



WYNDHAM NORTH

DEVELOPMENT CONTRIBUTIONS PLAN

SEPTEMBER 2014

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Summary - Development Infrastructure Levy by Charge Area			
CHARGE AREA	TOTAL COST OF CONTRIBUTION	NET DEVELOPABLE HECTARES (NDHA) (WITHIN DCP MAIN CATCHMENT AREA) ¹	DEVELOPMENT LEVY RATE PER NET DEVELOPABLE HECTARE (P/NDHA)
Charge Area 1 (residential)1	\$717,026,081	2,522.82	\$284,216
Charge Area 2 (employment)	\$54,491,674	288.91	\$188,613
Total	\$771,517,755	2,811.73	
Summary - Development Infrastructure Levy Costs (Apportioned to MCA)			
PROJECTS	TOTAL COSTS	DEVELOPMENT TYPES CONTRIBUTING	
Transport (Roads, intersections, bridges and culverts)	\$530,327,908	Residential & Employment	
Community Facilities	\$64,874,692	Residential	
Sports Reserves and Indoor Recreation	\$176,315,155	Residential	
Total	\$771,517,755		
Summary - Breakdown of Development Infrastructure Levy			
PROJECT TYPE	CHARGE AREA 1 LEVY (RESIDENTIAL) (P/NDHA)	CHARGE AREA 2 LEVY (EMPLOYMENT) (P/NDHA)	
Land	\$63,333	\$20,326	
Construction	\$220,883	\$168,286	
Total	\$284,216	\$188,613	
Summary - Breakdown of Community Infrastructure Levy			
LEVY	ESTIMATED DWELLINGS	ESTIMATED TOTAL CONTRIBUTION	
Capped at \$900 per dwelling	40,921	\$36,828,978	
Summary - Total Levies to be Collected			
Levy	Residential	Employment	Total
Via Development Infrastructure Levy	\$717,026,081	\$54,491,674	\$771,517,755
Via Community Infrastructure Levy	\$36,828,978	\$0	\$36,828,978
Total	\$753,855,059	\$54,491,674	\$808,346,733
Summary of Total Estimated project Costs Against Levies Collected			
	TOTAL COST OF PROJECTS	TOTAL COLLECTED VIA LEVIES	PERCENTAGE CONTRIBUTION BY LEVIES
Development Infrastructure	\$792,230,595	\$771,517,755	97%
Community Infrastructure	\$56,420,268	\$36,828,978	65%
Total	\$848,650,864	\$808,346,733	95%

Table 1. Summary of Charges

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

Note 1. Note charge area 1 (residential) excludes 4.72 NDHa from the far south eastern portion of the Truganina PSP area, as this area is already subject to levies from the Truganina Employment DCP.

1.0 INTRODUCTION

The Wyndham North Development Contributions Plan (the 'DCP') has been prepared by the Metropolitan Planning Authority with the assistance of Wyndham City, service authorities and other major stakeholders.

The Wyndham North DCP (the DCP):

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

1.1 Report Structure

This document comprises five parts:

PART 1 - Strategic Basis

Part 1 clearly explains the strategic basis for the Development Contributions Plan.

PART 2 - Justification

Part 2 sets out the justification for the various infrastructure projects included in the Development Contributions Plan.

PART 3 - Calculation of Contributions

Part 3 sets out how the development contributions are calculated and costs apportioned.

PART 4 - Administration

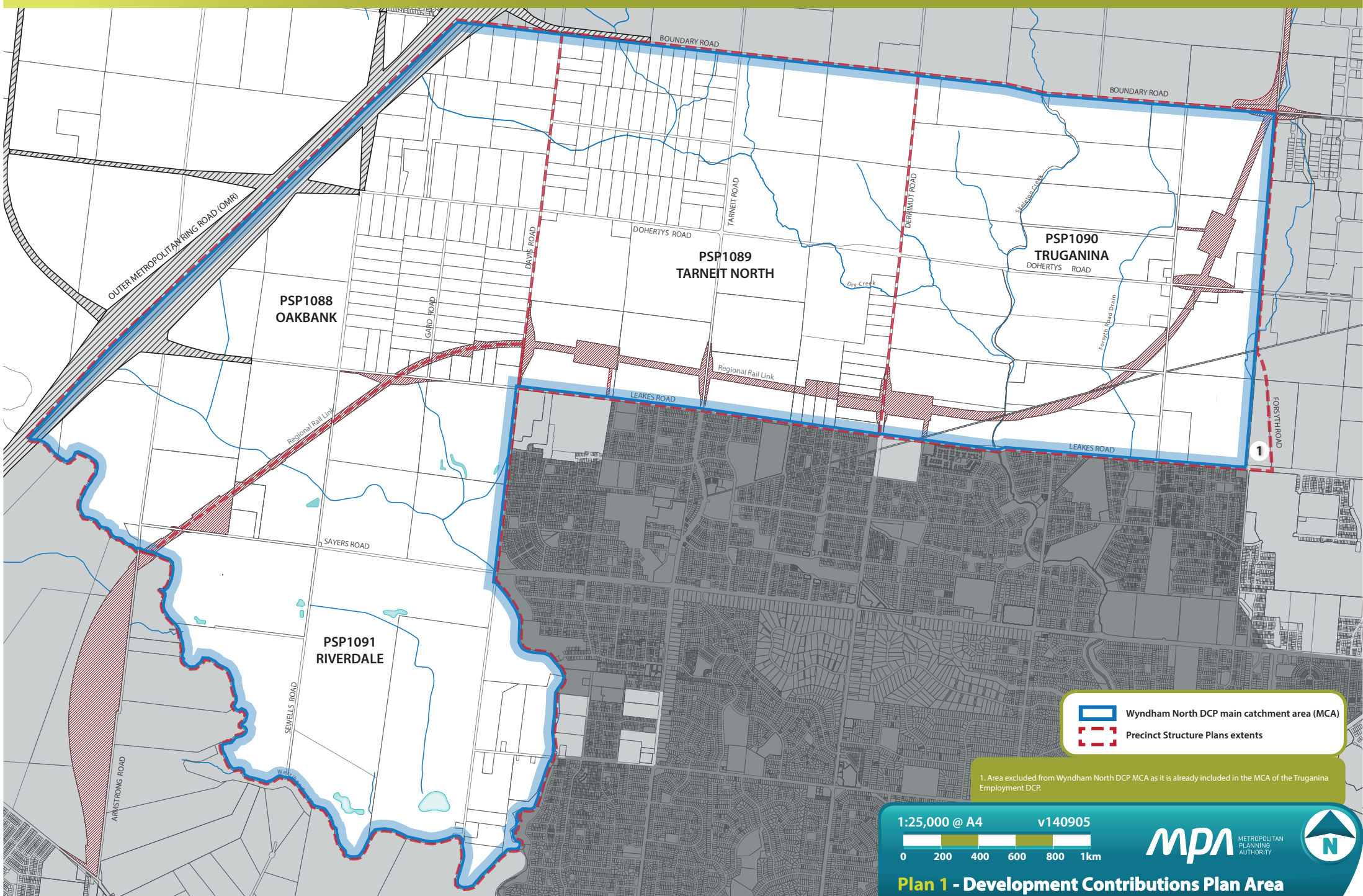
Part 4 focuses on administration of the Development Contributions Plan.

PART 5 - Implementation

Part 5 focuses on implementation of the Development Contributions Plan.

PART 6 - Other Information

Part 6 provides further information on projects, including cost estimate breakdowns.



1. Area excluded from Wyndham North DCP MCA as it is already included in the MCA of the Truganina Employment DCP.

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Plan 1 - Development Contributions Plan Area
Wyndham North Development Contributions Plan

1.2 Strategic Basis

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

- the Growth Corridor Plans
- the Municipal Strategic Statement
- the Oakbank Precinct Structure Plan
- the Tarneit North Precinct Structure Plan
- the Truganina Precinct Structure Plan
- the Riverdale Precinct Structure Plan
- the relevant Precinct Structure Plan supporting documents.

These documents set out a broad, long term vision for the sustainable development of the DCP area and its surrounds.

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

1.3 Planning and Environment Act 1987

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

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

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

The DCP is implemented in the Wyndham Planning Scheme through Schedule 13 to the Development Contributions Plan Overlay which applies to the area shown in Plan 1.

1.4 Strategic Planning for Wyndham North

The Wyndham North area includes around 4,318 hectares of land in the Urban Growth Zone, which was rezoned as part of the 2010 Urban Growth Boundary change.

The proximity of the four Wyndham North precincts to each other and their location adjacent to existing development has allowed the strategic planning of the sub-corridor to proceed on an integrated basis, with each PSP considering not only its individual needs, but also how it will integrate with and relate to adjoining areas. The transport, community and recreation needs of the future community have all been considered in terms of the whole sub-corridor.

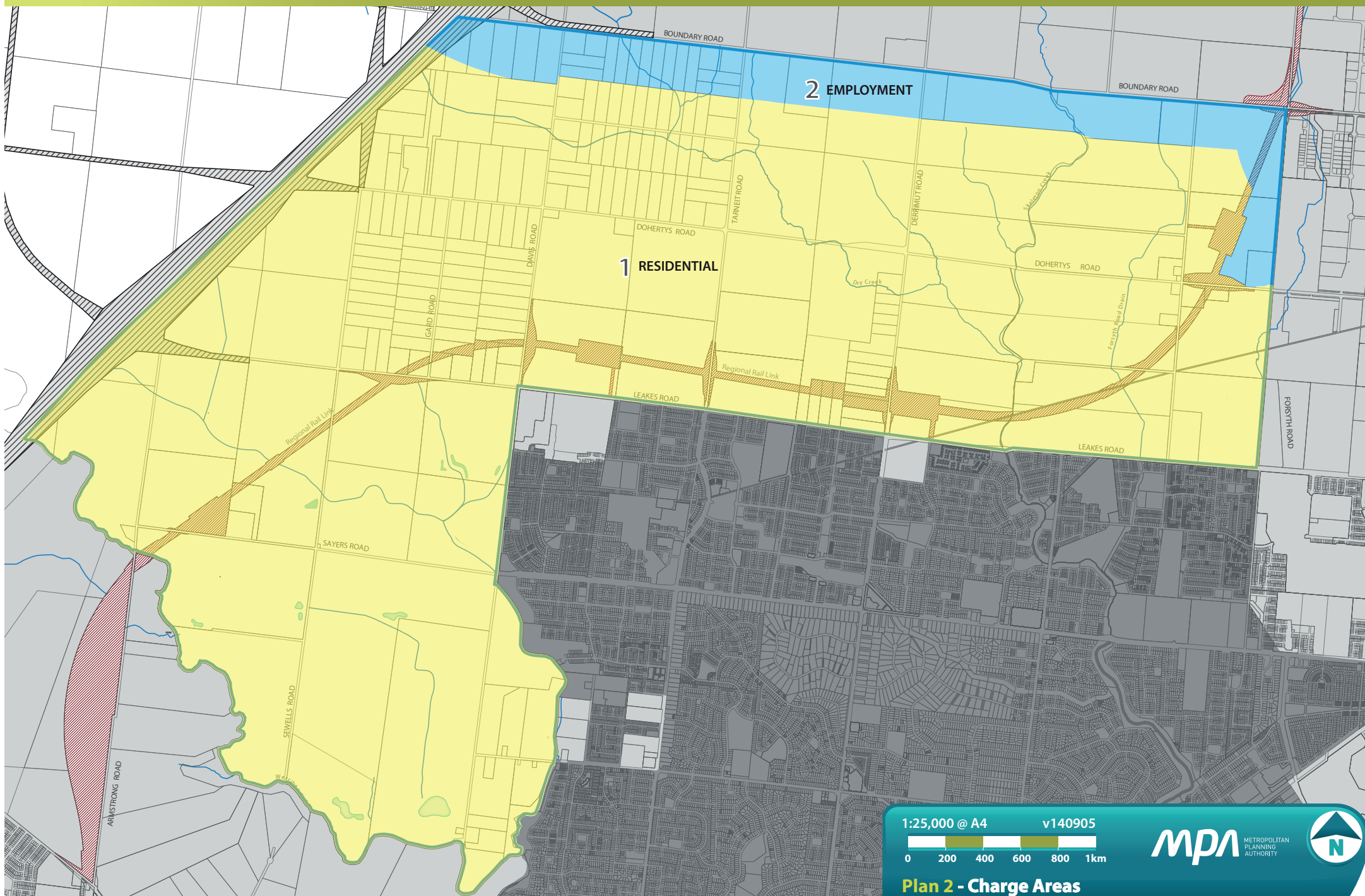
The need for the infrastructure included within the DCP has been determined according to the anticipated development scenario for Wyndham North. The DCP has been prepared in conjunction with the Precinct Structure Plans as it provides the rationale and justification for infrastructure items that have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

Where a Precinct Structure Plan was not available at the time of publication, the DCP makes assumptions for required infrastructure in line with the population forecasts prepared through the sub-corridor background planning and standard provision ratios. While the DCP has determined the number and size of facilities required within each precinct, the PSP will determine the configuration and location.

The Wyndham North Background Report provides an overview of the sub-corridor planning process.

1.5 Wyndham North Precinct Structure Plans

The four Wyndham North PSPs (the PSPs) set out the vision for how land should be developed, illustrate the future urban structure and describe the objectives to



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Plan 2 - Charge Areas

Wyndham North Development Contributions Plan

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be achieved by the future development. They also outline projects required to ensure that future residents, visitors and workers within the area are provided with timely access to services and transport infrastructure necessary to support a quality affordable lifestyle.

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

1.5.1 Oakbank (PSP 1088)

The Oakbank PSP will ultimately accommodate approximately 26,752 people and 9,554 dwellings. At the time of writing, this PSP is currently being prepared and is expected to be reviewed by Government Agencies in 2015.

1.5.2 Tarneit North (PSP 1089)

The Tarneit North PSP will ultimately accommodate approximately 28,537 people and 10,192 dwellings.

1.5.3 Truganina (PSP 1090)

The Truganina PSP will ultimately accommodate approximately 25,493 people and 9,105 dwellings.

1.5.4 Riverdale (PSP 1091)

The Riverdale PSP will ultimately accommodate approximately 33,797 people and 12,070 dwellings.

1.6 The Area to Which the Development Contributions Plan Applies

In accordance with section 46K(1)(a) of the Planning and Environment Act 1987 the DCP applies to land shown in Plan 1. The area is also shown on Development Contributions Plan Overlay Schedule 13 in the Wyndham Planning Scheme.

The DCP applies to approximately 2,812 Net Developable Hectares of land. This constitutes the Main Catchment Area (MCA) shown on Plan 1 and is divided into two charge areas as shown in Plan 2.

Table 2. Charge Areas

CHARGE AREA	HECTARES	PERCENT OF MCA
Charge Area 1 (residential)	2,522.8	89.7%
Charge Area 2 (employment)	288.9	10.3%
Total (MCA)	2,811.7	100.0%

Note that 4.72 NDHa of the south east portion of the Truganina Precinct is already included in the MCA of the Truganina Employment DCP. This area has therefore been excluded from the Wyndham North DCP MCA.

The DCP clearly demonstrates the infrastructure required to service the broader development sub-corridor. The two charge areas also define the Main Catchment Area ('MCA') for the various infrastructure projects. The MCA is the geographic area from which a given item of infrastructure will draw most of its use.

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

Parts of Oakbank (PSP 1089) and Tarneit North (PSP 1090) include highly fragmented land ownership. This fragmentation will require additional infrastructure projects to ensure a more equitable outcome for landowners. These additional infrastructure projects would usually be considered developer works and will be included in a separate DCP that will be prepared by Council at a later date. Infrastructure included within additional local DCPs might include connector roads and associated waterway crossings and primary links in the shared trail network.

1.7 Related Infrastructure Agreements

There are a number of infrastructure agreements that relate to the Wyndham North DCP area. These include the Truganina Employment DCP, the Truganina South DCP and the Wyndham North Concept Plan and associated Section 173 agreements of the Planning and Environment Act 1987 that have been entered into. Infrastructure projects impacted by these agreements (along Leakes and Forsyth Roads) have external apportionments to take these previous agreements into consideration.

1.8 Project Identification

The project identification system used in the DCP has been designed to assist in the understanding of and navigation through the document. Road, bridge, culvert intersection, sporting reserve and community facility projects use the identification system of project category, PSP number and a sequential project number. As an example, a road project in Truganina (PSP 1090) will have a project identifier similar to RD-90-01.

The project categories are summarised as:

- RD - Roads
- BR - Bridges
- CU - Culverts
- IN - Intersections
- S - Sporting reserves
- SP - Sporting pavilions
- IS - Indoor sports
- CO - Community facilities

2.0 INFRASTRUCTURE PROJECT JUSTIFICATION

The need for infrastructure included in the DCP has been determined according to the anticipated development scenario for Wyndham North sub-corridor.

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

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

A summary of how each item is related to proposed development within the DCP area is set out below and individual item apportionments are identified in Table 10 and 11.

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

- They are essential to the health, safety and well being of the community.
- They will be used by a broad cross-section of the community.
- They reflect the vision and objectives expressed in the Wyndham North PSPs.
- They are not recurrent items.
- They are the basis for the future development of an integrated network.

2.1 Items Not Included in the Development Contributions Plan

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

- Internal streets and connector streets, creek and drainage line crossings and associated traffic management measures (except where nominated in this DCP).
- Waterway management works and drainage systems.
- Intersections connecting the development to the existing road network, except where specified as development contributions plan projects.
- Water, sewerage, underground power, gas and telecommunications services.
- Local pathways and connections to the regional and / or district pathway network.
- Shared path networks, including required crossings of waterways.
- Provision of biodiversity offsets, water tapping and landscaping of local parks and sports reserves.
- Local park master plans and any agreed associated works required by the PSPs.
- Council's plan checking and supervision.
- Bus stops.

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

The following items have not been included within the DCP as they are

determined to be State Infrastructure items:

- The construction of the second and third carriageway of Ison Road.
- The construction of the Ison Road bridge crossing of the Werribee River.
- The construction of the second and third carriageway of Derrimut Road.
- The construction of the Derrimut Road bridge crossing duplication of the Regional Rail Link.
- The construction of the Forsyth Road bridge crossing of the Regional Rail Link.
- The construction of the third carriageway of Leakes Road.
- The construction of the third carriageway of Boundary Road.
- The construction of the Outer Metropolitan Ring Transport Corridor and associated interchanges.
- The construction of the potential future train station in the Truganina PSP area.
- The construction of the potential future train station in the Tarneit North PSP area.
- The construction of the potential future train station in the Riverdale PSP area.
- The construction of a pedestrian & cyclist bridge crossing of the Werribee River proximate the end of Davis Road.
- The construction of a pedestrian & cyclist bridge crossing of the Werribee River proximate the Regional Rail Link.

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

The following items have not been included within the DCP as they will be delivered as part of the Regional Rail Link project:

- The construction of the Leakes Road bridge crossing of the Regional Rail Link.
- The construction of the Davis Road bridge crossing of the Regional Rail Link.
- The construction of the Tarneit Road bridge crossing of the Regional Rail Link.
- The construction of the Derrimut Road bridge crossing of the Regional Rail Link.

- The construction of the Dohertys Road bridge crossing of the Regional Rail Link.
- The construction of the Boundary Road bridge crossing of the Regional Rail Link.
- The construction of the Tarneit train station.

If any roads not considered a State responsibility require duplication beyond that allowed for in this DCP, this would be undertaken by Council.

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2.2 Infrastructure Projects

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

- Transport
- Recreation
- Community

2.2.1 Transport Projects

The transport related projects in the DCP are based on the transport network depicted in Plan 3 which is supported by the West Growth Area Corridor Plan and the Wyndham North PSPs. The transport projects include a combination of:

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

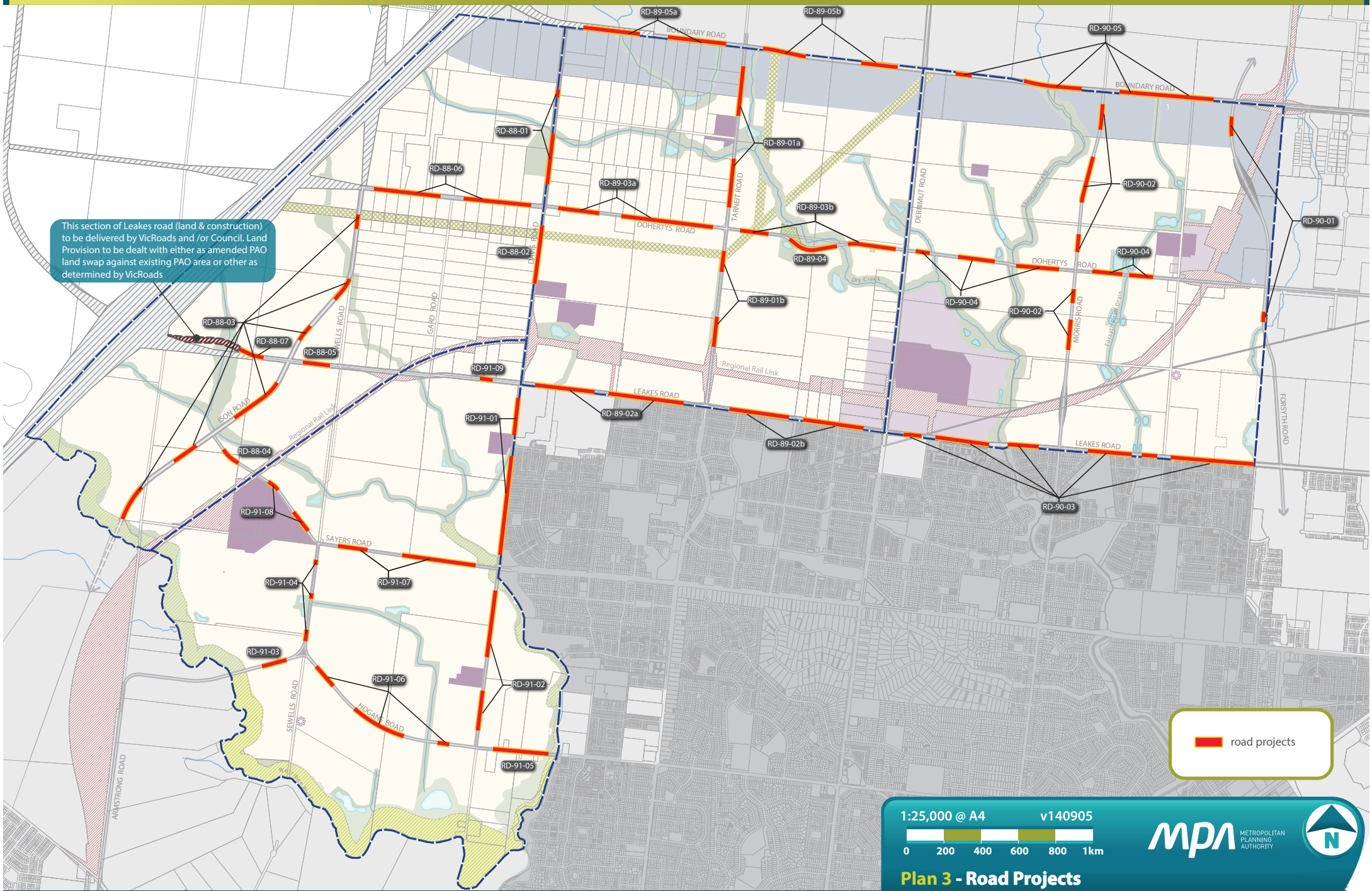
The DCP includes new road bridges across the RRL at Morris and Sayers Roads and the duplication of the Dohertys Road bridge as they are considered to be essential to the connectivity of the overall road network.

The bridge crossing of Davis Creek at Hogans Road may be replaced by a culvert crossing, subject to demonstration of:

- Acceptable hydraulic and maintenance performance to the satisfaction of Melbourne Water
- Acceptable passage of Growling Grass Frogs to the satisfaction of the Department of Environment and Primary Industries.

The DCP has also funded a number of pedestrian crossings of the Regional Rail Link. These crossings have been included in locations where there is an absence of another crossing (such as a road, station or waterway underpass) in order to link communities on either side of the rail line.

The following road projects shown in Plan 3 are funded by the DCP:



This section of Leakes road (land & construction) to be delivered by VicRoads and /or Council. Land Provision to be dealt with either as amended PAO land swap against existing PAO area or other as determined by VicRoads

road projects

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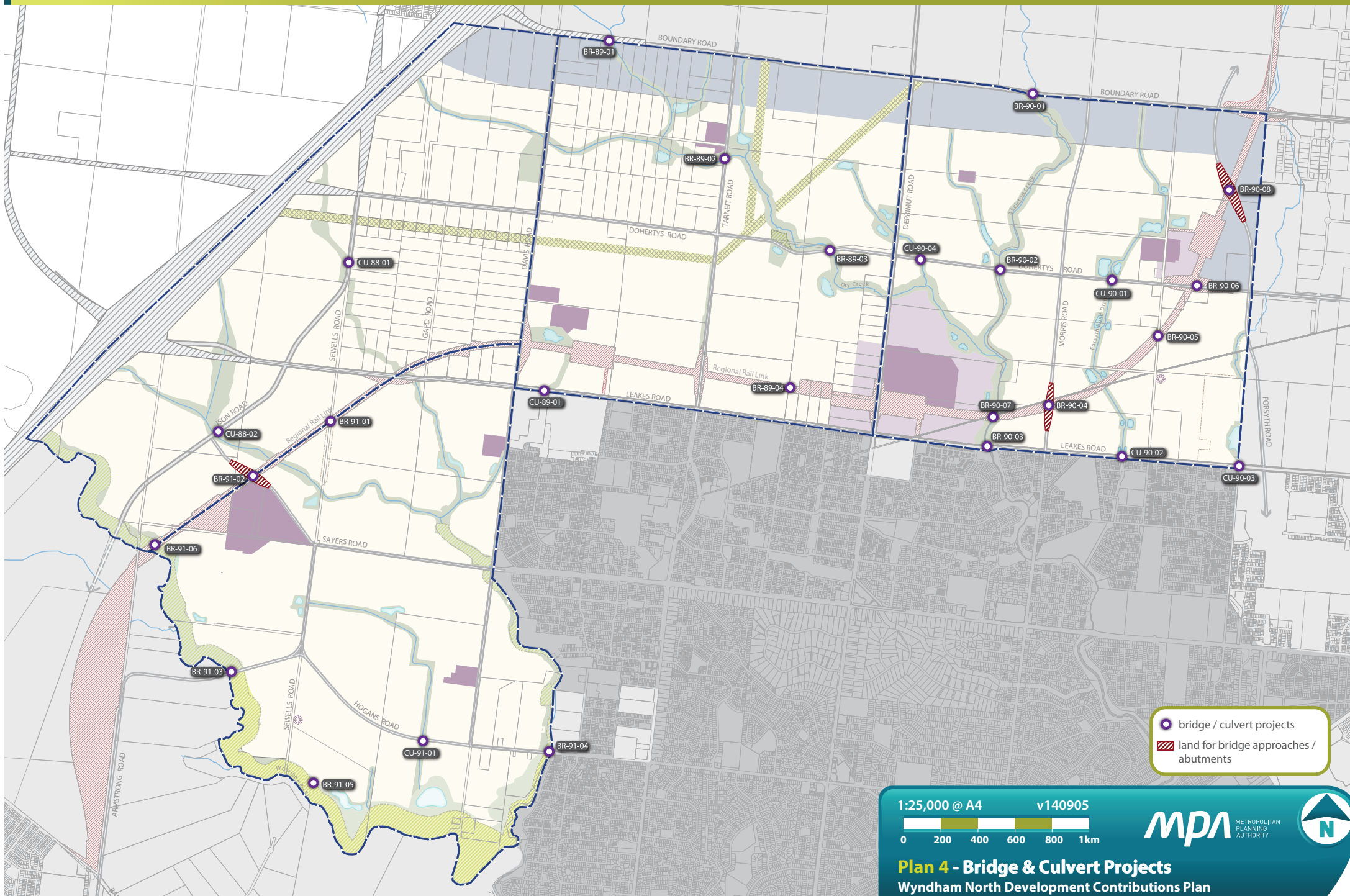


Plan 3 - Road Projects
Wyndham North Development Contributions Plan

Table 3. Road Projects

DCP PROJECT NUMBER	PROJECT TITLE - ROADS	PROJECT DESCRIPTION - ROADS	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
RD-88-01	Davis Road (Dohertys Road to Boundary Road)	Purchase of land to widen road reserve from 20m wide to 41m wide (ultimate treatment) and upgrade of existing carriageway excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-88-02	Davis Road (Dohertys Road to RRL)	Purchase of land to widen road reserve from 20m wide to 34m wide (ultimate treatment) and upgrade of existing carriageway for excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-88-03	Ison Road	Purchase of land to create road reserve 41m wide (ultimate treatment) and construction of carriageway excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-88-04	Sayers Road extension (RRL to Ison Road)	Purchase of land to create road reserve 34m wide (ultimate treatment) and construction of carriageway excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-88-05	Leakes Road (RRL to Ison Road)	Purchase of land to widen road reserve from 20m wide to 41m wide (ultimate treatment) and upgrade of existing carriageway excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-88-06	Dohertys Road (Ison Road to Davis Road)	Purchase of land to widen road reserve from 20m wide to 41m wide (ultimate treatment) and upgrade of existing carriageway and construction of new carriageway excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-88-07	Leakes Road (Ison Road to Leakes Road PAO intersection with OMR)	Purchase of land to create 41m wide road reserve (ultimate treatment) and upgrade of existing carriageway for excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-89-01a	Tarneit Road (Dohertys Road to Boundary Road)	Purchase of land to widen road reserve from 20m wide to 34m wide (ultimate treatment), upgrade of existing carriageway for and excluding intersections (interim treatment). Includes conduit for future 66Kv electricity line	Residential & Employment	At time of subdivision
RD-89-01b	Tarneit Road (Dohertys Road to Leakes Road)	Purchase of land to widen road reserve from 20m wide to 34m wide (ultimate treatment) and upgrade of existing carriageway excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-89-02a	Leakes Road (Davis Road to Tarneit Road)	Purchase of land to widen road reserve from 20m wide to 41m wide (ultimate treatment) and construction of additional carriageway for excluding intersections (interim treatment).	Residential & Employment	At time of subdivision
RD-89-02b	Leakes Road (Tarneit Road to Derrimut Road)	Purchase of land to widen road reserve from 20m wide to 41m wide (ultimate treatment) and construction of additional carriageway excluding intersections (interim treatment). Includes conduit for future 66Kv electricity line	Residential & Employment	At time of subdivision
RD-89-03a	Dohertys Road (Davis Road to Tarneit Road)	Purchase of land to widen road reserve from 20m wide to 34m wide (ultimate treatment), upgrade of existing carriageway and construction of new carriageway excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-89-03b	Dohertys Road (Tarneit Road to Derrimut Road)	Purchase of land to widen road reserve from 20m wide to 34m wide (ultimate treatment), upgrade of existing carriageway and construction of new carriageway excluding intersections (interim treatment). Includes conduit for future 66Kv electricity line	Residential & Employment	At time of subdivision
RD-89-04	Dohertys Road (deviation from existing reserve)	Purchase of land to widen road reserve 34m wide (ultimate treatment) and realignment of existing carriageway for excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-89-05a	Boundary Road (Davis Road to Tarneit Road)	Purchase of land where widening within the City of Wyndham is required to facilitate ultimate 41m width and upgrade of existing carriageway excluding intersections (interim treatment) Includes conduit for future 66Kv electricity line	Residential & Employment	At time of subdivision
RD-89-05b	Boundary Road (Tarneit Road to Derrimut Road)	Purchase of land where widening within the City of Wyndham is required to facilitate ultimate 41m width and upgrade of existing carriageway excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-90-01	Forsyth Road (from Boundary Road to Melbourne Water pipe track reserve)	Purchase of land to create road reserve 34m wide (ultimate treatment) and construction of carriageway excluding intersections (interim treatment)	Residential & Employment	At time of subdivision

DCP PROJECT NUMBER	PROJECT TITLE - ROADS	PROJECT DESCRIPTION - ROADS	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
RD-90-02	Morris Road from Boundary Road to RRL	Purchase of land to widen road reserve 34m wide (ultimate treatment) and construction of carriageway excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-90-03	Leakes Road (Forsyth Road to Derrimut Road)	Purchase of land to widen road reserve from 20m wide to 41m wide (ultimate treatment) and construction of additional carriageway excluding intersections (interim treatment). Includes relocation of 66Kv electricity line from Forsyth to Derrimut Road. Includes conduit for future 66Kv electricity line	Residential & Employment	At time of subdivision
RD-90-04	Dohertys Road (Forsyth Road to Derrimut Road)	Purchase of land to widen road reserve from 20m wide to 34m wide (ultimate treatment) and construction of new of carriageway excluding intersections (interim treatment). Includes conduit for future 66Kv electricity line	Residential & Employment	At time of subdivision
RD-90-05	Boundary Road (RRL to Derrimut Road)	Purchase of land where widening within the City of Wyndham is required to facilitate ultimate 41m width and upgrade of existing carriageway excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-91-01	Davis Road (Leakes Road to Lamington Drive)	Purchase of land to widen road reserve from 20m wide to 34m wide (ultimate treatment) and extension of existing carriageway excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-91-02	Davis Road (Hogans Road to Sayers Road)	Purchase of land to widen road reserve from 20m wide to 34m wide (ultimate treatment) and upgrade of existing carriageway for excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-91-03	Armstrong Road extension	Purchase of land to create road reserve 34m wide (ultimate treatment) and construction of carriageway for excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-91-04	Sewells Road (Armstrong Road to Sayers Road)	Purchase of land to widen road reserve from 20m wide to 34m wide (ultimate treatment) and upgrade of existing carriageway for excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-91-05	Hogans Road (Davis Road to Davis Creek)	Purchase of land to widen road reserve from 20m wide to 34m wide (ultimate treatment) and upgrade of existing carriageway for excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-91-06	Hogans Road (Davis Road to Sewells Road)	Purchase of land to widen road reserve 34m wide (ultimate treatment) and construction of carriageway for excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-91-07	Sayers Road (Davis Road to Sewells Road)	Purchase of land to widen road reserve from 20m wide to 34m wide (ultimate treatment) and upgrade of existing carriageway for excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-91-08	Sayers Road (Sewells Road to RRL)	Purchase of land to widen road reserve 34m wide (ultimate treatment) and construction of carriageway for excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-91-09	Leakes Road (Davis Road to RRL)	Purchase of land to widen road reserve from 20m wide to 41m wide (ultimate treatment) and upgrade of existing carriageway for excluding intersections (interim treatment)	Residential & Employment	At time of subdivision
RD-H-91-10	Native vegetation Habitat Compensation	Compensation obligation for removal of 3.441ha of native vegetation habitat within road reserves across DCP area.	Residential & Employment	At time of subdivision
RD-H-91-11	Spiny Rice Flower Habitat Compensation Identified for DCP road reserves	Compensation obligation for removal of 3.441ha of Spiny Rice Flower habitat within road reserves across DCP area.	Residential & Employment	At time of subdivision
RD-H-91-12	Golden Sun Moth Habitat Compensation Identified for DCP road reserves	Compensation obligation for removal of 14.653ha of Golden Sun Moth habitat within road reserves across DCP area.	Residential & Employment	At time of subdivision
RD-H-91-13	Growling Grass Frog Habitat Compensation Identified for DCP road reserves	Compensation obligation for removal of 13.441 ha of Growling Grass Frog habitat within road reserves across DCP area.	Residential & Employment	At time of subdivision



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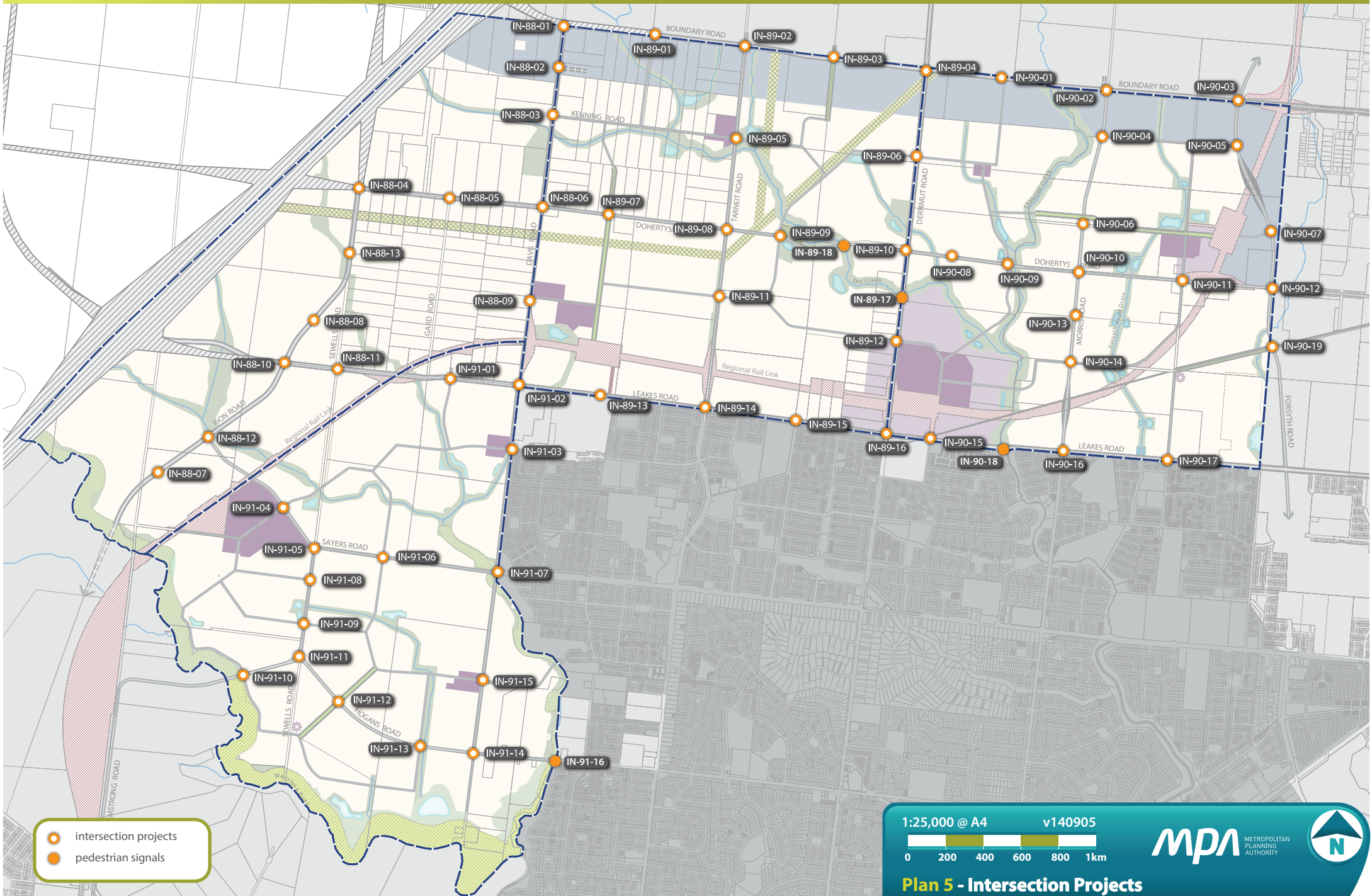
Plan 4 - Bridge & Culvert Projects
Wyndham North Development Contributions Plan

The following bridge and culvert projects shown in Plan 4 are funded by the DCP:

Table 4. Bridge & Culvert Projects

DCP PROJECT NO.	PROJECT	WORKS DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
BR-89-01	Boundary Road bridge over Dry Creek	Construction of 2 lane bridge crossing of Dry Creek	Residential & Employment	At time of subdivision
BR-89-02	Tarneit Road bridge over Dry Creek	Construction of 2 lane bridge crossing of Dry Creek	Residential & Employment	At time of subdivision
BR-89-03	Dohertys Road bridge over Dry Creek	Construction of 4 lane bridge crossing of Dry Creek	Residential & Employment	At time of subdivision
BR-89-04	Pedestrian bridge across Regional Rail Link	Construction of pedestrian bridge over Regional Rail Link in PSP 1089	Residential & Employment	At time of subdivision
BR-90-01	Boundary Road bridge over Skeleton Creek	Construction of 2 lane bridge crossing of Skeleton Creek	Residential & Employment	At time of subdivision
BR-90-02	Dohertys Road bridge over Skeleton Creek	Construction of 2 lane bridge crossing of Skeleton Creek	Residential & Employment	At time of subdivision
BR-90-03	Leakes Road bridge over Skeleton Creek	Construction of 2 lane bridge crossing of Skeleton Creek	Residential & Employment	At time of subdivision
BR-90-04	Morris Road bridge over Regional Rail Link	Land for bridge approaches / abutments and construction of 2 lane bridge crossing of Regional Rail Link	Residential & Employment	At time of subdivision
BR-90-05	Pedestrian bridge across Regional Rail Link	Construction of pedestrian bridge over Regional Rail Link in PSP 1090	Residential & Employment	At time of subdivision
BR-90-06	Duplication of Dohertys Road bridge over Regional Rail Link	Construction of 2 lane bridge crossing of Regional Rail Link	Residential & Employment	At time of subdivision
BR-90-07	Skeleton Creek shared path connection under the Regional Rail Link (east and west sides)	Construction of shared path (3.0 metres wide) under Regional Rail Link bridge over Skeleton Creek. Paths to be on both east and west sides of the creek corridor.	Residential & Employment	At time of subdivision
BR-90-08	Forsyth Road bridge across RRL	Land only for bridge approaches / abutments	Residential & Employment	At time of subdivision

DCP PROJECT NO.	PROJECT	WORKS DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
BR-91-01	Pedestrian bridge across Regional Rail Link	Construction of pedestrian bridge over Regional Rail Link in PSP 1091	Residential & Employment	At time of subdivision
BR-91-02	Sayers Road bridge over Regional Rail Link	Land for bridge approaches / abutments and construction of 2 lane bridge crossing of Regional Rail Link	Residential & Employment	At time of subdivision
BR-91-03	Armstrong Road bridge over Werribee River	Construction of 2 lane bridge crossing of Werribee River (50% apportionment - other 50% covered by Wyndham West DCP))	Residential & Employment	At time of subdivision
BR-91-04	Hogans Road bridge over Davis Creek	Construction of 2 lane bridge crossing of Davis Creek	Residential & Employment	At time of subdivision
BR-91-05	Pedestrian bridge across Werribee River	Construction of pedestrian bridge over Werribee River	Residential & Employment	At time of subdivision
BR-91-06	Werribee River shared path connection under Regional Rail Link	Construction of shared path (3.0 metres wide) under Regional Rail Link bridge over Werribee River. Path to be constructed for a length of 80 metres.	Residential & Employment	At time of subdivision
CU-88-01	Ison Road crossing of Davis Ck Tributary (north)	Construction of culvert waterway crossings in PSP 1088	Residential & Employment	At time of subdivision
CU-88-02	Ison Road crossing of Davis Ck Tributary (south)	Construction of culvert waterway crossings in PSP 1088	Residential & Employment	At time of subdivision
CU-89-01	Leakes Road crossing of Davis Ck Tributary (east)	Construction of culvert waterway crossing in PSP 1089	Residential & Employment	At time of subdivision
CU-90-01	Dohertys Road crossing of Forsyth Rd Drain	Construction of culvert waterway crossings in PSP 1090	Residential & Employment	At time of subdivision
CU-90-02	Leakes Road crossing of Forsyth Rd Drain	Construction of culvert waterway crossings in PSP 1090	Residential & Employment	At time of subdivision
CU-90-03	Leakes Road crossing of Dohertys Rd Drain	Construction of culvert waterway crossing in PSP 1090	Residential & Employment	At time of subdivision
CU-90-04	Dohertys Road crossing of Dry Ck Tributary	Construction of waterway crossings in PSP 1090	Residential & Employment	At time of subdivision
CU-91-01	Hogans Road crossing over Werribee River Tributary	Construction of culvert waterway crossings in PSP 1091	Residential & Employment	At time of subdivision



- intersection projects
- pedestrian signals

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Plan 5 - Intersection Projects
Wyndham North Development Contributions Plan

MPA METROPOLITAN PLANNING AUTHORITY

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

Table 5. Intersection Projects

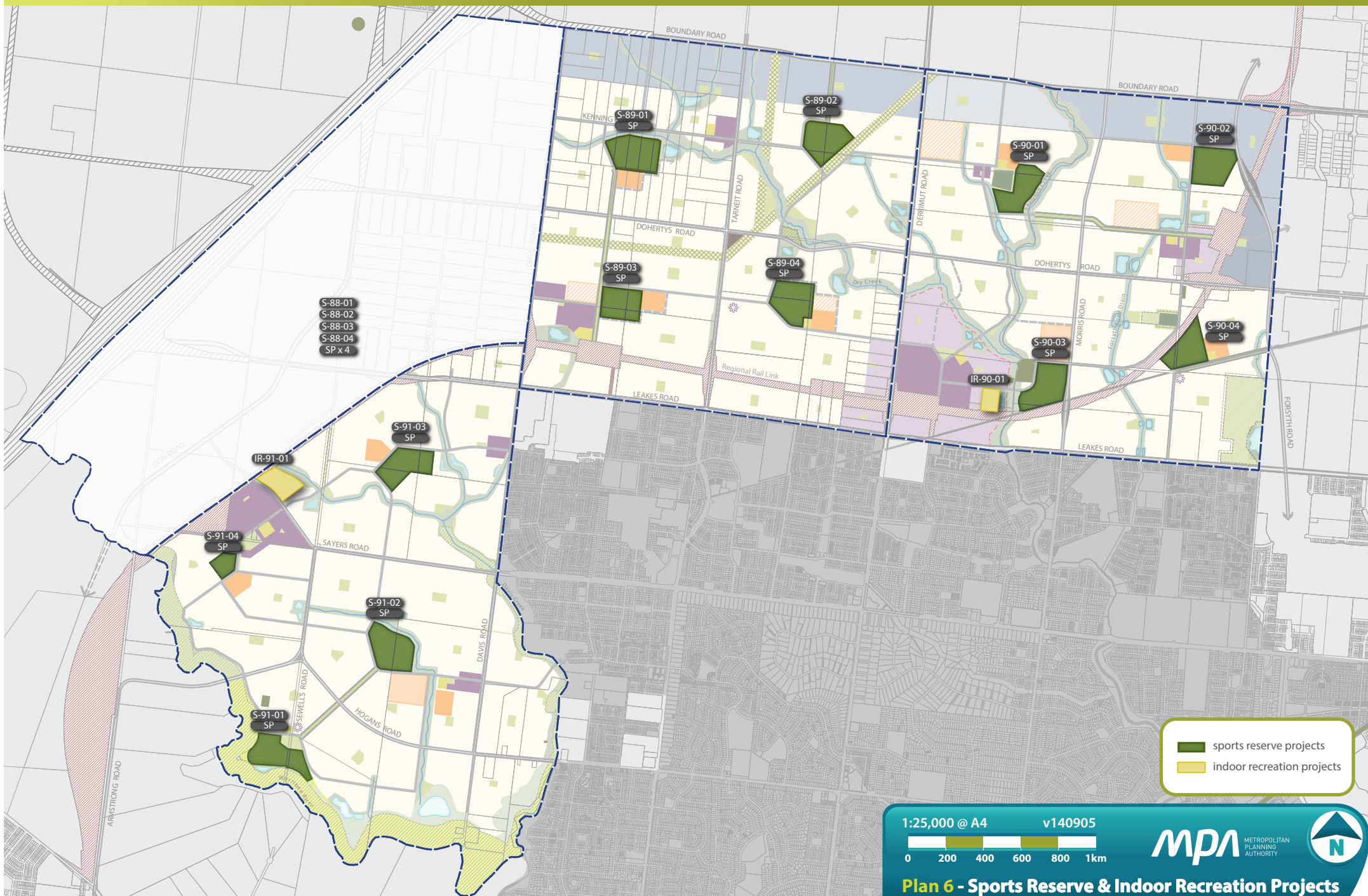
DCP PROJECT NUMBER	PROJECT	WORKS DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
IN-88-01	Boundary Road / Davis Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised T intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-88-02	Davis Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to industrial connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-88-03	Davis Road / East-West Connector	Purchase of land for intersection totalling (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-88-04	Dohertys Road / Ison Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-88-05	Dohertys Road / Gard Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-88-06	Dohertys Road / Davis Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-88-07	Ison Road / East-West Connector Boulevard	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-88-08	Ison Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-88-09	Davis Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-88-10	Leakes Road / Ison Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-88-11	Leakes Road / North-South Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised T intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-88-12	Ison Road / Sayers Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-88-13	Ison Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-01	Boundary Road / North-South Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised T intersection (interim treatment)	Residential & Employment	At time of subdivision

DCP PROJECT NUMBER	PROJECT	WORKS DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
IN-89-02	Boundary Road / Tarneit Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-03	Boundary Road / North-South Connector Boulevard	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised T intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-04	Boundary Road / Derrimut Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-05	Tarneit Road / Kenning Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to industrial connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-06	Derrimut Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-07	Dohertys Road / North-South Connector Boulevard	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-08	Dohertys Road / Tarneit Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-09	Dohertys Road / North-South Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-10	Dohertys Road / Derrimut Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-11	Tarneit Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-12	Derrimut Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-13	Leakes Road / North-South Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-14	Leakes Road / Tarneit Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision

DCP PROJECT NUMBER	PROJECT	WORKS DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
IN-89-15	Leakes Road / Crossway Avenue	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-16	Leakes Road / Derrimut Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-89-17	Dry Creek pedestrian signals on Derrimut Road	Construction of pedestrian signals on Derrimut Road (interim) at Dry Creek.	Residential & Employment	At time of subdivision
IN-89-18	Dry Creek pedestrian signals on Dohertys Road	Construction of pedestrian signals on Derrimut Road (interim) at Dry Creek.	Residential & Employment	At time of subdivision
IN-90-01	Boundary Road / North-South Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised T intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-02	Boundary Road / Morris Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised T intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-03	Boundary Road / Forsyth Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-04	Morris Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to industrial connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-05	Forsyth Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-06	Morris Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-07	Forsyth Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-08	Dohertys Road / North-South Local Access Level 2	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-09	Dohertys Road / North-South Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-10	Dohertys Road / Morris Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision

DCP PROJECT NUMBER	PROJECT	WORKS DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
IN-90-11	Dohertys Road / Woods Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-12	Dohertys Road / Forsyth Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-13	Morris Road / East-West Local Access Level 2	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-14	Morris Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-15	Leakes Road / Sunset Views Boulevard	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-16	Leakes Road / Morris Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-17	Leakes Road / Woods Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised T intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-90-18	Skeleton Creek pedestrian signals	Construction of pedestrian signals on Leakes Road (interim) at SkeletonCreek.	Residential & Employment	At time of subdivision
IN-90-19	Forsyth Road / East-West Connector Blvd	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-91-01	Leakes Road / North-South Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised T intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-91-02	Leakes Road / Davis Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-91-03	Davis Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-91-04	Sayers Road / North-South Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-91-05	Sayers Road / Sewells Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised T intersection (interim treatment)	Residential & Employment	At time of subdivision

DCP PROJECT NUMBER	PROJECT	WORKS DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
IN-91-06	Sayers Road / North-South Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-91-07	Davis Road / Sayers Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment) Note: associated drainage infrastructure covered by the Melbourne Water Development Services Scheme.	Residential & Employment	At time of subdivision
IN-91-08	Sewells Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-91-09	Sewells Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-91-10	Armstrong Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-91-11	Armstrong Road /Sewells Road / Hogans Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised T intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-91-12	Hogans Road / North-South Connector Boulevard	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-91-13	Hogans Road / North-South Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-91-14	Davis Road / Hogans Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-91-15	Davis Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Residential & Employment	At time of subdivision
IN-91-16	Davis Creek pedestrian signals	Construction of pedestrian signals on Hogans Road (inteirm) at Davis Creek.	Residential & Employment	At time of subdivision



Plan 6 - Sports Reserve & Indoor Recreation Projects

Wyndham North Development Contributions Plan

2.2.2 Sports Reserve and Indoor Recreation Projects

These contributions include:

- Provision of land for sports reserves.
- Provision of land for future indoor recreation facilities.
- Contribution towards construction of sports facilities in each sports reserve.
- Contribution towards construction of pavilions for future sports reserves.

The DCP provides a contribution per hectare of land designated towards each sports reserve for the basic construction, surfacing and landscaping of facilities. All sports reserves within the DCP, with the exception of S-91-04 (single football/cricket oval), can accommodate two full-sized football/cricket ovals, plus

additional sports facilities (soccer fields, netball courts, tennis courts etc) and associated car parking.

The Development Agency will have the ability to determine the scope of the facilities provided within each sports reserve. In determining the scope of the projects, the Development Agency will have regard to matters such as changing provision standards and models, the immediate needs of the community, current regulations and best practice and may seek to adjust and refine the scope of the projects to respond to these matters.

The proportion of the construction contribution used for the embellishment of each reserve will be reflective of this scope.

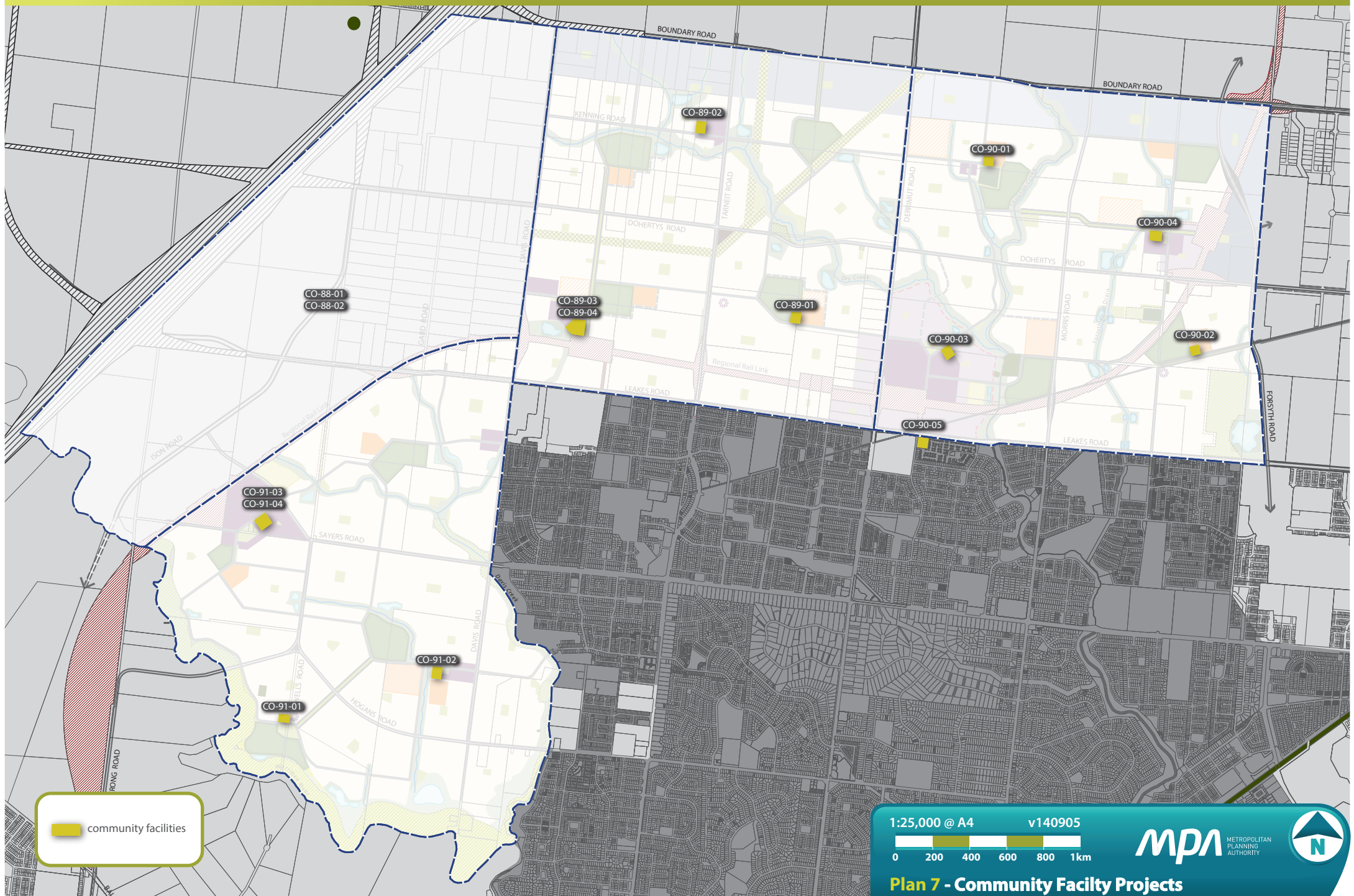
The following recreation projects shown in Plan 6 are funded by the DCP:

Table 6. Sports Reserve and Indoor Recreation Projects

DCP PROJECT NUMBER	PROJECT TITLE - RECREATION	PROJECT DESCRIPTION - RECREATION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
S-88-01	Sports Reserve	Purchase of land for sporting reserve in valuation cell 1 of Oakbank PSP and construction of sporting surfaces, infrastructure and basic landscaping.	Residential	At time of subdivision
S-88-02	Sports Reserve	Purchase of land for sporting reserve in valuation cell 2 of Oakbank PSP and construction of sporting surfaces, infrastructure and basic landscaping.	Residential	At time of subdivision
S-88-03	Sports Reserve	Purchase of land for sporting reserve in valuation cell 3 of Oakbank PSP and construction of sporting surfaces, infrastructure and basic landscaping.	Residential	At time of subdivision
S-88-04	Sports Reserve	Purchase of land for sporting reserve in valuation cell 3 of Oakbank PSP and construction of sporting surfaces, infrastructure and basic landscaping.	Residential	At time of subdivision
S-89-01	Sports Reserve	Purchase of land for sporting reserve in Tarneit North PSP and construction of sporting surfaces, infrastructure and basic landscaping. The estimate for this project includes allowance of \$2.5m for cut and fill earthworks as response to local topography.	Residential	At time of subdivision
S-89-02	Sports Reserve	Purchase of land for sporting reserve in Tarneit North PSP and construction of sporting surfaces, infrastructure and basic landscaping.	Residential	At time of subdivision
S-89-03	Sports Reserve	Purchase of land for sporting reserve in Tarneit North PSP and construction of sporting surfaces, infrastructure and basic landscaping.	Residential	At time of subdivision
S-89-04	Sports Reserve	Purchase of land for sporting reserve in Tarneit North PSP and construction of sporting surfaces, infrastructure and basic landscaping.	Residential	At time of subdivision

DCP PROJECT NUMBER	PROJECT TITLE - RECREATION	PROJECT DESCRIPTION - RECREATION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
S-90-01	Sports Reserve	Purchase of land for sporting reserve in Truganina PSP and construction of sporting surfaces, infrastructure and basic landscaping.	Residential	At time of subdivision
S-90-02	Sports Reserve	Purchase of land for sporting reserve in Truganina PSP and construction of sporting surfaces, infrastructure and basic landscaping.	Residential	At time of subdivision
S-90-03	Sports Reserve	Purchase of land for sporting reserve in Truganina PSP and construction of sporting surfaces, infrastructure and basic landscaping.	Residential	At time of subdivision
S-90-04	Sports Reserve	Purchase of land for sporting reserve in Truganina PSP and construction of sporting surfaces, infrastructure and basic landscaping. (note land delivered as 0.51ha on an existing Council road reserve and balance of 9.91ha via DCP for ultimate total 10.4ha reserve)	Residential	At time of subdivision
S-91-01	Sports Reserve	Purchase of land for sporting reserve in Riverdale PSP and construction of sporting surfaces, infrastructure and basic landscaping. (note land delivered as 0.37ha on an existing Council road reserve and balance of 12.17ha via DCP for ultimate total 12.55ha reserve)	Residential	At time of subdivision
S-91-02	Sports Reserve	Purchase of land for sporting reserve in Riverdale PSP and construction of sporting surfaces, infrastructure and basic landscaping.	Residential	At time of subdivision
S-91-03	Sports Reserve	Purchase of land for sporting reserve in Riverdale PSP and construction of sporting surfaces, infrastructure and basic landscaping.	Residential	At time of subdivision
S-91-04	Sports Reserve	Purchase of land for sporting reserve in Riverdale PSP and construction of sporting surfaces, infrastructure and basic landscaping.	Residential	At time of subdivision
IR-90-01	Indoor recreation contribution	Purchase of land only for two indoor recreation facilities.	Residential	At time of subdivision
IR-91-01	Indoor recreation contribution	Purchase of land only for two indoor recreation facilities.	Residential	At time of subdivision
SP	Pavilions within sports reserves	Construction of sporting pavilions for each sports reserve project (16 total)	Residential	At time of subdivision

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Plan 7 - Community Facility Projects
Wyndham North Development Contributions Plan

2.2.3 Community Facility Projects

The community projects include:

- Land and construction of Level 1 community centres incorporating a double kindergarten.
- Land and construction of Level 2 community centres incorporating a double kindergarten and maternal and child health centre.
- Land and construction of Level 3 community centres incorporating a double kindergarten and maternal and child health centre.
- Land for library and/or preforming arts centre components of Level 3 community centres.

The community projects are based on the projections determined through the sub-corridor planning process consistent with the range of facilities and provision ratio set out in research undertaken by the Metropolitan Planning Authority, ASR Research and assessment by Wyndham City (*Planning for Community Infrastructure in Growth Area* (2008), *Wyndham Social Infrastructure Plan: 2040* (2012)). The community facilities defined in these projects are the best

estimates of the future requirements and specifications of the future Wyndham North community.

The detailed design and scope (as defined in Table 5) of each of the following community projects will be reviewed by the Development Agency closer to the time that they are constructed.

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

The Development Agency may also adjust and refine the scope of the facility to reflect the capacity of any non-DCP funds that can be made available (for example from a grant or some other funding stream).

In adjusting and refining any final project scope the Development Agency will ensure that at least the same total cost of the project item (as indexed from time to time) is invested into the community facilities proposed.

The following community projects shown in Plan 7 are funded by the DCP:

Table 7. Community Facility Projects

DCP PROJECT NUMBER	PROJECT TITLE - RECREATION	PROJECT DESCRIPTION - RECREATION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
CO-88-01	Oakbank Level 1 children's centre	Purchase of land and construction of double kindergarten including associated community room, office, kitchen / kiosk and car parking.	Residential	At time of subdivision
CO-88-02	Oakbank Level 2 multi-purpose community centre	Purchase of land and construction of multipurpose community centre, including double kindergarten, 2 maternal child health care rooms, hall, flexible activity rooms, office, kitchen / kiosk and car parking.	Residential	At time of subdivision
CO-89-01	Tarneit North Level 1 children's centre	Purchase of land and construction of double kindergarten including associated community room, office, kitchen / kiosk and car parking.	Residential	At time of subdivision
CO-89-02	Tarneit North Level 2 multi-purpose community centre	Purchase of land and construction of multipurpose community centre, including double kindergarten, 2 maternal child health care rooms, hall, flexible activity rooms, office, kitchen / kiosk and car parking.	Residential	At time of subdivision
CO-89-03	Tarneit North Level 3 Centre - multi-purpose community centre component	Purchase of land for multi purpose community centre, library and performing arts centre and construction of multipurpose community centre, including two including double kindergarten, 2 maternal child health care rooms, hall, consulting rooms, youth space, flexible activity rooms, office, kitchen / kiosk and car parking.	Residential	At time of subdivision

CO-89-04	Tarneit North Level 3 Centre library & regional performing arts centre component	Construction of library and regional performing arts centre	Residential	At time of subdivision
CO-90-01	Truganina Level 1 children's centre	Purchase of land and construction of double kindergarten including associated community room, office, kitchen / kiosk and car parking.	Residential	At time of subdivision
CO-90-02	Truganina Level 1 children's centre	Purchase of land and construction of double kindergarten including associated community room, office, kitchen / kiosk and car parking.	Residential	At time of subdivision
CO-90-03	Truganina Level 2 multi-purpose community centre	Purchase of land and construction of multipurpose community centre, including double kindergarten, 2 maternal child health care rooms, hall, flexible activity rooms, office, kitchen / kiosk and car parking.	Residential	At time of subdivision
CO-90-04	Truganina Level 2 multi-purpose community centre	Purchase of land and construction of multipurpose community centre, including double kindergarten, 2 maternal child health care rooms, hall, flexible activity rooms, office, kitchen / kiosk and car parking.	Residential	At time of subdivision
CO-90-05	Truganina Level 3 library	Construction of library	Residential	At time of subdivision
CO-91-01	Riverdale Level 1 children's centre	Purchase of land and construction of double kindergarten including associated community room, office, kitchen / kiosk and car parking. (note land delivered as 0.13ha on an existing Council road reserve and 0.47ha via DCP for ultimate 0.6ha site)	Residential	At time of subdivision
CO-91-02	Riverdale Level 2 multi-purpose community centre	Purchase of land and construction of multipurpose community centre, including double kindergarten, 2 maternal child health care rooms, hall, flexible activity rooms, office, kitchen / kiosk and car parking.	Residential	At time of subdivision
CO-91-03	Riverdale Level 3 Centre - multi-purpose community centre component	Purchase of land for multipurpose community centre and library and construction of multipurpose community centre, including two including double kindergarten, 2 maternal child health care rooms, hall, consulting rooms, youth space, flexible activity rooms, office, kitchen / kiosk and car parking.	Residential	At time of subdivision
CO-91-04	Riverdale Level 3 Centre - Library component	Construction of library	Residential	At time of subdivision

2.3 Distinction between Development and Community Infrastructure

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

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

The community infrastructure levy contributions are made by the home builder at the time of building approval (unless an alternative time is agreed between the collecting agency and a development proponent). Community infrastructure levy contributions will be paid for at a 'per-dwelling' rate. The Planning and Environment Act 1987 currently stipulates that the amount that may be contributed under a community infrastructure levy is no more than

\$900 per dwelling. The Governor in Council may from time to time by Order published in the Government Gazette vary the maximum amount that may be collected by the Community Infrastructure Levy. If in the future the Community Infrastructure Levy is amended, then the levy applicable to the release of the remaining dwellings may be adjusted in accordance with the revised legislative and regulatory approach as directed by the Minister for Planning.

The projects listed in Table 6 are deemed to be community infrastructure levy projects.

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

Contributions relating to development infrastructure are to be made by developers at the time of subdivision. If subdivision is not applicable payments must be made prior to construction works.

Table 8. Community Infrastructure Levy Projects

DCP PROJECT NO.	PROJECT	WORKS DESCRIPTION
CO-89-04	Tarneit North Level 3 Centre library & regional performing arts centre component	Construction of library and regional performing arts centre
CO-90-05	Truganina Level 3 library	Construction of library
CO-91-04	Riverdale Level 3 Centre - Library component	Construction of library
SP	Pavilions within sports reserves	Construction of sporting pavilions for each sports reserve project (16 total)

3.0 CALCULATION OF CONTRIBUTIONS

The general cost apportionment method includes the following steps:

- Calculation of the Net Developable Area ('NDA') and demand units (refer Table 9).
- Calculation of project costs (refer Table 10 and 11).
- Identification and allowance for external use (refer Table 10 and 11).
- Cost apportionment and catchments (refer Table 10 and 11).
- Identification of development types required to pay the levy (refer Table 10 and 11).
- Summary of costs payable for each infrastructure project (refer Table 10 and 11).
- The development infrastructure charge per hectare for each development type (refer Table 10) and the community infrastructure levy per dwelling (refer Table 11).

3.1 Calculation of Net Developable Area and Demand Units

The following section sets out how NDA is calculated and outlines the development projections anticipated for the area. Calculations of NDA for each individual property is outlined in the property-specific land budget included within the relevant PSP.

3.1.1 Net Developable Area

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

For the purposes of this DCP the NDA is defined as the total amount of land within the MCA that is made available for development of housing and employment buildings, including lots, all connector and local streets. It is the total MCA area minus community facilities, schools and 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 land budget also makes allowance for 30 hectares of regional sports reserves in the Oakbank PSP area which will not be available for development. The Oakbank PSP will outline the location of the regional sports reserves. Wyndham City Council will be responsible for funding and acquisition of the land for these

reserves, and at least 10 of the 30 hectares must be located on the existing Council land holding at 1160 Sayers Road in the Oakbank PSP.

It is important to note that the number of Net Developable Hectares in each charge area is based on the land budget in Table 9.

The 'per Net Developable Hectare' contributions will not and must not be amended to respond to minor changes to land budgets that may result from the subdivision process. In other words, the DCP is permanently linked to the calculation of Net Developable Area set out in the detailed land budget in Table 9.

Table 9 Summary Land Use Budget

DESCRIPTION	PSP 1088 OAKBANK			PSP 1089 TARNEIT NORTH			PSP 1090 TRUGANINA			PSP 1091 RIVERDALE			WYNDHAM NORTH TOTAL		
	HECTARES	% PRECINCT	% OF NDA	HECTARES	% PRECINCT	% OF NDA	HECTARES	% PRECINCT	% OF NDA	HECTARES	% PRECINCT	% OF NDA	HECTARES	% PRECINCTS	% OF NDA
TOTAL PRECINCT AREA (HA)	1,057.28			1,065.11			1,089.37			1,106.25			4,318.01		
TRANSPORT															
New Arterial Roads / Widening	23.43	2.22%	3.68%	27.16	2.55%	3.64%	40.19	3.69%	5.75%	35.32	3.19%	4.80%	126.09	2.92%	4.48%
Derrimut Road PAO				0.40	0.04%	0.05%	6.14	0.56%	0.88%				6.54	0.15%	0.23%
Existing OMR Road Reserve (not available for development)	22.59	2.14%	3.55%										22.59	0.52%	0.80%
Existing Other Road Reserve Not Available for Development	113.51	10.74%	17.84%	29.36	2.76%	3.93%	18.55	1.70%	2.65%	2.44	0.22%	0.33%	163.86	3.79%	5.82%
Railway Reserve	14.36	1.36%	2.26%	37.79	3.55%	5.06%	54.70	5.02%	7.83%	20.25	1.83%	2.75%	127.10	2.94%	4.51%
SUB-TOTAL	173.88	16.45%	27.33%	94.72	8.89%	12.69%	119.58	10.98%	17.11%	58.01	5.24%	7.89%	446.18	10.33%	15.84%
EDUCATION & COMMUNITY															
Government Education	20.71	1.96%	3.26%	10.50	0.99%	1.41%	18.90	1.73%	2.70%	18.90	1.71%	2.57%	69.01	1.60%	2.45%
Non-Government Education	5.70	0.54%	0.90%	7.36	0.69%	0.99%	22.10	2.03%	3.16%				35.16	0.81%	1.25%
Community Centres	1.40	0.13%	0.22%	2.90	0.27%	0.39%	2.80	0.26%	0.40%	2.60	0.24%	0.35%	9.70	0.22%	0.34%
Indoor Sports							3.00	0.28%	0.43%	6.00	0.54%	0.82%	9.00	0.21%	0.32%
SUB-TOTAL	27.81	2.63%	4.37%	20.76	1.95%	2.78%	46.80	4.30%	6.70%	27.50	2.49%	3.74%	122.87	2.85%	4.36%
OPEN SPACE															
SERVICE OPEN SPACE															
Drainage - Waterways, Retardation & Wetlands	69.72	6.59%	10.96%	84.40	7.92%	11.31%	116.81	10.72%	16.71%	94.52	8.54%	12.86%	365.45	8.46%	12.98%
Drainage - Stormwater Quality Treatment Asset*	20.04	1.90%	3.15%	7.85	0.74%	1.05%	8.34	0.77%	1.19%	9.41	0.85%	1.28%	45.64	1.06%	1.62%
Growing Grass Frog Conservation Area (where applicable)	20.75	1.96%	3.26%							114.57	10.36%	15.58%	135.32	3.13%	4.80%
Other Conservation							24.30	2.23%	3.48%	0.98	0.09%	0.13%	25.29	0.59%	0.90%
Heritage (Post Contract)				1.66	0.16%	0.22%	5.77	0.53%	0.83%	1.30	0.12%	0.18%	8.73	0.20%	0.31%
Utilities Easements	17.90	1.69%	2.81%	40.53	3.81%	5.43%	3.60	0.33%	0.51%				62.03	1.44%	2.20%
SUB-TOTAL	128.41	12.15%	20.18%	134.45	12.62%	18.02%	158.82	14.58%	22.73%	220.79	19.96%	30.03%	642.46	14.88%	22.81%
CREDITED OPEN SPACE															
Sports Reserves	42.29	4.00%	6.65%	47.67	4.48%	6.39%	45.77	4.20%	6.55%	41.20	3.72%	5.60%	176.93	4.10%	6.28%
Local Parks (Residential)	17.91	1.69%	2.82%	19.11	1.79%	2.56%	16.75	1.54%	2.40%	22.06	1.99%	3.00%	75.83	1.76%	2.69%
Local Parks (Employment)	0.78	0.07%	0.12%	2.19	0.21%	0.29%	2.81	0.26%	0.40%				5.78	0.13%	0.21%
SUB-TOTAL	60.98	5.77%	9.59%	68.97	6.48%	9.24%	65.33	6.00%	9.35%	63.25	5.72%	8.60%	258.53	5.99%	9.18%
REGIONAL OPEN SPACE (FUTURE ACQUISITION)															
Metropolitan Park (DEPI acquisition)										1.50	0.14%	0.20%	1.50	0.03%	0.05%
Regional Sports Reserve (Council Acquisition)	30.00	2.84%	4.72%										30.00	0.69%	1.07%
SUB-TOTAL	30.00	2.84%	4.72%							1.50	0.14%	0.20%	31.50	0.73%	1.12%
SUB-TOTAL ALL OPEN SPACE	219.39	20.75%	34.49%	203.42	19.10%	27.26%	224.15	20.58%	32.07%	285.54	25.81%	38.84%	932.50	21.60%	33.11%
TOTAL NET DEVELOPABLE AREA (NDA) HA	636.19	60.17%		746.22	70.06%		698.84	64.15%		735.20	66.46%		2,816.45'	65.23%	
NET DEVELOPABLE AREA - EMPLOYMENT (NDA-E) HA	39.06	3.69%		109.23	10.26%		140.62	12.91%		0.00	0.00%		288.91	6.69%	
NET DEVELOPABLE AREA - RESIDENTIAL (NDA-R) HA	597.14	56.48%		636.98	59.80%		558.23	51.24%		735.20	66.46%		2,527.55'	58.53%	
RESIDENTIAL CREDITED OPEN SPACE EXPRESSED AS % OF NDA-R															
DESCRIPTION	PSP 1088 OAKBANK		% OF NDA	PSP 1089 TARNEIT NORTH		% OF NDA	PSP 1090 TRUGANINA		% OF NDA	PSP 1091 RIVERDALE		% OF NDA	WYNDHAM NORTH TOTAL		% OF NDA
	HECTARES			HECTARES			HECTARES			HECTARES			HECTARES		
Sports Reserves	42.29		7.08%	47.67		7.48%	45.77		8.20%	41.20		5.60%	176.93		7.00%
Local Parks (Residential)	17.91		3.00%	19.11		3.00%	16.75		3.00%	22.06		3.00%	75.83		3.00%
Total	60.20		10.08%	66.78		10.48%	62.52		11.20%	63.25		8.60%	252.76		10.00%
EMPLOYMENT CREDITED OPEN SPACE EXPRESSED AS % OF NDA-E															
DESCRIPTION	PSP 1088 OAKBANK		% OF NDA	PSP 1089 TARNEIT NORTH		% OF NDA	PSP 1090 TRUGANINA		% OF NDA	PSP 1091 RIVERDALE		% OF NDA	WYNDHAM NORTH TOTAL		% OF NDA
	HECTARES			HECTARES			HECTARES			HECTARES			HECTARES		
Local Parks (Employment)	0.78		2.00%	2.19		2.00%	2.81		2.00%	N.A		N.A	5.78		2.00%

Note 1. The DCP MCA differs slightly from the NDA totals in this table. Refer Plan 1 and Section 1.6 for detail.

3.1.2 Land Budget and Demand Units

Net developable hectare is the demand unit for this DCP.

Based on the Wyndham North PSPs, there is one development type included in this DCP: Urban Development. Urban Development is defined broadly to include all forms of development, including residential subdivision, development within the local town centres, convenience centres and employment areas. Urban Development also includes any non-residential uses within the residential area such as a place of worship, education centre, retirement village, nursing home, child care centre, medical centre or convenience store or any other approved use. There is a total of 2,816 Net Developable Hectares in the DCP area.

3.1.3 Property specific calculations

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

3.1.4 Public Open Space Contributions

Overall public open space provision within the Wyndham North PSPs is 10% of NDA for residential areas and 2% of NDA for employment areas, in accordance with the Precinct Structure Planning Guidelines.

The 10% comprises 7% for sports reserves and 3% for local parks in residential areas. Employment areas comprise 2% for local parks only.

This DCP only funds the acquisition of land for sports reserves (7% of NDA) and construction of the basic facilities on these reserves.

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

Local parks are to be provided separately through Clause 52.01 of the Scheme and no contribution for local parks is included in this DCP.

3.2 Calculations of Contributions Charges

3.2.1 Calculation of Costs

Each project has been assigned a land and / or construction cost. These costs are listed in Table 10 and 11. The costs are expressed in 2014 dollars and will be indexed in accordance with the indexation method specified in Section 4.5.

3.2.2 Cost Apportionment

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

This is expressed as a percentage in Table 10 and 11. Projects that are 100% apportioned to the DCP area are considered to be wholly beneficial or required by the future development. Projects that are less than 100% apportioned to the DCP are shared with other areas and funding sources.

3.2.3 Road Construction and Intersection Works

SMEC have prepared the estimated costs for the transport projects within the DCP. The scope for intersection projects was established collaboratively with VicRoads, City of Wyndham and City of Melton in consideration of traffic advice provided by Aecom.

Road construction and intersection costs were derived from concept functional designs which were overlaid onto topographical data and existing conditions in an accurate AutoCAD system. This enables the provision of accurate and detailed component costing as shown in the data sheets in Section 6.0. A number of standardised intersections were developed in collaboration with the MPA, VicRoads and Council to be used in this DCP.

Rates for the works have been established by using current road construction estimation rates as of June 2014.

The intersection layout was agreed with the relevant road authority as were the

scope of works. The general assumptions used were:

- No land acquisition costs have been allowed for unless stated (these are separately identified in each DCP project costing in Table 10).
- Drainage allowance is for 'road reserve or project land' areas i.e. no external catchments. However, major drainage such as culverts or bridges consistent with the Wyndham North PSPs have been included as separate projects where they are not funded by the relevant Melbourne Water Development Services Scheme.
- A standard excavation depth has been allowed for. Final pavement requirements will be determined at construction stage responding to actual ground conditions.
- No trunk services have been allowed for.
- Where required an allowance has been made for existing services adjustment or relocation (e.g. electricity poles, water fittings, manholes etc)

Additional percentage based costs tailored to each individual project have been included for:

- Traffic management.
- Site establishment.
- Field survey and detailed design.
- Supervision and project management.
- Environmental management.
- Council and VicRoads fees.
- Contingency.

The level of contingency for each project reflects the level of design resolution achieved at the time the DCP was prepared. The costs are fully detailed including for example: street trees, road line marking, footpaths and street lighting.

With respect to road / intersection construction along existing road alignments (e.g. Leakes Road):

- Most difficulties along the alignment will have been dealt with or built around due to the existing road, therefore upgrading of the pavement will have no effect or only a minor effect on in-ground or underground assets.
- Similar vertical alignments have been allowed for following natural terrain which removes the possibility of extra earthworks being required.

- Higher levels of traffic management and service relocation have been allowed for.
- Culverts or bridges across waterways have been included as separate projects where they are not funded by the relevant Melbourne Water Development Services Scheme.

With respect to road / intersection construction for green field alignments:

- Design generally follows natural terrain.
- Existing service alterations have been included and would be minimal.
- Major cost items such as drainage culverts have been allowed for as separate items.

With respect to road / intersection construction along the existing alignment of Boundary Road:

- Plans have been prepared in recognition of the likely differences in timing between land in Wyndham and land in Melton.
- The DCP will provide for the first carriageway to be delivered in the existing reserve or to the south of the existing reserve.
- No works or road reserve widening will take place north of the existing reserve. Works within the City of Melton will be subject to a subsequent amendment process and DCP.

Where possible, arterial road works as funded by this DCP have been designed to minimise any redundant works that are required in the ultimate delivery of future arterial roads.

3.2.4 Native Vegetation Offsets

Native vegetation offsets required for native vegetation patches located within existing road reserves of DCP projects have been calculated in accordance with the document *Habitat compensation under the Biodiversity Conservation Strategy* (DEPI, August 2013).

3.2.5 Culvert works

Where there is a road crossing of a natural waterway the cost estimated for the culverts required has been prepared on a site by site basis.

Where there is a road crossing of a constructed waterway, standardised designs have been prepared with a cost estimate undertaken for implementation at each

individual location.

3.2.6 Recreation works

Sports reserve construction costs have been prepared on a per hectare basis instead of itemised cost estimates. The per-hectare rate has been derived from an analysis of previous sporting reserve cost estimates. The use of a per-hectare rate allows Council a greater degree of flexibility to meet the needs of the future community.

3.2.7 Community centre projects

The concept and costing for each facility is based on cost estimates prepared by CDCE for the Wyndham West DCP and applied to the Wyndham North DCP.

3.2.8 Temporary works

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

3.2.9 Valuation of Land

The area of land to be acquired for each DCP project on each property was identified based on information drawn from the Wyndham North PSPs. A description of the area of land was provided to Herron Todd White Pty Ltd as a registered valuer to prepare a valuation which determined the value for each area of land required by the DCP.

Land parcels in the Tarniet North, Truganina and Riverdale PSP areas containing land required for a DCP project were individually assessed using a 'before and after' methodology to ensure fair compensation for each affected land owner. These values have then been used to calculate the cost of the land component for all relevant projects included in this DCP.

Due to the Oakbank PSP area not yet having a developed urban structure with final locations determined for all DCP projects, a 'hybrid' approach to valuation was undertaken as follows:

- The PSP has been divided into 3 cells that broadly capture groupings of properties of similar sizes.
- An average property parcel size has been calculated for each cell.

- A land use budget has been prepared for each of the 3 cells and then this has been proportionally applied to each cell's average parcel (refer Appendix F).
- A 'before and after' valuation methodology has then been applied to the average parcel in each cell.
- DCP land projects are then valued at the rate of the cell in which they reside.

In this way, valuations in the Oakbank PSP area reflect fair compensation for areas of the precinct with small, medium and larger parcel sizes.

It is envisaged that the valuations for the Oakbank component of the DCP would be reviewed at the time of Oakbank PSP preparation, and the DCP amended accordingly if deemed necessary.

3.2.10 Concept Designs and Cost Sheets

Concept designs and cost sheets have been prepared for each project. This information is provided in Section 7 of this DCP.

3.2.11 Charge Areas

The DCP contains two charge areas. Charge Area 1 applies to land where residential development is to be located under the future urban structure (refer Plan 2). This includes the Local Town Centres, Convenience Centres and the Major Town Centres and associated commercial areas.

Charge Area 2 applies to land designated for dedicated employment use.

The variation between the residential and employment charge area rates reflects the fact that employment land does not contribute towards community and sporting reserve projects.

For each infrastructure project, the charge area that is to make the contribution is specified (refer Table 10).

3.2.12 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 this DCP.

3.2.13 Schedule of Costs

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

3.2.14 Summary of Charges per Hectare

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

Table 10 sets out a summary of costs for each charge area.

Table 10. Calculation of Cost – Development Infrastructure Levy (DIL)

DCP PROJECT NO.	PROJECT	INFRASTRUCTURE CATEGORY	PROJECT LENGTH METRES (AS APPLICABLE)	LAND AREA HA (AS APPLICABLE)	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	LAND % APPORTIONMENT TO DCP	LAND COST ATTRIBUTABLE TO MCA	CONSTRUCTION % APPORTIONMENT TO DCP	CONSTRUCTION COST ATTRIBUTABLE TO MCA	TOTAL COST ATTRIBUTABLE TO MCA	CHARGE AREA 1 (RESIDENTIAL) CONTRIBUTION PER NDHA	CHARGE AREA 2 (EMPLOYMENT) CONTRIBUTION PER NDHA
ROAD PROJECTS														
RD-88-01	Davis Road (Dohertys Road to Boundary Road)	Development	522	0.78	\$722,737	\$2,182,253	\$2,904,990	100%	\$722,737	100%	\$2,182,253	\$2,904,990	\$1,033.17	\$1,033.17
RD-88-02	Davis Road (Dohertys Road to RRL)	Development	531	0.78	\$388,032	\$2,220,332	\$2,608,364	100%	\$388,032	100%	\$2,220,332	\$2,608,364	\$927.67	\$927.67
RD-88-03	Ison Road	Development	1763	6.30	\$3,465,923	\$7,370,134	\$10,836,058	100%	\$3,465,923	100%	\$7,370,134	\$10,836,058	\$3,853.88	\$3,853.88
RD-88-04	Sayers Road extension (RRL to Ison Road)	Development	184	0.62	\$342,895	\$767,866	\$1,110,761	100%	\$342,895	100%	\$767,866	\$1,110,761	\$395.05	\$395.05
RD-88-05	Leakes Road (RRL to Ison Road)	Development	244	0.53	\$291,009	\$1,020,714	\$1,311,724	100%	\$291,009	100%	\$1,020,714	\$1,311,724	\$466.52	\$466.52
RD-88-06	Dohertys Road (Ison Road to Davis Road)	Development	1213	2.51	\$2,129,281	\$8,738,666	\$10,867,947	100%	\$2,129,281	100%	\$8,738,666	\$10,867,947	\$3,865.22	\$3,865.22
RD-88-07	Leakes Road (Ison Road to Leakes Road PAO intersection with OMR)	Development	136	0.20	\$108,007	\$566,766	\$674,774	100%	\$108,007	100%	\$566,766	\$674,774	\$239.99	\$239.99
RD-89-01a	Tarneit Road (Dohertys Road to Boundary Road)	Development	892	1.27	\$601,171	\$4,169,290	\$4,770,461	100%	\$601,171	100%	\$4,169,290	\$4,770,461	\$1,696.63	\$1,696.63
RD-89-01b	Tarneit Road (Dohertys Road to Leakes Road)	Development	373	0.57	\$259,453	\$1,559,056	\$1,818,509	100%	\$259,453	100%	\$1,559,056	\$1,818,509	\$646.76	\$646.76
RD-89-02a	Leakes Road (Davis Road to Tarneit Road)	Development	1193	2.34	\$1,376,777	\$4,985,988	\$6,362,764	100%	\$1,376,777	100%	\$4,985,988	\$6,362,764	\$2,262.94	\$2,262.94
RD-89-02b	Leakes Road (Tarneit Road to Derrimut Road)	Development	1094	3.35	\$2,535,425	\$5,109,656	\$7,645,081	100%	\$2,535,425	100%	\$5,109,656	\$7,645,081	\$2,719.00	\$2,719.00
RD-89-03a	Dohertys Road (Davis Road to Tarneit Road)	Development	1206	1.70	\$972,366	\$8,686,229	\$9,658,595	100%	\$972,366	100%	\$8,686,229	\$9,658,595	\$3,435.11	\$3,435.11
RD-89-03b	Dohertys Road (Tarneit Road to Derrimut Road)	Development	683	0.39	\$213,655	\$5,256,793	\$5,470,448	100%	\$213,655	100%	\$5,256,793	\$5,470,448	\$1,945.58	\$1,945.58
RD-89-04	Dohertys Road (deviation from existing reserve)	Development	514	1.48	\$823,805	\$3,957,254	\$4,781,059	100%	\$823,805	100%	\$3,957,254	\$4,781,059	\$1,700.40	\$1,700.40
RD-89-05a	Boundary Road (Davis Road to Tarneit Road)	Development	1042	0.03	\$19,208	\$4,868,174	\$4,887,382	100%	\$19,208	100%	\$4,868,174	\$4,887,382	\$1,738.21	\$1,738.21
RD-89-05b	Boundary Road (Tarneit Road to Derrimut Road)	Development	723	1.28	\$327,757	\$3,024,188	\$3,351,945	100%	\$327,757	100%	\$3,024,188	\$3,351,945	\$1,192.13	\$1,192.13
RD-90-01	Forsyth Road (from Boundary Road to Melbourne Water pipe track reserve)	Development	269	1.11	\$308,925	\$1,124,420	\$1,433,345	100%	\$308,925	50%	\$562,210	\$871,135	\$309.82	\$309.82
RD-90-02	Morris Road from Boundary Road to Leakes Road	Development	1214	4.16	\$2,158,529	\$5,076,568	\$7,235,097	100%	\$2,158,529	100%	\$5,076,568	\$7,235,097	\$2,573.18	\$2,573.18
RD-90-03	Leakes Road (Forsyth Road to Derrimut Road)	Development	2481	6.11	\$3,795,510	\$11,593,297	\$15,388,807	100%	\$3,795,510	100%	\$11,593,297	\$15,388,807	\$5,473.08	\$5,473.08
RD-90-04	Dohertys Road (Forsyth Road to Derrimut Road)	Development	1412	1.93	\$693,972	\$10,863,346	\$11,557,317	100%	\$693,972	100%	\$10,863,346	\$11,557,317	\$4,110.40	\$4,110.40
RD-90-05	Boundary Road (RRL to Derrimut Road)	Development	1503	0.53	\$175,890	\$6,283,669	\$6,459,559	100%	\$175,890	50%	\$3,141,834	\$3,317,725	\$1,179.96	\$1,179.96
RD-91-01	Davis Road (Leakes Road to Larnington Drive)	Development	1227	1.78	\$790,144	\$5,128,066	\$5,918,210	100%	\$790,144	100%	\$5,128,066	\$5,918,210	\$2,104.83	\$2,104.83
RD-91-02	Davis Road (Hogans Road to Sayers Road)	Development	965	1.35	\$551,162	\$4,034,411	\$4,585,573	100%	\$551,162	100%	\$4,034,411	\$4,585,573	\$1,630.87	\$1,630.87
RD-91-03	Armstrong Road extension	Development	229	0.78	\$362,884	\$959,017	\$1,321,902	100%	\$362,884	100%	\$959,017	\$1,321,902	\$470.14	\$470.14
RD-91-04	Sewells Road (Armstrong Road to Sayers Road)	Development	255	0.21	\$93,099	\$1,066,109	\$1,159,208	100%	\$93,099	100%	\$1,066,109	\$1,159,208	\$412.28	\$412.28
RD-91-05	Hogans Road (Davis Road to Davis Creek)	Development	551	0.61	\$482,741	\$2,303,473	\$2,786,214	100%	\$482,741	100%	\$2,303,473	\$2,786,214	\$990.93	\$990.93
RD-91-06	Hogans Road (Davis Road to Sewells Road)	Development	850	2.89	\$1,151,380	\$3,554,379	\$4,705,759	100%	\$1,151,380	100%	\$3,554,379	\$4,705,759	\$1,630.87	\$1,630.87
RD-91-07	Sayers Road (Davis Road to Sewells Road)	Development	936	1.24	\$559,144	\$3,911,101	\$4,470,244	100%	\$559,144	100%	\$3,911,101	\$4,470,244	\$1,589.86	\$1,589.86
RD-91-08	Sayers Road (Sewells Road to RRL)	Development	334	1.15	\$393,165	\$1,395,033	\$1,788,199	100%	\$393,165	100%	\$1,395,033	\$1,788,199	\$635.98	\$635.98
RD-91-09	Leakes Road (Davis Road to RRL)	Development	119	0.24	\$202,324	\$498,716	\$701,040	100%	\$202,324	100%	\$498,716	\$701,040	\$249.33	\$249.33
Sub-Total Roads				48.23	\$26,296,371	\$122,274,963	\$148,571,334	100%	\$26,296,371	97.0%	\$118,570,919	\$144,867,290	\$51,523	\$51,523
RD-H-91-10	Native vegetation Habitat Compensation	Development		3.44	\$-	\$327,153	\$327,153	100%	\$-	100%	\$327,153	\$327,153	\$116.35	\$116.35
RD-H-91-11	Spiny Rice Flower Habitat Compensation Identified for DCP road reserves	Development		3.44	\$-	\$27,311	\$27,311	100%	\$-	100%	\$27,311	\$27,311	\$9.71	\$9.71
RD-H-91-12	Golden Sun Moth Habitat Compensation Identified for DCP road reserves	Development		14.65	\$-	\$115,964	\$115,964	100%	\$-	100%	\$115,964	\$115,964	\$41.24	\$41.24
RD-H-91-13	Growing Grass Frog Habitat Compensation Identified for DCP road reserves	Development		13.44	\$-	\$101,197	\$101,197	100%	\$-	100%	\$101,197	\$101,197	\$35.99	\$35.99
Sub-Total Road Habitat Compensation					\$-	\$571,625	\$571,625	N.A.	\$-	100%	\$571,625	\$571,625	\$203	\$203
Sub-Total all Road Projects (note - land total does not include habitat compensation land area)				48.23	\$26,296,371	\$122,846,588	\$149,142,960	100%	\$26,296,371	97.0%	\$119,142,544	\$145,438,916	\$51,726	\$51,726

DCP PROJECT NO.	PROJECT	INFRASTRUCTURE CATEGORY	PROJECT LENGTH METRES (AS APPLICABLE)	LAND AREA HA (AS APPLICABLE)	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	LAND % APPORTIONMENT TO DCP	LAND COST ATTRIBUTABLE TO MCA	CONSTRUCTION % APPORTIONMENT TO DCP	CONSTRUCTION COST ATTRIBUTABLE TO MCA	TOTAL COST ATTRIBUTABLE TO MCA	CHARGE AREA 1 (RESIDENTIAL) CONTRIBUTION PER NDHA	CHARGE AREA 2 (EMPLOYMENT) CONTRIBUTION PER NDHA
INTERSECTION PROJECTS														
IN-88-01	Boundary Road / Davis Road	Development		0.48	\$86,031	\$3,277,123	\$3,363,155	100%	\$86,031	100%	\$3,277,123	\$3,363,155	\$1,196.12	\$1,196.12
IN-88-02	Davis Road / East-West Connector	Development		2.03	\$575,342	\$5,450,480	\$6,025,822	100%	\$575,342	100%	\$5,450,480	\$6,025,822	\$2,143.10	\$2,143.10
IN-88-03	Davis Road / East-West Connector	Development		0.73	\$619,190	\$3,726,897	\$4,346,087	100%	\$619,190	100%	\$3,726,897	\$4,346,087	\$1,545.70	\$1,545.70
IN-88-04	Dohertys Road / Ison Road	Development		0.97	\$602,520	\$4,083,540	\$4,686,061	100%	\$602,520	100%	\$4,083,540	\$4,686,061	\$1,666.61	\$1,666.61
IN-88-05	Dohertys Road / Gard Road	Development		0.57	\$471,658	\$2,967,924	\$3,439,583	100%	\$471,658	100%	\$2,967,924	\$3,439,583	\$1,223.30	\$1,223.30
IN-88-06	Dohertys Road / Davis Road	Development		1.36	\$1,096,788	\$5,813,783	\$6,910,571	100%	\$1,096,788	100%	\$5,813,783	\$6,910,571	\$2,457.77	\$2,457.77
IN-88-07	Ison Road / East-West Connector Boulevard	Development		1.70	\$936,854	\$3,918,261	\$4,855,115	100%	\$936,854	100%	\$3,918,261	\$4,855,115	\$1,726.74	\$1,726.74
IN-88-08	Ison Road / East-West Connector	Development		1.55	\$855,036	\$3,454,607	\$4,309,643	100%	\$855,036	100%	\$3,454,607	\$4,309,643	\$1,532.74	\$1,532.74
IN-88-09	Davis Road / East-West Connector	Development		0.41	\$246,844	\$3,060,664	\$3,307,508	100%	\$246,844	100%	\$3,060,664	\$3,307,508	\$1,176.33	\$1,176.33
IN-88-10	Leakes Road / Ison Road	Development		2.80	\$1,541,762	\$6,815,027	\$8,356,788	100%	\$1,541,762	100%	\$6,815,027	\$8,356,788	\$2,972.12	\$2,972.12
IN-88-11	Leakes Road / North-South Connector	Development		0.49	\$278,313	\$3,660,039	\$3,938,353	100%	\$278,313	100%	\$3,660,039	\$3,938,353	\$1,400.69	\$1,400.69
IN-88-12	Ison Road / Sayers Road	Development		2.18	\$1,197,986	\$6,640,965	\$7,838,951	100%	\$1,197,986	100%	\$6,640,965	\$7,838,951	\$2,787.95	\$2,787.95
IN-88-13	Ison Road / East-West Connector	Development		0.87	\$515,373	\$3,969,869	\$4,485,242	100%	\$515,373	100%	\$3,969,869	\$4,485,242	\$1,595.19	\$1,595.19
IN-89-01	Boundary Road / North-South Connector	Development		0.51	\$166,905	\$3,306,368	\$3,473,273	100%	\$166,905	100%	\$3,306,368	\$3,473,273	\$1,235.28	\$1,235.28
IN-89-02	Boundary Road / Tarneit Road	Development		0.39	\$107,279	\$4,418,892	\$4,526,171	100%	\$107,279	100%	\$4,418,892	\$4,526,171	\$1,609.75	\$1,609.75
IN-89-03	Boundary Road / North-South Connector Boulevard	Development		1.93	\$499,203	\$4,354,710	\$4,853,913	100%	\$499,203	100%	\$4,354,710	\$4,853,913	\$1,726.31	\$1,726.31
IN-89-04	Boundary Road / Derrimut Road	Development		1.68	\$337,471	\$6,078,414	\$6,415,885	100%	\$337,471	100%	\$6,078,414	\$6,415,885	\$2,281.83	\$2,281.83
IN-89-05	Tarneit Road / Kenning Road	Development		0.44	\$207,650	\$3,905,181	\$4,112,832	100%	\$207,650	100%	\$3,905,181	\$4,112,832	\$1,462.74	\$1,462.74
IN-89-06	Derrimut Road / East-West Connector	Development		0.19	\$102,472	\$3,866,577	\$3,969,049	100%	\$102,472	100%	\$3,866,577	\$3,969,049	\$1,411.60	\$1,411.60
IN-89-07	Dohertys Road / North-South Connector Boulevard	Development		0.51	\$342,244	\$3,005,025	\$3,347,269	100%	\$342,244	100%	\$3,005,025	\$3,347,269	\$1,190.47	\$1,190.47
IN-89-08	Dohertys Road / Tarneit Road	Development		1.05	\$704,693	\$5,698,351	\$6,403,045	100%	\$704,693	100%	\$5,698,351	\$6,403,045	\$2,277.26	\$2,277.26
IN-89-09	Dohertys Road / North-South Connector	Development		0.54	\$292,547	\$2,990,830	\$3,283,377	100%	\$292,547	100%	\$2,990,830	\$3,283,377	\$1,167.74	\$1,167.74
IN-89-10	Dohertys Road / Derrimut Road	Development		0.35	\$286,122	\$2,527,915	\$2,814,037	100%	\$286,122	100%	\$2,527,915	\$2,814,037	\$1,000.82	\$1,000.82
IN-89-11	Tarneit Road / East-West Connector	Development		0.82	\$363,375	\$3,568,356	\$3,931,731	100%	\$363,375	100%	\$3,568,356	\$3,931,731	\$1,398.33	\$1,398.33
IN-89-12	Derrimut Road / East-West Connector	Development		0.26	\$295,691	\$3,706,543	\$4,002,234	100%	\$295,691	100%	\$3,706,543	\$4,002,234	\$1,423.41	\$1,423.41
IN-89-13	Leakes Road / North-South Connector	Development		0.34	\$185,821	\$2,209,995	\$2,395,815	100%	\$185,821	75%	\$1,657,496	\$1,843,317	\$655.58	\$655.58
IN-89-14	Leakes Road / Tarneit Road	Development		1.10	\$664,214	\$8,172,256	\$8,836,470	100%	\$664,214	100%	\$8,172,256	\$8,836,470	\$3,142.72	\$3,142.72
IN-89-15	Leakes Road / Crossway Avenue	Development		0.54	\$303,885	\$2,195,548	\$2,499,432	100%	\$303,885	75%	\$1,646,661	\$1,950,545	\$693.72	\$693.72
IN-89-16	Leakes Road / Derrimut Road	Development		1.07	\$767,951	\$7,762,486	\$8,530,437	100%	\$767,951	100%	\$7,762,486	\$8,530,437	\$3,033.88	\$3,033.88
IN-89-17	Dry Creek pedestrian signals on Derrimut Road	Development		0.00	\$-	\$262,598	\$262,598	100%	\$-	100%	\$262,598	\$262,598	\$93.39	\$93.39
IN-89-18	Dry Creek pedestrian signals on Dohertys Road	Development		0.00	\$-	\$262,598	\$262,598	100%	\$-	100%	\$262,598	\$262,598	\$93.39	\$93.39
IN-90-01	Boundary Road / North-South Connector	Development		1.57	\$346,211	\$4,622,081	\$4,968,292	100%	\$346,211	100%	\$4,622,081	\$4,968,292	\$1,766.99	\$1,766.99
IN-90-02	Boundary Road / Morris Road	Development		0.60	\$186,245	\$3,289,024	\$3,475,269	100%	\$186,245	100%	\$3,289,024	\$3,475,269	\$1,235.99	\$1,235.99
IN-90-03	Boundary Road / Forsyth Road	Development		0.81	\$178,539	\$3,462,473	\$3,641,011	100%	\$178,539	100%	\$3,462,473	\$3,641,011	\$1,294.94	\$1,294.94
IN-90-04	Morris Road / East-West Connector	Development		1.13	\$536,153	\$2,592,341	\$3,128,495	100%	\$536,153	100%	\$2,592,341	\$3,128,495	\$1,112.66	\$1,112.66
IN-90-05	Forsyth Road / East-West Connector	Development		2.13	\$675,712	\$4,859,424	\$5,535,136	100%	\$675,712	100%	\$4,859,424	\$5,535,136	\$1,968.59	\$1,968.59
IN-90-06	Morris Road / East-West Connector	Development		1.04	\$585,106	\$3,307,204	\$3,892,311	100%	\$585,106	100%	\$3,307,204	\$3,892,311	\$1,384.31	\$1,384.31
IN-90-07	Forsyth Road / East-West Connector	Development		2.69	\$496,772	\$5,907,167	\$6,403,939	100%	\$496,772	60%	\$3,544,300	\$4,041,072	\$1,437.22	\$1,437.22
IN-90-08	Dohertys Road / North-South Local Access Level 2	Development		0.34	\$268,742	\$2,144,890	\$2,413,632	100%	\$268,742	100%	\$2,144,890	\$2,413,632	\$858.42	\$858.42
IN-90-09	Dohertys Road / North-South Connector	Development		0.35	\$246,380	\$2,955,498	\$3,201,879	100%	\$246,380	100%	\$2,955,498	\$3,201,879	\$1,138.76	\$1,138.76
IN-90-10	Dohertys Road / Morris Road	Development		1.68	\$631,246	\$5,988,706	\$6,619,952	100%	\$631,246	100%	\$5,988,706	\$6,619,952	\$2,354.41	\$2,354.41
IN-90-11	Dohertys Road / Woods Road	Development		0.83	\$856,546	\$5,483,425	\$6,339,971	100%	\$856,546	100%	\$5,483,425	\$6,339,971	\$2,254.83	\$2,254.83
IN-90-12	Dohertys Road / Forsyth Road	Development		2.04	\$550,578	\$7,671,821	\$8,222,399	100%	\$550,578	50%	\$3,835,911	\$4,386,489	\$1,560.07	\$1,560.07

DCP PROJECT NO.	PROJECT	INFRASTRUCTURE CATEGORY	PROJECT LENGTH METRES (AS APPLICABLE)	LAND AREA HA (AS APPLICABLE)	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	LAND % APPORTIONMENT TO DCP	LAND COST ATTRIBUTABLE TO MCA	CONSTRUCTION % APPORTIONMENT TO DCP	CONSTRUCTION COST ATTRIBUTABLE TO MCA	TOTAL COST ATTRIBUTABLE TO MCA	CHARGE AREA 1 (RESIDENTIAL) CONTRIBUTION PER NDHA	CHARGE AREA 2 (EMPLOYMENT) CONTRIBUTION PER NDHA
IN-90-13	Morris Road / East-West Local Access Level 2	Development		0.61	\$445,555	\$1,707,612	\$2,153,167	100%	\$445,555	100%	\$1,707,612	\$2,153,167	\$765.78	\$765.78
IN-90-14	Morris Road / East-West Connector	Development		0.99	\$525,951	\$3,123,306	\$3,649,257	100%	\$525,951	100%	\$3,123,306	\$3,649,257	\$1,297.87	\$1,297.87
IN-90-15	Leakes Road / Sunset Views Boulevard	Development		0.22	\$151,224	\$2,755,731	\$2,906,955	100%	\$151,224	75%	\$2,066,798	\$2,218,023	\$788.85	\$788.85
IN-90-16	Leakes Road / Morris Road	Development		2.39	\$1,302,070	\$5,171,511	\$6,473,582	100%	\$1,302,070	100%	\$5,171,511	\$6,473,582	\$2,302.35	\$2,302.35
IN-90-17	Leakes Road / Woods Road	Development		0.39	\$234,476	\$2,707,099	\$2,941,575	100%	\$234,476	75%	\$2,030,324	\$2,264,800	\$805.48	\$805.48
IN-90-18	Skeleton Creek pedestrian signals	Development		0.00	\$-	\$262,598	\$262,598	100%	\$-	100%	\$262,598	\$262,598	\$93.39	\$93.39
IN-90-19	Forsyth Road / East-West Connector Blvd	Development		0.24	\$99,017	\$5,397,986	\$5,497,003	100%	\$99,017	50%	\$2,698,993	\$2,798,010	\$995.12	\$995.12
IN-91-01	Leakes Road / North-South Connector	Development		0.97	\$753,838	\$3,687,083	\$4,440,922	100%	\$753,838	100%	\$3,687,083	\$4,440,922	\$1,579.43	\$1,579.43
IN-91-02	Leakes Road / Davis Road	Development		1.26	\$825,192	\$5,095,095	\$5,920,287	100%	\$825,192	100%	\$5,095,095	\$5,920,287	\$2,105.57	\$2,105.57
IN-91-03	Davis Road / East-West Connector	Development		0.21	\$87,548	\$2,959,340	\$3,046,887	100%	\$87,548	100%	\$2,959,340	\$3,046,887	\$1,083.63	\$1,083.63
IN-91-04	Sayers Road / North-South Connector	Development		1.11	\$379,124	\$2,598,455	\$2,977,579	100%	\$379,124	100%	\$2,598,455	\$2,977,579	\$1,058.99	\$1,058.99
IN-91-05	Sayers Road / Sewells Road	Development		1.00	\$446,234	\$3,878,338	\$4,324,572	100%	\$446,234	100%	\$3,878,338	\$4,324,572	\$1,538.05	\$1,538.05
IN-91-06	Sayers Road / North-South Connector	Development		0.58	\$246,772	\$3,425,595	\$3,672,367	100%	\$246,772	100%	\$3,425,595	\$3,672,367	\$1,306.09	\$1,306.09
IN-91-07	Davis Road / Sayers Road	Development		0.13	\$56,191	\$5,775,019	\$5,831,210	100%	\$56,191	100%	\$5,775,019	\$5,831,210	\$2,073.89	\$2,073.89
IN-91-08	Sewells Road / East-West Connector	Development		0.47	\$202,261	\$2,734,382	\$2,936,643	100%	\$202,261	100%	\$2,734,382	\$2,936,643	\$1,044.43	\$1,044.43
IN-91-09	Sewells Road / East-West Connector	Development		0.36	\$152,410	\$4,223,232	\$4,375,642	100%	\$152,410	100%	\$4,223,232	\$4,375,642	\$1,556.21	\$1,556.21
IN-91-10	Armstrong Road / East-West Connector	Development		0.69	\$321,106	\$3,584,904	\$3,906,010	100%	\$321,106	100%	\$3,584,904	\$3,906,010	\$1,389.18	\$1,389.18
IN-91-11	Armstrong Road / Sewells Road / Hogans Road	Development		1.14	\$494,361	\$4,352,968	\$4,847,328	100%	\$494,361	100%	\$4,352,968	\$4,847,328	\$1,723.97	\$1,723.97
IN-91-12	Hogans Road / North-South Connector Boulevard	Development		1.20	\$467,999	\$3,596,298	\$4,064,296	100%	\$467,999	100%	\$3,596,298	\$4,064,296	\$1,445.48	\$1,445.48
IN-91-13	Hogans Road / North-South Connector	Development		1.04	\$432,810	\$3,143,089	\$3,575,899	100%	\$432,810	100%	\$3,143,089	\$3,575,899	\$1,271.78	\$1,271.78
IN-91-14	Davis Road / Hogans Road	Development		1.45	\$758,891	\$4,498,036	\$5,256,928	100%	\$758,891	100%	\$4,498,036	\$5,256,928	\$1,869.64	\$1,869.64
IN-91-15	Davis Road / East-West Connector	Development		0.66	\$408,972	\$4,046,527	\$4,455,499	100%	\$408,972	100%	\$4,046,527	\$4,455,499	\$1,584.61	\$1,584.61
IN-91-16	Davis Creek pedestrian signals	Development		0.00	\$-	\$262,598	\$262,598	100%	\$-	100%	\$262,598	\$262,598	\$93.39	\$93.39
Sub-Total Intersections				60.18	\$29,001,453	\$256,402,683	\$285,404,136	100%	\$29,001,453	95.6%	\$245,037,820	\$274,039,273	\$97,463	\$97,463
BRIDGE & CULVERT PROJECTS														
BR-89-01	Boundary Road bridge over Dry Creek	Development		0.00	\$-	\$5,312,720	\$5,312,720	100%	\$-	100%	\$5,312,720	\$5,312,720	\$1,889.49	\$1,889.49
BR-89-02	Tarneit Road bridge over Dry Creek	Development		0.00	\$-	\$5,346,090	\$5,346,090	100%	\$-	100%	\$5,346,090	\$5,346,090	\$1,901.35	\$1,901.35
BR-89-03	Dohertys Road bridge over Dry Creek	Development		0.00	\$-	\$10,615,511	\$10,615,511	100%	\$-	100%	\$10,615,511	\$10,615,511	\$3,775.44	\$3,775.44
BR-89-04	Pedestrian bridge across Regional Rail Link	Development		0.00	\$-	\$6,032,297	\$6,032,297	100%	\$-	100%	\$6,032,297	\$6,032,297	\$2,145.41	\$2,145.41
BR-90-01	Boundary Road bridge over Skeleton Creek	Development		0.00	\$-	\$2,129,831	\$2,129,831	100%	\$-	100%	\$2,129,831	\$2,129,831	\$757.48	\$757.48
BR-90-02	Dohertys Road bridge over Skeleton Creek	Development		0.00	\$-	\$3,345,579	\$3,345,579	100%	\$-	100%	\$3,345,579	\$3,345,579	\$1,189.87	\$1,189.87
BR-90-03	Leakes Road bridge over Skeleton Creek	Development		0.00	\$-	\$4,882,094	\$4,882,094	100%	\$-	100%	\$4,882,094	\$4,882,094	\$1,736.33	\$1,736.33
BR-90-04	Morris Road bridge over Regional Rail Link	Development		1.72	\$927,005	\$13,391,145	\$14,318,150	100%	\$927,005	100%	\$13,391,145	\$14,318,150	\$5,092.29	\$5,092.29
BR-90-05	Pedestrian bridge across Regional Rail Link	Development		0.00	\$-	\$6,032,297	\$6,032,297	100%	\$-	100%	\$6,032,297	\$6,032,297	\$2,145.41	\$2,145.41
BR-90-06	Duplication of Dohertys Road bridge over Reigonal Rail Link	Development		0.00	\$-	\$7,281,172	\$7,281,172	100%	\$-	100%	\$7,281,172	\$7,281,172	\$2,589.57	\$2,589.57
BR-90-07	Skeleton Creek shared path connection under the Regional Rail Link (east and west sides)	Development	80	0.00	\$-	\$20,892	\$20,892	100%	\$-	100%	\$20,892	\$20,892	\$7.43	\$7.43
BR-90-08	Forsyth Road bridge across RRL	Development		2.50	\$701,506	\$-	\$701,506	100%	\$701,506	100%	\$-	\$701,506	\$249.49	\$249.49
BR-91-01	Pedestrian bridge across Regional Rail Link	Development		0.00	\$-	\$6,032,297	\$6,032,297	100%	\$-	100%	\$6,032,297	\$6,032,297	\$2,145.41	\$2,145.41
BR-91-02	Sayers Road bridge over Regional Rail Link	Development		0.59	\$226,142	\$9,845,768	\$10,071,910	100%	\$226,142	100%	\$9,845,768	\$10,071,910	\$3,582.11	\$3,582.11
BR-91-03	Armstrong Road bridge over Werribee River	Development		0.00	\$-	\$10,255,866	\$10,255,866	100%	\$-	50%	\$5,127,933	\$5,127,933	\$1,823.77	\$1,823.77
BR-91-04	Hogans Road bridge over Davis Creek	Development		0.00	\$-	\$3,949,707	\$3,949,707	100%	\$-	100%	\$3,949,707	\$3,949,707	\$1,404.73	\$1,404.73
BR-91-05	Pedestrian bridge across Werribee River	Development		0.00	\$-	\$1,032,000	\$1,032,000	100%	\$-	50%	\$516,000	\$516,000	\$183.52	\$183.52
BR-91-06	Werribee River shared path connection under Regional Rail Link	Development	80	0.00	\$-	\$20,892	\$20,892	100%	\$-	100%	\$20,892	\$20,892	\$7.43	\$7.43

DCP PROJECT NO.	PROJECT	INFRASTRUCTURE CATEGORY	PROJECT LENGTH METRES (AS APPLICABLE)	LAND AREA HA (AS APPLICABLE)	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	LAND % APPORTIONMENT TO DCP	LAND COST ATTRIBUTABLE TO MCA	CONSTRUCTION % APPORTIONMENT TO DCP	CONSTRUCTION COST ATTRIBUTABLE TO MCA	TOTAL COST ATTRIBUTABLE TO MCA	CHARGE AREA 1 (RESIDENTIAL) CONTRIBUTION PER NDHA	CHARGE AREA 2 (EMPLOYMENT) CONTRIBUTION PER NDHA
CU-88-01	Ison Road crossing of Davis Ck Tributary (north)	Development		0.00	\$-	\$2,998,639	\$2,998,639	100%	\$-	100%	\$2,998,639	\$2,998,639	\$1,066.48	\$1,066.48
CU-88-02	Ison Road crossing of Davis Ck Tributary (south)	Development		0.00	\$-	\$4,306,860	\$4,306,860	100%	\$-	100%	\$4,306,860	\$4,306,860	\$1,531.75	\$1,531.75
CU-89-01	Leakes Road crossing of Davis Ck Tributary (east)	Development		0.00	\$-	\$1,439,684	\$1,439,684	100%	\$-	100%	\$1,439,684	\$1,439,684	\$512.03	\$512.03
CU-90-01	Dohertys Road crossing of Forsyth Rd Drain	Development		0.00	\$-	\$2,515,206	\$2,515,206	100%	\$-	100%	\$2,515,206	\$2,515,206	\$894.54	\$894.54
CU-90-02	Leakes Road crossing of Forsyth Rd Drain	Development		0.00	\$-	\$1,636,666	\$1,636,666	100%	\$-	100%	\$1,636,666	\$1,636,666	\$582.09	\$582.09
CU-90-03	Leakes Road crossing of Dohertys Rd Drain	Development		0.00	\$-	\$1,636,666	\$1,636,666	100%	\$-	100%	\$1,636,666	\$1,636,666	\$582.09	\$582.09
CU-90-04	Dohertys Road crossing of Dry Ck Tributary	Development		0.00	\$-	\$2,515,206	\$2,515,206	100%	\$-	100%	\$2,515,206	\$2,515,206	\$894.54	\$894.54
CU-91-01	Hogans Road crossing over Werribee River Tributary	Development		0.00	\$-	\$2,063,915	\$2,063,915	100%	\$-	100%	\$2,063,915	\$2,063,915	\$734.04	\$734.04
Sub-Total Bridges / Culverts				4.81	\$1,854,654	\$114,638,999	\$116,493,653	100%	\$1,854,654	95.1%	\$108,995,066	\$110,849,720	\$39,424	\$39,424
COMMUNITY CENTRES														
CO-88-01	Oakbank Level 1 children's centre	Development		0.60	\$330,130	\$3,393,965	\$3,724,095	100%	\$330,130	100%	\$3,393,965	\$3,724,095	\$1,476.16	\$-
CO-88-02	Oakbank Level 2 multi-purpose community centre	Development		0.80	\$440,173	\$6,143,329	\$6,583,502	100%	\$440,173	100%	\$6,143,329	\$6,583,502	\$2,609.58	\$-
CO-89-01	Tarneit North Level 1 children's centre	Development		0.60	\$287,877	\$3,393,965	\$3,681,842	100%	\$287,877	100%	\$3,393,965	\$3,681,842	\$1,459.41	\$-
CO-89-02	Tarneit North Level 2 multi-purpose community centre	Development		0.80	\$654,106	\$6,143,329	\$6,797,435	100%	\$654,106	100%	\$6,143,329	\$6,797,435	\$2,694.38	\$-
CO-89-03	Tarneit North Level 3 Centre - multi-purpose community centre component	Development		1.50	\$817,633	\$6,143,329	\$6,960,962	100%	\$817,633	100%	\$6,143,329	\$6,960,962	\$2,759.20	\$-
CO-90-01	Truganina Level 1 children's centre	Development		0.60	\$323,917	\$3,393,965	\$3,717,882	100%	\$323,917	100%	\$3,393,965	\$3,717,882	\$1,473.70	\$-
CO-90-02	Truganina Level 1 children's centre	Development		0.60	\$243,285	\$3,393,965	\$3,637,250	100%	\$243,285	100%	\$3,393,965	\$3,637,250	\$1,441.74	\$-
CO-90-03	Truganina Level 2 multi-purpose community centre	Development		0.80	\$533,904	\$6,143,329	\$6,677,233	100%	\$533,904	100%	\$6,143,329	\$6,677,233	\$2,646.73	\$-
CO-90-04	Truganina Level 2 multi-purpose community centre	Development		0.80	\$197,986	\$6,143,329	\$6,341,316	100%	\$197,986	100%	\$6,143,329	\$6,341,316	\$2,513.58	\$-
CO-91-01	Riverdale Level 1 children's centre	Development		0.47	\$218,615	\$3,393,965	\$3,612,580	100%	\$218,615	100%	\$3,393,965	\$3,612,580	\$1,431.96	\$-
CO-91-02	Riverdale Level 2 multi-purpose community centre	Development		0.80	\$331,973	\$6,143,329	\$6,475,302	100%	\$331,973	100%	\$6,143,329	\$6,475,302	\$2,566.69	\$-
CO-91-03	Riverdale Level 3 Centre - multi-purpose community centre component	Development		1.20	\$521,963	\$6,143,329	\$6,665,292	100%	\$521,963	100%	\$6,143,329	\$6,665,292	\$2,642.00	\$-
Sub-Total Community Centres				9.57	\$4,901,563	\$59,973,129	\$64,874,692	100%	\$4,901,563	100%	\$59,973,129	\$64,874,692	\$25,715	\$-
SPORTS RESERVES & INDOOR RECREATION														
S-88-01	Sports Reserve	Development		12.73	\$9,732,866	\$5,058,902	\$14,791,767	100%	\$9,732,866	100%	\$5,058,902	\$14,791,767	\$5,863.19	\$-
S-88-02	Sports Reserve	Development		10.91	\$9,276,645	\$4,337,411	\$13,614,056	100%	\$9,276,645	100%	\$4,337,411	\$13,614,056	\$5,396.36	\$-
S-88-03	Sports Reserve	Development		10.00	\$5,502,165	\$3,974,281	\$9,476,445	100%	\$5,502,165	100%	\$3,974,281	\$9,476,445	\$3,756.29	\$-
S-88-04	Sports Reserve	Development		8.64	\$4,756,346	\$3,435,567	\$8,191,913	100%	\$4,756,346	100%	\$3,435,567	\$8,191,913	\$3,247.12	\$-
S-89-01	Sports Reserve	Development		13.63	\$12,980,925	\$7,817,405	\$20,798,329	100%	\$12,980,925	100%	\$7,817,405	\$20,798,329	\$8,244.08	\$-
S-89-02	Sports Reserve	Development		11.43	\$5,468,388	\$4,543,835	\$10,012,223	100%	\$5,468,388	100%	\$4,543,835	\$10,012,223	\$3,968.66	\$-
S-89-03	Sports Reserve	Development		10.01	\$5,267,513	\$3,979,686	\$9,247,199	100%	\$5,267,513	100%	\$3,979,686	\$9,247,199	\$3,665.42	\$-
S-89-04	Sports Reserve	Development		12.60	\$5,803,164	\$5,007,633	\$10,810,798	100%	\$5,803,164	100%	\$5,007,633	\$10,810,798	\$4,285.20	\$-
S-90-01	Sports Reserve	Development		11.01	\$5,796,349	\$4,374,292	\$10,170,641	100%	\$5,796,349	100%	\$4,374,292	\$10,170,641	\$4,031.46	\$-
S-90-02	Sports Reserve	Development		11.87	\$6,581,729	\$4,717,471	\$11,299,200	100%	\$6,581,729	100%	\$4,717,471	\$11,299,200	\$4,478.80	\$-
S-90-03	Sports Reserve	Development		12.47	\$6,613,098	\$4,957,518	\$11,570,615	100%	\$6,613,098	100%	\$4,957,518	\$11,570,615	\$4,586.38	\$-
S-90-04	Sports Reserve	Development		9.91	\$4,244,438	\$4,141,201	\$8,385,639	100%	\$4,244,438	100%	\$4,141,201	\$8,385,639	\$3,323.91	\$-
S-91-01	Sports Reserve	Development		12.17	\$5,920,494	\$4,986,172	\$10,906,666	100%	\$5,920,494	100%	\$4,986,172	\$10,906,666	\$4,323.20	\$-
S-91-02	Sports Reserve	Development		13.09	\$5,240,590	\$5,202,810	\$10,443,400	100%	\$5,240,590	100%	\$5,202,810	\$10,443,400	\$4,139.57	\$-
S-91-03	Sports Reserve	Development		11.79	\$5,042,251	\$4,684,842	\$9,727,094	100%	\$5,042,251	100%	\$4,684,842	\$9,727,094	\$3,855.64	\$-
S-91-04	Sports Reserve	Development		3.77	\$1,639,269	\$1,499,218	\$3,138,487	100%	\$1,639,269	100%	\$1,499,218	\$3,138,487	\$1,244.04	\$-
IR-90-01	Indoor sports contribution	Development		3.00	\$1,685,786	\$-	\$1,685,786	100%	\$1,685,786	100%	\$-	\$1,685,786	\$668.21	\$-
IR-91-01	Indoor sports contribution	Development		6.00	\$2,044,896	\$-	\$2,044,896	100%	\$2,044,896	100%	\$-	\$2,044,896	\$810.56	\$-
Sub-Total Sports Reserves & Indoor Recreation				185.05	\$103,596,911	\$72,718,243	\$176,315,155	100%	\$103,596,911	100%	\$72,718,243	\$176,315,155	\$69,888	\$-
SUMMARY														
Total Cost all Development Infrastructure Projects					\$165,650,953	\$626,579,643	\$792,230,595	100%	\$165,650,953	96.7%	\$605,866,802	\$71,517,755		
Total Development Infrastructure Levy Per NDHa													\$284,216	\$188,613

Table 11. Calculation of Costs – Community Infrastructure Levy (CIL)

DCP PROJECT NO.	PROJECT	INFRASTRUCTURE CATEGORY	LAND AREA HA (AS APPLICABLE)	ESTIMATED PROJECT COST: LAND	CONSTRUCTION / COMPENSATION RATE AS APPLICABLE	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	LAND % APPORTIONMENT TO DCP	LAND COST ATTRIBUTABLE TO MCA	CONSTRUCTION % APPORTIONMENT TO DCP	CONSTRUCTION COST ATTRIBUTABLE TO MCA	TOTAL COST ATTRIBUTABLE TO MCA
COMMUNITY CENTRES												
CO-89-04	Tarneit North Level 3 Centre library & regional performing arts centre component	Community	0.00	\$-	\$-	\$9,564,483	\$9,564,483	100%	\$-	100%	\$9,564,483	\$9,564,483
CO-90-05	Truganina Level 3 library	Community	0.00	\$-	\$-	\$4,214,675	\$4,214,675	100%	\$-	100%	\$4,214,675	\$4,214,675
CO-91-04	Riverdale Level 3 Centre - Library component	Community	0.00	\$-	\$-	\$4,214,675	\$4,214,675	100%	\$-	100%	\$4,214,675	\$4,214,675
SUB-TOTAL COMMUNITY CENTRES			0.00	\$-		\$17,993,833	\$17,993,833	100%	\$-	100%	\$17,993,833	\$17,993,833
SPORTS RESERVES & INDOOR RECREATION												
SP	Pavilions within sports reserves	Community	0.00	\$-	\$2,401,652	\$38,426,436	\$38,426,436	100%	\$-	100%	\$38,426,436	\$38,426,436
SUB-TOTAL SPORTS RESERVES & INDOOR RECREATION			0.00	\$-	\$2,401,652	\$38,426,436	\$38,426,436	100%	\$-	100%	\$38,426,436	\$38,426,436
SUMMARY												
Total Cost All Community Infrastructure Category Projects				\$-		\$56,420,268	\$56,420,268		\$-		\$56,420,268	\$56,420,268
Total Community Infrastructure Levy per Dwelling												\$900
Total Estimated Dwellings												40,921
ESTIMATED COMMUNITY INFRASTRUCTURE LEVY RAISED VIA WYNDHAM NORTH DCP												\$36,828,978

4.0 DEVELOPMENT CONTRIBUTIONS PLAN ADMINISTRATION

This section sets out how this DCP will be administered and covers the timing of payment, provision of works and land in kind and how funds generated by this DCP will be managed in terms of reporting, indexation and review periods.

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

The Wyndham North Community Infrastructure Levy applies to the construction of dwellings and must be paid prior to the issue of a Building Permit.

4.1 Collecting Agency (Agency Responsible for Collecting Infrastructure Levy)

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

4.2 Development Agency (Agency Responsible for Works)

Wyndham City Council is the Development Agency and is responsible for the provision of all of the DCP projects identified in this DCP.

4.3 Payment of Contribution Levies and Payment Timing

4.3.1 Development Infrastructure

For subdivision of Land

- A development infrastructure levy must be paid to the Council for the land within the following specified time, namely after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance with respect to that plan or included in an implementation agreement under Section 173 of the Planning and Environment Act 1987.
- Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed may only be paid to the Council within 21

days prior to the issue of a Statement of Compliance for that stage provided that a Schedule of Development Contributions is submitted with each stage of plan of subdivision. This Schedule must show the amount of the development contributions payable for each stage and the value of the contributions for prior stages to the satisfaction of the Council or included in an implementation agreements under Section 173 of the Planning and Environment Act 1987.

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

For development of land where no subdivision is proposed

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

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

Where no planning permit is required

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

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

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

4.3.2 Community Infrastructure Levy

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

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

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

4.3.3 Works in Kind

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

- The works constitute project(s) funded by this DCP.
- Council agrees that the timing of the works would be consistent with priorities in this DCP.
- The development proponent complies with appropriate tendering, documentation, supervision and related provisions.
- The works are defined and agreed in a Section 173 agreement.
- Works must be provided to a standard that accords with this Development Contributions Plan to the satisfaction of the Council, unless an alternative is agreed by Council.
- Detailed design must be approved by Council and must generally accord with the expectations outlined in this Development Contributions Plan unless an alternative is agreed by Council.
- The construction of works must be completed to the satisfaction of Council.
- There should be no negative financial impact on this Development Contributions Plan to the satisfaction of Council.
- In particular, the works will only be accepted in lieu of a financial contribution

required by this Development Contributions Plan to the extent that they constitute part or all of the design of the infrastructure item and reduce the cost to complete that design, to Council's satisfaction. Temporary works will not be accepted as works in kind.

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

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

4.3.4 Credit for Over Provision

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

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

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

4.3.5 Non Government Schools

Where land is subdivided or developed for the purpose of a non government school and the use of that land is subsequently for a purpose other than a non government school, the owner of that land must pay to Council development contributions in accordance with the provisions of 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.

4.4 Funds Administration

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

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

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

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

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

Should Council achieve savings on any project, or resolve not to proceed with any of the infrastructure projects listed in this DCP, the funds collected for these items will be used for alternative works in the same infrastructure class as specified by this DCP. Such funds may also be used for the provision of additional works, services or facilities where approved by the Minister responsible for the Planning and Environment Act, or will be refunded to developers and / or owners of land subject to these infrastructure charges.

4.5 Construction and Land Value Costs Indexation

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

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

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

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

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

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

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

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

4.6 Development Contributions Plan Review Period

This DCP adopts a long-term outlook for development. It takes into account planned future development in Wyndham North. A 'full development' horizon of land within the current Urban Growth Boundary to the year 2037 has been adopted for this DCP.

This DCP commenced on the date when it was first incorporated into the Wyndham Planning Scheme. This DCP will end when development within the DCP area is complete, which is projected to be 2037 or when the DCP is removed from the Planning Scheme.

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

4.7 Adjustment to the scope of DCP projects

During the implementation of the DCP a development proponent may propose material changes to the use and development of land from that contemplated in the PSP, leading to increased requirement for infrastructure. In these cases there should be no negative impact on the DCP by requiring 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 a Council or other agency seeks to change the scope of a DCP infrastructure item to meet changing standards imposed by adopted policy or by 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 changes should normally be met by the agency requesting the change.

5.0 IMPLEMENTATION STRATEGY

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

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

5.1 Project timing

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

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

The DCP PIP must be based on:

- Delivering items in the DCP as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 4.3, and acknowledging the overall infrastructure needs of the new community, Council's capital works program and the availability of DCP funds for the construction of individual projects.
- All items included in the DCP being provided within 30 years from the date upon which this DCP was first incorporated in to the Wyndham Planning Scheme.

Development proponents who wish to bring projects forward of the timing identified in the DCP PIP will need to discuss their proposal with the Development Agency. Where it considers it acceptable, the Development Agency may choose to amend the DCP PIP to bring forward delivery of the relevant project(s). Alternatively and where amending the DCP PIP is not an option, the development proponent and Development Agency may enter into a works in kind agreement with the timing of any credit for works in kind to be negotiated between the parties.

5.2 Infrastructure delivery priorities

The following table provides an indication of DCP project priority over the early phases of development, to assist in supporting development across the Wyndham North area. These projects are considered a priority as they increase the capacity on the existing road network, improve access to land within the area or improve road safety. The table places projects into two phases. Projects in the first phase are seen as vital to enabling the first stages of development in the Wyndham North area.

The purpose of the table is to provide the Council and development proponents with a clear understanding of which projects should be priorities for works-in-kind arrangements.

The list in Table 12 does not bind the Council to the delivery of any particular project within the time specified or in the order set out in Table 12. The Council may at any time, subject to its own Capital Works priorities, change the priority by introducing new items or deleting items at its complete discretion. The Table is provided so as to be indicative only. Council will from time to time publish its priorities for the infrastructure projects to be provided so as to be consistent with the facilitation of an orderly sequencing of development in the growth area.

Table 12. Infrastructure Delivery Priorities

	PROJECTS
PHASE 1	Construction of Davis Road from Sayers Road to Hogans Road
	Construction of Sayers Road from Davis Road to Sewells Road
	Duplication of Leakes Road from Forsyth Road to Derrimut Road
	Duplication of Dohertys Road from Derrimut Road to Woods Road
	Construction of Davis Road from Lamington Drive to Leakes Road
	Construction of Hogans Road from Davis Creek to Davis Road
	Upgrade of intersection of Dohertys Road & Derrimut Road
PHASE 2	Construction of Sewells Road from Sayers Road to Hogans Road / Armstrong Road intersection
	Construction of Armstrong Road from Sewells Road to Werribee River
	Construction of Morris Road from Dohertys Road to Leakes Road
	Construction of Boundary Road from Derrimut Road to RRL
	Duplication of Dohertys Road from Tarneit Road to Derrimut Road
	Upgrade of existing Tarneit Road carriageway to an urban standard from Dohertys Road to RRL.

6.0 OTHER INFORMATION

6.1 Acronyms

'the Act'	Planning and Environment Act 1987
AHD	Australian Height Datum
AFL	Australian Football League ovals
CAD	Central Activities District
CIL	Community Infrastructure Levy
DCP	Development Contributions Plan
DEECD	Department of Education & Early Childhood Development
DIL	Development Infrastructure Levy
DPCD	Department of Planning & Community Development
DoT	Department of Transport
DSE	Department of Sustainability & Environment
GDA	Gross Developable Area
Ha	Hectare
LTC	Local Town Centre
MCA	Main Catchment Area
MCH	Maternal & Child Health
MPA	Metropolitan Planning Authority
MSS	Municipal Strategic Statement
MTC	Major Town Centre
NDA	Net Developable Area
NDHa	Net Developable Hectare
PPTN	Principle Public Transport Network

PSP	Precinct Structure Plan
PTC	Principle Town Centre
P-6	School Prep to Year 6
P-12	State School Prep to Year 12
Sqm	Square Metres
UGB	Urban Growth Boundary
UGZ	Urban Growth Zone

6.2 Glossary

Activity Centre

See 'Town Centre'.

Arterial Road

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

'Before and after' valuation method

Land in the DCP area has been valued based on the definition of market value as approved by the Australian Property Institute. The 'before' value is determined ignoring any impact of the acquisition, in contrast the 'after' value takes into account all the impacts favourable and unfavourable resulting from the Scheme of Acquisition being the Development Contributions Plan.

Co-Location

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

Community Facilities

Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs and activities. This includes facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres); early years (e.g. preschool, maternal and child health, childcare); health and community services (eg. hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (e.g. civic centres, libraries, neighbourhood houses); arts and

culture (e.g. galleries, museums, performance space); sport, recreation and leisure (e.g. swimming pools); justice (e.g. law courts); voluntary and faith (e.g. places of worship) and emergency services (e.g. police, fire and ambulance stations).

Connector Street

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

Conventional Density Housing

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

Development Contributions Plan

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

Encumbered Land

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

Freeway

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

Growth Area

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

Growth Corridor Plan

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

High Density Housing

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

Housing Density (Net)

The number of houses divided by net developable area

Linear Open Space Network

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

Land Budget Table

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

Lot

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

Lower Density Housing

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

Major Employment Area

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

Major Town Centre

Town centres that have similar characteristics to Principal Town Centres, but serve smaller catchment areas.

Medium Density Housing

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

Native Vegetation

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

Net Developable Area (NDA)

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

Net Developable Area - Residential (NDA-R)

As per net developable area but excluding dedicated employment land.

Net Developable Area - Employment (NDA-E)

The net developable area of dedicated employment land but excluding dedicated residential land.

Local parks

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

Precinct Structure Plan

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

Principal Public Transport Network

A high-quality public transport network that connects Principal and Major Activity Centres, and comprises the existing radial fixed-rail network, extensions to this radial network and new cross-town bus routes.

Public Open Space

Land that is set aside in the precinct structure plan for public recreation or public resort, or as parklands, or for similar purposes. Incorporates sports reserves and local parks.

Sports Reserve

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

Town Centre

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

Urban Growth Boundary

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

Urban Growth Zone

Statutory zone that applies to land that has been identified for future urban development. The UGZ has four purposes: (1) to manage transition of non-urban land into urban land; (2) to encourage development of well-planned and well-serviced new urban communities in accordance with an overall plan; (3) to reduce the number of development approvals needed in areas where an agreed plan is in place; and (4) to safeguard non-urban land from use and development that could prejudice its future urban development.

7.0 APPENDICES

Refer to separate appendices document.

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