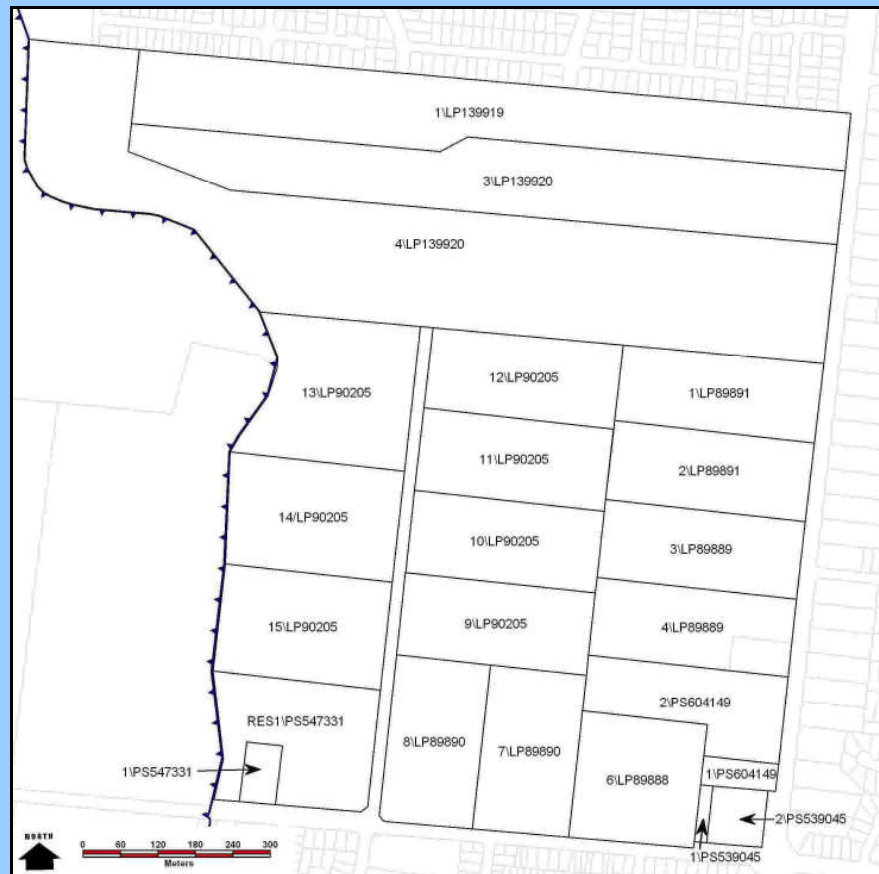


# TARNEIT WEST DEVELOPMENT CONTRIBUTIONS PLAN

## MAY 2008 AMENDED JULY 2017



Adopted by Wyndham City Council on

*May 5<sup>th</sup>, 2008*

Signed

*[Signature]*  
Manager – Strategic Planning

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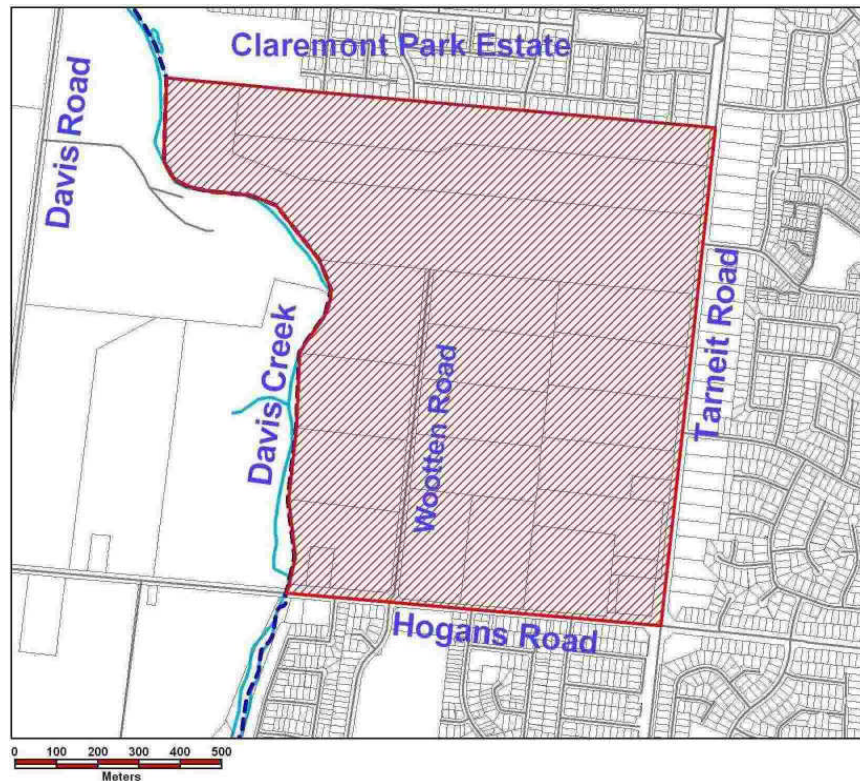
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## 1.0 Introduction

The Tarneit West Development Contributions Plan (DCP) applies to land in Tarneit West, in the City of Wyndham. The land included in the DCP is shown in Figure 1:



**FIGURE 1 – TARNEIT WEST DEVELOPMENT CONTRIBUTIONS PLAN AREA (DP06)**

The land included in the DCP is within the Wyndham North Growth Area and currently surrounded on 3 sides by land that is zoned for residential activities.

There are two components to the DCP as follows:

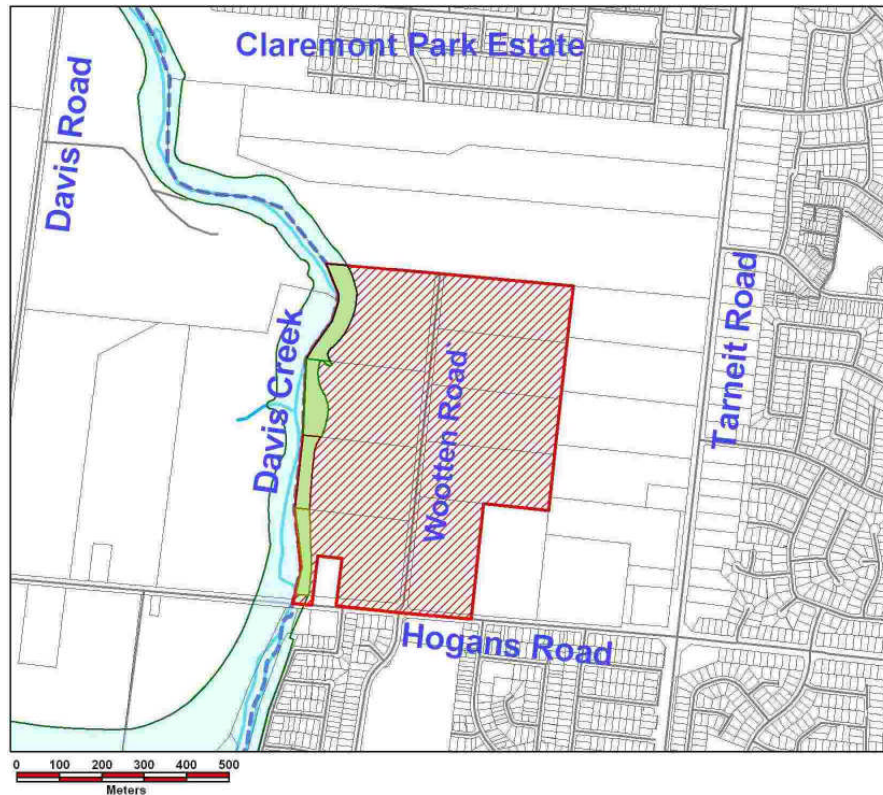
### **PART A – DEVELOPMENT CONTRIBUTIONS**

- a) A general DCP applies to the whole of the DCP area of 118 hectares, which is bounded by Davis Creek, Hogans and Tarneit Roads, with the northern boundary being Claremont Park Estate (see Figure 1). This area constitutes part of the Wyndham North Growth Area and requires contributions towards:
  - The arterial road and major pathways networks;
  - community infrastructure, including community meeting, activity and aquatic centres, libraries and high standard and specialised sporting facilities; and
  - “other development infrastructure” including maternal and child health centres, pre-schools, playgrounds and basic development of open space (including basic sporting facilities on open space set aside for such use).

### **PART B – SEPARATE LEVY FOR WOTTEN ROAD CONSTRUCTION**

- b) A specific plan for Wootten Road has been created because it is a fair, and probably the most readily implemented means to share costs of upgrading this road. Wootten Road is only a collector road, so was not included in the calculations of contributions towards the arterial road network. The land included in this plan is shown in Figure 2. Wootten Road has been costed and apportioned separately, and attributed as detailed in Table 3.





**FIGURE 2 – WOOTTEN ROAD AREA (DP07)**

## 2.0 Purposes of this Development Contributions Plan (DCP)

### 2.1 *The General DCP*

New urban growth increases the need for a wide range of infrastructure. The costs would place a heavy burden on the existing community if it had to meet them. On the other hand, if infrastructure falls badly behind needs, new residents would face inadequate roads, sporting and recreation facilities and basic community facilities such as pre-schools.

The concept of development contributions was first introduced in growth areas in the 1980's and 90's. It is designed to ensure that:

- The infrastructure needs of new communities are defined as well as practical,
- They are costed to sound, basic standards,
- The costs are equitably apportioned between developments whose future occupiers will generate the needs, and
- A transparent, effective system is created to collect contributions and ensure that they are expended on the types of infrastructure they are intended to fund, in the areas where the contributions will benefit.

These principles, first set out by a forerunner of today's Victorian Civil and Administration Tribunal (VCAT), were foundations for new provisions for development contributions, included in the Planning and Environment Act in 1993.

The Tarneit West DCP area, as shown by Figure 1 (above), is a small part (about 7%) of the Wyndham North Growth Area.

As outlined below, Council first defined and costed the infrastructure needs of Wyndham North in 1996. The needs have been refined by several studies, especially on recreation and open space needs (1998 and 2004), community centres (2000 and 2006) and libraries (2005). The costs have also been updated since, as outlined in Section 5 below, and contributions by developers have begun to create the infrastructure they were to fund.

In May, 2003, the Minister for Planning varied the grouping and definition of local infrastructure that could be funded by development contributions. As noted above, the two groups are:

- a. “Community infrastructure”, currently limited to \$900 per dwelling, which includes:
  - Community meeting, activity and aquatic centres,
  - Libraries, and
  - High standard and specialised sporting facilities; and
- b. “Development infrastructure”, which includes:
  - Main roads (such as Tarneit and Hogans Roads)
  - Other items such as pre-schools, standard playing fields on sporting reserves and other basic development of open space, and
  - Land for community centres.

The general DCP provides for Tarneit West to fund a share of the cost to deliver the above forms of infrastructure, commensurate with its share of Wyndham North (about 7%). In fact, as outlined in Section 5.2.7 and 5.2.8 below, the contribution levels will not fully fund the defined infrastructure types. However, they will help ensure that reasonable levels of local infrastructure are provided as the community is established.

## **2.2 The Wootten Road DCP**

Wootten Road is a local rural street that will need to be upgraded to urban standard. Its design will need to reflect the commitments to establish a primary school and local sporting reserve on its west side, beginning at Hogans Road.

## PART A – DEVELOPMENT CONTRIBUTIONS

### 3.0 Principles and Strategic Context

- The Tarneit West DCP has been prepared in accordance with Sections 46H to 46Q of the *Planning and Environment Act 1987* and applied the principles of the State Government's guidelines for the preparation of a Development Contributions Plan.
- The Municipal Strategic Statement, *Wyndham's Urban Growth Framework* (Clause 21.03-2) and local policies of *Infrastructure Financing Policy* and *Open Space Policy* (Clauses 22.03 and 22.07) of the Wyndham Planning Scheme provide the broad strategic context for the development contributions plan.
- The Wyndham City Council "A *Policy Framework for Infrastructure Financing in the City of Wyndham (1996)* provides the basis upon which the need for infrastructure, its costing and apportionment are arrived at. The policy identifies three principle growth fronts. Each of these have broad strategic concept plans that provide the framework for the infrastructure needed to service them. Specific local infrastructure required for each land component or "cell" is identified, costed and apportioned on this basis.
- The Wyndham Infrastructure Financing Policy and the Wyndham North Concept Plan applies a user-pays model based on that proposed by the State Government's Development Contributions Guidelines. However, the "small area" catchment methodology proposed in the guidelines has not been used in attributing and apportioning the cost of infrastructure. Instead, overall infrastructure needs have been defined for a single, large northern growth front and the cost of infrastructure has been apportioned across all landholdings within the single cell. (See 5.2.7 and 5.2.8)
- A review of the existing Infrastructure Financing Policy was undertaken in 2002 which showed that the contributions being collected under the 1996 Policy were not sufficiently funding the works they were designed to fund. A revised set of principles and an outline of the general scope and scale

of revised contributions were endorsed by Council. However, they were not carried through to a revised policy and proposals for DCP's, because of uncertainties on key parameters due to the growth area reviews under Melbourne 2030.

- As an interim step, an Interim Development Contributions Levy, as at June Quarter 2003, was set for roads and major pathways, community and other development infrastructure.
- This interim arrangement incorporated the Minister's revised grouping of relevant infrastructure, as noted in (2), above.
- The contribution levels in this DCP, as outlined below, are generally at the 2003 levels, plus allowance for major increases in land values and indexation of construction costs.
- The infrastructure projects contained in the Tarneit West DCP have been identified in the broader strategic Wyndham North Concept Plan 1996 and the Tarneit West Outline Development Plan. The Wyndham Open Space Strategy and Community Centres Strategy have also informed the need for community infrastructure.
- These strategic plans provide the justification and general location for infrastructure relating to transport, community and recreation facilities and open space.

The infrastructure projects, outlined in Section 5 of the Tarneit West DCP, all have the following characteristics:

- They are essential to the health, safety and well-being of the community, and
- They will be used by a broad cross-section of the community.

## 4.0 Assumptions

- The community within the Tarneit West DCP area will need and utilise the road network, community and other infrastructure that is located within northern growth area. The degree of need and usage will not materially differ from other parts of that growth area.
- All figures quoted are subject to indexation in line with the Commonwealth Statistician's Consumer Price Index (All Groups) for Melbourne (CPI) on a quarterly basis from the September quarter 2007, unless stated otherwise.
- The 2003 Interim Development Contributions will not be sufficient to fund the full cost of all infrastructure it was designed to fund, partly due to net impacts beyond the defined Wyndham North growth area, rising construction costs, changes to the road network, and increased construction standards (especially including on-road bike lanes). Substantial increases in land values since 2003 have been offset by ensuring that contribution and acquisition values are equal where achievable.
- The land values contained in the 2003 Interim Development Contributions have been reviewed and updated. In costing infrastructure projects to be funded by development contributions that involve land acquisition, a value of \$500,000 per ha has been set in the Tarneit West DCP, and indexed in line with the CPI. This figure is based on land values at 2006-7 levels. Where land acquisition is required, the value to be allowed will also be set at \$500,000 per ha (as at December 2006) plus CPI indexation. With indexation to September 2007 the value is \$511,074.92).

## 5.0 Methodology to calculate development contributions

### 5.1 Application and Apportionment

Wyndham has been divided into three growth fronts for which broad concept plans have been prepared that detail the infrastructure needs based on future growth for each of the growth fronts. Each concept plan identifies the infrastructure requirements for a large area with an anticipated population of about 50,000 people, or more. Each concept plan functions as a broad directional policy document for future growth.

The document "A Policy Framework for Infrastructure Financing in the City of Wyndham" details the rationale, methodology and the costing for the infrastructure projects identified. This policy was prepared in 1996 and pre-dates the State Government's Review of Development Contributions, finalised in 2003.

The 1996 Wyndham North Concept Plan applies the cost of infrastructure projects to the total net developable area covered by the Wyndham North Growth Area.

The Tarneit West Development Contributions Plan area is contained within the Wyndham North Concept Plan. The Tarneit West DCP covers an area of 118 ha of gross developable land that is currently zoned Farming. In the future, it is proposed that the Tarneit West area will be zoned for residential development with a Development Plan Overlay.

In essence, the needs for arterial and sub-arterial roads, community and other "development" infrastructure are defined over the whole growth area, and costed. This cost is then divided by the net developable area of the growth area to arrive at road contributions, and by projected dwelling numbers for other forms of infrastructure.

This methodology is consistent with the Act and conservative. For example, though growth area roads will be used by traffic from older areas, Wyndham North will impose somewhat greater demands on roads in established areas.



The level of required contributions is therefore based on the needs of the whole Wyndham North Growth front. The costs are adjusted to allow for potential and likely contributions to construction costs by VicRoads and other State Agencies, where applicable. The net requirements are then apportioned to properties according to their net developable areas.

Council prepared a detailed Outline Development Plan for the Tarneit West area which was adopted in 2005. This plan has since been updated in 2007 to take account of the change in responsibility in drainage management and consequent effects of different design policies, amongst other things.

Based on a net developable area of 86.44 ha, there is potential to create around 1,436 lots based on 15 lots/ha, with a future population of around 4,300 people in the Tarneit West Plan area.

The Tarneit West Plan only raises levies on the net developable area as shown in Figure 1. The net developable area has been determined as shown in Table 1, following.

**TABLE 1 - LAND BUDGET OF TARNEIT WEST**

Land Use	Net Area	Total Area
<b>TOTAL PLAN AREA</b>		<b>118.76 ha</b>
Subject to Inundation	5.61 ha	
Melbourne Water Drainage	5.09 ha	
Arterial Road Widening	2.48 ha	
<b>Encumbered Land</b>		<b>13.17 ha</b>
<b>GROSS DEVELOPABLE AREA</b>		<b>105.59 ha</b>
River Park	2.85 ha	
Central Park	0.80 ha	
Sports Ground North	4.00 ha	
Sports Ground South	3.93 ha	
<b>Public Open Space</b>		<b>11.58 ha</b>
Davis Creek Primary School Site	3.80 ha	
Good News Lutheran College	3.77 ha	
<b>Other</b>		<b>7.57 ha</b>
<b>TOTAL UNDEVELOPABLE</b>		<b>19.15 ha</b>
Retail	1.49 ha	
Land Available for Residential	84.95 ha	
<b>NET DEVELOPABLE AREA</b>		<b>86.44 ha</b>

## 5.2 Arterial Road Network

A review of the road network contained in the Wyndham North Concept Plan 1996 was undertaken in 2003. The review was informed by forward planning for Wyndham North, based on existing and potential urban growth scenarios, and knowledge of road improvements currently underway to the network. Traffic modelling prepared for the Growth Area Review report in 2003 by Nigel Ashton provides the basis for the future road network, required and itemised in Table 2.

As in the original 1996 Concept Plan, it has been recognized that the roads constructed in this plan area may go on to service new residential communities outside the plan area. To ensure the road hierarchy is developed with capacity to service the expansion of the residential area a road plan was identified with consideration for:

- The road network required to accommodate the potential, long term requirements of Wyndham North, and
- The elements of the road network that will be required to service the future population of the current plan area, and therefore should be cost apportioned to future residents.

The original road network is contained in the Wyndham North Concept Plan 1996 and costed in the 1996 Infrastructure Financing Policy. The road network based on the review of 2003 is shown in Figure 4. This road network 4 has been used as the basis for the costing of infrastructure for this plan.

Traffic modelling would most likely confirm that the more westerly communities would generate higher demands on the road network than those further east. However, no extra costings is applied to Wyndham North's westerly communities.

### 5.2.1 Road Construction Costs

A review of the costs for the construction of the road network in the 1996 Plan was undertaken which also included changes to the standard of the road network. In addition, the methodology for the road costing took account of the multi-staged process of construction required for some of the roads in the plan area. In order to obtain a cost for roads that would be constructed in a number of stages over time, costs were developed from 1000m sections of the following scenarios:

Greenfield site to 4 lane urban

Greenfield site to 2 lane rural

2 lane rural to 4 lane urban

2 lane rural road reconstruction

### 5.2.2 Intersection Costs

Detailed costings were developed for construction of major signalised intersections. Instead of including this cost in the average/linear metre, they were costed separately. As a result, these costs were able to sit disaggregated from the general construction costs of the road surface. Mid-block intersections were generally only included at one per "mile" block. A mid-block cross-intersection is generally required, as the crossing point for the main mid-block bus routes that are needed to provide bus services within 400m of all homes. Where other collector roads intersect with arterials, they can normally be planned as staggered "T" intersections that do not need roundabouts or signals, and generally service only one subdivision on each. However, a small number of exceptional "quarter block" collectors have been costed into, and funded from, Development Contributions. Examples include both ends of Marquands Road, Truganina.

### 5.2.3 Road Standards

The review identified the need for changes to some road standards, which meant that the original road reservations in some instances were insufficient. However, there were few remaining opportunities to address these issues in Wyndham North, and revised design standards have therefore been limited in their effect.

### 5.2.4 Land Acquisition Values

Land values have substantially risen since 1996 and more particularly post 2003. The land values applied in this plan for arterial road widenings are based on the 2006-7 land values of \$500,000 per hectare (at December 2006) in lieu of \$100,000 per ha in the 1996 Infrastructure Financing Policy and \$150,000 used in the 2003 interim review.

Where land acquisition is required for roads, the value of the land will be offset against contributions at \$500,000 per ha (at December 2006), the amount used to determine the total cost of infrastructure for this plan.

### 5.3 Drainage

Development contributions for drainage are collected by Melbourne Water as part of its drainage scheme for the area generally to the east of Wootten Road. Planning permit conditions will address drainage requirements to the west of Wootten Road.

### 5.4 Open Space

Wyndham City Council's open space requirements are contained in the open space strategy titled "Open Space Study – New Subdivisions; Part 2; Principles & Performance Criteria".

In accordance with Council's Open Space Strategy and Policy 2003 and the Tarneit West Outline Development Plan a public open space contribution of 7.5% will be required. Of this, 5.4% public open space will be allocated to the creation of district sporting or sub-regional sports recreation parks and 2.1% will be allocated to the creation of neighbourhood parks.

Public open space contributions will be required as land or cash in lieu of land. The Tarneit West Outline Development Plan identifies that one neighbourhood park is required to service the local community in the plan area, in addition to the sporting reserve noted above. The contributions required from each land holding are outlined in Appendix A, Table 2.

An outdoor sports facility of 3.5ha in size, co-located with a primary school, is to be provided within the plan area. One neighbourhood park is planned to service the community and located within 400 metres of every household within the plan area.

Council has acquired a district sporting reserve, of 6.95 hectares, on the west side of Wootten Road. Cash contributions collected under this plan will go towards the funding of this reserve.

In accordance with the Tarneit West Outline Development Plan, encumbered land below the 1:100 year flood level is excluded from contributing to the public

open space contribution of 7.5% of gross developable area. The flood-prone land does have passive recreation value, which is not addressed by the 7.5% requirement. It is assumed that Wyndham's flat landscape will require substantial floodways, and that these can offer adequate opportunities to provide passive open space corridors through and between residential communities. Davis Creek, bordering this DCP area on its west side, offers such an opportunity.

### 5.5 Community Infrastructure

#### a. What is "Community Infrastructure"?

The Planning and Environment Act provides for development contributions to be raised for:

- **Development infrastructure**, including roads (as addressed above) and "other" development infrastructure, outlined under 5.6, below.

#### Variation to the Community Infrastructure Levy (CIL) payable under this Development Contributions Plan (DCP)

If the maximum amount of the CIL which may be collected under an approved DCP is varied under section 46L of the *Planning and Environment Act 1987*, the collecting agency may adjust the amount of the CIL payable under this DCP in accordance with section 46L of the *Planning and Environment Act 1987*.

The collecting agency must publish the adjusted amount of the CIL payable under this DCP on its website.

Following a Direction by the Minister for Planning in May, 2003, "Community Infrastructure" is restricted to items such as:

- Community meeting and activity centres (but not attached pre-schools or maternal or child health centres);
- Indoor leisure and recreation centres;
- Swimming pools or aquatic centres;
- Lawn bowls and other more intensive recreation facilities;

- Libraries;
- (Possibly) tennis courts and change facilities; and
- Other high standard (non-basic) sporting facilities, from special playing surfaces, pavilions and clubrooms for sports grounds, to specialised developments like lawn bowls, aquatic and athletics facilities.

**b. Standards of Provision for Community Infrastructure**

(i) Community Centres

- Council's Infrastructure Financing Policy 1996 called for multi-purpose community centres to serve catchments of about 5,000 people. However, the 2001 Wyndham Community Centres Policy proposed much larger centres, servicing around 16,000 people, potentially supplemented by smaller centres serving about 8,000, when required.
- The Wyndham North Concept Plan identifies 7 locations for community centres to service the projected population of about 56,000 at 1:8,000 people, rather than 1:5000.
- 3 large and 1 small community centre would adequately service the 56,000 strong community under current (2001-7) standards.
- The most easterly two large centre sites have been acquired, and a third is to be acquired, probably near Tarneit Road, north of Sayers Road. Uncertainty about the need for a further, smaller centre has been reduced by the surge in birth rates under the Australian Government's "baby bonus", but it has not been factored into contributions at present.
- Council's base model for community centres includes a pre-school and maternal and child health centre. When these are separated to show their effect on development contributions, the balance of the base model "community centre" in Wyndham is estimated to cost at least \$2.168m, of a total of \$4.293m.
- Community centres, alone, therefore cost about \$352 per dwelling, allowing for three centres to serve the 18,500 household client base.

(ii) Tennis Courts

- The need for tennis courts and other recreation facilities was defined via consultancies by Jeavons and Jeavons (1998) and EDAW (2003), and consolidated by ARI (2005) and Council's draft Open Space Policy of 2006.
- If tennis courts are to be provided in six complexes of at least six courts each with vehicle access, parking, fencing, basic sheltered seating and viewing areas, toilets and basic clubrooms, the total cost of \$4.713m for Wyndham North is about \$255 per dwelling.

(iii) Higher Standard Sport Ovals

- Of the 22 ovals required to service the Wyndham North area, it is assumed that up to 8 are in school grounds, and at least 2 will need to be of a higher standard; including a full-sized arena, fully drained and drip watered, with a turf cricket wicket and nets, fencing around the oval, substantial parking around the oval, a scoreboard, toilets, change rooms, umpires' room and ancillary facilities.
- These high standard ovals are estimated to cost at least \$1.625m each. If only 2 are provided in Wyndham North, the total would be \$3.251m, or \$175 per dwelling.

(iv) Libraries

- Libraries were not included in the 2003 costings, despite recognised needs, as there was no defined or costed strategy to provide additional libraries.
- The 2006 Library Facilities Strategy, however, proposed three new branches, one of which is located in Wyndham North. The most central community site, adjacent to the proposed Rose Grange Activity Centre, is sufficient to also include the branch library. However, this is not as relevant from a Tarneit West viewpoint, given the proximity of the Heaths Road Library.

(v) Other high cost or specialised community and recreation facilities.

Specialised facilities for activities such as athletics and lawn bowls were not costed in because there is no define strategy to provide for them.

(vi) Indoor Sport and Leisure Centres

- Indoor sports, aquatic and leisure centres were not costed in because there are no defined strategies to provide for them.

**c. Costings**

Council's 2003 review calculated a total of \$702.30 per dwelling for Community Infrastructure, based solely on community centres, tennis courts, and limited high standard recreation facilities. This is indexed to \$782.05 per dwelling in the September quarter, 2007, and summarised in Table 2:

**TABLE 2 – COSTING COMMUNITY INFRASTRUCTURE NEEDS**

**Costing Community Infrastructure Needs, Wyndham North  
Growth Area  
(18,500 Lots)  
For 56,000 population**

Item	Units Required	June 2003 Unit Cost \$	June 2003 Cost \$	Sept 2007 Cost \$
Community Centre (ex. Pre-school, maternal & child health)	3	\$1,946,900.00	\$5,840,700.00	\$6,503,944.85
Indoor Leisure Centre	0.5	n/c in	n/c in	n/c in
Libraries	0.5+	n/c in	n/c in	n/c in
Tennis Centres - 6 Courts & facilities	6	\$705,425.00	\$4,232,550.00	\$4,713,180.23
Higher standard football/cricket + 200 seat stand + extra parking (200)	2	\$1,459,650.00	\$2,919,300.00	\$3,250,803.19
Lawn bowls, greens	1	n/c in	n/c in	n/c in

Athletics Centre	0.5	n/c in	n/c in	n/c in
Aquatic Centre	0.5	n/c in	n/c in	n/c in
<b>Cost (TOTAL)</b>			<b>\$12,992,550.00</b>	<b>\$14,467,928.28</b>
Cost (per dwelling)			\$ 702.30	\$ 782.05

\*n/c in = not costed in

For developments that provide substantial indoor and outdoor recreation areas, as in the case of retirement villages, it is believed that there is a case to "cap" community infrastructure requirements at a realistic level. It is believed that such a cap should be at least \$11,730.75 per net developable hectare, equivalent to the cost for 15 dwellings per hectare, subject to the conditions outlined at the end of Section 5.6

Council has determined the level of infrastructure to be provided in new communities on a category-by-category basis. Distributions of such centres are then planned to optimise accessibility to community facilities.

This methodology has served the City well, as it enables base contribution levels to be set, yet the approach is sufficiently robust to accommodate changes in planning models. "Community Centres" are a good example. In 1996, Council planned for a community centre for every 5,000 people, or 11 in Wyndham North. However, this model was overhauled by 2000, with the "model" community centre targeting about 16,000 people. However, the new model was much larger, with a stronger focus on the components that still fall under the "Community Infrastructure" definition.

The revised standard allowed for a half-sized centre where only a half-sized catchment is available (i.e. about 8,000 people).

With a target population of about 56,000, Wyndham North would sustain 3.5 community centres. Sites have been acquired for two, a third is under investigation in the West, and one in a nearby community has been considerably extended and upgraded.

Similar approaches have been applied to tennis courts and high standard recreation facilities.



This approach does not rely on trying to match contributions to pre-determined outcomes for specific sub-neighbourhoods or neighbourhoods. (Tarneit West, at 118 ha, is only about 50% of a “square mile” cell.) However, it is possible to demonstrate that Tarneit West will, in any event, be well served.

As Tarneit West Outline Development Plan states, the area included in this plan will be served by an existing community Centre, The Grange on Hogans Road, along with a proposed centre to be located north of Sayers Road, within Tarneit Gardens Estate (Cowies Hill).

Development contributions from Wyndham will be used to fund improvements to existing facilities at The Grange, including the provision of an additional community meeting room. Contributions will also go towards further early childhood services and community meeting facilities at Tarneit Gardens.

As noted above, Council has acquired a future sports and recreation reserve of 6.95ha, in Wootten Road. This types of uses proposed for this reserve have yet to be fully determined, but it seems highly likely a 6 court, or larger tennis facility will be established, along with ovals and other uses that better fit the “other development” category.

Wyndham North (in the Rose Grange area) has been selected as one of 3 locations for additional library branches in Wyndham. Tarneit West is within 4km, but the recently updated branch at Werribee Plaza Shopping Centre is also within 3-4km to the south-east, at the new community’s nearest major activity centre.

## 5.6 Other Development Infrastructure

### a. What is “Other Development Infrastructure”?

Under the May 2003 Direction by the Minister for Planning, (aside from main roads and drains), other development infrastructure includes:

- Land for community facilities;
- Basic improvements to public open space, including earthworks, landscaping, fencing, seating and playground equipment; and
- Buildings and works for:
  - Maternal and child health centres;

- Child care centres;
- Kindergartens;
- And any of these in combination.

### b. Standards of Provision

#### (i) Land for Community Facilities

As noted under “community infrastructure”, Council has acquired two reserves for community facilities and intends to purchase a third. The third will increase total acquisition costs for such land in Wyndham North to about \$1.604m in cash and kind, or \$86.68 per dwelling.

#### (ii) Basic improvements to open space

The Wyndham North area will be served by over 100 hectares of public open space. Its development will include:

- At least 45 playgrounds, at an average cost of \$27,500 (a total of \$1.378m);
- Over 40 ha. of internal sporting reserves and a similar area in major active reserves just outside the community; and
- Development of at least 10 senior and junior ovals, and 9 soccer fields, plus basic access, parking, change rooms and toilets.

These works would cost at least \$5.523 million for the ovals and \$2.453 million for the soccer fields, excluding the high quality and specialised facilities referred to in 5.5, above.

#### (iii) Child health and pre-school centres

The minimum of three community centres, partly costed under Section 5.5 (Community Infrastructure), will each include a maternal and child health centre and a two room pre-school. These components are treated as “other development infrastructure”, so need to be costed separately. As shown by the Table 3, the pre-school components cost about \$1.789m each, plus about \$337,000 for the child health – pre-school components.

Three such centres' pre-school and health centre components will cost \$6.378m, or \$345 per dwelling. (This is again conservative, as the projected Wyndham North population is expected to need to be supported by a fourth, smaller centre.)

The costs of access, parking, change rooms and toilets will be more nearly optimised if ovals and soccer pitches can be provided in two and threes. Although not always achievable, these facilities are therefore costed in such groups in Table 3, below.

**TABLE 3: OTHER DEVELOPMENT INFRASTRUCTURE COSTS (18,500 LOTS)**

**Costing Other Development Infrastructure Needs Wyndham North Growth Area  
(18,500 Lots)**  
For 56,000 population

Item	Units Required	June 2003 Unit Cost \$	June 2003 Cost \$	Sept 2007 Cost \$
Land for Community Centres, etc.	3	480,000.00	1,440,000.00	1,603,520.23
Pre-Schools (two rooms)	3	1,606,375.00	4,819,125.00	5,366,364.18
Maternal & Child Health Centre	3	302,900.00	908,700.00	1,011,888.08
Playgrounds	45	27,500.00	1,237,500.00	1,378,025.20
Basic Development for:				
* football / cricket *1	5	991,900.00	4,959,500.00	5,522,679.56
* soccer *2	3	734,300.00	2,202,900.00	2,453,051.88
<b>Cost (TOTAL)</b>			<b>15,567,725.00</b>	<b>17,335,529.12</b>
Cost (PER DWELLING)			\$ 841.50	\$ 937.06

\*1 Each 2 ovals & 1 basic change facility, and

\*2 Each 3 pitches & 1 basic change facility

In summary, Table 3 shows that in 2003, Council estimated that such "other development infrastructure" would cost about \$841.50 per household, converting to \$937.06 in September quarter, 2007 terms. Real costs are likely to be somewhat higher. However, as in the case of "community infrastructure", this Development Contributions Plan does not seek full cost recovery because the affected locality is a fairly small infill, surrounded by housing on three sides. In addition, more work is needed to more fully define costs before major new urban areas are released.

It is also believed that uses such as retirement villages, that may not require subdivision, should be subject to a flat rate, equivalent to 15 lots or \$14,055.90 (September 2007) per net developable hectare, as discussed under Section 5.5 (Community Infrastructure), providing that they supply at least:

- 1 square metre per dwelling in indoor communal recreation space, and 12 square metres per dwelling in outdoor communal recreation space, the latter in areas of at least 500 square metres each.

## 5.7 Non-residential Development

### a. Community and Other Development Infrastructure (Except Roads)

Non-residential developments such as activity centres, schools and parks would not normally generate demands on community and other development infrastructure, and Council normally does not require them to contribute to such infrastructure. (One exception is where an activity centre is to include housing, in which case the non-residential components should be required to contribute to community and other development infrastructure.)

### b. Roads for non-residential Development

All non-residential developments are serviced by roads and it is necessary to consider whether they should be subject to contributions.

Important principles need to be applied in this instance:

- (i) If these uses make a net contribution to the need for infrastructure, that should be factored into assessment of needs and costs. In that case:
  - They may be charged a share of the cost to provide the infrastructure, proportional to their estimated contribution to needs; or
  - They may be partly or wholly exempted from making contributions, in which case the value of the exemption cannot be redistributed amongst other contributors. In that case, the

cost of the exemption must be borne by Council (and therefore by others in the Wyndham community).

- (ii) If such uses do not make a net contribution to the need for infrastructure, they should not be charged. That is not an exemption in the sense discussed in (i), but a simple statement that they are not relevant contributors.

The above principles are not as simply applied in practice, but the following interpretations are applied in this DCP:

- (i) If a use does not contribute travel demand, no requirement applies in any event, so the use does not need exemption. (**Examples:** floodways, local neighbourhood and passive parks.)
- (ii) If a use makes NO NET contribution to travel demand, no requirement should apply and this should not be treated as an exemption. (**Examples:** local sport reserves, community centres and schools.)

To explain, using a local primary school as an example:

- Schools do attract substantial trip numbers, mainly in two short bursts, but:
- Schools only exist to service residents, so it's residential demand that creates trips to schools (and the other examples listed above).
- Introduction of schools (and the other examples) into a community actually reduces average trip lengths to get to them.
- Schools, especially local neighbourhood ones, draw most of their traffic through the local street network, which is rarely funded via development contributions.
- Aside from teacher and service trips (which only occur because of residents' needs), trips to local schools normally use quite short lengths of the arterial network, if they use it at all.
- Therefore, the net contribution to arterial road demand by local schools and the other examples is considered to be nil.

- (iii) If a use makes a NET contribution, but less than suggested by total traffic access, it should:

- be required to contribute according to its net contribution to road network costs; or
- if less or no contribution applies, the reduction is an exemption, so cannot be made up by changing other contributors.

(**Examples:** Activity centres, and private schools with extensive catchments.)

**Activity Centres** are normally the most intensive attractors of trips in residential areas. They should generally be located on arterial or sub-arterial roads, as they attract most of their traffic via those roads. However:

- especially at the neighbourhood level, they also primarily service the local community, so:
- closer spacing reduces average trips lengths, though it may increase the frequency of trips, and
- average trips on the arterial network are relatively short.

However, activity centres do attract passing trade and “comparison” trips (often influenced by prices or advertising) or trips to favourite businesses.

For activity centres it is therefore difficult to justify either:

- an elevated contribution, based on traffic volumes, or
- little or no contribution, due to the last point above.

This DCP therefore applies the same contribution rates for roads to activity centres as it does to housing, as an intermediate requirement to approximate the net effect on road needs.

**Private Schools** are believed to lie between local schools and activity centres in their net impacts. In the only relevant example, Council merely required a road widening across the arterial road frontage, roughly reflecting the assumed net contribution. That approach is adopted in this DCP.

Therefore, this DCP requires:

- no arterial road related contributions by local schools, community centres or parks;
- only widening of any fronted arterial road reserves for private schools; and
- contributions to the arterial road network at the residential development rate for any activity centre.

None are considered to constitute an exemption.

(iv) Impact mitigation

Where a development imposes its own direct impacts on arterial roads (as most activity centres do), any necessary case-specific works may be required by conditions of planning permits. However, such impact reduction works are not development contributions. The most common examples are turning lanes, traffic signals and other works at entry points.

## 5.8 Residential Uses that are not Subdivided

Uses such as retirement villages and multi-dwelling projects may not be subdivided, but their occupancy will still contribute to demands for a similar range of contributions as detached housing.

This DCP requires that residential developments that may not be subdivided are subject to the same rate of contributions per hectare, or per dwelling (or lot) as applicable to subdivided residential development.

## 6.0 Distinction between Community and Development Infrastructure

In accordance with the *Planning and Environment Act (1987)* and the *Ministerial Direction on Development Contributions*, the Tarneit West DCP makes a distinction between “development” and “community” infrastructure.

Contributions relating to development and community infrastructure are made by the Developer at the time of subdivision.

The community infrastructure items to be partly funded from these contributions include general meeting and activity areas of the two community centres plus enhanced sporting facilities, tennis courts and sports change facilities, as needs are defined.

The other development infrastructure items to be partly funded from these contributions include parts of two community centres, to provide for maternal and child health, pre-school and associated meeting spaces, as needs are defined, and basic development of open space areas, including playgrounds and the basic playing fields proposed in active open space to serve the Wyndham North district.

## 7.0 How is “developable” land defined?

Development Contributions are payable on all developable land on any given development site. For the purposes of the Tarneit West DCP developable land is defined as follows:

**Gross Developable Area** is the total site area, minus arterial and sub-arterial road widenings and reserves, floodways in dedicated reservations and school sites. Estate entry features, plantation and garden reserves and similar features are not omitted. Gross Developable Area is only used in the calculation of public open space requirements.

**Net Development Area** is the total site area, minus arterial and sub-arterial road widenings and reserves, floodways in dedicated reservations, school sites and [except in calculating public open space requirements] the open space required by Council. Estate entry features, plantation and garden reserves and similar features are not omitted.

The amount of developable land on a given land parcel will be determined prior to the approval of a Development Plan for a given land parcel.



## PART B – SEPARATE LEVY FOR WOOTTEN ROAD CONSTRUCTION

### 8.0 Wootten Road Construction Levy

Wootten Road, as built, is a rural road standard and needs to be upgraded to an urban standard to serve as a local collector road for the residential development in this area. As Wootten Road is a “collector” road, with lots able to directly front onto it, the cost of upgrading this road has not been allowed for in the Wyndham North Concept Plan 1996 or the Infrastructure Financing Policy 1996.

There are a range of options on how to share the cost of a road like Wootten Road. They include:

- Requiring its upgrade by individual developers, especially those who develop first; or
- Funding it from the abutting owners via a “Special Charge” scheme under the Local Government Act; or
- Funding it via a development contributions scheme. The latter two are considered to be most equitable. The development contributions approach is believed to be simplest, and payments normally aren’t required until development proceeds.

A separate set of contributions for the upgrading of Wootten Road has been calculated and apportioned to provide a means of sharing the cost of upgrading the road on a fair and reasonable basis. Only the properties that abut Wootten Road are to be required to contribute.

The contribution is based on upgrading the existing 788.05 metre length of Wootten Road to the standard shown in **Figure 6**

The estimated cost to upgrade Wootten Road is set out in **Appendix A**.

The total cost to upgrade Wootten Road, including school parking, but excluding roundabouts) is **\$977,591.79** (as at September 2007). This works out to be **\$1,240.52** per lineal metre.

A roundabout or signalised intersection will be required at Hogans Road, but charged against the general DCP, not against the levy for Wootten Road.

The moderate traffic volumes expected on Wootten Rd enable Council to permit lots to front onto it.

**Table 4 – Wootten Road Contribution** provides the details of the calculations for each allotment.

#### 8.1 *What items are included in costings for Wootten Road?*

It is proposed that Wootten Road be upgraded from a local rural road to a residential street.

It will not be a main or “arterial” road, as is the case with Hogans and Tarneit Roads. However, it is planned that Wootten Road will be:

- used as a local bus route, and
- the main local access road to a proposed primary school and 6.95ha recreation reserve.

It is proposed that Wootten Road be designed to the standard shown in **Figure 6**.

This includes:

- a) as a standard “collector” street and bus route, a pavement of 12.7 m wide (including two 2.3 m parking lanes and a 1.2 m on-road bike lane on the eastern side);
- b) kerb and channel, underground drainage, lighting and street trees;
- c) 2.5 metre wide off-road shared pedestrian/cycle path on the west side of Wootten Road.

## 8.2 Who will pay for its upgrade, and why?

Those properties that directly front onto Wootton Road will be responsible for the cost of upgrading the road to facilitate urban development. The reason why the adjacent owners or developers are required to fund upgrading such a road is that they are the main beneficiaries. In particular, they will be permitted to create residential lots with frontage into Wootton Road. (By comparison, lots that face Hogans or Tarneit Roads will require alternative access, such as service roads.)

The State Department of Employment and Training, (DEET) will pay for the parking across its frontage, although it will not share the costs to upgrade the road itself. This is argued on the basis that the School is a service to the community, which is normally expected to fund access to local schools.

Council is also a service provider through its open space purchase. However, Council is prepared to fund a share of Wootton Road's upgrade based on the same formulae as used for other landowners.

## 8.3 How will the cost of the road be apportioned?

The breakdown and apportionment of the costs to reconstruct Wootton Road has been calculated according to a formula based on a mix of net developable area and road frontage for each of the existing lots.

This methodology was employed to account for the greater width and depth of construction required to build Wootton Road (at collector road standard) relative to construction costs for standard access roads required to be constructed within developments.

To calculate levies, the road profile of Wootton Road has been divided into an access road profile and the remainder (of a collector road profile). Total costs of reconstruction of Wootton Road were then divided accordingly and attributed to each property's frontage and area, respectively.

The access road profile component of the total cost of Wootton Road has been apportioned for each development according to its frontage (in metres) to Wootton Road. The cost to construct an access road is **\$989.46** per linear metre (as at September 2007) which translates into **\$690,789** (70.7%) of the total cost of reconstructing Wootton Road. See **Appendix B**.

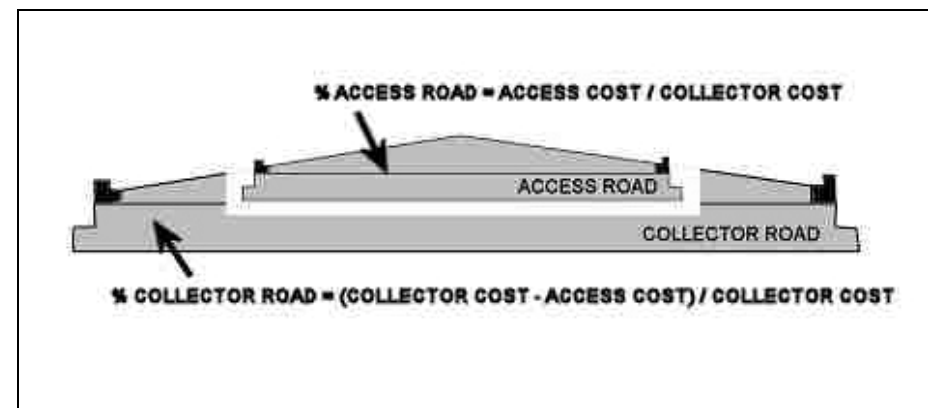
The reasoning for this is that developers typically fund any roads providing access to their properties. Where several developers are responsible for reconstructing an access road, costs are shared based on the actual frontage of their properties to that road.

Removing the access road portion of the collector road profile, the remainder of the cross-section is equivalent to the extra depth and width required to build Wootton Road as a collector road. This extra amount of construction will allow Wootton Road to carry much of the traffic generated by development in the area.

Net developable area is used to apportion the cost of the remainder of the road profile as it serves as a measure for the usage of the road. Net developable area relates proportionally to the number of residential lots that can be created and thus, the number of trips that would be generated onto Wootton Road by each development.

The rate to construct the remainder of the cross-section of Wootton road is **\$9,381.48** per net developable hectare (as at September 2007) or **\$286,802** (29.3%) of the total cost of reconstructing Wootton Road. See **Appendix B**.

The logic and formulas used to derive these levy rates are illustrated in **Figure 3**, below.



**FIGURE 3 - APPORTIONMENT METHOD USED TO CALCULATE LEVIES**

From the breakdown in reconstruction costs between frontage and area, levy rates were derived by dividing by the total frontage length and net developable area for all properties in the DCP area.

**Table 7 – Wootten Road Levy** provides the details of the costs of road construction and the frontage, area and total levies applied to each lot.

## **8.4 What options are available on the process to construct Wootten Road?**

Such a road can be upgraded by a number of processes, for example:

- a. Each abutting developer may be required to construct the road across the developer's frontage. In this case:
  - the road may be built in stages that are not in sequence, and
  - the early developers would normally face a greater share of the cost. They cannot be allowed to only build to the centre line, as this creates safety and road user problems.
- b. Construction can be undertaken by Council, funded by owners via a "Special charge" scheme. In this case,
- c. Construction may be undertaken by Council and/or early developers under a DCP. This should reduce the risk that developers wait for each other to start to avoid above-average costs to early developers. For this to succeed, Council would need to devise a system to ensure that early developers are compensated for expenditure above their own share.

The last option, to create a second part to this DCP, is the preferred approach.

## **8.5 Who will construct Wootten Road?**

It is possible under the DCP for Council to undertake the upgrade to Wootten Road, on the basis that each subsequent developer would make their full contribution prior to the commencement of their development. Under normal circumstances, access to development must be available prior to the sale of residential allotments.

Alternatively, one or more companies may lead the way, knowing that a DCP is in place, and that the DCP will ultimately enable them to recover some, or all, of their excess costs.

## **8.6 Process to Allow Developer Construction of Wootten Road**

Under this DCP, a developer wishing to undertake works on Wootten Road would be able to request the right to do so.

If Council agreed, it would require an agreement under Section 173 of the Planning and Environment Act, to;

- Amongst other things, specify a tendering process for construction contracts, and
- Establish the basis for the developer to recover, over time, most or all of their overpayments for works.

If a developer seeks to develop after the road has been upgraded, as required under this Clause, the developers' contributions may be used by Council to:

- a. complete further works on Wootten Road, and/or
- b. refund overpayments by earlier developers.

## **8.7 Minimising Inflation Risk**

It will be necessary to devise means to help minimise the effects that inflation may have on the ability of constructions to fund construction of Wootten Road, or

to refund the cost of works by other developers beyond their defined shares. Contributions for Wootten Road will therefore be indexed from the September, 2007 to the date of each payment. Indexation will be in accordance with the Commonwealth Statistician's Consumer Price Index (All Groups) for Melbourne (CPI) unless an alternative construction index is adopted by Council before the first contributions are made to Wootten Road.

- All transactions will be clearly identified in Council records and kept in accordance with the *Local Government Act 1989*.
- The Tarneit West DCP will operate for a period of 10 years, at which time it will be reviewed. It is expected that most infrastructure projects in the current DCP will be rolled-out during this timeframe.

## 9.0 Administration of the DCP

- Development contributions are payable at the time of subdivision (or stages thereof), prior to a *Statement of Compliance* being issued.
- In accordance with Section 46N of the *Planning and Environment Act 1987*, a Section 173 Agreement will be required to be entered into for the payment of the contributions.
- For land identified in Figure 5, full payment of the contribution for the construction of Wootten Road is due at the time of the first subdivision of the land, prior to a *Statement of Compliance* being issued.
- For each property where land is required for road widening or a road reservation, the first component of its development contributions shall be the land acquisition on that property. The land's value shall be offset against contributions at \$511,074.92 per ha, indexed from September quarter, 2007.
- Works may be constructed in-lieu of a cash contribution on some projects but this must be negotiated with Council.
- The administration of contributions made under the Tarneit West DCP will be transparent and demonstrate:
  - Amount and time of funds collected
  - The source of funds collected
  - Amount and time of expenditure
  - The purpose for which the expenditure was made
  - The account balances for individual infrastructure projects

## 10.0 Summary of Contributions

### 10.1 Development Contributions

	Item	Cost	Comments
<b>Tarneit West Development Contribution Plan</b>	<b>Arterial road network</b>	<b>\$75,971.40 * per net developable hectare</b> (September 2007)  *Based upon land value of \$511,074.92 per hectare. (September 2007)  Subject to CPI.	Includes acquisition of land for widenings, construction of arterial roads and intersection treatments in accordance with the Wyndham North Concept Plan (1996) and Tarneit West ODP.
	<b>Open space</b>	<b>7.5% of gross developable area</b>	Will be required as land or cash in lieu as set out in Appendix 1.
	<b>Community infrastructure</b>	<b>\$782.05 per dwelling or lot intended for one dwelling.</b>	Includes community centres and meeting rooms.
	<b>Other development infrastructure</b>	<b>\$937.06 per dwelling or lot intended for one dwelling.</b>	Includes maternal and child healthcare centres, kindergartens and development of sportsground facilities.

### 10.2 Wootten Road Contributions

	Item	Approximate Cost	Comments
<b>Wootten Road Reconstruction Development Contribution Plan</b>  See Table 7 for affected land holdings.	The development contributions will only cover the existing 788.05 metre length of Wootten Road.	<b>See Table 7 for Levies applicable to each affected land holding.</b> (September 2007)	The total cost of the works has been calculated at \$977,591.79 (September 2007).



## 10.3 Open Space Requirements

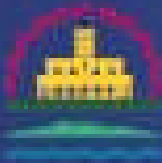
**TABLE 4 – TARNEIT WEST – PUBLIC OPEN SPACE CONTRIBUTION**

Tarneit West - Public Open Space Contribution								
Title Details	Land Area (ha)	Land Subject to Inundation (ha)	Melbourne Water Drainage (50m wide)	Road Widening, Tarneit & Hogans (12m widening)	GROSS DEVELOPABLE AREA (ha)	Public Open Space (Development Plan)	Public Open Space (7.5% Requirement)	Land / Cash Contribution to Public Open Space
660 Tarneit Road, Lot 1 LP139919	12.14		0.20	0.11	11.83		0.89	Cash
Tarneit Road, Lot 3 LP139920	12.00		0.25	0.14	11.60		0.87	Cash
Tarneit Road, Lot 4 LP139920	24.10	2.64	0.50	0.23	20.72		1.55	Cash
Tarneit Road, Lot 1 LP89891	4.03		0.15	0.15	3.73		0.28	Cash
								Not applicable - Good News Lutheran School
580 Tarneit Road, Lot 2 LP89891	4.08		0.16	0.15	3.77		0.00	Cash
570 Tarneit Road, Lot 3 LP89889	4.06		0.16	0.15	3.75		0.28	Cash
560 Tarneit Road, Lot 4 LP89889	4.03		0.15	0.15	3.73		0.28	Cash
550 Tarneit Road, Lot 1 PS604149	0.55			0.05	0.50		0.04	Cash
550 Tarneit Road, Lot 2 PS604149	3.55		0.11	0.17	3.27		0.25	Cash
Tarneit Road, Lot 1 PS539045	0.21			0.02	0.18		0.01	Cash
Tarneit Road, Lot 2 PS539045	1.04			0.23	0.81		0.06	Cash
Hogans Road, Lot 6 LP89888	4.04		2.69	0.24	1.11		0.08	Cash
Tarneit Road, Lot 7 LP89890	4.07		0.09	0.19	3.79		0.28	Cash
500 Hogans Road, Lot 8 LP89890	4.03			0.18	3.85		0.29	Cash
30 Wootten Road, Lot 9 LP90205	4.05		0.16		3.89		0.29	Cash
50 Wootten Road, Lot 10 LP90205	4.08		0.16		3.92		0.29	Cash
70 Wootten Road, Lot 11 LP90205	4.06		0.16		3.91	0.72	0.29	Land & Cash reimbursement
90 Wootten Road, Lot 12 LP90205	4.05		0.16		3.89	0.08	0.29	Land & Cash
85 Wootten Road, Lot 13 LP90205	5.62	1.05			4.58		0.34	Cash
65 Wootten Road, Lot 14 LP90205	4.95	0.79			4.16		0.00	Not applicable - Davis Creek Primary School
25 Wootten Road, Lot 15 LP90205	4.67	0.56			4.12	4.00	0.00	Not applicable - Sporting Oval
Hogans Road, Reserve No.1 PS547331	4.73	0.57		0.23	3.93	3.93	0.00	Not applicable - Sporting Oval
530 Tarneit Road, Lot 1 PS547331	0.62			0.07	0.55		0.04	Cash
<b>TOTAL</b>	<b>118.76</b>	<b>5.61</b>	<b>5.09</b>	<b>2.48</b>	<b>105.59</b>	<b>8.73</b>	<b>6.72</b>	

A 7.5% public open space contribution will be required from the gross developable area of each title. Figures contained in this table may be subject to adjustment when a permit for a plan of subdivision has been issued.

FIGURE 4 – 2003 WYNDHAM NORTH REVISED ROAD NETWORK





**TABLE 5- 2003 INTERIM DEVELOPMENT CONTRIBUTIONS – CONTRIBUTION CALCULATIONS FOR THE ARTERIAL ROAD NETWORK – NORTHERN GROWTH AREA**

2003 Review - Interim Development Contributions - Northern Growth Front						
Sayers Road	Works	Amount	Unit	Rate	Cost	subtotal
Road Construction						
Stage 1 - Palmers to Davis Rds	2 lane rural upgrade	83	100 L/Metre	\$142,846	\$11,856,218	
Stage 2 - Palmers to Tarnett Rds	2 lane rural to 4 lane urban from Derrimut to Davis Road	38	100 L/Metre	\$283,066	\$10,756,508	
Land Acquisition	From Palmers to Skeleton Creek. 20m X 2770m - south side	5.54	ha	\$150,000	\$831,000	
	From Skeleton Creek to Tarnett Rd. 20m X 3830m - north side	7.66	ha	\$150,000	\$1,149,000	
	From Tarnett Rd to Davis Rd 12m X 1700m - north side.	2.04	ha	\$150,000	\$306,000	
Brklges		1	number	\$948,200	\$948,200	
Signalisation	Major Intersection	3.5	number	\$584,565	\$2,045,978	
	Mid-block Intersection	6	number	\$379,280	\$2,275,680	\$30,168,584
<b>Leakes Road</b>	<b>Works</b>	<b>Amount</b>	<b>Unit</b>	<b>Rate</b>	<b>Cost</b>	
Road Construction	Greenfield to 2 lane rural	83	100 L/Metre	\$129,940	\$10,785,020	
Palmers to Davis Road	2 lane rural to 2 lane urban upgrade	83	100 L/Metre	\$74,373	\$6,172,959	
Brklges		1	number	\$948,200	\$948,200	
	Major Intersection	2.5	number	\$584,565	\$1,461,413	
Signalisation	Mid-block Intersection	2.5	number	\$379,280	\$948,200	\$20,315,792
<b>Tarnett Road</b>	<b>Works</b>	<b>Amount</b>	<b>Unit</b>	<b>Rate</b>	<b>Cost</b>	
Road Construction	2 lane rural to 4 lane urban	32	101 L/Metre	\$283,066	\$9,058,112	
Land Acquisition	Hogans Rd to Leakes Rd 12m X 3,200m - west side	3.84	ha	\$150,000	\$576,000	
	Major Intersection	0.25	number	\$584,565	\$146,141	
Signalisation	Mid-block Intersection	1.5	number	\$379,280	\$568,920	\$10,349,173
<b>Derrimut Road</b>	<b>Works</b>	<b>Amount</b>	<b>Unit</b>	<b>Rate</b>	<b>Cost</b>	
Road Construction	2 lane rural to 4 lane urban	16	100 L/Metre	\$283,066	\$4,529,056	
Land Acquisition	Sayers to Leakes Rds 20m X 1,600m - east side.	3.2	ha	\$150,000	\$480,000	
	Major Intersection	0	number	\$584,565	\$0	
	Mid-block Intersection	1	number	\$379,280	\$379,280	\$5,388,336
<b>Morris Road</b>	<b>Works</b>	<b>Amount</b>	<b>Unit</b>	<b>Rate</b>	<b>Cost</b>	
Road Construction	Greenfield to 4 lane urban	16	100 L/Metre	\$355,023	\$5,680,368	
Land Acquisition	Sayers Rd to Leakes Rd 32m X 1,600m	5.12	ha	\$150,000	\$768,000	
Brklges		1	number	\$948,200	\$948,200	\$7,396,568
<b>Palmers Road</b>	<b>Works</b>	<b>Amount</b>	<b>Unit</b>	<b>Rate</b>	<b>Cost</b>	
Land Acquisition	Sayers to Leakes Rds 30m X 1,600m - west side.	4.8	ha	\$150,000	\$720,000	
	Major Intersection	0	number	\$584,565	\$0	
	Mid-block Intersection	1	number	\$379,280	\$379,280	\$1,099,280
<b>Forsyth Road</b>	<b>Works</b>	<b>Amount</b>	<b>Unit</b>	<b>Rate</b>	<b>Cost</b>	
Road Construction					\$0	
Stage 1	2 lane rural rd upgrade	34	100 L/Metre	\$142,846	\$4,856,764	
Stage 2	2 lane rural to 4 lane urban	34	100 L/Metre	\$283,066	\$9,624,244	
Land Acquisition	Road extension to Leakes Road 32m X 3,400m	10.88	ha	\$150,000	\$1,632,000	
	Major Intersection	1	number	\$584,565	\$584,565	
Signalisation	Mid-block Intersection	1	number	\$379,280	\$379,280	\$17,076,853
<b>Hogans Road</b>	<b>Works</b>	<b>Amount</b>	<b>Unit</b>	<b>Rate</b>	<b>Cost</b>	
Road Construction	Greenfield to 2 lane rural (Tarnett Rd to Davis Creek)	9.5	100 L/Metre	\$123,209	\$1,170,486	
Land Acquisition	Tarnett Rd to Davis Creek 12 m X 950 m north side.	1.14	ha	\$150,000	\$171,000	
	Major Intersection	0	number	\$584,565	\$0	
	Mid-block Intersection	0.5	number	\$379,280	\$189,640	\$1,531,126
Net developable hectares taken from the Wyndham North Concept Plan.		1560	ha		Total	\$93,325,711
DEVELOPMENT CONTRIBUTION LEVY PER NET DEVELOPABLE HECTARE - 2003						\$59,824.17



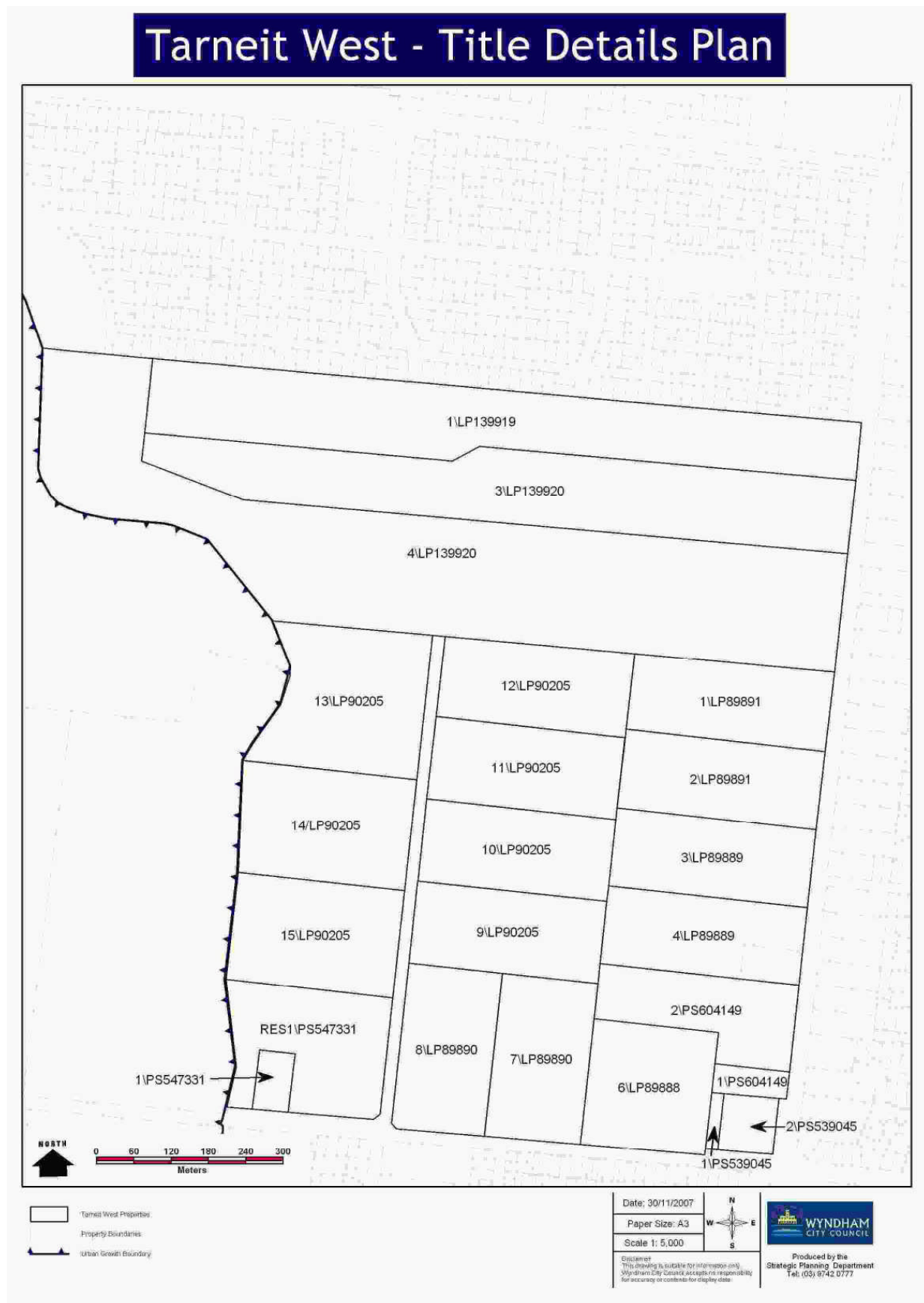


**TABLE 6- 2007 DEVELOPMENT CONTRIBUTION CALCULATIONS FOR THE ARTERIAL ROAD NETWORK – NORTHERN GROWTH AREA**

2007 Development Contributions - Northern Growth Front						
Sayers Road	Works	Amount	Unit	Rate	Cost	subtotal
Road Construction						
Stage 1 - Palmers to Davis Rds	2 lane rural upgrade	83	100 L/Metre	\$155,621	\$12,916,543	
Stage 2 - Derriumit to Davis	2 lane rural to 4 lane urban	38	100 L/Metre	\$308,381	\$11,718,478	
Land Acquisition	From Palmers to Skeleton Creek 20m X 2770m - south side	5.54	ha	\$500,000	\$2,770,000	
	From Skeleton Creek to Tarnett Rd. 20m X 3830m - north side	7.66	ha	\$500,000	\$3,830,000	
	From Tarnett Rd to Davis Rd 12m X 1700m - north side.	2.04	ha	\$500,000	\$1,020,000	
Bridges		1	number	\$1,033,000	\$1,033,000	
Signalisation	Major Intersection	3.5	number	\$636,845	\$2,228,958	
	Mid-block Intersection	6	number	\$413,200	\$2,479,200	\$37,996,179
Leakes Road	Works	Amount	Unit	Rate	Cost	
Road Construction						
	Greenfield to 2 lane rural	83	100 L/Metre	\$134,228	\$11,140,924	
	2 lane rural to 2 lane urban upgrade	83	100 L/Metre	\$81,024	\$6,724,992	
Bridges		1	number	\$1,033,000	\$1,033,000	
	Major Intersection	2.5	number	\$636,845	\$1,592,113	
Signalisation	Mid-block Intersection	2.5	number	\$413,200	\$1,033,000	\$21,524,029
Tarnett Road	Works	Amount	Unit	Rate	Cost	
Road Construction						
	2 lane rural to 4 lane urban	32	101 L/Metre	\$308,381	\$9,868,192	
Land Acquisition	Hogans Rd to Leakes Rd 12m X 3,200m - west side	3.84	ha	\$500,000	\$1,920,000	
	major intersection	0.25	number	\$636,845	\$159,211	
Signalisation	Mid-block Intersection	1.5	number	\$413,200	\$619,800	\$12,567,203
Derrium Road	Works	Amount	Unit	Rate	Cost	
Road Construction						
	2 lane rural to 4 lane urban	16	100 L/Metre	\$308,381	\$4,934,096	
Land Acquisition	Sayers to Leakes Rds 20m X 1,600m - east side.	3.2	ha	\$500,000	\$1,600,000	
	major intersection	0	number	\$636,845	\$0	
	Mid-block Intersection	1	number	\$413,200	\$413,200	\$6,947,296
Morris Road	Works	Amount	Unit	Rate	Cost	
Road Construction						
	Greenfield to 4 lane urban	16	100 L/Metre	\$386,774	\$6,188,384	
Land Acquisition	Sayers Rd to Leakes Rd 32m X 1,600m	5.12	ha	\$500,000	\$2,560,000	
Bridges		1	number	\$1,033,000	\$1,033,000	\$9,781,384
Palmers Road	Works	Amount	Unit	Rate	Cost	
Land Acquisition	Sayers to Leakes Rds 30m X 1,600m - west side.	4.8	ha	\$500,000	\$2,400,000	
	major intersection	0	number	\$636,845	\$0	
	Mid-block Intersection	1	number	\$413,200	\$413,200	\$2,813,200
Forsyth Road	Works	Amount	Unit	Rate	Cost	
Road Construction						
	Stage 1 2 lane rural rd upgrade	34	100 L/Metre	\$155,621	\$5,291,114	
	Stage 2 2 lane rural to 4 lane urban	34	100 L/Metre	\$308,381	\$10,484,954	
Land Acquisition	Road extension to Leakes Road 32m X 3,400m	10.88		\$500,000	\$5,440,000	
	major intersection	1	number	\$636,845	\$636,845	
Signalisation	Mid-block Intersection	1	number	\$413,200	\$413,200	\$22,266,113
Hogans Road	Works	Amount	Unit	Rate	Cost	
Road Construction						
	Greenfield to 2 lane rural (Tarnett Rd to Davis Creek)	9.5	100 L/Metre	\$134,228	\$1,275,166	
Land Acquisition	Tarnett Rd to Davis Creek 12m x 950 metres - north side.	1.14	ha	\$500,000	\$570,000	
	Major Intersection	0	number	\$636,845	\$0	
Signalisation	Mid-block Intersection	0.5	number	\$413,200	\$206,600	\$2,051,766
Net developable ha from Wyndham Nth Concept Plan		1560	ha		Total	\$115,947,169
DEVELOPMENT CONTRIBUTION LEVY PER NET DEVELOPABLE HECTARE						\$74,325.11



FIGURE 5 – TITLE DETAILS FOR PROPERTIES IN TARNEIT WEST





**TABLE 7 - WOOTTEN ROAD LEVY**

**WOOTTEN ROAD  
MIXED AREA & FRONTAGE LEVY  
EXISTING LENGTH (788.05 m)**

LAND DETAILS								LEVY		
Land Description	Title Details	Frontage (Lm)	Land Area (ha)	Encumbered Land (ha)	POS (ha)	Net Developable Area (ha)	Construction Costs (\$)	FRONTAGE Component (\$)	AREA Component (\$)	TOTAL LEVY (\$)
Public OS	Reserve No. 1, PS547331	195.20	4.48	0.57		3.91	136,665	96,571	36,683	133,254
Public OS	Lot 15, LP90205	173.50	4.67	0.56		4.11	121,473	85,835	38,559	124,395
Primary School	Lot 14, LP90205	179.80	4.95	0.79		4.16	n/a	n/a	n/a	n/a
Private Land	Lot 13, LP90205	233.40	5.62	1.05		4.57	163,410	115,470	42,875	158,345
Private Land	Lot 8, LP89890	266.00	4.03	0.18		3.85	186,235	131,598	36,120	167,718
Private Land	Lot 9, LP90205	132.20	4.05	0.33		3.72	92,557	65,403	34,900	100,304
Private Land	Lot 10, LP90205	133.80	4.08	0.33		3.75	93,677	66,195	35,182	101,377
Private Land	Lot 11, LP90205	133.00	4.06	0.32	0.72	3.02	93,117	65,799	28,333	94,132
Private Land	Lot 12, LP90205	129.20	4.05	0.33	0.08	3.64	90,457	63,919	34,150	98,069
		1576.10								
Total		788.05	39.99	4.46	0.80	34.73	977,592	690,789	286,803	977,592
Participating in Scheme		698.15				30.57				

**CONSTRUCTION COSTS**

Collector Road Cost (\$/Lm):	<b>\$1,240.52</b>
Access Road Cost (\$/Lm):	<b>\$876.58</b>

**LEVY APPORTIONMENT**

<b>FRONTAGE (Access Rd profile):</b>	<b>70.7%</b>	<b>\$690,788.87</b>	<b>FRONTAGE:</b>	<b>\$989.46 (\$/Lm)</b>
<b>AREA (Collector Rd profile less Access Rd profile):</b>	<b>29.3%</b>	<b>\$286,802.92</b>	<b>AREA:</b>	<b>\$9,381.84 (\$/ha)</b>

**LEVY RATE**

**WOOTTEN ROAD**

<b>Total Cost:</b>	<b>\$977,591.79</b>
<b>Construction Rate excluding PS (\$/Lm):</b>	<b>\$1,400.26</b>

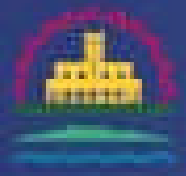
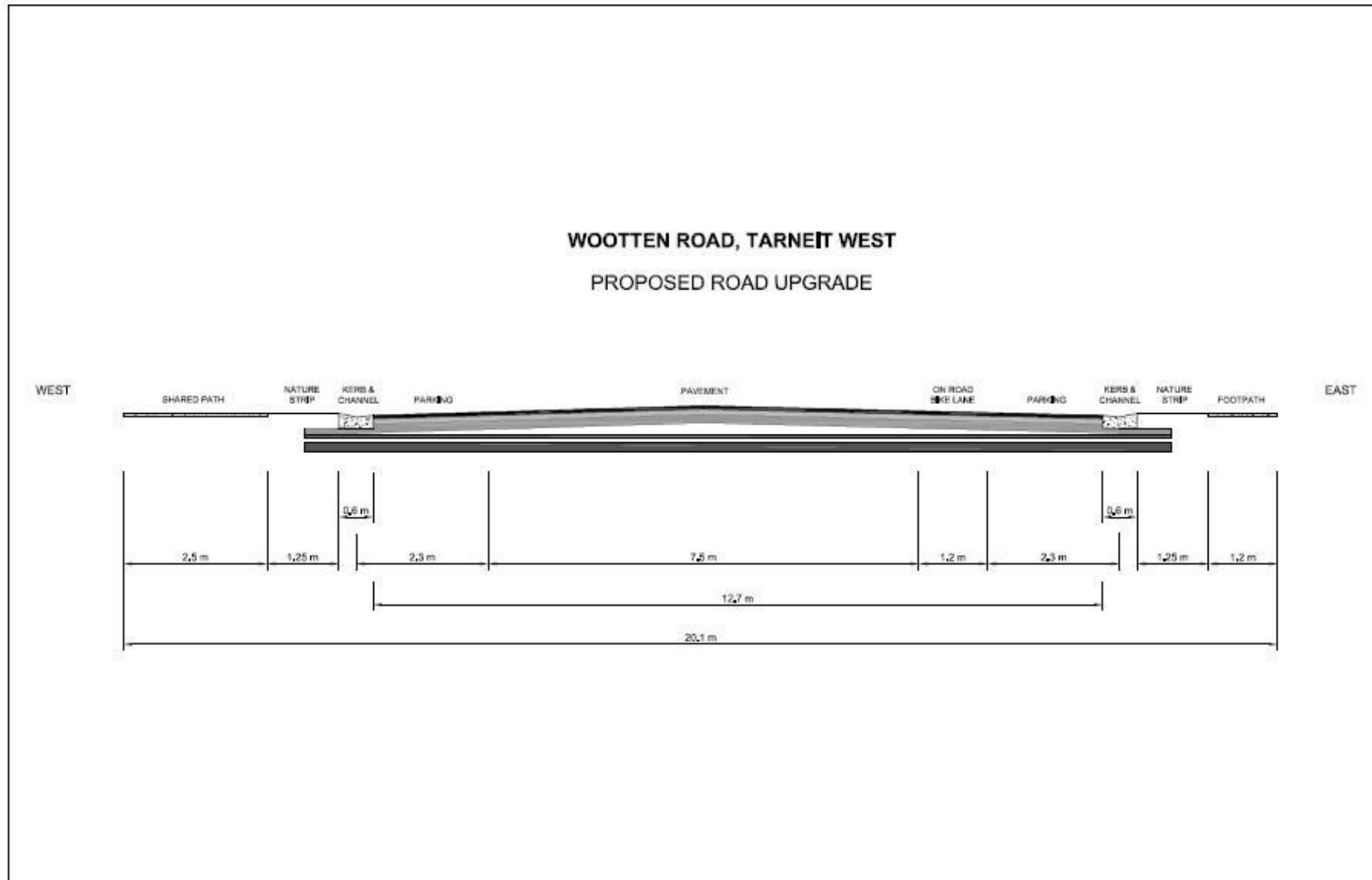
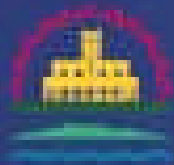


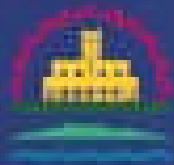
FIGURE 6 – WOOTTEN ROAD – INDICATIVE CROSS SECTION





## APPENDIX A – WOOTTEN ROAD (COLLECTOR ROAD) COST ESTIMATE FOR RECONSTRUCTION

<b><u>Collector Road Wootten Road</u></b>	Rate quoted around April 07		
	<b>rate(\$)</b>		<b>Lm(\$)/12.7m width</b>
<b>Pavement:</b>	<b>(Clearwater Stage 41)</b>		
40mm compacted depth of 14mm Type N Asphalt	\$12.50/sqm	\$	158.75
10mm compacted depth of SAMI treatment	\$5.70/sqm	\$	72.39
Prime	\$1.70/sqm	\$	21.59
155mm compacted depth of 20mm Class 2 CR	\$10.41/sqm	\$	132.21
100mm compacted depth of 20mm Class 3 CR	\$6.23/sqm	\$	94.07
280mm compacted depth of 40mm NDCR	\$9.96/sqm	\$	158.36
Nature strip	LS		\$20
Total		\$	657.37
<b>AG drain:</b>			
100mm class 400 AG	\$10.23/Lm	\$	10.23
Street Trees		\$	20.00
<b>Drainage:</b>			
Class 2 pipe - Class 3 crushed rock backfill ( note road drain only)	\$85.85/Lm	\$	85.85
Grated Pit (900x600) include concrete surround & cover per 50m	\$1560.19/pit	\$	31.20
<b>Kerb &amp; Channel:</b>			
WSM2	\$27.36/Lm	\$	54.72
<b>Footpath:</b>			
100mm depth F52 mesh 1.2m wide	\$34.21/Lm	\$	34.21
Shared Path	\$50.00/Lm	\$	50.00
<b>Public Lighting:</b>	L/S	\$	35.00
<b>Contingency (5%):</b>		\$	47.93
<b>Design Fee (7.5%):</b>		\$	76.99
<b>Plan checking &amp; supervision (3.25%):</b>		\$	33.36
<b>Linemarking &amp; Signage:</b>	LS	\$	12.34
<b>Earthworks:</b>	LS	\$	91.31
<b>TOTAL per Lm:</b>		\$	1,240.52



## APPENDIX B – ACCESS ROAD COST ESTIMATE FOR RECONSTRUCTION

<b><u>Access Street</u></b>	Rate quoted around April 07	
	<b>rate(\$)</b>	<b>Lm(\$)/7m width</b>
<b>Pavement:</b>	<b>(Clearwater 41)</b>	
30mm compacted depth of 10mm Type N Asphalt (with Prime)	\$10.40/sqm	\$ 66.56
10mm compacted depth of SAMI treatment	\$5.70/sqm	\$ 36.48
Prime	\$1.70/sqm	\$ 10.88
160mm compacted depth of 20mm Class 2 CR	\$10.75/sqm	\$ 68.80
75mm compacted depth of 20mm Class 3 CR	\$5.30/sqm	\$ 46.64
265mm compacted depth of 40mm Class 4 CR	\$8.9/sqm	\$ 85.44
<b>Total</b>		<b>\$ 314.80</b>
<b>AG drain:</b>		
100mm class 400 AG	\$10.23/Lm	\$ 20.46
<b>Drainage:</b>		
Class 2 pipe - Class 3 crushed rock backfill	\$85.85/Lm	\$ 85.85
Grated Pit (900x600) include concrete surround & cover per 50m	\$1560.19/pit	\$ 31.20
<b>Kerb &amp; Channel:</b>		
WSM2	\$27.36/Lm	\$ 54.72
<b>Footpath:</b>		
100mm depth F52 mesh 1.2m wide	\$34.21/Lm	\$ 68.42
<b>Public Lighting:</b>		\$ 70.00
<b>Contingency (5%):</b>		\$ 32.27
<b>Design Fee (7%):</b>		\$ 50.83
<b>Plan checking &amp; supervision (3.25%):</b>		\$ 22.03
<b>Linemarking &amp; Signage:</b>		\$ 15.00
<b>Earthworks:</b>		\$ 111.00
<b>TOTAL per Lm:</b>		<b>\$ 876.58</b>
* Does not include roundabout, softspots, conduits & grass nature strip		

## APPENDIX C – TARNEIT WEST LAND BUDGET

### Tarneit West Land Budget

Title Details	Land Area (ha)	Land Subject to Inundation (ha)	Melbourne Water Drainage (50m wide)	Road Widening, Tarneit & Hogans (12m widening)	GROSS DEVELOPABLE AREA (ha)	POS	Sporting Ovals	School	NET DEVELOPABLE AREA (ha)	Retail
660 Tarneit Road, Lot 1 LP139919	12.14		0.20	0.11	11.83				11.83	
Tarneit Road, Lot 3 LP139920	12.00		0.25	0.14	11.60				11.60	
Tarneit Road, Lot 4 LP139920	24.10	2.64	0.50	0.23	20.72	2.15			18.57	
Tarneit Road, Lot 1 LP89891	4.03		0.15	0.15	3.73				3.73	
580 Tarneit Road, Lot 2 LP89891	4.08		0.16	0.15	3.77			3.77	0.00	
570 Tarneit Road, Lot 3 LP89889	4.06		0.16	0.15	3.75				3.75	
560 Tarneit Road, Lot 4 LP89889	4.03		0.15	0.15	3.73				3.73	
550 Tarneit Road, Lot 1 PS604149	0.55			0.05	0.50				0.50	0.50
550 Tarneit Road, Lot 2 PS604149	3.55		0.11	0.17	3.27				3.27	
Tarneit Road, Lot 1 PS539045	0.21			0.02	0.18				0.18	0.18
Tarneit Road, Lot 2 PS539045	1.04			0.23	0.81				0.81	0.81
Hogans Road, Lot 6 LP89888	4.04		2.69	0.24	1.11				1.11	
Tarneit Road, Lot 7 LP89890	4.07		0.09	0.19	3.79				3.79	
500 Hogans Road, Lot 8 LP89890	4.03			0.18	3.85				3.85	
30 Wootten Road, Lot 9 LP90205	4.05		0.16		3.89				3.89	
50 Wootten Road, Lot 10 LP90205	4.08		0.16		3.92				3.92	
70 Wootten Road, Lot 11 LP90205	4.06		0.16		3.91	0.72			3.19	
90 Wootten Road, Lot 12 LP90205	4.05		0.16		3.89	0.08			3.81	
85 Wootten Road, Lot 13 LP90205	5.62	1.05			4.58	0.70			3.88	
65 Wootten Road, Lot 14 LP90205	4.95	0.79			4.16			3.80	0.36	
25 Wootten Road, Lot 15 LP90205	4.67	0.56			4.12		4.00		0.12	
Hogans Road, Reserve No.1 PS547331	4.73	0.57		0.23	3.93		3.93		0.00	
530 Tarneit Road, Lot 1 PS547331	0.62			0.07	0.55				0.55	
	<b>118.76</b>	<b>5.61</b>	<b>5.09</b>	<b>2.48</b>	<b>105.59</b>	<b>3.65</b>	<b>7.93</b>	<b>7.57</b>	<b>86.44</b>	<b>1.49</b>

Figures contained in this table are based on estimates from Subdivision Plans and GIS analyses; They may be subject to adjustment when a permit for a plan of subdivision has been issued.