PSP 1099 Rockbank



Development Contributions Plan

August 2016

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Table – Summary of charges

The following table provides an overview of the project categories and charges included within this development contributions plan. A more detailed explanation of apportionment, methods of calculation and the description and costs of individual projects is included within the document.

(Insert Table)

# INTRODUCTION

Rockbank Development Contributions Plan (the DCP) has been prepared by the Victorian Planning Authority in consultation with Melton City Council, Government agencies, service authorities and major stakeholders.

The DCP:

* Outlines projects required to ensure that future residents, visitors and workers within the Rockbank precinct can be provided with timely access to the services and transport necessary to support a quality, affordable business and residential area
* Establishes a framework for development proponents to make a financial contribution towards the cost of identified infrastructure projects
* 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
* Provides developers, investors and local communities with certainty about development contribution requirements and how they will be administered.

The DCP comprises four parts:

(Insert Diagram)

The strategic basis for the DCP is informed by:

* State and Local Planning Policy Framework set out in the Melton Planning Scheme
* Precinct Structure Planning Guidelines (Growth Areas Authority, 2008)
* Growth Corridor Plans: Managing Melbourne’s Growth (GAA, 2012)
* Development Contributions Plan Guidelines (Department of Transport, Planning and Local Infrastructure, 2013)
* Rockbank Precinct Structure Plan and supporting documents.

These documents set out a broad, long term vision for the sustainable development of the Rockbank precinct and its surroundings.

Plan – Regional Context

## Planning and Environment Act 1987

The DCP has been prepared in accordance with Part 3B of the Planning and Environment Act 1987 (the Act) and has been developed in line with the State and Local Planning Policy Framework of the Melton Planning Scheme as well as Victorian Government Guidelines. It is consistent with the Ministerial Direction on development contributions plans made under section 46M(1) of the Act and has had regard to the Victorian Government’s Development Contribution Plan Guidelines.

The DCP provides for the charging of a development infrastructure levy pursuant to section 46J(a) of the Act towards works, services or 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 under the Act, the Ministerial Direction on development contributions plans and the Development Contributions   
Plan Guidelines.

The DCP forms part of the Melton Planning Scheme pursuant to section 46I of the Act and is an incorporated document under Clause 81 of the Melton Planning Scheme. The DCP is implemented in the Melton Planning Scheme through Schedule 7 to Clause 45.06 Development Contributions Plan Overlay (DCPO7) that applies to the area illustrated on Plan 3.

## Rockbank Precinct Structure Plan

Rockbank Precinct Structure Plan (the PSP) is a long-term plan for urban development. It describes how the land to which the DCP applies is expected to be developed, and how and where services are planned to support development.

The PSP applies to 751.83 hectares of land as illustrated on Plan 2.

The precinct is located approximately 29 kilometres to the west of the Melbourne CBD. The PSP is bounded by the Western Highway and the existing Rockbank Township to the north, Paynes Road to the west, Greigs Road to the south and the Outer Metropolitan Ring (OMR) transport corridor to the east, beyond Troups Road North. The Melbourne–Ballarat rail corridor runs in an east-west direction through the precinct as illustrated on Plan 1.

The need for the infrastructure set out in the DCP has been determined according to the anticipated development scenario for Rockbank as described in the PSP.

The DCP has a strong relationship to the PSP, as the PSP provides the rationale and justification for infrastructure items that have been included within the DCP.

Accordingly, the DCP is an implementation-based planning tool that identifies the infrastructure items required by the new community and apportions the cost of this infrastructure in an equitable manner across the plan area.

The PSP has been developed following a comprehensive planning process that establishes the future direction of development within the precinct.

Plan – Future Urban Structure

## The area to which the development contributions plan applies

In accordance with section 46K(1)(a) of the Act, the DCP applies to land illustrated on Plan 3. The area is also shown on DCPO7 in the Melton Planning Scheme.

In identifying infrastructure items for delivery, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as a mandatory infrastructure construction requirement as outlined in Table 6 of the PSP, an existing local DCP, an agreement under section 173 of the Act, or as a condition on an existing planning permit.

The DCP replaces two road projects yet to be constructed as part of the approved Toolern Development Contributions Plan:

* ‘IT07’ in the Rockbank DCP replaces ‘IT07’ in the Toolern DCP
* ‘IT15’ in the Rockbank DCP replaces ‘IT08’ in the Toolern DCP.

## Infrastructure items included in the development contributions plan

The need for infrastructure included in the DCP has been determined on the basis of the development scenario as described in the PSP and its supporting documents.

Items can be included in a DCP if the proposed development of an area is likely to create the need for infrastructure by its future community. New development does not have to trigger the need for new items in its own right. Furthermore, an item can be included in a DCP regardless of whether it is within or outside the DCP area.

Before inclusion in this DCP, all items have been assessed to ensure they have a relationship or nexus to proposed development in the PSP. 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 relates to projected growth area development is set out below and individual item use apportionments are identified in Tables 10–12.

The items that have been included in this 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 strategic aspirations as expressed in the PSP
* Are not recurrent items
* Are the basis for the future development of an integrated network.

## Items not included in the development contributions plan

### Developer works

The following items are not included in the DCP; they must be provided by developers as a matter of course and/or pursuant to agreements with servicing agencies in implementing the PSP:

Connector streets and local streets (except those included in the DCP)

Intersection works and traffic management measures along arterial roads, connector streets and local streets (except those included in the DCP)

Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria)

Landscaping of all existing and future roads and local streets

Local shared, pedestrian and bicycle paths along local streets, connector streets, utilities easements, waterways and within local parks including bridges, intersections, and barrier crossing points (except those included in the DCP)

Council-approved fencing and landscaping along arterial roads, the railway corridor and shared paths, as required

Bicycle parking

Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing the open space network

Basic improvements to local parks and open space

Local drainage system

Local street or path crossings of waterways, unless included in the DCP or outlined as the responsibility of an agency in the PSP

Infrastructure as required by utility services providers, including water, sewerage, drainage (except where the item is funded through a Melbourne Water Development Services Scheme), electricity, gas and telecommunications

Remediation and/or reconstruction of dry stone walls, where required.

The items listed above 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 the DCP.

They may be further addressed and defined by an agreement under section 173 of the Act and/or conditions in planning permits.

Upgrade of the existing road network to an urban standard will be implemented through subdivision permit conditions to the satisfaction of the responsible authority, except where specified as a DCP project.

### State infrastructure

Construction of the following items has not been included within the DCP as they are determined to be State infrastructure:

Government schools

Public transport

Upgrades to the declared road network.

The delivery of State infrastructure will be provided as warranted.

### Public open space contributions

This DCP does not provide funding for unencumbered public open space in the form of local parks as it is provided through Clause 52.01 of the Melton Planning Scheme.

Plan – DCP & Main Catchment Areas

# INFRASTRUCTURE PROJECT JUSTIFICATION

## Project identification

The DCP uses a project identification system of project category and sequential number in its tables and plans.

The following types of projects are included in the DCP:

* Transport projects
* RD – Roads
* IT – Intersections
* BR – Bridges
* Community facilities projects
* CI – Community facilities
* Active recreation projects
* AR – Sports reserves

### Road projects

The road projects in the DCP are based on the transport network illustrated on Plan 4 and supported by the reports:

* Rockbank PSP Transport Modelling Assessment, September 2014, (Jacobs)
* Rockbank PSP Infrastructure Costing Assessment, June 2016 (SMEC).

The road projects are for arterial road construction, less pavement and works for controlled intersections and associated works.

Plan – Transport Projects

Table – Road projects

The road projects funded by the DCP, as illustrated on Plan 4, include:

| DCP project ID | Project title Project description | MCA contributing | Hectares contributing | Indicative provision trigger | Suitable as works in kind? |
| --- | --- | --- | --- | --- | --- |
| RD01B | **Greigs Road: Outer Metropolitan Ring transport corridor (OMR) to Troups Road North (IT01)** Construction of a 2-lane arterial road (interim standard) within the existing Greigs Road reserve. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD01C | **Greigs Road: Outer Metropolitan Ring transport corridor (OMR) to Troups Road North (IT01)** Payment of habitat compensation to facilitate RD01B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| RD02B | **Greigs Road: 'RB North South Road 1' (IT02) to 'RB North South Road 2' (IT03)** Construction of a 2-lane arterial road (interim standard) within the existing Greigs Road reserve. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD02C | **Greigs Road: 'RB North South Road 1' (IT02) to 'RB North South Road 2' (IT03)** Payment of habitat compensation to facilitate RD02B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| RD03A | **Rockbank Road: Greigs Road (IT04) to Toolern Road (IT05)** Purchase of land to facilitate RD03B within a 41-metre road reserve (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD03B | **Rockbank Road: Greigs Road (IT04) to Toolern Road (IT05)** Construction of a 2-lane arterial road (interim standard) to cater for the new Rockbank Road. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD04A | T**oolern Road: 'RB North South Road 3' (IT06) to Paynes Road (IT07)** Purchase of land to facilitate RD04B within a 34-metre road reserve (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD04B | **Toolern Road: 'RB North South Road 3' (IT06) to Paynes Road (IT07)** Construction of a 2-lane arterial road (interim standard) to cater for the new Toolern Road. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD05A | **Paynes Road: Western Freeway Flyover (BR03) to Murray Road (IT11)** Purchase of land to facilitate RD05B within a 34-metre road reserve (ultimate standard),  widening Paynes Road to the east. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD05B | **Paynes Road: Western Freeway Flyover (BR03) to Murray Road (IT11)** Construction of a 2-lane arterial road (interim standard) within the Paynes Road reserve. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD05C | **Paynes Road: Western Freeway Flyover (BR03) to Murray Road (IT11)** Payment of habitat compensation to facilitate RD05B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| RD06A | **Paynes Road: Alfred Road (IT12) to 'RB East West Road 1' (IT13)** Purchase of land to facilitate RD06B within a 34-metre road reserve (ultimate standard),  widening Paynes Road to the east. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD06B | **Paynes Road: Alfred Road (IT12) to 'RB East West Road 1' (IT13)** Construction of a 2-lane arterial road (interim standard) within the Paynes Road reserve. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD06C | **Paynes Road: Alfred Road (IT12) to 'RB East West Road 1' (IT13)** Payment of habitat compensation to facilitate RD06B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| RD07A | **Paynes Road: 'RB East West Road 1' (IT13) to Toolern Road (IT07)** Purchase of land to facilitate RD07B within a 34-metre road reserve (ultimate standard), widening Paynes Road to the east. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD07B | Paynes Road: 'RB East West Road 1' (IT13) to Toolern Road (IT07) Construction of a 2-lane arterial road (interim standard) within the Paynes Road reserve. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD07C | Paynes Road: 'RB East West Road 1' (IT13) to Toolern Road (IT07) Payment of habitat compensation to facilitate RD07B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| RD08A | Paynes Road: Toolern Road (IT07) to 'RB East West Road 3' (IT14) Purchase of land to facilitate RD08B within a 34-metre road reserve (ultimate standard), widening Paynes Road to the east. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD08B | Paynes Road: Toolern Road (IT07) to 'RB East West Road 3' (IT14) Construction of a 2-lane arterial road (interim standard) within the Paynes Road reserve. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD08C | Paynes Road: Toolern Road (IT07) to 'RB East West Road 3' (IT14) Payment of habitat compensation to facilitate RD08B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| RD09A | Paynes Road: 'RB East West Road 3' (IT14) to Greigs Road (IT15) Purchase of land to facilitate RD09B within a 34-metre road reserve (ultimate standard), widening Paynes Road to the east. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD09B | Paynes Road: 'RB East West Road 3' (IT14) to Greigs Road (IT15) Construction of a 2-lane arterial road (interim standard) within the Paynes Road reserve. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD09C | Paynes Road: 'RB East West Road 3' (IT14) to Greigs Road (IT15) Payment of habitat compensation to facilitate RD09B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| RD10B | Westcott Parade: Rockbank Township to Old Leakes Road Construction of a 2-lane road (ultimate standard) within the existing Westcott Parade reserve. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| RD10C | Westcott Parade: Rockbank Township to Old Leakes Road Payment of habitat compensation to facilitate RD10B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |

### Intersection projects

The intersection projects in the DCP are based on the transport network illustrated on Plan 4 and supported by the reports:

* VPA analysis of turning volumes extracted from Rockbank PSP Transport Modelling Assessment, September 2014 (Jacobs)
* Rockbank PSP SIDRA Intersection Modelling, September 2014 (Jacobs)
* Rockbank PSP Infrastructure Costing Assessment, June 2016 (SMEC).

The intersection projects identified are controlled intersections and associated works.

Table – Intersection projects

The intersection projects funded by the DCP, as illustrated on Plan 4, include:

| DCP project ID | Project title Project description | MCA contributing | Hectares contributing | Indicative provision trigger | Suitable as works in kind? |
| --- | --- | --- | --- | --- | --- |
| IT01A | Intersection: Greigs Road and Troups Road North Purchase of land within precinct to facilitate IT01B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT01B | Intersection: Greigs Road and Troups Road North Construction of a signalised T-intersection (interim standard) at the intersection of Greigs Road and Troups Road North. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT01C | Intersection: Greigs Road and Troups Road North Payment of habitat compensation to facilitate IT01B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| IT02A | Intersection: Greigs Road and 'RB North South Road 1' Purchase of land within precinct to facilitate IT02B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT02B | Intersection: Greigs Road and 'RB North South Road 1' Construction of a signalised T-intersection (interim standard) at the intersection of Greigs Road and 'RB North South Road 1'. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT02C | Intersection: Greigs Road and 'RB North South Road 1' Payment of habitat compensation to facilitate IT02B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| IT03A | Intersection: Greigs Road and 'RB North South Road 2' Purchase of land within precinct to facilitate IT03B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT03B | Intersection: Greigs Road and 'RB North South Road 2' Construction of a signalised T-intersection (interim standard) at the intersection of Greigs Road and 'RB North South Road 2'. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT03C | Intersection: Greigs Road and 'RB North South Road 2' Payment of habitat compensation to facilitate IT03B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| IT04A | Intersection: Rockbank Road and Greigs Road Purchase of land within precinct to facilitate IT04B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT04B | Intersection: Rockbank Road and Greigs Road Construction of a signalised 4-way intersection (interim standard) at the intersection of Rockbank Road and Greigs Road. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT04C | Intersection: Rockbank Road and Greigs Road Payment of habitat compensation to facilitate IT04B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| IT05A | Intersection: Rockbank Road and Toolern Road Purchase of land within precinct to facilitate IT05B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT05B | Intersection: Rockbank Road and Toolern Road Construction of a signalised 4-way intersection (interim standard) at the intersection of Rockbank Road and Toolern Road. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT06A | Intersection: Toolern Road and 'RB North South Road 3' Purchase of land within precinct to facilitate IT06B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT06B | Intersection: Toolern Road and 'RB North South Road 3' Construction of a signalised 4-way intersection (interim standard) at the intersection of Toolern Road and 'RB North South Road 3'. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT07A | Intersection: Toolern Road and Paynes Road Purchase of land within precinct to facilitate IT07B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT07B | Intersection: Toolern Road and Paynes Road Construction of a signalised 4-way intersection (interim standard) at the intersection of Toolern Road and Paynes Road. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT07C | Intersection: Toolern Road and Paynes Road Payment of habitat compensation to facilitate IT07B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| IT08A | Intersection: Rockbank Road and 'RB East West Road 2' Purchase of land within precinct to facilitate IT08B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT08B | Intersection: Rockbank Road and 'RB East West Road 2' Construction of a signalised T-intersection (interim standard) at the intersection of Rockbank Road and 'RB East West Road 2'. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT09A | Intersection: Rockbank Road and 'RB East West Road 1' Purchase of land within precinct to facilitate IT09B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT09B | Intersection: Rockbank Road and 'RB East West Road 1' Construction of a signalised 4-way intersection (interim standard) at the intersection of Rockbank Road and 'RB East West Road 1'. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT10A | Intersection: Rockbank Road and Westcott Parade Extension Purchase of land within precinct to facilitate IT10B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT10B | Intersection: Rockbank Road and Westcott Parade Extension Construction of a signalised 4-way intersection (interim standard) at the intersection of Rockbank Road and the extended Westcott Parade. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT11A | Intersection: Paynes Road and Murray Road Purchase of land within precinct to facilitate IT11B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT11B | Intersection: Paynes Road and Murray Road Construction of a signalised 4-way intersection (interim standard) at the intersection of Paynes Road and Murray Road. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT11C | Intersection: Paynes Road and Murray Road Payment of habitat compensation to facilitate IT11B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| IT12A | Intersection: Paynes Road and Alfred Road Purchase of land within precinct to facilitate IT12B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT12B | Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard) at the intersection of Paynes Road and Alfred Road. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT12C | Intersection: Paynes Road and Alfred Road Payment of habitat compensation to facilitate IT12B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| IT13A | Intersection: Paynes Road and 'RB East West Road 1' Purchase of land within precinct to facilitate IT13B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT13B | Intersection: Paynes Road and 'RB East West Road 1' Construction of a signalised 4-way intersection (interim standard) at the intersection of Paynes Road and 'RB East West Road 1'. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT13C | Intersection: Paynes Road and 'RB East West Road 1' Payment of habitat compensation to facilitate IT13B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| IT14A | Intersection: Paynes Road and 'RB East West Road 3' Purchase of land within precinct to facilitate IT14B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT14B | Intersection: Paynes Road and 'RB East West Road 3' Construction of a signalised 4-way intersection (interim standard) at the intersection of Paynes Road and 'RB East West Road 3'. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT14C | Intersection: Paynes Road and 'RB East West Road 3' Payment of habitat compensation to facilitate IT14B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| IT15A | Intersection: Paynes Road and Greigs Road Purchase of land within precinct to facilitate IT15B (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT15B | Intersection: Paynes Road and Greigs Road Construction of a signalised 4-way intersection (interim standard) at the intersection of Paynes Road and Greigs Road. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| IT15C | Intersection: Paynes Road and Greigs Road Payment of habitat compensation to facilitate IT15B. | Residential & Employment | 463.13 | As required by traffic/access demand | No |

### Bridge projects

The bridge projects in the DCP are based on the bridges illustrated on Plan 4 and are supported by the reports:

* Rockbank PSP Transport Modelling Assessment, September 2014 (Jacobs)
* Rockbank PSP Infrastructure Costing Assessment, June 2016 (SMEC).

Infrastructure projects included under the collective ‘bridge projects’ include road bridge (flyover/grade separation), pedestrian bridge, level crossing upgrade, and drainage culvert.

Table – Bridge projects

The bridge projects funded by the DCP, as illustrated on Plan 4, include:

| DCP project ID | Project title Project description | MCA contributing | Hectares contributing | Indicative provision trigger | Suitable as works in kind? |
| --- | --- | --- | --- | --- | --- |
| BR02A | **Rockbank Road Bridge** Purchase of land for the construction of a rail-road grade separation at the intersection of Rockbank Road and the Melbourne–Ballarat rail corridor (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| BR03A | **Paynes Road Freeway Flyover** Purchase of land for the construction of a freeway-road grade separation at the intersection of Paynes Road and the Western Freeway corridor (southern approach only, ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| BR03C | **Paynes Road Freeway Flyover** Payment of habitat compensation to facilitate the construction of a freeway-road grade separation at the intersection of Paynes Road and the Western Freeway corridor. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| BR04A | **Paynes Road Rail Flyover** Purchase of land for the construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne–Ballarat rail corridor (ultimate standard). | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |
| BR04B | **Paynes Road Rail Flyover** Construction of a rail-road grade separation (interim standard) at the intersection of Paynes Road and the Melbourne–Ballarat rail corridor. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| BR04C | **Paynes Road Rail Flyover** Payment of habitat compensation to facilitate the construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne–Ballarat rail corridor. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| BR05B | **Rockbank East Pedestrian Bridge** Construction of a pedestrian bridge (ultimate standard) over the Melbourne–Ballarat rail corridor at Ian Cowie Recreation Reserve. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| BR06B | **Leakes Road Level Crossing Upgrade** Construction of an upgrade to the level crossing at the intersection of Leakes Road and the Melbourne–Ballarat rail corridor, including automatic gates and pedestrian crossings. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| BR07B | **Paynes Road Level Crossing Upgrade** Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne–Ballarat rail corridor, including automatic gates and pedestrian crossings. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| BR08B | **Troups Road North Level Crossing Upgrade** Construction of an upgrade to the level crossing at the intersection of Troups Road North and the Melbourne–Ballarat rail corridor, including automatic gates and pedestrian crossings. | Residential & Employment | 463.13 | As required by traffic/access demand | No |
| BR09B | **Rockbank Road Drainage Culvert** Construction of a culvert across Rockbank Road to cater for new drainage infrastructure associated with the Leakes Road Drainage Scheme. | Residential & Employment | 463.13 | As required by traffic/access demand | Yes |

Plan – Community & Recreation Projects

### Community facilities & active recreation projects

The community facilities and active recreation projects in the DCP are illustrated on Plan 5 and are supported by the report:

* Rockbank PSP Social Infrastructure Needs Assessment, July 2014 (MPA).

Infrastructure costing sheets for community facilities and active recreation projects were prepared by Melton City Council and are based on recent capital works projects costed and/or constructed by Council.

Table – Community facilities projects

The community facilities and sporting reserve projects funded by the DCP, as illustrated on Plan 5, include:

| DCP project ID | Project title Project description | MCA contributing | Hectares contributing | Indicative provision trigger | Suitable as works in kind? |
| --- | --- | --- | --- | --- | --- |
| CI01A | Rockbank East Community Centre (Rockbank East Community Hub) Purchase of land within precinct to facilitate CI01B. | Residential | 460.38 | When population growth creates the need | Yes |
| CI01B | Rockbank East Community Centre (Rockbank East Community Hub) Construction of a multi-purpose community centre (Level 1) at Rockbank East Community Hub, including community rooms and additional facilities to cater for childcare and maternal child health. | Residential | 460.38 | When population growth creates the need | No |
| CI02A | Rockbank South Neighbourhood House (Rockbank South Community Hub) Purchase of land within precinct to facilitate CI02B. | Residential | 460.38 | When population growth creates the need | Yes |
| CI02B | Rockbank South Neighbourhood House (Rockbank South Community Hub) Construction of a multi-purpose community centre (Level 2) at Rockbank South Community Hub, including community rooms, additional facilities to cater for childcare and maternal child health, and neighbourhood house facilities. | Residential | 460.38 | When population growth creates the need | No |
| CI03A | Rockbank Community Centre (Rockbank Major Town Centre) Purchase of land within precinct to facilitate construction of a multi-purpose community centre (Level 3) in Rockbank Major Town Centre. | Residential | 460.38 | When population growth creates the need | Yes |
| CI04A | Station Plaza (Rockbank Major Town Centre) Purchase of land within precinct to facilitate construction of a pedestrianised town square linking Rockbank Railway Station to the high street in Rockbank Major Town Centre. | Residential | 460.38 | When population growth creates the need | Yes |

Table – Active recreation projects

| DCP project ID | Project title Project description | MCA contributing | Hectares contributing | Indicative provision trigger | Suitable as works in kind? |
| --- | --- | --- | --- | --- | --- |
| AR01A | Rockbank East Sports Reserve (Rockbank East Community Hub) Purchase of land within precinct to facilitate AR01B. | Residential | 460.38 | When population growth creates the need | Yes |
| AR01B | Rockbank East Sports Reserve (Rockbank East Community Hub) Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure. | Residential | 460.38 | When population growth creates the need | No |
| AR02A | Rockbank West Sports Reserve (Rockbank West Community Hub) Purchase of land within precinct to facilitate AR02B. | Residential | 460.38 | When population growth creates the need | Yes |
| AR02B | Rockbank West Sports Reserve (Rockbank West Community Hub) Construction of a sports reserve incorporating playing surfaces and car parks at Rockbank West Community Hub, including all construction works, landscaping and related infrastructure. | Residential | 460.38 | When population growth creates the need | No |
| AR03A | Rockbank North Sports Reserve (Rockbank North Community Hub) Purchase of land within precinct to facilitate AR03B. | Residential | 460.38 | When population growth creates the need | Yes |
| AR03B | Rockbank North Sports Reserve (Rockbank North Community Hub) Construction of a sports reserve incorporating playing surfaces and car parks at Rockbank North Community Hub, including all construction works, landscaping and related infrastructure. | Residential | 460.38 | When population growth creates the need | No |
| AR04A | Rockbank South Sports Reserve (Rockbank South Community Hub) Purchase of land within precinct to facilitate AR04B. | Residential | 460.38 | When population growth creates the need | Yes |
| AR04B | Rockbank South Sports Reserve (Rockbank South Community Hub) Construction of a sports reserve incorporating playing surfaces and car parks at Rockbank South Community Hub, including all construction works, landscaping and related infrastructure. | Residential | 460.38 | When population growth creates the need | No |
| AR05A | Rockbank Recreation Centre (Rockbank Major Town Centre) Purchase of land to facilitate construction of indoor recreation centre at Rockbank Major Town Centre. | Residential | 460.38 | When population growth creates the need | Yes |
| AR06B | Sporting Club (Rockbank South Precinct Structure Plan) Construction of a sports facility, including 10 hard courts with lighting, clubhouse and parking, including all construction works, landscaping and relating infrastructure. | Residential | 460.38 | When population growth creates the need | No |

## Project timing

Each item in the DCP has an assumed indicative provision trigger specified in Tables 2–6. The timing of the provision of the items in this DCP is consistent with information available at the time that the DCP was prepared.

Melton City Council, as the respective development agency as well as the collecting agency, will monitor and assess the required timing for individual items and have regard to its capital works program, development external to the precinct and the indicative provision triggers specified in Tables 2–6.

The development agency may seek an amendment to the DCP to adjust indicative provision triggers as part of the five-year review (or earlier if justified). Any adjustment would also need to be consistent with any implementation agreement entered into under section 173 of the Act.

The collecting agency may consider alternatives to the priority delivery of works or   
land where:

* Infrastructure is to be constructed / provided by development proponents as works or land in kind, as agreed by the collecting agency
* Network priorities require the delivery of works or land to facilitate broader road network connections
* Community needs determine the delivery of works or land for community facilities and active recreation projects and open space.

All items in the DCP will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 4.1 and acknowledging the development agency’s capacities to provide the balance of funds not recovered by development contributions.

## Distinction between development infrastructure and community infrastructure

In accordance with the Act and Ministerial Directions on development contributions plans pursuant to section 46M of the Act, 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 Act currently stipulates that the amount that may be contributed under a community infrastructure levy is no more than $1,150 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 7 are deemed to be community infrastructure levy projects.

Table – Community infrastructure levy (CIL) projects

| DCP project ID | Project title Project description | MCA contributing | Hectares contributing | Indicative provision trigger | Suitable as works in kind? |
| --- | --- | --- | --- | --- | --- |
| AR01C | Rockbank East Sports Reserve (Rockbank East Community Hub) Construction of a pavilion to serve AR01B, including all building works, landscaping and related infrastructure. | Residential | 460.38 | When population growth creates the need | No |
| AR02C | Rockbank West Sports Reserve (Rockbank West Community Hub) Construction of a pavilion to serve AR02B, including all building works, landscaping and related infrastructure. | Residential | 460.38 | When population growth creates the need | No |
| AR03C | Rockbank North Sports Reserve (Rockbank North Community Hub) Construction of a pavilion to serve AR03B, including all building works, landscaping and related infrastructure. | Residential | 460.38 | When population growth creates the need | No |
| AR04C | Rockbank South Sports Reserve (Rockbank South Community Hub) Construction of a pavilion to serve AR04B, including all building works, landscaping and related infrastructure. | Residential | 460.38 | When population growth creates the need | No |

All other infrastructure projects are classified as development infrastructure projects.

Contributions relating to the development infrastructure levy are to be made by developers at the time of subdivision. If subdivision is not applicable payments must be made prior to construction of buildings and works (refer to Section 4.1).

# CALCULATION OF CONTRIBUTIONS

The general cost apportionment method includes the following steps:

* Calculation of the net developable area and demand units (refer to Table 8)
* Calculation of project costs (refer to Tables 10–11)
* Identification and allowance for external use (refer to Tables 10–12)
* Cost apportionment and catchments (refer to Tables 9–11)
* Identification of development types required to pay the levy (refer to Tables 10–11)
* Summary of costs payable for each infrastructure project (refer Tables 10–11)
* The development infrastructure levy per net developable hectare for each development type (Table 10) and the community infrastructure levy per dwelling (Table 11)
* Alternative funding sources for infrastructure projects an identified external use (Table 12).

## Calculation of net developable area and demand units

The following section sets out how the net developable area (NDA) is calculated and outlines the development projections anticipated in the precinct.

## Net developable area

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

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

The NDA for the DCP is outlined in Table 8. The contributions ‘per net developable hectare’ must not and will not be amended to respond to minor changes to the land budget that may result from the subdivision process. In other words, the DCP is permanently linked to the calculation of the NDA set out in Table 8 and Appendix A.

The NDA may only change if the collecting agency agrees to a variation to the summary land budget (Table 8) and the detailed property-specific land budget (Appendix A) and associated tables.

Plan – Land Use Budget

Table – Summary land use budget

| Description | ROCKBANK PSP | | |
| --- | --- | --- | --- |
| AREA (HECTARES) | % OF GDA | % OF NDA |
| GROSS DEVELOPABLE AREA (ha) | 751.83 |  | |
| Transport | | | |
| Arterial Road - Existing Road Reserve | 19.18 | 2.55% | 4.14% |
| Arterial Road - Existing Road Reserve (Potential Commercial Development) | 6.70 | 0.89% | 1.45% |
| Arterial Road - Public Acquisition Overlay | 20.59 | 2.74% | 4.45% |
| Arterial Road - Widening and Intersection Flaring (DCP land) | 23.47 | 3.12% | 5.07% |
| Non-Arterial Road - Existing Road Reserve | 11.42 | 1.52% | 2.47% |
| Public Transport Facilities / Reserve | 25.30 | 3.36% | 5.46% |
| Sub-total Transport | 106.66 | 14.19% | 23.03% |
| Community & Education | | | |
| Existing Government School | 1.66 | 0.22% | 0.36% |
| Potential Government School | 18.90 | 2.51% | 4.08% |
| Potential Non-Government School | 2.60 | 0.35% | 0.56% |
| Local Community Facility (DCP land) | 3.50 | 0.47% | 0.76% |
| Local Indoor Recreation (DCP land) | 2.00 | 0.27% | 0.43% |
| Existing State Government Facility (Fire Services) | 0.20 | 0.03% | 0.04% |
| Sub-total Community & Education | 28.86 | 3.84% | 6.23% |
| Open Space | | | |
| Service Open Space | | | |
| Conservation Reserve | 9.19 | 1.22% | 1.98% |
| Waterway and Drainage Reserve | 65.64 | 8.73% | 14.17% |
| Landscape Buffer adjoining road | 12.13 | 1.61% | 2.62% |
| Sub-total Service Open Space | 86.95 | 11.57% | 18.78% |
| Credited Open Space | | | |
| Local Sports Reserve (DCP land) | 29.90 | 3.98% | 6.46% |
| Town Centre Urban Plaza (DCP Land) | 0.67 | 0.09% | 0.14% |
| Local Network Park (via Cl 52.01) | 13.40 | 1.78% | 2.89% |
| Sub-total Credited Open Space | 43.97 | 5.85% | 9.49% |
| Regional Open Space | | | |
| Municipal Regional Sports Reserve (council funded) | 16.58 | 2.20% | 3.58% |
| Sub-total Regional Open Space | 16.58 | 2.20% | 3.58% |
| Total All Open Space | 147.50 | 19.62% | 31.85% |
| Other | | | |
| Utilities - Servicing | 1.48 | 0.20% | 0.32% |
| Existing Sports Reserve | 4.20 | 0.56% | 0.91% |
| Sub-total | 5.68 | 0.76% | 1.23% |
|  | | | |
| TOTAL NET DEVELOPABLE AREA - (NDA) Ha | **463.13** | **61.60%** |  |
| NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) Ha | **460.38** | **61.23%** |  |
| NET DEVELOPABLE AREA - EMPLOYMENT (NDAE) Ha | **2.75** | **0.37%** |  |

## Land budget and demand units

The ‘net developable hectare’ is the demand unit for the DCP.

The DCP identifies two development types: ‘residential’ and ‘employment’.

‘Residential’ development is defined broadly to include forms of development that support a residential land use, including residential subdivision and development within town centres, local convenience centres and mixed use.

‘Residential’ 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, convenience store or any other approved use.

‘Residential’ development is attributed to 460.38 net developable hectares within the precinct.

‘Employment’ development refers to the commercial area within Rockbank Mixed Commercial Precinct and is defined broadly to include commercial uses such as office, appropriate manufacturing and industrial and limited retail.

‘Employment’ development is attributed to 2.75 net developable hectares within the precinct.

The DCP contains a total of 463.13 net developable hectares.

## Property-specific calculations

The NDA used to calculate the contributions associated with the DCP is based on an assessment of individual properties. The NDA for each property is listed in the property-specific land budget located in Appendix A. The property-specific NDA and rates listed in this DCP determine the total contribution for each property.

## Calculation of contributions charges

### Calculation of costs

Each infrastructure project has been assigned a land and/or construction cost. These costs are listed in Tables 10 and 11. The costs are expressed in 2016 dollars and will be adjusted annually in accordance with the method specified in Section 4.3.

Road and intersection construction costs have been determined by SMEC (refer to Appendix B for road, intersection and bridge cost sheets).

Community facilities and active recreation project costs have been determined by Melton City Council in conjunction with the VPA (refer to Appendix C for community facilities and active recreation cost sheets).

### Valuation of land

Estimates of land value methodology

The area of land to be acquired for each DCP project on each property is identified from the detailed property-specific land budget prepared for the PSP. A description of the land was provided to Charter Keck Cramer as a registered valuer to prepare an estimate of value; this in turn determines the value for each project requiring land identified in the DCP.

The estimates of value were prepared using the Public Land Equalisation Method (PLEM). The PLEM calculates the average public land contribution required for the PSP (expressed as a percentage of NDA). The land required for each property is also calculated and compared against the average percentage of NDA.

Public land contributions on a property that are less than or equal to the precinct average have an estimate of value using a per-property broad hectare method. Any component of public land contributions that exceed the precinct average have an estimate of value using a site-specific method. The properties that have a greater than average contribution are identified in Appendix D.

Per-property broad hectare value estimate

The ‘per-property’ broad hectare estimate of value prepared for each individual property assumes the unencumbered, highest-and-best use as indicated by the PSP.

The estimates of value are prepared on a ‘before and after’ basis where:

* The ‘before’ assessment is based on the total developable area of each property, and ignores the land and infrastructure items to be provided by the DCP. Any development that occurs subsequent to the approval of the DCP is ignored for the purpose of the valuation
* The ‘after’ assessment comprises the remaining portion of each property after all land required by the DCP has been provided. Severance or enhancement, disturbance, special value, etc. are ignored for the purpose of the ‘after’ valuation.

Site-specific value estimate

The ‘site-specific’ approach prepares an estimate of value for each separate infrastructure item. For example, if a landowner has land identified for a road widening, a community centre and a local sports reserve, a site specific estimate of value would be prepared for all three items separately.

Site-specific estimates of value generally assume that the land identified can be sold as serviced development lots, i.e. street frontages, etc. have already been constructed, therefore the land has a lower expected development cost.

### Cost apportionment

This DCP apportions a charge to new development according to its projected share of use of an identified infrastructure item. Since development contributions 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 DCP calculates what each new development should pay towards provision of the identified infrastructure item; this is the total cost of the item (after deducting other funding sources and making allowance for any external demand) divided by total demand units within the main catchment area.

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 as set out in the PSP, an existing DCP, an agreement under section 173 of the Act, or as a condition on an existing planning permit. The balance of the cost of the items not recovered under the DCP will be funded by alternative sources.

### Main catchment area

The main catchment area (MCA) is the geographic area from which a given item of infrastructure will draw most of its use.

The DCP includes two main catchment areas, ‘residential’ and ‘employment’; the attributes for each MCA are consistent with the development types outlined in Section 3.1.2 and each land area is outlined in Table 9 and illustrated on Plan 3.

It is important to note that the number of net developable hectares (that is the demand units) in the MCA is based on the land budgets in Table 8 and Appendix A.

Table – Main catchment area

|  |  |
| --- | --- |
| Main Catchment Area (MCA) | Area (Ha) |
| Residential | 460.38 |
| Employment | 2.75 |
| **Residential & Employment** | **463.13** |

### External use

An allowance has been made for other use external to the MCAs for specific projects; that is, use that does not solely emanate from the Rockbank PSP area. Tables 10 and 11 quantify any external demand (as a percentage) for each infrastructure project. Where an external demand has been assessed, a percentage discount has been made to the dollar amount that would otherwise be recovered in relation to the DCP.

Where external use of an infrastructure project has been calculated in Tables 10 and 11, alternative funding sources for infrastructure projects have been identified in Table 12.

### 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   
the DCP.

### Schedule of costs

Tables 10 and 11 calculate the amount of contributions payable by the MCA for each infrastructure category.

### Summary of charges per hectare

Tables 10 and 11 show the quantum of funds to be contributed by the MCA toward each infrastructure project. The total adds up to the total amount of funds recoverable under the DCP.

Table – Infrastructure project timing & calculation of costs – Development infrastructure levy (DIL)

| DCP project ID | 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 | Residential - Cost recovered by DCP | Employment - Cost recovered by DCP | Residential - Contribution per NDHa | Employment - Contribution per NDHa |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Road projects | | | | | | | | | | | | |
| RD01B | Greigs Road: Outer Metropolitan Ring transport corridor (OMR) to Troups Road North (IT01) | Development | 0.00 | $- | $586,184 | $586,184 | 50% | $293,092 | $291,349 | $1,743 | $633 | $633 |
| RD01C | Greigs Road: Outer Metropolitan Ring transport corridor (OMR) to Troups Road North (IT01) | Development | 0.00 | $- | $295 | $295 | 50% | $147 | $146 | $1 | $0 | $0 |
| RD02B | Greigs Road: 'RB North South Road 1' (IT02) to 'RB North South Road 2' (IT03) | Development | 0.00 | $- | $560,754 | $560,754 | 50% | $280,377 | $278,709 | $1,668 | $605 | $605 |
| RD02C | Greigs Road: 'RB North South Road 1' (IT02) to 'RB North South Road 2' (IT03) | Development | 0.00 | $- | $24,089 | $24,089 | 50% | $12,044 | $11,973 | $72 | $26 | $26 |
| RD03A | Rockbank Road: Greigs Road (IT04) to Toolern Road (IT05) | Development | 1.63 | $1,752,624 | $- | $1,752,624 | 100% | $1,752,624 | $1,742,199 | $10,425 | $3,784 | $3,784 |
| RD03B | Rockbank Road: Greigs Road (IT04) to Toolern Road (IT05) | Development | 0.00 | $- | $1,735,419 | $1,735,419 | 100% | $1,735,419 | $1,725,096 | $10,323 | $3,747 | $3,747 |
| RD04A | Toolern Road: 'RB North South Road 3' (IT06) to Paynes Road (IT07) | Development | 1.16 | $1,222,510 | $- | $1,222,510 | 100% | $1,222,510 | $1,215,238 | $7,272 | $2,640 | $2,640 |
| RD04B | Toolern Road: 'RB North South Road 3' (IT06) to Paynes Road (IT07) | Development | 0.00 | $- | $1,492,524 | $1,492,524 | 100% | $1,492,524 | $1,483,646 | $8,878 | $3,223 | $3,223 |
| RD05A | Paynes Road: Western Freeway Flyover (BR03) to Murray Road (IT11) | Development | 0.26 | $191,476 | $- | $191,476 | 100% | $191,476 | $190,337 | $1,139 | $413 | $413 |
| RD05B | Paynes Road: Western Freeway Flyover (BR03) to Murray Road (IT11) | Development | 0.00 | $- | $998,374 | $998,374 | 50% | $499,187 | $496,218 | $2,969 | $1,078 | $1,078 |
| RD05C | Paynes Road: Western Freeway Flyover (BR03) to Murray Road (IT11) | Development | 0.00 | $- | $2,307 | $2,307 | 50% | $1,153 | $1,147 | $7 | $2 | $2 |
| RD06A | Paynes Road: Alfred Road (IT12) to 'RB East West Road 1' (IT13) | Development | 0.40 | $259,536 | $- | $259,536 | 100% | $259,536 | $257,992 | $1,544 | $560 | $560 |
| RD06B | Paynes Road: Alfred Road (IT12) to 'RB East West Road 1' (IT13) | Development | 0.00 | $- | $1,203,762 | $1,203,762 | 50% | $601,881 | $598,301 | $3,580 | $1,300 | $1,300 |
| RD06C | Paynes Road: Alfred Road (IT12) to 'RB East West Road 1' (IT13) | Development | 0.00 | $- | $36,403 | $36,403 | 50% | $18,201 | $18,093 | $108 | $39 | $39 |
| RD07A | Paynes Road: 'RB East West Road 1' (IT13) to Toolern Road (IT07) | Development | 0.35 | $237,127 | $- | $237,127 | 100% | $237,127 | $235,717 | $1,411 | $512 | $512 |
| RD07B | Paynes Road: 'RB East West Road 1' (IT13) to Toolern Road (IT07) | Development | 0.00 | $- | $1,541,794 | $1,541,794 | 50% | $770,897 | $766,311 | $4,586 | $1,665 | $1,665 |
| RD07C | Paynes Road: 'RB East West Road 1' (IT13) to Toolern Road (IT07) | Development | 0.00 | $- | $3,802 | $3,802 | 50% | $1,901 | $1,890 | $11 | $4 | $4 |
| RD08A | Paynes Road: Toolern Road (IT07) to 'RB East West Road 3' (IT14) | Development | 0.26 | $212,208 | $- | $212,208 | 100% | $212,208 | $210,946 | $1,262 | $458 | $458 |
| RD08B | Paynes Road: Toolern Road (IT07) to 'RB East West Road 3' (IT14) | Development | 0.00 | $- | $816,016 | $816,016 | 50% | $408,008 | $405,581 | $2,427 | $881 | $881 |
| RD08C | Paynes Road: Toolern Road (IT07) to 'RB East West Road 3' (IT14) | Development | 0.00 | $- | $2,498 | $2,498 | 50% | $1,249 | $1,242 | $7 | $3 | $3 |
| RD09A | Paynes Road: 'RB East West Road 3' (IT14) to Greigs Road (IT15) | Development | 0.60 | $939,352 | $- | $939,352 | 100% | $939,352 | $933,764 | $5,588 | $2,028 | $2,028 |
| RD09B | Paynes Road: 'RB East West Road 3' (IT14) to Greigs Road (IT15) | Development | 0.00 | $- | $2,031,603 | $2,031,603 | 50% | $1,015,802 | $1,009,759 | $6,042 | $2,193 | $2,193 |
| RD09C | Paynes Road: 'RB East West Road 3' (IT14) to Greigs Road (IT15) | Development | 0.00 | $- | $7,518 | $7,518 | 50% | $3,759 | $3,737 | $22 | $8 | $8 |
| RD10B | Westcott Parade: Rockbank Township to Old Leakes Road | Development | 0.00 | $- | $1,947,126 | $1,947,126 | 100% | $1,947,126 | $1,935,544 | $11,582 | $4,204 | $4,204 |
| RD10C | Westcott Parade: Rockbank Township to Old Leakes Road | Development | 0.00 | $- | $3,482 | $3,482 | 100% | $3,482 | $3,461 | $21 | $8 | $8 |
| **Sub-total road projects** | | | **4.65** | **$4,814,834** | **$12,993,950** | **$17,808,784** |  | **$13,901,084** | **$13,818,395** | **$82,689** | **$30,015** | **$30,015** |
| Intersection projects | | | | | | | | | | | | |
| IT01A | Intersection: Greigs Road and Troups Road North | Development | 0.03 | $20,735 | $- | $20,735 | 100% | $20,735 | $20,612 | $123 | $45 | $45 |
| IT01B | Intersection: Greigs Road and Troups Road North | Development | 0.00 | $- | $3,506,804 | $3,506,804 | 100% | $3,506,804 | $3,485,944 | $20,860 | $7,572 | $7,572 |
| IT01C | Intersection: Greigs Road and Troups Road North | Development | 0.00 | $- | $120,801 | $120,801 | 50% | $60,400 | $60,041 | $359 | $130 | $130 |
| IT02A | Intersection: Greigs Road and 'RB North South Road 1' | Development | 0.12 | $77,375 | $- | $77,375 | 100% | $77,375 | $76,915 | $460 | $167 | $167 |
| IT02B | Intersection: Greigs Road and 'RB North South Road 1' | Development | 0.00 | $- | $3,357,955 | $3,357,955 | 100% | $3,357,955 | $3,337,981 | $19,974 | $7,251 | $7,251 |
| IT02C | Intersection: Greigs Road and 'RB North South Road 1' | Development | 0.00 | $- | $145,320 | $145,320 | 50% | $72,660 | $72,228 | $432 | $157 | $157 |
| IT03A | Intersection: Greigs Road and 'RB North South Road 2' | Development | 0.13 | $94,220 | $- | $94,220 | 100% | $94,220 | $93,660 | $560 | $203 | $203 |
| IT03B | Intersection: Greigs Road and 'RB North South Road 2' | Development | 0.00 | $- | $3,387,294 | $3,387,294 | 100% | $3,387,294 | $3,367,145 | $20,149 | $7,314 | $7,314 |
| IT03C | Intersection: Greigs Road and 'RB North South Road 2' | Development | 0.00 | $- | $136,970 | $136,970 | 50% | $68,485 | $68,078 | $407 | $148 | $148 |
| IT04A | Intersection: Rockbank Road and Greigs Road | Development | 0.91 | $1,097,968 | $- | $1,097,968 | 100% | $1,097,968 | $1,091,437 | $6,531 | $2,371 | $2,371 |
| IT04B | Intersection: Rockbank Road and Greigs Road | Development | 0.00 | $- | $5,916,076 | $5,916,076 | 50% | $2,958,038 | $2,940,443 | $17,596 | $6,387 | $6,387 |
| IT04C | Intersection: Rockbank Road and Greigs Road | Development | 0.00 | $- | $46,546 | $46,546 | 50% | $23,273 | $23,135 | $138 | $50 | $50 |
| IT05A | Intersection: Rockbank Road and Toolern Road | Development | 2.90 | $3,151,928 | $- | $3,151,928 | 100% | $3,151,928 | $3,133,179 | $18,749 | $6,806 | $6,806 |
| IT05B | Intersection: Rockbank Road and Toolern Road | Development | 0.00 | $- | $5,102,158 | $5,102,158 | 100% | $5,102,158 | $5,071,808 | $30,350 | $11,017 | $11,017 |
| IT06A | Intersection: Toolern Road and 'RB North South Road 3' | Development | 2.07 | $1,863,678 | $- | $1,863,678 | 100% | $1,863,678 | $1,852,592 | $11,086 | $4,024 | $4,024 |
| IT06B | Intersection: Toolern Road and 'RB North South Road 3' | Development | 0.00 | $- | $4,030,900 | $4,030,900 | 100% | $4,030,900 | $4,006,922 | $23,977 | $8,704 | $8,704 |
| IT07A | Intersection: Toolern Road and Paynes Road | Development | 1.02 | $1,062,434 | $- | $1,062,434 | 100% | $1,062,434 | $1,056,114 | $6,320 | $2,294 | $2,294 |
| IT07B | Intersection: Toolern Road and Paynes Road | Development | 0.00 | $- | $4,836,576 | $4,836,576 | 50% | $2,418,288 | $2,403,903 | $14,385 | $5,222 | $5,222 |
| IT07C | Intersection: Toolern Road and Paynes Road | Development | 0.00 | $- | $3,619 | $3,619 | 50% | $1,810 | $1,799 | $11 | $4 | $4 |
| IT08A | Intersection: Rockbank Road and 'RB East West Road 2' | Development | 1.73 | $1,666,275 | $- | $1,666,275 | 100% | $1,666,275 | $1,656,364 | $9,912 | $3,598 | $3,598 |
| IT08B | Intersection: Rockbank Road and 'RB East West Road 2' | Development | 0.00 | $- | $3,228,391 | $3,228,391 | 100% | $3,228,391 | $3,209,187 | $19,204 | $6,971 | $6,971 |
| IT09A | Intersection: Rockbank Road and 'RB East West Road 1' | Development | 2.23 | $2,585,772 | $- | $2,585,772 | 100% | $2,585,772 | $2,570,390 | $15,381 | $5,583 | $5,583 |
| IT09B | Intersection: Rockbank Road and 'RB East West Road 1' | Development | 0.00 | $- | $3,312,321 | $3,312,321 | 100% | $3,312,321 | $3,292,618 | $19,703 | $7,152 | $7,152 |
| IT10A | Intersection: Rockbank Road and Westcott Parade Extension | Development | 0.84 | $774,724 | $- | $774,724 | 100% | $774,724 | $770,116 | $4,608 | $1,673 | $1,673 |
| IT10B | Intersection: Rockbank Road and Westcott Parade Extension | Development | 0.00 | $- | $3,384,438 | $3,384,438 | 100% | $3,384,438 | $3,364,306 | $20,132 | $7,308 | $7,308 |
| IT11A | Intersection: Paynes Road and Murray Road | Development | 0.58 | $583,500 | $- | $583,500 | 100% | $583,500 | $580,029 | $3,471 | $1,260 | $1,260 |
| IT11B | Intersection: Paynes Road and Murray Road | Development | 0.00 | $- | $2,939,929 | $2,939,929 | 50% | $1,469,965 | $1,461,221 | $8,744 | $3,174 | $3,174 |
| IT11C | Intersection: Paynes Road and Murray Road | Development | 0.00 | $- | $3,657 | $3,657 | 50% | $1,828 | $1,817 | $11 | $4 | $4 |
| IT12A | Intersection: Paynes Road and Alfred Road | Development | 0.73 | $477,448 | $- | $477,448 | 100% | $477,448 | $474,608 | $2,840 | $1,031 | $1,031 |
| IT12B | Intersection: Paynes Road and Alfred Road | Development | 0.00 | $- | $3,332,607 | $3,332,607 | 50% | $1,666,304 | $1,656,392 | $9,912 | $3,598 | $3,598 |
| IT12C | Intersection: Paynes Road and Alfred Road | Development | 0.00 | $- | $33,756 | $33,756 | 50% | $16,878 | $16,778 | $100 | $36 | $36 |
| IT13A | Intersection: Paynes Road and 'RB East West Road 1' | Development | 0.56 | $376,043 | $- | $376,043 | 100% | $376,043 | $373,806 | $2,237 | $812 | $812 |
| IT13B | Intersection: Paynes Road and 'RB East West Road 1' | Development | 0.00 | $- | $2,883,324 | $2,883,324 | 50% | $1,441,662 | $1,433,087 | $8,576 | $3,113 | $3,113 |
| IT13C | Intersection: Paynes Road and 'RB East West Road 1' | Development | 0.00 | $- | $3,589 | $3,589 | 50% | $1,794 | $1,784 | $11 | $4 | $4 |
| IT14A | Intersection: Paynes Road and 'RB East West Road 3' | Development | 0.58 | $734,608 | $- | $734,608 | 100% | $734,608 | $730,239 | $4,370 | $1,586 | $1,586 |
| IT14B | Intersection: Paynes Road and 'RB East West Road 3' | Development | 0.00 | $- | $3,008,301 | $3,008,301 | 50% | $1,504,150 | $1,495,203 | $8,947 | $3,248 | $3,248 |
| IT14C | Intersection: Paynes Road and 'RB East West Road 3' | Development | 0.00 | $- | $4,368 | $4,368 | 50% | $2,184 | $2,171 | $13 | $5 | $5 |
| IT15A | Intersection: Paynes Road and Greigs Road | Development | 0.11 | $94,384 | $- | $94,384 | 100% | $94,384 | $93,822 | $561 | $204 | $204 |
| IT15B | Intersection: Paynes Road and Greigs Road | Development | 0.00 | $- | $2,839,157 | $2,839,157 | 25% | $709,789 | $705,567 | $4,222 | $1,533 | $1,533 |
| IT15C | Intersection: Paynes Road and Greigs Road | Development | 0.00 | $- | $16,083 | $16,083 | 25% | $4,021 | $3,997 | $24 | $9 | $9 |
| **Sub-total intersection projects** | | | **14.53** | **$14,661,091** | **$55,580,940** | **$70,242,031** |  | **$56,392,881** | **$56,057,434** | **$335,447** | **$121,764** | **$121,764** |
| Bridge projects | | | | | | | | | | | | |
| BR02A | Rockbank Road Bridge | Development | 2.77 | $2,790,621 | $- | $2,790,621 | 100% | $2,790,621 | $2,774,021 | $16,600 | $6,026 | $6,026 |
| BR03A | Paynes Road Freeway Flyover | Development | 0.39 | $640,568 | $- | $640,568 | 100% | $640,568 | $636,757 | $3,810 | $1,383 | $1,383 |
| BR03C | Paynes Road Freeway Flyover | Development | 0.00 | $- | $21,764 | $21,764 | 50% | $10,882 | $10,817 | $65 | $23 | $23 |
| BR04A | Paynes Road Rail Flyover | Development | 1.13 | $759,550 | $- | $759,550 | 100% | $759,550 | $755,031 | $4,518 | $1,640 | $1,640 |
| BR04B | Paynes Road Rail Flyover | Development | 0.00 | $- | $12,803,329 | $12,803,329 | 27.5% | $3,520,915 | $3,499,972 | $20,944 | $7,602 | $7,602 |
| BR04C | Paynes Road Rail Flyover | Development | 0.00 | $- | $23,004 | $23,004 | 50% | $11,502 | $11,433 | $68 | $25 | $25 |
| BR05B | Rockbank East Pedestrian Bridge | Development | 0.00 | $- | $7,560,801 | $7,560,801 | 50% | $3,780,401 | $3,757,913 | $22,487 | $8,163 | $8,163 |
| BR06B | Leakes Road Level Crossing Upgrade | Development | 0.00 | $- | $602,696 | $602,696 | 100% | $602,696 | $599,111 | $3,585 | $1,301 | $1,301 |
| BR07B | Paynes Road Level Crossing Upgrade | Development | 0.00 | $- | $540,539 | $540,539 | 50% | $270,269 | $268,662 | $1,608 | $584 | $584 |
| BR08B | Troups Road North Level Crossing Upgrade | Development | 0.00 | $- | $540,539 | $540,539 | 100% | $540,539 | $537,323 | $3,215 | $1,167 | $1,167 |
| BR09B | Rockbank Road Drainage Culvert | Development | 0.00 | $- | $1,428,001 | $1,428,001 | 100% | $1,428,001 | $1,419,507 | $8,494 | $3,083 | $3,083 |
| **Sub-total Bridge projects** | | | **4.29** | **$4,190,738** | **$23,520,671** | **$27,711,410** |  | **$14,355,943** | **$14,270,548** | **$85,395** | **$30,997** | **$30,997** |
| Community facilities projects | | | | | | | | | | | | |
| CI01A | Rockbank East Community Centre (Rockbank East Community Hub) | Development | 0.80 | $540,000 | $- | $540,000 | 100% | $540,000 | $540,000 | $- | $1,173 | $- |
| CI01B | Rockbank East Community Centre (Rockbank East Community Hub) | Development | 0.00 | $- | $6,092,435 | $6,092,435 | 100% | $6,092,435 | $6,092,435 | $- | $13,234 | $- |
| CI02A | Rockbank South Neighbourhood House (Rockbank South Community Hub) | Development | 1.20 | $1,033,924 | $- | $1,033,924 | 100% | $1,033,924 | $1,033,924 | $- | $2,246 | $- |
| CI02B | Rockbank South Neighbourhood House (Rockbank South Community Hub) | Development | 0.00 | $- | $7,808,215 | $7,808,215 | 100% | $7,808,215 | $7,808,215 | $- | $16,960 | $- |
| CI03A | Rockbank Community Centre (Rockbank Major Town Centre) | Development | 1.50 | $1,784,602 | $- | $1,784,602 | 55% | $981,531 | $981,531 | $- | $2,132 | $- |
| CI04A | Station Plaza (Rockbank Major Town Centre) | Development | 0.67 | $704,069 | $- | $704,069 | 100% | $704,069 | $704,069 | $- | $1,529 | $- |
| **Sub-total community facilities** | | | **4.17** | **$4,062,595** | **$13,900,650** | **$17,963,245** |  | **$17,160,174** | **$17,160,174** | **$-** | **$37,274** | **$-** |
| Sports reserve projects | | | | | | | | | | | | |
| AR01A | Rockbank East Sports Reserve (Rockbank East Community Hub) | Development | 9.99 | $6,947,057 | $- | $6,947,057 | 100% | $6,947,057 | $6,947,057 | $- | $15,090 | $- |
| AR01B | Rockbank East Sports Reserve (Rockbank East Community Hub) | Development | 0.00 | $- | $5,660,000 | $5,660,000 | 100% | $5,660,000 | $5,660,000 | $- | $12,294 | $- |
| AR02A | Rockbank West Sports Reserve (Rockbank West Community Hub) | Development | 6.01 | $4,977,334 | $- | $4,977,334 | 100% | $4,977,334 | $4,977,334 | $- | $10,811 | $- |
| AR02B | Rockbank West Sports Reserve (Rockbank West Community Hub) | Development | 0.00 | $- | $4,170,000 | $4,170,000 | 100% | $4,170,000 | $4,170,000 | $- | $9,058 | $- |
| AR03A | Rockbank North Sports Reserve (Rockbank North Community Hub) | Development | 6.00 | $5,547,383 | $- | $5,547,383 | 67% | $3,698,255 | $3,698,255 | $- | $8,033 | $- |
| AR03B | Rockbank North Sports Reserve (Rockbank North Community Hub) | Development | 0.00 | $- | $4,170,000 | $4,170,000 | 67% | $2,780,000 | $2,780,000 | $- | $6,039 | $- |
| AR04A | Rockbank South Sports Reserve (Rockbank South Community Hub) | Development | 7.90 | $6,990,764 | $- | $6,990,764 | 100% | $6,990,764 | $6,990,764 | $- | $15,185 | $- |
| AR04B | Rockbank South Sports Reserve (Rockbank South Community Hub) | Development | 0.00 | $- | $4,170,000 | $4,170,000 | 100% | $4,170,000 | $4,170,000 | $- | $9,058 | $- |
| AR05A | Rockbank Recreation Centre (Rockbank Major Town Centre) | Development | 2.00 | $2,379,469 | $- | $2,379,469 | 55% | $1,308,708 | $1,308,708 | $- | $2,843 | $- |
| AR06B | Sporting Club (Rockbank South Precinct Structure Plan) | Development | 0.00 | $- | $3,410,000 | $3,410,000 | 55% | $1,875,500 | $1,875,500 | $- | $4,074 |  |
| **Sub-total (active recreation development infrastructure projects)** | | | **31.90** | **$26,842,007** | **$21,580,000** | **$48,422,007** |  | **$42,577,619** | **$42,577,619** | **$-** | **$92,484** | **$-** |
| **Summary** | | | | | | | | | | | | |
| **Total cost all projects** | | | | **$54,571,266** | **$127,576,211** | **$182,147,477** |  | **$144,387,701** | **$143,884,170** | **$503,531** |  |  |
| **Total development infrastructure levy per NDA** | | | | | | | | | | | **$312,535** | **$182,777** |

Table – Infrastructure project timing & calculation of costs – Community infrastructure levy (CIL)

| 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 attributed  to DCP |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Community facilities** | | | | | | | | |
| AR01C | Rockbank East Sports Reserve (Rockbank East Community Hub) | Community | 0.00 | $- | $2,900,000 | $2,900,000 | 100% | $2,900,000 |
| AR02C | Rockbank West Sports Reserve (Rockbank West Community Hub) | Community | 0.00 | $- | $2,900,000 | $2,900,000 | 100% | $2,900,000 |
| AR03C | Rockbank North Sports Reserve (Rockbank North Community Hub) | Community | 0.00 | $- | $2,900,000 | $2,900,000 | 67% | $1,933,333 |
| AR04C | Rockbank South Sports Reserve (Rockbank South Community Hub) | Community | 0.00 | $- | $2,900,000 | $2,900,000 | 100% | $2,900,000 |
| **Sub-total community facilities (community infrastructure levy)** | | | **0.00** | **$-** | **$11,600,000** | **$11,600,000** |  | **$10,633,333** |
| **Summary** | | | | | | | | |
| **Total cost all projects** | | | | | | | | **$10,633,333** |
| **Total Community Infrastructure Levy per Dwelling** | | | | | | | | **$1,150** |
| **Total Community Infrastructure Levy Estimated Raised via Rockbank DCP** | | | | | | | | **$9,365,309** |

Table – External apportionment

| DCP project ID | Project | % Apportioned to DCP (Internal use) | External apportionment sources  (PSP/DCP) and % apportioned to DCP | |
| --- | --- | --- | --- | --- |
| Toolern DCP  (PSP 31 Toolern) | Rockbank South DCP (PSP 1081 Rockbank South) |
| RD01B | Greigs Road: Outer Metropolitan Ring transport corridor (OMR) to Troups Road North (IT01) | 50% |  | 50% |
| RD01C | Greigs Road: Outer Metropolitan Ring transport corridor (OMR) to Troups Road North (IT01) | 50% |  | 50% |
| RD02B | Greigs Road: 'RB North South Road 1' (IT02) to 'RB North South Road 2' (IT03) | 50% |  | 50% |
| RD02C | Greigs Road: 'RB North South Road 1' (IT02) to 'RB North South Road 2' (IT03) | 50% |  | 50% |
| RD05B | Paynes Road: Western Freeway Flyover (BR03) to Murray Road (IT11) | 50% | 50% |  |
| RD05C | Paynes Road: Western Freeway Flyover (BR03) to Murray Road (IT11) | 50% | 50% |  |
| RD06B | Paynes Road: Alfred Road (IT12) to 'RB East West Road 1' (IT13) | 50% | 50% |  |
| RD06C | Paynes Road: Alfred Road (IT12) to 'RB East West Road 1' (IT13) | 50% | 50% |  |
| RD07B | Paynes Road: 'RB East West Road 1' (IT13) to Toolern Road (IT07) | 50% | 50% |  |
| RD07C | Paynes Road: 'RB East West Road 1' (IT13) to Toolern Road (IT07) | 50% | 50% |  |
| RD08B | Paynes Road: Toolern Road (IT07) to 'RB East West Road 3' (IT14) | 50% | 50% |  |
| RD08C | Paynes Road: Toolern Road (IT07) to 'RB East West Road 3' (IT14) | 50% | 50% |  |
| RD09B | Paynes Road: 'RB East West Road 3' (IT14) to Greigs Road (IT15) | 50% |  | 50% |
| RD09C | Paynes Road: 'RB East West Road 3' (IT14) to Greigs Road (IT15) | 50% |  | 50% |
| IT01C | Intersection: Greigs Road and Troups Road North | 50% |  | 50% |
| IT02C | Intersection: Greigs Road and 'RB North South Road 1' | 50% |  | 50% |
| IT03C | Intersection: Greigs Road and 'RB North South Road 2' | 50% |  | 50% |
| IT04B | Intersection: Rockbank Road and Greigs Road | 50% |  | 50% |
| IT04C | Intersection: Rockbank Road and Greigs Road | 50% |  | 50% |
| IT07B | Intersection: Toolern Road and Paynes Road | 50% | 50% |  |
| IT07C | Intersection: Toolern Road and Paynes Road | 50% | 50% |  |
| IT11B | Intersection: Paynes Road and Murray Road | 50% | 50% |  |
| IT11C | Intersection: Paynes Road and Murray Road | 50% | 50% |  |
| IT12B | Intersection: Paynes Road and Alfred Road | 50% | 50% |  |
| IT12C | Intersection: Paynes Road and Alfred Road | 50% | 50% |  |
| IT13B | Intersection: Paynes Road and 'RB East West Road 1' | 50% | 50% |  |
| IT13C | Intersection: Paynes Road and 'RB East West Road 1' | 50% | 50% |  |
| IT14B | Intersection: Paynes Road and 'RB East West Road 3' | 50% | 25% | 25% |
| IT14C | Intersection: Paynes Road and 'RB East West Road 3' | 50% | 25% | 25% |
| IT15B | Intersection: Paynes Road and Greigs Road | 25% |  | 75% |
| IT15C | Intersection: Paynes Road and Greigs Road | 25% |  | 75% |
| BR03C | Paynes Road Freeway Flyover | 50% | 50% |  |
| BR04B | Paynes Road Rail Flyover | 27.5% | 50% | 22.5% |
| BR04C | Paynes Road Rail Flyover | 50% | 50% |  |
| BR07B | Paynes Road Level Crossing Upgrade | 50% | 50% |  |
| CI03A | Rockbank Community Centre (Rockbank Major Town Centre) | 55% |  | 45% |
| AR03A | Rockbank North Sports Reserve (Rockbank North Community Hub) | 67% | 33% |  |
| AR03B | Rockbank North Sports Reserve (Rockbank North Community Hub) | 67% | 33% |  |
| AR03C | Rockbank North Sports Reserve (Rockbank North Community Hub) | 67% | 33% |  |
| AR05A | Rockbank Recreation Centre (Rockbank Major Town Centre) | 55% |  | 45% |
| AR06B | Sporting Club (Rockbank South Precinct Structure Plan) | 55% |  | 45% |

# ADMINISTRATION

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

The development infrastructure levy applies to subdivision and/or development of land.

Melton City Council will be both the collecting agency and the development agency for the purposes of the DCP.

## Payment of contributions and payment timing

### Development infrastructure levy (DIL)

For subdivision of land

A development infrastructure levy (DIL) must be paid to the collecting agency 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 in respect of that plan or included in an implementation agreement under section 173 of the Act.

Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed only may be paid to the collecting agency within 21 days prior to the issue of a Statement of Compliance in respect of that stage provided that a Schedule of Development Contributions is submitted with each stage of the plan of subdivision. This Schedule must show the amount of the development contributions payable for each stage and value of the contributions in respect of prior stages to the satisfaction of the collecting agency or included in an implementation agreement under section 173 of the Act.

If the collecting agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under section 173 of the Act in respect of the proposed works and/or provision of land in kind to specific requirements.

For development of land where no subdivision is proposed

Provided an infrastructure levy has not already been paid on subject land, an infrastructure levy must be paid to the collecting agency in accordance with the provisions of the approved DCP 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). The collecting agency may require that development infrastructure levy contributions be made at either the planning permit or building permit stage.

If the collecting agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under section 173 of the Act or other arrangement acceptable to the collecting agency proposed in respect of the proposed works and/or land to be provided in kind.

Where no planning permit is required

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

* Unless some other arrangement has been agreed to by collecting agency in a section 173 agreement, prior to the commencement of any development, a development infrastructure levy must be paid to the collecting agency in accordance with the provisions of the DCP for the land.

If the collecting agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under section 173 of the Act in respect of the proposed works or provision of land that is proposed to be provided in kind.

### Community infrastructure levy (CIL)

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 State 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, serviced apartments, etc.). Corrective institutions are exempt.

The community infrastructure levy (CIL) is not payable for a dwelling on a lot that was created prior to the date that this DCP was first incorporated into the Melton Planning Scheme.

### Works-in-kind

The collecting agency may permit development proponents to undertake works in lieu of cash payments, providing that:

* The works constitute projects funded by the DCP
* The collecting agency agrees that the timing of the works would be consistent with priorities in the DCP
* The development proponent complies with appropriate tendering, documentation, supervision and related provisions as required by the responsible authority
* Works must be provided to a standard that generally accords with the DCP, unless an alternative is agreed by the collecting agency and the development agency
* Detailed design must be approved by the collecting agency and the development agency and must generally accord with the standards outlined in the DCP unless an alternative is agreed by the collecting agency and the development agency
* The construction of works must be completed to the satisfaction of the collecting agency and the development agency

There should be no negative financial impact on the DCP to the satisfaction of the collecting agency.

In particular, the works will only be accepted in lieu of a financial contribution required by the DCP 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 the satisfaction of the collecting agency. Temporary works will not be accepted as works in kind.

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

* The credit for the works provided (unless an alternative approach is agreed with the collecting agency) shall equal the final cost of the works up to the maximum identified in the DCP, taking into account the impact of indexation, or to an alternative figure approved by the collecting agency
* The value of works provided in accordance with the principle outlined above will be offset against the development contributions liable to be paid by the development proponent
* No further financial contributions will be required until the agreed value of any credits are used.

### Credit for over provision

Where the collecting agency agrees that a development proponent can deliver an infrastructure item (either works and/or land), the situation may arise where the developer makes a contribution with a value that exceeds that required by the DCP.

In such a case the developer may be entitled to credits against other projects in the DCP to the extent of the excess contribution. Alternatively, a developer may seek an agreement with the collecting agency to provide cash reimbursement where an over-contribution has been made.

The details of credits and reimbursements for construction will need to be negotiated with, and agreed to by the collecting agency. The value of credits and reimbursements for the transfer of land will need to be at the values that are outlined in the DCP, subject to revaluation and indexation of the land as specified in Section 4.3.

### 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 the collecting agency development contributions in accordance with the provision of the DCP. 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.

### Public open space contributions

This DCP does not provide funding for local parks. Local parks are provided through Clause 52.01 of the Melton Planning Scheme.

## Funds administration

The administration of the contributions made under the DCP will be transparent and development contributions charges will be held until required for provision of the items in that class. Details of funds received and expenditures will be held by the collecting agency in accordance with the provisions of the Local Government Act 1993 and the Act.

The administration of contributions made under the 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 balances for individual project classes
* Details of works in kind arrangements for project provision
* Pooling or quarantining of funds to deliver specific projects, where applicable.

The collecting agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with the DCP.

The collecting agency will establish interest bearing accounts and all monies held in these accounts will be used solely for the provision of infrastructure as itemised in the DCP, as required under section 46QA of the Act.

Should the collecting agency resolve to not proceed with any of the infrastructure projects listed in the DCP, the funds collected for these items will be used for the provision of alternative works in the same infrastructure class as specified in the DCP. Such funds may also be used for the provision of additional works, services or facilities where approved by the Minister responsible for the Act, or will be refunded to owners of land subject to these infrastructure charges.

## Construction and land value costs indexation

Capital costs of all infrastructure items, including land are in 2016 dollars and will be adjusted by the collecting agency annually for inflation.

In relation to the costs associated with infrastructure items other than land, the cost must be adjusted according to the following method:

* Roads, intersections and bridges – the capital cost for each infrastructure item will be adjusted by applying the Building Price Index, as published in the latest edition of Rawlinsons Australian Construction Handbook
* All other infrastructure items – the capital cost for each infrastructure item will be adjusted by applying the Building Price Index, as published in the latest edition of Rawlinsons Australian Construction Handbook.

Estimates of land value will be revised annually by a registered valuer based on the Public Land Equalisation Methodology. Revisions may occur more frequently if market conditions warrant.

The collecting agency will publish the amended contributions on the collecting agency’s website within 14 days of the adjustments being made.

Community infrastructure levy projects are indexed but the value of the contribution may not exceed the maximum as set out by the Act.

In future if 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.

## Review period

The DCP commenced on the date when it was first incorporated into the Melton Planning Scheme through Amendment C145.

The DCP adopts a long-term outlook for future development in Rockbank. A ‘full development’ horizon of land within the current Urban Growth Boundary to the year 2046 has been adopted to inform the DCP.

The DCP is expected to be revised and updated every five years (or more frequently if required). This will require an amendment to the Melton Planning Scheme to replace this document with an alternative, revised document. Any review will need to have regard to any arrangements (e.g. section 173 agreements under the Act) for the implementation of the DCP.

## Adjustment to the scope of projects

The infrastructure projects in the DCP have been costed to a sufficient level of detail; however, all of the projects will require a detailed design process prior to construction.

As part of detailed design, the Council or a development proponent with the consent of the Council may amend or modify some aspects of projects, so long as they are still generally in accordance with the PSP and any direction regarding the scope outlined in the DCP.

A development proponent may also propose material changes to the use and development of land from that contemplated in the PSP, leading to an increased requirement for infrastructure. In these cases there should be no negative impact on the DCP by requirement for the developer to bear the additional costs associated with the provision of the infrastructure item over and above the standard required by the DCP.

Where the Council or another agency seeks to change the scope of a DCP infrastructure item to meet changing standards imposed by adopted policy or a public regulatory agency, such changes of standards and the resulting cost changes should normally be made through a change to the DCP at the time of a regular review of the DCP.

Where, after the DCP has been approved, a Council or other agency proposes changes to the scope of a DCP infrastructure item for reasons other than changes in standards imposed by policy or regulation the net cost increases resulting from the change should normally be met by the agency requesting the change.

## Collecting agency (Agency responsible for collecting infrastructure levy)

Melton City Council is the collecting agency pursuant to section 46K(1)(fa) of the Act which means that it is the public authority to whom all levies are payable. As the collecting agency, Melton City Council is responsible for the administration of this DCP and also its enforcement pursuant to section 46QC of the Act.

## Development agency (Agency responsible for works)

Melton City Council is the development agency and is responsible for the provision of the designated infrastructure projects that are funded under the DCP and the timing of all works.

# IMPLEMENTATION STRATEGY

This section provides further details regarding how the collecting agency intends to implement the DCP. In particular, this section clearly identifies the rationale for the implementation strategy and details the various measures that have been adopted to reduce the risk posed by the DCP to all parties.

## Rationale for the implementation strategy

This implementation strategy has been included to provide certainty to both the collecting agency and development proponents. The implementation strategy recognises the complexities associated with infrastructure provision and funding and seeks to minimise risk to the collecting agency, development agency, development proponent and future community.

This implementation strategy has been formulated by:

* Assessing the PSP
* Having regard to the development context
* Assessing the need for finance requirements including upfront 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.

## Implementation mechanism

Under section 46P of the Act, the collecting agency may accept (with the consent of the development agency where the collecting agency is not also the development agency) the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payment. This can be agreement with the collecting agency before or after the application for the permit is made or before the development is carried out.

To coordinate the provision of infrastructure, Schedule 7 to the Urban Growth Zone in the Melton Planning Scheme for the PSP requires an application for subdivision to be accompanied by an infrastructure plan to the satisfaction of the responsibility authority.

The Public Infrastructure Plan needs to show the location, type, staging and timing of infrastructure on the land as identified in the Rockbank PSP or reasonably required as a result of the subdivision of the land and address the following:

Stormwater drainage works

* Road works internal or external to the land consistent with any relevant traffic report or assessment
* The reserving or encumbrance of land for infrastructure, including for community facilities, sports reserves and open space
* Any infrastructure works that an applicant proposes to provide in lieu of development contributions in accordance with the DCP
* The effects of the provision of infrastructure on the land or any other land
* Any other relevant matter related to the provision of infrastructure reasonably required by the responsible authority.

Through the approval of these agreements, Melton City Council (acting as the collecting agency) will consider if and what infrastructure should be provided as works in kind under the DCP in accordance with section 46P of the Act. The agreement must include a list of the DCP infrastructure projects that the collecting agency has agreed in writing to allow to be provided as works and/or land in lieu.

# APPENDICES

Refer to separate appendices document.

Appendix A – Detailed land budget (property-specific)

Appendix B – Transport project cost sheets

Appendix C – Community facilities and active recreation project cost sheets

Appendix D – Land valuation ‘over’ and ‘under’ provision of public land table