

WARRAGUL

DEVELOPMENT CONTRIBUTIONS PLAN
SEPTEMBER 2014 (Amended December 2023)

DCP SUMMARY

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

Summary of collections

PROJECT CATEGORY	PROJECT COSTS	PROPORTION OF TOTAL COSTS
Standard projects		
Arterial road intersections	\$7,029,455	4%
Shared path connections	\$1,155,000	1%
Transport total	\$8,184,455	5%
Recreation total	\$24,748,450	15%
Community total	\$13,244,716	8%
Drainage total	\$35,919,913	22%
DCP preparation total	\$60,000	0%
Sum of standard project costs	\$82,157,534	51%
Supplementary local transport projects		
Road construction	\$54,399,970	34%
Local road intersections	\$16,964,231	11%
Bridges & culverts	\$6,599,027	4%
Sum of local transport project costs	\$77,963,228	49%
Sum of all DCP project costs	\$160,120,762	100%

Summary of charges by charge area

	RESIDENTIAL	LOW-DENSITY RESIDENTIAL	BUSINESS & INDUSTRY	EXTERNAL DRAINAGE
Standard charges (p/NDHa)				
Transport	\$7,303	\$2,921	\$7,303	
Recreation	\$23,518	\$8,857		
Community	\$12,586	\$4,740		
Drainage	\$27,321	\$10,928	\$27,321	\$27,321
DCP preparation	\$46	\$18	\$46	\$46
Sum of standard charges	\$70,773	\$27,465	\$34,669	\$27,367
Supplementary local charges (p/NDHa)				
Sum of supplementary charges	\$69,564	\$27,826	\$69,564	
Sum of all charges	\$140,337	\$55,291	\$104,233	\$27,367

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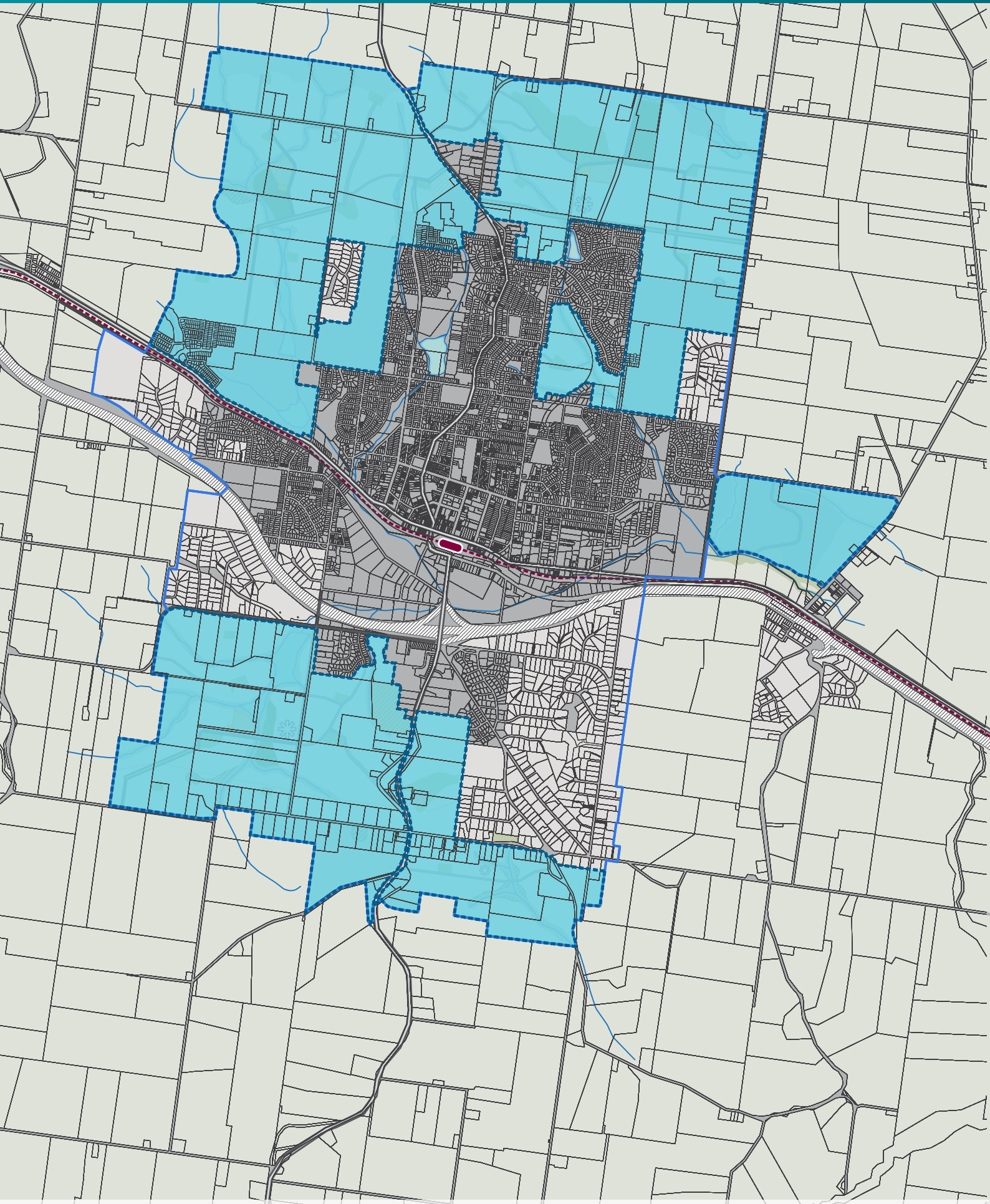
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Version	Date	Incorporated into the planning scheme by amendment	Description of changes
1	July 2015	C112	N/A
2	June 2017	GC75	Incorporated changes associated with Community Infrastructure Levy (CIL) increase.
3	December 2023	VC249	Incorporated changes associated with small second dwelling exemption.

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-  township boundary
-  land to which the dcp applies

1.0 INTRODUCTION

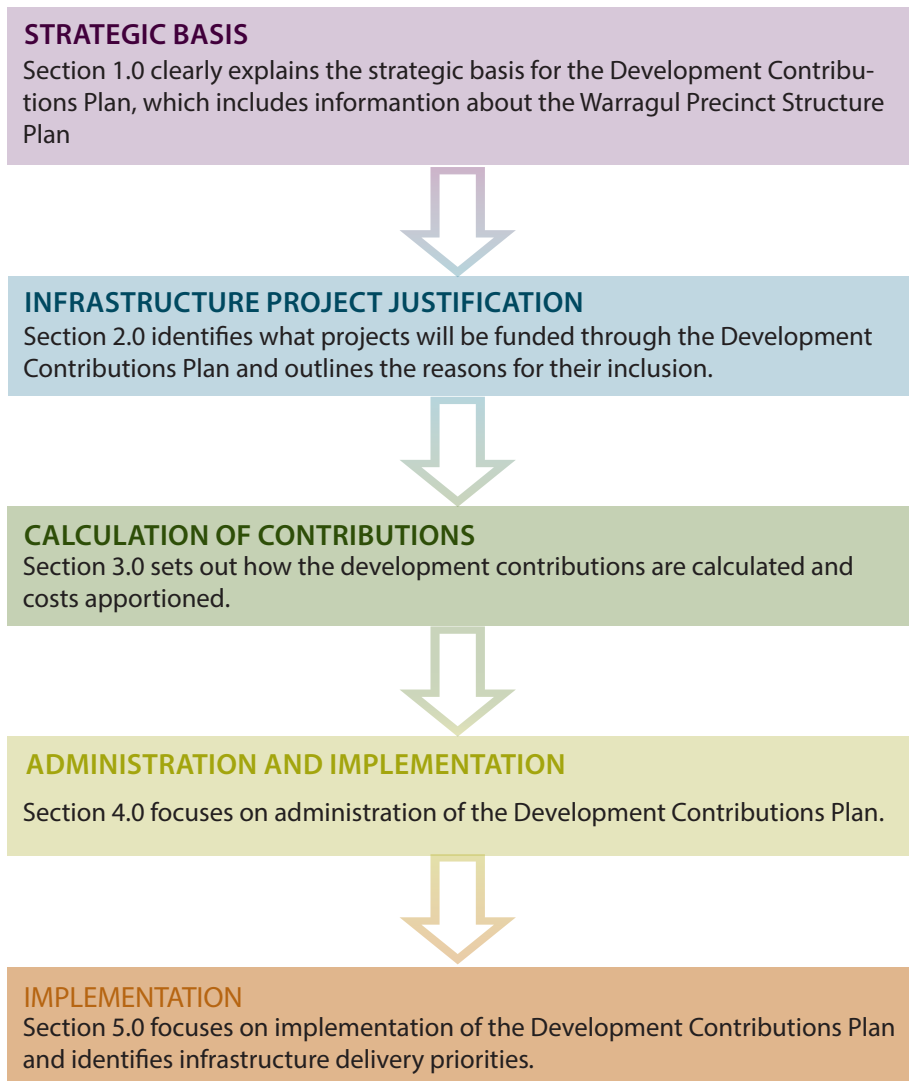
The Warragul Growth Areas Development Contributions Plan (the 'DCP') has been prepared by Baw Baw Shire Council with the assistance of the Metropolitan Planning Authority, service authorities and other major stakeholders.

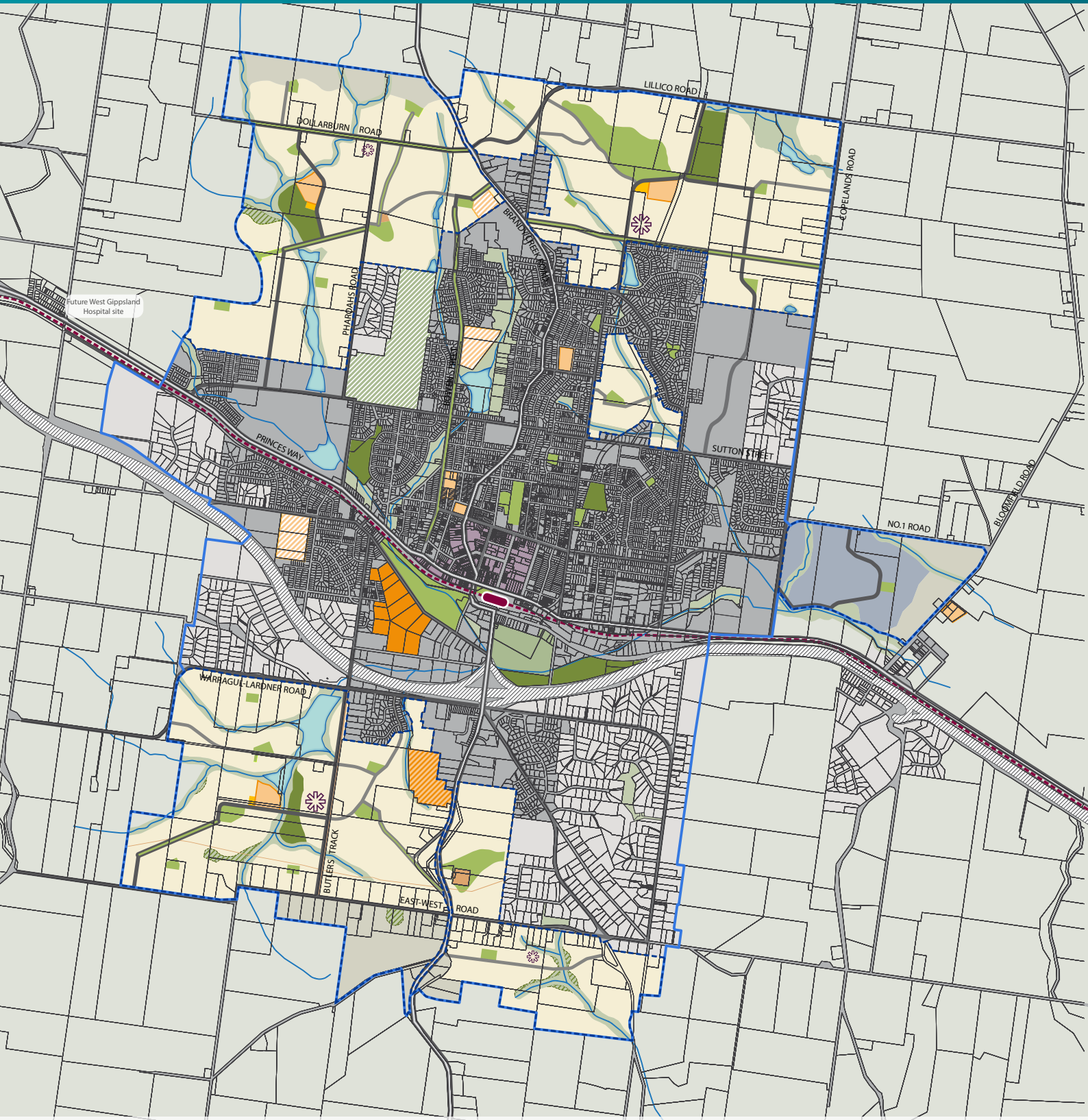
The DCP:

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

1.1 Report structure

This document comprises five parts:





- township boundary
- precinct boundary
- existing urban area
- existing low density area
- town centre
- residential
- low density residential
- business & industry
- farm zone
- community facility

- government primary school (existing or potential)
- government secondary school (existing or potential)
- non-government school (existing or potential)
- tertiary education facility (existing)
- private open space facility
- neighbourhood park
- sporting reserve
- drainage reserve (encumbered)
- vegetation reserve (encumbered)
- utility site or easement

- neighbourhood centre
- village convenience centre
- arterial road
- connector street
- connector boulevard
- connector street existing
- access street
- access boulevard
- waterway & retention basin

1.2 Strategic basis

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

- Municipal Strategic Statement
- Baw Baw Settlement Management Plan (2014)
- Warragul Precinct Structure Plan
- Relevant Precinct Structure Plan supporting documents.

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

The *Baw Baw Settlement Management Plan 2013* illustrates the planned extent of residential, employment and other development surrounding Warragul and all other townships in the municipality.

1.3 Planning & Environment Act 1987

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

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

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

The DCP is implemented in the *Baw Baw Planning Scheme* through Schedule 2 to the Development Contributions Plan Overlay which applies to the 'DCP area' shown in Plan 1.

1.4 Strategic planning & the Warragul Precinct Structure Plan

Warragul has been experiencing and planning for urban growth for many years. The *Growth Management Strategy 2005* was the first document to make long-term population growth forecasts and set a strategic direction for where new houses for this increased population may be most appropriately delivered. These directions were reviewed and further refined through the Baw Baw Settlement Management Plan 2014 and most recently in the Warragul Precinct Structure Plan (the PSP).

The intent of these documents has been to better understand the impacts of population growth on existing infrastructure and manage development associated with this growth in such a way that it protects the character of the regional townships and high-grade agricultural land in their immediate surrounds.

The Warragul PSP identifies 1,500 hectares of land which will be rezoned to Urban Growth Zone at the time of the approval of this DCP.

The need for the infrastructure included within the DCP has been determined according to the anticipated development of this area. Average expected residential densities and persons per household are used in conjunction with assumptions about employment opportunities and broader daily travel patterns to better understand those likely infrastructure needs of the new community.

1.4.1 The PSP

This detailed justification and rationale for infrastructure is included within the PSP. The PSP sets out the vision for how land should be developed, illustrates an expanded urban structure and describe the objectives to be achieved by the future development. It also outlines projects required to ensure that future residents, visitors and workers within the area are provided with timely access to services and transport infrastructure necessary to support a quality affordable lifestyle.

The PSP enables urban development and the expanded urban structure is depicted through a number of networks, including transport, open space and active recreation, social infrastructure, town centres, housing and places for local employment.

The PSP will ultimately accommodate approximately 12,500 dwellings for 30,000 people in Warragul. At the end of the anticipated development cycle covered by the PSP Warragul's total population is expected to grow to 50,000.

1.4.2 The DCP

The DCP is a complementary implementation based planning tool which provides a delivery mechanism for, and appropriately apportions the cost of, the required local infrastructure in an equitable manner across the DCP area.

The Warragul & Drouin issues and opportunities overview document provides an overview of the planning process.

1.5 The area to which the Development Contributions Plan applies

In accordance with section 46K(1)(a) of the *Planning and Environment Act 1987* the DCP applies to land shown in Plan 1. This area is known as the 'Main Catchment Area' (MCA) The MCA is also shown on Development Contributions Plan Overlay Schedule 2 in the Baw Baw Planning Scheme.

The MCA covers a total area of 1,695 hectares, of which 1,397 hectares are developable (i.e. there are 1,397 Net Development Hectares (NDHa) of Land in the MCA).

The MCA is divided into four charge areas – residential, low density residential, business & industry and external drainage. These charge areas are described in Section 3.3.2.

The MCA is also the geographic area from which the items of infrastructure included in the DCP will draw most of their use and also the area in which most of the projects will be delivered.

1.6 Infrastructure included in the Development Contributions Plan

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

Before inclusion in the DCP, all items have been assessed to ensure they have a relationship or nexus to proposed development in the DCP area. The cost apportionment methodology adopted in the DCP relies on the nexus principle. For the purposes of this DCP, development within the MCA is deemed to have a nexus with an item if its future residents or employees are expected to account for a significant proportion of the use of that item. Similarly, if existing development or development outside of the MCA is likely to account for a significant proportion of the use of an item delivered within the MCA, the apportionment has been appropriately adjusted.

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

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

In selecting items for inclusion in the DCP, 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 PSP, an existing local development contributions plan, an agreement under Section 173 of the Act or as a condition on an existing planning permit (see Section 1.8).

Where a funding overlap has been identified or an item services a catchment much larger than the MCA, the costs of the infrastructure have been appropriately apportioned as explained further in Section 3.3.

Identified overlap in funding has been addressed, for example by adjusting other relevant development contributions plans or other suitable means provided for in the *Planning and Environment Act*.

1.7 Infrastructure not included in the Development Contributions Plan

1.7.1 Developer works

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

- Internal streets including creek and drainage line crossings and associated traffic management measures (except where nominated in this DCP).
- Waterway management works and drainage systems (except where nominated in this DCP).
- Intersections connecting the development to the existing road network, except where specified as development contributions plan projects.
- Reticulated water, sewerage, underground power, gas and telecommunications services.
- Local pathways and connections to the regional and / or district pathway network.
- Bus stops.

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

Further details on the expectation of works to be delivered through the subdivision process are provided in Section 3.7.1 of the PSP.

1.7.2 State infrastructure

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

- Government schools.
- Public Transport services.
- Upgrades of declared arterial roads.

The delivery of the State Infrastructure items will be provided as warranted and as funds become available.

1.8 Related infrastructure agreements

There are a number of infrastructure agreements that relate to the DCP area. These include the Baw Baw Shire Development Contributions Plan Levy and associated Section 173 agreements of the *Planning and Environment Act 1987* that have been entered into. Infrastructure projects impacted by these agreements have external apportionments to take these previous agreements into consideration.

1.9 Collecting agency & development agency

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

The Development Agency is the agency responsible for works. Baw Baw Shire Council is the Development Agency and is responsible for the provision of all of the DCP projects identified in this DCP.

1.10 Project & property identification

1.10.1 Project identification

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

The project categories are summarised as:

- Transport
 - » INA – Intersections (arterial)
 - » SP – Shared Paths
- Local transport
 - » RD – Roads
 - » INL – Intersections (local)
 - » BR – Bridges & Culverts
- Recreation
 - » SR – Sporting reserves
- Community
 - » CF – Community Facilities

In addition, for each infrastructure category has been followed by a geographic reference of NE, NW, SE, or SW to provide an indication of the part of the MCA in which the project will be delivered.

1.10.2 Property identification

Each of the properties across the DCP area has been given a unique property identification number that is consistent with those numbers used in the PSP.

2.0 INFRASTRUCTURE PROJECT JUSTIFICATION

2.1 Infrastructure categories

The need for infrastructure included in the DCP has been determined according to the anticipated development of the Warragul growth areas, as explained in Section 1.4.

The following five categories of projects are included in the DCP:

- Transport
- Local transport
- Recreation
- Community
- Drainage

A summary of how each item is related to proposed development within the DCP area is set out below. Individual items are described in Tables 1-8 and funds collected for each of these items are identified in Table 11.

2.1.1 Transport items

The PSP outlines an expanded urban structure intended to support the future residential growth of Warragul. This structure includes arterial, connector, and key access streets on a grid adjusted to meet the topographical constraints of the area. The intention of the grid is to disperse the traffic generated by development to avoid points of congestion and to ensure components of infrastructure aren't unnecessarily over designed.

Where this structure requires a new or upgraded intersection on the declared arterial road network, the costs of that intersection has been included in the DCP.

Typically, arterial road widening and carriageway upgrades or construction are included in DCPs. However, as traffic modelling undertaken in preparation of the DCP indicates additional capacity is not required on the arterial roads, arterial road upgrade projects have not been included in this DCP.

The DCP will also make funds available for the construction of shared paths outside of the MCA where these paths are required to connect new development areas to the existing shared path network. These projects are seen as being vital in ensuring that new development offers the appropriate level of pedestrian and cyclist connectivity to employment opportunities, public transport, and services within the existing township.

2.1.2 Local transport items

In addition to standard transport projects, the DCP includes local transport projects as to be levied as a separate charge.

While the delivery of the connector road network would typically be considered developer works (and not funded via a DCP), this DCP will make funds available as needed to ensure that the connector road network can be efficiently and equitably delivered. The fragmented nature of land parcels surrounding Warragul means that without the DCP funding mechanism, delivering the connector road network would be inequitably borne by some property owners on whose parcel the connector road network forms part or those proponents looking to develop early. Further, as much of the connector road network will be formed on existing Council-owned rural roads, DCP funding will allow Council to better manage the upgrade of these roads to an appropriate urban standard.

Without the inclusion of these items in the DCP, these roads would need to be delivered via conditions on development permits on individual parcels or through the broader Council capital works budget. This is seen as creating an unacceptable level of funding uncertainty and a financial risk to both developers and Council, that would also obstruct orderly development.

2.1.3 Sporting reserves

The Precinct Structure Planning Guidelines (The guidelines) recommend the adoption of an average open space provision of 10% of NDA-R across PSP areas. The guidelines are a reference document in the Baw Baw Planning Scheme.

The 10% figure is based on the appropriate provision of both sporting reserves (active open space) and neighbourhood parks (passive open space) for new communities. It is intended to allow for the delivery of basic local facilities with

higher-order regional facilities to be delivered by Council.

For land within the MCA this 10% provision will be divided into two contributions of:

- 4.5% of NDA-R for neighbourhood parks to be delivered through Clause 52.01 of the Baw Baw Planning Scheme and outlined in the PSP.
- 5.5% of NDA-R for new sporting reserves to be delivered through this DCP.

Where the 5.5% provision will not be fully achieved within the MCA, the balance will be provided as a cash contribution that is directed toward projects that increase the carrying capacity of sports facilities external to the MCA and that in turn will assist in meeting the needs of the new community. Alternatively, should suitable land become available that is of a reasonable value, the Council may elect to use some of this contribution to make strategic purchases with the intent of delivering additional sporting reserves.

2.1.4 Community facilities

Planning for community infrastructure in growth areas (Australian Social & Recreation Research, 2009) and A guide to social infrastructure planning (Australian Social & Recreation Research, 2009) have been used as reference documents in the preparation of the PSP and DCP. The documents provide a guide to the delivery of essential community infrastructure for new growth area communities. The infrastructure is categorised into 'levels' with 'level 1' being small-scale infrastructure to be delivered for populations of up to 10,000 and the highest, 'level 3, being larger-scale infrastructure servicing broader catchments of 30,000 or more.

The recommend provisions of these documents have been weighted against the existing and planned community facilities in Warragul and any demographic differences between the new community and the metropolitan average used as the basis.

2.1.5 Drainage

Infrastructure required to appropriately retard and treat stormwater flows from new urban development, in accordance with best practice principles and prior to discharge into rural areas, has been included in the DCP.

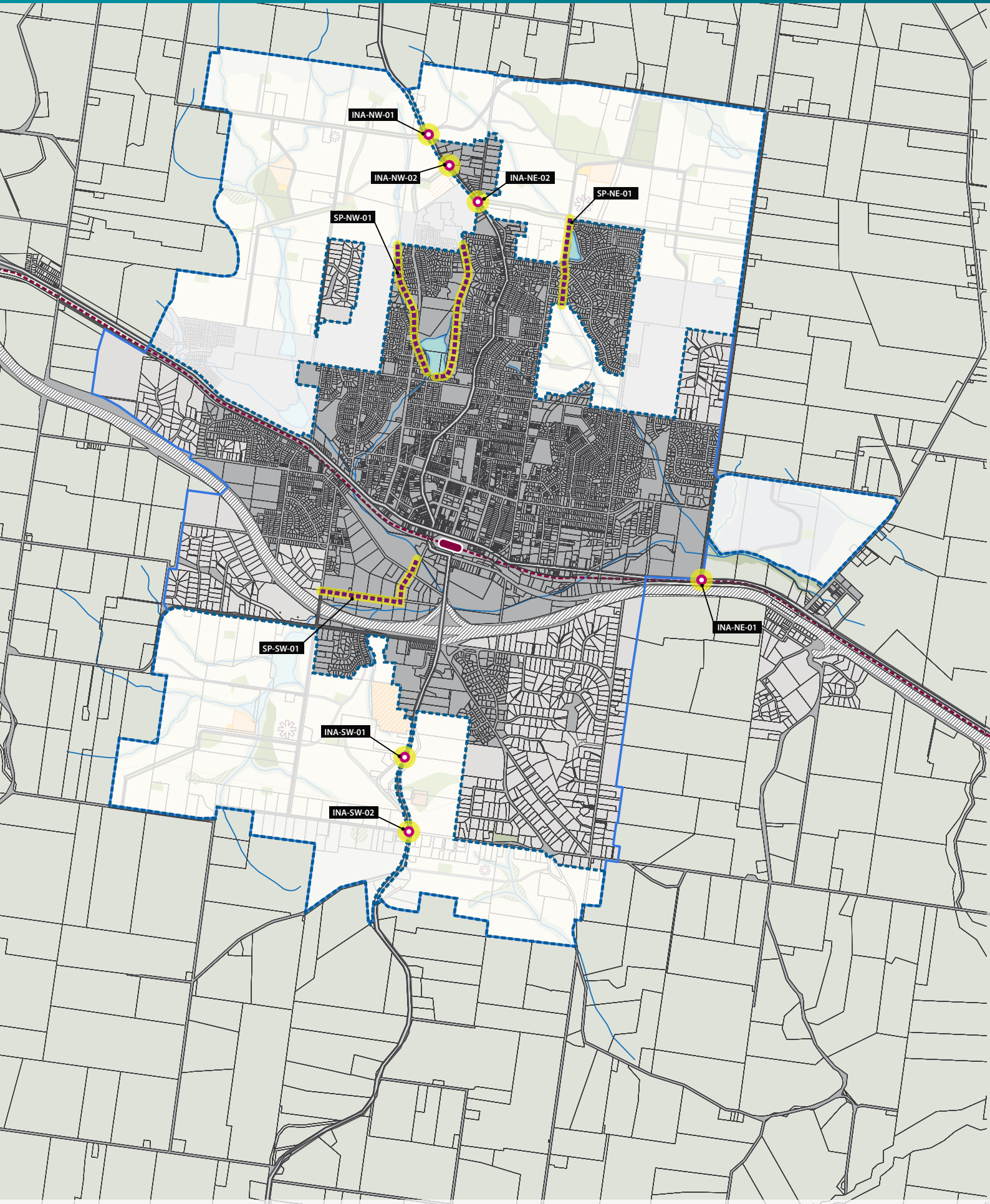
This infrastructure has been identified through hydraulic modelling undertaken through the Warragul Urban Drainage Strategy.

The DCP makes funding available for the construction of all necessary drainage infrastructure. The DCP only makes an allowance for the acquisition of land for drainage infrastructure where the land required for a specific project would be otherwise unencumbered and therefore developable if it wasn't for that specific project.

2.1.6 Development types contributing

Residential and employment development will contribute equally toward transport, local transport, and drainage projects.

Recreation and community projects will only receive contributions from residential development as these projects will not benefit employment development.



township boundary
 land to which the dcp applies

arterial road intersection project
 shared path connection project

DCP dcp project id

2.2 Infrastructure projects

2.2.1 Transport projects

Transport projects included in the DCP are:

- Construction of controlled intersections and associated works on arterial roads.
- Connections between new development and the existing shared-path network.

As traffic modelling undertaken in preparation of the DCP indicates additional capacity is not required on the arterial roads, arterial road upgrade projects have not been included in the DCP.

Residential and employment development will contribute toward transport projects.

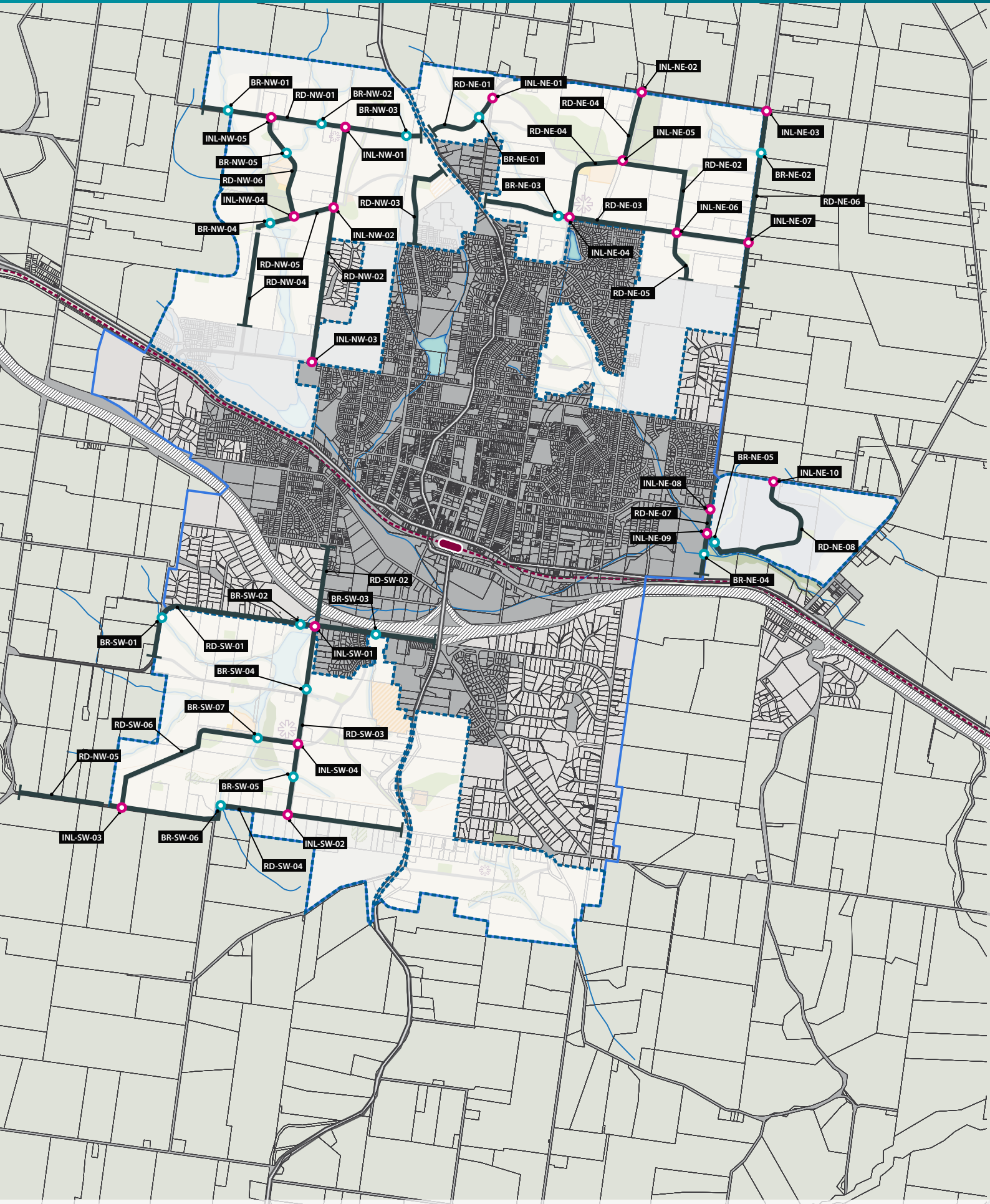
These projects are shown in Plan 3 and described in Tables 1 and 2.

Table 1 Intersection projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION
INA-NW-01	Dollarburn Road and Brandy Creek Road	Construction of four-way roundabout. (Appendix B drawing no. 'C219A)
INA-NW-02	Bowen Street extension and Brandy Creek Road	Purchase of land for reserve widening and construction of T-intersection with auxiliary lane and channelised turn. (Appendix B drawing no. 'C213)
INA-NE-01	Queen Street and Copelands Road extension	Purchase of land for reserve widening and construction of three-way roundabout. (Appendix B drawing no. 'C212)
INA-NE-02	East-west connector boulevard and Brandy Creek Road	Purchase of land for reserve widening and construction of four-way roundabout (optional fifth leg to be delivered by development). (Appendix B drawing no. 'C216)
INA-SW-01	Warragul-Korumburra Road and Murdie Road	Purchase of land for reserve widening and construction of three-way roundabout (optional fourth leg to be delivered by development). (Appendix B drawing no. 'C215)
INA-SW-02	East-West Road and Warragul-Korumburra Road	Purchase of land for reserve widening and construction of four-way roundabout. (Appendix B drawing no. 'C211)

Table 2 Shared path projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION
SP-NW-01	Hazel Creek trail connection	Construction of shared path (3.0 metres wide, off-road) for 2,100 metres between precinct boundary and Brooker Park. Path to be constructed up two tributaries of Hazel Creek.
SP-NE-01	Ellen Clare trail connection	Construction of shared path (3.0 metres wide, off-road) for 800 metres between Mills Road and through Ellen Clare reserve to new Normanby neighbourhood.
SP-SW-01	Burke Street Park connection	Construction of shared path (3.0 metres wide, off-road) for 690 metres between King Street and Burke Street Park.



- township boundary
- land to which the dcp applies
- local road intersection project
- bridge of culvert project
- road project
- DCP dcp project id

2.2.2 Local transport projects

Local transport projects included in the DCP are:

- Road construction consistent with the relevant cross-section outlined in the PSP.
- Intersections between connector roads.
- Bridge or culvert works across waterways.

Residential and employment development will contribute toward local transport projects.

The road projects funded by the DCP are described in Table 3. The intersection projects funded by the DCP are described in Table 4. The bridge and culvert projects funded by the DCP described in Table 5. Projects in all three categories are shown on Plan 4.

Table 3 Local road projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION
RD-NW-01	Dollarburn Road upgrade	Upgrade 1,800 metres of existing road to connector boulevard standard between Brandy Creek Road to township boundary.
RD-NW-02	Pharaohs Road upgrade	Upgrade 1,990 metres of existing road to connector standard between Dollarburn Road and Sutton Street.
RD-NW-03	Bowen Street extension	Construction of 640 metres of connector boulevard from end of existing Bowen Street to Brandy Creek Road (includes 100 metres of standard connector street adjacent park).
RD-NW-04	Crole Drive extension	Construction of 1,130 metres of connector street from end of existing Crole Drive to start of connector boulevard.
RD-NW-05	Crole Drive extension (boulevard)	Construction of 670 metres of connector boulevard from end of standard connector street to Pharaohs Road.
RD-NW-06	North-south connector street between Crole Drive and Dollarburn Road	Construction of 690 metres of connector street from Crole Drive to Dollarburn Road adjacent the Dollarburn sporting reserve and potential government primary school.
RD-NE-01	Dollarburn Road extension	Construction of 690 metres of standard connector street from the intersection of Dollarburn Road and Brandy Creek Road to Lillico Road.
RD-NE-02	East-west connector street between Mills Road extension and east-west connector boulevard	Construction of 1,045 metres of standard connector between Lillico sporting reserve and east-west connector boulevard
RD-NE-03	East-west connector boulevard between Brandy Creek Road and Copelands Road	Construction of 2,400 metres of connector boulevard between Brandy Creek Road and Copelands Road
RD-NE-04	Mills Road extension to Lillico Road	Construction of 1,325 metres of standard connector between east-west connector boulevard and Lillico Road.
RD-NE-05	North-south connector extension	Construction of 425 metres of standard connector between Paramount Springs estate and east-west connector boulevard.
RD-NE-06	Copelands Road upgrade	Upgrade to 1,100 metres of existing road to connector standard (two-lane road with footpaths on western edge and bicycle facilities) between Lillico Road and Albert Street (excluding frontages outside of PSP area).
RD-NE-07	Copelands Road extension	Construction of 640 metres of standard connector between Albert Road and Queen Street.
RD-NE-08	North-south connector street between Copelands Road extension and No.1 Road	Construction of 1,500 metres of standard connector between Copelands Road extension and No.1 Road through business and industry precinct.
RD-SW-01	Warragul-Lardner Road upgrade	Upgrade to 2,750 metres of existing road to connector standard (two-lane road with footpaths and bicycle facilities) between township boundary and Warragul-Korumburra Road.
RD-SW-02	Butlers Track / King Street upgrade	Upgrade 700 metres of existing road to connector standard (two-lane road with footpaths and bicycle facilities) between Munro Street and Warragul-Korumburra Road.
RD-SW-03	Butlers Track upgrade	Construction of 1,590 of standard connector (two-lane road) between Warragul-Korumburra Road and East-West Road.
RD-SW-04	East-West Road upgrade	Upgrade 2,470 metres of existing road to connector standard (two-lane road with footpaths and bicycle facilities) between Warragul-Korumburra Road and township boundary.
RD-SW-05	East-West Road upgrade (outside township boundary)	Seal 960 metres of road to rural standard (two-lane road, no shoulders or bicycle facilities) between township boundary and Lardners Track.
RD-SW-06	East-West connector street between Butlers Track and East-West Road	Construction of 1,560 metres of standard connector between Butlers Track and East-West Road including 700 metres of boulevard treatment.

Table 4 Local intersection projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION
INL-NW-01	Dollarburn Road and Pharaohs Road	Construction of T-intersection with auxiliary lane and channelised turn
INL-NW-02	Crole Drive extension and Pharaohs Road	Construction of standard roundabout
INL-NW-03	Sutton Street and Pharaohs Road	Construction of staggered signalised four-way intersection
INL-NW-04	North-south connector street and Crole Drive	Construction of standard roundabout
INL-NW-05	North-south connector street and Dollarburn Road	Construction of standard roundabout
INL-NE-01	Dollarburn Road extension and Lillico Road	Construction of T-intersection with auxiliary lane and channelised turn
INL-NE-02	Lillico Road and north-south connector street	Construction of T-intersection with auxiliary lane and channelised turn
INL-NE-03	Lillico Road and Copelands Road	Purchase of land for reserve widening outside of DCP area and construction of standard four-way roundabout. (Appendix B drawing no. 'C204)
INL-NE-04	East-west connector boulevard and Mills Road extension	Construction of standard roundabout
INL-NE-05	East-west connector street and north-south connector street at Lillico sporting reserve	Construction of standard T-intersection
INL-NE-06	East-west connector boulevard and north-south connector street	Construction of standard roundabout
INL-NE-07	East-west connector boulevard and Copelands Road	Purchase of land for reserve widening outside of DCP area and construction of standard three-way roundabout. (Appendix B drawing no. 'C202)
INL-NE-08	Albert Road and Copelands Road	Construction of standard roundabout (Appendix B drawing no. 'C201)
INL-NE-09	North-south connector street and Copelands Road extension	Construction of standard T-intersection
INL-NE-10	North-south connector street and No.1 Road	Construction of standard T-intersection
INL-SW-01	Warragul-Lardner Road and Butlers Track	Construction of standard roundabout
INL-SW-02	East-West Road and Butlers Track	Construction of T-intersection with auxiliary lane and channelised turn
INL-SW-03	East-West Road and east-west connector street	Construction of standard T-intersection
INL-SW-04	Butlers Track and east-west connector street	Construction of standard roundabout

Table 5 Local bridge & culvert projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION
BR-NW-01	Dollarburn Road crossing of waterway west of Pharaohs Road	Construction of basic culvert crossing
BR-NW-02	Dollarburn Road crossing of waterway west of Pharaohs Road	Construction of basic culvert crossing
BR-NW-03	Dollarburn Road crossing of waterway east of Pharaohs Road	Construction of basic culvert crossing
BR-NW-04	Crole Drive extension crossing of waterway	Construction of basic culvert crossing
BR-NW-05	North-south connector street crossing of waterway	Construction of basic culvert crossing
BR-NE-01	Lillico Road extension crossing of waterway	Construction of basic culvert crossing
BR-NE-02	Copelands Road crossing of Moe River	Construction of basic culvert crossing
BR-NE-03	East-west connector boulevard crossing of waterway	Construction of basic culvert crossing
BR-NE-04	Copelands Road extension crossing of Hazel Creek	Construction of basic culvert crossing
BR-SW-01	Warragul-Lardner Road crossing of waterway south of Danes Road	Construction of basic culvert crossing
BR-SW-02	Warragul-Lardner Road crossing of waterway west of Butlers Track	Construction of basic culvert crossing
BR-SW-03	Warragul-Lardner Road crossing of waterway east of Butlers Track	Construction of basic culvert crossing
BR-SW-04	Butlers Track crossing of waterway south of Warragul-Lardner Road	Construction of basic culvert crossing
BR-SW-05	Butlers Track crossing of waterway north of East-West Road	Construction of basic culvert crossing
BR-SW-06	East-West Road crossing of waterway west of Butlers Track	Construction of basic culvert crossing
BR-SW-07	East-west connector street crossing of waterway west of Butlers Track	Construction of basic culvert crossing

2.2.3 Recreation projects

Recreation projects include:

- The acquisition of land for new sporting reserves
- A contribution toward the construction of facilities within new sporting reserves.
- A contribution toward the improved carrying capacity of existing reserves to cater for the increased population using those reserves.

Approximately 28 hectares of land for new sporting reserves has been identified in the MCA through the PSP. This equates to 2.41% of NDA-R. The difference between the provision within the MCA and the adopted standard (refer Section 2.1.3) is 3.09% of NDA-R. This shortfall will be addressed through a cash contribution equivalent to the value of 36.57 hectares of land and be used by Council to undertake municipal improvement works or make strategic purchases of land should the opportunity become available.

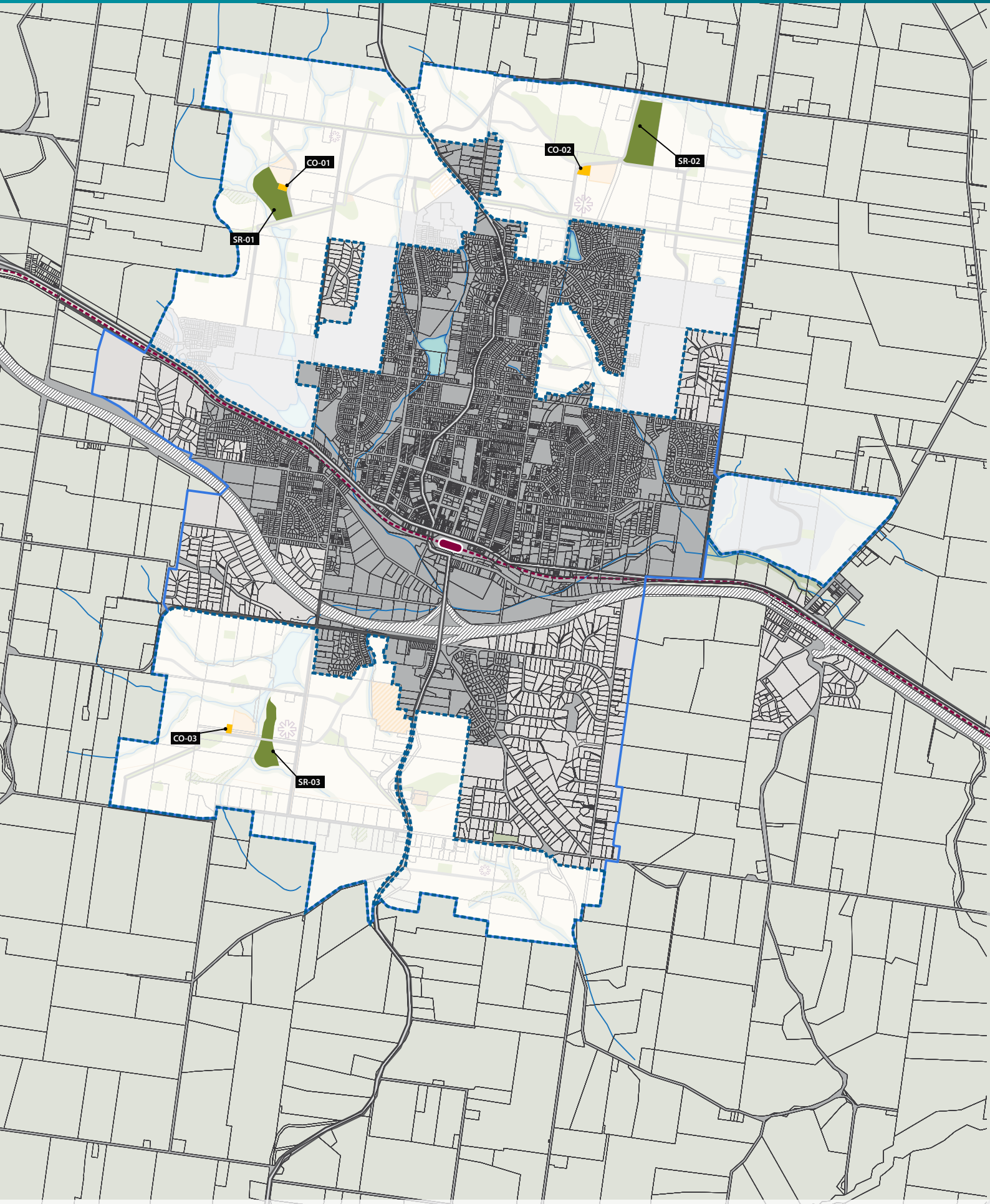
The per-hectare allowance for sporting reserve construction will be allocated to each reserve consistent with the approved master plans that will be adopted by Council and sufficient to ensure a basic level of facilities can be delivered within each reserve. This contribution is intended to provide for the surfacing, landscaping, and basic construction of facilities within the reserve.

Residential development will contribute toward recreation projects.

The recreation projects funded by the DCP are shown in Plan 5 and described in Table 6.

Table 6 Recreation projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION
SR-01	Dollarburn sporting reserve	Purchase of land and basic improvement for use as a sporting reserve.
SR-02	Lillico sporting reserve	Purchase of land and basic improvement for use as a sporting reserve.
SR-03	Spring Creek sporting reserve	Purchase of land and basic improvement for use as a sporting reserve.
SR-04	Municipal improvement fund	Financial contribution to Council for the improvement of existing sporting reserves to increase carrying capacity and improve facility provision to service the increased population. (A cash sum equivalent to 3.09% of NDA-R or 36.57 developable hectares). Works will include the installation of four synthetic surfaces at both existing and new reserves.



township boundary
 land to which the dcp applies

sporting reserve project
 community centre project

DCP dcp project id

2.2.4 Community facility projects

The community projects include:

- Land and construction of Level 1 community centres incorporating a community room and space for a double kindergarten.
- Land and construction of a Level 2 community centre incorporating a community hall, space for a double kindergarten, a maternal and child health centre, consulting rooms.

The community projects are based on the projections determined through the planning process. The community facilities defined in these projects are the best estimates of the future requirements and specifications of the future Warragul community.

The detailed design and scope (as defined in Appendix B) of each of the community projects will be reviewed by the Council closer to the time that they are constructed.

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

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

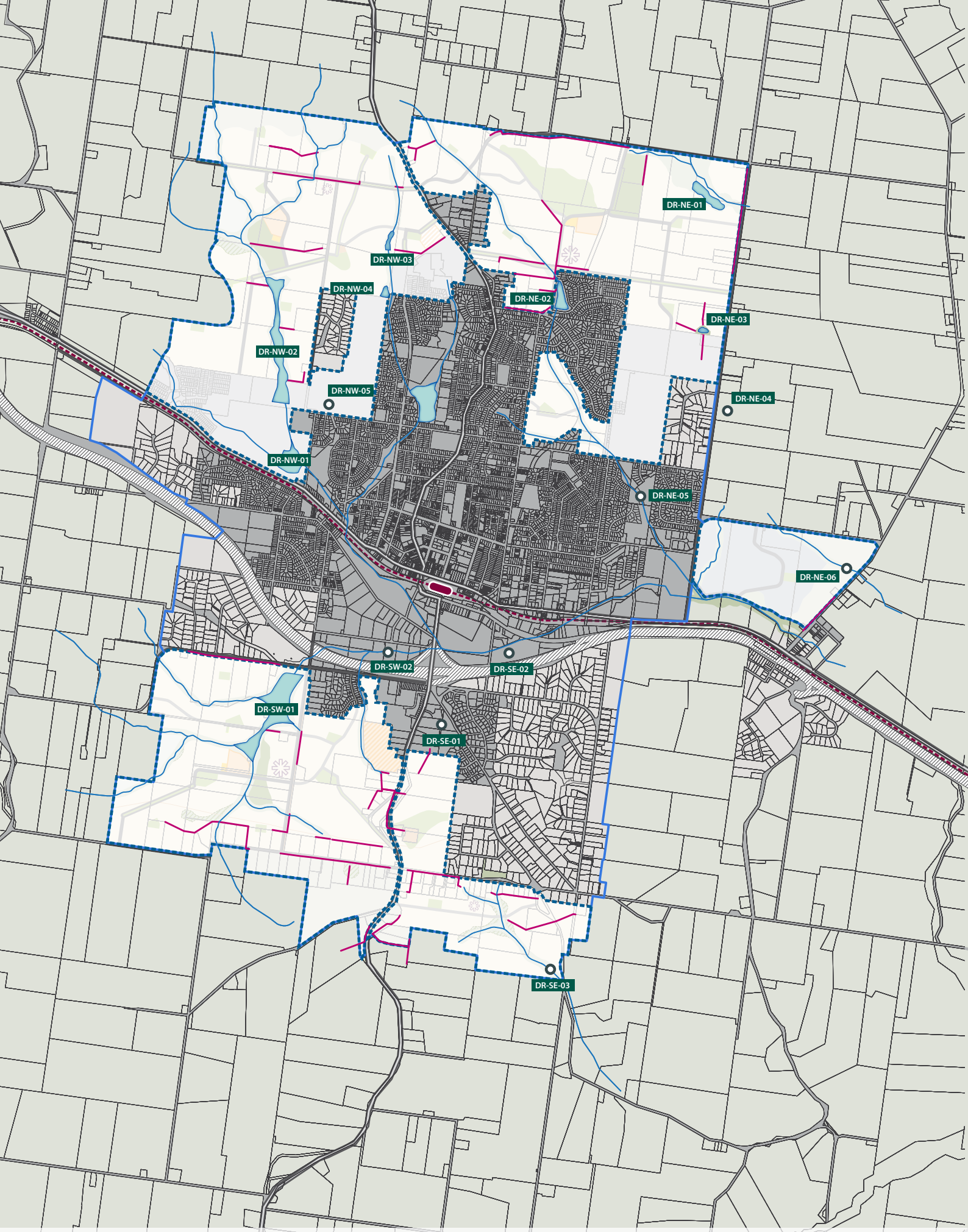
In adjusting and refining any final project scope the Council will ensure that at least the same total cost of the project item (as indexed from time to time) is invested into the community facilities proposed.



Residential development will contribute toward community facility projects.



The community facility projects funded by the DCP are shown in Plan 5 and described in Table 7.

Table 7 Community facility projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION
CO-01	Dollaburn community centre	Purchase of land for and construction of Level 1 community centre.
CO-02	Carrington community centre	Purchase of land for and construction of Level 2 community centre.
CO-03	Spring Creek community centre	Purchase of land for and construction of Level 1 community centre.



 township boundary
 land to which the dcp applies

 retention basins & wetland assets
 drainage outlet pipes

 DCP drainage project (dcp project id)

2.2.5 Drainage projects

Drainage projects have been identified through the Warragul Urban Drainage Strategy. Drainage projects in the DCP include:

- Land for and construction of retarding basins.
- Land for and construction of wetlands.
- Channel works.
- A legal point of discharge for each parcel within the MCA.

Residential and employment development will contribute toward drainage projects.

Table 8 Drainage projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION
DR-01	Channel works	Construction of 22,797 metres of channel construction, rehabilitation and improvement, including: provision for site preparation, plant supply, planting/ installation, mulching and contingencies.
DR-02	Pipe works	5-year outlet pipes connecting individual parcels to wider drainage system.
DR-NW-01	Tarwin Street retardation basin & wetlands	Construction of retention basin R1 and wetlands W1, W2, and W17.
DR-NW-02	Pharaohs Road retardation basin & wetlands	Construction of retention basin R2 and wetlands W18, W19
DR-NW-03	Fir Place North retention basin	Construction of retention basin R9.
DR-NW-04	Fir Place West retention basin	Purchase of land for and construction of retention basin R10.
DR-NW-05	Warragul golf course retention basin & wetland	Purchase of land for and construction of retention basin R14 and wetland W3.
DR-NE-01	Lillico retardation basin & wetlands	Purchase of land for and construction of retention basin R11 and wetland W15.
DR-NE-02	Stoddarts Road retention basin & wetland	Construction of retention basin R4 and wetland W4.
DR-NE-03	Copelands Road above Paramount Springs retention basin	Purchase of land for and construction of retention basin R12 and wetland W5a.
DR-NE-04	Copelands Road retention basin & wetland	Construction of retention basin R5 and wetland W5.
DR-NE-05	Dawson Drive wetland	Construction of wetland W6.
DR-NE-06	Bloomfield Road wetland	Construction of wetland W7.
DR-SW-01	Landsborough Road retention basin & wetland	Purchase of land for and construction of retention basin R7 and wetland W8.
DR-SW-02	Wills Street wetland	Purchase of land for and construction of wetland W9.
DR-SE-01	Warragul-Bona Vista Road retention basin & wetland	Purchase of land for and construction of retention basin R6 and wetland W10.
DR-SE-02	Galloway Street wetland	Construction of wetland W16.
DR-SE-03	Bona Vista Road wetland	Construction of wetland W12.

2.3 Project timing

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

The Council, as Development Agency, will monitor and assess the required timing for individual items, and manage their timely deliver through the associated DCP project implementation programme.

To the extent that the DCP project implementation programme is the tool for the prioritisation of works, the Council should consult broadly in the preparation of the programme so that it can best reflect the likely staging of development over a given period. It is also imperative that development proponents with an interest in the delivery of a DCP project engage with the Council early so that the DCP project implementation programme can be updated where appropriate.

In the interests of transparency, the DCP project implementation programme will be made available on the Council website.

The Council may also consider the priority delivery of works or land where:

- The delivery of certain transport projects is required to facilitate broader road network connections.
- There is a need for additional open space or other community facilities.
- Infrastructure is to be delivered by development proponents as works or land in kind, as agreed by the Council.

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

The mechanism for the delivery of DCP projects by development proponents on behalf of Council is outlined in Section 4.1.1.

2.4 Distinction between Development and Community Infrastructure

Amended
by GC75

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

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

The community infrastructure levy contributions are made by the home builder at the time of building approval (unless an alternative time is agreed between the Council and a development proponent). Community infrastructure levy contributions will be paid for at a ‘per-dwelling’ rate. The Planning and Environment Act 1987 currently stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$1,150 per dwelling.

Amended
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.

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

Community infrastructure projects are listed in Development Contributions Overlay 01 in the *Baw Baw Planning Scheme* and funded through another mechanism.

All projects listed in this DCP are considered to be development infrastructure.

3.0 CALCULATION OF CONTRIBUTIONS

The general cost apportionment method includes the following steps:

- Calculation of the Net Developable Area ('NDA') and demand units (refer Tables 9, 10).
- Calculation of project costs (refer Tables 11, 22).
- Identification and allowance for external use (refer Tables 11, 12).
- Cost apportionment and catchments (refer Tables 11, 12).
- Identification of development types required to pay the levy (refer Tables 11, 12).
- Summary of costs payable for each infrastructure project (refer Tables 11, 12).
- The development infrastructure charge per hectare for each development type and the community infrastructure levy per dwelling (refer Table 13).

3.1 Calculation of Net Developable Area and Demand Units

The following section sets out how NDA is calculated and outlines the development projections anticipated for the area.

3.1.1 Net Developable Area

For the purposes of this DCP the NDA is defined as the total amount of land within the precinct that is made available for development. It is the total precinct area minus community facilities, educational facilities, open space, arterial roads, and encumbered land. NDA includes any land for lots housing and employment buildings, all local streets (including connector streets), and any small parks defined at subdivision stage that are in addition to those outlined in the PSP.

In this DCP, all development infrastructure contributions are payable on the NDA of any given development site. Calculations of NDA for each individual property is outlined in the property-specific land budget included at Appendix A.

The NDA for the DCP has been calculated in Table 9 to ensure the levies are properly apportioned.

3.1.2 Land Budget & demand units

Net developable hectare is the demand unit for this DCP.

Based on the PSP, there is one development type included in this DCP: Urban Development.

Urban Development is defined broadly to include all forms of development, including residential subdivision, development within the local town centres, convenience centres and employment areas. Urban Development also includes any non-residential uses within the residential area such as a place of worship, education centre, retirement village, nursing home, child care centre, medical centre or convenience store or any other approved use.

All urban development must pay the appropriate DCP levy unless otherwise stated in this DCP.

Table 9 Summary Land Use Budget

DESCRIPTION	HECTARES	% OF TOTAL PRECINCT	% OF NDA
TOTAL URBAN GROWTH ZONE AREA (ha)	1,501.69		
FARMING LAND UNAVAILABLE FOR DEVELOPMENT			
Farming zone	36.38		
TOTAL PRECINCT AREA (ha)	1,465.32	100.00%	
TRANSPORT			
Arterial road intersection flaring	0.09	0.01%	0.01%
OPEN SPACE			
ENCUMBERED LAND AVAILABLE FOR RECREATION			
Waterways & drainage	160.18	10.93%	13.53%
Areas for the protection of native vegetation	9.89	0.67%	0.84%
Utility easements	7.08	0.48%	0.60%
SUB-TOTAL	177.15	12.09%	14.97%
UNENCUMBERED LAND			
Sporting reserves	28.43	1.94%	2.41%
Neighbourhood parks	51.05	3.48%	4.31%
SUB-TOTAL	79.48	5.42%	6.72%
EDUCATION			
Schools - government	9.52	0.65%	0.80%
Schools - non-government	3.00	0.20%	0.25%
Tertiary education	10.88	0.74%	0.92%
Community centres	1.60	0.11%	0.14%
SUB-TOTAL	25.00	1.71%	2.11%
TOTAL	281.72	19.23%	23.80%
NET DEVELOPABLE AREA (NDA)	1,183.60	80.77%	100.00%

DESCRIPTION	HECTARES		
EMPLOYMENT			
Business & industry	65.96		
NET DEVELOPABLE AREA (EMPLOYMENT) (NDAE)	65.96		
RESIDENTIAL		DWELL / NDAR	DWELLINGS
Residential	1,012.88	12.00	12,155
Low-density residential	104.76	4.00	419
NET DEVELOPABLE AREA (RESIDENTIAL) (NDAR)	1,117.64	11.25	12,574

DESCRIPTION	HECTARES	% OF TOTAL PRECINCT	% OF NDA
RESIDENTIAL UNENCUMBERED OPEN SPACE AS % OF NDAR			% OF NDAR
Active open space	28.43	1.94%	2.54%
Passive open space	50.35	3.44%	4.50%
EMPLOYMENT UNENCUMBERED OPEN SPACE AS % OF NDAE			% OF NDAE
Passive open space	0.70	0.05%	1.06%

3.2 Calculation of costs

3.2.1 Calculation of costs

Each project has been assigned a land and / or construction cost. These costs are listed in Table 11. The costs are expressed in 2014 dollars and will be indexed in accordance with the indexation method specified in Section 4.3.

3.2.2 Transport projects

The scope for arterial road intersection projects was established collaboratively between Baw Baw Shire Council and the MPA. The design of these intersections were based on assumptions about the future road environment, including: a speed environment of 60 kilometres per hour, a preference for roundabouts over of traffic signals for controlled intersections, and; the need for the arterial road network to be traversable by heavy freight vehicles.

The intersection layout was agreed with the relevant road authority as were the scope of works. Layouts and cost estimates were prepared on the basis that:

- No land acquisition costs have been allowed for unless stated (these are separately identified in each DCP project costing in Table 11).
- Existing service alterations have been included and would be minimal. No trunk services have been allowed for.
- Drainage allowance is for 'road reserve or project land' areas i.e. no external catchments. However, major drainage such as culverts or bridges consistent with the Warragul PSP have been included as separate projects.
- A standard excavation depth has been allowed for. Final pavement requirements will be determined at construction stage responding to actual ground conditions.
- Where required an allowance has been made for existing services adjustment or relocation (e.g. electricity poles, water fittings, manholes etc)

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

- Traffic management.
- Field survey and detail design fees.
- Construction overheads and supervision.
- Contingency.

The level of contingency for each project reflects the level of design resolution achieved at the time the DCP was prepared.

Shared path cost estimates have been prepared on a per linear metre basis assuming a 3.0 metre wide reinforced concrete construction

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

3.2.3 Local transport projects

The local streets network will largely be delivered through the development process. Consequently the scope, layout, and detailed design of connector streets and connector street intersections will be determined at the time of development by the Council along with development proponents.

The costs for those projects included in the DCP have been based on design standards adopted through the PSP process.

Road construction costs

This includes a cross section and standard per-linear metre rate for connector streets and connector boulevards.

The per-linear metre rate includes allowances for, as appropriate: road surface, drainage, line marking, signage, foot paths, bicycle paths, grassing, and tree planting, contractor preliminaries and overheads. The per-linear metre rate does not include an allowances for the provision of services.

A lower rate was adopted for rural road construction outside of the PSP / DCP area to reflect the differing requirements between rural and urban roads, for example that footpaths and kerb and channel may not be required or only required on one side of the road.

Intersection costs

Three standard intersection types (standard roundabout, T-intersection with auxiliary lane and channelized turn, and standard T intersection) and associated cost estimates have been applied to connector street intersection projects on the basis of project traffic volumes.

High-level designs and associated cost-estimates were prepared for the three intersection types largely consistent with the design parameters outlined for arterial road intersections. All intersections were designed to be 'bus capable' to allow for the efficient roll out of public transport services as the need arises in the future.

The cost estimates included do not make provision for the varying level of engineering works required in response to local topography and these costs are expected to be borne by the development proponent.

Custom layouts and cost estimates were prepared for those intersections where it was likely that land acquisition would be required outside of the PSP / DCP area.

Bridge & culvert costs

Where there is a road crossing of a waterway the cost estimated for the culverts required has been prepared on a site-by-site basis, reflecting at hydraulic capacity required at that point on the waterway.

To avoid any duplication of costs, the lengths listed in the description of road projects in Table 3 exclude any road construction associated with intersection or bridge and culvert projects listed in Tables 4 and 5.

3.2.4 Recreation works

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

The improvement of each reserve will be undertaken in accordance with an approved master plan. The allocation of funds toward each project will be determined by Council. Section 4.1.1 identifies how Works In Kind for recreation projects will be managed.

The open space 'municipal improvement fund' is a cash contribution from the DCP to Council for undertake works outside of the MPA to improve the carrying capacity of existing reserves. The amount has been calculated as the cash equivalent to the value of the land area required to increase the sporting reserve provision to the adopted standard of 5.5% of NDA as outlined in Section 2.3.3. The way in which this contribution will be utilised by Council is outlined in Section 2.1.3.

3.2.5 Community centre projects

The costing of the facilities is based on cost estimates prepared by CDCE for the Wyndham West DCP and applied to this DCP. These cost estimates represent the most recent benchmarks in community centre design and represent typical examples of community centres constructed across metropolitan Melbourne. They are therefore adopted as reasonable examples of the facilities the Council will be required to deliver to service an increased population in the future.

3.2.6 Drainage projects

Drainage projects included in the DCP have been identified through the Warragul Urban Drainage Strategy. The strategy was reviewed by Alluvium Consulting in 2014 to ensure the capacity of projects remained appropriate given revised development forecasts since its original adoption. The estimated cost for each of the items was reviewed at the same time.

3.2.7 Temporary works

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

3.2.8 Valuation of land

The area of land to be acquired through the DCP was identified in a detailed drawing based on information drawn from the Warragul PSP. A description of the area of land was provided to Herron Todd White as a registered valuer to prepare a valuation which determined the value for each area of land required by the DCP.

A per property broad hectare valuation methodology has been utilised for this DCP. This involves each parcel where land is required for a DCP project being individually assessed using a 'before and after' approach to ensure fair compensation for each affected land owner. These values have then been used to calculate the cost of the land component for all relevant projects included in this DCP.

3.2.9 DCP preparation

In addition to the items described above, the costs incurred by Council in preparing the DCP have also been included as a project. Costs incurred included fees for the expert technical consultants that prepared concept designs and cost estimates.

3.3 Cost apportionment & calculation of charges

3.3.1 Cost apportionment

The DCP undertakes cost apportionment in two ways:

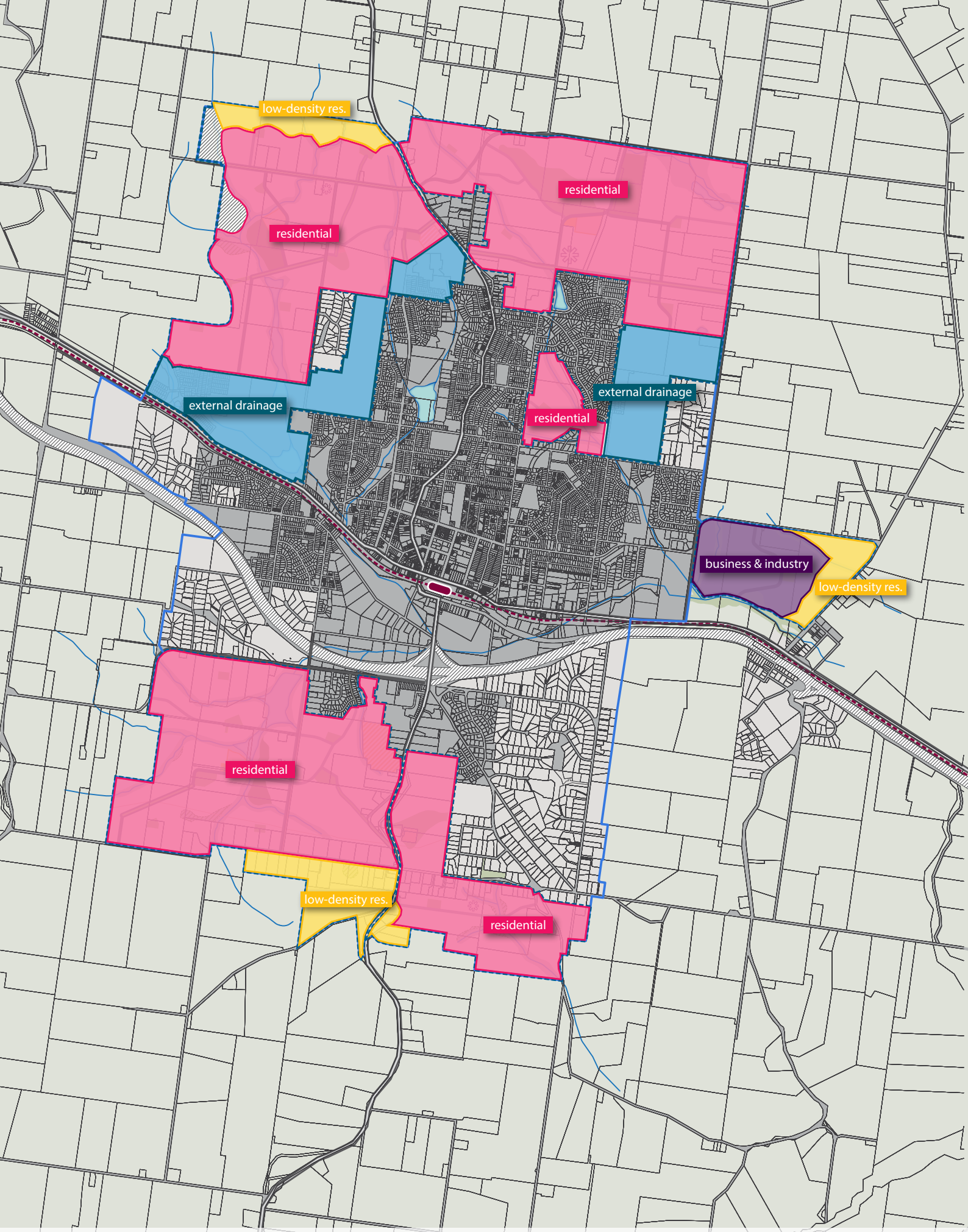
- The proportional contribution is adjusted to take account of funds made available through an alternative mechanism (see Section 1.6, 1.8).
- The propositional contribution is adjusted to reflect a significant proportion of the use of an item will be generated by existing or new development outside of the MCA.

Since development contribution charges are levied 'up-front', a measure of actual use by individual development sites is not possible or desirable. Therefore costs must be shared in accordance with the estimated broad share of use.

This DCP calculates what each new development should pay towards provision of the identified infrastructure items. 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, then aggregated for all items used by a new development.

In Warragul, Council has previously collected contributions toward the delivery of new infrastructure through the Baw Baw Development Contributions Plan (2009). Where overlaps exist between that DCP and this DCP, the proportion of total costs to be funded through this DCP has been appropriately reduced.

The balance of the cost of the items not recovered under this DCP will be funded from alternative sources.



township boundary
 land exempt from dcp charges

charge area 1 - residential
 charge area 2 - low-density residential

charge area 3 - business & industry
 charge area 4 - external drainage

3.3.2 Charge areas

The DCP contains four charge areas – residential, low-density residential, employment, external drainage – identified on Plan 7. For each infrastructure project, the charge area that is to make the contribution is specified (refer Table 11).

It is important to note that the number of Net Developable Hectares (that is the demand units) in the charge area is based on the land budgets in Table 9. Residential and employment are considered to have one demand unit per net developable hectare. The low-density residential charge area is assumed to have a lower rate of 0.25 demand units per net developable hectare to reflect the larger average lot size in this area and therefore the lesser demand for infrastructure.

Where multiple charge areas are contributing to a project, the proportion of funds contributed is based on the number of demand units in each charge area (refer Table 10).

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

For the purposes of the DCP, the number of developable hectares will only change if the Council agrees to an amendment to the Precinct and detailed land budget and associated tables.

The property specific land budget included within each PSP should be used to determine the number of developable hectares (for DCP purposes) on individual parcels.

Table 10 Charge areas

	CHARGE AREA	DEMAND UNITS
1	Residential	1,012.88
2	Low-density residential	104.76
3	Business & employment	65.96
4	External drainage*	194.00
	TOTAL	1,377.60

**Note demand units or NDA within the external drainage charge area has been calculated as 80% of the total area within that charge area, consistent with the proportion of NDA as calculated in Table 14, the PSP land budget.*

Amended
by VC249

3.3.3 Development exempt from levies

In addition to those development types deemed exempt from paying levies in the *Development Contributions Guidelines 2007*, the development of land for a non-government school, or a small second dwelling, are exempt from the requirement to pay a development infrastructure levy and a community infrastructure levy under this Development Contribution Plan.

3.3.4 Schedule of Costs

Tables 11 and 12 calculate the amount of contributions payable by each charge area for each infrastructure category.

3.3.5 Summary of Charges per Hectare

Tables 11 and 12 show the quantum of funds to be contributed by each charge area towards each infrastructure project. This adds up to the total amount of funds recoverable under the DCP.

Table 13 sets out a summary of costs for each charge area.

Table 11 Calculation of costs

PROJECT ID	PROJECT	LAND (HA)	ESTIMATED PROJECT COST			% APPORTIONED TO DCP	TOTAL COST RECOVERED BY THE DCP	CONTRIBUTION PER NDHA			
			LAND	CONSTRUCTION	TOTAL			RESIDENTIAL	LOW-DENSITY RESIDENTIAL	BUSINESS & INDUSTRY	EXTERNAL DRAINAGE
TRANSPORT PROJECTS											
INTERSECTIONS ARTERIAL											
INA-NW-01	Dollarburn Road and Brandy Creek Road	0.00	\$ -	\$ 1,042,072.75	\$ 1,042,072.75	100%	\$ 1,042,072.75	\$ 929.81	\$ 371.92	\$ 929.81	\$ -
INA-NW-02	Bowen Street extension and Brandy Creek Road	0.04	\$ 18,000.00	\$ 2,027,030.55	\$ 2,045,030.55	100%	\$ 2,045,030.55	\$ 1,824.71	\$ 729.89	\$ 1,824.71	\$ -
INA-NE-01	Queen Street and Copelands Road extension	0.02	\$ 5,000.00	\$ 990,120.71	\$ 995,120.71	100%	\$ 995,120.71	\$ 887.91	\$ 355.17	\$ 887.91	\$ -
INA-NE-02	East-west connector boulevard and Brandy Creek Road	0.01	\$ 12,000.00	\$ 1,127,027.18	\$ 1,139,027.18	100%	\$ 1,139,027.18	\$ 1,016.32	\$ 406.53	\$ 1,016.32	\$ -
INA-SW-01	Warragul-Korumburra Road and Murdie Road	0.05	\$ 19,000.00	\$ 895,331.34	\$ 914,331.34	100%	\$ 914,331.34	\$ 815.83	\$ 326.33	\$ 815.83	\$ -
INA-SW-02	East-West Road and Warragul-Korumburra Road	0.03	\$ 13,000.00	\$ 880,872.29	\$ 893,872.29	100%	\$ 893,872.29	\$ 797.57	\$ 319.03	\$ 797.57	\$ -
SUB-TOTAL		0.15	\$ 67,000.00	\$ 6,962,454.82	\$ 7,029,454.82		\$ 7,029,454.82	\$ 6,272.15	\$ 2,508.86	\$ 6,272.15	\$ -
SHARED PATH											
SP-NW-01	Hazel Creek trail connection	0.00	\$ -	\$ 630,000.00	\$ 630,000.00	100%	\$ 630,000.00	\$ 562.13	\$ 224.85	\$ 562.13	\$ -
SP-NE-01	Ellen Clare trail connection	0.00	\$ -	\$ 240,000.00	\$ 240,000.00	100%	\$ 240,000.00	\$ 214.14	\$ 85.66	\$ 214.14	\$ -
SP-SW-01	Burke Street Park connection	0.00	\$ -	\$ 285,000.00	\$ 285,000.00	100%	\$ 285,000.00	\$ 254.30	\$ 101.72	\$ 254.30	\$ -
SUB-TOTAL		0.00	\$ -	\$ 1,155,000.00	\$ 1,155,000.00		\$ 1,155,000.00	\$ 1,030.57	\$ 412.23	\$ 1,030.57	\$ -
SUB-TOTAL (TRANSPORT)		0.15	\$ 67,000.00	\$ 8,117,454.82	\$ 8,184,454.82		\$ 8,184,454.82	\$ 7,302.72	\$ 2,921.09	\$ 7,302.72	\$ -
RECREATION PROJECTS											
SR-01	Dollarburn sporting reserve	8.73	\$ 1,409,459.01	\$ 3,492,080.00	\$ 4,901,539.01	100%	\$ 4,901,539.01	\$ 4,657.78	\$ 1,754.24	\$ -	\$ -
SR-02	Lilloco sporting reserve	12.17	\$ 3,918,363.51	\$ 4,869,200.00	\$ 8,787,563.51	100%	\$ 8,787,563.51	\$ 8,350.54	\$ 3,145.04	\$ -	\$ -
SR-03	Spring Creek sporting reserve	7.53	\$ 1,431,027.36	\$ 3,012,320.00	\$ 4,443,347.36	100%	\$ 4,443,347.36	\$ 4,222.37	\$ 1,590.26	\$ -	\$ -
SR-04	Municipal improvement fund	33.08	\$ 6,616,000.00	\$ -	\$ 6,616,000.00	100%	\$ 6,616,000.00	\$ 6,286.97	\$ 2,367.84	\$ -	\$ -
SUB-TOTAL		61.51	\$ 13,374,849.88	\$ 11,373,600.00	\$ 24,748,449.88		\$ 24,748,449.88	\$ 23,517.67	\$ 8,857.39	\$ -	\$ -
COMMUNITY FACILITY PROJECTS											
CO-01	Dollarburn community centre	0.40	\$ 47,540.98	\$ 3,500,000.00	\$ 3,547,540.98	98%	\$ 3,479,016.60	\$ 3,306.00	\$ 1,245.13	\$ -	\$ -
CO-02	Carrington community centre	0.80	\$ 146,000.00	\$ 6,143,329.00	\$ 6,289,329.00	99%	\$ 6,255,066.81	\$ 5,943.99	\$ 2,238.67	\$ -	\$ -

PROJECT ID	PROJECT	LAND (HA)	ESTIMATED PROJECT COST			% APPORTIONED TO DCP	TOTAL COST RECOVERED BY THE DCP	CONTRIBUTION PER NDHA			
			LAND	CONSTRUCTION	TOTAL			RESIDENTIAL	LOW-DENSITY RESIDENTIAL	BUSINESS & INDUSTRY	EXTERNAL DRAINAGE
CO-03	Spring Creek community centre	0.40	\$ 68,166.71	\$ 3,500,000.00	\$ 3,568,166.71	98%	\$ 3,510,633.09	\$ 3,336.04	\$ 1,256.44	\$ -	\$ -
SUB-TOTAL		1.60	\$ 261,707.69	\$ 13,143,329.00	\$ 13,405,036.69		\$ 13,244,716.50	\$ 12,586.03	\$ 4,740.24	\$ -	\$ -
DRAINAGE PROJECTS											
DR-01	Channel works	0.00	\$ -	\$ 8,890,830.00	\$ 8,890,830.00	100%	\$ 8,855,126.57	\$ 6,735.26	\$ 2,694.10	\$ 6,735.26	\$ 6,735.26
DR-02	Pipe works	0.00	\$ -	\$ 7,441,072.00	\$ 7,441,072.00	100%	\$ 7,405,368.57	\$ 5,632.57	\$ 2,253.03	\$ 5,632.57	\$ 5,632.57
DR-NW-01	Tarwin Street retardation basin & wetlands	0.00	\$ -	\$ 2,271,203.00	\$ 2,271,203.00	98%	\$ 2,235,499.57	\$ 1,700.33	\$ 680.13	\$ 1,700.33	\$ 1,700.33
DR-NW-02	Pharaohs Road retardation basin & wetlands	0.00	\$ -	\$ 676,355.00	\$ 676,355.00	95%	\$ 640,651.57	\$ 487.28	\$ 194.91	\$ 487.28	\$ 487.28
DR-NW-03	Fir Place North retention basin	0.00	\$ -	\$ 628,667.00	\$ 628,667.00	94%	\$ 592,963.57	\$ 451.01	\$ 180.40	\$ 451.01	\$ 451.01
DR-NW-04	Fir Place West retention basin	0.46	\$ 105,676.90	\$ 484,723.00	\$ 590,399.90	94%	\$ 554,696.47	\$ 421.91	\$ 168.76	\$ 421.91	\$ 421.91
DR-NW-05	Warragul golf course retention basin & wetland	0.46	\$ 108,000.00	\$ 742,374.00	\$ 850,374.00	96%	\$ 814,670.57	\$ 619.64	\$ 247.86	\$ 619.64	\$ 619.64
DR-NE-01	Lillico retardation basin & wetlands	0.46	\$ 438,975.10	\$ 1,343,797.00	\$ 1,782,772.10	98%	\$ 1,747,068.67	\$ 1,328.83	\$ 531.53	\$ 1,328.83	\$ 1,328.83
DR-NE-02	Stoddarts Road retention basin & wetland	0.00	\$ -	\$ 1,237,870.00	\$ 1,237,870.00	97%	\$ 1,202,166.57	\$ 914.38	\$ 365.75	\$ 914.38	\$ 914.38
DR-NE-03	Copelands Road above Paramount Springs retention basin	0.46	\$ 259,000.00	\$ 935,320.00	\$ 1,194,320.00	97%	\$ 1,158,616.57	\$ 881.25	\$ 352.50	\$ 881.25	\$ 881.25
DR-NE-04	Copelands Road retention basin & wetland	0.00	\$ -	\$ 1,584,347.00	\$ 1,584,347.00	98%	\$ 1,548,643.57	\$ 1,177.91	\$ 471.16	\$ 1,177.91	\$ 1,177.91
DR-NE-05	Dawson Drive wetland	0.00	\$ -	\$ 321,618.00	\$ 321,618.00	89%	\$ 285,914.57	\$ 217.47	\$ 86.99	\$ 217.47	\$ 217.47
DR-NE-06	Bloomfield Road wetland	0.00	\$ -	\$ 372,174.00	\$ 372,174.00	90%	\$ 336,470.57	\$ 255.92	\$ 102.37	\$ 255.92	\$ 255.92
DR-SW-01	Landsborough Road retention basin & wetland	3.22	\$ 998,805.93	\$ 2,992,361.00	\$ 3,991,166.93	99%	\$ 3,955,463.50	\$ 3,008.55	\$ 1,203.42	\$ 3,008.55	\$ 3,008.55
DR-SW-02	Wills Street wetland	1.06	\$ -	\$ 648,490.00	\$ 648,490.00	94%	\$ 612,786.57	\$ 466.09	\$ 186.44	\$ 466.09	\$ 466.09
DR-SE-01	Warragul-Bona Vista Road retention basin & wetland	2.61	\$ 1,159,000.00	\$ 451,444.00	\$ 1,610,444.00	98%	\$ 1,574,740.57	\$ 1,197.76	\$ 479.10	\$ 1,197.76	\$ 1,197.76
DR-SE-02	Galloway Street wetland	0.00	\$ -	\$ 1,502,424.00	\$ 1,502,424.00	98%	\$ 1,466,720.57	\$ 1,115.60	\$ 446.24	\$ 1,115.60	\$ 1,115.60
DR-SE-03	Bona Vista Road wetland	0.00	\$ -	\$ 968,048.00	\$ 968,048.00	96%	\$ 932,344.57	\$ 709.15	\$ 283.66	\$ 709.15	\$ 709.15
SUB-TOTAL		8.73	\$ 3,069,457.93	\$ 33,493,117.00	\$ 36,562,574.93		\$ 35,919,913.23	\$ 27,320.90	\$ 10,928.36	\$ 27,320.90	\$ 27,320.90

PROJECT ID	PROJECT	LAND (HA)	ESTIMATED PROJECT COST			% APPORTIONED TO DCP	TOTAL COST RECOVERED BY THE DCP	CONTRIBUTION PER NDHA			
			LAND	CONSTRUCTION	TOTAL			RESIDENTIAL	LOW-DENSITY RESIDENTIAL	BUSINESS & INDUSTRY	EXTERNAL DRAINAGE
DCP PREPARATION											
CO-01	Dollarburn community centre	0.00	\$ -	\$ 60,000.00	\$ 60,000.00	100%	\$ 60,000.00	\$ 45.64	\$ 18.25	\$ 45.64	\$ 45.64
SUB-TOTAL		0.00	\$ -	\$ 60,000.00	\$ 60,000.00		\$ 60,000.00	\$ 45.64	\$ 18.25	\$ 45.64	\$ 45.64
TOTAL (STANDARD DCP LEVY)		71.99	\$ 16,773,015.50	\$ 66,187,500.82	\$ 82,960,516.32		\$ 82,157,534.42	\$ 70,772.95	\$ 27,465.33	\$ 34,669.25	\$ 27,366.54

Table 12 Calculation of costs - Supplementary local projects

PROJECT ID	PROJECT	LAND (HA)	ESTIMATED PROJECT COST			%	TOTAL COST RECOVERED BY THE DCP	CONTRIBUTION PER NDHA			
			LAND	CONSTRUCTION	TOTAL			RESIDENTIAL	LOW-DENSITY RESIDENTIAL	BUSINESS & INDUSTRY	EXTERNAL DRAINAGE
LOCAL TRANSPORT PROJECTS											
ROADS											
RD-NW-01	Dollarburn Road upgrade	0.00	\$ -	\$ 3,991,050.00	\$ 3,991,050.00	100%	\$ 3,991,050.00	\$ 3,561.08	\$ 1,424.43	\$ 3,561.08	\$ -
RD-NW-02	Pharaohs Road upgrade	0.00	\$ -	\$ 4,191,935.00	\$ 4,191,935.00	100%	\$ 4,191,935.00	\$ 3,740.32	\$ 1,496.13	\$ 3,740.32	\$ -
RD-NW-03	Bowen Street extension	0.00	\$ -	\$ 1,348,160.00	\$ 1,348,160.00	100%	\$ 1,348,160.00	\$ 1,202.92	\$ 481.17	\$ 1,202.92	\$ -
RD-NW-04	Crole Drive extension	0.00	\$ -	\$ 2,380,345.00	\$ 2,380,345.00	100%	\$ 2,380,345.00	\$ 2,123.90	\$ 849.56	\$ 2,123.90	\$ -
RD-NW-05	Crole Drive extension (boulevard)	0.00	\$ -	\$ 1,485,557.50	\$ 1,485,557.50	94%	\$ 1,405,009.63	\$ 1,253.64	\$ 501.46	\$ 1,253.64	\$ -
RD-NW-06	North-south connector street between Crole Drive and Dollarburn Road	0.00	\$ -	\$ 1,529,902.50	\$ 1,529,902.50	100%	\$ 1,529,902.50	\$ 1,365.08	\$ 546.03	\$ 1,365.08	\$ -
RD-NE-01	Dollarburn Road extension	0.00	\$ -	\$ 1,453,485.00	\$ 1,453,485.00	100%	\$ 1,453,485.00	\$ 1,296.90	\$ 518.76	\$ 1,296.90	\$ -
RD-NE-02	East-west connector street between Mills Road extension and east-west connector boulevard	0.00	\$ -	\$ 2,201,292.50	\$ 2,201,292.50	100%	\$ 2,201,292.50	\$ 1,964.14	\$ 785.66	\$ 1,964.14	\$ -
RD-NE-03	East-west connector boulevard between Brandy Creek Road and Copelands Road	0.00	\$ -	\$ 5,321,400.00	\$ 5,321,400.00	100%	\$ 5,321,400.00	\$ 4,748.11	\$ 1,899.24	\$ 4,748.11	\$ -
RD-NE-04	Mills Road extension to Lilloo Road	0.00	\$ -	\$ 2,791,112.50	\$ 2,791,112.50	100%	\$ 2,791,112.50	\$ 2,490.42	\$ 996.17	\$ 2,490.42	\$ -
RD-NE-05	North-south connector extension	0.00	\$ -	\$ 895,262.50	\$ 895,262.50	100%	\$ 895,262.50	\$ 798.81	\$ 319.53	\$ 798.81	\$ -
RD-NE-06	Copelands Road upgrade	0.00	\$ -	\$ 2,317,150.00	\$ 2,317,150.00	100%	\$ 2,317,150.00	\$ 2,067.52	\$ 827.01	\$ 2,067.52	\$ -

PROJECT ID	PROJECT	LAND (HA)	ESTIMATED PROJECT COST			%	TOTAL COST RECOVERED BY THE DCP	CONTRIBUTION PER NDHA			
			LAND	CONSTRUCTION	TOTAL			RESIDENTIAL	LOW-DENSITY RESIDENTIAL	BUSINESS & INDUSTRY	EXTERNAL DRAINAGE
RD-NE-07	Copelands Road extension	0.00	\$ -	\$ 1,348,160.00	\$ 1,348,160.00	100%	\$ 1,348,160.00	\$ 1,202.92	\$ 481.17	\$ 1,202.92	\$ -
RD-NE-08	North-south connector street between Copelands Road extension and No.1 Road	0.00	\$ -	\$ 3,159,750.00	\$ 3,159,750.00	100%	\$ 3,159,750.00	\$ 2,819.34	\$ 1,127.74	\$ 2,819.34	\$ -
RD-SW-01	Warragul-Lardner Road upgrade	0.00	\$ -	\$ 5,792,875.00	\$ 5,792,875.00	100%	\$ 5,792,875.00	\$ 5,168.79	\$ 2,067.52	\$ 5,168.79	\$ -
RD-SW-02	Butlers Track / King Street upgrade	0.00	\$ -	\$ 1,474,550.00	\$ 1,474,550.00	100%	\$ 1,474,550.00	\$ 1,315.69	\$ 526.28	\$ 1,315.69	\$ -
RD-SW-03	Butlers Track upgrade	0.00	\$ -	\$ 3,349,335.00	\$ 3,349,335.00	100%	\$ 3,349,335.00	\$ 2,988.50	\$ 1,195.40	\$ 2,988.50	\$ -
RD-SW-04	East-West Road upgrade	0.00	\$ -	\$ 5,203,055.00	\$ 5,203,055.00	100%	\$ 5,203,055.00	\$ 4,642.51	\$ 1,857.01	\$ 4,642.51	\$ -
RD-SW-05	East-West Road upgrade (outside township boundary)	0.00	\$ -	\$ 960,000.00	\$ 960,000.00	100%	\$ 960,000.00	\$ 856.58	\$ 342.63	\$ 856.58	\$ -
RD-SW-06	East-West connector street between Butlers Track and East-West Road	0.00	\$ -	\$ 3,286,140.00	\$ 3,286,140.00	100%	\$ 3,286,140.00	\$ 2,932.11	\$ 1,172.85	\$ 2,932.11	\$ -
SUB-TOTAL		0.00	\$ -	\$ 54,480,517.50	\$ 54,480,517.50		\$ 54,399,969.63	\$ 48,539.28	\$ 19,415.71	\$ 48,539.28	\$ -
INTERSECTION PROJECTS											
INL-NW-01	Dollarburn Road and Pharaohs Road	0.00	\$ -	\$ 800,000.00	\$ 800,000.00	99%	\$ 795,222.39	\$ 709.55	\$ 283.82	\$ 709.55	\$ -
INL-NW-02	Crole Drive extension and Pharaohs Road	0.00	\$ -	\$ 800,000.00	\$ 800,000.00	100%	\$ 800,000.00	\$ 713.81	\$ 285.53	\$ 713.81	\$ -
INL-NW-03	Sutton Street and Pharaohs Road	0.00	\$ 6,900.00	\$ 2,442,511.99	\$ 2,449,411.99	100%	\$ 2,449,411.99	\$ 2,185.53	\$ 874.21	\$ 2,185.53	\$ -
INL-NW-04	North-south connector street and Crole Drive	0.00	\$ -	\$ 800,000.00	\$ 800,000.00	100%	\$ 800,000.00	\$ 713.81	\$ 285.53	\$ 713.81	\$ -
INL-NW-05	North-south connector street and Dollarburn Road	0.00	\$ -	\$ 800,000.00	\$ 800,000.00	100%	\$ 800,000.00	\$ 713.81	\$ 285.53	\$ 713.81	\$ -
INL-NE-01	Dollarburn Road extension and Lilloco Road	0.00	\$ -	\$ 800,000.00	\$ 800,000.00	100%	\$ 800,000.00	\$ 713.81	\$ 285.53	\$ 713.81	\$ -
INL-NE-02	Lilloco Road and north-south connector street	0.08	\$ 20,100.00	\$ 938,702.10	\$ 958,802.10	100%	\$ 958,802.10	\$ 855.51	\$ 342.20	\$ 855.51	\$ -
INL-NE-03	Lilloco Road and Copelands Road	0.01	\$ 3,000.00	\$ 891,258.20	\$ 894,258.20	100%	\$ 894,258.20	\$ 797.92	\$ 319.17	\$ 797.92	\$ -
INL-NE-04	East-west connector boulevard and Mills Road extension	0.00	\$ -	\$ 800,000.00	\$ 800,000.00	100%	\$ 800,000.00	\$ 713.81	\$ 285.53	\$ 713.81	\$ -

PROJECT ID	PROJECT	LAND (HA)	ESTIMATED PROJECT COST			%	TOTAL COST RECOVERED BY THE DCP	CONTRIBUTION PER NDHA			
			LAND	CONSTRUCTION	TOTAL			RESIDENTIAL	LOW-DENSITY RESIDENTIAL	BUSINESS & INDUSTRY	EXTERNAL DRAINAGE
INL-NE-05	East-west connector street and north-south connector street at Lillico sporting reserve	0.00	\$ -	\$ 800,000.00	\$ 800,000.00	100%	\$ 797,610.55	\$ 711.68	\$ 284.67	\$ 711.68	\$ -
INL-NE-06	East-west connector boulevard and north-south connector street	0.00	\$ -	\$ 800,000.00	\$ 800,000.00	100%	\$ 800,000.00	\$ 713.81	\$ 285.53	\$ 713.81	\$ -
INL-NE-07	East-west connector boulevard and Copelands Road	0.03	\$ 2,000.00	\$ 719,167.82	\$ 721,167.82	100%	\$ 721,167.82	\$ 643.47	\$ 257.39	\$ 643.47	\$ -
INL-NE-08	Albert Road and Copelands Road	0.00	\$ -	\$ 747,757.89	\$ 747,757.89	100%	\$ 747,757.89	\$ 667.20	\$ 266.88	\$ 667.20	\$ -
INL-NE-09	North-south connector street and Copelands Road extension	0.00	\$ -	\$ 800,000.00	\$ 800,000.00	100%	\$ 800,000.00	\$ 713.81	\$ 285.53	\$ 713.81	\$ -
INL-NE-10	North-south connector street and No.1 Road	0.00	\$ -	\$ 800,000.00	\$ 800,000.00	100%	\$ 800,000.00	\$ 713.81	\$ 285.53	\$ 713.81	\$ -
INL-SW-01	Warragul-Lardner Road and Butlers Track	0.00	\$ -	\$ 800,000.00	\$ 800,000.00	100%	\$ 800,000.00	\$ 713.81	\$ 285.53	\$ 713.81	\$ -
INL-SW-02	East-West Road and Butlers Track	0.00	\$ -	\$ 800,000.00	\$ 800,000.00	100%	\$ 800,000.00	\$ 713.81	\$ 285.53	\$ 713.81	\$ -
INL-SW-03	East-West Road and east-west connector street	0.00	\$ -	\$ 800,000.00	\$ 800,000.00	100%	\$ 800,000.00	\$ 713.81	\$ 285.53	\$ 713.81	\$ -
INL-SW-04	Butlers Track and east-west connector street	0.00	\$ -	\$ 800,000.00	\$ 800,000.00	100%	\$ 800,000.00	\$ 713.81	\$ 285.53	\$ 713.81	\$ -
SUB-TOTAL		0.11	\$ 32,000.00	\$ 16,939,398.00	\$ 16,971,398.00		\$ 16,964,230.94	\$ 15,136.62	\$ 6,054.65	\$ 15,136.62	\$ -
BRIDGES & CULVERTS											
BR-NW-01	Dollarburn Road crossing of waterway west of Pharoahs Road	0.00	\$ -	\$ 319,435.59	\$ 319,435.59	100%	\$ 319,435.59	\$ 285.02	\$ 114.01	\$ 285.02	\$ -
BR-NW-02	Dollarburn Road crossing of waterway west of Pharoahs Road	0.00	\$ -	\$ 410,637.30	\$ 410,637.30	100%	\$ 410,637.30	\$ 366.40	\$ 146.56	\$ 366.40	\$ -
BR-NW-03	Dollarburn Road crossing of waterway east of Pharoahs Road	0.00	\$ -	\$ 291,144.65	\$ 291,144.65	100%	\$ 291,144.65	\$ 259.78	\$ 103.91	\$ 259.78	\$ -
BR-NW-04	Crole Drive extension crossing of waterway	0.00	\$ -	\$ 516,904.58	\$ 516,904.58	100%	\$ 516,904.58	\$ 461.22	\$ 184.49	\$ 461.22	\$ -
BR-NW-05	North-south connector street crossing of waterway	0.00	\$ -	\$ 418,139.88	\$ 418,139.88	100%	\$ 418,139.88	\$ 373.09	\$ 149.24	\$ 373.09	\$ -
BR-NE-01	Dollarburn Road extension crossing of waterway	0.00	\$ -	\$ 348,375.00	\$ 348,375.00	100%	\$ 348,375.00	\$ 310.84	\$ 124.34	\$ 310.84	\$ -

PROJECT ID	PROJECT	LAND (HA)	ESTIMATED PROJECT COST			%	TOTAL COST RECOVERED BY THE DCP	CONTRIBUTION PER NDHA			
			LAND	CONSTRUCTION	TOTAL			RESIDENTIAL	LOW-DENSITY RESIDENTIAL	BUSINESS & INDUSTRY	EXTERNAL DRAINAGE
BR-NE-02	Copelands Road crossing of Moe River	0.00	\$ -	\$ 388,178.06	\$ 388,178.06	100%	\$ 388,178.06	\$ 346.36	\$ 138.54	\$ 346.36	\$ -
BR-NE-03	East-west connector boulevard crossing of waterway	0.00	\$ -	\$ 348,761.34	\$ 348,761.34	100%	\$ 348,761.34	\$ 311.19	\$ 124.48	\$ 311.19	\$ -
BR-NE-04	Copelands Road extension crossing of Hazel Creek	0.00	\$ -	\$ 388,178.06	\$ 388,178.06	100%	\$ 388,178.06	\$ 346.36	\$ 138.54	\$ 346.36	\$ -
BR-NE-05	East-west connector street crossing of waterway east of Copelands Road extension	0.00	\$ -	\$ 388,178.06	\$ 388,178.06	100%	\$ 388,178.06	\$ 346.36	\$ 138.54	\$ 346.36	\$ -
BR-SW-01	Warragul-Lardner Road crossing of waterway south of Danes Road	0.00	\$ -	\$ 388,178.06	\$ 388,178.06	100%	\$ 388,178.06	\$ 346.36	\$ 138.54	\$ 346.36	\$ -
BR-SW-02	Warragul-Lardner Road crossing of waterway west of Butlers Track	0.00	\$ -	\$ 388,178.06	\$ 388,178.06	100%	\$ 388,178.06	\$ 346.36	\$ 138.54	\$ 346.36	\$ -
BR-SW-03	Warragul-Lardner Road crossing of waterway east of Butlers Track	0.00	\$ -	\$ 388,178.06	\$ 388,178.06	100%	\$ 388,178.06	\$ 346.36	\$ 138.54	\$ 346.36	\$ -
BR-SW-04	Butlers Track crossing of waterway south of Warragul-Lardner Road	0.00	\$ -	\$ 356,833.72	\$ 356,833.72	100%	\$ 356,833.72	\$ 318.39	\$ 127.36	\$ 318.39	\$ -
BR-SW-05	Butlers Track crossing of waterway north of East-West Road	0.00	\$ -	\$ 388,178.06	\$ 388,178.06	100%	\$ 388,178.06	\$ 346.36	\$ 138.54	\$ 346.36	\$ -
BR-SW-06	East-West Road crossing of waterway west of Butlers Track	0.00	\$ -	\$ 388,178.06	\$ 388,178.06	100%	\$ 388,178.06	\$ 346.36	\$ 138.54	\$ 346.36	\$ -
BR-SW-07	East-west connector street crossing of waterway west of Butlers Track	0.00	\$ -	\$ 483,370.44	\$ 483,370.44	100%	\$ 483,370.44	\$ 431.30	\$ 172.52	\$ 431.30	\$ -
SUB-TOTAL		0.00	\$ -	\$ 6,599,026.94	\$ 6,599,026.94		\$ 6,599,026.94	\$ 5,888.09	\$ 2,355.24	\$ 5,888.09	\$ -
TOTAL (SUPPLEMENATARY LOCAL LEVY)		0.11	\$ 32,000.00	\$ 78,018,942.44	\$ 78,050,942.44		\$ 77,963,227.51	\$ 69,563.99	\$ 27,825.60	\$ 69,563.99	\$ -

Table 13 Calculation of costs - DCP total

PROJECT ID	PROJECT	LAND (HA)	ESTIMATED PROJECT COST			%	TOTAL COST RECOVERED BY THE DCP	CONTRIBUTION PER NDHA			
			LAND	CONSTRUCTION	TOTAL			RESIDENTIAL	LOW-DENSITY RESIDENTIAL	BUSINESS & INDUSTRY	EXTERNAL DRAINAGE
TOTAL (SUPPLEMENATARY LOCAL LEVY)		72.11	\$ 16,805,015.50	\$ 144,206,443.26	\$ 161,011,458.76		\$ 160,120,761.94	\$ 140,336.94	\$ 55,290.93	\$ 104,233.24	\$ 27,366.54

4.0 IMPLEMENTATION & ADMINISTRATION

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

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

Council will be both the Collecting Agency and the Development Agency for the purposes of this DCP (refer Section 1.9).

4.1 Payment of Contribution Levies and Payment Timing

4.1.1 When the levy is payable

FOR SUBDIVISION OF LAND

- A development infrastructure levy must be paid to Council for the land within the following specified time, namely after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance with respect to that plan under the Subdivision Act 1988.
- Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed may only be paid to the Council within 21 days prior to the issue of a Statement of Compliance for that stage provided that a Schedule of Development Contributions is submitted with each stage of plan of subdivision. This Schedule must show the amount of the development contributions payable for each stage and the value of the contributions for prior stages to the satisfaction of the Council .

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

FOR DEVELOPMENT OF LAND WHERE NO SUBDIVISION IS PROPOSED

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

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

WHERE NO PLANNING PERMIT IS REQUIRED

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

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

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

4.1.2 Works in Kind

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

- The works constitute project(s) funded by this DCP.
- The Council agrees that the timing of the works would be consistent with or not prejudicial to the DCP project implementation programme.
- The works are defined and agreed in a Section 173 agreement.

- Works must be provided to a standard that accords with this DCP to the satisfaction of the Council, unless an alternative is agreed by the Council.
- Detailed design must be approved by the Council and must generally accord with the expectations outlined in this DCP unless an alternative is agreed by the Council.
- The construction of works must be completed to the satisfaction of the Council.
- There should be no negative financial impact on this DCP to the satisfaction of the Council.
- In particular, the works will only be accepted in lieu of a financial contribution required by this DCP to the extent that they constitute part or all of the design of the infrastructure item and reduce the cost to complete that design, to the Council's satisfaction. Temporary works will not be accepted as works in kind.

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

- The credit for works associated with sporting reserves shall equal the cost agreed between the Council and the proponent based on the master plan approved for the relevant reserve.
- The credit for all other works (unless an alternative approach is agreed with the Council) provided shall equal the value identified in the Development Contributions Plan, taking into account the impact of indexation, or to an alternative figure approved by the Council.
- The value of the works provided in accordance with the principle outlined above, will be off-set against the development contributions liable to be paid by the development proponent.
- No further financial contributions will be required until the agreed value of any credits is used.

4.1.3 Credit for Over Provision

Where the Collection Agency agrees that a development proponent can physically provide an infrastructure item (either works and/or land) the situation may arise where the developer makes a contribution with a value that exceeds that required by the DCP for the individual project.

In such a case the developer may be entitled to credits against other projects in the DCP to the extent of the excess contribution. Alternatively, the 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 Council will not be bound to deliver a cash reimbursement until such times as sufficient funds have been collected contributions from other development.

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

4.1.4 Exempt land used for an alternative purpose

Where land is subdivided or developed for the purpose of a government school, non government school or any other use that is partly or wholly exempt from development contributions and the land is subsequently used for a purpose other than as one of those exempt uses, the owner of that land must pay to the Council development contributions in accordance with the provisions of the DCP. The development infrastructure levy and where applicable, the community infrastructure levy must be paid within 28 days of the date of the commencement of the construction of any buildings or works for that alternative use.

4.2 Funds Administration

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

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

- The amount and timing of funds collected.
- The sources of the funds collected.
- The amount and timing of expenditure on specific projects.
- The project on which the expenditure was made.

- The account classes or individual project classes.
- Details of any works-in-kind arrangements for project provision.
- Any pooling or quarantining of funds to deliver specific projects where applicable.

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

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

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

4.3 Construction & land value costs indexation

Capital costs of all infrastructure items (with the exception of land) are in 2014 dollars and will be indexed by the Council quarterly to take account of inflation.

In relation to the costs of infrastructure items other than land, the cost must be adjusted according to the following methods:

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

Land values will be adjusted on 1 July each year following valuations undertaken by a registered valuer. Land valuations must be undertaken utilising the same methodology used to derive the original gazetted DCP valuations.

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

4.4 Development Contributions Plan Review Period

This DCP adopts a long-term outlook for development. It takes into account planned future development of Drouin. A 'full development' time horizon for each geographic growth area around the town (north west, north east, south west, south east) of 25 years from the date of commencement of development within that geographic area has been adopted for this DCP.

This DCP commences on the date of incorporation into the *Baw Baw Planning Scheme*. This DCP will end when development within the DCP area is complete or when the DCP is removed from the Planning Scheme.

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

This review is anticipated to include:

- Updates to any aspect of the plan as 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); and
- Review of land values for land to be purchased through the plan.

4.5 Adjustment to the scope of DCP projects

While the infrastructure projects in the DCP have been costed to a level of detail typical for a DCP, all of them will require a detailed design process prior to construction.

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

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

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

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

5.0 OTHER INFORMATION

5.1 Acronyms

'the Act'	Planning and Environment Act 1987
CIL	Community Infrastructure Levy
DCP	Development Contributions Plan
DEECD	Department of Education & Early Childhood Development
DIL	Development Infrastructure Levy
GDA	Gross Developable Area
Ha	Hectare
MCA	Main Catchment Area
MCH	Maternal & Child Health
MSS	Municipal Strategic Statement
NDA	Net Developable Area
NDHa	Net Developable Hectare
PSP	Precinct Structure Plan
Sqm	Square Metres
UGZ	Urban Growth Zone

5.2 Glossary

ACTIVE OPEN SPACE

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

ARTERIAL ROAD

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

CO-LOCATION

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

COMMUNITY FACILITIES

Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs and activities. This includes facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres); early years (e.g. preschool, maternal and child health, childcare); health and community services (eg. hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (e.g. civic centres, libraries, neighbourhood houses); arts and culture (e.g. galleries, museums, performance space); sport, recreation and leisure (e.g. swimming pools); justice (e.g. law courts); voluntary and faith (e.g. places of worship) and emergency services (e.g. police, fire and ambulance stations).

CONNECTOR STREET

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

CONVENTIONAL DENSITY HOUSING

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

DEVELOPMENT CONTRIBUTIONS PLAN

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

ENCUMBERED LAND

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

FREEWAY

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

HIGH DENSITY HOUSING

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

HOUSING DENSITY (NET)

The number of houses divided by net developable area

LINEAR OPEN SPACE NETWORK

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

LAND BUDGET TABLE

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

LOT

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

LOWER DENSITY HOUSING

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

MEDIUM DENSITY HOUSING

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

NATIVE VEGETATION

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

NET DEVELOPABLE AREA

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

NET RESIDENTIAL AREA

As per net developable area but excluding neighbourhood activity centres, non-government schools and golf course sites.

PASSIVE OPEN SPACE

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

PRECINCT STRUCTURE PLAN

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

PUBLIC OPEN SPACE

Land that is set aside in the precinct structure plan for public recreation or public resort, or as parklands, or for similar purposes. Incorporates active and passive open space.

URBAN GROWTH ZONE

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