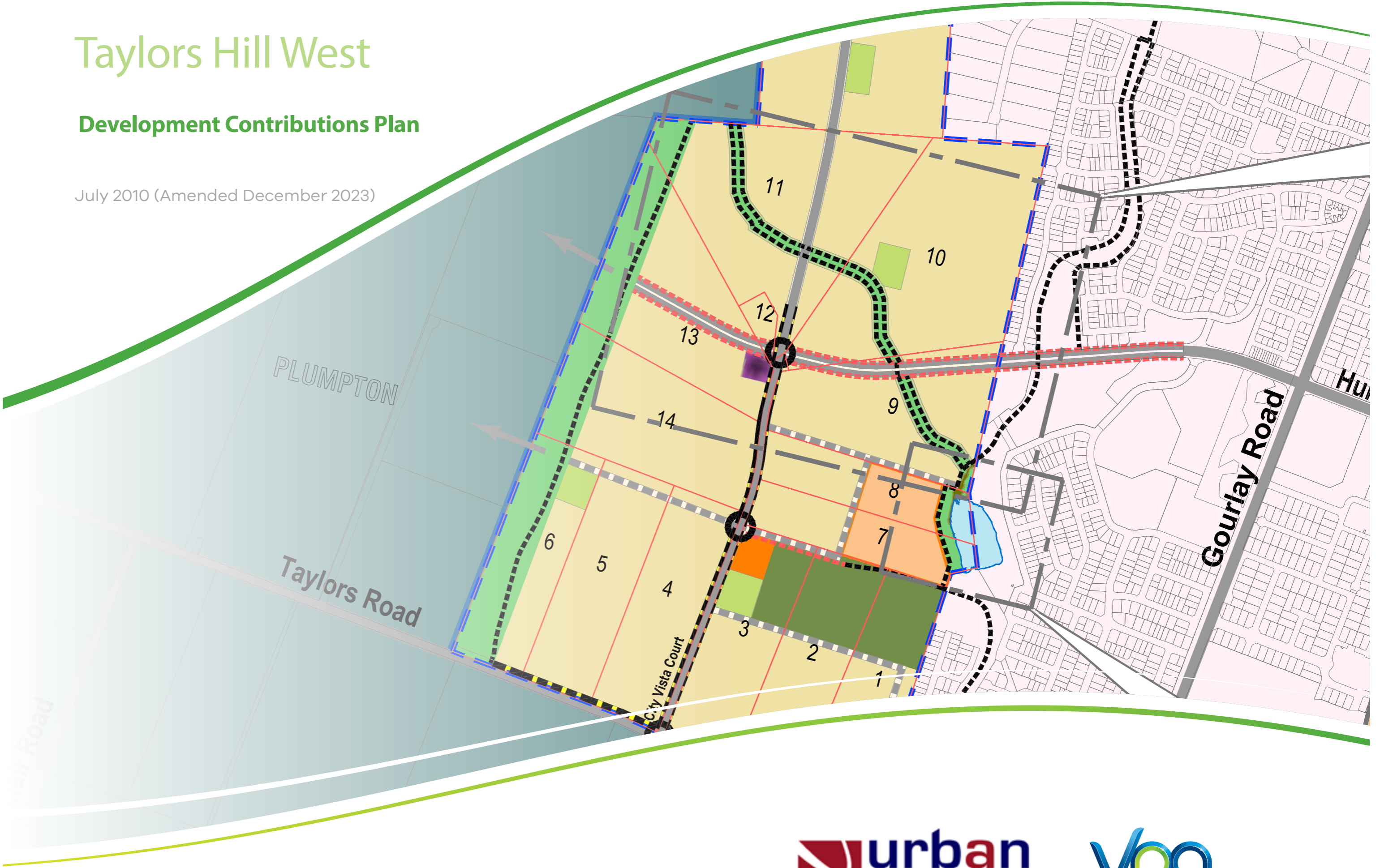


Taylor's Hill West

Development Contributions Plan

July 2010 (Amended December 2023)



ACKNOWLEDGEMENTS

AUTHORS

Matt Ainsaar
Paul Shipp

© Copyright, Urban Enterprise Pty Ltd, August 2008.

Revised by the Growth Areas Authority, version 8.2 – 1 March 2010

Revised by the Growth Areas Authority, version 8.3 – 15 April 2010

Revised by the Growth Areas Authority, version 8.4 – 7 May 2010

Revised by the Growth Areas Authority, version final – 6 July 2010

Revised by the Melton Shire Council, version 9.0 – 18 October 2011

Revised by the Victorian Planning Authority on behalf of Melton City Council, version final – December 2016

Revised by the Victorian Planning Authority, version 10.0 – June 2017

Amended by the Victorian Planning Authority at the request of the Minister for Planning – December 2023'

This work is copyright. Apart from any use as permitted under Copyright Act 1963, no part may be reproduced without written permission of Urban Enterprise Pty Ltd.

Disclaimer – Neither Urban Enterprise Pty. Ltd. nor any member or employee of Urban Enterprise Pty. Ltd. takes responsibility in any way whatsoever to any person or organisation (other than that for which this report has been prepared) in respect of the information set out in this report, including any errors or omissions therein. In the course of our preparation of this report, projections have been prepared on the basis of assumptions and methodology which have been described in the report. It is possible that some of the assumptions underlying the projections may change. Nevertheless, the professional judgment of the members and employees of Urban Enterprise Pty. Ltd. have been applied in making these assumptions, such that they constitute an understandable basis for estimates and projections. Beyond this, to the extent that the assumptions do not materialise, the estimates and projections of achievable results may vary.

Version	Date	Incorporated into the planning scheme by amendment	Description of changes
1	July 2010	Melton C82	N/A
2	October 2012	Melton C110	Include the cost of acquisition of land and construction associated with 30–68 Beattys Road
3	December 2016	Melton C178	Update of terminologies 'senior football/cricket ovals' to 'sports fields', and 'tennis courts' to 'hard courts'
4	June 2017	GC75	Incorporated changes associated with Community Infrastructure Levy (CIL) increase.
5	December 2023	VC249	Incorporate changes associated with small second dwelling exemption

CONTENTS

INTRODUCTION	3
DEVELOPMENT CONTRIBUTIONS PLAN STRUCTURE	3
1.0 STRATEGIC BASIS	5
<small>Amended by GC75</small> 1.1 PLANNING AND ENVIRONMENT ACT 1987	5
1.2 THE AREA TO WHICH THE DCP APPLIES	7
1.3 INFRASTRUCTURE PROJECT JUSTIFICATION	7
1.4 INFRASTRUCTURE PROJECTS	9
1.5 PROJECT TIMING	9
2.0 CALCULATION OF CONTRIBUTIONS	11
2.1 CALCULATION OF NET DEVELOPABLE AREA & DEMAND UNITS	11
<small>Amended by VC249</small> 2.2 CALCULATION OF CONTRIBUTION CHARGES	14
3.0 ADMINISTRATION AND IMPLEMENTATION	18
3.1 ADMINISTRATION OF THE DEVELOPMENT CONTRIBUTIONS PLAN	18
3.2 IMPLEMENTATION STRATEGY	19
4.0 OTHER INFORMATION	20
4.1 ACRONYMS	20
4.2 GLOSSARY	20
4.3 SUPPORTING INFORMATION	20

PLANS	
Plan 1: metropolitan & regional context	4
Plan 2: precinct structure plan area	6
Plan 3: development contribution plan projects	8
Plan 4: future urban structure	10

TABLES	
Table 1: Summary Land budget	11
Table 2: Property Specific Land budget	12
Table 3: Breakdown of Net Developable Area for Residential and Commercial Uses	13
Table 4: Projected Residential Lots and Population	13
Table 5: Equivalence Ratios	13
Table 6: Projected Commercial Development over DCP timeframe	13
Table 7: Demand Units by Land Use	13
Table 8: Development Infrastructure Levy per Demand Unit	14
Table 9: Community Infrastructure Levy per Dwelling	14
Table 10: Project Details	15
Table 11: Calculation of Costs	17

APPENDIX

This page has been intentionally left blank

INTRODUCTION

This Taylors Hill West Development Contributions Plan (DCP) supports the funding of infrastructure in the Taylors Hill West Precinct Structure Plan area.

The Taylors Hill West Precinct Structure Plan guides future development in the Taylors Hill West Precinct and sets the long-term strategic framework for the development of the Taylors Hill West Precinct in relation to:

- Land use (such as residential development of varying densities, retail, commercial uses, open space, education facilities and community facilities);
- Transport (such as the primary and local arterial road network, collector roads & proposed public transport);
- Activity centres (Neighbourhood Activity Centres and Neighbourhood Convenience Centres); and
- Open space (passive & active), waterways and environmentally sensitive areas.

Improved social, economic, environmental and urban design outcomes are achieved through the provision of infrastructure early in the development of a new community. The delivery of key infrastructure in a timely and efficient manner is fundamental to sustainable outcomes in urban growth areas including the Taylors Hill West Precinct.

The Taylors Hill West Precinct Structure Plan will require a range of physical and social infrastructure as part of the development of the Taylors Hill West Precinct. Not all of this infrastructure will be funded through this DCP.

This infrastructure is provided through a number of mechanisms including:

- Subdivision construction works by developers;
- Development contributions (community infrastructure levy and development infrastructure levy);
- Utility service provider contributions; and
- Capital works projects by Council, state government agencies and community groups.

This DCP will require the payment of levies to ensure that the infrastructure specified in this plan is funded to enable Melton Shire Council to provide the infrastructure. However, this DCP is not the sole source of funding for all infrastructure in the Taylors Hill West Precinct. The full range of infrastructure identified in the Taylors Hill West Precinct Structure Plan will only be delivered if the lower order infrastructure items are provided by those developing the land through the imposition of planning permit conditions. Decisions have been made about the type of infrastructure which will be funded by this DCP. These decisions are in line with the Ministerial Direction for Development Contributions.

This DCP has been developed in accordance with the provisions of Part 3B of the Planning and Environment Act and the Victorian State Government Development Contributions Guidelines (2003).

DEVELOPMENT CONTRIBUTIONS PLAN STRUCTURE

PART ONE

Part 1 clearly explains the strategic basis for the Development Contributions Plan. It includes information about the Taylors Hill West Precinct Structure Plan and justification for the various infrastructure projects included in the Development Contributions Plan.



PART TWO

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



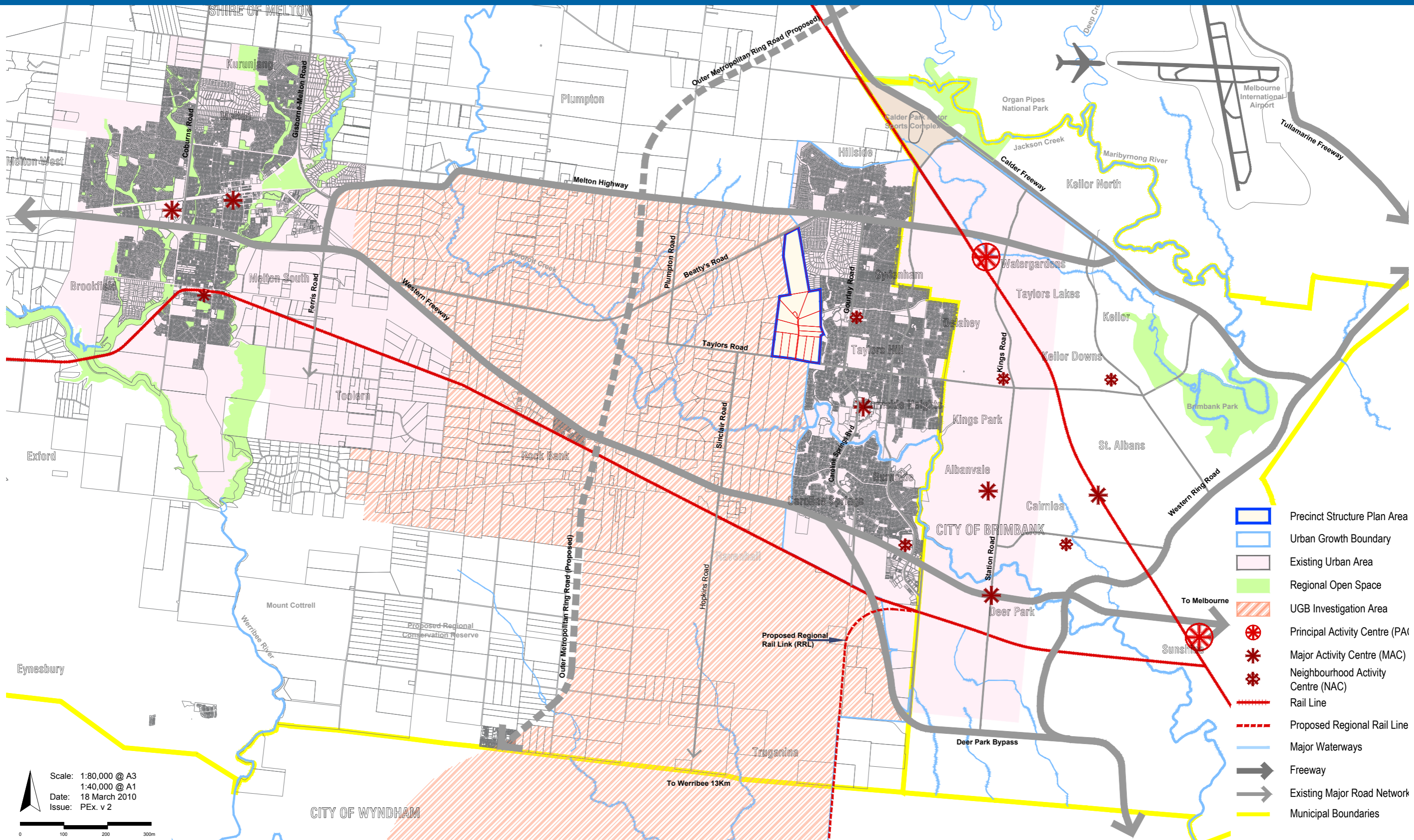
PART THREE

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



PART FOUR

Provides other information.



Scale: 1:80,000 @ A3
 1:40,000 @ A1
 Date: 18 March 2010
 Issue: PEx. v 2

- Precinct Structure Plan Area
- Urban Growth Boundary
- Existing Urban Area
- Regional Open Space
- UGB Investigation Area
- Principal Activity Centre (PAC)
- Major Activity Centre (MAC)
- Neighbourhood Activity Centre (NAC)
- Rail Line
- Proposed Regional Rail Line
- Major Waterways
- Freeway
- Existing Major Road Network
- Municipal Boundaries

plan 1
metropolitan & regional context

*The Urban Growth Boundary identified in this precinct is the 2005 Urban Growth Boundary. Check the planning scheme maps in the Melton Planning Scheme for the current Urban Growth Boundary.

1.0 STRATEGIC BASIS

The Minister's Direction dated 15 May 2003 outlines what may be funded with a development contribution levy, namely:

- Acquisition of land for roads, public transport corridors, drainage, public open space, community facilities;
- Construction of roads, including bicycle, footpaths and traffic management devices;
- Construction of public transport infrastructure, including fixed rail infrastructure, railway stations, bus stops and tram stops;
- Basic improvements to public open space, including earthworks, landscaping, fencing, seating and playground equipment;
- Drainage works;
- Buildings and works for maternal and child health centre, child care centre, kindergarten or a combination of these.

The Victorian State Government has published a set of documents which make up the Development Contributions Guidelines (2003). The Development Contributions Guidelines (2003) are available through the Department of Planning and Community Development (DPCD) website. These documents provide guidance as to how DCPs are to be prepared and administered including the matters that DCPs are to consider.

A number of strategic planning documents have been prepared by, or on behalf of Council that identify the need, standard and costs for the infrastructure items that are included in this DCP.

The strategic documents that have informed the provision of infrastructure items to be financed by the DCP are:

- Taylors Hill West Precinct Structure Plan, Tract Consultants (2008), and as updated in the form of the Taylors Hill West Precinct Structure Plan, Growth Areas Authority (May 2010).
- Input to the Taylors Hill Structure Plan: Economic Assessment of Supportable Retail Floorspace, Essential Economics (2008)
- Taylors Hill West Precinct Structure Plan: Assessment of Community Infrastructure Requirements and Opportunities, ASR Research (2008)
- Taylors Hill Local Structure Plan and Transport Strategy: Transport Infrastructure Planning Strategy, Cardno Grogan Richards (2008)

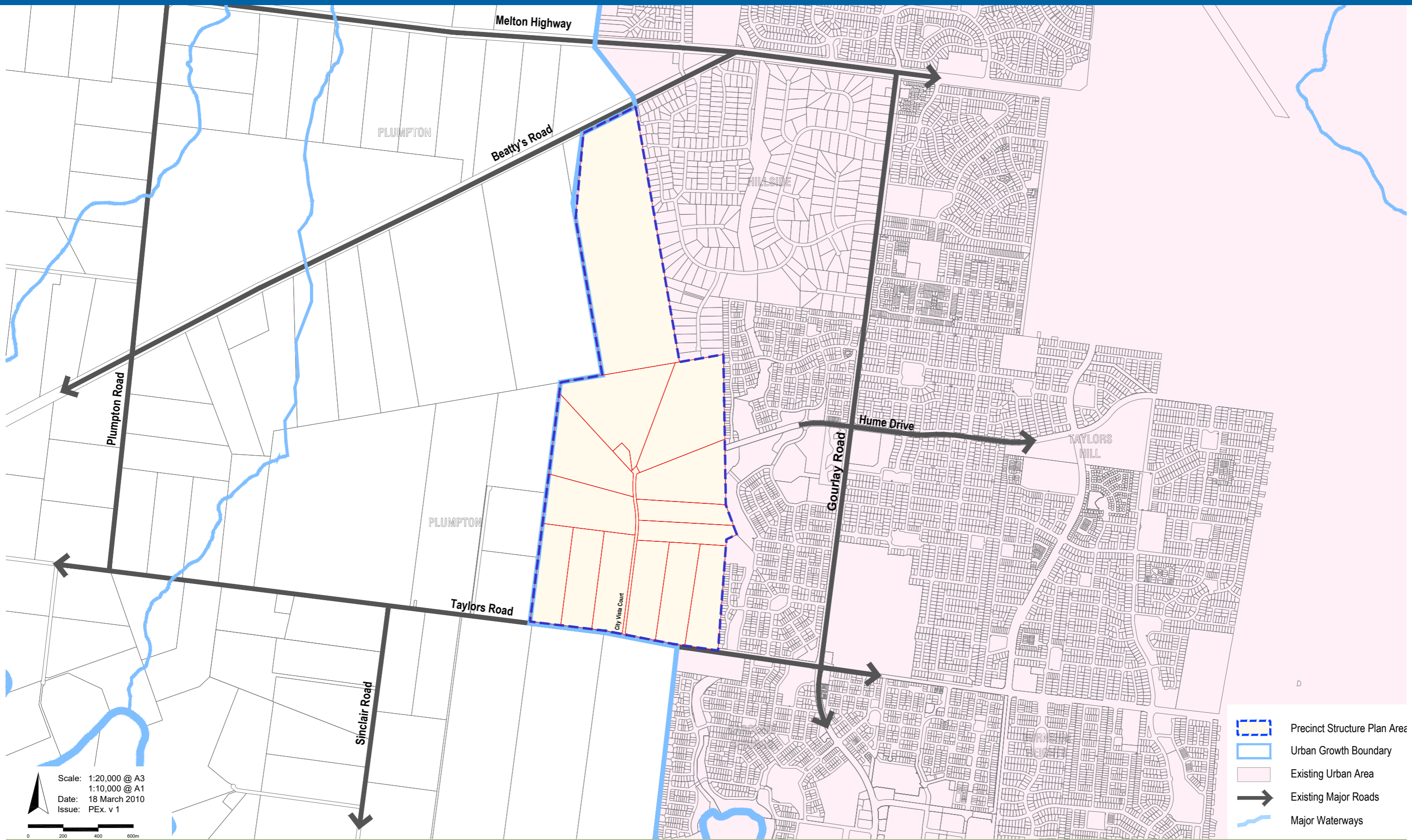
This DCP has been prepared in close consultation with Council officers from relevant departments of the Melton Shire Council. Council officers have also provided strategic planning information and advice regarding costs for this DCP where appropriate.

1.1 PLANNING AND ENVIRONMENT ACT 1987

Part 3B of the Planning and Environment Act 1987 outlines the statutory provisions relating to development contributions. In summary, Part 3B provides for, amongst other things:

- The inclusion of a DCP in the planning scheme, for the purpose of levying contributions for the provision of works, services and facilities (section 46I)
- The provision to impose either a development infrastructure levy or a community infrastructure levy (section 46J)
- The contents required of a DCP (Section 46K)
- The setting of limits in respect of a community infrastructure levy. In the case of the construction of a dwelling, the community levy must not exceed \$1,150 per dwelling (section 46L)
- The provision for the Minister to issue written directions relating to the preparation and content of a DCP (section 46M)
- The collection of a development infrastructure levy, by way of a condition on a planning permit either requiring the payment of a levy within a specified time, or entering into an agreement to pay the levy within a specified time (section 46N)
- The collecting agency may accept the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payable (Section 46P (2)).

Amended
by GC75



plan 2
precinct structure plan area

*The Urban Growth Boundary identified in this precinct is the 2005 Urban Growth Boundary. Check the planning scheme maps in the Melton Planning Scheme for the current Urban Growth Boundary.

1.2 THE AREA TO WHICH THE DCP APPLIES

The DCP applies to land shown as 'Precinct Structure Plan Area' outlined in Plan 2. The area is bounded by:

- Beattys Road to the north
- A transmission easement to the west
- Taylors Road to the south
- Existing residential development in Caroline Springs and Hillside to the east.

1.3 INFRASTRUCTURE PROJECT JUSTIFICATION

Council has identified a need for each of the community and development infrastructure projects that have been included in this DCP. Council has identified that each item is needed in order to provide for the wellbeing, health and safety of the future community.

The cost apportionment methodology adopted in this DCP relies on the nexus principle. The Main Catchment Area (MCA) for this DCP is deemed to have a nexus with an infrastructure item if the occupants of the MCA are likely to make use of the infrastructure item.

Developers have the option to develop at various dwelling densities provided they meet a minimum of 15 dwellings per hectare as specified in the Taylors Hill West Precinct Structure Plan. Therefore, in order to fairly levy developers achieving varying densities while maintaining financial certainty for Council, a standard 'per hectare of net developable land' demand unit is used.

A standard 'per dwelling' demand unit is used for the assessment of the community infrastructure levy.

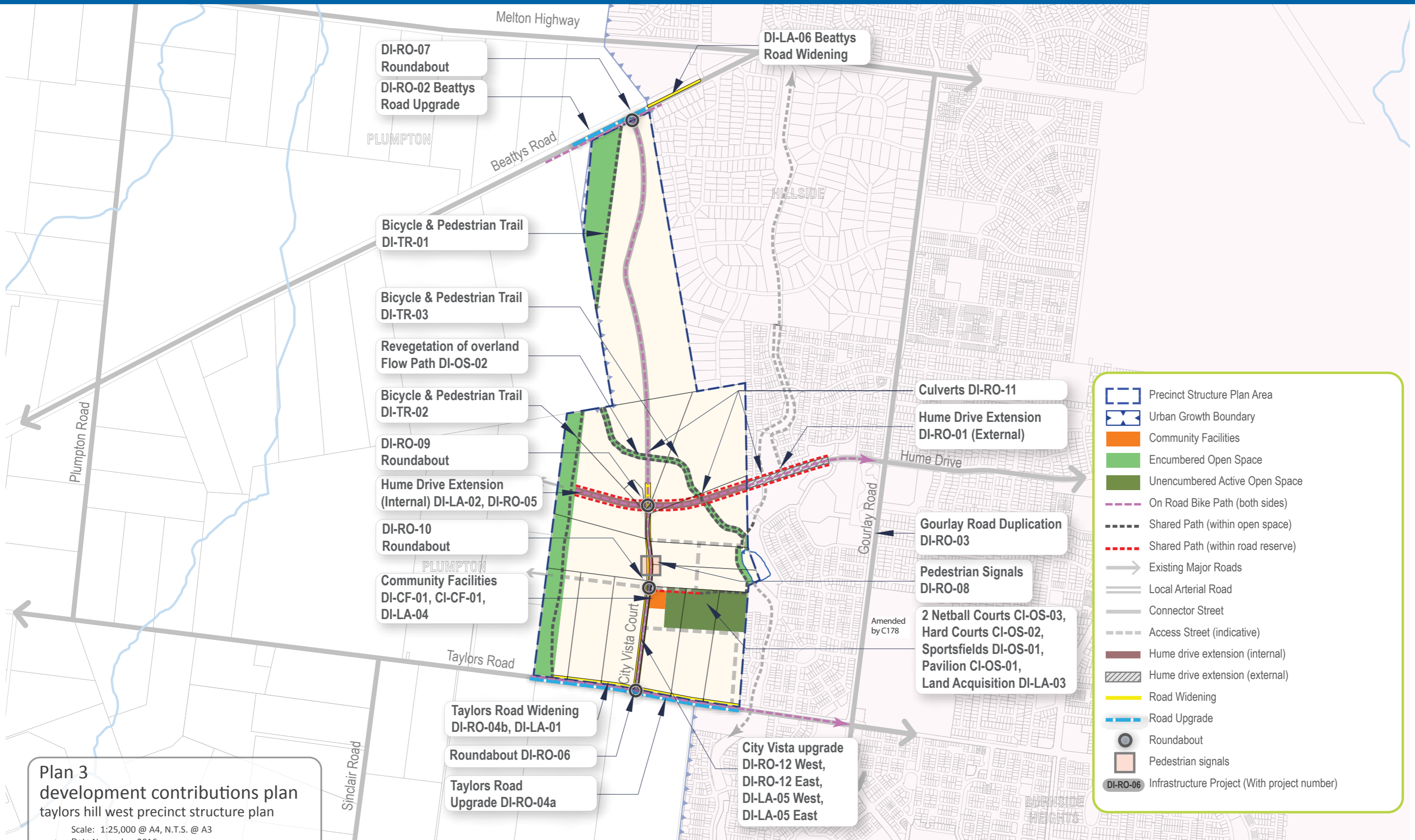
For commercial development, a demand unit is calculated by reference to equivalence ratios. The equivalence ratios are specified in Table 5.

The area of land within the DCP area and projected dwelling yields are outlined in this section.

1.3.1 ITEMS NOT INCLUDED IN THE DEVELOPMENT CONTRIBUTIONS PLAN

The items listed below are not included in the DCP, as they are not considered to be higher order items. They must be provided by developers as a matter of course usually by the imposition of planning permit conditions:

- All internal streets and connector streets and associated traffic management measures, excluding those specifically funded by the DCP
- Flood mitigation works
- Local drainage systems
- Intersections connecting the development to the existing road network, except where specified as Development Contributions Plan projects
- 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 master plans and any agreed associated works required by the Melton North Precinct Structure Plan
- Council's plan checking and supervision costs
- Bus stops.



**Plan 3 development contributions plan
taylors hill west precinct structure plan**

Scale: 1:25,000 @ A4, N.T.S. @ A3

1.4 INFRASTRUCTURE PROJECTS

The project number and description of each of these items has been summarised in Table 3 of this document. Table 3 also identifies whether the item generates an external demand. The location of each project is shown on Plan 3.

1.4.1 TRANSPORT

The transport projects, based on the *Taylor's Hill Local Structure Plan and Transport Strategy: Transport Infrastructure Planning Strategy*, Cardno Grogan Richards (2008) comprise:

DCP PROJECT NUMBER	PROJECT DESCRIPTION
DI_RO_01	Hume Drive Extension (external) - construction
DI_RO_02	Beattys Road upgrade - construction
DI_LA_06	Beattys Road widening - land acquisition and construction
DI_RO_03	Gourlay Road Duplication (Taylors Road to Hume Drive) - construction
DI_LA_01	Taylors Road duplication - land acquisition
DI_RO_04a	Taylors Road upgrade - construction
DI_RO_04b	Taylors Road duplication - construction
DI_LA_02	Hume Drive Extension (internal) - land acquisition
DI_RO_05	Hume Drive Extension (internal) - construction
DI_RO_11	Culverts
DI_RO_12_West	City Vista Court upgrade and extension (construction) for 1,035 metres between Taylors Road and 100 metres north of its intersection with Hume Drive - western 23 metres of cross section
DI_RO_12_East	City Vista Court upgrade and extension (construction) for 1,035 metres between Taylors Road and 100 metres north of its intersection with Hume Drive - eastern 5 metres of cross section
DI_LA_05_West	City Vista Court upgrade and extension (land acquisition) between Taylors Road and 100 metres north of its intersection with Hume Drive
DI_LA_05_East	City Vista Court upgrade and extension (land acquisition) between Taylors Road and 100 metres north of its intersection with Hume Drive
DI_RO_06	Roundabout at southern entry City Vista Drive - construction
DI_RO_07	Roundabout at northern entry City Vista Drive - construction
DI_RO_08	Pedestrian signals - City Vista Drive
DI_RO_09	Roundabout - Intersection of City Vista Drive and Hume Drive - construction
DI_RO_10	Roundabout - Intersection of City Vista Drive and east-west collector - construction

1.4.2 COMMUNITY FACILITIES

Melton Shire Council has identified a requirement for three community infrastructure items. These community infrastructure items are:

DCP PROJECT NUMBER	PROJECT DESCRIPTION
DI_LA_04	Multi-purpose Community Centre - land acquisition
DI_CF_1	Multi-purpose Community Centre - construction (Maternal child health and kindergarten components)
CI_CF_1	Multi-purpose Community Centre - construction (community component)

1.4.3 ACTIVE RECREATION

Melton Shire Council has identified the requirement for a number of active sports facilities as follows:

DCP PROJECT NUMBER	PROJECT DESCRIPTION
DI_TR_1	Bicycle and Pedestrian Trail 1 - construction
DI_TR_2	Bicycle and Pedestrian Trail 2 - construction
DI_TR_3	Bicycle and Pedestrian Trail 3 - construction
DI_OS_2	Revegetation of overland flow path
DI_LA_03	Active open space - land acquisition
DI_OS_1	Sports fields - construction
CI_OS_1	Pavilion - construction
CI_OS_2	Hard courts - construction
CI_OS_3	Outdoor Netball Courts - construction

Amended by C178

Amended by C178

1.4.4 STRATEGIC PLANNING

Funding for the preparation of the Precinct Structure Plan and Development Contributions Plan was made available up front by the Council. This funding of \$200,000 has been included in the DCP so that the burden of providing advance funding is shared equally over the area benefiting from the project which is covered by this DCP.

DCP PROJECT NUMBER	PROJECT DESCRIPTION
DI_O_1	Structure Planning and Development Contributions Planning

1.5 PROJECT TIMING

For the purposes of the DCP a 15 year life has been adopted. This period commences from the date that the DCP is incorporated into the Melton Planning Scheme.

Where a developer proposes to construct a road which includes a roundabout that is funded in this DCP, the developer must also construct the roundabout. This requirement applies to the following roads:

- DI_RO_02 Beattys Road (DI_RO_07 must be constructed);
- DI_RO_04 Taylors Road upgrade (DI_RO_06 must be constructed); and
- DI_RO_05 Hume Drive – internal (DI_RO_09 must be constructed).

1.5.1 DISTINCTION BETWEEN COMMUNITY AND DEVELOPMENT INFRASTRUCTURE

Amended by GC75

In accordance with the Planning and Environment Act 1987 and the Minister's Direction on Development Contributions, this DCP is required to make a distinction between "development" and "community" infrastructure.

Generally, items of infrastructure of a community or social nature are classified as community infrastructure, whilst all other infrastructure required under the DCP is classified as development infrastructure.

Contributions relating to community infrastructure are to be made by the land owner at the time of building approval. Contributions relating to community infrastructure will be paid for at a "per-dwelling" rate. The Planning and Environment Act 1987 stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$1,150 for each dwelling.

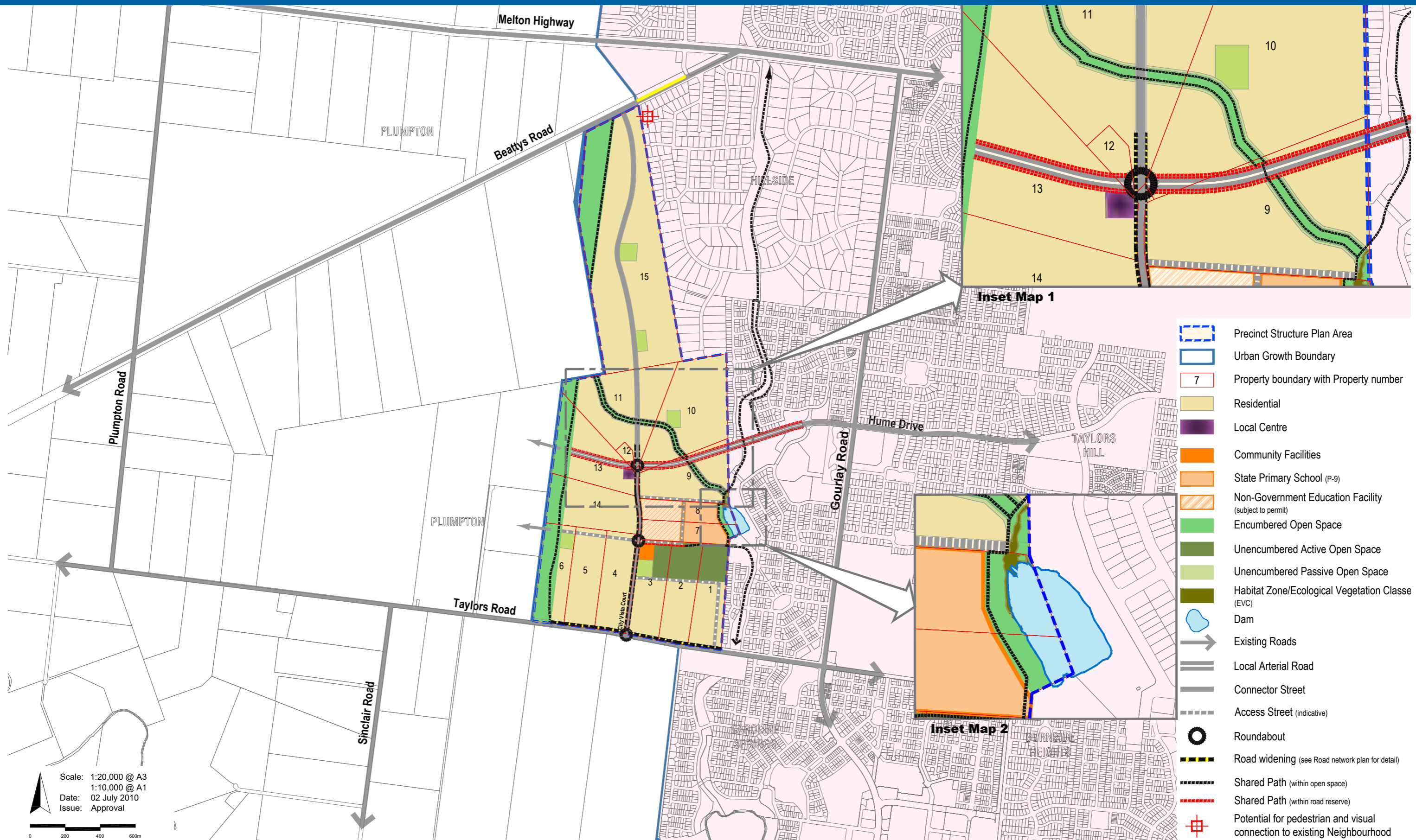
Contributions relating to development infrastructure are to be made by developers at the time of subdivision. Contributions relating to development infrastructure will be paid at a per-hectare of Net Residential Developable Area rate in respect of the subdivision of residential land. For commercial development, the development levy will be paid in respect of a demand unit based on the equivalence ratios for retail and non-retail commercial development (see Table 7).

Note: Tennis Courts would usually be classed as Development Infrastructure but in this DCP Council has agreed that this infrastructure item can be classified as Community Infrastructure.

The following infrastructure projects are community infrastructure:

DCP PROJECT NUMBER	PROJECT DESCRIPTION
CI_OS_1	Pavilion - construction
CI_OS_2	Hard courts - construction
CI_OS_3	Outdoor Netball Courts - construction
CI_CF_1	Multi-purpose Community Centre - construction (community component)

Amended by C178



Scale: 1:20,000 @ A3
 1:10,000 @ A1
 Date: 02 July 2010
 Issue: Approval



- Precinct Structure Plan Area
- Urban Growth Boundary
- Property boundary with Property number
- Residential
- Local Centre
- Community Facilities
- State Primary School (P-9)
- Non-Government Education Facility (subject to permit)
- Encumbered Open Space
- Unencumbered Active Open Space
- Unencumbered Passive Open Space
- Habitat Zone/Ecological Vegetation Classe (EVC)
- Dam
- Existing Roads
- Local Arterial Road
- Connector Street
- Access Street (indicative)
- Roundabout
- Road widening (see Road network plan for detail)
- Shared Path (within open space)
- Shared Path (within road reserve)
- Potential for pedestrian and visual connection to existing Neighbourhood

plan 4

future urban structure

2.0 CALCULATION OF CONTRIBUTIONS

Part 2 describes 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 and 2)
- Calculation of project costs (refer Table 4)
- Identification and allowance for external use (refer Table 4)
- Cost apportionment (refer Table 4)
- Identification of development types required to pay the levy (refer Table 4).

2.1 CALCULATION OF NET DEVELOPABLE AREA & DEMAND UNITS

2.1.1 INTRODUCTION

Contributions are payable on each hectare of the Net Developable Area. The following section sets out how Net Developable Area is calculated, and provides a detailed land budget for every property within the DCP area.

2.1.2 NET DEVELOPABLE AREA

For the purposes of this DCP Net Developable Area is the total amount of land within the precinct that is made available for development of housing and employment buildings, including lots, local and connector streets. It does not include land for community facilities, government schools and educational facilities, open space (excepting small local parks), encumbered land and arterial roads. The Net Developable Area for the DCP is shown in Tables 1 and 2 overleaf with reference to Plan 4 opposite.

Table 1: Summary Land budget

DESCRIPTION	HECTARES	% OF PRECINCT	% OF NDA
TOTAL PRECINCT	214.91	100.0%	N/A
TRANSPORT			
4 Lane Arterial Roads	5.02	2.34%	3.09%
SUB-TOTAL	5.02	2.34%	3.09%
COMMUNITY FACILITIES			
Community Services Facilities	0.80	0.37%	0.49%
SUBTOTAL	0.80	0.37%	0.49%
GOVERNMENT EDUCATION			
Government Schools	5.00	2.33%	3.08%
SUBTOTAL	5.00	2.33%	3.08%
OPEN SPACE			
ENCUMBERED LAND AVAILABLE FOR RECREATION			
Power easements	22.94	10.67%	14.13%
Waterway/Drainage Line/Wetland/retarding	4.84	2.25%	2.98%
Conservation	0.14	0.07%	0.09%
SUB-TOTAL	27.92	12.99%	17.20%
UNENCUMBERED LAND AVAILABLE FOR RECREATION			
Active Open Space	8.80	4.1%	5.42%
Passive Open Space	5.02	2.3%	3.09%
SUBTOTAL	13.82	6.4%	8.51%
TOTALS OPEN SPACE	41.74	19.4%	25.71%
NET DEVELOPABLE AREA (NDA)	162.35	75.54%	N/A
Local convenience centre (employment / mixed use)	0.39	0.18%	0.24%
TOTALS RESIDENTIAL YIELD AGAINST NDA	161.96	75.36%	99.76 %

*Note: Encumbered open space is not a component included in Net Residential Developable Area.

2.1.3 LAND BUDGET

In this DCP, contributions are payable on the Net Developable Area of any given site. For the purpose of this DCP, the Net Developable Area of all residential land has been used to determine the development and population projections for the DCP.

Net Developable Area is land that can be converted to 'urban purposes'. Urban purposes are those uses that are associated with the establishment of an urban community and will usually include all aspects of residential, commercial and public use." (DPCD, Development Contributions Guidelines, p.44 & Precinct Structure Planning Guidelines, GAA, p55).

Non-government schools are required to pay the DCP levy for development of land as if they were residential development. The non-government school is included in the calculations of Net Developable Area. However, the area of the non government school and local centre are excluded from the Net Developable Area for the purposes of calculating the likely residential yield of development and population in Table 4. The Net Residential Area is shown in Table 3.

Table 2: Property Specific Land budget

PROPERTY NUMBER	TOTAL AREA (HECTARES)	TRANSPORT	COMMUNITY			ENCUMBERED LAND FOR RECREATION			UNENCUMBERED LAND FOR RECREATION		TOTAL NET DEVELOPABLE AREA (HECTARES)	KEY PERCENTAGES			
		4 LANE ARTERIAL ROAD / WIDENING	COMMUNITY FACILITIES	EMPLOYMENT / MIXED USE	GOVERNMENT EDUCATION	POWER EASEMENT	WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	CONSERVATION AREAS	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE*		NET DEVRT AREA % OF PRECINCT	ACTIVE OPEN SPACE% NDA	PASSIVE OPEN SPACE % NDA	TOTAL PASSIVE & ACTIVE OPEN SPACE %
Property 1	10.04	0.26							3.27		6.51	64.84%	50.23%	0.00%	50.23%
Property 2	10.03	0.25							3.71		6.07	60.52%	61.12%	0.00%	61.12%
Property 3	10.00	0.26	0.80						1.82	0.85	6.27	62.70%	29.03%	13.56%	42.58%
Property 4	9.99	0.25									9.74	97.50%	0.00%	0.00%	0.00%
Property 5	10.00	0.26									9.74	97.40%	0.00%	0.00%	0.00%
Property 6	10.00	0.27				5.49				0.70	3.54	35.40%	0.00%	19.77%	19.77%
Property 7	6.20				2.81		0.60				2.79	45.00%	0.00%	0.00%	0.00%
Property 8	6.16				2.19		0.90	0.09			2.98	48.38%	0.00%	0.00%	0.00%
Property 9	13.24	1.39					1.00	0.05		0.31	10.49	79.23%	0.00%	2.96%	2.96%
Property 10	20.93	0.36					0.85			0.98	18.74	89.54%	0.00%	5.23%	5.23%
Property 11	20.06	0.08				1.02	1.49			0.47	17.00	84.74%	0.00%	2.76%	2.76%
Property 12	0.81	0.11									0.70	86.42%	0.00%	0.00%	0.00%
Property 13	14.32	1.53		0.39		3.69					9.10	63.55%	0.00%	0.00%	0.00%
Property 14	12.91					2.68					10.23	79.24%	0.00%	0.00%	0.00%
Property 15	60.22					10.06				1.71	48.45	80.45%	0.00%	3.53%	3.53%
TOTAL PRECINCT	214.91	5.02	0.80	0.39	5.00	22.94	4.84	0.14	8.80	5.02	162.35	75.54%	5.42%	3.09%	8.513%

* Passive Open Space contribution is made via Clause 52.01. Where a landowner owns contiguous land parcels within the precinct, the responsible authority may aggregate those contributions across the landholding.

2.1.4 DEMAND UNITS

The resulting Net Developable Hectares is the area comprising the “demand units”. This is the basis upon which the development contribution levies are calculated and payable. One Net Developable Hectare equals one Demand Unit.

Table 3: Breakdown of Net Developable Area for Residential and Commercial Uses

	TOTAL (Ha)
Net Developable Area for residential uses	162.01
Non-government school	Less 5.31
Net Developable Area for Commercial uses	Less 0.39
Net Residential Area	156.31

Based on a density of 15 lots per hectare, projections have been made to establish the projected number of lots and the estimated population. This information is outlined in Table 4.

Table 4: Projected Residential Lots and Population

	TOTAL
Net Residential Area (NRA) (in hectares)	156.31
Average dwellings NRHA	15.55
Projected Lots	2431
Estimated Population (2.8 persons per dwelling)	6,804

Levies for commercial uses are to be paid in accordance with the demand unit derived from equivalence ratios. A breakdown of the allocation of commercial floor space envisaged is shown in Table 5. Commercial floor space is classified as either “retail” or “non-retail” commercial for the purposes of the DCP.

Retail commercial space includes all premises used for the direct retailing of goods. Non retail commercial space includes all commercial premises other than retail.

In order to fairly levy the nexus of usage created by commercial land, an equivalence ratio is used, in accordance with the Development Contributions Guidelines (2003).

Equivalence ratios allow all contributions to be expressed in terms of common demand units across all land use types. The amount of demand units attributable to different land use types are listed in Table 7.

It has been determined that each demand unit is to be equivalent to the demand generated by one hectare of Net Residential Developable Area.

The equivalence ratios that have been adopted for the DCP are consistent with the standard equivalence ratios outlined in the Department of Sustainability and Environment Development Contributions Guidelines (2003). The ratios provided in the Development Contributions Guidelines (2003), as shown in Table 6, are provided as a ‘per dwelling’ figure. For the

purpose of consistency within this DCP these ratios need to be converted to a ‘per hectare’ figure. This conversion is undertaken by multiplying the ‘per dwelling’ figure by the minimum density for residential land per hectare across the DCP area (15.55 dwellings per hectare, as outlined in Table 4).

Table 5: Equivalence Ratios

LAND USE TYPE	Demand Unit ‘per Dwelling’ 1 demand unit equivalent to: (Standard Equivalence Ratio ⁷)	Conversion of Demand Unit ‘per Hectare’ 1 demand unit equivalent to: (Standard Equivalence Ratio x 15.55 dwellings per ha)
Residential	1 dwelling	1 hectare of developable land = 1 demand unit for the DCP
Retail	19 m ² per equivalent dwelling	295 m ² of floor space = 1 demand unit for the DCP
Non Retail Commercial	121 m ² per equivalent dwelling	1,882 m ² of floor space = 1 demand unit for the DCP

⁷ Standard Equivalence Ratio published in *Development Contributions Guidelines (2003)*, Department of Sustainability and Environment (2007), available at <http://www.dse.vic.gov.au>

Table 6: Projected Commercial Development over DCP timeframe

	TOTAL (m ²)
Retail Floor Space	900
Non Retail Commercial Floor Space	200

Source: *Essential Economics (2008), Input to the Taylors Hill Structure Plan: Economic Assessment of Supportable Retail Floorspace, p.21.*

The equivalence ratios shown in Table 6 have been applied to the development projections for the DCP in order to determine the equivalent demand units created by each land use category in the DCP area.

Table 7: Demand Units by Land Use

DEVELOPMENT	TOTAL
Residential	161.6
Retail	3.16
Non Retail Commercial	0.11
TOTAL	164.9

2.1.5 OTHER USES

Where residential land is subdivided into lots that are proposed to be used for a purpose other than a dwelling, a Development Contribution will be levied and must be paid, equivalent to the contribution which would otherwise have been paid if the land had been developed for dwellings. The whole of the land which is subdivided will be assessed on the basis of the demand units for Net Residential Developable Area.

SCHOOLS

Non-government schools will be required to pay the DCP levy for development of land as if they were residential development.

This is considered a fair way of levying non-government schools as information in respect of the location of schools, land areas involved and student numbers are not available at the time of preparing the DCP.

Non-government schools are commercial enterprises which require and create nexus with infrastructure to a level that is at least equal to residential development. Therefore it is only fair that schools contribute a levy under the DCP as residential development does.

2.2 CALCULATION OF CONTRIBUTION CHARGES

2.2.1 PROJECT COSTS

Each item in the DCP has a cost specified for either capital works or land purchase associated with that infrastructure project. These costs are listed in Appendix A – DCP Infrastructure Project Sheets. Construction costs are expressed in March 2009 dollars. Land costs are expressed in June 2010 dollars. Both costs will be adjusted annually in accordance with the method specified in this DCP.

2.2.2 MAIN CATCHMENT AREA

The main Catchment Area (MCA) is all of the land shown as 'Precinct Structure Plan Area' outlined in Plan 2.

2.2.3 EXTERNAL USE

For some infrastructure projects there is a proportion of usage generated from areas external to the Main Catchment Area of the DCP. For each item in this DCP, the proportion of usage attributable to the external area has been specified in the DCP Infrastructure Project Sheets.

The proportion of costs attributable to external use is subtracted from the total project cost of an infrastructure item to give the cost attributable to the Main Catchment Area for each infrastructure item.

2.2.4 COST APPORTIONMENT METHODS

The cost of each of the infrastructure items has been apportioned based upon the likelihood that an item will be used by residents of the PSP area.

The method and justification for the cost apportionment that has been used for each infrastructure item is outlined in the DCP Infrastructure Project Sheets (Appendix A).

For some road infrastructure items, costs have been apportioned to the MCA based upon models of projected likely use developed by traffic engineers.

Amended by GC75

Inserted by GC75

2.2.5 TOTAL CONTRIBUTIONS PAYABLE BY MCA AND DEVELOPMENT TYPE

A summary of the development infrastructure levy (DIL) contributions that are required to be made in the Taylors Hill West Precinct is shown in Table 8. These contributions are in March 2009 dollars (or June 2010 for land acquisition items). The amounts set out in Table 8 will be adjusted annually in accordance with the method specified in this DCP.

The required Community Infrastructure Levy (CIL) is shown in Table 9. While the actual cost of the projects exceeds the equivalent of \$1,150 per dwelling, for the purpose of this DCP, at this time, the levy will be \$1,150 per dwelling. The shortfall will be funded through alternative sources.

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.

All land is subject to the Development Infrastructure Levy.

Only dwellings are subject to the Community Infrastructure Levy.

Details of each project and the calculation of levies for each project is shown in tables 10 and 11.

Amended by VC249

Exemptions

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.

Table 8: Development Infrastructure Levy per Demand Unit

	DEMAND UNITS ¹	MINIMUM DWELLINGS PER Ha	LAND	COMMUNITY FACILITIES	TRAIL NETWORK	OPEN SPACE	ROADS	OTHER	DEVELOPMENT INFRASTRUCTURE LEVY COLLECTABLE PER DEVELOPMENT UNIT
RESIDENTIAL	161.6	15.55	\$64,072	\$17,139	\$5,221	\$22,325	\$83,034	\$1213	\$193,004
COMMERCIAL	3.16		\$22,878				\$83,034	\$1213	\$107,125

Table 9: Community Infrastructure Levy per Dwelling

NET RESIDENTIAL DEVELOPABLE AREA (Ha)	MINIMUM DWELLINGS PER Ha	TOTAL ESTIMATED DWELLINGS	OPEN SPACE IMPROVEMENT COSTS PER DWELLING	COMMUNITY FACILITIES COSTS PER DWELLING	TOTAL COMMUNITY INFRASTRUCTURE COSTS PER DWELLING	TOTAL COMMUNITY INFRASTRUCTURE LEVY COLLECTABLE PER DWELLING (CAPPED AT \$1,150)
156.31	15.55	2,431	\$896	\$747	\$1,643	\$1,150

*Note: 1. The Demand Unit for residential development is 1 hectare of Net Residential Developable Area. The demand unit for retail development is 285 m² of gross retail floor space. The demand unit for non-retail commercial is 1,815 m² of gross floor space. For more detail on demand units refer to Section 4.

Table 10: Project Details

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	CAPITAL COST	MAIN CATCHMENT AREA (MCA) DETERMINATION	STRATEGIC JUSTIFICATION	INDICATIVE PROVISION TRIGGER (SHORT: 1-2 YEARS, MEDIUM: 3-5 YEARS, LONG: 6 YEARS)	CAN BE PROVIDED IN KIND?
ROADS							
DI_RO_01	Roads	Hume Drive Extension (external) – construction	\$1,254,000	Demand generated by MCA only.	Required to service new community with total traffic generation estimated at 23,540 vehicle trips per day.	Short	Yes
DI_RO_02	Roads	Beattys Road upgrade – construction	\$582,390	Demand generated by MCA only.	Required to service new community with total traffic generation estimated at 23,540 vehicle trips per day.	Short	Yes
DI_LA_06	Land	Beattys Road widening - land acquisition and construction	\$600,688	Demand generated by MCA only.	Required to service new community with total traffic generation estimated at 23,540 vehicle trips per day.	Short	No
DI_RO_03	Roads	Gourlay Road Duplication (Taylors Road to Hume Drive) – construction	\$3,680,160	89% of demand generated by surrounding residential areas, remaining 11% generated by MCA.	Existing and proposed configuration of Melton Hwy is not acceptable.	Medium	No
DI_LA_01	Land	Taylors Road duplication – land acquisition	\$1,124,588	55% of demand generated by surrounding areas, remaining 45% generated by MCA.	Required to service new community with total traffic generation estimated at 23,540 vehicle trips per day.	At subdivision of relevant parcel	Yes
DI_RO_04a	Roads	Taylors Road upgrade – construction	\$2,246,640	Demand generated by MCA only.	Required to service new community with total traffic generation estimated at 23,540 vehicle trips per day.	Long	Yes
DI_RO_04b	Roads	Taylors Road duplication – construction	\$1,240,800	55% of demand generated by surrounding areas, remaining 45% generated by MCA.	Required to service new community with total traffic generation estimated at 23,540 vehicle trips per day.	Long	Yes
DI_LA_02	Land	Hume Drive Extension (internal) – land acquisition	\$2,469,000	Demand generated by MCA only.	Required to service new community with total traffic generation estimated at 23,540 vehicle trips per day.	At subdivision of relevant parcel	Yes
DI_RO_05	Roads	Hume Drive Extension (internal) – construction	\$2,048,640	Demand generated by MCA only.	Required to service new community with total traffic generation estimated at 23,540 vehicle trips per day.	At subdivision of relevant parcel	Yes
DI_RO_11	Roads	Culverts	\$723,000	Demand generated by MCA only.	3 culverts required along Hume Drive (2) and City Vista (1) to provide adequate drainage.	Concurrent with relevant road construction	Yes
DI_RO_12_West	Roads	City Vista Court – upgrade and extension (construction) for 1,035 metres between Taylors Road and 100 metres north of its intersection with Hume Drive - western 23 metres of cross section	\$3,113,363	Demand generated by MCA only.	Existing road reservation is not sufficient to cater for projected traffic in precinct. Required to service development in the precinct and connect it to the regional road network.	At subdivision of relevant parcel	Yes
DI_RO_12_East	Roads	City Vista Court – upgrade and extension (construction) for 1,035 metres between Taylors Road and 100 metres north of its intersection with Hume Drive - eastern 5 metres of cross section	\$310,448	Demand generated by MCA only.	Existing road reservation is not sufficient to cater for projected traffic in precinct. Required to service development in the precinct and connect it to the regional road network.	At subdivision of relevant parcel	Yes
DI_LA_05_West	Land	City Vista Court – upgrade and extension (land acquisition) between Taylors Road and 100 metres north of its intersection with Hume Drive	\$532,000	Demand generated by MCA only.	Existing road reservation is not sufficient to cater for projected traffic in precinct. Required to service development in the precinct and connect it to the regional road network.	At subdivision of relevant parcel	Yes
DI_LA_05_East	Land	City Vista Court – upgrade and extension (land acquisition) between Taylors Road and 100 metres north of its intersection with Hume Drive	\$265,413	Demand generated by MCA only.	Existing road reservation is not sufficient to cater for projected traffic in precinct. Required to service development in the precinct and connect it to the regional road network.	At subdivision of relevant parcel	Yes
SUB-TOTAL			\$20,191,130				
INTERSECTIONS							
DI_RO_06	Roads	Roundabout at southern entry City Vista Drive – construction	\$500,000	Demand generated by MCA only.	Required to service new community with total traffic generation estimated at 23,540 vehicle trips per day.	At subdivision of relevant parcel	Yes
DI_RO_07	Roads	Roundabout at northern entry City Vista Drive – construction	\$300,000	Demand generated by MCA only.	Required to service new community with total traffic generation estimated at 23,540 vehicle trips per day.	At subdivision of relevant parcel	Yes
DI_RO_08	Roads	Pedestrian signals – City Vista Drive	\$200,000	Demand generated by MCA only.	Required to service new community with total traffic generation estimated at 23,540 vehicle trips per day.	Medium	Yes
DI_RO_09	Roads	Roundabout – Intersection of City Vista Drive and Hume Drive - construction	\$500,000	Demand generated by MCA only.	Required to service new community with total traffic generation estimated at 23,540 vehicle trips per day.	Medium	Yes
DI_RO_10	Roads	Roundabout – Intersection of City Vista Drive and east-west collector - construction	\$350,000	Demand generated by MCA only.	Required to service new community with total traffic generation estimated at 23,540 vehicle trips per day.	At subdivision of relevant parcel	Yes
SUB-TOTAL			\$1,850,000				

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	CAPITAL COST	MAIN CATCHMENT AREA (MCA) DETERMINATION	STRATEGIC JUSTIFICATION	INDICATIVE PROVISION TRIGGER (SHORT: 1-2 YEARS, MEDIUM: 3-5 YEARS, LONG: 6 YEARS)	CAN BE PROVIDED IN KIND?
TRAILS							
DI_TR_1	Trails	Bicycle and Pedestrian Trail 1 – construction	\$168,750	Demand generated by MCA only.	Growth areas should prepare detailed bicycle / pedestrian network plans for specific growth area nodes (ASR, p.68).	Medium	Yes
DI_TR_2	Trails	Bicycle and Pedestrian Trail 2 – construction	\$262,500	Demand generated by MCA only.	Growth areas should prepare detailed bicycle / pedestrian network plans for specific growth area nodes (ASR, p.68).	Medium	Yes
DI_TR_3	Trails	Bicycle and Pedestrian Trail 3 – construction	\$412,500	Demand generated by MCA only.	Growth areas should prepare detailed bicycle / pedestrian network plans for specific growth area nodes (ASR, p.68).	Medium	Yes
SUB-TOTAL			\$843,750				
ACTIVE RECREATION							
DI_LA_03	Land	Active open space – land acquisition	\$6,097,000	Demand generated by MCA only.	Active Open space and facilities required to service new community. (ASR: 8ha per 6,000 residents).	Medium	Yes
DI_OS_1	Open Space	Sports fields – construction	\$2,242,750	Demand generated by MCA only.	Active Open space and facilities required to service new community. (ASR: 8ha per 6,000 residents).	Medium	Yes
CI_OS_1	Open Space	Pavilion – construction	\$1,570,000	Demand generated by MCA only.	Active Open space and facilities required to service new community. (ASR: 8ha per 6,000 residents).	Medium	No
CI_OS_2	Open Space	Hard courts – construction	\$514,206	Demand generated by MCA only.	One tennis court desired per 1,500 persons (ASR, p.67).	Medium	No
CI_OS_3	Open Space	Outdoor Netball Courts – construction	\$185,000	50% of demand is generated by the MCA population, which forms half a catchment for this item. The remaining 50% is externally apportioned.	One netball court recommended per 7,000 people in Melton (ASR, p.68).	Medium	No
DI_OS_2	Open Space	Revegetation of overland flow path	\$1,365,000	Demand generated by MCA only.	Revegetation required for use of the flow path for cycling, walking and recreation.	Medium	Yes
SUB-TOTAL			\$11,973,956				
COMMUNITY & INDOOR RECREATION FACILITIES							
DI_LA_04	Land	Multi-purpose Community Centre – land acquisition	\$560,000	Demand generated by MCA only.	One Level 1 Multipurpose community centre is recommended for growth areas per 8,000 to 10,000 persons. (ASR, p.63). Projected PSP area population is 7,350 persons.	At subdivision of relevant parcel	Yes
DI_CF_1	Community Facilities	Multi-purpose Community Centre – construction (Maternal child health and kindergarten components)	\$2,769,714	Demand generated by MCA only.	As above	Medium	No
CI_CF_1	Community Facilities	Multi-purpose Community Centre – construction (community component)	\$1,816,587	Demand generated by MCA only.	As above	Medium	No
DI_O_1	Other	Structure Planning and Development Contributions Planning	\$200,000	Demand generated by MCA only.	Required for comprehensive planning for new community.	Completed	No
SUB-TOTAL			\$5,346,301				
TOTAL			\$40,205,137				

Amended by C178

Amended by C178

Table 11: Calculation of Costs

DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND CAPITAL COST	CONSTRUCTION CAPITAL COST	EXTERNAL	\$ ATTRIBUTED TO MCA	ESTIMATED COST TO COUNCIL	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF EQUIVALENT DEVELOPABLE HECTARES IN MCA	CONTRIBUTION PER EQUIVALENT NET DEVELOPABLE HECTARE (RESIDENTIAL)
DI_RO_01	Roads	Hume Drive Extension (external) – construction	-	\$1,254,000	0%	\$1,254,000	-	All	164.9	\$7,605
DI_RO_02	Roads	Beattys Road upgrade – construction	-	\$582,390	0%	\$582,390	-	All	164.9	\$3,532
DI_LA_06	Land	Beattys Road - land acquisition and construction	\$600,688	-	0%	\$600,688	-	All	164.9	\$3,643
DI_RO_03	Roads	Gourlay Road Duplication (Taylors Road to Hume Drive) – construction	-	\$3,680,160	89%	\$404,818	\$3,275,342	All	164.9	\$2,455
DI_LA_01	Land	Taylors Road duplication – land acquisition	\$1,124,588	-	55%	\$506,064	\$618,523	All	164.9	\$3,069
DI_RO_04a	Roads	Taylors Road upgrade – construction	-	\$2,246,640	0%	\$2,246,640	-	All	164.9	\$13,624
DI_RO_04b	Roads	Taylors Road duplication – construction	-	\$1,240,800	55%	\$558,360	\$682,440	All	164.9	\$3,386
DI_LA_02	Land	Hume Drive Extension (internal) – land acquisition	\$2,469,000	-	0%	\$2,469,000	-	All	164.9	\$14,973
DI_RO_05	Roads	Hume Drive Extension (internal) – construction	-	\$2,048,640	0%	\$2,048,640	-	All	164.9	\$12,424
DI_RO_06	Roads	Roundabout at southern entry City Vista Drive – construction	-	\$500,000	0%	\$500,000	-	All	164.9	\$3,032
DI_RO_07	Roads	Roundabout at northern entry City Vista Drive – construction	-	\$300,000	0%	\$300,000	-	All	164.9	\$1,819
DI_RO_08	Roads	Pedestrian signals – City Vista Drive	-	\$200,000	0%	\$200,000	-	All	164.9	\$1,213
DI_RO_09	Roads	Roundabout – Intersection of City Vista Drive and Hume Drive - construction	-	\$500,000	0%	\$500,000	-	All	164.9	\$3,032
DI_RO_10	Roads	Roundabout – Intersection of City Vista Drive and east-west collector - construction	-	\$350,000	0%	\$350,000	-	All	164.9	\$2,122
DI_RO_11	Roads	Culverts	-	\$723,000	0%	\$723,000	-	All	164.9	\$4,384
DI_TR_1	Trails	Bicycle and Pedestrian Trail 1 – construction	-	\$168,750	0%	\$168,750	-	Residential	161.6	\$1,044
DI_TR_2	Trails	Bicycle and Pedestrian Trail 2 – construction	-	\$262,500	0%	\$262,500	-	Residential	161.6	\$1,624
DI_TR_3	Trails	Bicycle and Pedestrian Trail 3 – construction	-	\$412,500	0%	\$412,500	-	Residential	161.6	\$2,553
DI_LA_03	Land	Active open space – land acquisition	\$6,097,000	-	0%	\$6,097,000	-	Residential	161.6	\$37,729
DI_OS_1	Open Space	Sports fields– construction	-	\$2,242,750	0%	\$2,242,750	-	Residential	161.6	\$13,878
DI_LA_04	Land	Multi-purpose Community Centre – land acquisition	\$560,000	-	0%	\$560,000	-	Residential	161.6	\$3,465
DI_CF_1	Community Facilities	Multi-purpose Community Centre – construction (Maternal child health and kindergarten components)	-	\$2,769,714	0%	\$2,769,714	-	Residential	161.6	\$17,139
DI_OS_2	Open Space	Revegetation of overland flow path	-	\$1,365,000	0%	\$1,365,000	-	Residential	161.6	\$8,447
DI_O_1	Other	Structure Planning and Development Contributions Planning	-	\$200,000	0%	\$200,000	-	All	164.9	\$1,213
DI_RO_13_West	Roads	City Vista construction between Taylors Road and 100m north of Hume Drive (western 23 metres of road width)	-	\$3,113,363	0%	\$3,113,363	-	All	164.9	\$18,880
DI_RO_13_East	Roads	City Vista construction between Taylors Road and 100m north of Hume Drive (eastern 5 metres of road width)	-	\$310,448	0%	\$310,448	-	All	164.9	\$1,883
DI_LA_05_West	Land	City Vista – land acquisition for widening of existing reservation and purchase of full reservation to 100m north of Hume Drive	\$532,000	-	0%	\$532,000	-	All	164.9	\$3,226
DI_LA_05_East	Land	City Vista – land acquisition for widening of existing reservation and purchase of full reservation to 100m north of Hume Drive	\$265,413	-	0%	\$265,413	-	All	164.9	\$1,610
SUB-TOTAL			\$11,648,689	\$24,470,655		\$31,543,038	\$4,576,305			\$193,004
DCP PROJECT NO.	INFRASTRUCTURE CATEGORY	DESCRIPTION	LAND CAPITAL COST	CONSTRUCTION CAPITAL COST	EXTERNAL	\$ ATTRIBUTED TO MCA	ESTIMATED COST TO COUNCIL	DEVELOPMENT TYPES MAKING CONTRIBUTION	NUMBER OF DWELLINGS FOR ITEMS CI	EQUIVALENT COST PER DWELLING
CI_OS_1	Open Space	Pavilion - construction	-	\$1,570,000	0%	\$1,570,000	-	Residential	2431	\$646
CI_OS_2	Open Space	Hard courts - construction	-	\$514,206	0%	\$514,206	-	Residential	2431	\$212
CI_OS_3	Open Space	Outdoor Netball Courts - construction	-	\$185,000	50%	\$92,500	\$92,500	Residential	2431	\$38
CI_CF_1	Community Facilities	Multi-purpose Community Centre - construction (community component)	-	\$1,816,587	0%	\$1,816,587	-	Residential	2431	\$747
SUB-TOTAL				\$4,085,793		\$3,993,293	\$92,500**			\$1,643*

Amended by C178

Amended by C178

Amended by GC75

* This is the estimated actual cost of community infrastructure to be provided under the community infrastructure levy. The maximum community infrastructure levy that may be collected is set and adjusted from time to time under Section 46L of the Planning and Environment Act 1987. At the time of approval the maximum amount was \$1,150 for each dwelling. ** plus difference between CIL collected and total cost of community infrastructure

3.0 ADMINISTRATION AND IMPLEMENTATION

3.1 ADMINISTRATION OF THE DEVELOPMENT CONTRIBUTIONS PLAN

This section clearly sets how the DCP will be administered and includes 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 COLLECTING AGENCY (AGENCY RESPONSIBLE FOR COLLECTING INFRASTRUCTURE LEVY)

The Melton Shire Council is the Collecting Agency pursuant to section 46K of the Planning and Environment Act 1987.

3.1.2 DEVELOPMENT AGENCY (AGENCY RESPONSIBLE FOR WORKS)

The Melton Shire Council is the development agency for all infrastructure items pursuant to section 46K of the Planning and Environment Act 1987 with the exception of those items outlined in section 1.5.5 of this DCP.

3.1.3 PAYMENT OF CONTRIBUTION LEVIES AND TIMING

COLLECTION OF LEVIES

The Community Infrastructure levy will be collected by Melton Shire Council at the Building Approval Stage in accordance with section 46(0) of the Planning & Environment Act 1987.

The Development Infrastructure Levy will be collected by Melton Shire Council generally as follows:

- For the subdivision of land in a residential zone or applied zone, before the issue of a Statement of Compliance under the Subdivision Act 1988 in respect of the subdivision creating any new lot;
- In relation to the development of commercial land, a planning permit condition must require the payment of the development contribution prior to the issue of a Statement of compliance under the Subdivision Act 1988 or if there is no subdivision, then prior to the commencement of works unless in either case there is an agreement with the Responsible Authority to secure the payment of the development contribution by some other means or other timeframe.

A planning permit must include the following conditions:

FOR SUBDIVISIONS OF LAND IN A RESIDENTIAL (APPLIED) ZONE

A development infrastructure levy must be paid to the Responsible Authority in accordance with the provisions of the approved Development Contribution Plan for the land within the following specified time, namely after Certification of the relevant plan of subdivision but not

more than 21 days prior to the issue of a Statement of Compliance in respect of that plan.

Where the subdivision is to be developed in stages the development infrastructure levy for that stage only may be paid to the Responsible Authority within the time specified provided that a Schedule of Development Contributions is submitted with each stage plan of subdivision. The schedule must show the amount of development contributions payable for each stage and paid in respect of prior stages to the satisfaction of the Responsible Authority.

FOR A PERMIT FOR THE DEVELOPMENT OF COMMERCIAL LAND

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

NO PERMIT REQUIRED FOR THE DEVELOPMENT OF LAND

Where no planning permit is required for the development of land, unless some other arrangement has been agreed to by Council in a section 173 agreement, prior to the commencement of any development, the development infrastructure levy must be paid to the Responsible Authority in accordance with the provisions of the approved DCP for the land.

3.1.4 CREDIT FOR OVER PROVISION

Responsibility for the delivery of infrastructure works as described in this DCP resides with Melton Shire Council with the exception of the items outlined in Section 1.5.5.

Section 46P of the Planning and Environment Act 1987 envisages that:

The relevant collecting agency may accept the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payable.

Where Melton Shire Council as Collecting Agency agrees in writing, infrastructure projects funded in this DCP may be provided by developers with a credit being provided against their development contribution.

3.1.5 OPEN SPACE PROVISION

The Melton Planning Scheme provides that all land located within the Taylors Hill West Precinct Structure Plan must provide a contribution in cash or in land of 3.21% of the net developable area for public open space. This DCP only raises funds for an active open space area and does not provide funding for local passive open space. Local Passive Open Space is dealt with under clause 52.01 of the Melton Planning Scheme.

3.1.6 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
- clearly show any pooling of funds to deliver specific projects where applicable.

The Collecting Agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with this Development Contributions Plan. The Collecting Agency will establish interest bearing accounts and all monies held in these accounts will be used solely for the provision of infrastructure as itemised in this Development Contributions Plan, as required under Section 46QB(2) of the Planning and Environment Act, 1987.

Should the Collecting Agency resolve not to 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 where approved by the Minister responsible for the Planning & Environment Act, or will be refunded to developers and/or owners of land subject to these infrastructure charges.

3.1.7 CONSTRUCTION AND LAND VALUE COSTS AND INDEXATION

Land values and construction costs listed in this DCP are in June 2010 and March 2009 dollars respectively. They will be indexed annually according to the following specified method:

The Development Contribution for each demand unit must be adjusted as follows:

- In relation to the costs associated with all infrastructure items other than land, the cost must be adjusted and the contribution amounts recalculated according to the following method:
 - The capital costs of each infrastructure item must be adjusted by reference to the Producer Price Indexes Australia, General construction (41) Victoria (Tables 15 & 16. Output of the general construction industry, Series 6427.0), published by the ABS.

- The revised infrastructure costs and the adjustment of the contributions must be calculated as at 1 September in each year.
- In relation to the cost of land included in an infrastructure project the land value must be adjusted by adopting a revised land value for each parcel to be acquired:
 - » The revised land value and the adjustment of the contributions must be calculated as of 1 September in each year (excluding 2010).
 - » Within 14 days of the adjustments being made, the Responsible Authority must publish a notice of the amended contributions in a newspaper circulating in the municipality.

3.1.8 DEVELOPMENT CONTRIBUTIONS PLAN REVIEW PERIOD

The Council Strategic Planning Department will undertake ongoing accounting and review of this DCP in terms of:

- The relevance of projects listed in the DCP;
- The level of contributions collected;
- The construction costs of infrastructure projects;
- The land costs of infrastructure projects;
- Updating the DCP to reflect any relevant amendments to the Planning and Environment Act, or any new Ministerial Directions relating to development contributions.

Melton Shire Council undertake a formal review of this DCP every five years during the lifespan of the DCP.

Funds collected through development contributions will be held in a specific interest-bearing reserve account in accordance with the provisions of the Local Government Act 1989 (Part 3b section 46Q(1)(a)). All monies held in this account will be used solely for the provision of infrastructure as itemised in this DCP.

3.2 IMPLEMENTATION STRATEGY

3.2.1 WORKS IN KIND

While the principal obligation is for a development levy to be paid in cash, the Collecting Agency may agree to Infrastructure Projects to be provided by developers with a credit provided against their development contribution. For a credit to be provided there must be an agreement in writing between Council and the person proposing to provide works in kind.

Where the Collecting Agency agrees that works may be provided by a developer in lieu of paying monetary contributions the agreement must specify:

- the amount of the credit to be provided
- that the cost of the works in kind are to be offset against the development contributions payable under this DCP
- that the developer will not be required to make monetary payments for contributions until the value of any credits for the provision of the agreed works-in-kind are exhausted
- where the credit for works-in-kind cannot be offset against future development levy payments the developer shall be reimbursed by the Council for any excess credit at a time generally consistent with any scheduled delivery date specified in this DCP or such other time which is specified in the agreement.

Where a developer is in credit against development contributions liability, this credit will be indexed annually in accordance with the CPI (all groups) Melbourne.

Table 10 provides a summary of the infrastructure items in the DCP, the determination of cost apportionment to the Main Catchment Area, the strategic justification for the item and the items that are good candidates to be provided as 'works in kind'.

4.0 OTHER INFORMATION

4.1 ACRONYMS

The Precinct Structure Plan uses the standard acronyms set out in section 6.1 of the Precinct Structure Planning Guidelines (Growth Areas Authority, 2009)

4.2 GLOSSARY

The Precinct Structure Plan uses the standard definition of terms set out in section 6.2 the Precinct Structure Planning Guidelines (Growth Areas Authority, August 2009)

4.3 SUPPORTING INFORMATION

The following documents may assist in understanding the background to the vision, objectives and other requirements of this PSP.

Taylor's Hill West Precinct Structure Plan, Tract Consultants (2008);

Input to the Taylor's Hill Structure Plan: Economic Assessment of Supportable Retail Floorspace, Essential Economics (2008);

Taylor's Hill West Precinct Structure Plan: Assessment of Community Infrastructure Requirements and Opportunities, ASR Research (2008);
and

Taylor's Hill Local Structure Plan and Transport Strategy: Transport Infrastructure Planning Strategy, Cardno Grogan Richards (2008).

Valuation Report of Taylor's Hill West Precinct Structure Plan for Growth Areas Authority, O'Briens Valuers and Property Consultants, June 2010

Taylor's Hill West

Development Contributions Plan Appendix – Project Cost Sheets

July 2010 (Amended December 2023)



