



# BEVERIDGE NORTH WEST

## DEVELOPMENT CONTRIBUTION PLAN

SEPTEMBER 2014



## Contents

1. Executive Summary .....	1
2. Introduction .....	2
2.1. Report Structure .....	3
2.2. Strategic Basis .....	4
2.3. Planning and Environment Act 1987 .....	4
2.4. Beveridge North West Precinct Structure Plan.....	6
2.5. The area to Which the Development Contributions Plan Applies .....	8
2.6. Project Identification.....	8
3. Infrastructure Project Justification .....	9
3.1. Items not Included in the Development Contributions Plan.....	10
3.2. Infrastructure Projects .....	13
3.2.1. Transport Projects .....	13
3.2.2. Sporting Reserve Projects.....	23
3.2.3. Community Infastrucutre Projects .....	27
3.3. Distinction between Development and Community Infrastructure .....	29
4. Calculation of Contributions .....	31
4.1. Calculation of Net Developable Area and Demand Units .....	31
4.1.1. Net Developable Area.....	31

4.1.2.	Land Budget and Demand Units.....	33
4.1.3.	Property specific calculations .....	33
4.1.4.	Public Open Space Contributions .....	33
4.2.	Calculation of Contribution Charges .....	34
4.2.1.	Calculation of Costs .....	34
4.2.2.	Road Construction and Intersection Works.....	34
4.2.3.	Sporting Reserves Projects .....	34
4.2.4.	Community Infrastructure Projects.....	34
4.2.5.	Temporary works .....	34
4.2.6.	Valuation of Land .....	34
4.2.7.	Concept Designs and Cost Sheets .....	34
4.2.8.	Cost Apportionment.....	34
4.2.9.	Charge Areas .....	35
4.2.10.	Non-Government Schools.....	35
4.2.11.	Schedule of Costs .....	35
4.2.12.	Summary of Charges per Hectare .....	35
5.	Development Contributions Plan Administration .....	41
5.1.	Collecting Agency (Agency Responsible for Collecting Infrastructure Levy) .....	41
5.2.	Development Agency (Agency Responsible for Works) .....	41
5.3.	Payment of Contribution Levies and Payment Timing.....	42
5.3.1.	Development Infrastructure .....	42

5.3.2.	Community Infrastructure Levy .....	43
5.3.3.	Works in Kind .....	43
5.3.4.	Credit for over Provision.....	44
5.3.5.	Non - Government Schools.....	44
5.4.	Funds Administration .....	45
5.5.	Construction and Land Value Costs Indexation .....	46
5.6.	Development Contributions Plan Review Period.....	46
6.	Implementation.....	48
6.1.	Project Timing.....	48
7.	Other Information .....	50
7.1.	Acronyms.....	50
7.2.	Glossary .....	51
8.	Appendices.....	57
8.1.	Appendix 1 – Property Specific Land Budget.....	57

## List of Plans

Plan 1 Development Contributions Plan Area	5
Plan 2 Charge Areas	7
Plan 3 Road Projects	11
Plan 4 Intersection Projects	15
Plan 5 Bridge & Culvert Projects	18
Plan 6 Sporting Reserve Projects	20
Plan 7 Community Facility Projects	23

## List of Tables

Table 1 Summary of Charges .....	1
Table 2 Charge Areas .....	8
Table 3 Road Projects .....	14
Table 4 Intersection Projects .....	17
Table 5 Culvert Projects .....	21
Table 6 Sporting Reserve Projects .....	24
Table 7 Community Facility Projects .....	28
Table 8 Community Infrastructure Levy Projects .....	30
Table 9 Summary Land Use Budget .....	32
Table 10a Calculation of Costs (Development Infrastructure Levy) .....	36
Table 11b Calculation of Costs (Community Infrastructure Levy) .....	40
Table 12 Property Specific Land Budget .....	58



## 1. Executive Summary

The following table provides an overview of the project categories and charges included within this Development Contributions Plan (DCP). A more detailed explanation of apportionment, methods of calculation and the description and costs of individual projects are included within the body of the document.

The costings included in the DCP document are standard costings prepared by the MPA. Prior to finalisation of the DCP, the costings will be reviewed.

**Table 1 Summary of Charges**

Summary - Development Infrastructure Levy by Charge Area			
Charge Area	Total Cost of Contribution	Hectares	Contribution Rate Per Net Developable Hectare (P/NDHA)
Charge Area 1 (residential)	\$162,624,955	753	\$216,071
Summary - Development Infrastructure Levy (Excluding external apportionment)			
Projects	Total Cost of Projects	Development Types Contributing	
Transport	\$102,353,000	Residential	
Recreation	\$16,349,580	Residential	
Community	\$12,500,000	Residential	
<b>Total</b>	<b>\$131,202,580</b>		
Summary - Breakdown of Community Infrastructure Levy			
Levy	Estimated Dwellings	Estimated Total Contribution	
Capped at \$900 per dwelling	11,290	\$10,160,716	
Summary - Total Levies to be Collected			
Levy	Residential		
Development Infrastructure Levy	\$131,202,580		
Community Infrastructure Levy	\$10,160,716		
<b>Total</b>	<b>\$141,363,296</b>		

## 2. Introduction

The Beveridge North West Development Contributions Plan (the 'DCP') has been prepared by the Metropolitan Planning Authority<sup>1</sup> (MPA) with the assistance of Mitchell Shire Council, service authorities and major stakeholders.

The Beveridge North West DCP:

- Outlines projects required to ensure that future residents, visitors and workers in the area can be provided with timely access to local infrastructure and services necessary to support a quality and affordable lifestyle.
- Establishes a framework for development proponents to make a financial contribution towards the cost of the identified infrastructure projects. It ensures that the cost of providing new infrastructure and services is shared equitably between various development proponents and the wider community.
- Provides the details of the calculation of financial contributions that must be made by future developments towards the nominated projects. In this way, it provides developers, investors and local communities with certainty about development contributions requirements and how these will be administered.

---

<sup>1</sup> NOTE: Any reference to the Metropolitan Planning Authority (MPA) in this document is a reference to the Growth Areas Authority (GAA).

## 2.1. Report Structure

This document comprises five parts:

### Strategic Basis

Section 2.0 clearly explains the strategic basis for the Development Contributions Plan, which includes information about the various Beveridge North West Precinct Structure Plans. Section 3.0 provides justification for the various infrastructure projects included in the Development Contributions Plan.

### Calculation of Contributions

Section 4.0 sets out how the development contributions are calculated and costs apportioned.

### Administration

Section 5.0 focuses on administration of the Development Contributions Plan

### Implementation

Section 6.0 focuses on implementation of the Development Contributions Plan and identifies infrastructure delivery priorities.

### Other Information

Section 7.0 and Section 8.0 provide other supporting information .

## 2.2. Strategic Basis

The strategic basis for the DCP is established by the State and Local Planning Policy Framework of the *Mitchell Planning Scheme*. Key documents are the:

- *Growth Corridor Plans: Managing Melbourne's Growth* (GAA, June 2012);
- *Mitchell Shire's Municipal Strategic Statement*;
- *Beveridge North West Precinct Structure Plan*;
- Precinct Structure Plan supporting documents; and
- *Planning and Environment Act 1987*.

These documents set out a broad, long term vision for the sustainable development of the Beveridge North West DCP area.

The Growth Corridor Plans illustrate the planned extent of residential, employment and other development as well as the location of larger activity centres for each growth area. They also include key elements of infrastructure and services such as the open space, community infrastructure, public transport networks and arterial roads.

## 2.3. Planning and Environment Act 1987

This DCP has been prepared in accordance with Part 3B of the *Planning and Environment Act 1987* (the *Act*) as well as other relevant legislation and has been developed in line with the State and Local Planning Policy Framework of the *Mitchell Planning Scheme*. This DCP is consistent with the Minister for Planning's Direction on Development Contributions made under section 46M(1) of the Act and has had regard to the Victorian Government's Development Contributions Guidelines (the 'DCP Guidelines').

The DCP provides for the charging of a Development Infrastructure Levy pursuant to section 46J(a) of the Act towards works, services and facilities. It also provides for the charging of a Community Infrastructure Levy pursuant to section 46J(b) of the Act as some items are classified as community infrastructure by reference to the Act, the Minister's Direction on Development Contributions and the DCP guidelines.

This DCP forms part of the *Mitchell Planning Scheme* pursuant to section 46I of the Act and is an incorporated document under Clause 81 of the *Mitchell Planning Scheme*.

The DCP is implemented in the *Mitchell Planning Scheme* through Schedule 3 to the Development Contributions Plan Overlay as is shown as DCPO3 on the planning scheme maps.

# Plan 1 Development Contributions Plan Area



plan 1 development contributions plan area

## **Strategic Planning for Beveridge North West**

The Beveridge North West area includes approximately 1253 hectares of land within the Urban Growth Boundary.

The need for the infrastructure included within this DCP has been determined according to the anticipated development scenario for Beveridge North West. The DCP has been prepared in conjunction with the Beveridge North West PSP which provides the rationale and justification for the included infrastructure items. Accordingly, the DCP is an implementation based planning tool which identifies the infrastructure items required by the new community and apportions the cost of this infrastructure in an equitable manner across the plan area.

### **2.4. Beveridge North West Precinct Structure Plan**

The Beveridge North West PSP sets out the vision for how land should be developed, illustrates the future urban structure and describe the objectives to be achieved by the future development. The PSP describes the projects required to ensure that future residents, visitors and workers within the area are provided with timely access to services and transport infrastructure necessary to support a quality affordable lifestyle.

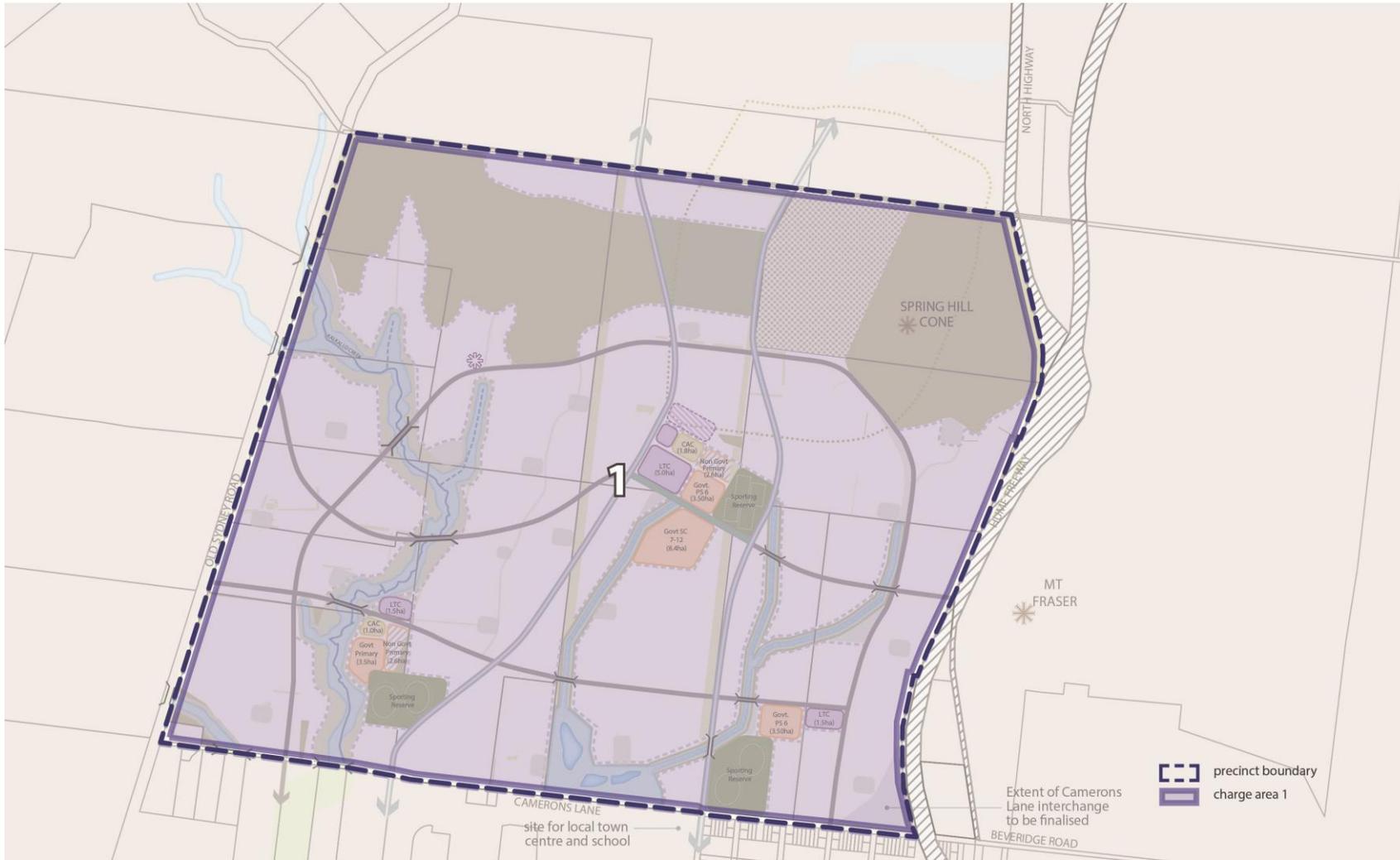
The PSP enables urban development. The future urban structure of the new communities are depicted through a number of networks, including transport, open space and sporting reserves, social infrastructure, town centres, housing and places for local employment.

The Beveridge North West PSP will accommodate over 30,000 people and 11,000 dwellings.

The Beveridge North West planning process confirmed the amount of developable land available in the precinct; the road, intersection, and bridge projects required to service the new community; and the provision ratios for sporting reserves, schools, and community centres.

The PSPs may refine the location and layout of some items included in this DCP but it will not change the project list or the amount of the levies stated in the DCP.

## Plan 2 Charge Areas



plan 2 charge area

## 2.5. The area to Which the Development Contributions Plan Applies

In accordance with section 46K(1)(a) of the *Planning and Environment Act 1987* the Beveridge North West DCP applies to land shown in Plan 1. The area is also shown on Development Contributions Plan Overlay Schedule 3 in the *Mitchell Planning Scheme*.

The Beveridge North West DCP applies to approximately 1253 hectares of land (714 hectares of developable land) which is divided into one charge areas as shown in Plan 2.

**Table 2 Charge Areas**

Summary - Net Developable Area (NDA) by charge area		
Description	Area	Label
Main Charge Area (MCA)	1253.86	Residential

The DCP clearly demonstrates the infrastructure required to service the development. In selecting items, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as a mandatory infrastructure construction requirement of the PSPs, an existing local development contributions plan, an agreement under Section 173 of the Act or as a condition on an existing planning permit. Identified overlap in funding has been addressed through the apportionment of items or other suitable means provided for in the *Planning and Environment Act*.

## 2.6. Project Identification

The project identification system used in the DCP has been designed to assist in understanding of and navigation through the document. Road, intersection, bridge, sporting reserves and community infrastructure projects use the identification system of project category and a sequential project number.

The project categories are summarised as:

- RD – Roads
- C – Culverts
- IN – Intersections
- SR –Sporting Reserves
- CI – Community Infrastructure

### 3. Infrastructure Project Justification

The need for infrastructure included in this DCP has been determined according to the anticipated development of Beveridge North West.

Items can be included in a development contributions plan if they will be used by the future community of an area. New development does not have to trigger the need for new items in its own right. The development is charged in line with its projected share of use. An item can be included in a development contributions plan regardless of whether it is within or outside the DCP area.

Before inclusion in this DCP, all items set out in the DCP have been assessed to ensure they have a relationship or nexus to proposed development in the DCP area. The cost apportionment methodology adopted in this DCP relies on the nexus principle. A new development is deemed to have a nexus with an item if it is expected to make use of that item.

A summary of how each item is related to proposed development within the DCP area is set out below and individual item apportionments are identified in Table 10.

The items that have been included in the DCP all have the following characteristics, namely they:

- Are essential to the health, safety and well being of the community;
- Will be used by a broad cross-section of the community;
- Reflect the vision and objectives expressed in the Beveridge North West PSP;
- Are not recurrent items; and
- Are the basis for the future development of an integrated network.

In selecting items for inclusion in the DCP, consideration has been given to ensure they are not already funded (in whole or part) through another contribution mechanism, such as a mandatory infrastructure construction requirement of the PSP, an existing local development contributions plan, an agreement under Section 173 of the Act or as a condition on an existing planning permit

### **3.1. Items not Included in the Development Contributions Plan**

#### **Developer Works Items**

The following items are not included in the DCP, as they are considered to be normal to the construction of a development and are not considered to warrant cost sharing arrangements beyond those set out in this DCP and must be provided by developers as a matter of course and in implementing the PSPs:

- Internal streets and connector streets, creek and drainage line crossings and associated traffic management measures (except where nominated in this DCP).
- Waterway management works and drainage systems (other than those covered by a Melbourne Water development Services Scheme).
- Intersections connecting the development to the existing road network, except where specified as development contributions plan projects.
- Water, sewerage, underground power, gas and telecommunications services.
- Local pathways and connections to the regional and / or district pathway networks.
- Shared path networks, including required crossings of waterways.
- Basic levelling, water tapping and landscaping of local passive open space.
- Passive public open space reserve master plans and any agreed associated works required by the PSPs.
- Council's plan checking and supervision.
- Provision of biodiversity assets
- Bus stops.

The items listed above may be further addressed and defined by an agreement under s173 of the Act and / or conditions in planning permits.

#### **State Items**

The following items have not been included within the DCP as they are determined to be State Infrastructure items:

- Camerons Lane interchange

The delivery of the State Infrastructure items will be provided as warranted and as funds become available, which may potentially include Growth Area Infrastructure Charge Work in Kind projects.

### Plan 3 Road Projects



plan 3 road projects



## **3.2. Infrastructure Projects**

The following three types of projects are included in the DCP (refer to Plans 3-6):

- Transport;
- Recreation; and
- Community.

### **3.2.1. Transport Projects**

The transport related projects in the DCP are based on the transport network depicted in Plans 3, 4 and 5, which is supported by the North Growth Area Corridor Plan and the Beveridge North West Precinct Structure Plan. The transport projects include a combination of:

- Road construction (including land and waterway crossing requirements); and
- Construction of major controlled intersections and associated works.

The road projects listed on the following pages and shown in Plan 3 are funded by the DCP:

**Table 3 Road Projects**

DCP Project ID	Project Title	Project Description	Charge areas contributing	Indicative provision trigger
RD-59-01	Widening of Camerons Lane: E14 to Patterson	Purchase of land to create road reserve 34m wide (1.57ha, ultimate treatment) and construction of 2 lane carriageway for 1305m, excluding intersections (interim treatment)	Residential	At time of subdivision
RD-59-02	Widening of Camerons Lane: E14 to the Springs	Purchase of land to create road reserve 34m wide (0.14ha, ultimate treatment) and construction of 2 lane carriageway for 360m, excluding intersections (interim treatment)	Residential	At time of subdivision
RD-59-03	Widening of Camerons Lane: The Springs to the Hume Freeway	Purchase of land to create road reserve 34m wide (0.04ha, ultimate treatment) and construction of 2 lane carriageway for 105m, excluding intersections (interim treatment)	Residential	At time of subdivision
RD-59-04	Old Sydney Road	Upgrade of Old Sydney Road to a rural style	Residential	At time of subdivision
RD-59-05	Extension of E 14 - North South Alignment: Clarke Street to Camerons Lane	Purchase of land to create road reserve 34m wide (1.62ha, ultimate treatment) and construction of 2 lane carriageway for 475m, excluding intersections (interim treatment)	Residential	At time of subdivision
RD -59-06	Extension of Patterson Street - North South Alignment: Clarke Street to Camerons Lane	Purchase of land to create road reserve 34m wide (0.88ha, ultimate treatment) and construction of 2 lane carriageway for 260m, excluding intersections (interim treatment)	Residential	At time of subdivision
RD-59-07	Old Sydney Road	Upgrade of Old Sydney Road to a rural style	Residential	At time of subdivision
RD-59-08	Extension of E 14 - North South Alignment: David Barry Boulevard to Clarke Street	Purchase of land to create road reserve 34m wide (2.99ha, ultimate treatment) and construction of 2 lane carriageway for 8800m, excluding intersections (interim treatment)	Residential	At time of subdivision

RD-59-09	Extension of Patterson Street - North South Alignment: David Barry Boulevard to Clarke Street	Purchase of land to create road reserve 34m wide (1.70ha, ultimate treatment) and construction of 2 lane carriageway for 500m, excluding intersections (interim treatment)	Residential	At time of subdivision
RD-59-10	Old Sydney Road	Upgrade of Old Sydney Road to a rural style	Residential	At time of subdivision
RD-59-11	Extension of E 14 - North South Alignment: William Murray Street to David Barry Boulevard	Purchase of land to create road reserve 34m wide (2.16ha, ultimate treatment) and construction of 2 lane carriageway for 635m, excluding intersections (interim treatment)	Residential	At time of subdivision
RD-59-12	Extension of Patterson Street - North South Alignment: William Murray Street to David Barry Boulevard	Purchase of land to create road reserve 34m wide (2.62ha, ultimate treatment) and construction of 2 lane carriageway for 770m, excluding intersections (interim treatment)	Residential	At time of subdivision
RD-59-13	Extension of E 14 - North South Alignment: Hadfield Road to William Murray Street	Purchase of land to create road reserve 34m wide (1.36a ultimate treatment) and construction of 2 lane carriageway for 400m, excluding intersections (interim treatment)	Residential	At time of subdivision
RD-59-14	Extension of Patterson Street - North South Alignment: Hadfield Road to William Murray Street	Purchase of land to create road reserve 34m wide (1.73ha, ultimate treatment) and construction of 2 lane carriageway for 510m, excluding intersections (interim treatment)	Residential	At time of subdivision

## Plan 4 Intersection Projects



plan 4 intersection projects

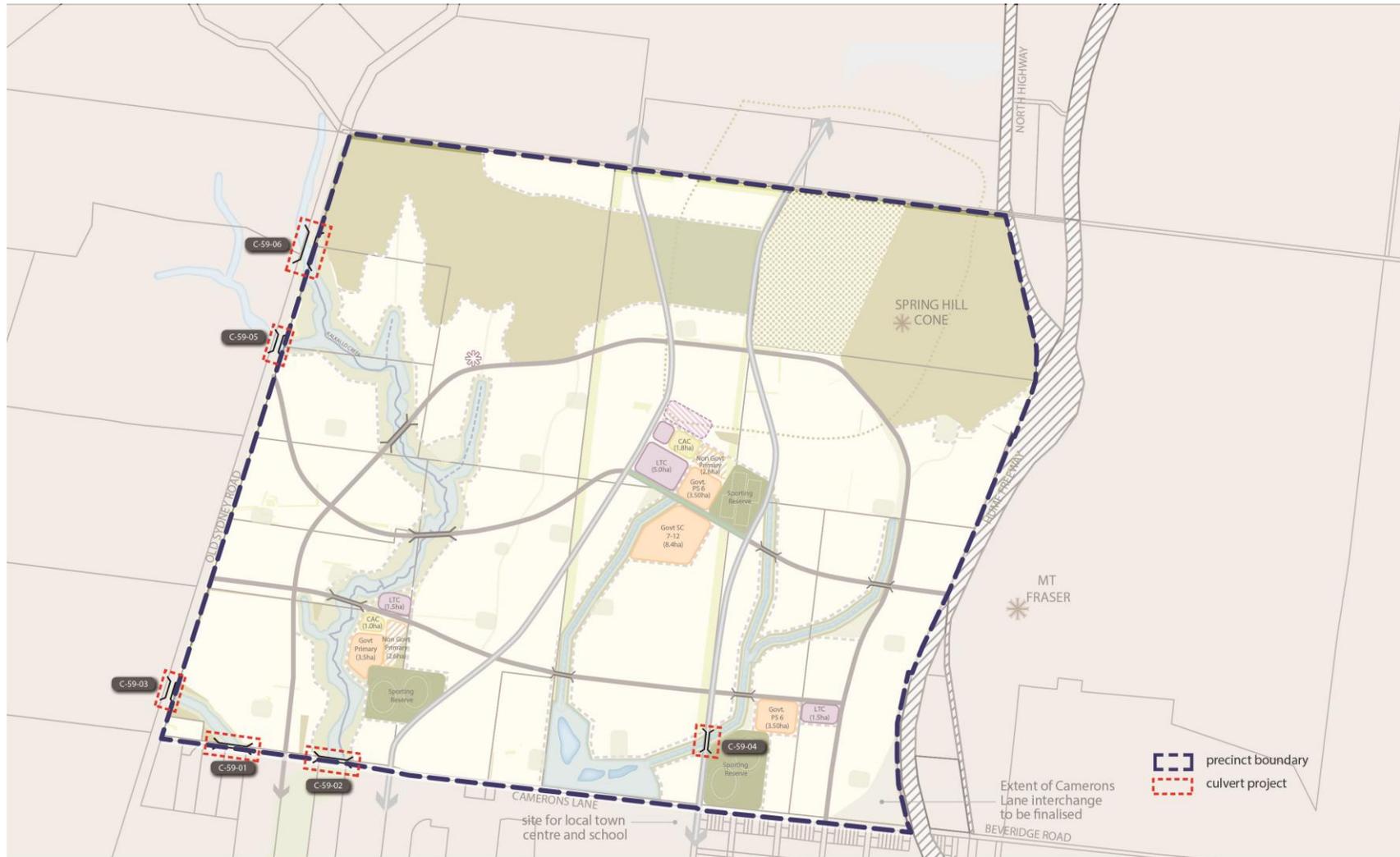
The intersections projects shown in Plan 4 and listed in the following table are funded by the DCP:

**Table 4 Intersection Projects**

DCP Project ID	Project Title	Project Description	Charge areas contributing	Indicative provision trigger
IN-59-02	E14 and Camerons Lane	Purchase of land totalling 1.6 ha (ultimate treatment) and construction of an arterial to arterial road 4-way intersection (interim treatment)	Residential	At time of subdivision
IN-59-03	Patterson Street and Camerons Lane	Purchase of land totalling 0.60 ha (ultimate treatment) and construction of an arterial to arterial 4-way intersection (interim treatment)	Residential	At time of subdivision
IN-59-04	The Springs and Camerons Lane	Purchase of land totalling 0.80 ha (ultimate treatment) and construction of an arterial to connector road 4-way intersection (interim treatment)	Residential	At time of subdivision
IN-59-05	E14 and Clarke Street	Purchase of land totalling 1.00 ha (ultimate treatment) and construction of an arterial to connector road 4-way intersection (interim treatment)	Residential	At time of subdivision
IN-59-06	Patterson Street and Clarke Street	Purchase of land totalling 0.80 ha (ultimate treatment) and construction of an arterial to connector road 4-way intersection (interim treatment)	Residential	At time of subdivision
IN-59-09	E14 and David Barry Boulevard	Purchase of land totalling 1.00 ha (ultimate treatment) and construction of an arterial to connector road 4-way intersection (interim treatment)	Residential	At time of subdivision
IN-59-10	Patterson Street and David Barry Boulevard	Purchase of land totalling 0.80 ha (ultimate treatment) and construction of an arterial to connector road 4-way intersection (interim treatment)	Residential	At time of subdivision

IN-59-12	E14 and William Murray Road	Purchase of land totalling 1.00 ha (ultimate treatment) and construction of an arterial to connector road 4-way intersection (interim treatment)	Residential	At time of subdivision
IN-59-13	Patterson Street and William Murray Street	Purchase of land totalling 0.80 ha (ultimate treatment) and construction of an arterial to connector road 4-way intersection (interim treatment)	Residential	At time of subdivision
IN-59-14	E14 and Hadfield Road	Purchase of land totalling 1.6 ha (ultimate treatment) and construction of an arterial to arterial road 4-way intersection (interim treatment)	Residential	At time of subdivision
IN-59-15	Patterson Street and Hadfield Road	Purchase of land totalling 1.45 ha (ultimate treatment) and construction of an arterial to arterial road 4-way intersection (interim treatment)	Residential	At time of subdivision

## Plan 5 Culvert Projects



plan 5 culvert projects

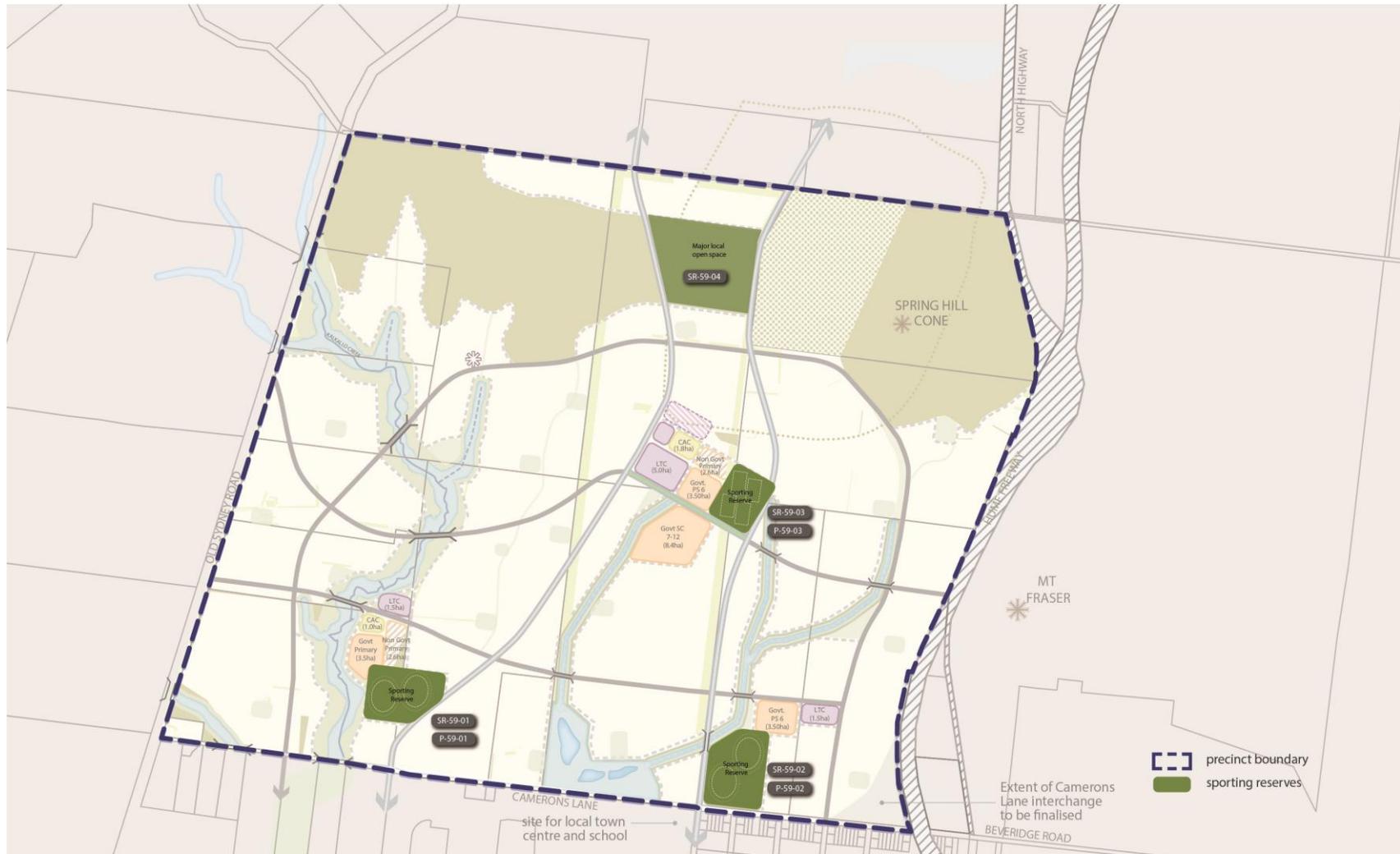


The following culvert projects shown in Plan 5 are funded by the DCP:

**Table 5 Culvert Projects**

DCP Project ID	Project Title	Project Description	Charge areas contributing	Indicative provision trigger
C-59-01	Camerons Lane culvert over waterway	Development	Construction of Culvert	No existing reserve
C-59-02	Camerons Lane culvert over Kalkallo Creek	Development	Construction of Culvert	No existing reserve
C-59-03	Old Sydney Road rural style over existing waterway	Development	Construction of Culvert	No existing reserve
C-59-04	Patterson Street culvert over constructed waterway	Development	Construction of Culvert	No existing reserve
C-59-05	Old Sydney Road rural style culvert over Kalkallo Creek	Development	Construction of Culvert	No existing reserve
C-59-06	Old Sydney Road rural style culvert over Kalkallo Creek	Development	Construction of Culvert	No existing reserve

## Plan 6 Sporting Reserve Projects



plan 6 recreation projects

### 3.2.2. Sporting Reserve Projects

The sporting reserves projects include:

- Provision of land for sports reserves;
- Construction of sports facilities in each reserve; and
- Construction of pavilions for future sports fields.

The sporting reserve projects are based on the open space plan contained in the relevant Beveridge North West PSP. The sporting facilities defined in these projects are the best estimate of the future requirements and specifications of the future Beveridge North West community.

For each sporting reserve project, a scope is defined in Table 6.

In reviewing the scope of the projects, the Development Agency will have regard to matters such as changing provision standards and models, the immediate needs of the community, current regulations and best practice and may seek to adjust and refine the scope of the projects to respond to these matters.

The Development Agency may also adjust and refine the scope of the projects to reflect the capacity of any non-DCP funds that can be made available (for example from rates, grants or other funding streams).

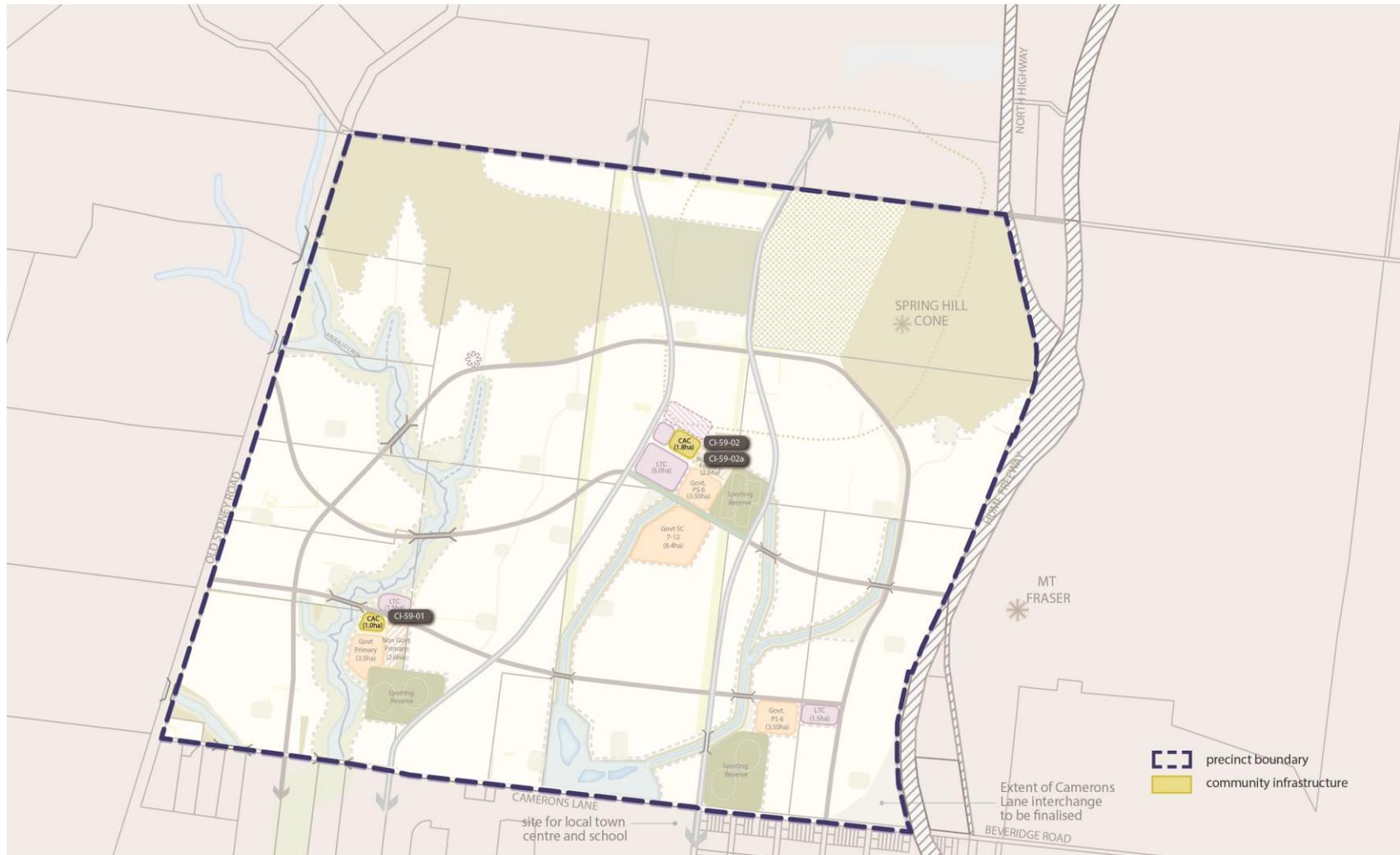
In adjusting and refining any final project scope, the Development Agency must ensure that the funds levied from developers / land owners do not exceed the value nominated in this DCP (inclusive of any indexing provisions as allowed for by the DCP).

The following table outlines projects (shown on Plan 6) that are funded by this DCP.

**Table 6 Sporting Reserve Projects**

DCP Project number	Project Title	Project Description	Charge areas contributing	Indicative provision trigger
SR-59-04	Sports Reserve: North	Purchase of land totalling 22.5ha for a sporting reserve and construction of sports fields	Residential	At time of subdivision
SR-59-03	Sports Reserve: Central	Purchase of land totalling 8.0 ha for a sporting reserve and construction of sports fields (storage space, four pitches (one unfenced with athletics track, play space and on site car parking.)	Residential	At time of subdivision
SR-59-02	Sports Reserve: East	Purchase of land totalling 12.0 ha for a sporting reserve and construction of sports fields (two senior ovals, four netball/eight tennis courts, multipurpose practice facility, play space and on site parking)	Residential	At time of subdivision
SR-59-01	Sports Reserve: West	Purchase of land totalling 10.0 ha for a sporting reserve and construction of sports fields (two senior ovals and one multipurpose court)	Residential	At time of subdivision

## Plan 7 Community Infrastructure Projects



plan 7 community facility projects



### 3.2.3. Community Facility Projects

The community projects include:

- Level 1 community centre; and
- Level 3 community centre.

The community projects are based on the community infrastructure plan contained in the Beveridge North West PSP. The community infrastructure defined in these projects are the best estimate of the future requirements and specifications for the future Beveridge North West community.

For each community project, a scope is defined in Table 7.

In reviewing the scope of the projects, the Development Agency will have regard to matters such as changing provision standards and models, the immediate needs of the community, current regulations and best practice and may seek to adjust and refine the scope of the projects to respond to these matters.

The Development Agency may also adjust and refine the scope of the projects to reflect the capacity of any non-DCP funds that can be made available (for example from rates, grants or other funding streams).

In adjusting and refining any final project scope, the Development Agency must ensure that the funds levied from developers / land owners do not exceed the value nominated in this DCP (inclusive of any indexing provisions as allowed for by the DCP).

The following table outlines projects (shown on Plan 7) that are funded by this DCP.

**Table 7 Community Infrastructure Projects**

DCP Project number	Project Title	Project Description	Charge areas contributing	Indicative provision trigger
CI-59-02	Level 3	Purchase of land totalling 1.8 ha and construction of a community centre	Residential	At time of subdivision
CI-59-01	Level 1	Purchase of land totalling 1.0 ha and construction of a community centre	Residential	At time of subdivision

### **3.3. Distinction between Development and Community Infrastructure**

In accordance with the *Planning and Environment Act 1987* and the Ministerial Direction on Development Contributions, the DCP makes a distinction between 'development' and 'community' infrastructure.

The timing of payment of contributions is linked to the type of infrastructure in question.

The community infrastructure levy contributions are made by the home builder at the time of building approval (unless an alternative time is agreed between the collecting agency and a development proponent). Community infrastructure levy contributions will be paid for at a 'per-dwelling' rate. The *Planning and Environment Act 1987* currently stipulates that the amount that may be contributed under a community infrastructure levy is not more than \$900 per dwelling.

The Governor in Council may from time to time by Order published in the Government Gazette vary the maximum amount that may be collected by the Community Infrastructure Levy. If in the future the Community Infrastructure Levy is amended, then the levy applicable to the release of the remaining dwellings may be adjusted in accordance with the revised legislative and regulatory approach as directed by the Minister for Planning.

The projects listed in Table 8 are deemed to be community infrastructure levy projects.

**Table 8 Community Infrastructure Levy Projects**

DCP Project ID	Project Title	Project Description
P-59-03	Pavilion: Central	Construction of one pavilion
P-59-02	Pavilion: East	Construction of one pavilion
P-59-01	Pavilion: West	Construction of one pavilion

All other infrastructure projects are considered to be development infrastructure projects.

## 4. Calculation of Contributions

The general cost apportionment method includes the following steps:

- Calculation of the Net Developable Area ('NDA') and demand units (refer Tables 9 & 12);
- Calculation of project costs (refer Table 10a & Table 10b);
- Identification of development types required to pay the levy (refer Tables 3 to 7);
- Summary of costs payable for each infrastructure project (refer Table 10a & Table 10b); and
- The development infrastructure charge per hectare for each development type and the community infrastructure levy per dwelling (refer Table 10a & Table 10b).

### 4.1. Calculation of Net Developable Area and Demand Units

The following section sets out how NDA is calculated and outlines the development projections anticipated for the area. Calculations of NDA for each individual property are outlined in the property specific land budget located in Appendix 1.

#### 4.1.1. Net Developable Area

In this DCP, all development infrastructure contributions are payable on the net developable area of land on any given development site.

For the purposes of this DCP the NDA is defined as the total amount of land within the precinct that is made available for development of housing and employment buildings, including lots, all connector and local streets. It is the total precinct area minus community infrastructure, schools and educational facilities and open space, encumbered land and arterial roads. Any additional small local parks defined at the subdivision stage are included in the NDA.

It is important to note that the number of Net Developable Hectares in each charge area is based on the land budgets in Tables 9 and 12.

The 'per Net Developable Hectare' contributions will not and must not be amended to respond to minor changes to land budgets that may result from the subdivision process. In other words, the DCP is permanently linked to the calculation of Net Developable Area set out in the detailed land budget in Table 12.

**Table 9 Summary Land Use Budget**

DESCRIPTION	Beveridge North West		
	Hectares	% of Total Prec	% of NDA
<b>TOTAL PRECINCT AREA (ha)</b>	<b>1,253.86</b>	<b>100.0%</b>	
<b>Transport</b>			
Patterson Street	11.25	0.90%	1.49%
E14	12.12	0.97%	1.61%
Camerons Lane	6.38	0.51%	0.85%
<b>Sub-total</b>	<b>29.75</b>	<b>2.37%</b>	<b>3.95%</b>
<b>Community Facilities</b>			
Community Buildings	2.80	0.22%	0.37%
<b>Subtotal</b>	<b>2.80</b>	<b>0.22%</b>	<b>0.37%</b>
<b>Government Education</b>			
Government Education	18.90	1.51%	2.51%
Non-Government Education	5.20	0.41%	0.69%
<b>Subtotal</b>	<b>24.10</b>	<b>1.92%</b>	<b>3.20%</b>
<b>Open Space</b>			
<b>Service Open Space</b>			
Waterway / Drainage Line / Wetland / Retarding	98.92	7.89%	13.14%
Tree Rows	20.70	1.65%	2.75%
Landscape Values	209.44	16.70%	27.83%
<b>Sub-total</b>	<b>329.06</b>	<b>26.24%</b>	<b>43.72%</b>
<b>Credited open space</b>			
Sporting Reserve	45.50	3.63%	6.05%
Local Parks	22.00	1.75%	2.92%
<b>Subtotal</b>	<b>67.50</b>	<b>5.38%</b>	<b>8.97%</b>
<b>TOTALS OPEN SPACE</b>	<b>396.56</b>	<b>31.63%</b>	<b>52.69%</b>
<b>Other</b>			
Other (Quarry)	48.00	3.83%	6.38%
<b>Subtotal</b>	<b>48.00</b>	<b>3.83%</b>	<b>6.38%</b>
<b>NET DEVELOPABLE AREA (NDA) ha</b>	<b>752.65</b>	<b>60.03%</b>	
<b>Description</b>	<b>NDA (Ha)</b>	<b>Dwell / NDHa-R</b>	<b>Dwellings</b>
Totals - Residential Yield against NDHa-R	752.65	15.00	11,290
Anticipated Population @2.8 PP Dwelling			31,611

#### 4.1.2. Land Budget and Demand Units

Net developable hectare is the demand unit for this DCP.

Based on the Beveridge North West PSPs, there is one development type included in this DCP: Urban Development. Urban Development is defined broadly to include all forms of development, including residential subdivision, development within the local town centres, convenience centres and employment areas. Urban Development also includes any non-residential uses within the residential area such as a place of worship, education centre, retirement village, nursing home, child care centre, medical centre of convenience store or any other approved use. There is a total of 752 Net Developable Hectares in the DCP area.

#### 4.1.3. Property Specific Calculations

The NDA used to calculate the contributions within the DCP has been based on an assessment of individual property land budgets. The NDA for each property is listed in the property specific land budget located in Appendix 1. The property specific NDA and rates listed in this DCP determine the total contribution for each property.

#### 4.1.4. Public Open Space Contributions

Overall public open space provision within the Beveridge North West PSP is 8.97% of NDA for residential areas, in accordance with the *Precinct Structure Planning Guidelines*.

The 8.97% comprises approximately 6.05% active open space (sporting reserves) and a approximately 2.92% passive open space for neighbourhood parks in residential areas.

This DCP funds only the acquisition of land for active open space (the 6.05% of NDA) and construction of the four most common sporting surfaces (AFL / cricket, soccer, tennis and netball) on these reserves.

Works that a landowner must undertake prior to the handover of land to Council (as specified in the relevant Beveridge North West PSP) can be considered to be eligible for a partial works in kind credit as per Section 5.3.3 where these works are not considered to be temporary works.

Passive open space is provided separately through Clause 52.01 of the Scheme and no contribution for passive open space is included in this DCP.

## **4.2. Calculation of Contribution Charges**

### **4.2.1. Calculation of Costs**

Each project has been assigned a land and / or construction cost. These costs are listed in Table 10a & Table 10b. The costs are expressed in 2014 dollars.

### **4.2.2. Road Construction and Intersection Works**

Costs included in the Beveridge North West DCP have been based on standardised intersections and road construction.

The scope of the intersection projects were established collaboratively with Vic Roads.

### **4.2.3. Sporting Reserve Projects**

The indicative concepts and costings for each facility are based on cost estimates from standardised sporting reserve and sport building layouts and are based on the Wyndham West PSPs.

### **4.2.4. Community Infrastructure Projects**

The indicative concepts and costings for each facility are based on cost estimates from standardised community centre projects based on the Wyndham West PSPs.

### **4.2.5. Temporary works**

Temporary works are not allowed as costs against this DCP unless expressly listed in the DCP and unless to the satisfaction of the responsible authority.

### **4.2.6. Valuation of Land**

The area of land to be acquired for each DCP project on each property was identified based on information drawn from the Wyndham West PSPs.

### **4.2.7. Concept Designs and Cost Sheets**

Concept designs and cost sheets will be included in the updated DCP post consultation.

### **4.2.8. Cost Apportionment**

The DCP apportions a charge to new development according to its projected share of use of identified infrastructure items. Since development contribution charges are levied 'up-front', a measure of actual use by individual development sites is not possible. Therefore costs must be shared in accordance with the estimated share of use.

This is expressed as a percentage in Table 10a & 10b. Projects that are 100% apportioned to the DCP area are considered to be wholly beneficial or required by the future development. Projects that are less than 100% apportioned to the DCP are shared with other areas and funding sources.

#### 4.2.9. Charge Areas

This DCP contains one charge area.

Charge Area 1 applies to land where residential development is to be located under the future urban structure (refer Plan 2). This includes the local town centres, convenience centres and associated commercial areas.

#### 4.2.10. Non-Government Schools

The development of land for a non - government school is exempt from the requirement to pay a development infrastructure levy and a community infrastructure levy under this Development Contributions Plan.

#### 4.2.11. Schedule of Costs

Table 10a & 10b calculates the amount of contributions payable by each charge area for each infrastructure category.

#### 4.2.12. Summary of Charges per Hectare

Table 10a & 10b shows the quantum of funds to be contributed by each charge area towards each infrastructure project. This adds up to the total amount of funds recoverable under the DCP.

**Table 10a Calculation of Costs (Development Infrastructure Levy)**

Project	Infrastructure Category	Land Area Ha	Estimated Project Cost: Land	Estimated Project Cost: Construction	Total Estimated Project Cost: Land & Construction	% Apportioned to DCP (Internal Use)	Total cost recovered by DCP	MCA RESIDENTIAL Contribution per NDHa
<b>Road Projects</b>								
Widening of Camerons Lane: E14 to Patterson	Development	1.57	\$ 861,300.00	\$ 7,830,000.00	\$ 8,691,300.00	100%	\$ 8,691,300.00	\$ 11,547.67
Widening of Camerons Lane: E14 to the Springs	Development	0.14	\$ 79,200.00	\$ 2,160,000.00	\$ 2,239,200.00	100%	\$ 2,239,200.00	\$ 2,975.11
Widening of Camerons Lane: The Springs to the Hume Freeway	Development	0.04	\$ 23,100.00	\$ 630,000.00	\$ 653,100.00	100%	\$ 653,100.00	\$ 867.74
Old Sydney Road	Development	0.00	\$ -	\$ 1,665,000.00	\$ 1,665,000.00	100%	\$ 1,665,000.00	\$ 2,212.20
Extension of E 14 - North South Alignment: Clarke Street to Camerons Lane	Development	1.62	\$ 888,250.00	\$ 2,850,000.00	\$ 3,738,250.00	100%	\$ 3,738,250.00	\$ 4,966.81
Extension of Patterson Street - North South Alignment: Clarke Street to Camerons Lane	Development	0.88	\$ 486,200.00	\$ 1,560,000.00	\$ 2,046,200.00	100%	\$ 2,046,200.00	\$ 2,718.68
Old Sydney Road	Development	0.00	\$ -	\$ 2,346,000.00	\$ 2,346,000.00	100%	\$ 2,346,000.00	\$ 3,117.00
Extension of E 14 - North South Alignment: David Barry Boulevard to Clarke Street	Development	2.99	\$ 1,645,600.00	\$ 5,280,000.00	\$ 6,925,600.00	100%	\$ 6,925,600.00	\$ 9,201.67
Extension of Patterson Street - North South Alignment: David Barry	Development	1.70	\$ 935,000.00	\$ 3,000,000.00	\$ 3,935,000.00	100%	\$ 3,935,000.00	\$ 5,228.22

Boulevard to Clarke Street								
Old Sydney Road	Development	0.00	\$ -	\$ 3,078,000.00	\$ 3,078,000.00	100%	\$ 3,078,000.00	\$ 4,089.57
Extension of E 14 - North South Alignment: William Murray Street to David Barry Boulevard	Development	2.16	\$ 1,187,450.00	\$ 3,810,000.00	\$ 4,997,450.00	100%	\$ 4,997,450.00	\$ 6,639.84
Extension of Patterson Street - North South Alignment: William Murray Street to David Barry Boulevard	Development	2.62	\$ 1,439,900.00	\$ 4,620,000.00	\$ 6,059,900.00	100%	\$ 6,059,900.00	\$ 8,051.46
Extension of E 14 - North South Alignment: Hadfield Road to William Murray Street	Development	1.36	\$ 748,000.00	\$ 2,400,000.00	\$ 3,148,000.00	100%	\$ 3,148,000.00	\$ 4,182.58
Extension of Patterson Street - North South Alignment: Hadfield Road to William Murray Street	Development	1.73	\$ 953,700.00	\$ 3,060,000.00	\$ 4,013,700.00	100%	\$ 4,013,700.00	\$ 5,332.79
<b>Sub-Total Road Projects</b>		<b>16.81</b>	<b>\$ 9,247,700.00</b>	<b>\$ 44,289,000.00</b>	<b>\$ 53,536,700.00</b>		<b>\$ 53,536,700.00</b>	<b>\$ 71,131.35</b>
<b>Bridge / Culvert Projects</b>								
Camerons Lane culvert over waterway	Development	0.02	\$ 11,550.00	\$ 2,389,000.00	\$ 2,400,550.00	100%	\$ 2,400,550.00	\$ 3,189.48
Camerons Lane culvert over Kalkallo Creek	Development	0.02	\$ 11,550.00	\$ 2,389,000.00	\$ 2,400,550.00	100%	\$ 2,400,550.00	\$ 3,189.48
Old Sydney Road rural style over existing waterway	Development	0.02	\$ 11,550.00	\$ 1,194,500.00	\$ 1,206,050.00	100%	\$ 1,206,050.00	\$ 1,602.41
Patterson Street culvert over constructed	Development	0.02	\$ 11,550.00	\$ 2,389,000.00	\$ 2,400,550.00	100%	\$ 2,400,550.00	\$ 3,189.48

waterway								
Old Sydney Road rural style culvert over Kalkallo Creek	Development	0.02	\$ 11,550.00	\$ 1,194,500.00	\$ 1,206,050.00	100%	\$ 1,206,050.00	\$ 1,602.41
Old Sydney Road rural style culvert over Kalkallo Creek	Development	0.02	\$ 11,550.00	\$ 1,194,500.00	\$ 1,206,050.00	100%	\$ 1,206,050.00	\$ 1,602.41
<b>Sub-Total Culvert Projects</b>		<b>0.13</b>	<b>\$ 69,300.00</b>	<b>\$ 10,750,500.00</b>	<b>\$ 10,819,800.00</b>		<b>\$ 10,819,800.00</b>	<b>\$ 14,375.69</b>
<b>Intersection Projects</b>								
E14 and Camerons Lane	Development	1.60	\$ 880,000.00	\$ 5,274,000.00	\$ 6,154,000.00	50%	\$ 3,077,000.00	\$ 4,088.25
Patterson Street and Camerons Lane	Development	1.45	\$ 797,500.00	\$ 5,274,000.00	\$ 6,071,500.00	50%	\$ 3,035,750.00	\$ 4,033.44
The Springs and Camerons Lane	Development	0.80	\$ 440,000.00	\$ 3,474,000.00	\$ 3,914,000.00	50%	\$ 1,957,000.00	\$ 2,600.16
E14 and Clarke Street	Development	1.00	\$ 550,000.00	\$ 3,474,000.00	\$ 4,024,000.00	100%	\$ 4,024,000.00	\$ 5,346.47
Patterson Street and Clarke Street	Development	0.80	\$ 440,000.00	\$ 3,474,000.00	\$ 3,914,000.00	100%	\$ 3,914,000.00	\$ 5,200.32
E14 and David Barry Boulevard	Development	1.00	\$ 550,000.00	\$ 3,474,000.00	\$ 4,024,000.00	100%	\$ 4,024,000.00	\$ 5,346.47
Patterson Street and David Barry Boulevard	Development	0.80	\$ 440,000.00	\$ 3,474,000.00	\$ 3,914,000.00	100%	\$ 3,914,000.00	\$ 5,200.32
E14 and William Murray Road	Development	1.00	\$ 550,000.00	\$ 3,474,000.00	\$ 4,024,000.00	100%	\$ 4,024,000.00	\$ 5,346.47
Patterson Street and William Murray Street	Development	0.80	\$ 440,000.00	\$ 3,474,000.00	\$ 3,914,000.00	100%	\$ 3,914,000.00	\$ 5,200.32
E14 and Hadfield Road	Development	1.60	\$ 880,000.00	\$ 5,274,000.00	\$ 6,154,000.00	50%	\$ 3,077,000.00	\$ 4,088.25
Patterson Street and Hadfield Road	Development	1.45	\$ 797,500.00	\$ 5,274,000.00	\$ 6,071,500.00	50%	\$ 3,035,750.00	\$ 4,033.44
<b>Sub-Total Intersection Projects</b>		<b>12.30</b>	<b>\$ 6,765,000.00</b>	<b>\$ 45,414,000.00</b>	<b>\$ 52,179,000.00</b>		<b>\$ 37,996,500.00</b>	<b>\$ 50,483.92</b>

<b>Community Infrastructure Projects</b>								
Level 3	Development	1.80	\$ 990,000.00	\$ 7,560,000.00	\$ 8,550,000.00	100%	\$ 8,550,000.00	\$ 11,359.93
Level 1	Development	1.00	\$ 550,000.00	\$ 3,400,000.00	\$ 3,950,000.00	100%	\$ 3,950,000.00	\$ 5,248.15
<b>Sub-Total Community Building Projects</b>		<b>2.80</b>	<b>\$ 1,540,000.00</b>	<b>\$ 10,960,000.00</b>	<b>\$ 12,500,000.00</b>		<b>\$ 12,500,000.00</b>	<b>\$ 16,608.08</b>
<b>Community Infrastructure Projects</b>								
Sports Reserve: North	Development	22.50	\$ 12,375,000.00	\$ 11,250,000.00	\$ 23,625,000.00	91%	\$ 21,522,375.00	\$ 28,595.63
Sports Reserve: Central	Development	8.00	\$ 4,400,000.00	\$ 4,000,000.00	\$ 8,400,000.00	100%	\$ 8,400,000.00	\$ 11,160.63
Sports Reserve: West	Development	10.00	\$ 5,500,000.00	\$ 5,000,000.00	\$ 10,500,000.00	100%	\$ 10,500,000.00	\$ 13,950.79
Sports Reserve: East	Development	12.00	\$ 6,600,000.00	\$ 6,000,000.00	\$ 12,600,000.00	58%	\$ 7,349,580.00	\$ 9,764.99
<b>Sub-total Sporting Reserve Projects</b>		<b>52.50</b>	<b>\$ 28,875,000.00</b>	<b>\$ 26,250,000.00</b>	<b>\$ 55,125,000.00</b>		<b>\$ 47,771,955.00</b>	<b>\$ 63,472.04</b>
<b>Summary</b>								
<b>SUB-TOTAL Development infrastructure projects (DIL)</b>			<b>\$ 46,497,000.00</b>	<b>\$ 137,663,500.00</b>	<b>\$ 184,160,500.00</b>		<b>\$ 162,624,955.00</b>	<b>\$ 216,071.08</b>

**Table 11b Calculation of Costs (Community Infrastructure Levy)**

DCP Project No.	Project	Infrastructure Category	Land Area Ha	Estimated Project Cost: Land	Estimated Project Cost: Construction	Total Estimated Project Cost: Land & Construction	% AppORTIONED to DCP (Internal Use)	Total cost recovered by DCP
	<b>Community Infrastructure</b>							
CI-59-02a	Level 3 - Library	Community	0.00	\$ -	\$ 6,300,000.00	\$ 6,300,000.00	100%	\$ 6,300,000.00
	<b>Sub Total Community Centres</b>		<b>0.00</b>	<b>\$ -</b>	<b>\$ 6,300,000.00</b>	<b>\$ 6,300,000.00</b>		<b>\$ 6,300,000.00</b>
	<b>Sporting Reserves</b>							
P-59-01	Pavilion: East	Community	0.00	\$ -	\$ 3,000,000.00	\$ 3,000,000.00	100%	\$ 3,000,000.00
P-59-02	Pavilion: West	Community	0.00	\$ -	\$ 3,000,000.00	\$ 3,000,000.00	100%	\$ 3,000,000.00
P-59-03	Pavilion: Central	Community	0.00	\$ -	\$ 3,000,000.00	\$ 3,000,000.00	100%	\$ 3,000,000.00
	<b>Sub Total Sporting Reserves</b>		<b>0.00</b>	<b>\$ -</b>	<b>\$ 9,000,000.00</b>	<b>\$ 9,000,000.00</b>		<b>\$ 9,000,000.00</b>
	<b>Summary</b>							
	<b>SUB-TOTAL</b>			<b>\$ -</b>	<b>\$ 15,300,000.00</b>	<b>\$ 15,300,000.00</b>		<b>\$ 15,300,000.00</b>
	<b>Total Community Infrastructure Levy Per Dwelling</b>							<b>\$ 900.00</b>
	<b>Total Estimated Dwellings</b>							<b>\$ 11,289.68</b>
	<b>Estimated Community Infrastructure Levy Raised via the Beveridge North West DCP</b>							<b>\$ 10,160,716.25</b>

## **5. Development Contributions Plan Administration**

This section sets out how the DCP will be administered and includes the timing of payments, provision of works and land in kind and how the DCP fund will be managed in terms of reporting, indexation and review periods.

The Beveridge North West DCP Development Infrastructure Levy applies to subdivision and / or development of land.

The Beveridge North West Community Infrastructure Levy applies to the construction of dwellings and must be paid prior to the issue of a building permit.

### **5.1. Collecting Agency (Agency Responsible for Collecting Infrastructure Levy)**

Mitchell Shire Council (also referred to as Council) is the Collecting Agency pursuant to section 46K(1)(fa) of the *Planning and Environment Act 1987* which means that it is the public authority to whom all levies are payable. As the Collecting Agency, Council is also responsible for the administration of this DCP and also its enforcement pursuant to Section 46QC of the *Act*.

### **5.2. Development Agency (Agency Responsible for Works)**

Mitchell Shire Council is the Development Agency and is responsible for the provision of all of the DCP projects identified in this DCP and the timing of all works.

### **5.3. Payment of Contribution Levies and Payment Timing**

#### **5.3.1. Development Infrastructure**

##### ***For subdivision of Land***

- A development infrastructure levy must be paid to Council for the land within the following specified time, namely after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance with respect to that plan under the *Subdivision Act 1988*.
- Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed may only be paid to the Council within 21 days prior to the issue of a Statement of Compliance for that stage provided that a Schedule of Development Contributions is submitted with each stage of plan of subdivision. This Schedule must show the amount of the development contributions payable for each stage and the value of the contributions for prior stages to the satisfaction of the Council.

If Council agrees to works or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under Section 173 of the *Planning and Environment Act 1987* in respect of the proposed works or provision of land in lieu to specific requirements.

##### ***For development of land where no subdivision is proposed***

- Provided a development infrastructure levy has not already been paid on subject land, an infrastructure levy must be paid to Council in accordance with the provisions of the approved Development Contributions Plan for each demand unit (Net Developable Hectare) proposed to be developed prior to the commencement of any development (i.e. development includes buildings, car park, access ways landscaping and ancillary components). Council may require that contributions be made at either the planning or building permit stage for development infrastructure.

If Council agrees to works or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement or other suitable arrangement under Section 173 of the *Planning and Environment Act 1987* in relation to the proposed works or land in lieu.

##### ***Where no planning permit is required***

The following requirements apply where no planning permit is required. The land may only be used and developed subject to the following requirements being met:

- Unless some other arrangement has been agreed to by Council in a Section 173 agreement, prior to the commencement of any development, a development infrastructure levy must be paid to Council in accordance with the provision of this approved Development Contributions Plan for the land.

If Council agrees to works or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under Section 173 of the *Planning and Environment Act 1987* in respect of the proposed works or provision of land in lieu.

### 5.3.2. Community Infrastructure Levy

Contributions relating to community infrastructure are to be made by the home builder prior to the issue of a building permit. However, development proponents are encouraged to pay the levy prior to the issue of a statement of compliance to reduce the administrative burden of collection from individual home builders.

Levies for 'residential buildings' will be calculated at the rate for a single dwelling. In all other forms of accommodation, the dwelling is the individual unit (such as each dwelling in a residential village, retirement village, services apartment and so on). Corrective institutions are exempt.

A community infrastructure levy is not payable for a dwelling on a lot which was created prior to the date that this Development Contributions Plan was first incorporated into the Mitchell Planning Scheme.

### 5.3.3. Works in Kind

Under Section 46P of the *Act*, Council as the collecting agency may accept the provision of land, works, services or facilities by the applicant in part or in full in lieu of the amount of levy payable. This can be agreed with Council before or after the application for the permit is made or before the development is carried out. The agreement must include a list of the DCP infrastructure which Council has agreed in writing to allow to be provided as works in lieu providing that:

- The works constitute project(s) funded by this DCP;
- Council agrees that the timing of the works would be consistent with priorities in this DCP ;
- The works are defined and agreed in a Section 173 agreement;
- Works must be provided to a standard that accords with this Development Contributions Plan to the satisfaction of Council, unless an alternative is agreed;
- Detailed design must be approved by Council and must generally accord with the expectations outlined in this Development Contributions Plan unless an alternative is agreed.

- The construction of works must be completed to the satisfaction Council;
- There should be no negative financial impact on this Development Contributions Plan to the satisfaction of Council; and
- In particular, the works will only be accepted in lieu of a financial contribution required by this Development Contributions Plan to the extent that they constitute part or all of the design of the infrastructure item and reduce the cost to complete that design, to Council's satisfaction. Temporary works will not be accepted as works in kind.

Where Council agrees that works are to be provided by a development proponent in lieu of cash contributions (subject to the arrangements specified above):

- The credit for the works (land and / or construction) provided shall equal the cost of the works identified in this Development Contributions Plan, taking into account the impact of indexation;
- The value of the works provided in accordance with the principle outlined above, will be off-set against the development contributions liable to be paid by the development proponent; and
- Credit for the provision of works in kind shall be at a time to be negotiated between the development proponent and Council.

#### 5.3.4. Credit for Over Provision

Where Council agrees that a development proponent can provide works in kind (either works and/or land) the situation may arise where the developer makes a contribution that exceeds that required by the Development Contributions Plan for the individual development.

In such a case the developer is entitled to a cash reimbursement for that amount that has been over contributed.

The details of credits and reimbursements will need to be negotiated with, and agreed to by Council.

#### 5.3.5. Non - Government Schools

Where land is subdivided or developed for the purpose of a non government school and the use of that land is subsequently for a purpose other than a non government school, the owner of that land must pay to Council development contributions in accordance with the provisions of this Development Contributions Plan. The development infrastructure levy and where applicable, the community infrastructure levy must be paid within 28 days of the date of the commencement of the construction of any buildings or works for that alternative use.

#### 5.4. Funds Administration

The administration of the contributions made under this DCP will be transparent and development contributions charges will be held in accounts for each class of infrastructure until required for provision of items in that class. Details of funds received and expenditures will be held by Council as the collecting agency in accordance with the provisions of the *Local Government Act 1993* and the *Planning and Environment Act 1987*.

The administration of contributions made under this DCP will be transparent and demonstrate the:

- Amount and timing of funds collected.
- Source of the funds collected.
- Amount and timing of expenditure on specific projects.
- Project on which the expenditure was made.
- Account classes for individual project classes.
- Details of works-in-kind arrangements for project provision.
- Any pooling or quarantining of fund to deliver specific projects where applicable.

Council will provide for regular monitoring, reporting and review of the monies received and expended in accordance with this DCP.

Council will establish interest bearing accounts and all monies held in these accounts will be used solely for the provision of infrastructure as specified in this DCP, as required under Section 46Q(2) of the *Planning and Environment Act 1987*.

Should Council achieve savings on any project it delivers, the surplus funds collected for these items can be used for alternative works (where there may be a shortfall) in the same infrastructure class as specified in this DCP (i.e. savings on a transport project may be directed towards another transport project but not a sporting reserve project).

Should any savings be achieved for these projects, the savings must be returned to the land owners within the local charge areas either in the form of a cash reimbursement or a credit towards any future DCP obligations.

Should Council resolve not to proceed with any of the infrastructure projects listed in this DCP, the funds collected for these items can also be used for alternative works in the same infrastructure class as specified by this DCP. Such funds may also be used for the provision of additional works, services or

facilities where approved by the Minister responsible for the *Planning and Environment Act*, or will be refunded to developers and / or owners of land subject to these infrastructure charges.

### **5.5. Construction and Land Value Costs Indexation**

Capital costs of all infrastructure items are in 2014 dollars and will be indexed by Council quarterly for inflation.

In relation to the costs associated with infrastructure items other than land and native vegetation offsets, the cost must be adjusted according to the following methods:

- Roads, intersections and bridges – indexed in line with the Australian Bureau of Statistics Producer Price Indexes, Road and Bridge Construction Index, Victoria; and
- All other infrastructure items - indexed in line with the Australian Bureau of Statistics Producer Price Indexes, Non-Residential Building Construction Index, Victoria.

Land values will be re-valued annually by a registered valuer based on a ‘before and after’ methodology for each lot that includes land for a DCP project.

The per hectare value of native vegetation offsets will be reviewed every two years by the Department of Environment and Primary Industries.

Within 14 days of the adjustments being made, Council will publish the amended capital costs for each infrastructure item on the Council’s website.

The Community Infrastructure Levy projects are not indexed as the value of the contribution is set by the *Planning and Environment Act 1987*.

If in the future the Community Infrastructure Levy is amended, then the levy applicable to the release of any remaining dwellings may be adjusted in accordance with the revised legislative and regulatory approach as directed by the Minister for Planning.

### **5.6. Development Contributions Plan Review Period**

This DCP adopts a long-term outlook for development. It takes into account planned future development in Beveridge North West. A ‘full development’ horizon of land within the current Urban Growth Boundary to the year 2030 has been adopted for this DCP.

This DCP commenced on the date when it was first incorporated into the *Mitchell Planning Scheme*. This DCP will end when development within the DCP area is complete, which is projected to be 2030 or when the DCP is removed from the Planning Scheme.

The DCP is expected to be revised and updated every 5 years (or more frequently if required). This will require an amendment to the *Mitchell Planning Scheme* to replace this document with an alternative, revised document. Any review will need to have regard to any arrangements (for example an agreement under s173 of the Act) for the implementation of this DCP.

## 6. Implementation

This section provides further details regarding how Council intends to implement this DCP. Implementation has been formulated by:

- Assessing the Beveridge North West PSP;
- Having regard to the development context;
- Assessing the need for finance requirements – up front financing and pooling of funds;
- Agreeing the land value and indexing it appropriately (where possible);
- Identifying preferred implementation mechanisms to achieve the above outcomes and reducing the risk associated with the DCP to ensure that it will be delivered as intended; and
- Provision of adequate resources to administer this DCP.

### 6.1. Project Timing

Development staging will largely be determined by the availability of essential services and subdivision proposals within the DCP area. Within this context the initial assumed provision trigger for each infrastructure item is at the time of subdivision.

As development proceeds the Development Agency will monitor and assess the required timing for individual items, and manage their timely delivery through an associated DCP Project Implementation Programme (DCP PIP)

The DCP PIP must be based on:

- Delivering items in the DCP as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 5.1, and acknowledging the overall infrastructure needs of the new community, Council's capital works program and the availability of DCP funds for the construction of individual projects.
- All items included in the DCP being provided within 30 years from the date upon which this DCP was first incorporated in to the *Mitchell Planning Scheme*.

Development proponents who wish to bring projects forward of the timing identified in the DCP PIP will need to discuss their proposal with the Development Agency. Where it considers it acceptable, the Development Agency may choose to amend the DCP PIP to bring forward delivery of the relevant project/s.

Alternatively and where amending the DCP PIP is not an option, the development proponent and Development Agency may enter into a works in kind agreement with the timing of any credit for works in kind to be negotiated between the parties.

## 7. Other Information

### 7.1. Acronyms

'the Act'	Planning and Environment Act 1987
AHD	Australian Height Datum
AFL	Australian Football League ovals
CAD	Central Activities District
CIL	Community Infrastructure Levy
DCP	Development Contributions Plan
DEECD	Department of Education & Early Childhood Development
DIL	Development Infrastructure Levy
DEPI	Department of Environment & Primary Industries
DTPLI	Department of Transport, Planning & Local Infrastructure
GAA	Growth Areas Authority (now known as Metropolitan Planning Authority)
GDA	Gross Developable Area
Ha	Hectare
LTC	Local Town Centre
MCA	Main Catchment Area
MCH	Maternal & Child Health
MPA	Metropolitan Planning Authority (formerly the Growth Areas Authority)
MSS	Municipal Strategic Statement

MTC	Major Town Centre
NDA	Net Developable Area
NDHa	Net Developable Hectare
PPTN	Principle Public Transport Network
PSP	Precinct Structure Plan
PTC	Principle Town Centre
PTV	Public Transport Victoria
P-6	School Prep to Year 6
P-12	State School Prep to Year 12
Sqm	Square Metres
UGB	Urban Growth Boundary
UGZ	Urban Growth Zone

## **7.2. Glossary**

### ***Active Open Space***

Land set aside for the specific purpose of formal/organised club based sports.

### ***Activity Centre***

See 'Town Centre'.

### ***Arterial Road***

A higher order road providing for moderate to high volumes at relatively high speeds typically used for inter-suburban journeys and linking to freeways, and identified under the *Road Management Act 2004*. All declared arterials are managed by the State Government.

### ***Co-Location***

Adjoining land uses to enable complementary programs, activities and services and shared use of resources and facilities. For example, the co-location of schools and active open space.

### ***Community infrastructure***

Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs and activities. This includes facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres); early years (e.g. preschool, maternal and child health, childcare); health and community services (eg. hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (e.g. civic centres, libraries, neighbourhood houses); arts and culture (e.g. galleries, museums, performance space); sport, sporting reserve and leisure (e.g. swimming pools); justice (e.g. law courts); voluntary and faith (e.g. places of worship) and emergency services (e.g. police, fire and ambulance stations).

### ***Connector Street***

A lower order street providing for low to moderate volumes and moderate speeds linking local streets to the arterial network Managed by the relevant local council. (See Table C1 in clause 56)

### ***Conventional Density Housing***

Housing with an average density of 10 to 15 dwellings per net developable hectare.

### ***Development Contributions Plan***

Document that sets out the contributions expected from each individual landowner to fund infrastructure and services. Refer to Part 3B of the *Planning and Environment Act 1987*.

### ***Encumbered Land***

Land that is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways, drainage, retarding basins/wetlands, landfill, conservation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields).

***Freeway***

A high speed and high volume road with the highest level of access control and typically used for longer distance journeys across the metropolitan area and country Victoria. All freeways are managed by VicRoads.

***Growth Area***

Areas on the fringe of metropolitan Melbourne around major regional transport corridors that are designated for large-scale change, over many years from rural to urban use. Melbourne has six growth areas called Casey-Cardinia; Hume; Melton-Caroline Springs; Whittlesea, Wyndham and Mitchell Shire.

***Growth Corridor Plan***

Government document that sets long-term strategic planning direction to guide the creation of a more sustainable community in the growth areas.

***High Density Housing***

Housing with an average density of more than 30 dwellings per net developable hectare.

***Housing Density (Net)***

The number of houses divided by net developable area

***Linear Open Space Network***

Corridors of open space, mainly along waterways that link together, forming a network.

***Land Budget Table***

A table setting out the total precinct area, net developable area and constituent land uses proposed within the precinct.

***Lot***

A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.

***Lower Density Housing***

Housing with an average density of less than 10 dwellings per hectare.

***Major Employment Area***

Areas identified on the Growth Corridor Plan for economic and employment growth.

***Major Town Centre***

Town centres that have similar characteristics to principal town centres, but serve smaller catchment areas.

***Medium Density Housing***

Housing with an average density of 16 to 30 dwellings per net developable hectare.

***Native Vegetation***

Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.

***Net Developable Area***

Total amount of land within the precinct that is made available for development of housing and employment buildings, including lots, local and connector streets. Total precinct area minus community infrastructure, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area.

***Net Developable Area - Employment***

As per net developable area but excluding residential and town centre areas.

***Net Developable Area - Residential***

As per net developable area but excluding industrial employment areas.

### ***Passive Open Space***

Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive sporting reserve, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.

### ***Precinct Structure Plan***

A statutory document that describes how a precinct or series of sites within a growth area will be developed over time. A Precinct Structure Plan sets out the broad environmental, social and economic parameters for the use and development of land within the precinct.

### ***Principal Public Transport Network***

A high-quality public transport network that connects principal and major activity centres, and comprises the existing radial fixed-rail network, extensions to this radial network and new cross-town bus routes.

### ***Public Open Space***

Land that is set aside in the precinct structure plan for public sporting reserve or public resort, or as parklands, or for similar purposes. Incorporates active and passive open space.

### ***Town Centre***

Provide the focus for services, commercial and retail based employment and social interaction. They are where people shop, work, meet, relax and live. They are well-served by public transport, they range in size and intensity of use. In the growth areas, these are referred to as principal activity centres, major activity centres, neighbourhood activity centres and local centres.

### ***Urban Growth Boundary***

A statutory planning management tool used to set clear limits to metropolitan Melbourne's urban development.

### ***Urban Growth Zone***

Statutory zone that applies to land that has been identified for future urban development. The UGZ has four purposes: (1) to manage transition of non-urban land into urban land; (2) to encourage development of well-planned and well-serviced new urban communities in accordance with an overall plan; (3) to reduce

the number of development approvals needed in areas where an agreed plan is in place; and (4) to safeguard non-urban land from use and development that could prejudice its future urban development.

# 8. Appendices

## 8.1. Appendix 1 – Property Specific Land Budget

Table 12 Property Specific Land Budget

Property Number	Total Area (Hectares)	Transport				Community			Service Open Space			Credited Open Space		Other	Total Net Developable Area (NDA Hectares)	Key Percentages	Non-Residential Land Uses		Conventional Density 15 Dwell per NRHa		
		Patterson Street	E14	Cameron's Lane	Road reserve Unavailable for development	Community Facilities	Government Education	Non Government Education	Waterway / Drainage Line / Wetland / Retarding	Tree Group (Indicative Only)	Landscape Values	Sporting Reserve	Local Parks	Other (Quarry)		Net Devt Area % of Total Area (%)	Commercial	Other	NDHa	Dwell / NRHa	Dwellings
Property																					
1	2.09			0.20				0.01						1.88	89.9%			1.88	15	28	
2	90.23		0.04	1.06		1.00	3.50	2.60	17.68			5.00	1.00	58.35	64.7%			58.35	15	875	
3	40.14								6.33				1.00	32.81	81.7%	1.50		32.81	15	492	
4	42.74								1.30				1.00	40.44	94.6%			40.44	15	607	
5	41.46								9.25				1.00	31.21	75.3%			31.21	15	468	
6	40.97								12.50	0.70	6.50			21.27	51.9%			21.27	15	319	
7	178.38								4.77	1.00	101.40		3.00	68.21	38.2%			68.21	15	1023	
8	115.92		4.66	1.00					8.30			5.00	2.50	94.46	81.5%			94.46	15	1417	
9	16.42			0.60									1.00	14.82	90.3%			14.82	15	222	
10	134.97		1.49	1.74			9.70		24.22	9.00		1.00	3.00	84.82	62.8%			84.82	15	1272	
11	138.50	2.50	5.93			1.80	2.20	2.00		8.50	11.16	18.00	1.00	85.41	61.7%	5.00		85.41	15	1281	
12	116.98										68.98			0.00	0.0%		48.00	0.00	15	0	
13	115.49	2.90						0.60		1.50	21.40	3.50	2.50	83.09	71.9%			83.09	15	1246	
14	80.19	5.85		0.92			3.50		9.82			13.00	1.00	46.10	57.5%			46.10	15	692	
15	99.38			0.86					4.74				4.00	89.78	90.3%	1.50		89.78	15	1347	
	1253.86	11.25	12.12	6.38	0.00	2.80	18.90	5.20	98.92	20.70	209.44	45.50	22.00	48.00	752.65	60.0%	8.00	48.00	752.65	15	11289
R1	9.1500				9.15									0.00	0.0%			0.00	15	0	
Sub-total	9.1500	0.00	0.00	0.00	9.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	15	0	
TOTAL	1263.00	11.25	12.12	6.380	9.1500	2.80	18.900	5.2000	98.9200	20.700	209.440	45.500	22.000	48.000	752.6456	59.6%	8.0000	48.000	752.65	11289	



