appendix below**.

3.3 Effect of Development on Major Roads

As development occurs anywhere in the Tea Gardens District, the traffic on the Tea Gardens-Hawks Nest major road network increases because Tea Gardens-Hawks Nest is the service centre for the district.

The network is at present considered to be adequate, so any increase in traffic will result in a need for upgrade.

3.4 History of Major Roads Plans in the Tea Gardens District

Tea Gardens Hawks Nest Arterial Roads (revised 2 April 2003)

Schedule of works

Myall Way				Comment
2.1-2.2	65km/h curve rh	improve alignment	\$220,000	
3.8-4.0	65 km/h curve rh	improve alignment	\$350,000	
5.5-5.6	75km/h curve rh	improve alignment	\$220,000	Done, can be deleted
6.0-6.2	55 km/h curve lh	improve alignment	\$220,000	Done, can be deleted
6.3-6.5	70 km/h curve rh	improve alignment	\$220,000	
0 (Highway)-6.9 (Toonang Dr)	Widening 6km		\$600,000	3km remaining, needs full reconstruct
K&G widening, drainage				
Myall St		2,228		1,820 remains
Kingfisher Avenue		1400		
		3628	\$1,886,560	
	Total		\$3,716,560	

The life of the plan was to 2011 with a contribution rate indexed to 2008-09 of \$633.07 per person

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Current status:

Amount collected to 30 June 2008, including interest	\$495,627
Amount spent from contributions (2003-04 Myall St K & G)	\$238,389
Amount held at 1 July 2008	\$257,238

Myall/ Yalinbah Streets Roundabout Plan (2 April 2003)

This plan collected only from medium density developments in the 2(b) zone. It aimed to collect \$500,000 from a prospective 300 units. The contribution rate indexed to 2008-09 was \$1,869.97/unit. The current status is as follows:

Current status:

Amount collected to 30 June 2008, including interest	\$37,973
Amount spent from contributions	\$0
Amount held at 1 July 2007	\$37,973

3.5 Schedule of Works

Note that works are programmed over the period 2009-2041, in accordance with the demand for upgrade generated by new development and with the sequence of new development.

Location	Scope of Work	Cost Estimate
Arterial Road Upgrade - Pacific Highway to North Hawks Nest		
Myall Way 1.8-2.2 km from Pacific Highway	upgrade (incl realign at 2.1km)	\$400,000
Myall Way 2.6km-4.8km from Pacific highway	upgrade (incl realign at 3.8km)	\$1,750,000
Myall way-Toonang Dr Intersection	Intersection Improvements	\$500,000
Myall Way Toonang Dr intersection to Northern intersection Riverside	upgrade 0.6km	\$480,000
Myall Way intersection improvements from Myall Quays Boulevard to northern access point	upgrade 0.3km	\$1,200,000
Myall St near Marine Drive	Improve Pedestrian Safety	\$30,000
Charles St Intersection	Roundabout	\$500,000
Myall St: Charles St to Maxwell St	Improve Pedestrian Safety	\$80,000
Maxwell St intersection	Roundabout	\$500,000
Myall St: Maxwell St to Ogden St	Improve Pedestrian Safety	\$30,000
Ogden St Intersection	Intersection Improvements	\$30,000
Hough St intersection	Intersection Improvements	\$30,000
Yalinbah St intersection	Roundabout	\$500,000
Myall St: Yalinbah St to Penn St	Road widening, kerb and gutter	\$210,000
Coupland St intersection	Intersection Improvements	\$500,000
Myall St: Boston Street to Settlers Way	Road widening, kerb and gutter	\$210,000
Settlers Way intersection	Intersection Improvements	\$500,000
Myall St: Settlers Way to Myall Quays Boulevard	Road widening, kerb and gutter	\$105,000
Myall St: Myall Quays Boulevard to North St	Road widening, kerb and gutter	\$570,000
Kingfisher Avenue: Ibis St to Mungo Brush Rd	Road widening, kerb and gutter	\$300,000
Kingfisher Avenue/ Mungo Brush Rd	Roundabout	\$500,000
Mungo Brush Rd: Kingfisher Av To Nth Hawks Nest	Road Widening 2km	\$1,500,000
Sub Total Arterial Road		\$10,425,000

Marine Drive Upgrade

Hough St to Ogden St (incl Ogden St intersection)	Improve Pedestrian Safety	\$345,000
Ogden St to Maxwell St (incl Maxwell St intersection)	Improve Pedestrian Safety	\$320,000
Maxwell St to Charles St (incl Charles St	Improve Pedestrian Safety	\$200,000

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intersection)		
Charles Street to Myall Street	Improve Pedestrian Safety	\$190,000
Sub Total Marine Drive		\$1,055,000

Cycleways

Marine Drive from Maxwell St to Budgeree St	Off-road shared path	\$500,000
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Other Road Improvements

Yamba Street / Tuloa Avenue	Intersection Improvements	\$50,000
Works required for increased traffic but not otherwise listed	Unscheduled works	\$500,000
Sub Total Other Road Works		\$550,000
TOTAL PROGRAM		\$12,530,000

Note: The above program is not the entire capital program for the arterial. It does not include pavement reconstruction as do a number of other section 94 plans, unless it is part of the work of upgrading the geometry of the road to accommodate traffic growth.

3.6 Derivation of Contribution Rate

OFFSETS

Amount held in arterial roads fund at 1/7/08	-\$257,238
Amount held in Cycleways fund at 1/7/08	-\$59,418
Amount held in Myall-Yalinbah fund at 1/7/08	-\$38,973
TOTAL OFFSETS	-\$355,629

COMPUTATION OF RATE

Total Program	\$12,530,000
Total Offsets (as detailed above)	-\$355,629
Adjusted Balance After 1/7/08 Offsets	\$12,174,371
Add CPI Indexing Adjustment for 2010 compared to 2008 (i.e. (174.0/166.0) - 1)	\$586,716
Amount to be collected	\$12,761,087
Forecast additional trips (See Chapter 2)	33,280
Contribution rate per additional trip (i.e. \$12,761,087/33,280)	\$383.45

The above calculation is based on works being provided as demand from new development arises. It is assumed that no loans will be required.

The above rate is applicable for the year 2011-12 (using CPI = 174.0/96.9).

The rate will be indexed on each 1 July thereafter in accordance with the change in the CPI for the year to the previous December quarter. The CPI is the All Groups Consumer Price Index, weighted average of 8 capital cities.

Its value for December quarter 2013 is 104.8 thereby giving the following indexed contribution rate per "one-way" trip for 2014-15:
\$414.71

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4 Open Space Contributions Plan

4.1 Purpose of the Plan

This plan is to enable funding for the provision of public open space in the Tea Gardens District as required to meet the needs of the expanding population. The aim is to maintain an overall area standard of **28.3 square metres a person** and to provide the necessary active and passive recreation facilities.

4.2 Land to which the Plan Applies

This plan applies to development in the area for which the Hawks Nest-Tea Gardens urban area is the main service centre. It is defined as the Localities of **Tea Gardens, Hawks Nest, Pindimar and Bundabah**, as shown by "**S94 Plan: Tea Gardens District 2009 Catchment Boundary**" Map in **Section 11 - Appendix below**.

4.3 Effect of Development on Open Space

The requirement for open space is considered to be in direct proportion to the number of people served. Accordingly each development in the district, which has the potential to increase population, is required to contribute.

4.4 History of the Plan

This plan commenced on 7 August 1998 as part of the new Tea Gardens Hawks Nest Plan. The plan established a standard of area provision as follows

Class of Open Space	Area Needed at 28.3 m ² /person ¹
Small Parks	7.1 m ²
Large Parks	8.5 m ²
Courts	4.2 m ²
Fields	8.5 m ²

The 1998 plan adopted a contribution period to 2008. The plan was revised in 2003 to extend the horizon to 2011.

It was determined that, other than provision for small local parks, there was no need for acquisition during the life of the plan.

The contribution rates per person were set at:

	Cost/sq m (2002-03)	Contributions per person (2002-03)		
		Infill	New Areas	Rural Res
Small Parks - Acquisition	\$15		106.13	
Small Parks - Embellishment	\$20		138.33	
Large Parks - Acquisition	\$15		<i>nil</i>	
Large Parks - Embellishment	\$10	83.00	83.00	
Courts – Acquisition	\$15		<i>nil</i>	
Courts – Embellishment	\$50	207.50	207.50	207.50
Fields – Acquisition	\$15		<i>nil</i>	
Fields- Embellishment	\$20	166.00	166.00	166.00
Total per person		\$456.50	\$700.96	\$373.50

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The total amount collected, including interest earned, was \$750,503 to 30 June 2008. The amount spent on play equipment, shelters and spear points was \$280,502, leaving a credit balance at 1 July 2008 of \$470,001.

4.5 Schedule of Works

Acquisition Program

This Plan aims to continue the space standards of the 1998 plan, i.e. 28.3 square metres per person. However this plan extends the horizon beyond 2011 and provides for acquisition of the full 28.3 square metres per person.

The horizon is extended beyond the 2011 date of the existing plan for as long as development that results in population growth continues to occur. At this stage the end date is expected to be 2041. Specific sites for acquisition cannot be firmly identified at this stage. Most of the new areas will be provided in new subdivisions as works in kind or material public benefit and other spaces will be acquired as opportunities arise.

Embellishment Program

Existing Open Space

A program of improvements to existing facilities to meet increased usage would include:

- Playground and bike track southern end of Marine Drive
- Playground at District Sporting Facility
- Shade Playground in reserve at end of Penn Dr
- Embellish reserve on Budgerie Rd
- Improve shelter and landscaping Moira Parade reserve
- Construct sealed pathway between car park and picnic area Winda Woppa
- Provide fish cleaning tables at boat ramps
- Construct pathway along Marine Dr foreshore
- Install bike racks at pool, sporting fields and boat ramps

Future Open Space

The locations of embellishment projects will be wherever new open space is acquired to meet the needs of the new population.

4.6 Derivation of Contribution Rates

The contribution rate per person will be that required to acquire and embellish 28.3 sq m of open space.

Using cost **estimates for the year 2008-09 (based on CPI = 89.1) contributions** are calculated as follows:

	Sq m per person	\$/ sq m acquisition	\$/ sq m embellishment	\$/ person acquisition	\$/ person embellishment
Small parks	7.1	\$20	\$20	\$142.00	\$142.00
Large parks	8.5	\$20	\$20	\$170.00	\$170.00
Courts	4.2	\$20	\$50	\$84.00	\$210.00
Fields	8.5	\$20	\$20	\$170.00	\$170.00
Total	28.3			\$566.00	\$692.00

Total contribution rate per person is \$1,258.00 for the year 2009-10 (using CPI = 92.4).

The additional leviable population of 8,240 should yield \$10.87 million (2011-12 values) in contributions and works in kind.

TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

The contribution rate will be indexed on each 1 July in accordance with the change in the CPI for the year to the previous December quarter. The CPI is the All Groups Consumer Price Index, weighted average of 8 capital cities.

Its value for December quarter 2013 is 104.8 thereby giving the following indexed contribution rate per person for 2014-15: \$1,426.82

The contribution will be payable for all developments in the District which have the potential to increase population and/or demand for open space.

Credit for Works in kind

Developments that provide open space area and/or embellishment may be allowed to pay a reduced amount in recognition of the works in kind. The amounts of reduction will generally be in proportion to the value of land and works provided.

5 Library and Community Facilities Contributions Plan

5.1 Purpose of the Plan

This plan is to enable funding for the provision of library and community facilities in the Tea Gardens District as required to meet the needs of the expanding population.

5.2 Land to which the Plan Applies

This plan applies to development in the area for which the Hawks Nest-Tea Gardens urban area is the main service centre. It is defined as the Localities of **Tea Gardens, Hawks Nest, Pindimar and Bundabah**, as shown by "**S94 Plan: Tea Gardens District 2009 Catchment Boundary**" Map in the **Section 11 - Appendix below**.

5.3 Effect of Development on Need for Community Facilities

The requirement for community facilities is considered to be in direct proportion to the number of people served. Accordingly each development in the district, which has the potential to increase population, whether permanent or visiting, is required to contribute.

5.4 History of the Plan

This plan commenced on 7 August 1998 as part of the new Tea Gardens Hawks Nest Plan. It was revised on 2 April 2003 to update estimates, particularly the cost of land for the community centre (increased from \$150,000 to \$600,000).

The 2003 plan aimed to provide the following to suit the needs of the 2011 population:

New Library (360 sq m)	\$452,399
New Community Centre	\$934,117

At 30 September 2008, the library had been completed at a cost of \$633,712, (including a \$100,000 grant) and there remained an amount of \$106,498 in the account.

5.5 Schedule of Works

Population

The previous 2003 plan adopted an horizon of 2011. The next 2009 plan adopted an horizon of 2041 at which time all known development areas should be completed. This 2014 amended plan retains the 2041 horizon.

It is estimated that the potential gross population of the district will be 16,640 persons in 2041 (see chapter 2 above).

TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

Permanent population say 75% x 16,640 = 12,480. This population requires 589 sq metres as derived in the table below:

Resident population		12,480			
Bookstock per capita		2			
Bookstock		24,960			
Per cent of Bookstock		Number of items	Number on shelves (70%)	Items per sq metre	Sq metres reqd
Books	85%	21,216	14,851	100	149
Magazines	5%	1,248	874	110	8
Non-print	10%	2,496	1,747	100	17
Terminals		8	8	0.2	40
Net Bookstock Area (sq m)					214
Relative Area Factors					
Collection					100%
Study					15%
Browsing					5%
Catalogues					10%
Service Desk					15%
Staff Work area					15%
Storage Areas					5%
Foyer					10%
Toilets					5%
Plant and Equipment					5%
Children's Story Telling					10%
Young Adult Area					10%
Central Work Area					5%
Central Community Office					5%
Meeting Room					10%
Local History Collection					15%
Audio Visual Collection					20%
Coffee					10%
Vending					5%
Total RAF (B)					275%
Floor space required (A x B)					589

Library Expansion

The existing building is 356 sq m. This is sufficient for a permanent population of 7,500. The new plan aims to extend and re-equip the existing library in 2020.

Community centre

The existing building of 520 sq m serves a gross (levies-paid) population of 8,400 of which only an estimated 55%, i.e. 4,600 are permanent.

The existing ratio is 117 sq m of floor space per 1,000 permanent population. To maintain this ratio assuming in future development permanent population is 75% of gross, then the incoming gross population (8,240) will require $117 \times 8,240 \times 0.75 = 723$ sq m.

TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

It is planned to build and equip a new centre on a site to be determined within Hawks Nest or Tea Gardens.

The preferred location in Sanderling Avenue Hawks Nest has been the subject of an Aboriginal Land Claim, which Council has objected to; having already requested use of the subject land from the State Government. An alternative site is being considered. Discussions with the Area Health Service indicate that there is scope for the design and construction a shared multipurpose community centre with the Health Service as a key tenant.

The centre may be larger than 723 sq m in which case Council will need to supply proportionate funding.

Schedule of works is as follows:

Facility	Estimated Cost (2008 values)	Timelines
Library Extension, additional 233 sq metres and Siteworks	\$800,000	2015-16
New Community Centre 723 sq m include land	\$1,700,000	2015-16
Renovate Hawks Nest Centre	\$500,000	2015-16
Present value of loan costs, borrowing \$2.5m over 20 years, interest rate 8%, inflation rate 4%	\$960,000	
Total	\$3,960,000	

5.6 Derivation of Contribution Rate

Capital Cost	\$3,960,000	
Recoupment by Council (library OK for 7,500 pop – 4,600 \$500,000 x 3,900/7,500)	\$260,000	
Amount held in account	-\$106,498	
Grants	-\$200,000	
Developer Contributions Required in 2009-10 values	\$3,913,502	
Add CPI Adjustment for 2010 c.f. 2008 (i.e. (174.0/166.0) - 1)	\$188,602	
Total Developer Contributions Required	\$4,102,104	
Total new population leviable	8,240	
Contribution per person (i.e. \$4,102,104/8,240)	\$497.83	

The above rate is applicable for the year 2011-12 (using CPI = 174.0/96.9).

The rate will be indexed on each 1 July thereafter in accordance with the change in the CPI for the year to the previous December quarter. The CPI is the All Groups Consumer Price Index, weighted average of 8 capital cities.

Its value for December quarter **2013 is 104.8 thereby giving the following indexed contribution rate per person for 2014-15:** **\$538.42**

TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

6 Surf Life Saving Facilities Contributions Plan

6.1 Purpose of the Plan

This plan is to enable funding for the expansion of facilities at Hawks Nest Surf Club as required to meet the needs of the expanding population.

6.2 Land to which the Plan Applies

This plan applies to development in the area for which the Hawks Nest-Tea Gardens urban area is the main service centre. It is defined as the Localities of **Tea Gardens, Hawks Nest, Pindimar and Bundabah**, as shown by "**S94 Plan: Tea Gardens District 2009 Catchment Boundary**" Map in the **Section 11 - Appendix below**.

6.3 Effect of Development on need for Surf Life Saving Facilities

The requirement for surf life saving facilities is considered to be in proportion to the number of people served. Accordingly each development in the district, which has the potential to increase population, whether permanent or visiting, is required to contribute.

6.4 History of the Plan

This plan commenced on 2 April 2003, at which time the following capital facilities were noted.

Facility	Number
IRBs	4
Rescue PWC	0
Rescue Vehicles	1

The plan aimed to provide the following additional facilities to suit the needs of the 2011 population:

Facility	Number
Admin Equipment (bundle)	3
Additional IRB	1
Rescue PWC	1
Additional 4 x 4 Rescue Vehicle	1

The estimated cost, to be raised by contributions, was \$67,545.

At 30 June 2008, the total amount collected, including interest earned was \$31,095. In 2005-06, an amount of \$13,636 was spent towards the purchase of a beach patrol vehicle, leaving a credit balance at 1 July 2008 of \$17,459.

6.5 Program

Equipment

Existing equipment is as follows:

3 x IRBs, complete
1 x Rhino (ATV)
1 x Patrol Shelter
8 x Rescue Boards
3 x Oxy Viva units

The replacement value of the existing equipment is estimated at \$138,000.

As the district population, and the workload of the club, are expected to double during the life of the plan, an allowance is made for \$138,000 of additional purchases. The actual items to be purchased will depend on available equipment and needs at the time.

TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

Building

The existing building has an area of 900 sq m.

Given the projected population increase of 100%, and the additional equipment and personnel consequently to be accommodated, the building will need to be increased in size.

Designs will be prepared closer to the time the extension is needed, however an increase of 25% of floor area is likely to be a minimum requirement.

This plan therefore allows for an expansion by 25%, i.e. 225 sq m at \$1,700/sq m = \$382,000

6.6 Derivation of Contribution Rate

The contribution rate is derived as follows:

Facility	Amount
Equipment	\$138,000
Building	\$382,000
Total	\$520,000
Offsets:	
Amount held in account at 30 September 2008	-\$17,459
Developer Contributions Required in 2009 Values	\$502,541
Add CPI Adjustment for 2010 c.f. 2008 (i.e. (174.0/166.0) - 1)	\$24,219
Total Developer Contributions Required in 2011-12 Values	\$526,760
Total new population leviable	8,240
Contribution per person in 2011-12	\$63.93

The above rate is applicable to the year 2011-12 (using CPI = 174.0/96.9).

The rate will be indexed on each 1 July thereafter in accordance with the change in the CPI for the year to the previous December quarter. The CPI is the All Groups Consumer Price Index, weighted average of 8 capital cities.

Its value for December quarter **2013 is 104.8 thereby giving the following indexed contribution rate per person for 2014-15: \$69.14**

TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

7 Hawks Nest Parking Contributions Plan

7.1 Purpose of the Hawks Nest Car Parking Plan

This plan aims to fund the provision of public car and bicycle parking required for "non-residential" development in Hawks Nest.

7.2 Land to which the Hawks Nest Parking Plan Applies

The Hawks Nest parking plan will be applied to developments within or near the Hawks Nest commercial zone as defined in "**S94 Plan: Hawks Nest Car Parking - Great Lakes 2013 Catchment Boundary**" Amended Map in Section 11 - Appendices.

Each new development will either provide off street parking in accordance with Council's car parking policy or make a respective contribution to this plan. Each new development will also make a respective contribution to this plan for Bicycle Parking in accordance with Council's policy and the requirements of this plan.

7.3 Effect of Development on the Need for Car Parking

The available public parking spaces in the Hawks Nest business district were considered more than sufficient at July 2006. Further development will increase the incidence of parking until additional parking spaces are required. It is therefore required that any future development that does not provide on-site parking for both vehicles and / or bicycles in accordance with Council's Parking Policy shall contribute to the provision of public parking. The contributions will be used to recoup the costs of existing parking and to provide new parking.

7.4 History of the Hawks Nest Car Parking Plan

The original plan came into effect on 3 April 1993.

At that stage Council had purchased lots 79, 81 and 83 in DP 16379 and had constructed parking areas on lots 79 and 81. Council's plans were to develop the parking on the 3 lots already acquired and to acquire and develop lot 87.

The 1998 plan was essentially the same as the 1993 plan except that lot 80 was to be acquired instead of lot 87.

The 2006 revision dropped the development of lot 83 from the plan.

Note: Council will be engaging consultants in 2015 to re-assess the size of the business zone for Hawks Nest and this will lead to a review of both the catchment and relative area of parking needed for future developments which cannot meet the Council's policy for on-site parking.

These reviews' findings will be included in the next scheduled review of this Plan.

7.5 Schedule of Works

The plan remains to acquire lot 80 and to develop lots 79, 80 and 81 as car park.

This should yield 90 spaces. In 2009 60 parking spaces existed on lots 79 and 81 but only about 20 were being used at any one time.

Contributions are based on the total cost of the 90-space parking area and will be based on no need for borrowing.

TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

The program to be funded is therefore:

Item	Cost for Plan	Period
lot 79 purchased 1977 \$9,500	\$40,000	1977
lot 81 purchased 1987 \$49,000	\$92,000	1987
Acquisition of lot 80 (land valuation \$330,000 in 2013)	\$475,000	2016-2020
Construct parking for 30 cars, upgrade existing 60-car area	\$275,000	2016-2025
Total	\$832,000	

7.6 Derivation of Contribution Rate

7.6.1 Car Parking

The contribution rate per parking space will be equal to the cost of providing a parking space. This is the total cost of the parking area, \$882,000 divided by 90 spaces, giving a rate of \$9,800.00 per car space.

The above rate is applicable to the year 2013-14 (using CPI = 102.0).

The rate will be indexed on each 1 July thereafter in accordance with the change in the CPI for the year to the previous December quarter. The CPI is the All Groups Consumer Price Index, weighted average of 8 capital cities.

Its value for December quarter 2013 is 104.8 thereby giving the following indexed contribution rate per car parking space for 2014-15: \$10,069.02

7.6.2 Bicycle Parking

For Bicycle parking the contribution rate is contained in the tables below:

Bicycle Parking per Development Type	Contribution
Class 2 Bicycle Enclosure	\$2,000 per enclosure
Class 3 Bicycle Rail	\$1,000 per rail

The above Bicycle Parking contribution rate for 2011-12 (based on CPI = 174.0/96.9) will be indexed on each 1 July thereafter in accordance with the change in the CPI for the year to the previous December quarter. The CPI is the All Groups Consumer Price Index, weighted average of 8 capital cities.

Its value for December quarter 2013 is 104.8 thereby giving the following indexed contribution rates for 2014-15:

Class 2 Bicycle Enclosure	\$2,163.06 per enclosure
Class 3 Bicycle Rail	\$1,081.53 per rail

8 Tea Gardens Parking Contributions Plan

8.1 Purpose of the Plan

This plan aims to fund the provision of public car and bicycle parking required for "non-residential" development in Tea Gardens.

TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

8.2 Land to which the Plan applies

The Tea Gardens parking plan will be applied to developments within or near the Tea Gardens commercial zone as defined in "S94 Plan: Tea Gardens Car Parking - Great Lakes 2013 Catchment Boundary" Amended Map in Section 11 - Appendices.

Each new development will either provide off street parking in accordance with Council's car parking policy or make a respective contribution to this plan. Each new development will also make a respective contribution to this plan for Bicycle Parking in accordance with Council's policy and the requirements of this plan.

8.3 Effect of development on the need for Parking

As at July 2006 the available public parking in the Tea Gardens business district was often being used to full capacity. It is therefore required that any future development that does not provide on-site parking for both vehicles and/or bicycles in accordance with Council's Parking Policy, shall contribute to the provision of public parking as set out in this plan.

8.4 History of the Tea gardens Car Parking Plan

This plan commenced in 2006. Land had been identified at Lots 6 & 7, DP 95484, being 213 and 215 Myall Street, Tea Gardens as suitable for a new public car park.

8.5 Schedule of Works

The current program to be funded is:

Item	Cost for Plan	Period
Lots 6 and 7 purchased in 2007 for \$451,000	\$451,000	2007
Interest charged for S94 internal-pooling loan	\$48,100	2009-11
Construct parking area for 61 cars	\$200,000	2016-2025
Estimated Interest on loan for project completion	\$180,000	2016-2025
Total	\$879,100	

At 30 June 2008, the purchase had been completed.

8.6 Derivation of Contribution Rates

8.6.1 Car Parking

The contribution rate is the total cost divided by the number of spaces provided.

The contribution rate is therefore $\$879,100/61 = \$14,412$ per car parking space.

The above rate is applicable to the year 2013-14 (using CPI = 102.0).

The rate will be indexed on each 1 July thereafter in accordance with the change in the CPI for the year to the previous December quarter. The CPI is the All Groups Consumer Price Index, weighted average of 8 capital cities.

Its value for December quarter 2013 is 104.8 thereby giving the following indexed contribution rate per car parking space for 2014-15: **\$14,807.62**

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S94 CONTRIBUTIONS PLAN**

8.6.2 Bicycle Parking

For Bicycle parking the contribution rate is contained in the tables below:

Bicycle Parking per Development Type	Contribution
Class 2 Bicycle Enclosure	\$2,000 per enclosure
Class 3 Bicycle Rail	\$1,000 per rail

The above Bicycle Parking contribution rate for 2011-12 (based on CPI = 174.0/96.9) will be indexed on each 1 July thereafter in accordance with the change in the CPI for the year to the previous December quarter. The CPI is the All Groups Consumer Price Index, weighted average of 8 capital cities.

Its value for December quarter 2013 is 104.8 thereby giving the following indexed contribution rates for 2014-15:

Class 2 Bicycle Enclosure	\$2,163.06 per enclosure
Class 3 Bicycle Rail	\$1,081.53 per rail

9 Payment of Contributions

9.1 Application of Contributions to Various Developments

Contributions are payable according to population increase and, in some areas, traffic increase expressed in additional “one-way” trips.

Single Dwellings

Each lot that has a dwelling entitlement is assumed to have paid all development contributions with respect to a single dwelling.

Therefore no contributions are payable when a single dwelling is built on a single lot which has a dwelling entitlement.

Additional Dwelling Units

When more than one dwelling is to occupy one lot then contributions will be payable in accordance with Table 9.1 below.

Credit will be allowed as an offset against the population or traffic generated by the development. The amount of credit in the case of a vacant single lot will be the amount for a single dwelling. Where approved residential development is to be demolished the amount of credit will be that applicable to the existing development.

TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

Table 9.1 - Number of Additional Trips for Residential Development

	Persons	Additional Trips
Lot or single house or dual occupation (i.e. additional house on lot)	2.4	9
Multi-unit developments:		
3 or more bedrooms	2.2	5
2 bedroom	1.8	5
1 bedroom	1.3	5
Bed-sitter	1.0	5
Other developments:		
Motel room*	1.0	3
Caravan Park Site	1.0	3
Dormitory bed in hostel	0.5	1.5
Bed and Breakfast in existing house	0.0-2.0	Nil

***Motel room includes a room in a hotel, hostel, guest house, boarding house and the like**

The additional trips are additional “one-way” trips generated. A “return trip” is therefore counted as two trips.

Non-Residential Developments

Non-residential developments will pay contributions according to the extra traffic generated that is not already counted as part of trips attributed to a levy on residential developments. As a guiding principle, non-residential developments are levied for the number of additional one-way trips that are generated. A "return trip" to a development is therefore counted as two movements. Council estimates that of all trips that a development generates, 20% have not been attributed to a levy on residential development. As such, the major road contribution for a non-residential development will be charged for 0.4 one way trips per vehicle accessing the site per day.

Non-residential developments are encouraged to undertake a detailed Traffic Impact Assessment in accordance with Austroads guidelines to determine the estimated number of vehicles accessing a development per day.

In the absence of a Traffic Impact Assessment, Council will use the “one-way” trip rates contained in the latest version of the Council’s **“Non-Residential” Developments S94 “One-Way” Trips Table** (available from Council’s website or offices) to estimate the number of additional “one-way” trips that a non-residential development generates. (Refer to the Appendices of this Plan for the now current Trips Table).

9.2 Timing of Payments

The contributions must be paid prior to the issue of a construction certificate, subdivision certificate or complying development certificate, depending on which respective certificate applies.

Where any payment is made after the end of the financial year in which the consent was issued the amount payable will be changed in accordance with the CPI (All Groups Consumer Price Index, weighted average of 8 capital cities.) The CPI for the time of consent is that which applies to the December quarter prior to the financial year of consent. The CPI at time of payment is that which applies to the December quarter prior to the financial year of payment.

TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

Indices for the years from 2002-03 are as follows.

Index Date Dec Qtr	For Financial Year	CPI
2001	2002-2003	75.4/135.4
2002	2003-2004	77.6/139.5
2003	2004-2005	79.5/142.8
2004	2005-2006	81.5/146.5
2005	2006-2007	83.8/150.6
2006	2007-2008	86.6/155.5
2007	2008-2009	89.1/160.1
2008	2009-2010	92.4/166.0
2009	2010-2011	94.3/169.5
2010	2011-2012	96.9/174.0
2011	2012-2013	99.8/179.4
2012	2013-2014	102.0
2013	2014-2015	104.8

9.3 Pooling of Contributions

This plan expressly authorises monetary contributions paid for different purposes to be pooled and applied (progressively or otherwise) for those purposes.

9.4 Concessions/Discounts/Exemptions/Variations/Credits to Contributions

The following points are taken directly from the Section 94 Practice Notes issued by the NSW Department of Planning (now known as NSW Planning and Infrastructure) in November 2005 and these are still required to be followed by all NSW Councils in the preparation, development and amendment of their Section 94 Development Contributions Plans.

9.4.1 What are the mandatory conditions for Section 94 Contributions to apply?

"Section 94B(1) of the *EP&A Act* requires that a contribution can be imposed only if a development contributions plan so authorises the council. Further, the contribution can only be imposed if it is in accordance with that contributions plan."

9.4.2 What other options are available to fund drainage and stormwater infrastructure?

"Council can require developers to undertake works or to pay part of the whole cost of these works using the combined authority under s64 of the *Local Government Act 1993* and Division 2, Part 3 of the *Water Supply Authorities Act 1987*. Guidelines issued by the former Department of Land and Water Conservation also note that stormwater and drainage services may be levied under these Acts and, consequently, can also be excluded from Section 94 contributions if a council wishes."

9.4.3 What are valid adjustments to S94 Contributions for a development?

"There are essentially two ways that a section 94 (s94) contribution can be adjusted:

- adjustment of the **contribution rate** specified in a s94 development contributions plan
- adjustment of the amount payable under a condition of **development consent** between the time of the granting of consent and payment."

9.4.4 What exemptions may be considered?

"A council may elect to exempt particular types of development or class of development from the payment of development contributions on the basis of strategic planning, economic or social purposes.

TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

While it is not possible to foresee every scenario, permitting the possibility of future requests for exemption being decided on their merits is reasonable – subject to some criteria being specified in advance to ensure equity. Council's policy on exemptions must be stated in the development contributions plan and, as far as possible, be specific about the types of facilities to be exempted. Alternatively, a council may state the criteria that will be used to determine an exemption or exclusion."

9.4.5 Implications of exemption of section 94 contributions

"Where exemptions are granted (or development is to be covered by a s94A plan), council should not factor this exempt development into the assessment of demand for the purposes of a s94 development contributions plan. Where the exempted development will create future demand, and the council intends to cater for this demand through provision of facilities (e.g. through the application of s94A levies), it must specify the amount of apportionment that will be applied to the development which is exempted."

9.4.6 Discounting contributions

"Discounting means reducing the calculated contribution rate in order to achieve a specific planning, social, economic or environmental purpose. It is extremely important for a council to consider the implications which discounting, and the consequent reduction in contributions, may have for the existing and/or the new community. Implications could include the delay in the provision of an identified facility or the provision of a facility of a lesser standard or capacity. Another implication is the creation of precedent. Where discounting has been actively employed, perhaps to encourage development, it is often difficult to shift the policy or defend a new policy in the face of past actions. Discounting should be used judiciously as it effectively means that existing ratepayers are subsidising future development. Council and the community must be made fully aware of the financial implications of discounting practices".

9.4.7 Credits for non-residential development

"For commercial and industrial development, credits are more complicated, as the same development may have differing implications such as higher (or lower) levels of traffic generation. Councils will need to assess these on a case by case basis. In all cases, council should have a specific policy on credits in their s94 development contributions plan. These will need to be documented and the implication for the s94 development contributions plan assessed particularly if the credit is large."

Note: For further information on these matters please refer to a current copy of "Policy For Section 94 Development Contributions Assessment" available from Administration offices and/or website of Great Lakes Council.

10 References

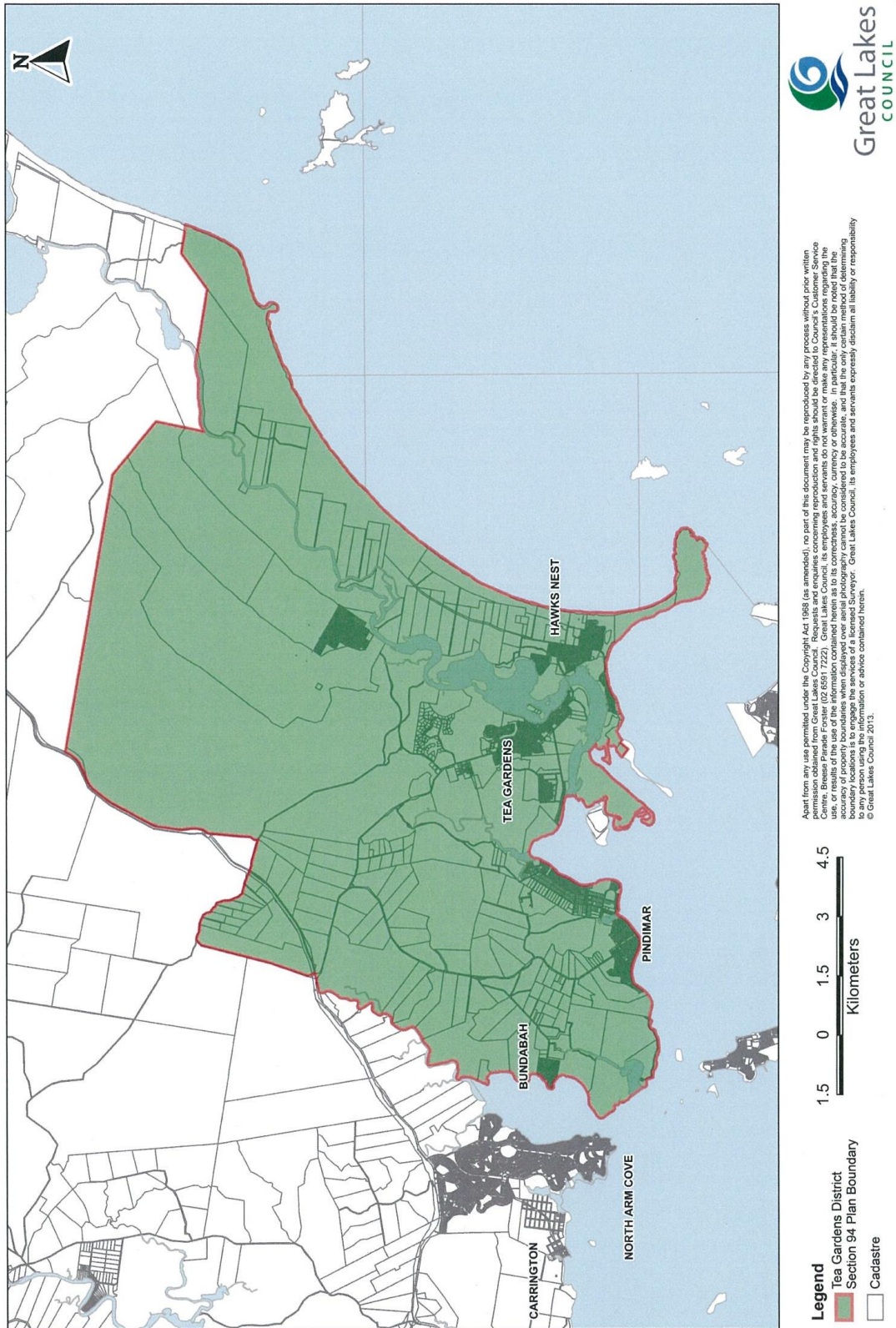
1. Tea Gardens Hawks Nest Conservation & Development Strategy - Great Lakes Council (2003)
2. Tea Gardens Hawks Nest Housing Strategy - Great Lakes Council (2006)
3. Various Rezoning Plans, Proposals and Related Studies for Tea Gardens Hawks Nest (2010-11)
4. RMS - Guide to Traffic Generating Developments – 2001 (As Amended)
5. Traffic Engineer's Internal Memo Regarding Non-Residential Trip Rates - Great Lakes Council – 15 March 2013
6. Policy for Section 94 Development Contributions Assessment – Great Lakes Council – 25 March 2014
7. NSW Planning & Environment (NSWPE) - Development Contributions Practice Notes - July 2005 (updated December 2006)

Note: The specific set of NSWPE Development Contributions Practice Notes mentioned in item 10.7 above was referred to as a guide for the current amendments to this Plan because all the S94 Development Contributions resulting from this Plan are well below the current Cap of \$20,000 per residential lot so therefore the IPART-developed "2014 Practice Notes" do not apply to this Plan.

TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

11 Appendices

11.1 "S94 Plan: Tea Gardens District 2009 Catchment Boundary" Amended Map.

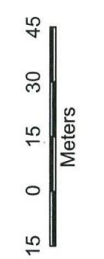


TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

11.2 " S94 Plan: Hawks Nest Car Parking - Great Lakes 2013 Catchment Boundary" Amended Map



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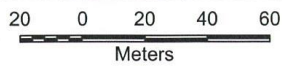


- Legend**
- Hawks Nest Car Parking
 - Section 94 Plan Boundary
 - Cadastre



TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

11.3 " S94 Plan: Tea Gardens Car Parking - Great Lakes 2013 Catchment Boundary" Amended Map



Legend

- Tea Gardens Car Parking Section 94 Boundary Plan
- Cadastre

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TEA GARDENS DISTRICT S94 CONTRIBUTIONS PLAN

11.4 "Non-Residential" Developments S94 "One-Way" Trips Table – 18 November 2013

Land Use	Size of Development	Average Daily Vehicle Trips (ADVT) To Be Used
Office and Commercial		
Commercial Premises (except those below)	All sizes	2 / 100m2 GLFA
Medical Consulting Rooms	All sizes	0.4 / staff + 0.3 / Appointment
Child Care Centres	All sizes	0.4 / Child
Retail		
Retail Shops/Shopping Centres	0-10,000 m2	24 / 100m2 GLFA
	10,001-20,000	16 / 100m2 GLFA
	20,001-30,000	13 / 100m2 GLFA
	30,001-40,000+	10 / 100m2 GLFA
Bulky Goods	All sizes	3.6 / 100m2 GLFA
Major Hardware / Building Supplies	All sizes	6.8 / 100m2 GLFA
Markets	All sizes	3.6 / stall
Restaurants	All sizes	12 / 100m2 GLFA
Drive-In Takeaway Food Outlets	All sizes	8 / 100m2 GLFA
Recreation and Tourist Facilities		
Multi-Sports Centres	All sizes	12 / 100m2 GLFA
Squash Courts	All sizes	0.8 / Court
Tennis Courts	All sizes	1.8 / Court
Bowling Greens	All sizes	12 / Bowling Green
Gymnasiums	All sizes	9 / 100m2 GLFA
Caravan Parks	All sizes	1 / Tenanted Site + 0.4 / Casual Site
Marinas	All sizes	0.5 per fixed berth + 0.3 per swing mooring
Boat Ramps	All sizes	0.2 / Boat Trailer Parking Space
Licensed Clubs / Hotels / Taverns	All sizes	8 / 100m2 GLFA
Industrial		
Road Transport Depots	All sizes	1 / 100m2 GLFA
Truck Fuel Stops	All sizes	24 / 100m2 GLFA
Factories	All sizes	1 / 100m2 GLFA
Warehouses	All sizes	0.8 / 100m2 GLFA
Plant Nurseries	All sizes	10 / 100m2 GLFA
Other		
Seasonal Usage of Facility	All sizes	See Note 3 below
Default Trips for Non-Specified Development	All sizes	0.4 one-way trips per vehicle accessing the site per day
Notes:		
1. Other Developments Not Shown Above -	A Recent Traffic Impact Assessment to be Submitted By An Accredited Professional.	
2. The above ADVT values are only the "Non-Residential portion" of the "One-way" Trips not already included in Residential Trips.		
3. Seasonal usage of a facility allows a discount calculated as (the number of days used per year / 365) to the above values		