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# LOCKERBIE NORTH DEVELOPMENT CONTRIBUTIONS PLAN

MARCH 2012 (Amended December 2023)

POTE



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Amended by GC75

Amended by VC249

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Inserted by GC75

Version	Date	Incorporated into the planning scheme by amendment	Description of changes
1	June 2012	C82 - Mitchell C162 - Whittlesea	N/A
2	August 2017	GC75	Incorporated changes associated with Community Infrastructure Levy (CIL) increase.
3	December 2023	VC249	Incorporate changes associated with small second dwelling exemption

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# INTRODUCTION

## Purpose

The Lockerbie North Development Contributions Plan (Development Contributions Plan) has been prepared by the Growth Areas Authority with the assistance of Mitchell Shire Council and Whittlesea City Council, Government agencies, service authorities and major stakeholders.

The Development Contributions Plan:

- Outlines projects required to ensure that future residents, visitors and workers within the Lockerbie North area can be provided with timely access to services and transport necessary to support a quality, affordable lifestyle.
- Details requirements that must be met by future land use and development and provides developers, investors and local communities with certainty about development contribution requirements and how they will be administered; and
- Establishes a framework for development proponents to contribute a fair proportion towards the cost of works, services and facilities for the new community at Lockerbie North. It ensures the cost of providing new infrastructure and services is shared equitably between various development proponents and the wider community. Fairness requires costs to be apportioned according to the projected share of use of the required works, services and facilities items.

## Report Structure

The Development Contributions Plan document comprises four parts.

### PART 1

Part 1 explains the strategic basis for the Development Contributions Plan, which includes information about the Lockerbie North Precinct Structure Plan and justification for the various infrastructure projects included in the Development Contributions Plan.



### PART 2

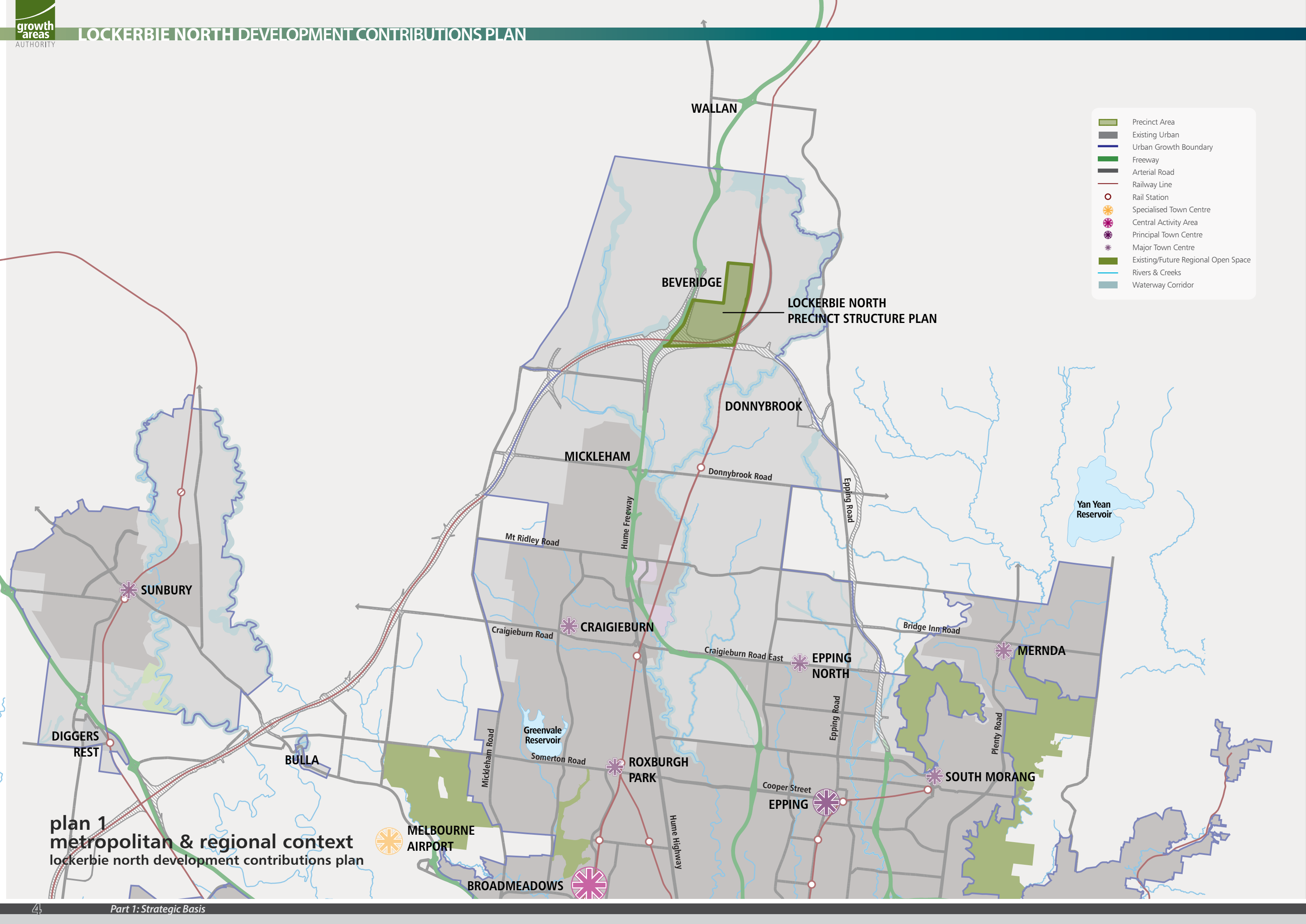
Part 2 sets out how the development contributions are calculated and costs apportioned.



### PART 3

Part 3 focuses on administration and implementation of the Development Contributions Plan.

- Precinct Area
- Existing Urban
- Urban Growth Boundary
- Freeway
- Arterial Road
- Railway Line
- Rail Station
- Specialised Town Centre
- Central Activity Area
- Principal Town Centre
- Major Town Centre
- Existing/Future Regional Open Space
- Rivers & Creeks
- Waterway Corridor



plan 1 metropolitan & regional context  
lockerbie north development contributions plan



## 1.0 STRATEGIC BASIS

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The strategic basis for this Development Contributions Plan is established by the State and Local Planning Policy Framework of the Mitchell and Whittlesea Planning Schemes. Key documents are Melbourne @ 5 Million, the 2011 Growth Corridor Plans (Draft), the Municipal Strategic Statement and the Lockerbie North Precinct Structure Plan (and supporting documents). These documents set out a broad, long term vision for the sustainable development of the Development Contributions Plan area.

The 2011 Growth Corridor Plans (Draft) will be incorporated into the Victoria Planning Provisions and 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 including the regional open space network, the location of public transport networks, freeways and arterial roads.

The Lockerbie North Precinct Structure Plan has been developed following a comprehensive planning process and provides a greater level of detail to guide the development of the Development Contributions Plan area.


























### 1.1 PLANNING AND ENVIRONMENT ACT 1987

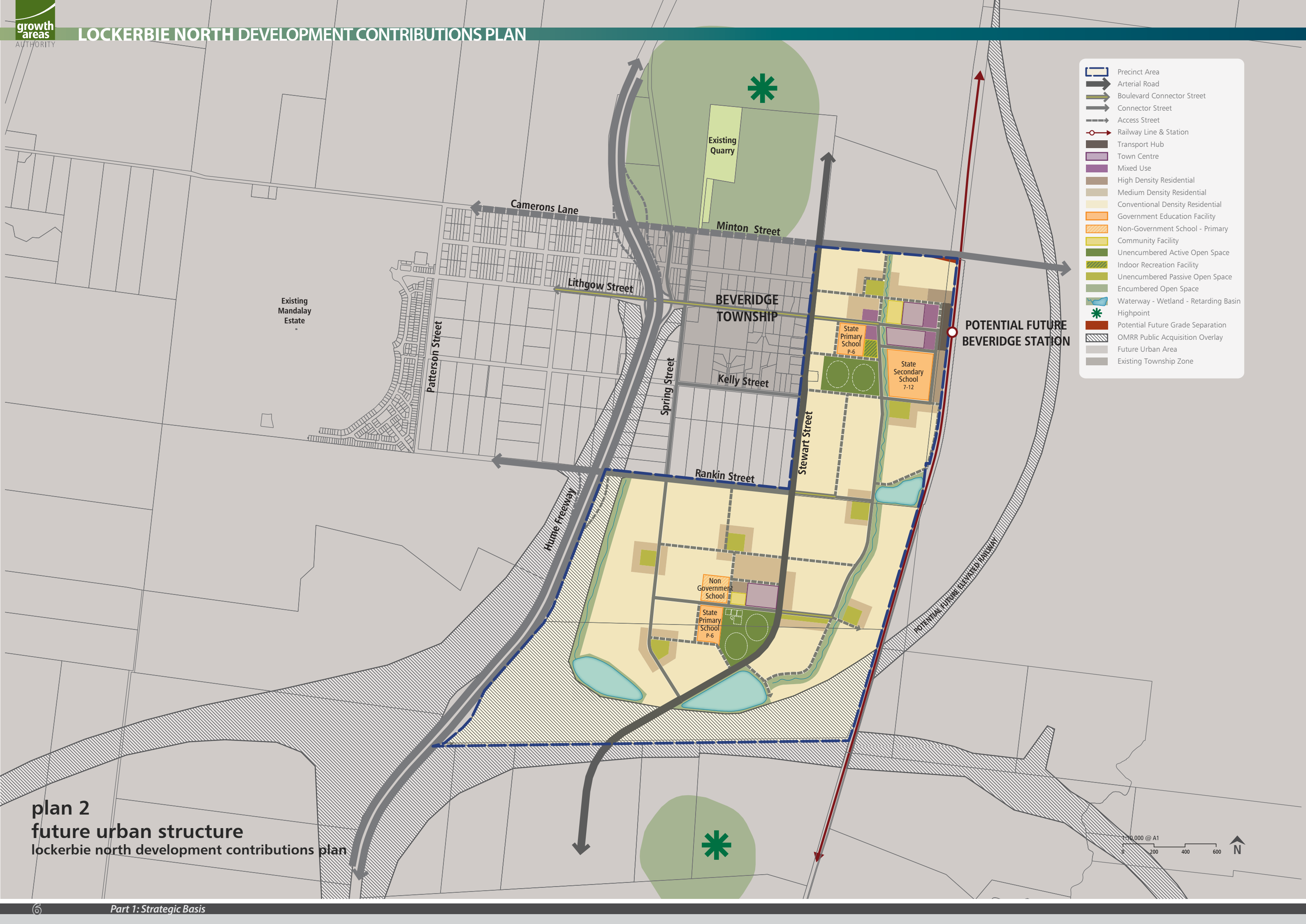
This Development Contributions Plan has been prepared in accordance with Part 3B of the Planning and Environment Act 1987 (Act) and has been developed in line with the State and Local Planning Policy Framework of the Mitchell and Whittlesea Planning Schemes as well as Victorian Government Guidelines for the preparation of Development Contributions Plans.

The Development Contributions Plan provides for the charging of a 'development infrastructure levy' pursuant to section 46J(a) of the Act towards works, services or facilities. It also provides for the charging of a 'community infrastructure levy' pursuant to section 46J(b) of the Act as some items are classified as community infrastructure under the Act.

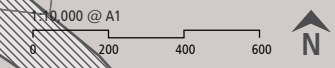
This Development Contributions Plan forms part of the Mitchell & Whittlesea Planning Schemes pursuant to section 46I of the Act and is an incorporated document under Clause 81 of each of these Planning Schemes.

The Development Contributions Plan is implemented in the Mitchell Planning Scheme through Schedule 2 and Whittlesea Planning Scheme through Schedule 12 to the Development Contribution Plan Overlay which applies to the area shown in Plan 3.

-  Precinct Area
-  Arterial Road
-  Boulevard Connector Street
-  Connector Street
-  Access Street
-  Railway Line & Station
-  Transport Hub
-  Town Centre
-  Mixed Use
-  High Density Residential
-  Medium Density Residential
-  Conventional Density Residential
-  Government Education Facility
-  Non-Government School - Primary
-  Community Facility
-  Unencumbered Active Open Space
-  Indoor Recreation Facility
-  Unencumbered Passive Open Space
-  Encumbered Open Space
-  Waterway - Wetland - Retarding Basin
-  Highpoint
-  Potential Future Grade Separation
-  OMRR Public Acquisition Overlay
-  Future Urban Area
-  Existing Township Zone



plan 2  
future urban structure  
lockerbie north development contributions plan





## 1.2 PRECINCT STRUCTURE PLAN

The Lockerbie North Precinct Structure Plan is located to the east of the existing Beveridge Township and applies to parts of each of the Mitchell and Whittlesea municipal areas.

The Lockerbie North Precinct Structure Plan area is expected to:

- Grow by up to 12,400 people, accommodated in approximately 4,400 households; and
- Generate up to 1,100 jobs

The Lockerbie North Precinct Structure Plan establishes the future urban structure of the new community which includes a range of networks including transport, open space and active recreation, social infrastructure, activity centres, residential neighbourhoods and places for local employment (Refer Plan 2).

The need for the infrastructure has been determined according to the anticipated development scenario for Lockerbie North as described in the Lockerbie North Precinct Structure Plan. The Development Contributions Plan has a strong relationship to the Lockerbie North Precinct Structure Plan, as the Lockerbie North Precinct Structure Plan provides the rationale and justification for infrastructure items that have been included within the Development Contributions Plan.

Accordingly, the Development Contributions Plan 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.

- Precinct Area
- Precinct Area within Mitchell
- Precinct Area within Whittlesea
- Existing Road
- Railway Line
- OMRTC Public Acquisition Overlay
- Future Urban Area
- Existing Township Zone



precinct area  
lockerbie north precinct structure plan

### 1.3 THE AREA TO WHICH THE DEVELOPMENT CONTRIBUTIONS PLAN APPLIES

The Lockerbie North Development Contributions Plan applies to land shown in Plan 3.

The Lockerbie North Precinct Structure Plan applies to approximately 515 hectares of land as shown in Plans 2 and 3. The Development Contributions Plan area covers the same area as the Lockerbie Precinct Structure Plan and consists of one common Main Catchment Area (MCA). The MCA defines the main catchment areas for the various infrastructure projects required with the Lockerbie North Precinct Structure Plan. 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 Lockerbie North Precinct Structure Plan, an existing local development contributions plan, an agreement under section 173 of the Act or as a condition on an existing planning permit.

### 1.4 INFRASTRUCTURE PROJECT JUSTIFICATION

#### 1.4.1 INTRODUCTION

The need for infrastructure has been determined according to the anticipated development scenario for Lockerbie North as described in the Lockerbie North Precinct Structure Plan and its supporting documents.

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 Development Contributions Plan area.

Before inclusion in this Development Contributions Plan, all items have been assessed to ensure they have a relationship or nexus to proposed development in the Lockerbie North Precinct Structure Plan area. The cost apportionment methodology adopted in this Development Contributions Plan relies on the nexus principle. A new development is deemed to have a nexus with an item if it is expected to make use of that item. A summary of how each item relates to projected growth area development is set out below and individual item use catchments are identified in Table 4.

The items that have been included in this Development Contributions Plan 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 strategic aspirations as expressed in the Lockerbie North Precinct Structure Plan;
- They are not projects for which the State Government is responsible (this is a requirement of Section 461A of the Act where the land included within the Development Contributions Plan is also Growth Area Infrastructure Charge); and
- They are not recurrent items.

#### 1.4.2 ITEMS NOT INCLUDED IN THE DEVELOPMENT CONTRIBUTIONS PLAN

The items listed below are not included in the Development Contributions Plan, as they are not considered to be higher order items. These items must be provided by developers as a matter of course and or pursuant to agreements with servicing agencies:

- All internal streets and connector streets, and associated traffic management measures. This includes streets on the edge of the Lockerbie North Precinct Structure Plan;
- Intersections connecting the development to the existing road network, except where specified in the development contribution plan projects;
- Flood mitigation works;
- Local drainage systems;
- Water, sewerage, underground power, gas, telecommunications services;
- Local pathways and connections to the regional and/or district pathway network;
- Basic levelling, water tapping and landscaping of open space;
- Passive public open space reserve masterplans and any agreed associated works required by the PSP;
- Council's plan checking and supervision costs; and
- Bus stops.

Table 3 – "Infrastructure Project Justification" provides an explanation of all projects in the Development Contributions Plan, which are described below.

-  Precinct Area
-  DCP Project Reference Number
-  Road Project
-  Signalised Intersection
-  Roundabout
-  Railway Line & Station
-  Future Urban Area
-  Existing Urban Area



plan 4  
transport infrastructure projects  
lockerbie north development contributions plan

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## 1.5 INFRASTRUCTURE PROJECTS

### 1.5.1 TRANSPORT

The key transport related projects in the Development Contributions Plan are based on the transport network depicted on Plan 4 which is based on the GTA Traffic Modelling, March 2012.

The transport projects comprise of two categories:

- road construction; and
- construction of major controlled intersections.

The road and intersection projects funded by the Development Contributions Plan include:

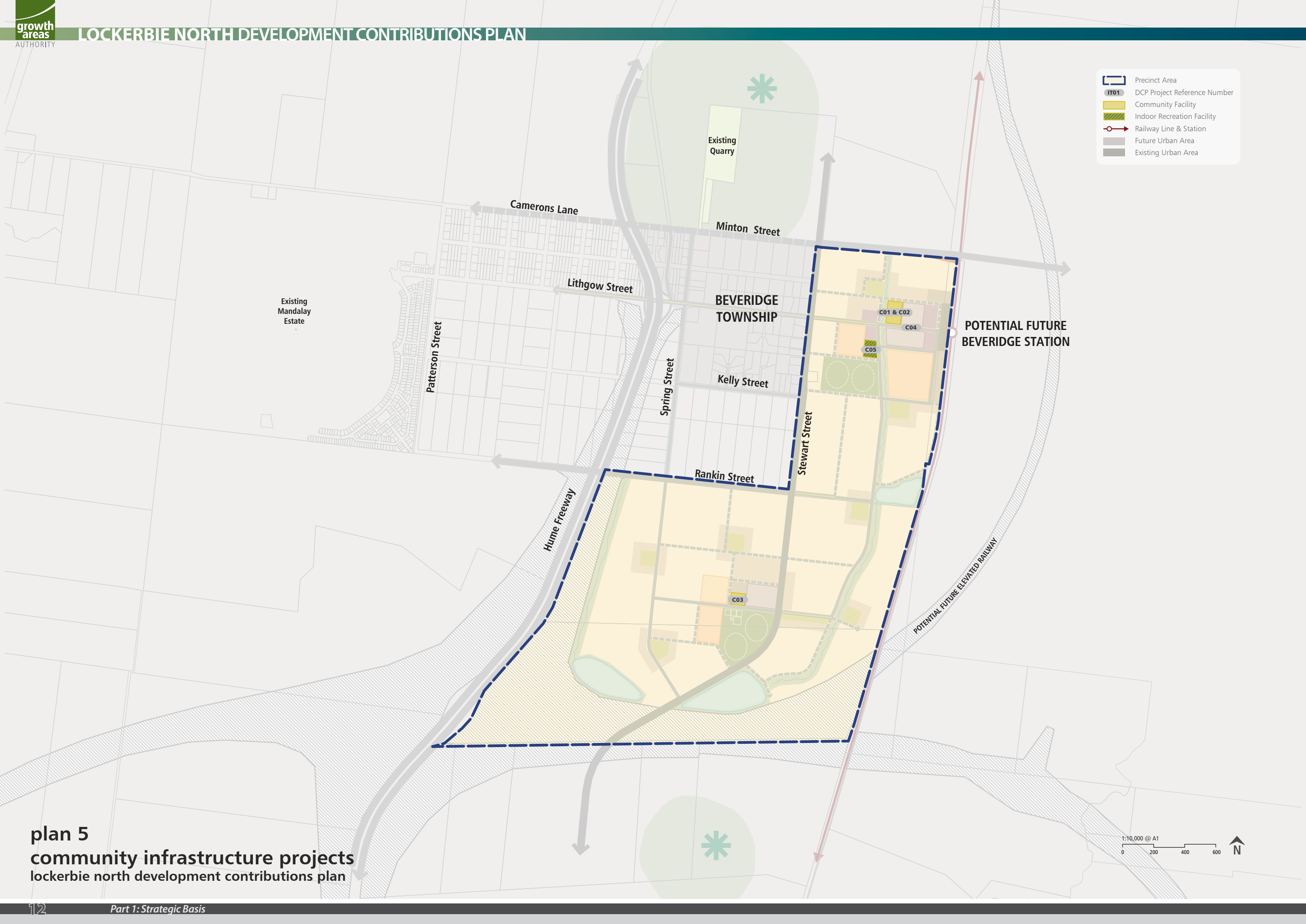
**Table 1: TRANSPORT PROJECTS**

DCP PROJECT NUMBER	DESCRIPTION	TOTAL PROJECT COST \$2012
RD01	North-South Secondary Arterial (Stewart Street) between Minton Street & Rankin Street. Road widening for ultimate and construction of the first carriageway. (1.108km excluding Intersections)	\$ 3,389,858
RD02	North-South Secondary Arterial (Stewart Street extension) between Rankin Street & Spring Street excluding Intersections)	\$ 4,894,697
RD03	North-South Primary Arterial (Stewart Street extension) between Rankin Street & Donovans Lane. Land acquisition for ultimate and construction of the first carriageway. (460m Excluding Intersections)	\$ 2,286,518
RD04	Rankin Street - East-West Secondary Arterial between Hume Freeway & Stewart Street. Construction of the first carriageway. (1261m Excluding Intersections)	\$ 3,680,886
RD05	Lithgow Street Upgrade - East-West Boulevard Connector (Existing Township) between Hume Freeway & Stewart Street. Upgrade of existing carriageway to an urban standard based on the Lithgow Street (Existing Township) Boulevard Connector cross section. (969m Excluding Intersections)	\$ 4,161,405
IT01	Intersection 1. Land acquisition for ultimate intersection of Stewart Street (North-South Arterial) and Minton Street (East-West Arterial)	\$ 86,000
IT02*	Intersection 2. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of Stewart Street (North-South Arterial) and Lithgow Street (near the northern Local Town Centre)	\$ 4,030,412
IT03	Intersection 3. Land acquisition for ultimate and construction of an interim roundabout at the intersection of Rankin Street (East-West Arterial) and Spring Street	\$ 473,469
IT04	Intersection 4. Land acquisition for ultimate and construction of an interim roundabout at the intersection of Stewart Street (North-South Arterial) and Rankin Street (East-West Arterial)	\$ 489,789
IT05*	Intersection 5. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of the North- South Arterial (Stewart Street extension) and the East-West Connector Street near the Southern Local Town Centre	\$ 2,854,799
IT06*	Intersection 6. Construction of an interim signalised intersection at the intersection of the North-South Arterial (Stewart Street extension) and Spring Street extension.	\$ 1,661,188
IT07	Intersection 7. Construction of a roundabout at the intersection of Lithgow Street and the western On/Off Hume Freeway ramps	\$ 1,225,172
IT08	Intersection 8. Construction of pedestrian signals at the intersection of Stewart Street (North-South Arterial) north of Kelly Street	\$ 203,680
<b>TOTAL</b>		<b>\$ 29,437,873</b>

**\*Please Note:** while not required on a capacity basis, VicRoads may require an auxiliary through lane for operational reasons. In such circumstances, the intersection must include an auxiliary through lane with minimum intersection stand up length, and short tapers to improve the delineation and conspicuity of the continuing through lane.



- Precinct Area
- DCP Project Reference Number
- Community Facility
- Indoor Recreation Facility
- Railway Line & Station
- Future Urban Area
- Existing Urban Area



plan 5  
community infrastructure projects  
lockerbie north development contributions plan

## 1.5.2 COMMUNITY FACILITIES

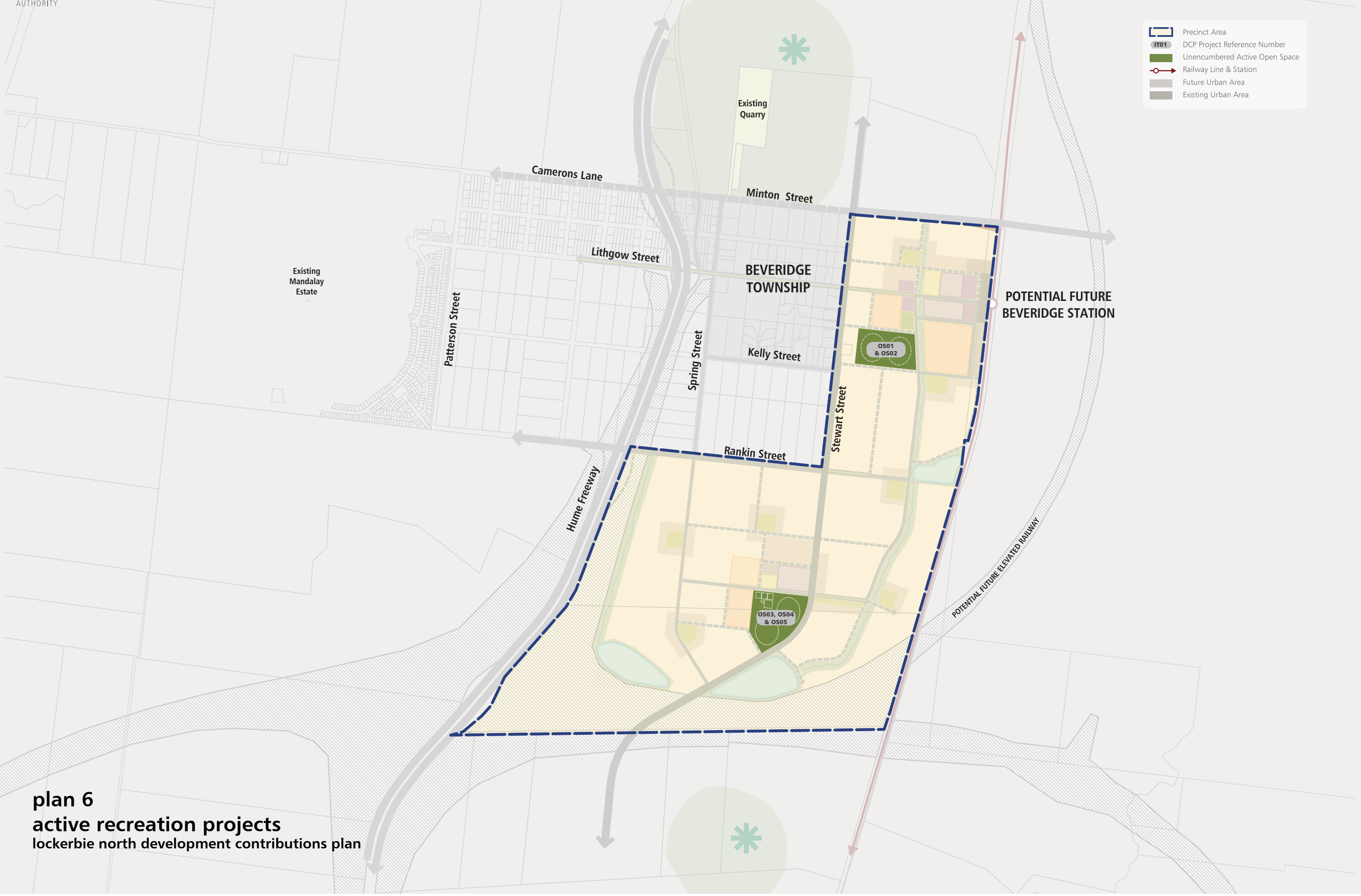
The needs analysis undertaken by ASR Research and Mitchell Shire Council determined the requirement for a range of community facilities which are illustrated on Plan 5.

The community and indoor facility projects funded by the Development Contributions Plan include:

**Table 2:** COMMUNITY FACILITIES PROJECTS

DCP PROJECT NUMBER	DESCRIPTION	TOTAL PROJECT COST \$2012
C01	Land for Northern Level 3 Community Centre. Land acquisition of 0.75 hectares for Level 3 Community Centre.	\$ 1,287,500
C02	Land & Construction of Northern Level 2 Community Centre. Land & Construction of Level 2 multipurpose community facility (1500m <sup>2</sup> building) including maternal and child health facility, pre-school, consulting suites and multi-purpose space and associated facilities including car parking and landscape works.	\$ 7,828,500
C03	Land & Construction of Southern Level 1 Community Centre. Land & Construction of Level 1 early years community facility (750m <sup>2</sup> ) including maternal and child health facility, pre-school, consulting suites and multi-purpose space and associated facilities including car parking and landscape works.	\$ 5,472,000
C04	Town Square. Land for the development of a town square within the Lockerbie North Northern Local Town Centre (0.5ha)	\$ 1,125,000
C05	Indoor Sports Centre. Land acquisition for Indoor recreation precinct adjoining the northern active playing fields. (1.0ha)	\$ 1,725,000
<b>TOTAL</b>		<b>\$ 17,438,000</b>

- Precinct Area
- DCP Project Reference Number
- Unencumbered Active Open Space
- Railway Line & Station
- Future Urban Area
- Existing Urban Area



plan 6  
active recreation projects  
lockerbie north development contributions plan

### 1.5.3 ACTIVE RECREATION

The analysis undertaken by ASR Research and Mitchell Shire Council determined a number of facilities required to be built on the various active open space areas to meet the needs of the future community, illustrated on Plan 6.

The active recreation projects funded by the Development Contributions Plan include:

**Table 3:** ACTIVE RECREATION PROJECTS

DCP PROJECT NUMBER	DESCRIPTION	TOTAL PROJECT COST \$2012
OS01	Northern Active Playing Fields. Land and construction of 2 football/cricket ovals, cricket nets, including lighting, drainage and associated car parking and landscape works. (8ha)	\$ 16,908,000
OS02	Northern Active Playing Fields Pavilion. Construction of a sports pavilion to serve playing fields.	\$ 1,415,000
OS03	Southern Active Playing Fields. Land and construction of 2 football/cricket ovals, cricket nets, 2 netball courts, 6 tennis courts including lighting, drainage and associated car parking and landscape works. (9.5ha)	\$ 21,988,000
OS04	Southern Active Playing Fields Pavilion. Construction of a sports pavilion to serve playing fields.	\$ 1,415,000
OS05	Southern Tennis & Netball Pavilion. Construction of a sports pavilion to serve tennis courts and netball courts.	\$ 1,074,000
OS06	District Active Open Space. Land acquisition of 30ha of district open space to service broader community.	\$ 6,000,000
<b>TOTAL</b>		<b>\$ 48,800,000</b>

## 1.6 PROJECT TIMING

Each item in the Development Contributions Plan has an assumed indicative provision trigger specified in Table 3. The timing of the provision of the items in this Development Contributions Plan is consistent with information available at the time that the Development Contributions Plan was prepared. The Development Agencies for each item of infrastructure will monitor and assess the required timing for individual items and may seek an amendment to the Development Contributions Plan to adjust indicative provision triggers as part of the 5 year review.

While indicative provision triggers are estimated these do not preclude the early provision of certain infrastructure to be constructed/provided by development proponents as works or land in-kind, if agreed to by the relevant Collecting Agency.

## 1.7 DISTINCTION BETWEEN COMMUNITY AND DEVELOPMENT INFRASTRUCTURE

In accordance with the Act and the Ministerial Direction May 2004 on Development Contributions, the Development Contributions Plan makes a distinction between “development” and “community” infrastructure. The timing of payment of contributions is linked to the type of infrastructure in question.

For community infrastructure, community infrastructure contributions are to be made by the home-buyer at the time of building approval. Contributions relating to community infrastructure will be charged at a “per-dwelling” rate. The Act stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$1,150 per dwelling.

Amended  
by GC75

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by GC75

### 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.

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by GC75

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

The following infrastructure projects have been classified as community infrastructure:

**Table 4: COMMUNITY INFRASTRUCTURE PROJECTS**

DCP PROJECT NUMBER	DESCRIPTION	TOTAL PROJECT COST \$2012
OS02	Northern Active Playing Fields Pavilion. Construction of a sports pavilion to serve playing fields.	\$ 1,415,000
OS04	Southern Active Playing Fields Pavilion. Construction of a sports pavilion to serve playing fields.	\$ 1,415,000
OS05	Southern Tennis & Netball Pavilion. Construction of a sports pavilion to serve tennis courts and netball courts.	\$ 1,074,000
<b>TOTAL</b>		<b>\$ 3,904,000</b>

All other infrastructure projects are considered to be in the development infrastructure category. 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 of works.



## 2.0 CALCULATION OF CONTRIBUTIONS

Part 1 sets out the strategic basis for this Development Contributions Plan and identifies infrastructure items to be included in the Development Contributions Plan. Part 2 focuses on the calculation of contributions and apportionment of costs.

The general cost apportionment method includes the following steps: -

- Calculation of the net developable area and demand units (refer Tables 1 & 2);
- Calculation of project costs (refer Table 3);
- Identification and allowance for external use (refer Table 4);
- Cost apportionment and catchments (refer Table 4);
- Identification of development types required to pay the levy (Refer to Table 4);
- Summary of costs payable by development type for each infrastructure category (refer Table 5); and
- Finally, a charge per net developable hectare by development type (refer Table 6).

### 2.1 CALCULATION OF NET DEVELOPABLE AREA AND DEMAND UNITS

#### 2.1.1 INTRODUCTION

The following section sets out how Net Developable Area is calculated by, providing a detailed land budget for every property within the Lockerbie North Precinct Structure Plan.

#### 2.1.2 NET DEVELOPABLE AREA






















In this Development Contributions Plan, all development infrastructure contributions are payable on the Net Developable Area (NDA) on any given development site.

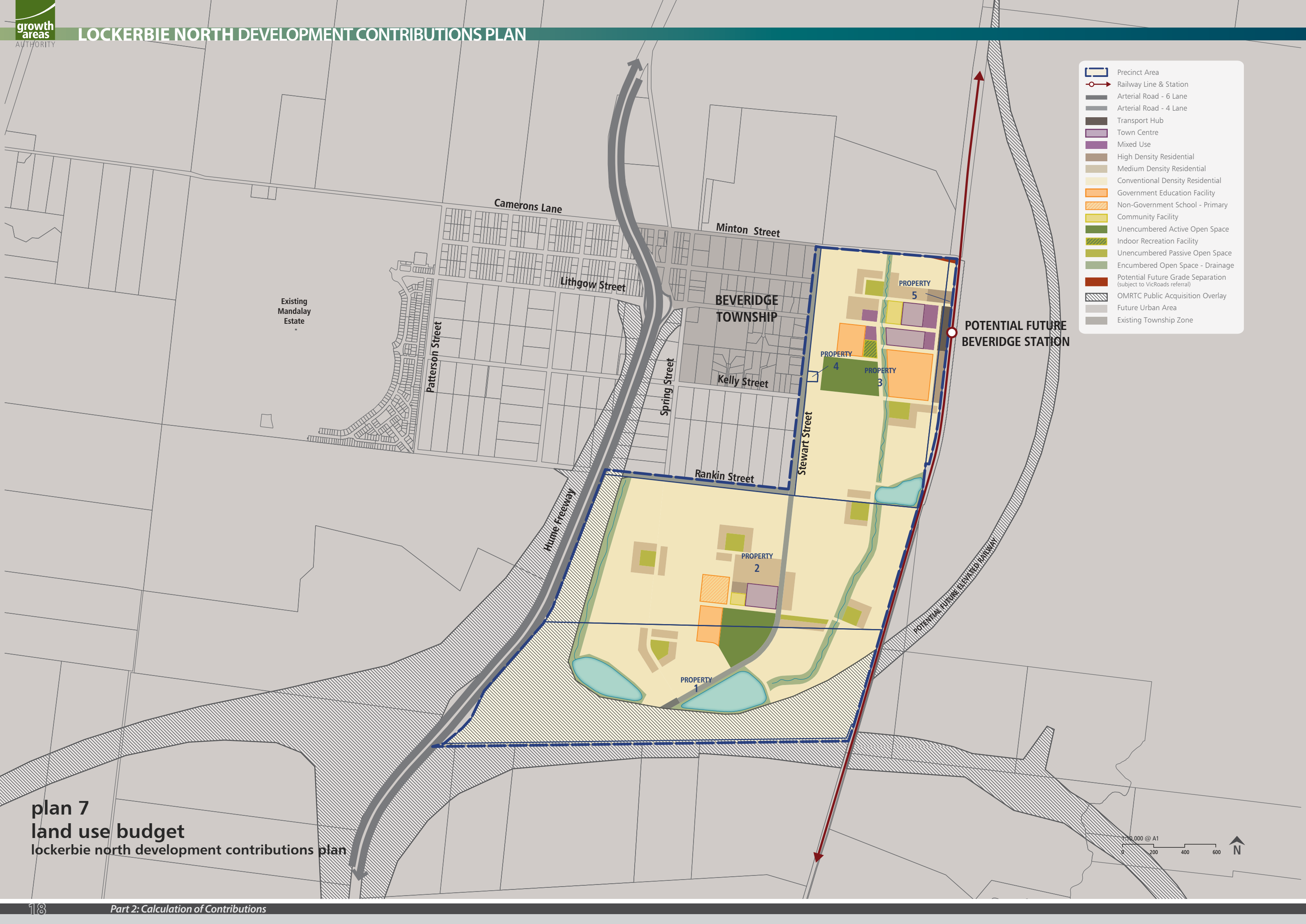
For the purposes of this Development Contributions Plan, NDA is defined as:

*The total amount of land within the area of the Precinct Structure Plan that has been assessed in the detailed land budget contained in this Development Contributions Plan as being available for development of housing and employment buildings, including lots, local and connector streets.*

Put simply, it is the total precinct area minus land for community facilities, schools, educational facilities, open space, encumbered land and arterial roads. Small local parks defined at the subdivision stage are included in NDA.

The NDA for the Development Contributions Plan has been assessed and is specified in Tables 1 and 2.

-  Precinct Area
-  Railway Line & Station
-  Arterial Road - 6 Lane
-  Arterial Road - 4 Lane
-  Transport Hub
-  Town Centre
-  Mixed Use
-  High Density Residential
-  Medium Density Residential
-  Conventional Density Residential
-  Government Education Facility
-  Non-Government School - Primary
-  Community Facility
-  Unencumbered Active Open Space
-  Indoor Recreation Facility
-  Unencumbered Passive Open Space
-  Encumbered Open Space - Drainage
-  Potential Future Grade Separation (subject to VicRoads referral)
-  OMRTC Public Acquisition Overlay
-  Future Urban Area
-  Existing Township Zone



plan 7  
land use budget  
lockerbie north development contributions plan



### 2.1.3 LAND BUDGET AND DEMAND UNITS

Tables 1 and 2 provide a detailed land budget for the entire Lockerbie North Precinct Structure Plan. The detailed land budget is then broken down further for each land holding within the Lockerbie North Precinct Structure Plan area, as illustrated in Plan 7. Table 2 sets the amount of NDA and land required for a public purpose in accordance with the Development Contributions Plan, for each land holding. The resulting Net Developable Hectares is the Demand Unit and therefore the basis upon which the development contribution levies are payable.

Based on the Lockerbie North Precinct Structure Plan, there is one development type included in this DCP, which is 'Residential' (including Local Town Centres) and the NDA is assessed as 296.49 hectares.

Table 5: SUMMARY LAND USE BUDGET

DESCRIPTION	AREA 1		
	Hectares	% of GPA	% of NDA
<b>TOTAL PRECINCT AREA (ha)</b>	<b>515.67</b>		
<b>Outer Metropolitan Transport Corridor (OMR &amp; E6)</b>	<b>109.24</b>		
<b>GROSS PRECINCT AREA (ha)</b>	<b>406.43</b>		
<b>TRANSPORT</b>			
6 Lane Arterial Roads	0.43	0.11%	0.15%
4 Lane Arterial Roads	15.09	3.71%	5.09%
Transport Hub	1.75	0.43%	0.59%
Land Required For Future Grade Separation	0.30	0.07%	0.10%
<b>Sub-total</b>	<b>17.57</b>	<b>4.32%</b>	<b>5.93%</b>
<b>COMMUNITY FACILITIES</b>			
Community Services Facilities	2.30	0.57%	0.78%
Indoor Recreation Facility	1.00	0.19%	0.34%
<b>Sub-total</b>	<b>3.30</b>	<b>0.81%</b>	<b>1.11%</b>
<b>GOVERNMENT EDUCATION</b>			
Government Schools	15.40	3.79%	5.19%
Non-Government School - Primary	3.00	0.58%	1.01%
<b>Sub-total</b>	<b>18.40</b>	<b>4.53%</b>	<b>6.21%</b>
<b>OPEN SPACE</b>			
<b>ENCUMBERED LAND</b>			
Waterway / Drainage Line / Wetland / Retarding	43.55	10.72%	14.69%
<b>Sub-total</b>	<b>43.55</b>	<b>10.72%</b>	<b>14.69%</b>
<b>UNENCUMBERED LAND AVAILABLE FOR RECREATION</b>			
Active Open Space	17.50	4.31%	5.90%
Passive Open Space	9.62	2.37%	3.24%
<b>Sub-total</b>	<b>27.12</b>	<b>6.67%</b>	<b>9.15%</b>
<b>TOTALS OPEN SPACE</b>	<b>70.67</b>	<b>17.39%</b>	<b>23.84%</b>
<b>NET DEVELOPABLE AREA (NDA) ha</b>	<b>296.49</b>	<b>72.95%</b>	

DESCRIPTION	AREA 1		
	Ha		
<b>RETAIL &amp; EMPLOYMENT</b>			
Activity Centre (Retail / Office / Mixed Use)	8.30		
Mixed Use	3.10		
<b>Sub-total</b>	<b>11.40</b>		
<b>RESIDENTIAL</b>			
	NRA (Ha)	Dwell / NRHa	Dwellings
Residential - Conventional Density Residential	248.32	14	3476
Residential - Medium Density	32.93	25	823
Residential - High Density	3.84	35	134
<b>Subtotal Against Net Residential Area (NRA)</b>	<b>285.09</b>	<b>15.6</b>	<b>4434</b>
<b>COMBINED RES/ RETAIL / EMP / OTHER</b>			
	NDA (Ha)	Dwell / NDha	Dwellings
<b>TOTAL RESIDENTIAL YIELD AGAINST NDA</b>	<b>296.49</b>	<b>15.0</b>	<b>4434</b>

Table 6: PROPERTY SPECIFIC LAND USE BUDGET

PROPERTY NUMBER	TOTAL AREA (HECTARES)	OUTER METROPOLITAN TRANSPORT CORRIDOR (OMR) & E6	GROSS PRECINCT AREA (GPA) (HECTARES)	TRANSPORT				COMMUNITY				ENCUMBERED LAND	UNENCUMBERED LAND FOR RECREATION		TOTAL NET DEVELOPABLE AREA (HECTARES)	KEY PERCENTAGES				OPEN SPACE DEL TARGET %	DIFFERENCE	DIFFERENCE AREA HA
				6 LANE ARTERIAL ROAD / WIDENING	4 LANE ARTERIAL ROAD / WIDENING	TRANSPORT HUB	LAND REQUIRED FOR FUTURE GRADE SEPARATION	COMMUNITY FACILITIES	INDOOR RECREATION FACILITY	GOVERNMENT EDUCATION	POTENTIAL NON-GOVERNMENT SCHOOL - PRIMARY		WATERWAY / DRAINAGE / WETLAND / RETARDING	ACTIVE OPEN SPACE		PASSIVE OPEN SPACE	NET DEVPT AREA % OF GPA	ACTIVE OPEN SPACE% NDA	PASSIVE OPEN SPACE % NDA			
<b>PROPERTY</b>																						
Property 1	177.03	88.38	88.65	0.43	2.72	0.00	0.00	0.00	0.00	1.63	0.00	24.28	6.00	1.16	52.43	59.14%	11.44%	2.21%	13.66%	9.15%	4.51%	2.36
Property 2	184.55	15.20	169.35	0.00	2.91	0.00	0.00	0.80	0.00	1.87	3.00	9.55	3.50	5.92	141.80	83.73%	2.47%	4.17%	6.64%	9.15%	-2.50%	-3.55
Property 3	132.17	0.00	132.17	0.00	0.13	0.33	0.17	1.50	1.00	11.90	0.00	9.72	8.00	2.54	96.88	73.30%	8.26%	2.62%	10.88%	9.15%	1.73%	1.67
Property 4	0.43	0.00	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	100.00%	0.00%	0.00%	0.00%	9.15%	-9.15%	-0.03
Property 5	6.27	0.00	6.27	0.00	0.00	1.42	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.72	75.28%	0.00%	0.00%	0.00%	9.15%	-9.15%	-0.43
Sub-total	500.45	103.58	396.87	0.43	5.76	1.75	0.30	2.30	1.00	15.40	3.00	43.55	17.50	9.62	296.26	77.21%	5.71%	3.16%	8.87%	9.15%	0.00%	0.02
<b>ROAD RESERVE</b>																						
Rankin Street	4.15	0.37	3.78	0.00	3.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	0.00%	0.00%	0.00%	9.15%	-9.15%	0.00
Stewart Street	5.78	0.00	5.78	0.00	5.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	3.98%	0.00%	0.00%	0.00%	9.15%	-9.15%	-0.02
Donovans Lane	5.29	5.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	0.00%	0.00%	0.00%	9.15%	-9.15%	0.00
Sub-total	15.22	5.66	9.56	0.00	9.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	2.41%	0.00%	0.00%	0.00%	9.15%	-9.15%	-0.02
<b>TOTAL</b>	<b>515.67</b>	<b>109.24</b>	<b>406.43</b>	<b>0.43</b>	<b>15.09</b>	<b>1.75</b>	<b>0.30</b>	<b>2.30</b>	<b>1.00</b>	<b>15.40</b>	<b>3.00</b>	<b>43.55</b>	<b>17.50</b>	<b>9.62</b>	<b>296.49</b>	<b>72.95%</b>	<b>5.90%</b>	<b>3.24%</b>	<b>9.15%</b>			



## 2.2 CALCULATION OF CONTRIBUTION CHARGES

### 2.2.1 CALCULATION OF COSTS

Each infrastructure project has been assigned a land and/or construction cost. These costs are listed in Table 4. The costs are expressed in 2011 dollars and will be adjusted annually in accordance with the method specified in Section 3.1.6 and 3.1.7. of this Development Contributions Plan.

#### VALUATION OF LAND

The cost of each land project has been determined by a land valuer appointed by the Growth Areas Authority, on a market based valuation to determine the current market value of the land required the Lockerbie North Precinct Structure Plan.

Where a single land acquisition project includes land to be acquired from more than one property, a valuation was prepared for each individual property and added together to determine the overall cost of the land comprising that infrastructure project.

#### CALCULATION OF CONSTRUCTION COSTS

All construction costs included in this DCP are indicative only and are based on similar projects that have been approved in recent DCPs within Melbourne's declared growth areas.

All road, intersections, bridges, sports field and community building construction have been determined by an external consultant (project cost sheets have been provided to the Responsible Authority).

### 2.2.2 EXTERNAL USE

An allowance has been made for other use external to the MCA for specific projects - that is use that does not emanate from the Lockerbie North Precinct Structure Plan area. Table 4 quantifies any external demand (as a percentage) for each infrastructure project. Where an external demand has been assessed, a percentage discount has been made to the dollar amount that would otherwise be recovered (refer to Table 5).

The projects which have external apportionment are:

**RD01** - North-South Secondary Arterial (Stewart Street) between Minton Street & Rankin Street

**RD04** - North-South Secondary Arterial (Stewart Street extension) between Rankin Street & Spring Street Extension

**RD05** - Lithgow Street Upgrade - East-West Boulevard Connector (Existing Township) between Hume Freeway & Stewart Street.

**IT02** - Intersection - Stewart Street & Lithgow Street

**IT03** - Intersection - Rankin Street & Spring Street

**IT04** - Intersection - Stewart Street & Rankin Street

**IT07** - Intersection - Lithgow Street & the Western Interchange ramps of the Hume Freeway

**IT08** - Intersection - Pedestrian Signals on Stewart Street, north of Kelly Street

**OS01** - Land & Construction of Northern Active Playing Fields

**OS03** - Land & Construction of Southern Active Playing Fields

**OS06** - Land for District Active Open Space

**C01** - Land for Level 3 Community Centre

**C02** - Land & Construction of Northern Level 2 Community Centre

**C03** - Land for Southern Level 1 Community Centre

**C04** - Construction of Southern Level 1 Community Centre

**C06** - Land for Indoor Sports Centre

For example, the ASR Report identifies that the PSP projected population generates 25% of the demand for a 30ha district active open space facility which is located outside of the PSP. Therefore, the external demand for this land project is 75%.

### 2.2.3 COST APPORTIONMENT

This Development Contributions Plan has apportioned a charge to new development according to its projected share of use of an identified infrastructure item. Since development contributions charges are levied 'up-front', a measure of actual use by individual development sites is not possible. Therefore costs have been shared in accordance with the estimated share of use.

This Development Contributions Plan cannot and does not require payment from existing or approved development. However, the share of use that existing development receives from these items has been taken into account when calculating the contribution expected from new development. This results in new development paying only its fair share of the estimated cost of new infrastructure and services (and does not pay for the use by existing development).

This Development Contributions Plan calculates what each new development should pay towards provision of the identified infrastructure item. Put simply, this is the total cost of the item (after deducting other funding sources and making allowance for any external demand) divided by total (existing and proposed) Demand Units within its catchment. As stated in Section 1.3, the entire Lockerbie North Precinct Structure Plan area constitutes the sole MCA within the DCP area.

### 2.2.4 MAIN CATCHMENT AREAS

The MCA is the geographic area from which a given item of infrastructure will draw most of its use. The MCA consists of one area covering the entire Lockerbie North Precinct Structure Plan area.

The "per hectare" contributions will not be amended to respond to minor changes to land budgets that may result from the subdivision process. In other words, the Development Contributions Plan is permanently linked to the detailed Land Budget in Table 2, however a separate planning scheme amendment is not required to rectify future minor anomalies.

For the purposes of the Development Contributions Plan, the number of developable hectares will only change if the Collecting Agency agrees to a variation to the Precinct and Detailed Land Budget and associated tables. Table 2 should be used to determine the number of developable hectares (for Development Contributions Plan purposes) on individual parcels.

### 2.2.5 DEVELOPMENT TYPES

The Development Contributions Plan assumes the class "residential" as the sole development type. This does not infer that no other type of development is proposed. However for charging purposes, no distinction is made between different types of uses.

### 2.2.6 SCHEDULE OF COSTS

Table 6 shows the quantum of funds to be contributed by each development type towards each infrastructure project. The total adds up to the total amount of funds recoverable under the Development Contributions Plan. Table 6 calculates the amount of contributions payable by each charge area for each infrastructure category.

### 2.2.7 SUMMARY OF CONTRIBUTIONS

Table 6 sets out a summary of contributions to be paid per Net Developable Hectare for each development type.



**Table 7: INFRASTRUCTURE PROJECT JUSTIFICATION**

DCP PROJECT NUMBER	INFRASTRUCTURE CATEGORY	DEVELOPMENT AGENCY	DESCRIPTION	LAND AREA (HA)	ESTIMATED PROJECT COST \$2012			INDICATIVE PROVISION TRIGGER	SUITABLE FOR IN-KIND DELIVERY	STRATEGIC JUSTIFICATION
					LAND	CONSTRUCTION	TOTAL			
RD01	Development	Mitchell Shire Council	North-South Secondary Arterial (Stewart Street) between Minton Street & Rankin Street. Road widening for ultimate and construction of the first carriageway. (1.108km excluding Intersections)	0.13	\$ 32,500	\$ 3,357,358	\$ 3,389,858	At time of subdivision/ access demand.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
RD02	Development	Mitchell Shire Council	North-South Secondary Arterial (Stewart Street extension) between Rankin Street & Spring Street Extension. Land acquisition for ultimate and construction of the first carriageway. (1.165km excluding Intersections)	5.63	\$ 1,266,750	\$ 3,627,947	\$ 4,894,697	At time of subdivision/ access demand.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
RD03	Development	Mitchell Shire Council	North-South Primary Arterial (Stewart Street extension) between Rankin Street & Donovans Lane. Land acquisition for ultimate and construction of the first carriageway. (460m Excluding Intersections)	2.09	\$ 470,250	\$ 1,816,268	\$ 2,286,518	At time of subdivision/ access demand.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
RD04	Development	Mitchell Shire Council	Rankin Street - East-West Secondary Arterial between Hume Freeway & Stewart Street. Construction of the first carriageway. (1261m Excluding Intersections)	0.00	\$ -	\$ 3,680,886	\$ 3,680,886	At time of subdivision/ access demand.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
RD05	Development	Mitchell Shire Council	Lithgow Street Upgrade - East-West Boulevard Connector (Existing Township) between Hume Freeway & Stewart Street. Upgrade of existing carriageway to an urban standard based on the Lithgow Street (Existing Township) Boulevard Connector cross section. (969m Excluding Intersections)	0.00	\$ -	\$ 4,161,405	\$ 4,161,405	At time of subdivision/ access demand.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
IT01	Development	Mitchell Shire Council	Intersection 1. Land acquisition for ultimate intersection of Stewart Street (North-South Arterial) and Minton Street (East-West Arterial)	0.43	\$ 86,000	\$ -	\$ 86,000	At time of subdivision/ access demand.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
IT02*	Development	Mitchell Shire Council	Intersection 2. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of Stewart Street (North-South Arterial) and Lithgow Street (near the northern Local Town Centre)	0.19	\$ 38,000	\$ 3,992,412	\$ 4,030,412	At time of subdivision/ access demand.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
IT03	Development	Mitchell Shire Council	Intersection 3. Land acquisition for ultimate and construction of an interim roundabout at the intersection of Rankin Street (East-West Arterial) and Spring Street	0.18	\$ 35,680	\$ 437,789	\$ 473,469	At time of subdivision/ access demand.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
IT04	Development	Mitchell Shire Council	Intersection 4. Land acquisition for ultimate and construction of an interim roundabout at the intersection of Stewart Street (North-South Arterial) and Rankin Street (East-West Arterial)	0.26	\$ 52,000	\$ 437,789	\$ 489,789	At time of subdivision/ access demand.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
IT05*	Development	Mitchell Shire Council	Intersection 5. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of the North- South Arterial (Stewart Street extension) and the East-West Connector Street near the Southern Local Town Centre	0.07	\$ 14,000	\$ 2,840,799	\$ 2,854,799	At time of subdivision/ access demand.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
IT06*	Development	Mitchell Shire Council	Intersection 6. Construction of an interim signalised intersection at the intersection of the North- South Arterial (Stewart Street extension) and Spring Street extension.	0.00	\$ -	\$ 1,661,188	\$ 1,661,188	At time of subdivision/ access demand.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
IT07	Development	Mitchell Shire Council	Intersection 7. Construction of a roundabout at the intersection of Lithgow Street and the western On/Off Hume Freeway ramps	0.00	\$ -	\$ 1,225,172	\$ 1,225,172	At time of subdivision/ access demand.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
IT08	Development	Mitchell Shire Council	Intersection 8. Construction of pedestrian signals at the intersection of Stewart Street (North-South Arterial) north of Kelly Street	0.00	\$ -	\$ 203,680	\$ 203,680	At time of subdivision/ access demand.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
OS01	Development	Mitchell Shire Council	Northern Active Playing Fields. Land and construction of 2 football/cricket ovals, cricket nets, including lighting, drainage and associated car parking and landscape works. (8ha)	8.00	\$ 10,000,000	\$ 6,908,000	\$ 16,908,000	Land acquisition at subdivision stage and facility to be constructed when population growth creates the need.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
OS02	Community	Mitchell Shire Council	Northern Active Playing Fields Pavilion. Construction of a sports pavilion to serve playing fields.	0.00	\$ -	\$ 1,415,000	\$ 1,415,000	When the ovals are constructed.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
OS03	Development	Mitchell Shire Council	Southern Active Playing Fields. Land and construction of 2 football/cricket ovals, cricket nets, 2 netball courts, 6 tennis courts including lighting, drainage and associated car parking and landscape works. (9.5ha)	9.50	\$ 13,025,000	\$ 8,963,000	\$ 21,988,000	Land acquisition at subdivision stage and facility to be constructed when population growth creates the need.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
OS04	Community	Mitchell Shire Council	Southern Active Playing Fields Pavilion. Construction of a sports pavilion to serve playing fields.	0.00	\$ -	\$ 1,415,000	\$ 1,415,000	When the ovals are constructed.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
OS05	Community	Mitchell Shire Council	Southern Tennis & Netball Pavilion. Construction of a sports pavilion to serve tennis courts and netball courts.	0.00	\$ -	\$ 1,074,000	\$ 1,074,000	When the tennis and/or netball courts are constructed.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan

DCP PROJECT NUMBER	INFRASTRUCTURE CATEGORY	DEVELOPMENT AGENCY	DESCRIPTION	LAND AREA (HA)	ESTIMATED PROJECT COST \$2012			INDICATIVE PROVISION TRIGGER	SUITABLE FOR IN-KIND DELIVERY	STRATEGIC JUSTIFICATION
					LAND	CONSTRUCTION	TOTAL			
OS06	Development	Mitchell Shire Council	District Active Open Space. Land acquisition of 30ha of district open space to service broader community.	30.00	\$ 6,000,000	\$ -	\$ 6,000,000	Land acquisition at subdivision stage and facility to be constructed when population growth creates the need.	No	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
C01	Development	Mitchell Shire Council	Land for Northern Level 3 Community Centre. Land acquisition of 0.75 hectares for Level 3 Community Centre.	0.75	\$ 1,287,500	\$ -	\$ 1,287,500	At time of subdivision.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
C02	Development	Mitchell Shire Council	Land & Construction of Northern Level 2 Community Centre. Land & Construction of Level 2 multipurpose community facility (1500m <sup>2</sup> building) including maternal and child health facility, pre-school, consulting suites and multi-purpose space and associated facilities including car parking and landscape works.	0.75	\$ 1,287,500	\$ 6,541,000	\$ 7,828,500	Land acquisition at subdivision stage and facility to be constructed when population growth creates the need.	No	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
C03	Development	Mitchell Shire Council	Land & Construction of Southern Level 1 Community Centre. Land & Construction of Level 1 early years community facility (750m <sup>2</sup> ) including maternal and child health facility, pre-school, consulting suites and multi-purpose space and associated facilities including car parking and landscape works.	0.80	\$ 1,600,000	\$ 3,872,000	\$ 5,472,000	At time of subdivision.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
C04	Development	Mitchell Shire Council	Town Square. Land for the development of a town square within the Lockerbie North Northern Local Town Centre (0.5ha)	0.50	\$ 1,125,000	\$ -	\$ 1,125,000	At time of subdivision.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
C05	Development	Mitchell Shire Council	Indoor Sports Centre. Land acquisition for Indoor recreation precinct adjoining the northern active playing fields. (1.0ha)	1.00	\$ 1,725,000	\$ -	\$ 1,725,000	At time of subdivision.	Yes	Growth Corridor Plan and Lockerbie North Precinct Structure Plan
<b>TOTAL</b>				<b>60.28</b>	<b>\$ 38,045,180</b>	<b>\$ 57,630,693</b>	<b>\$ 95,675,873</b>			

**\*Please Note:** while not required on a capacity basis, VicRoads may require an auxiliary through lane for operational reasons. In such circumstances, the intersection must include an auxiliary through lane with minimum intersection stand up length, and short tapers to improve the delineation and conspicuity of the continuing through lane.

**Table 8: CALCULATION OF COSTS**

DCP PROJECT NUMBER	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST \$2012	ESTIMATED CONSTRUCTION COST \$2012	TOTAL PROJECT COST \$2012	PROPORTION OF COST ATTRIBUTABLE TO THE MCA %	TOTAL COST ATTRIBUTABLE TO MAIN CATCHMENT AREA \$2012	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF NET DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE \$2012
RD01	Development	North-South Secondary Arterial (Stewart Street) between Minton Street & Rankin Street. Road widening for ultimate and construction of the first carriageway. (1.108km excluding Intersections)	\$ 32,500	\$ 3,357,358	\$ 3,389,858	85.0%	\$ 2,881,379	Residential	296.49	\$ 9,718.30
RD02	Development	North-South Secondary Arterial (Stewart Street extension) between Rankin Street & Spring Street Extension. Land acquisition for ultimate and construction of the first carriageway. (1.165km excluding Intersections)	\$ 1,266,750	\$ 3,627,947	\$ 4,894,697	100.0%	\$ 4,894,697	Residential	296.49	\$ 16,508.81
RD03	Development	North-South Primary Arterial (Stewart Street extension) between Rankin Street & Donovans Lane. Land acquisition for ultimate and construction of the first carriageway. (460m Excluding Intersections)	\$ 470,250	\$ 1,816,268	\$ 2,286,518	100.0%	\$ 2,286,518	Residential	296.49	\$ 7,711.96
RD04	Development	Rankin Street - East-West Secondary Arterial between Hume Freeway & Stewart Street. Construction of the first carriageway. (1261m Excluding Intersections)	\$ -	\$ 3,680,886	\$ 3,680,886	85.0%	\$ 3,128,753	Residential	296.49	\$ 10,552.64
RD05	Development	Lithgow Street Upgrade - East-West Boulevard Connector (Existing Township) between Hume Freeway & Stewart Street. Upgrade of existing carriageway to an urban standard based on the Lithgow Street (Existing Township) Boulevard Connector cross section. (969m Excluding Intersections)	\$ -	\$ 4,161,405	\$ 4,161,405	85.0%	\$ 3,537,194	Residential	296.49	\$ 11,930.23
IT01	Development	Intersection 1. Land acquisition for ultimate intersection of Stewart Street (North-South Arterial) and Minton Street (East-West Arterial)	\$ 86,000	\$ -	\$ 86,000	100.0%	\$ 86,000	Residential	296.49	\$ 290.06
IT02*	Development	Intersection 2. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of Stewart Street (North-South Arterial) and Lithgow Street (near the northern Local Town Centre)	\$ 38,000	\$ 3,992,412	\$ 4,030,412	85.0%	\$ 3,425,850	Residential	296.49	\$ 11,554.69
IT03	Development	Intersection 3. Land acquisition for ultimate and construction of an interim roundabout at the intersection of Rankin Street (East-West Arterial) and Spring Street	\$ 35,680	\$ 437,789	\$ 473,469	85.0%	\$ 402,449	Residential	296.49	\$ 1,357.38
IT04	Development	Intersection 4. Land acquisition for ultimate and construction of an interim roundabout at the intersection of Stewart Street (North-South Arterial) and Rankin Street (East-West Arterial)	\$ 52,000	\$ 437,789	\$ 489,789	85.0%	\$ 416,321	Residential	296.49	\$ 1,404.16
IT05*	Development	Intersection 5. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of the North- South Arterial (Stewart Street extension) and the East-West Connector Street near the Southern Local Town Centre	\$ 14,000	\$ 2,840,799	\$ 2,854,799	100.0%	\$ 2,854,799	Residential	296.49	\$ 9,628.65
IT06*	Development	Intersection 6. Construction of an interim signalised intersection at the intersection of the North- South Arterial (Stewart Street extension) and Spring Street extension.	\$ -	\$ 1,661,188	\$ 1,661,188	100.0%	\$ 1,661,188	Residential	296.49	\$ 5,602.85
IT07	Development	Intersection 7. Construction of a roundabout at the intersection of Lithgow Street and the western On/Off Hume Freeway ramps	\$ -	\$ 1,225,172	\$ 1,225,172	85.0%	\$ 1,041,396	Residential	296.49	\$ 3,512.42
IT08	Development	Intersection 8. Construction of pedestrian signals at the intersection of Stewart Street (North-South Arterial) north of Kelly Street	\$ -	\$ 203,680	\$ 203,680	50.0%	\$ 101,840	Residential	296.49	\$ 343.49
OS01	Development	Northern Active Playing Fields. Land and construction of 2 football/ cricket ovals, cricket nets, including lighting, drainage and associated car parking and landscape works. (8ha)	\$ 10,000,000	\$ 6,908,000	\$ 16,908,000	85.0%	\$ 14,371,800	Residential	296.49	\$ 48,473.14
OS02	Community	Northern Active Playing Fields Pavilion. Construction of a sports pavilion to serve playing fields.	\$ -	\$ 1,415,000	\$ 1,415,000	100.0%	\$ 1,415,000	Residential	296.49	\$ 4,772.50

DCP PROJECT NUMBER	INFRASTRUCTURE CATEGORY	DESCRIPTION	ESTIMATED LAND COST \$2012	ESTIMATED CONSTRUCTION COST \$2012	TOTAL PROJECT COST \$2012	PROPORTION OF COST ATTRIBUTABLE TO THE MCA %	TOTAL COST ATTRIBUTABLE TO MAIN CATCHMENT AREA \$2012	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF NET DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER NET DEVELOPABLE HECTARE \$2012
OS03	Development	Southern Active Playing Fields. Land and construction of 2 football/ cricket ovals, cricket nets, 2 netball courts, 6 tennis courts including lighting, drainage and associated car parking and landscape works. (9.5ha)	\$ 13,025,000	\$ 8,963,000	\$ 21,988,000	85.0%	\$ 18,689,800	Residential	296.49	\$ 63,036.86
OS04	Community	Southern Active Playing Fields Pavilion. Construction of a sports pavilion to serve playing fields.	\$ -	\$ 1,415,000	\$ 1,415,000	100.0%	\$ 1,415,000	Residential	296.49	\$ 4,772.50
OS05	Community	Southern Tennis & Netball Pavilion. Construction of a sports pavilion to serve tennis courts and netball courts.	\$ -	\$ 1,074,000	\$ 1,074,000	100.0%	\$ 1,074,000	Residential	296.49	\$ 3,622.38
OS06	Development	District Active Open Space. Land acquisition of 30ha of district open space to service broader community.	\$ 6,000,000	\$ -	\$ 6,000,000	25.0%	\$ 1,500,000	Residential	296.49	\$ 5,059.19
C01	Development	Land for Northern Level 3 Community Centre. Land acquisition of 0.75 hectares for Level 3 Community Centre.	\$ 1,287,500	\$ -	\$ 1,287,500	30.0%	\$ 386,250	Residential	296.49	\$ 1,302.74
C02	Development	Land & Construction of Northern Level 2 Community Centre. Land & Construction of Level 2 multipurpose community facility (1500m <sup>2</sup> building) including maternal and child health facility, pre-school, consulting suites and multi-purpose space and associated facilities including car parking and landscape works.	\$ 1,287,500	\$ 6,541,000	\$ 7,828,500	85.0%	\$ 6,654,225	Residential	296.49	\$ 22,443.34
C03	Development	Land & Construction of Southern Level 1 Community Centre. Land & Construction of Level 1 early years community facility (750m <sup>2</sup> ) including maternal and child health facility, pre-school, consulting suites and multi-purpose space and associated facilities including car parking and landscape works.	\$ 1,600,000	\$ 3,872,000	\$ 5,472,000	85.0%	\$ 4,651,200	Residential	296.49	\$ 15,687.54
C04	Development	Town Square. Land for the development of a town square within the Lockerbie North Northern Local Town Centre (0.5ha)	\$ 1,125,000	\$ -	\$ 1,125,000	100.0%	\$ 1,125,000	Residential	296.49	\$ 3,794.39
C05	Development	Indoor Sports Centre. Land acquisition for Indoor recreation precinct adjoining the northern active playing fields. (1.0ha)	\$ 1,725,000	\$ -	\$ 1,725,000	85.0%	\$ 1,466,250	Residential	296.49	\$ 4,945.36
<b>TOTAL</b>			<b>\$ 38,045,180</b>	<b>\$ 57,630,693</b>	<b>\$ 95,675,873</b>	<b>83.1%</b>	<b>\$ 79,466,909</b>			

**\*Please Note:** while not required on a capacity basis, VicRoads may require an auxiliary through lane for operational reasons. In such circumstances, the intersection must include an auxiliary through lane with minimum intersection stand up length, and short tapers to improve the delineation and conspicuity of the continuing through lane.



**Table 9: PROJECT COSTS RECOVERED BY THE DCP**

DCP PROJECT NUMBER	INFRASTRUCTURE CATEGORY	DESCRIPTION	TOTAL PROJECT COST \$2012	TOTAL COST TO BE RECOVERED BY THE DCP \$2012
RD01	Development	North-South Secondary Arterial (Stewart Street) between Minton Street & Rankin Street. Road widening for ultimate and construction of the first carriageway. (1.108km excluding Intersections)	\$ 3,389,858	\$ 2,881,379
RD02	Development	North-South Secondary Arterial (Stewart Street extension) between Rankin Street & Spring Street Extension. Land acquisition for ultimate and construction of the first carriageway. (1.165km excluding Intersections)	\$ 4,894,697	\$ 4,894,697
RD03	Development	North-South Primary Arterial (Stewart Street extension) between Rankin Street & Donovans Lane. Land acquisition for ultimate and construction of the first carriageway. (460m Excluding Intersections)	\$ 2,286,518	\$ 2,286,518
RD04	Development	Rankin Street - East-West Secondary Arterial between Hume Freeway & Stewart Street. Construction of the first carriageway. (1261m Excluding Intersections)	\$ 3,680,886	\$ 3,128,753
RD05	Development	Lithgow Street Upgrade - East-West Boulevard Connector (Existing Township) between Hume Freeway & Stewart Street. Upgrade of existing carriageway to an urban standard based on the Lithgow Street (Existing Township) Boulevard Connector cross section. (969m Excluding Intersections)	\$ 4,161,405	\$ 3,537,194
IT01	Development	Intersection 1. Land acquisition for ultimate intersection of Stewart Street (North-South Arterial) and Minton Street (East-West Arterial)	\$ 86,000	\$ 86,000
IT02*	Development	Intersection 2. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of Stewart Street (North-South Arterial) and Lithgow Street (near the northern Local Town Centre)	\$ 4,030,412	\$ 3,425,850
IT03	Development	Intersection 3. Land acquisition for ultimate and construction of an interim roundabout at the intersection of Rankin Street (East-West Arterial) and Spring Street	\$ 473,469	\$ 402,449
IT04	Development	Intersection 4. Land acquisition for ultimate and construction of an interim roundabout at the intersection of Stewart Street (North-South Arterial) and Rankin Street (East-West Arterial)	\$ 489,789	\$ 416,321
IT05*	Development	Intersection 5. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of the North- South Arterial (Stewart Street extension) and the East-West Connector Street near the Southern Local Town Centre	\$ 2,854,799	\$ 2,854,799
IT06*	Development	Intersection 6. Construction of an interim signalised intersection at the intersection of the North- South Arterial (Stewart Street extension) and Spring Street extension.	\$ 1,661,188	\$ 1,661,188
IT07	Development	Intersection 7. Construction of a roundabout at the intersection of Lithgow Street and the western On/Off Hume Freeway ramps	\$ 1,225,172	\$ 1,041,396
IT08	Development	Intersection 8. Construction of pedestrian signals at the intersection of Stewart Street (North-South Arterial) north of Kelly Street	\$ 203,680	\$ 101,840

DCP PROJECT NUMBER	INFRASTRUCTURE CATEGORY	DESCRIPTION	TOTAL PROJECT COST \$2012	TOTAL COST TO BE RECOVERED BY THE DCP \$2012
OS01	Development	Northern Active Playing Fields. Land and construction of 2 football/cricket ovals, cricket nets, including lighting, drainage and associated car parking and landscape works. (8ha)	\$ 16,908,000	\$ 14,371,800
OS02	Community	Northern Active Playing Fields Pavilion. Construction of a sports pavilion to serve playing fields.	\$ 1,415,000	\$ -
OS03	Development	Southern Active Playing Fields. Land and construction of 2 football/cricket ovals, cricket nets, 2 netball courts, 6 tennis courts including lighting, drainage and associated car parking and landscape works. (9.5ha)	\$ 21,988,000	\$ 18,689,800
OS04	Community	Southern Active Playing Fields Pavilion. Construction of a sports pavilion to serve playing fields.	\$ 1,415,000	\$ -
OS05	Community	Southern Tennis & Netball Pavilion. Construction of a sports pavilion to serve tennis courts and netball courts.	\$ 1,074,000	\$ -
OS06	Development	District Active Open Space. Land acquisition of 30ha of district open space to service broader community.	\$ 6,000,000	\$ 1,500,000
C01	Development	Land for Northern Level 3 Community Centre. Land acquisition of 0.75 hectares for Level 3 Community Centre.	\$ 1,287,500	\$ 386,250
C02	Development	Land & Construction of Northern Level 2 Community Centre. Land & Construction of Level 2 multipurpose community facility (1500m <sup>2</sup> building) including maternal and child health facility, pre-school, consulting suites and multi-purpose space and associated facilities including car parking and landscape works.	\$ 7,828,500	\$ 6,654,225
C03	Development	Land & Construction of Southern Level 1 Community Centre. Land & Construction of Level 1 early years community facility (750m <sup>2</sup> ) including maternal and child health facility, pre-school, consulting suites and multi-purpose space and associated facilities including car parking and landscape works.	\$ 5,472,000	\$ 4,651,200
C04	Development	Town Square. Land for the development of a town square within the Lockerbie North Northern Local Town Centre (0.5ha)	\$ 1,125,000	\$ 1,125,000
C05	Development	Indoor Sports Centre. Land acquisition for Indoor recreation precinct adjoining the northern active playing fields. (1.0ha)	\$ 1,725,000	\$ 1,466,250
<b>TOTAL</b>			<b>95,675,873</b>	<b>75,562,909</b>

**\*Please Note:** while not required on a capacity basis, VicRoads may require an auxiliary through lane for operational reasons. In such circumstances, the intersection must include an auxiliary through lane with minimum intersection stand up length, and short tapers to improve the delineation and conspicuity of the continuing through lane.



Amended by GC75

**Table 10: SUMMARY OF CHARGES**

DCP PROJECT NUMBER	INFRASTRUCTURE CATEGORY	DESCRIPTION	RESIDENTIAL DEVELOPMENT INFRASTRUCTURE LEVY PER NET DEVELOPABLE HECTARE \$2012	COMMUNITY INFRASTRUCTURE LEVY PER DWELLING \$2012
RD01	Development	North-South Secondary Arterial (Stewart Street) between Minton Street & Rankin Street. Road widening for ultimate and construction of the first carriageway. (1.108km excluding Intersections)	\$ 9,718.30	\$ -
RD02	Development	North-South Secondary Arterial (Stewart Street extension) between Rankin Street & Spring Street Extension. Land acquisition for ultimate and construction of the first carriageway. (1.165km excluding Intersections)	\$ 16,508.81	\$ -
RD03	Development	North-South Primary Arterial (Stewart Street extension) between Rankin Street & Donovans Lane. Land acquisition for ultimate and construction of the first carriageway. (460m Excluding Intersections)	\$ 7,711.96	\$ -
RD04	Development	Rankin Street - East-West Secondary Arterial between Hume Freeway & Stewart Street. Construction of the first carriageway. (1261m Excluding Intersections)	\$ 10,552.64	\$ -
RD05	Development	Lithgow Street Upgrade - East-West Boulevard Connector (Existing Township) between Hume Freeway & Stewart Street. Upgrade of existing carriageway to an urban standard based on the Lithgow Street (Existing Township) Boulevard Connector cross section. (969m Excluding Intersections)	\$ 11,930.23	\$ -
IT01	Development	Intersection 1. Land acquisition for ultimate intersection of Stewart Street (North-South Arterial) and Minton Street (East-West Arterial)	\$ 290.06	\$ -
IT02*	Development	Intersection 2. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of Stewart Street (North-South Arterial) and Lithgow Street (near the northern Local Town Centre)	\$ 11,554.69	\$ -
IT03	Development	Intersection 3. Land acquisition for ultimate and construction of an interim roundabout at the intersection of Rankin Street (East-West Arterial) and Spring Street	\$ 1,357.38	\$ -
IT04	Development	Intersection 4. Land acquisition for ultimate and construction of an interim roundabout at the intersection of Stewart Street (North-South Arterial) and Rankin Street (East-West Arterial)	\$ 1,404.16	\$ -
IT05*	Development	Intersection 5. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of the North- South Arterial (Stewart Street extension) and the East-West Connector Street near the Southern Local Town Centre	\$ 9,628.65	\$ -
IT06*	Development	Intersection 6. Construction of an interim signalised intersection at the intersection of the North- South Arterial (Stewart Street extension) and Spring Street extension.	\$ 5,602.85	\$ -
IT07	Development	Intersection 7. Construction of a roundabout at the intersection of Lithgow Street and the western On/Off Hume Freeway ramps	\$ 3,512.42	\$ -
IT08	Development	Intersection 8. Construction of pedestrian signals at the intersection of Stewart Street (North-South Arterial) north of Kelly Street	\$ 343.49	\$ -
OS01	Development	Northern Active Playing Fields. Land and construction of 2 football/ cricket ovals, cricket nets, including lighting, drainage and associated car parking and landscape works. (8ha)	\$ 48,473.14	\$ -
OS02	Community	Northern Active Playing Fields Pavilion. Construction of a sports pavilion to serve playing fields.	\$ -	\$ 318.17

DCP PROJECT NUMBER	INFRASTRUCTURE CATEGORY	DESCRIPTION	RESIDENTIAL DEVELOPMENT INFRASTRUCTURE LEVY PER NET DEVELOPABLE HECTARE \$2012	COMMUNITY INFRASTRUCTURE LEVY PER DWELLING \$2012
OS03	Development	Southern Active Playing Fields. Land and construction of 2 football/ cricket ovals, cricket nets, 2 netball courts, 6 tennis courts including lighting, drainage and associated car parking and landscape works. (9.5ha)	\$ 63,036.86	\$ -
OS04	Community	Southern Active Playing Fields Pavilion. Construction of a sports pavilion to serve playing fields.	\$ -	\$ 318.17
OS05	Community	Southern Tennis & Netball Pavilion. Construction of a sports pavilion to serve tennis courts and netball courts.	\$ -	\$ 241.49
OS06	Development	District Active Open Space. Land acquisition of 30ha of district open space to service broader community.	\$ 5,059.19	\$ -
C01	Development	Land for Northern Level 3 Community Centre. Land acquisition of 0.75 hectares for Level 3 Community Centre.	\$ 1,302.74	\$ -
C02	Development	Land & Construction of Northern Level 2 Community Centre. Land & Construction of Level 2 multipurpose community facility (1500m <sup>2</sup> building) including maternal and child health facility, pre-school, consulting suites and multi-purpose space and associated facilities including car parking and landscape works.	\$ 22,443.34	\$ -
C03	Development	Land & Construction of Southern Level 1 Community Centre. Land & Construction of Level 1 early years community facility (750m <sup>2</sup> ) including maternal and child health facility, pre-school, consulting suites and multi-purpose space and associated facilities including car parking and landscape works.	\$ 15,687.54	\$ -
C04	Development	Town Square. Land for the development of a town square within the Lockerbie North Northern Local Town Centre (0.5ha)	\$ 3,794.39	\$ -
C05	Development	Indoor Sports Centre. Land acquisition for Indoor recreation precinct adjoining the northern active playing fields. (1.0ha)	\$ 4,945.36	\$ -
<b>TOTAL</b>			<b>254,858.21</b>	<b>877.83</b>
<b>COMMUNITY INFRASTRUCTURE LEVY AFTER LEGISLATIVE CAP IS APPLIED</b>				<b>1,150.00</b>

**\*Please Note:** while not required on a capacity basis, VicRoads may require an auxiliary through lane for operational reasons. In such circumstances, the intersection must include an auxiliary through lane with minimum intersection stand up length, and short tapers to improve the delineation and conspicuity of the continuing through lane.

## 3.0 ADMINISTRATION AND IMPLEMENTATION

### 3.1 ADMINISTRATION OF THE DEVELOPMENT CONTRIBUTIONS PLAN

This section sets how the Development Contributions Plan is to be administered and includes provisions relating to:

- The obligations triggering payment and the timing of payment;
- Provision of works and land “in kind”; and
- How the Development Contributions Plan fund will be managed in terms of reporting, indexation and review periods.

#### 3.1.1 PAYMENT OF CONTRIBUTION LEVIES AND TIMING

The Development Infrastructure Levy specified in this Development Contributions Plan must be paid in respect of the subdivision and development of the land.

The Community Infrastructure Levy specified in this Development Contributions Plan must be paid in respect of the construction of a dwelling.

#### DEVELOPMENT INFRASTRUCTURE

##### *For subdivision of land*

An infrastructure levy must be paid to the Collecting Agency for the land in the subdivision within the following specified time, namely after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance in respect of that plan.

Where the subdivision is to be developed in stages the infrastructure levy for the stage to be developed only may be paid to the Collecting Agency within 21 days prior to the issue of a Statement of Compliance in respect of that stage provided that a Schedule of Development Contributions is submitted with each stage of the plan of subdivision. This Schedule must show the amount of the development contributions payable for each stage and value of the contributions in respect of prior stages to the satisfaction of the Collecting Agency.

If the Collecting Agency agrees to works and/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 in respect of the proposed works and/or provision of land in lieu to specify implementation requirements.

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

Provided an infrastructure levy has not already been paid in respect of the land, an infrastructure levy must be paid to the Collecting Agency in accordance with the provisions of the Development Contributions Plan for each Demand Unit (net developable hectare) proposed to be developed prior to the commencement of any development. A Collecting Agency may agree to the deferral of the payment of the portion of the infrastructure levy payable to it.

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

The land may only be used and/or developed subject to the following requirements being met.

Unless some other arrangement has been agreed to by Collecting Agency in a section 173 agreement made under the Act, prior to the commencement of any development, an infrastructure levy calculated in accordance with the provisions of the Development Contribution Plan must be paid to the Collecting Agency for the land.

#### COMMUNITY INFRASTRUCTURE

Contributions relating to community infrastructure are to be made by the home-builder prior to issue of a Building Permit. However, development proponents are encouraged to pay the Community Infrastructure Levy prior to the issue of a Statement of Compliance to reduce the administrative burden of collection from individual home builders.

The Community Infrastructure Levy for ‘residential buildings’ will be calculated at the rate for a single dwelling. In all other forms of accommodation, the Community Infrastructure Levy is payable for each dwelling included in the development.

#### EXEMPT DEVELOPMENT

##### NON-GOVERNMENT SCHOOLS

The development of land for a non-government school is exempt from the requirement to pay a Development Infrastructure Levy and Community Infrastructure Levy under this Development Contribution Plan.

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

#### CORRECTIVE INSTITUTION

The development of land for a corrective institution is exempt from the requirement to pay Development Infrastructure Levy and Community Infrastructure Levy under this Development Contributions Plan.

#### Amended by VC249 SMALL SECOND DWELLING

The development of land for a small second dwelling is exempt from the requirement to pay a development infrastructure levy and a community infrastructure levy under this Development Contribution Plan.

#### HOUSES ON PRE-EXISTING LOTS

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 Melton Planning Scheme through Amendment C120.

Where land is subdivided for developed or the purpose of an exempt development and the use of that land is subsequently for a purpose other than for the purposes of an exempt development, the owner of that and must pay to the Collecting Agency development contributions in accordance with the provisions of this Development Contributions Plan. The Development infrastructure Levy and where applicable, the Community Infrastructure Levy must be paid within 28 days of the date of commencement of the construction of any buildings or works for that alternative use.

#### 3.1.2 WORKS IN KIND

Infrastructure works and land may be provided by developers in return for a credit against their development contribution obligations, subject to the written agreement of the Collecting Agency.

“Works in Kind” are only possible if the Collecting Agency agrees to that method of delivery. In determining whether to agree to the provision of works in kind the Collecting Agency may amongst other things have regard to the following:

- Only works or land identified in the Development Contributions Plan can be provided in kind ;
- Works must be provided to a standard that generally accords with the Development Contributions Plan unless agreed between the Collecting Agency and the development proponent;
- Detailed design must be approved by the Collecting Agency and generally accord with the standards outlined in the Lockerbie North Development Contributions Plan unless agreed by the Collecting Agency and the development proponent;
- The construction of works must be completed to the satisfaction of the Collecting Agency; and
- There is no additional financial impact on the Development Contributions Plan.

The infrastructure costings in this DCP have been provided by Meinhardt. Costings sheets are contained within the report titled: Lockerbie North Precinct Structure Plan – Development Contributions Construction Costs February 2012, unless otherwise provided by Mitchell Council.

Where the Collecting Agency agrees that works are to be provided by a development proponent in kind subject to any agreement with the relevant Collecting Agency:

- The credit for the works provided shall equal the value for that infrastructure project identified in the Development Contributions Plan, taking into account the impact of indexation and adjustments of land values;
- The value of works provided in accordance with the principles outlined above, will be offset against the development contributions liable to be paid by the development proponent; and
- The development proponent will not be required to make cash payments for contributions until the agreed value of any credits for the provision of agreed works-in-kind are exhausted/ balanced.

### 3.1.3 CREDIT FOR OVER PROVISION

Where the Collection Agency agrees that a development proponent can deliver an infrastructure item (either works and/or land) as an in kind contribution, the situation may arise where the developer's actual contractual liabilities exceed the amounts provided for in the Development Contributions Plan for the individual project Unless the arrangement with the Collecting Agency allows for it, the actual cost of the project over the amount specified in the Development Contribution Plan is not creditable to the development proponent.

In such a case the developer may be entitled to credits against other projects in the Development Contributions Plan to the extent that they "over contributed". Alternatively, a developer may seek an agreement with the Collecting Agency to provide for a cash reimbursement where a significant over contribution has been made on a particular project.

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

### 3.1.4 OPEN SPACE PROVISION

This Development Contribution Plan does not provide funding for passive local open space. Local passive open space is dealt with under Clause 52.01 of the Mitchell & Whittlesea Planning Schemes. The value of any contribution required under Clause 52.01 of the Mitchell & Whittlesea Planning Schemes is to be made at a rate equal to \$200,000 per net developable hectare. The land value is adjusted annually in accordance with the method for adjustment of land value under this Development Contributions Plan.

Unencumbered local active open space must be provided as required in accordance with the Lockerbie North Precinct Structure Plan.

## FUNDS ADMINISTRATION

The administration of the contributions made under the Development Contributions Plan will be transparent and development contributions charges will be held until required for provision of the item. Details of funds received and expenditures will be held by the Collecting Agency in accordance with the provisions of the Local Government Act 1993 and the Planning and Environment Act 1987.

The administration of contributions made under the Development Contributions Plan 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 balances for individual projects; and
- clearly show any pooling of funds to deliver specific projects where applicable.

The Collecting Agency must provide for regular monitoring, reporting and review of the monies received and expended in accordance with this Development Contributions Plan.

The Collecting Agency must establish interest bearing accounts and all monies held in these accounts will be used solely for the provision of infrastructure as itemised in this Development Contributions Plan, as required under Section 46QB(2) of the Act.

If the Collecting Agency resolves to not proceed with any of the infrastructure projects listed in this Development Contributions Plan, the funds collected for these items will be used for the provision of additional works, services or facilities provided that is approved by the Minister responsible for the Act, or will be refunded to owners of land subject to these infrastructure charges.

### 3.1.5 CONSTRUCTION AND LAND VALUE COSTS AND INDEXATION

Capital costs of all infrastructure items including land are in 2011 dollars and are adjusted annually for inflation in the following way.

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

- The capital cost for each infrastructure item are adjusted by applying the Building Price Index, as published in the latest edition of Rawlinsons Australian Construction Handbook on 1st January each year.

In relation to the cost of land, the land value is adjusted by adopting a revised value determined according to the following method:

- The land value is adjusted on 1 July each year following site specific land valuations undertaken by a registered valuer. Within 14 days of the adjustments being made, the Collecting Agency will publish the amended contributions on the Collecting Agency's website.

### 3.1.6 DEVELOPMENT CONTRIBUTIONS PLAN REVIEW PERIOD

This Development Contributions Plan adopts a long-term outlook for development. It takes into account planned future development in the Lockerbie North Precinct Structure Plan area. A 'full development' horizon of land within the current Urban Growth Boundary to the year 2046 has been adopted for this Development Contributions Plan.

This Development Contributions Plan commences on the date when it is first incorporated into the Mitchell Planning Scheme through Amendment C82 & the Whittlesea Planning Scheme through Amendment C162.

This Development Contributions Plan will end when development within the Development Contributions Plan area is complete, which is projected to be the year 2046 and will be evidenced by the removal of the Development Contributions Plan from the list of incorporated documents in both the Mitchell & Whittlesea Planning Schemes.

The Development Contributions Plan is expected to be revised and updated every 5 years (or more if required). This will require an amendment to both the Mitchell & Whittlesea Planning Schemes to replace this document with an alternative, revised document. This review is anticipated to include: -

- Update any aspect of the plan which is required
- Review of projects required, as well as their costs and scope (as relevant) and indicative provision trigger
- Review of estimated net developable area (this will also be required if the Precinct Structure Plan is subject to a substantive amendment)
- Review of land values for land to be purchased through the plan.



### 3.1.7 COLLECTING AGENCY (AGENCY RESPONSIBLE FOR COLLECTING INFRASTRUCTURE LEVY)

Mitchell Shire Council is the collecting agency pursuant to section 46K(1) (fa) of the Act which means that they are the public authorities to whom all levies are payable. As the collecting agency, Mitchell Shire Council is responsible for the administration of this Development Contributions Plan and also its enforcement pursuant to section 46QC of the Act.

### 3.1.8 DEVELOPMENT AGENCY (AGENCY RESPONSIBLE FOR WORKS)

Mitchell Shire Council is the Development Agency and is responsible for the provision of the works funded. In the future the Development Agency for several road and intersection infrastructure projects may change from Melton Shire Council to VicRoads. However, any such transfer of responsibility would be dependent upon written agreement from VicRoads.

## 3.2 IMPLEMENTATION STRATEGY

This section provides further details regarding how the Collecting Agency intends to implement the Development Contributions Plan. In particular this section clearly identifies the rationale for the implementation strategy and details the various measures that have been adopted to reduce the risk posed by the Development Contributions Plan to all parties.

### 3.2.1 RATIONALE FOR THE IMPLEMENTATION STRATEGY

This Implementation Strategy has been incorporated into the Development Contributions Plan to provide certainty to both the Collecting Agency and development proponents. The implementation strategy recognises the complexities associated with infrastructure provision and funding and seeks to minimise risk to the Collecting Agency, Development Agency, development proponent and future community.

- The implementation strategy has been formulated by:
- Assessing the risk posed by the Precinct Structure Plan layout (identifying high risk items)
- Having regard to the development context
- Assessing the need for finance requirements – upfront financing and pooling of funds
- Agreeing the land value and indexing it appropriately (where possible);
- Seeking direct delivery of infrastructure and land by development proponents where appropriate
- Identifying preferred implementation mechanisms to achieve the above outcomes and reducing the risk associated with the Development Contributions Plan to ensure that it will be delivered as intended; and
- Provision of adequate resources to administer the Development Contributions Plan.

### 3.2.2 ITEMS IDENTIFIED AS SUITABLE TO BE PROVIDED IN KIND

The purpose of this section is to provide an indication of which infrastructure items may be provided by developers, the value of the credit that the developer will receive and the method by which the developer will be reimbursed for these credits. By allowing developers to provide infrastructure at set credits reduces the funding risk to the Collecting Agency, while developers are given greater flexibility, certainty and control over the roll-out of infrastructure within their development area.

The table below provides a summary of the infrastructure items allocated to the Development Contributions Plan and the infrastructure items that could be provided as works in kind. The table indicates the developer credit that would be attributed for the provision of the item as works-in-kind (subject to annual indexation/ adjustment). Developers are required to discuss and come to an agreement with the Collecting Agency, the potential for provision of works and land to offset their development contribution. A objective is to ensure that the timing of infrastructure delivery matches the timing of development.

The table below provides the starting point for the Collecting Agency and developers in coming to an agreement on a schedule of land and works that each developer can provide as an offset to their development contribution. Under the Schedule to the Urban Growth Zone, it is envisaged that this will be encapsulated as part of a Public Infrastructure Plan. The Collecting Agency is proposing to construct the Community Centre items given the need to comply with statutory requirements relating to child care and kindergartens. However, the Collecting Agency could consider developers providing this infrastructure on a case by case basis.

ITEMS SUITABLE FOR IN KIND DELIVERY

Table 11: ITEMS SUITABLE FOR IN KIND DELIVERY

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	SUITABLE FOR IN KIND DELIVERY
RD01	North-South Secondary Arterial (Stewart Street) between Minton Street & Rankin Street. Road widening for ultimate and construction of the first carriageway. (1.108km excluding Intersections)	Yes
RD02	North-South Secondary Arterial (Stewart Street extension) between Rankin Street & Spring Street Extension. Land acquisition for ultimate and construction of the first carriageway. (1.165km excluding Intersections)	Yes
RD03	North-South Primary Arterial (Stewart Street extension) between Rankin Street & Donovans Lane. Land acquisition for ultimate and construction of the first carriageway. (460m Excluding Intersections)	Yes
RD04	Rankin Street - East-West Secondary Arterial between Hume Freeway & Stewart Street. Construction of the first carriageway. (1261m Excluding Intersections)	Yes
RD05	Lithgow Street Upgrade - East-West Boulevard Connector (Existing Township) between Hume Freeway & Stewart Street. Upgrade of existing carriageway to an urban standard based on the Lithgow Street (Existing Township) Boulevard Connector cross section. (969m Excluding Intersections)	Yes
IT01	Intersection 1. Land acquisition for ultimate intersection of Stewart Street (North-South Arterial) and Minton Street (East-West Arterial)	Yes
IT02	Intersection 2. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of Stewart Street (North-South Arterial) and Lithgow Street (near the northern Local Town Centre)	Yes
IT03	Intersection 3. Land acquisition for ultimate and construction of an interim roundabout at the intersection of Rankin Street (East-West Arterial) and Spring Street	Yes
IT04	Intersection 4. Land acquisition for ultimate and construction of an interim roundabout at the intersection of Stewart Street (North-South Arterial) and Rankin Street (East-West Arterial)	Yes
IT05	Intersection 5. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of the North- South Arterial (Stewart Street extension) and the East-West Connector Street near the Southern Local Town Centre	Yes
IT06	Intersection 6. Construction of an interim signalised intersection at the intersection of the North- South Arterial (Stewart Street extension) and Spring Street extension.	Yes
IT07	Intersection 7. Construction of a roundabout at the intersection of Lithgow Street and the western On/Off Hume Freeway ramps	Yes
IT08	Intersection 8. Construction of pedestrian signals at the intersection of Stewart Street (North-South Arterial) north of Kelly Street	Yes
OS01	Northern Active Playing Fields. Land and construction of 2 football/cricket ovals, cricket nets, including lighting, drainage and associated car parking and landscape works. (8ha)	Yes
OS02	Northern Active Playing Fields Pavilion. Construction of a sports pavilion to serve playing fields.	Yes
OS03	Southern Active Playing Fields. Land and construction of 2 football/cricket ovals, cricket nets, 2 netball courts, 6 tennis courts including lighting, drainage and associated car parking and landscape works. (9.5ha)	Yes
OS04	Southern Active Playing Fields Pavilion. Construction of a sports pavilion to serve playing fields.	Yes
OS05	Southern Tennis & Netball Pavilion. Construction of a sports pavilion to serve tennis courts and netball courts.	Yes
OS06	District Active Open Space. Land acquisition of 30ha of district open space to service broader community.	No
C01	Land for Northern Level 3 Community Centre. Land acquisition of 0.75 hectares for Level 3 Community Centre.	Yes
C02	Land & Construction of Northern Level 2 Community Centre. Land & Construction of Level 2 multipurpose community facility (1500m <sup>2</sup> building) including maternal and child health facility, pre-school, consulting suites and multi-purpose space and associated facilities including car parking and landscape works.	No
C03	Land & Construction of Southern Level 1 Community Centre. Land & Construction of Level 1 early years community facility (750m <sup>2</sup> ) including maternal and child health facility, pre-school, consulting suites and multi-purpose space and associated facilities including car parking and landscape works.	Yes
C04	Town Square. Land for the development of a town square within the Lockerbie North Northern Local Town Centre (0.5ha)	Yes
C05	Indoor Sports Centre. Land acquisition for Indoor recreation precinct adjoining the northern active playing fields. (1.0ha)	Yes

3.2.3 PREFERRED IMPLEMENTATION MECHANISMS

Where the Collecting Agency agrees that works in kind can be provided by a development proponent, this should be set out in an agreement pursuant to Section 173 of the Act or another suitable method as agreed by the Collecting Agency. Refer to the Works in Kind provisions of this Development Contributions Plan.





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