



Amendment C124 to the Wyndham Planning Scheme

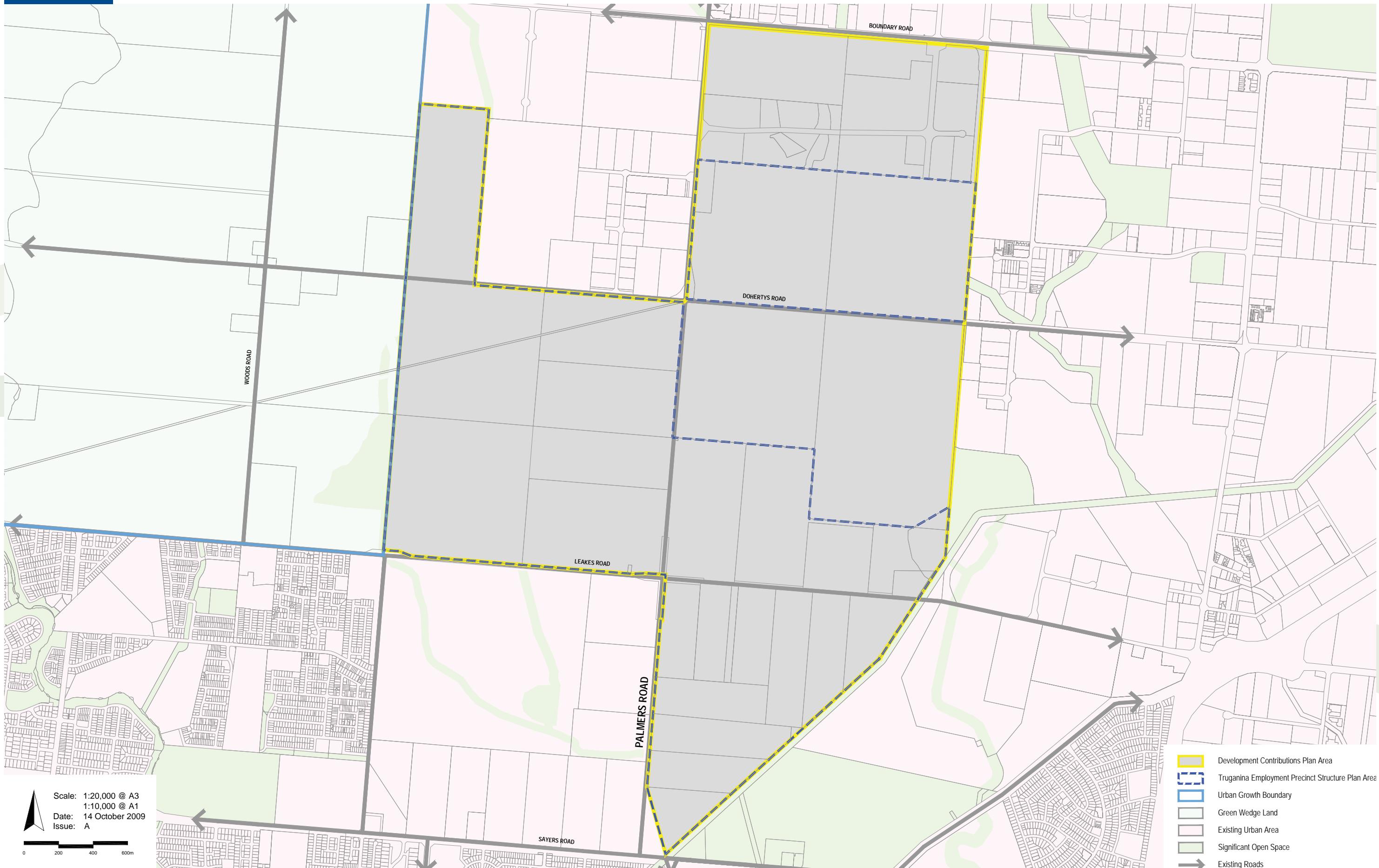
Truganina Employment Precinct Development Contributions Plan

December 2009

SAYERS ROAD

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plan 1

development contributions projects plan area
truganina employment precinct development contributions plan

INTRODUCTION

PURPOSE

Urban growth generates needs for a wide range of infrastructure. Development Contributions Plans [DCP's] provide a mechanism by which benefiting development is required to share the cost of providing some of that infrastructure. This DCP has that role for the Truganina Employment Precinct, mainly providing for arterial roads and paths.

The Truganina employment Precinct Development Contributions Plan has been prepared by the Growth Areas Authority with the assistance of Wyndham City Council, Government agencies, service authorities and major stakeholders.

The Development Contributions Plan has been developed to support the provision of works, services and facilities to be used by the future business community of the Truganina Employment which is generally covered by the Truganina Employment Precinct Structure Plan in the Wyndham Growth Area (refer Plan 1 for the area to which this Development Contributions Plan applies).

The Development Contributions Plan outlines projects required to ensure that future business operators, visitors and workers within the Truganina Employment can be provided with timely access to services and transport necessary to support a quality, affordable business environment.

It also details requirements that must be met by future land use and development and provides developers, investors and local businesses with certainty about development contribution requirements and how they will be administered.

This Development Contributions Plan establishes a framework for development proponents to contribute a fair proportion towards the cost of works, services and facilities for the new employment area at Truganina. It ensures the cost of providing new infrastructure and services is shared equitably between various development proponents. Fairness requires costs to be apportioned according to the projected share of use of the required works, services and facilities items.

REPORT STRUCTURE

The Development Contributions Plan document comprises three parts.

PART ONE

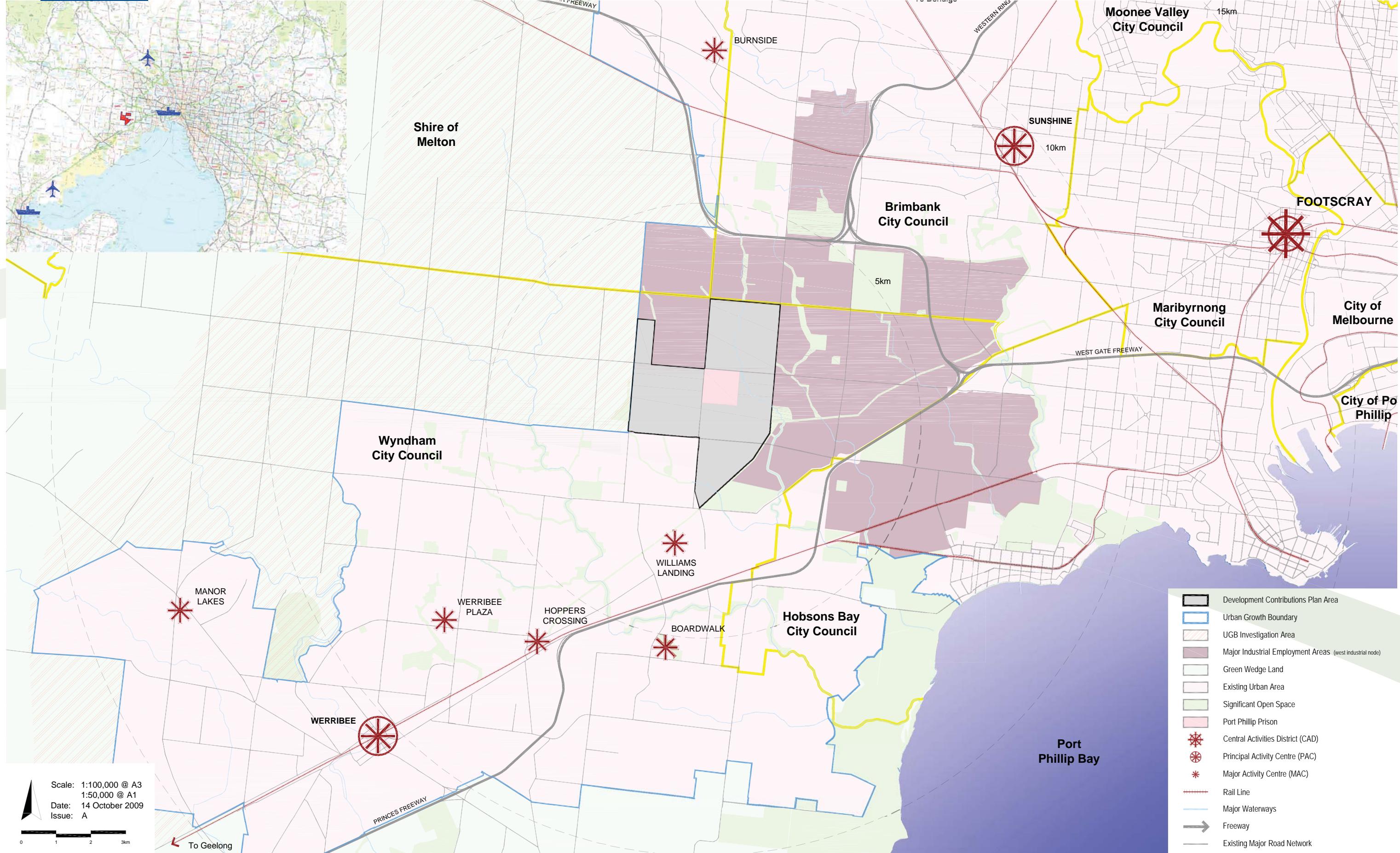
Part 1 clearly explains the strategic basis for the Development Contributions Plan, which includes information about the Truganina Employment Precinct Structure Plan and justification for the various infrastructure projects included in the Development Contributions Plan.

PART TWO

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

PART THREE

Finally, Part 3 focusses on administration and implementation of the Development Contributions Plan.



plan 2

 metropolitan & regional context
truganina employment precinct development contributions plan

1.0 STRATEGIC BASIS

The strategic basis for this Development Contributions Plan is established by the State and Local Planning Policy Framework of the Wyndham Planning Scheme. Key documents are Melbourne 2030, the Growth Area Framework Plans, the Municipal Strategic Statement and the Truganina Employment Precinct Structure Plan (and supporting documents), which set out a broad, long term vision for the sustainable development of the Development Contributions Plan area.

Plan 2 shows the metropolitan and regional context within which the area is located.

The Growth Area Framework Plans have been incorporated into the Victoria Planning Provisions and illustrate the planned extent of residential, employment and other development as well as the location of larger activity centres for each growth area. They also show key elements of infrastructure and services including the regional open space network, the location of public transport networks, freeways and arterial roads.

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

1.1 PLANNING AND ENVIRONMENT ACT 1987

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

The Development Contributions Plan provides for the charging of a 'development infrastructure levy' pursuant to section 46J(a) of the Act towards works, services or facilities. It does not provide for the charging of a 'community infrastructure levy' pursuant to section 46J(b) of the Act as no items included within the plan are classified as community infrastructure under the Act.

This Development Contributions Plan forms part of the Wyndham Planning Scheme pursuant to section 46l of the Act and is an incorporated document under Clause 81 of the Wyndham Planning Scheme.

1.2 PRECINCT STRUCTURE PLAN

The Truganina Employment Precinct Structure Plan is located to the north east of the Wyndham municipality. It forms part of the Western Industrial Node which is one of three major industrial areas of Melbourne and borders the growth communities of Truganina, Tarneit and Laverton/Williams Landing.

The Truganina Employment Precinct Structure Plan area and associated industrial land is expected to generate around 20,000 to 25,000 jobs as it is fully developed over time.

The Precinct Structure Plan establishes the future urban structure of the new employment area which includes a range of networks such as transport and open space (Refer Plan 3).

The need for infrastructure has been determined according to the anticipated development scenario for the area as described in the Truganina Employment Precinct Structure Plan. The Development Contributions Plan emanates from the Precinct Structure Plan, as the Precinct Structure Plan provides the rationale and justification for infrastructure items that have been included in the Development Contributions Plan. Accordingly, the Development Contributions Plan is an implementation based planning tool which identifies the infrastructure items required by the new community and apportions the cost of this infrastructure in an equitable manner across the plan area.

1.3 FURTHER BIODIVERSITY AND TRANSPORT INVESTIGATIONS TO SUPPORT PRECINCT PLANNING

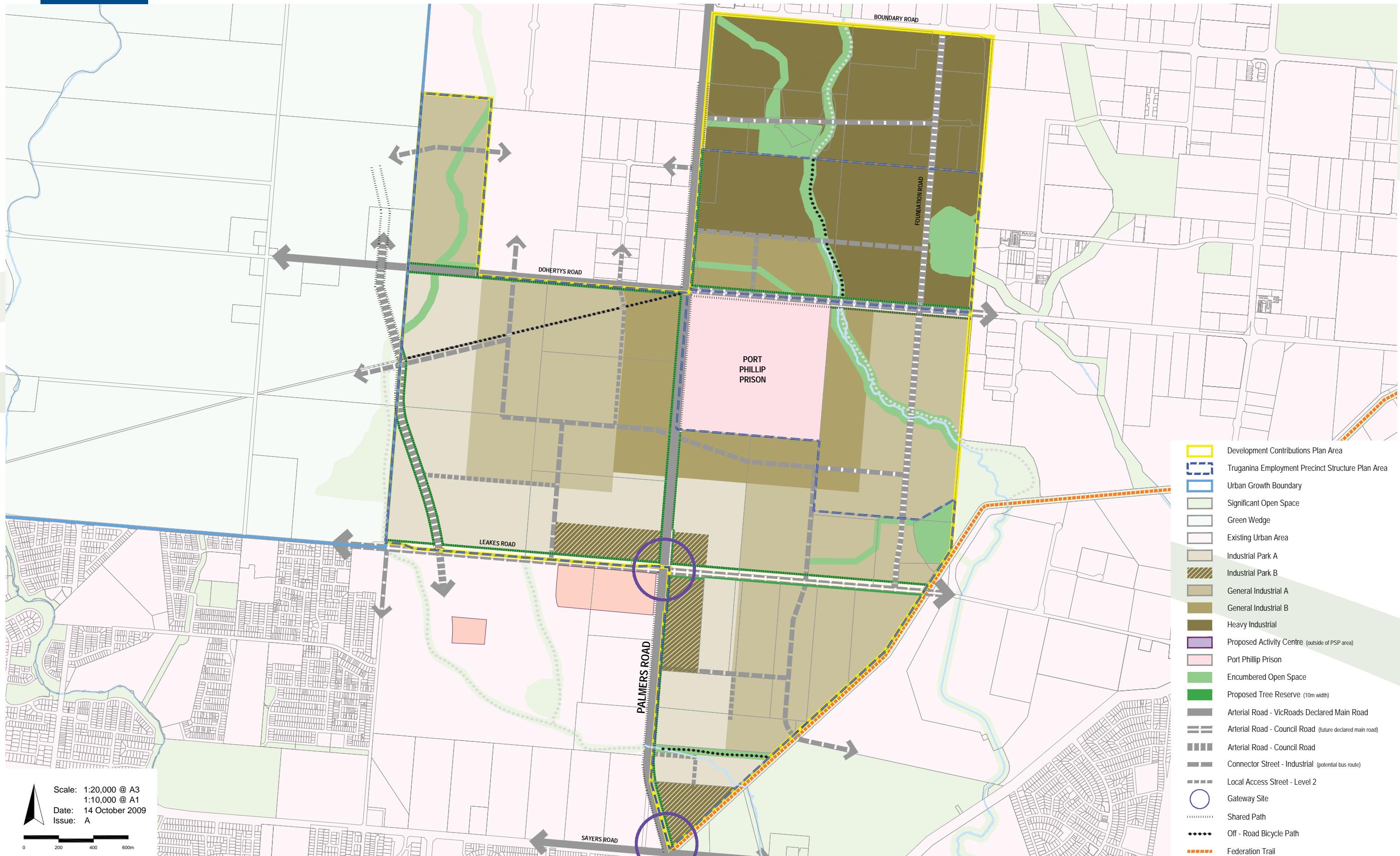
The Growth Areas Authority is currently completing biodiversity assessments for the Truganina Employment Precinct Structure Plan area. Once these assessments are complete, the Growth Areas Authority proposes to prepare a Truganina Employment Native Vegetation Precinct Plan in a manner that is consistent with the requirements of the Strategic Impact Assessment Report currently being finalised by the Victorian and Commonwealth Governments. Any changes to the Development Contributions Plan that are required as a consequence of that Native Vegetation Precinct Plan will be made by an Amendment to the Wyndham Planning Scheme.

The Department of Transport is investigating the potential to locate a freight terminal and a new rail freight line to service the growing freight task in Melbourne's West. A description of the proposal which is being investigated is provided in the Truganina Employment Precinct Structure Plan. If the proposed freight facility proceeds the Growth Areas Authority will prepare consequent changes to the Precinct Structure Plan and Development Contributions Plan to ensure that the development proceeds within an appropriate planning framework. Any changes to the Precinct Structure Plan, Native Vegetation Precinct Structure Plan or the Development Contributions Plan that are required as a consequence of the freight proposal proceeding will be made by an Amendment to the Wyndham Planning Scheme.

1.4 THE AREA TO WHICH THE DEVELOPMENT CONTRIBUTIONS PLAN APPLIES

In accordance with section 46K(1)(a) of the Planning and Environment Act 1987 the Truganina Employment Development Contributions Plan applies to land shown in Plan 1. The area is also clearly indicated in the relevant Development Contributions Plan Overlay in the Wyndham Planning Scheme.

The Precinct Structure Plan applies to approximately 771 net developable hectares of employment land as shown in Plan 1.



plan 3

 future urban structure plan
truganina employment precinct development contributions plan

1.5 RELATED SECTION 173 AGREEMENTS AND DEVELOPMENT CONTRIBUTIONS PLANS

This DCP area adjoins another municipality, 2 other DCP areas and a future urban growth area, and agreements have already been completed under Section 173 of the Planning and Environment Act for some sites within the DCP area. The DCP is therefore structured to ensure equitable sharing and avoidance of double funding:

- Along Boundary Road, contributions by developers on the north side, and declaration by VicRoads, minimise the costs charged to this DCP.
- Where, prior to the introduction of this Development Contributions Plan, Wyndham City Council entered into Section 173 agreements within this DCP area, the agreements have been drafted so that the contribution rate will be a maximum of \$100,000 per net developable hectare (indexed from the June quarter of 2007). If the rate of the contribution in this Development Contributions Plan is lower, the rate in this Development Contributions Plan will apply to the development of the land subject to the Agreements. The Agreement wording ensures that if a Contribution is made pursuant to the Agreement, then a further contribution is not required under this Development Contributions Plan.
- Amendment C123 to the Wyndham Planning Scheme proposes to introduce the Truganina South Community Precinct Structure Plan and Development Contributions Plans into the Wyndham Planning Scheme. This affects land directly to the south of the precinct. Care has been taken to ensure that items funded in this Development Contributions Plan are not already funded in the Truganina South Community Development Contributions Plan. The two Development Contributions Plans have been prepared in an integrated and connected manner to ensure that contributions are appropriate.
- In 1999, Wyndham City Council prepared an overall Development Plan for the Wyndham Industrial Estate. This land has not been included in the Truganina Employment Precinct Structure Plan or this Development Contributions Plan. In 2007, a draft Wyndham Industrial Estate Development Contributions Plan was exhibited for the area bounded by Forsyth Road (a new proposed road), Palmers Road, Boundary Road and Doherty's Road, excluding the proposed cemetery site at the north-west corner of Doherty's and the proposed Forsyth Roads, included in the subject DCP area. Care has been taken to ensure that an item funded in the Werribee Industrial Estate Development Contributions Plan is not also funded by this Development Contributions Plan.
- To the west, only part of the cost of Forsyth Road is factored into this DCP, in anticipation of contributions from the potential urban areas in that locality.

1.6 INFRASTRUCTURE PROJECT JUSTIFICATION

1.6.1 INTRODUCTION - WHAT THE DCP PROVIDES FOR

The Truganina Employment DCP provides for the following transport infrastructure:

- arterial roads and their intersections;
- intersections of mid-block connector roads (mostly planned bus routes) with arterial roads, and crossings of such mid-block connectors over streams and floodways;
- pedestrian and cycle, or combined paths along arterial roads, and their connections to other paths, including paths on or across tree reserves;
- bus stops; and
- the land to provide or widen reserves for that infrastructure. The DCP does not provide for any other "development" or "community" infrastructure, but relies on tree and floodway reserves required under the PSP or other mechanisms, where appropriate.

Planning for this DCP has followed the four principles outlined by the former Administrative Appeals Tribunal and contained in Section 46H of the Act ie. Need, Nexus, Equity and Accountability.

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

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

Before inclusion in this Development Contributions Plan, all items have been assessed to ensure they have a relationship or nexus to proposed development in the Truganina Employment Precinct Structure Plan area. The cost apportionment methodology adopted in this Development Contributions Plan relies on the nexus principle. A new development is deemed to have a nexus with an item if it is expected to make use of that item. A summary of how each item relates to projected growth area development is set out below and individual item use catchments are identified in Table 1.

The items that have been included in the Development Contributions Plan all have the following characteristics:

- they are essential to the health, safety and well-being of the business community;
- they will be used by a broad cross-section of the business community;
- they reflect the vision and strategic aspirations as expressed in the Truganina Employment Precinct Structure Plan; and

- they are not recurrent items.

No subdivision, use or development shall commence until a Section 173 agreement has been agreed with the Collection Agency, or development infrastructure contributions are made in accordance with Section 3.1.1, below.

1.6.2 ITEMS NOT INCLUDED IN THE DEVELOPMENT CONTRIBUTIONS PLAN

The following items are not included in the Development Contributions Plan, as they are addressed by other agencies, or not considered to be higher order items or items where cost should be shared, commonly because they are of types which normally provide most benefit to individual developments, unless the specific cases call for shared funding:

- All internal streets and connector streets, and associated traffic management measures. This includes any streets on the edge of the Truganina Employment Precinct Structure Plan.
- Flood mitigation works;
- Main drainage works, except where specified as Development Contributions Plan projects or in the Drainage Scheme;
- Local drainage systems;
- Intersections connecting the development to the arterial road network, except where specified as Development Contributions Plan projects;
- Bridges and other crossings over waterways on connector roads unless those bridges or crossings are specified as DCP projects because they provide required links;
- Water, sewerage, underground power, gas and telecommunications services;
- Local pathways and connections to the regional and/or district pathway network;
- Basic levelling, water tapping and landscaping of open space; and
- Bus stops.

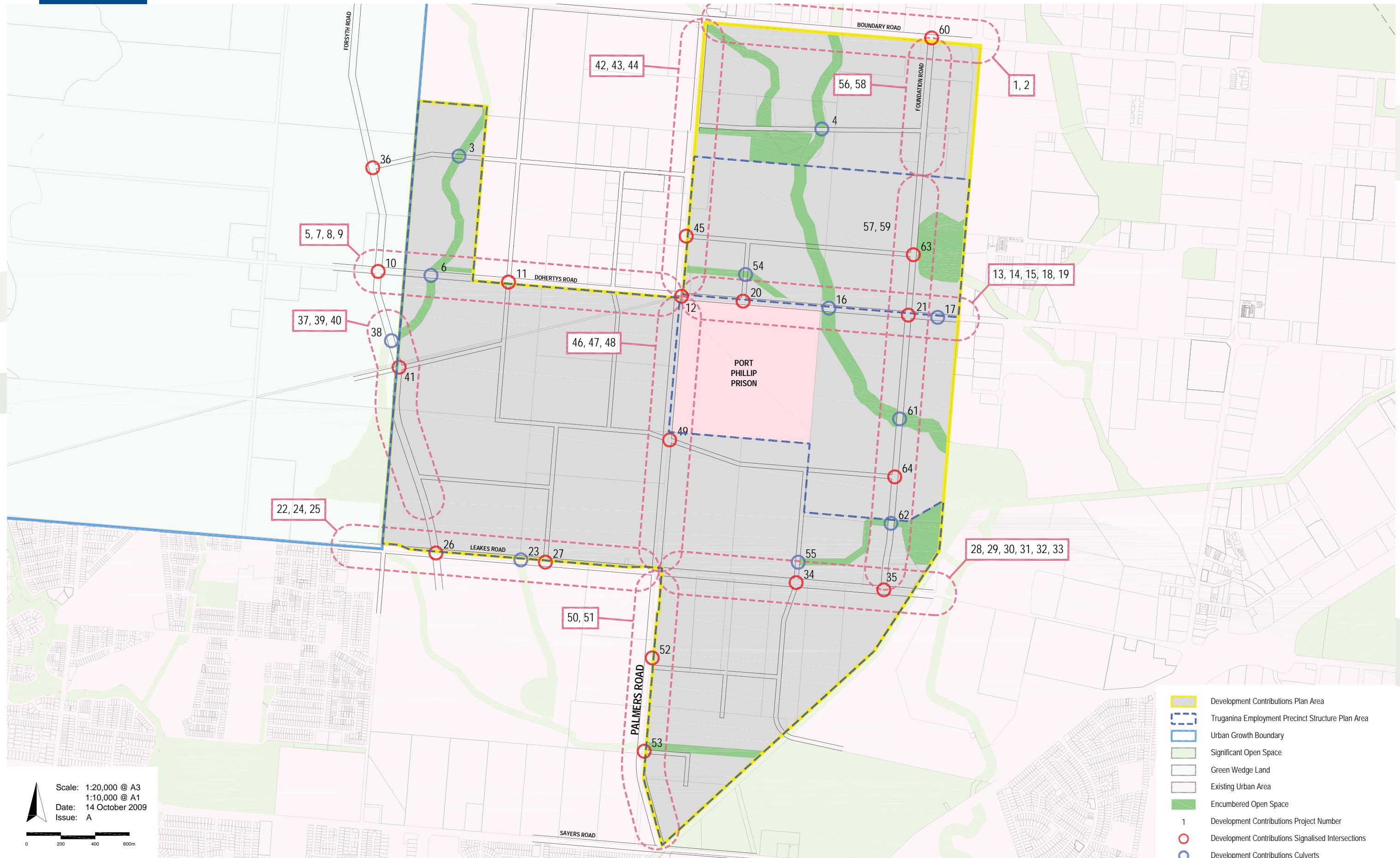
Table 1 – Strategic Justification provides an explanation of all projects in the Development Contributions Plan, which are described below.

Table 1: Infrastructure Project Justification

DCP Project No.	Description	Estimated Project Cost			Indicative Provision Trigger	Strategic Justification
		Land	Construction	Total		
1	Boundary Road East of Palmers Road - Upgrade to Urban Road Standard	-	931,013	931,013	Longer term due to other project priorities	Completing road to urban standard in accordance with Council standards
2	Boundary Road East of Palmers Road - Upgrade to Include Off-Road Bike Path	-	210,200	210,200	Medium term	Project required to ensure an integrated bike network, to implement Council's Bike Strategic principles
3	East-West Collector Road between Boundary Road and Dohertys Road West of Palmers Road - Dohertys Creek Culvert Crossing	-	455,555	455,555	As required to facilitate subdivision construction and/or development	To provide for an equitable approach to fund culverts which benefit the area beyond the property
4	East-West Collector Road between Boundary Road and Dohertys Road East of Palmers Road - Laverton Creek Culvert Crossing	-	402,602	402,602	As required to facilitate subdivision construction and/or development	To provide for an equitable approach to fund culverts which benefit the area beyond the property
5	Dohertys Road West of Palmers Road - Construct Second Carriageway with Off-Road Bike Path	-	4,125,060	4,125,060	Long term, when warranted by traffic volumes (15,000 to 20,000 vehicle movements per day)	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
6	Dohertys Road West of Palmers Road - Culvert Crossing (Second Carriageway)	-	276,800	276,800	Long term, when warranted by traffic volumes (15,000 to 20,000 vehicle movements per day)	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
7	Dohertys Road West of Palmers Road - North Side Land Acquisition (PSP 37)	472,950	-	472,950	As land is subdivided property by property	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
8	Dohertys Road West of Palmers Road - South Side Land Acquisition	420,400	-	420,400	As land is subdivided	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
9	Dohertys Road West of Palmers Road - Cemetery Site Land Acquisition	315,300	-	315,300	As land is subdivided property by property	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
10	Dohertys Road - Intersection with Forsyth Road	-	2,102,000	2,102,000	Expected to be constructed when Forsyth Road is constructed	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
11	Dohertys Road West of Palmers Road - Mid Block Intersection	-	722,384	722,384	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
12	Dohertys Road - Intersection with Palmers Road	-	2,102,000	2,102,000	Expected to be constructed when either road is duplicated	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
13	Dohertys Road East of Palmers Road - Upgrade to Urban Road Standard	-	931,013	931,013	Longer Term due to other project priorities	Completing road to urban standard in accordance with Council standards
14	Dohertys Road East of Palmers Road - Upgrade to Include Off-Road Bike Path	-	210,200	210,200	Medium term	Project required to ensure an integrated bike network, to implement Council's Bike Strategic principles
15	Dohertys Road East of Palmers Road - Construct Second Carriageway with Off-Road Bike Path	-	4,125,060	4,125,060	Long term, when warranted by traffic volumes (15,000 to 20,000 vehicle movements per day)	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
16	Dohertys Road East of Palmers Road - Culvert Crossing	-	243,767	243,767	Long term, when warranted by traffic volumes (15,000 to 20,000 vehicle movements per day)	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
17	Dohertys Road East of Foundation Road - Pipe Crossing for both carriageways	-	189,000	189,000	Long term, when warranted by traffic volumes (15,000 to 20,000 vehicle movements per day)	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
18	Dohertys Road East of Palmers Road - Power Line Relocation	-	400,000	400,000	Long term, when warranted by traffic volumes (15,000 to 20,000 vehicle movements per day)	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
19	Dohertys Road East of Palmers Road - North Side Land Acquisition	1,681,600	-	1,681,600	As land is subdivided property by property	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
20	Dohertys Road East of Palmers Road - Mid Block Intersection	-	722,384	722,384	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
21	Dohertys Road - Intersection with Foundation Road	-	2,102,000	2,102,000	Expected to be constructed when Foundation Road is constructed	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
22	Leakes Road West of Palmers Road - Construct Second Carriageway with Off-Road Bike Path	-	4,125,060	4,125,060	Long term, when warranted by traffic volumes (15,000 to 20,000 vehicle movements per day)	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
23	Leakes Road West of Palmers Road - Culvert Crossing (Second Carriageway)	-	368,400	368,400	Long term, when warranted by traffic volumes (15,000 to 20,000 vehicle movements per day)	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
24	Leakes Road West of Palmers Road - Power Line Relocation North Side	-	650,000	650,000	Long term, when warranted by traffic volumes (15,000 to 20,000 vehicle movements per day)	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
25	Leakes Road West of Palmers Road - North Side Land Acquisition	2,522,400	-	2,522,400	As land is subdivided property by property	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
26	Leakes Road - Intersection with Forsyth Road	-	829,467	829,467	Expected to be constructed when Forsyth Road is constructed	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
27	Leakes Road West of Palmers Road - Mid Block Intersection	-	722,384	722,384	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
28	Leakes Road East of Palmers Road - Upgrade to Urban Road Standard	-	872,825	872,825	Longer Term due to other project priorities	Completing road to urban standard in accordance with Council standards
29	Leakes Road East of Palmers Road - Upgrade to include Off-Road Bike Path	-	210,200	210,200	Medium term	Project required to ensure an integrated bike network, to implement Council's Bike Strategic principles
30	Leakes Road East of Palmers Road - Construct Second Carriageway with Off-Road Bike Path	-	3,867,245	3,867,245	Long term, when warranted by traffic volumes (15,000 to 20,000 vehicle movements per day)	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
31	Leakes Road East of Palmers Road - Power Line Relocation North Side	-	475,000	475,000	Long term, when warranted by traffic volumes (15,000 to 20,000 vehicle movements per day)	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
32	Leakes Road East of Palmers Road - North Side Land Acquisition A	1,182,375	-	1,182,375	As land is subdivided property by property	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
33	Leakes Road East of Palmers Road - North Side Land Acquisition B	788,250	-	788,250	As land is subdivided property by property	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies

Table 1: Infrastructure Project Justification (continued)

DCP Project No.	Description	Estimated Project Cost			Indicative Provision Trigger	Strategic Justification
		Land	Construction	Total		
34	Leakes Road East of Palmers Road – Mid Block Intersection	-	722,384	722,384	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
35	Leakes Road Intersection with Foundation Road	-	829,467	829,467	Expected to be constructed when Foundation Road is constructed	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
36	Forsyth Road between Boundary and Dohertys Road – Mid Block Intersection	-	722,384	722,384	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
37	Forsyth Road between Dohertys and Leakes Road – Construct First Carriageway to Include Off-Road Bike Path	-	4,202,406	4,202,406	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
38	Forsyth Road between Dohertys and Leakes Road – Culvert Crossing	-	365,650	365,650	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
39	Forsyth Road between Dohertys and Leakes Road – Land Acquisition	840,800	-	840,800	As land is subdivided property by property	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
40	Forsyth Road between Dohertys and Leakes Road – Land Acquisition	1,744,660	-	1,744,660	As land is subdivided property by property	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
41	Forsyth Road between Dohertys and Leakes Road – Mid Block Intersection	-	722,384	722,384	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
42	Palmers Road Between Boundary and Dohertys Road – Upgrade to Urban Road Standard	-	931,013	931,013	Longer Term due to other project priorities	Completing road to urban standard in accordance with Council standards
43	Palmers Road Between Boundary and Dohertys Road - Upgrade to include Off-Road Bike Path	-	252,240	252,240	Medium term	Project required to ensure an integrated bike network, to implement Council's Bike Strategic principles
44	Palmers Road Between Boundary and Dohertys Road – West Side Land Acquisition (PSP 37)	840,800	-	840,800	As land is subdivided property by property	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
45	Palmers Road Between Boundary and Dohertys Road – Mid Block Intersection	-	460,468	460,468	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
46	Palmers Road Between Dohertys and Leakes Road – Upgrade to Urban Road Standard	-	931,013	931,013	Longer Term due to other project priorities	Completing road to urban standard in accordance with Council standards
47	Palmers Road Between Dohertys and Leakes Road - Upgrade to include Off-Road Bike Path	-	252,240	252,240	Medium term	Project required to ensure an integrated bike network, to implement Council's Bike Strategic principles
48	Palmers Road Between Dohertys and Leakes Road – West Side Land Acquisition	2,522,400	-	2,522,400	As land is subdivided property by property	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
49	Palmers Road Between Dohertys and Leakes Road – Mid Block Intersection	-	722,384	722,384	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
50	Palmers Road Between Leakes and Sayers Road – Upgrade to Urban Road Standard	-	698,260	698,260	Longer Term due to other project priorities	Completing road to urban standard in accordance with Council standards
51	Palmers Road Between Leakes and Sayers Road - Upgrade to include Off-Road Bike Path	-	256,970	256,970	Medium term	Project required to ensure an integrated bike network, to implement Council's Bike Strategic principles
52	Palmers Road Between Leakes and Sayers Road – Mid Block Intersection A	-	722,384	722,384	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
53	Palmers Road Between Leakes and Sayers Road – Mid Block Intersection B	-	722,384	722,384	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
54	North-South Collector Road between Boundary Road and Dohertys Road East of Palmers Road – Culvert Crossing	-	251,626	251,626	As required to facilitate subdivision construction and/or development	To provide for an equitable approach to fund culverts which benefit the area beyond the property
55	North-South Collector Road between Dohertys Road and Leakes Road East of Palmers Road – Culvert Crossing	-	251,626	251,626	As required to facilitate subdivision construction and/or development	To provide for an equitable approach to fund culverts which benefit the area beyond the property
56	Foundation Road for 800m south of Boundary Road – Construction of First and Second Carriageway	-	2,856,784	2,856,784	Complete	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
57	Foundation Road from 800m north of Dohertys Road to Leakes Road – Construction of First and Second Carriageway	-	12,426,745	12,426,745	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
58	Foundation Road for 800m south of Boundary Road – Land Acquisition (\$170,489/ha at June07)	501,715	-	501,715	Complete	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
59	Foundation Road from 800m north of Dohertys Road, south to Leakes Road – Land Acquisition	4,432,593	-	4,432,593	As land is subdivided property by property	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
60	Foundation Road intersection with Boundary Road	-	406,152	406,152	Complete	Project required to ensure an integrated road network
61	Foundation Road between Dohertys and Leakes Road – Culvert Crossing A	-	587,127	587,127	As required to facilitate subdivision construction and/or development	To provide for an equitable approach to fund culverts which benefit the area beyond the property
62	Foundation Road between Dohertys and Leakes Road – Culvert Crossing B	-	366,955	366,955	As required to facilitate subdivision construction and/or development	To provide for an equitable approach to fund culverts which benefit the area beyond the property
63	Foundation Road Between Boundary and Dohertys Road – Mid Block Intersection	-	367,850	367,850	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
64	Foundation Road Between Dohertys and Leakes Road – Mid Block Intersection	-	367,850	367,850	As required to facilitate subdivision construction and/or development	Project required to ensure an integrated road network, supported by Council's traffic modelling and transport strategies
TOTAL		18,266,243	63,768,365	82,034,608		



plan 4

 development contributions plan projects
truganina employment precinct development contributions plan

1.7 INFRASTRUCTURE PROJECTS

The projects in the Development Contributions Plan are based on the transport network depicted in Plan 3 which is based on transport planning undertaken by the Growth Areas Authority, Wyndham City Council, the Department of Transport and VicRoads.

Plan 4 shows the location of each of the projects.

The projects funded by the Development Contributions Plan include:

DCP Project No.	Description
1	Boundary Road East of Palmers Road - Upgrade to Urban Road Standard
2	Boundary Road East of Palmers Road - Upgrade to Include Off-Road Bike Path
3	East-West Collector Road between Boundary Road and Dohertys Road West of Palmers Road – Dohertys Creek Culvert Crossing
4	East-West Collector Road between Boundary Road and Dohertys Road East of Palmers Road – Laverton Creek Culvert Crossing
5	Dohertys Road West of Palmers Road – Construct Second Carriageway with Off-Road Bike Path
6	Dohertys Road West of Palmers Road – Culvert Crossing (Second Carriageway)
7	Dohertys Road West of Palmers Road – North Side Land Acquisition (PSP 37)
8	Dohertys Road West of Palmers Road – South Side Land Acquisition
9	Dohertys Road West of Palmers Road – Cemetery Site Land Acquisition
10	Dohertys Road – Intersection with Forsyth Road
11	Dohertys Road West of Palmers Road – Mid Block Intersection
12	Dohertys Road – Intersection with Palmers Road
13	Dohertys Road East of Palmers Road - Upgrade to Urban Road Standard
14	Dohertys Road East of Palmers Road - Upgrade to Include Off-Road Bike Path
15	Dohertys Road East of Palmers Road - Construct Second Carriageway with Off-Road Bike Path
16	Dohertys Road East of Palmers Road – Culvert Crossing
17	Dohertys Road East of Foundation Road – Pipe Crossing for both carriageways
18	Dohertys Road East of Palmers Road – Power Line Relocation
19	Dohertys Road East of Palmers Road – North Side Land Acquisition
20	Dohertys Road East of Palmers Road – Mid Block Intersection
21	Dohertys Road - Intersection with Foundation Road
22	Leakes Road West of Palmers Road - Construct Second Carriageway with Off-Road Bike Path
23	Leakes Road West of Palmers Road – Culvert Crossing (Second Carriageway)
24	Leakes Road West of Palmers Road – Power Line Relocation North Side
25	Leakes Road West of Palmers Road - North Side Land Acquisition
26	Leakes Road – Intersection with Forsyth Road
27	Leakes Road West of Palmers Road – Mid Block Intersection
28	Leakes Road East of Palmers Road - Upgrade to Urban Road Standard
29	Leakes Road East of Palmers Road - Upgrade to include Off-Road Bike Path
30	Leakes Road East of Palmers Road - Construct Second Carriageway with Off-Road Bike Path
31	Leakes Road East of Palmers Road – Power Line Relocation North Side
32	Leakes Road East of Palmers Road - North Side Land Acquisition A
33	Leakes Road East of Palmers Road - North Side Land Acquisition B
34	Leakes Road East of Palmers Road – Mid Block Intersection

DCP Project No.	Description
35	Leakes Road Intersection with Foundation Road
36	Forsyth Road between Boundary and Dohertys Road – Mid Block Intersection
37	Forsyth Road between Dohertys and Leakes Road – Construct First Carriageway to Include Off-Road Bike Path
38	Forsyth Road between Dohertys and Leakes Road – Culvert Crossing
39	Forsyth Road between Dohertys and Leakes Road – Land Acquisition
40	Forsyth Road between Dohertys and Leakes Road – Land Acquisition
41	Forsyth Road between Dohertys and Leakes Road – Mid Block Intersection
42	Palmers Road Between Boundary and Dohertys Road – Upgrade to Urban Road Standard
43	Palmers Road Between Boundary and Dohertys Road - Upgrade to include Off-Road Bike Path
44	Palmers Road Between Boundary and Dohertys Road – West Side Land Acquisition (PSP 37)
45	Palmers Road Between Boundary and Dohertys Road – Mid Block Intersection
46	Palmers Road Between Dohertys and Leakes Road – Upgrade to Urban Road Standard
47	Palmers Road Between Dohertys and Leakes Road - Upgrade to include Off-Road Bike Path
48	Palmers Road Between Dohertys and Leakes Road – West Side Land Acquisition
49	Palmers Road Between Dohertys and Leakes Road – Mid Block Intersection
50	Palmers Road Between Leakes and Sayers Road – Upgrade to Urban Road Standard
51	Palmers Road Between Leakes and Sayers Road - Upgrade to include Off-Road Bike Path
52	Palmers Road Between Leakes and Sayers Road – Mid Block Intersection A
53	Palmers Road Between Leakes and Sayers Road – Mid Block Intersection B
54	North-South Collector Road between Boundary Road and Dohertys Road East of Palmers Road – Culvert Crossing
55	North-South Collector Road between Dohertys Road and Leakes Road East of Palmers Road – Culvert Crossing
56	Foundation Road for 800m south of Boundary Road – Construction of First and Second Carriageway
57	Foundation Road from 800m north of Dohertys Road to Leakes Road – Construction of First and Second Carriageway
58	Foundation Road for 800m south of Boundary Road – Land Acquisition (\$170,489/ha at June07)
59	Foundation Road from 800m north of Dohertys Road, south to Leakes Road – Land Acquisition
60	Foundation Road intersection with Boundary Road
61	Foundation Road between Dohertys and Leakes Road – Culvert Crossing A
62	Foundation Road between Dohertys and Leakes Road – Culvert Crossing B
63	Foundation Road Between Boundary and Dohertys Road – Mid Block Intersection
64	Foundation Road Between Dohertys and Leakes Road – Mid Block Intersection

1.7.1 PROJECT TIMING

The timing of projects to be funded under this DCP must be primarily driven by needs as they evolve, and by project costs, and the availability of pooled (and any other) funds.

Each item in the Development Contributions Plan has an assumed indicative provision trigger specified in Table 1, that offers an early estimate of likely outcomes of the factors listed in the above paragraph. The early estimated timing of the provision of the items in this Development Contributions Plan is consistent with information available at the time that the Development Contributions Plan was prepared. The Development Agency will monitor and assess the required timing for individual items and may seek an amendment to the Wyndham Planning Scheme to adjust indicative provision triggers that appear to significantly differ from emerging needs, as part of the 5 year review or as required.

While indicative provision triggers are estimated, these do not preclude the early provision of certain infrastructure to be constructed/provided by development proponents as works or land in-kind, if agreed by the Collecting Agency. (Refer also to Part 3 of this DCP).

Equally, they do not preclude a substantial change in priorities, without first amending the Wyndham Planning Scheme, if either:

- A significant impediment emerges to a priority project in Table 1, or
- An event, trend or need emerges that calls for a project to be delivered earlier than anticipated by Table 1.

2.0 CALCULATION OF CONTRIBUTIONS

2.1 INTRODUCTION

Part 1 of this Development Contributions Plan sets out the strategic basis for this Development Contributions Plan and identifies infrastructure items to be included in the Development Contributions Plan.

Part 2 focuses on the calculation of contributions and apportionment of costs.

Tables 1 and 2 provide important information about the projects funded through the Development Contributions Plan, their justification and timing as well as showing how the charges per net developable hectare are calculated.

The cost apportionment method adopted includes the following steps:

- Calculation of the net developable area (refer outline below);
- Calculating total project costs (refer Table 1);
- Addressing external demand (refer to Section 1.6.2);
- Cost apportionment method (Section 2.4); and
- Calculation of contributions payable [in this case the total assessed project costs divided by the net developable area, for all land], (Section 2.5)

Other factors affecting the above process include:

- Strategic justification (refer Table 1);
- Indicative provision trigger (refer Table 1);
- Identification and allowance for external use from outside the Development Contributions Plan Area – the contributions to individual projects are discounted for external use as required (refer Table 2);
- Identification of development types required to pay the development infrastructure levy (refer discussion below);
- Summary of costs payable by for each project (refer Table 2); and
- A charge per net developable hectare for the area (refer Table 2).

2.2 CALCULATION OF NET DEVELOPABLE AREA AND DEMAND UNITS

A detailed land budget for every property within the Development Contributions Plan area has been prepared and is available from Wyndham City Council. The detailed land use budget for every property included within the Truganina Employment Area Precinct Structure Plan area is set out in the Precinct Structure Plan which is incorporated into the Scheme.

In this Development Contributions Plan, all development infrastructure contributions are payable on the net developable land on any given development site.

For the purposes of this Development Contributions Plan net developable area is defined as the total amount of land within the precinct that is made available for development of employment buildings, including lots, local and connector streets. Put simply, it is the total precinct area minus open space (in this case to be provided in the form of a tree reserve), encumbered drainage land and arterial roads. Any small local parks defined at the subdivision stage are included in net developable area.

The net developable area for the Development Contributions Plan of 771.6 hectares has been calculated by Wyndham City Council. This information is used to calculate the cost of infrastructure per net developable hectare.

This final determination of the net developable area for each property to be developed will be confirmed by individual developers at the subdivision stage in consultation with the Collecting Agency. The Collecting Agency will make the final determination of the calculation for each subdivision and stage thereof.

2.3 PROJECT COSTS

Each project has been assigned a land and/or construction cost. These costs are listed in Table 1 and also in Table 2. The costs are expressed in December 2008 dollars and will be indexed annually quarterly in accordance with the indexation method specified in Section 3.

2.3.1 VALUATION OF LAND

The cost of land was determined by the Wyndham City Council and is estimated to be \$500,000 (June 2007) per hectare, subject to the indexation method specified in section 3.

2.3.2 CALCULATION OF CONSTRUCTION COSTS

All road, intersection and shared path construction costs have been estimated by Wyndham City Council. Detailed project cost information is available upon request from the Council.

2.3.3 POOLING OF COSTS

All land and construction costs are tallied, and constitute the total cost base of the DCP. (See Section 1.6.2(a) and (b) on allowing for external demand, into and by the DCP area.)

2.4 COST APPORTIONMENT

This Development Contributions Plan apportions costs to new development according to its projected share of traffic generated in the DCP area. Since development contributions charges are levied 'up-front', a measure of actual use by individual development sites is not possible. Therefore costs must be shared in accordance with the estimated share of use, which this DCP bases on net developable area.

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

This Development Contributions Plan calculates what each new development should pay towards provision of the identified infrastructure item.

The strategic planning undertaken has determined an allowance for other use external to the Development Contributions Plan area for specific projects.

The Main Catchment Area (MCA) has been determined for each project. The MCA is the geographic area from which a given item of infrastructure will draw most of its use. The Development Contributions Plan MCA is a single area. This means that all development within the Development Contributions Plan area is required to pay the same rate of contributions.

Table 2 quantifies the external demand (as a proportion) for each infrastructure project. Where external demand is present, a discount has been made to the dollar amount that will be recovered (refer to column 7, Table 2). The proportion of the relevant project cost which is attributable to external demand is not charged to development within the Truganina Employment Area.

The balance of the cost of the items for which there is external demand and for which contributions will therefore not be collected under this Development Contributions Plan will be funded from alternative sources.

2.5 CONTRIBUTIONS PAYABLE

The Truganina Employment Precinct Structure Plan identifies all land for employment/industrial use (refer Plan 3 – the Future Urban Structure). Therefore the same charge is applied to each new developable hectare of land in the Development Contributions Plan area.

The final column in Table 2 calculates the amount of contributions payable by each net developable hectare of employment land for each infrastructure project.

Table 2 also sets out the summary of costs to be contributed by each net developable hectare of employment land towards each infrastructure project and shows the total amount of funds recoverable under the Development Contributions Plan.

2.6 MISMATCH OF FUNDS TO COSTS

Development contributions are set years ahead of implementation, and cannot anticipate all issues that will arise in construction; nor can they anticipate changes (usually increases) in design and construction standards, or loss of contributing areas for various reasons.

This DCP aims to fund the designated infrastructure as fully as practical, but shortfalls are likely. This reinforces the need to prioritise works according to needs, to provide the best possible transport network. Wyndham has also supplemented its development contributions from rate revenue, in past funding of infrastructure. No authority can guarantee such budgetary commitments years in advance, or that they will occur at all; but Council funding of lower priority or later requirements may become a necessity if significant shortfalls emerge.

There is also a chance that contributions will exceed ultimate infrastructure costs. In this case, the Council may refund the excess, divided between contributors according to their share of the land area. Alternatively, the Council may apply to the Minister for permission to apply the surplus to other road infrastructure in the vicinity that would benefit the DCP area.

Table 2: Calculation of Costs

DCP Project No.	Description	Estimated Project Cost (\$)		Estimated External Use %	Total Cost Attributable to Main Catchment Area (\$)	Number of Net Developable Hectares in MCA	Contribution per Net Developable Hectare (\$)	
1	Boundary Road East of Palmers Road - Upgrade to Urban Road Standard	-	931,013	931,013	-	931,013.00	771.6	1,206.60
2	Boundary Road East of Palmers Road - Upgrade to Include Off-Road Bike Path	-	210,200	210,200	-	210,200.00	771.6	272.42
3	East-West Collector Road between Boundary Road and Dohertys Road West of Palmers Road – Dohertys Creek Culvert Crossing	-	455,555	455,555	75%	341,666.25	771.6	442.80
4	East-West Collector Road between Boundary Road and Dohertys Road East of Palmers Road – Laverton Creek Culvert Crossing	-	402,602	402,602	-	402,602.00	771.6	521.78
5	Dohertys Road West of Palmers Road – Construct Second Carriageway with Off-Road Bike Path	-	4,125,060	4,125,060	-	4,125,060.00	771.6	5,346.11
6	Dohertys Road West of Palmers Road – Culvert Crossing (Second Carriageway)	-	276,800	276,800	-	276,800.00	771.6	358.74
7	Dohertys Road West of Palmers Road – North Side Land Acquisition (PSP 37)	472,950	-	472,950	-	472,950.00	771.6	612.95
8	Dohertys Road West of Palmers Road – South Side Land Acquisition	420,400	-	420,400	-	420,400.00	771.6	544.84
9	Dohertys Road West of Palmers Road – Cemetery Site Land Acquisition	315,300	-	315,300	-	315,300.00	771.6	408.63
10	Dohertys Road – Intersection with Forsyth Road	-	2,102,000	2,102,000	50%	1,051,000.00	771.6	1,362.10
11	Dohertys Road West of Palmers Road – Mid Block Intersection	-	722,384	722,384	50%	361,192.00	771.6	468.11
12	Dohertys Road – Intersection with Palmers Road	-	2,102,000	2,102,000	50%	1,051,000.00	771.6	1,362.10
13	Dohertys Road East of Palmers Road - Upgrade to Urban Road Standard	-	931,013	931,013	-	931,013.00	771.6	1,206.60
14	Dohertys Road East of Palmers Road - Upgrade to Include Off-Road Bike Path	-	210,200	210,200	-	210,200.00	771.6	272.42
15	Dohertys Road East of Palmers Road - Construct Second Carriageway with Off-Road Bike Path	-	4,125,060	4,125,060	-	4,125,060.00	771.6	5,346.11
16	Dohertys Road East of Palmers Road – Culvert Crossing	-	243,767	243,767	-	243,767.00	771.6	315.92
17	Dohertys Road East of Foundation Road – Pipe Crossing for both carriageways	-	189,000	189,000	-	189,000.00	771.6	244.95
18	Dohertys Road East of Palmers Road – Power Line Relocation	-	400,000	400,000	-	400,000.00	771.6	518.40
19	Dohertys Road East of Palmers Road – North Side Land Acquisition	1,681,600	-	1,681,600	-	1,681,600.00	771.6	2,179.37
20	Dohertys Road East of Palmers Road – Mid Block Intersection	-	722,384	722,384	-	722,384.00	771.6	936.22
21	Dohertys Road - Intersection with Foundation Road	-	2,102,000	2,102,000	-	2,102,000.00	771.6	2,724.21
22	Leakes Road West of Palmers Road - Construct Second Carriageway with Off-Road Bike Path	-	4,125,060	4,125,060	-	4,125,060.00	771.6	5,346.11
23	Leakes Road West of Palmers Road – Culvert Crossing (Second Carriageway)	-	368,400	368,400	-	368,400.00	771.6	477.45
24	Leakes Road West of Palmers Road – Power Line Relocation North Side	-	650,000	650,000	-	650,000.00	771.6	842.41
25	Leakes Road West of Palmers Road - North Side Land Acquisition	2,522,400	-	2,522,400	-	2,522,400.00	771.6	3,269.05
26	Leakes Road – Intersection with Forsyth Road	-	829,467	829,467	50%	414,733.50	771.6	537.50
27	Leakes Road West of Palmers Road – Mid Block Intersection	-	722,384	722,384	50%	361,192.00	771.6	468.11
28	Leakes Road East of Palmers Road - Upgrade to Urban Road Standard	-	872,825	872,825	-	872,825.00	771.6	1,131.19
29	Leakes Road East of Palmers Road - Upgrade to include Off-Road Bike Path	-	210,200	210,200	-	210,200.00	771.6	272.42
30	Leakes Road East of Palmers Road - Construct Second Carriageway with Off-Road Bike Path	-	3,867,245	3,867,245	-	3,867,245.00	771.6	5,011.98
31	Leakes Road East of Palmers Road – Power Line Relocation North Side	-	475,000	475,000	-	475,000.00	771.6	615.60
32	Leakes Road East of Palmers Road - North Side Land Acquisition A	1,182,375	-	1,182,375	-	1,182,375.00	771.6	1,532.37
33	Leakes Road East of Palmers Road - North Side Land Acquisition B	788,250	-	788,250	-	788,250.00	771.6	1,021.58
34	Leakes Road East of Palmers Road – Mid Block Intersection	-	722,384	722,384	-	722,384.00	771.6	936.22
35	Leakes Road Intersection with Foundation Road	-	829,467	829,467	-	829,467.00	771.6	1,075.00
36	Forsyth Road between Boundary and Dohertys Road – Mid Block Intersection	-	722,384	722,384	0.4%	288,953.60	771.6	374.49
37	Forsyth Road between Dohertys and Leakes Road – Construct First Carriageway to Include Off-Road Bike Path	-	4,202,406	4,202,406	-	4,202,406.00	771.6	5,446.35
38	Forsyth Road between Dohertys and Leakes Road – Culvert Crossing	-	365,650	365,650	-	365,650.00	771.6	473.89
39	Forsyth Road between Dohertys and Leakes Road – Land Acquisition	840,800	-	840,800	-	840,800.00	771.6	1,089.68
40	Forsyth Road between Dohertys and Leakes Road – Land Acquisition	1,744,660	-	1,744,660	-	1,744,660.00	771.6	2,261.09
41	Forsyth Road between Dohertys and Leakes Road – Mid Block Intersection	-	722,384	722,384	50%	361,192.00	771.6	468.11
42	Palmers Road Between Boundary and Dohertys Road – Upgrade to Urban Road Standard	-	931,013	931,013	-	931,013.00	771.6	1,206.60
43	Palmers Road Between Boundary and Dohertys Road - Upgrade to include Off-Road Bike Path	-	252,240	252,240	-	252,240.00	771.6	326.91
44	Palmers Road Between Boundary and Dohertys Road – West Side Land Acquisition (PSP 37)	840,800	-	840,800	-	840,800.00	771.6	1,089.68
45	Palmers Road Between Boundary and Dohertys Road – Mid Block Intersection	-	460,468	460,468	-	460,468.00	771.6	596.77
46	Palmers Road Between Dohertys and Leakes Road – Upgrade to Urban Road Standard	-	931,013	931,013	-	931,013.00	771.6	1,206.60
47	Palmers Road Between Dohertys and Leakes Road - Upgrade to include Off-Road Bike Path	-	252,240	252,240	-	252,240.00	771.6	326.91
48	Palmers Road Between Dohertys and Leakes Road – West Side Land Acquisition	2,522,400	-	2,522,400	0	2,522,400.00	771.6	3,269.05

Table 2: Calculation of Costs (continued)

DCP Project No.	Description	Estimated Project Cost (\$)		Estimated External Use %	Total Cost Attributable to Main Catchment Area (\$)	Number of Net Developable Hectares in MCA	Contribution per Net Developable Hectare (\$)	
49	Palmers Road Between Dohertys and Leakes Road – Mid Block Intersection	-	722,384	722,384	-	722,384.00	771.6	936.22
50	Palmers Road Between Leakes and Sayers Road – Upgrade to Urban Road Standard	-	698,260	698,260	-	698,260.00	771.6	904.95
51	Palmers Road Between Leakes and Sayers Road - Upgrade to include Off-Road Bike Path	-	256,970	256,970	-	256,970.00	771.6	333.04
52	Palmers Road Between Leakes and Sayers Road – Mid Block Intersection A	-	722,384	722,384	50%	361,192.00	771.6	468.11
53	Palmers Road Between Leakes and Sayers Road – Mid Block Intersection B	-	722,384	722,384	50%	361,192.00	771.6	468.11
54	North-South Collector Road between Boundary Road and Dohertys Road East of Palmers Road – Culvert Crossing	-	251,626	251,626	-	251,626.00	771.6	326.11
55	North-South Collector Road between Dohertys Road and Leakes Road East of Palmers Road – Culvert Crossing	-	251,626	251,626	-	251,626.00	771.6	326.11
56	Foundation Road for 800m south of Boundary Road – Construction of First and Second Carriageway	-	2,856,784	2,856,784	-	2,856,784.00	771.6	3,702.42
57	Foundation Road from 800m north of Dohertys Road to Leakes Road – Construction of First and Second Carriageway	-	12,426,745	12,426,745	-	12,426,745.00	771.6	16,105.16
58	Foundation Road for 800m south of Boundary Road – Land Acquisition (\$170,489/ha at June07)	501,715	-	501,715	-	501,715.00	771.6	650.23
59	Foundation Road from 800m north of Dohertys Road, south to Leakes Road – Land Acquisition	4,432,593	-	4,432,593	-	4,432,593.00	771.6	5,744.68
60	Foundation Road intersection with Boundary Road	-	406,152	406,152	-	406,152.00	771.6	526.38
61	Foundation Road between Dohertys and Leakes Road – Culvert Crossing A	-	587,127	587,127	-	587,127.00	771.6	760.92
62	Foundation Road between Dohertys and Leakes Road – Culvert Crossing B	-	366,955	366,955	-	366,955.00	771.6	475.58
63	Foundation Road Between Boundary and Dohertys Road – Mid Block Intersection	-	367,850	367,850	-	367,850.00	771.6	476.74
64	Foundation Road Between Dohertys and Leakes Road – Mid Block Intersection	-	367,850	367,850	-	367,850.00	771.6	476.74
TOTAL		18,266,243	63,768,365	82,034,608			100,005.96	

3.0 ADMINISTRATION AND IMPLEMENTATION

3.1 ADMINISTRATION OF THE DEVELOPMENT CONTRIBUTIONS PLAN

This section explains how the Development Contributions Plan will be administered and includes the timing of payment, provision of works and land in kind and how the Development Contributions Plan fund will be managed in terms of reporting, indexation and review periods.

3.1.1 AGREEMENTS AND MAKING DEVELOPMENT CONTRIBUTIONS

a. What Forms of Actions are Subject to Development Contributions?

The Truganina DCP and its Development Infrastructure Levy applies to all developable land in the DCP area until its levies are fully contributed. The form and timing of contributions normally must be formally agreed before the first:

- subdivision,
- and/or new use of the land,
- and/or development of land.

b. Section 173 Agreement(s)

The manner in which contributions are made under this DCP, and their timing, is to be agreed with the Collection Agency via an agreement under Section 173 of the Planning and Environment Act 1987, unless:

- the contribution is wholly in cash, or land required under this DCP, or a combination of both, and
- the whole contribution is made, to the collection Agency's satisfaction, before the trigger for the first contribution, as set out in Section (d), below.

c. Form of Contributions

The agreement(s) with the Collection Agency may provide for contributions to be made:

- in cash,
- as land, where required by this DCP or otherwise accepted by the Collection Agency,
- as works in kind, that must be detailed in the same agreement or a later (normally sub-ordinate) agreement, or
- in an agreed combination of the above.

Such agreements may set out any relevant matters on how the contributions may be made, including:

- the agreed forms of contributions (as in the previous paragraph),
- scope for any later changes, such as proposals for works in kind (or to cancel them),
- timing of contributions, and how they are triggered, and
- any other matters of agreed relevance.

d. Timing of Contributions

Contributions must be made before the triggers in the Section 173 agreement. Unless otherwise agreed:

- (i) The triggers may precede commencement or release of each stage of development, or of each "milestone" in an agreed set of milestones.
- (ii) Some items in contributions may be at only one, or a small number of milestones. For example, all road widening may be required by the first, or an early milestone, and some works in kind and other land contributions may also relate to specific milestones, perhaps early, or well into projects, as warranted. (See (e), below)
- (iii) Triggers for contributions should normally be:
 - prior to the issue of statements of compliance for subdivisions; and
 - where there is no subdivision, before commencement of construction of any buildings and works, or before commencement of any new urban use, whichever occurs first.

e. Land in Lieu

Where a property is to be subject to road reserves or widenings, or provision of land for other purposes under this DCP, the widenings will generally be required in the first stage (or possibly stages), and other land as early as practical, to ensure timely availability.

If "superlot" subdivisions are proposed, any road widenings will be required at that stage, although the Collecting Agency may permit other contributions to be deferred until further subdivision and / or development.

f. Works in Kind

As noted in (c), the Collecting Agency may permit developers to undertake works in lieu of cash payments, providing that:

- The works constitute project(s) funded by this DCP;
- The Collecting Agency agrees that the timing of the works would be consistent with priorities in this DCP, to the Agency's satisfaction;
- The developer complies with appropriate tendering, documentation, supervision and related provisions;
- The works are defined and agreed in the Section 173 agreement under (b), or a later (probably subordinate) agreement;
- Works must be provided to a standard that accords with the Development Contributions Plan to the satisfaction of the Development Agency, unless an alternative is agreed by both the Development Agency and the Collecting Agency;
- Detailed design must be approved by the Development Agency and the Collecting Agency and must generally accord with the expectations outlined in the Development Contributions Plan unless an alternative is agreed by both the Development Agency and by the

Collecting Agency:

- The construction of works must be completed to the satisfaction of the Development Agency and the Collecting Agency; and
- There should be no negative financial impact on the Development Contributions Plan to the satisfaction of the Collecting Agency; and
- In particular, the works will only be accepted as offsets against the DCP to the extent that they constitute part or all of the ultimate design of the infrastructure item and reduce the cost to complete that ultimate design, to the Collecting Agency's satisfaction. Temporary works will generally not be accepted as offsets otherwise.

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

- The credit for the works provided shall equal the final cost of the works up to the maximum identified in the Development Contributions Plan, taking into account the impact of indexation; or to an alternative figure approved by the Collecting Agency.
- The value of works provided in accordance with the principle outlined above, will be offset against the development contributions liable to be paid by the development proponent; and
- The development proponent will not be required to make further cash payments for contributions until the agreed value of any credits for the provision of agreed works-in-kind are exhausted/balanced.

g. Where No Planning Permit is Required

The following requirements apply where no planning permit is required.

No subdivision, use or development shall commence until a section 173 agreement has been agreed with the Collecting Agency, or a development infrastructure contribution is made in accordance with Section (b), above.

If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under section 173 of the Planning and Environment Act in respect of the proposed works or provision of land in lieu, as outlined in (f), above.

3.1.2 CREDIT FOR OVER PROVISION

Where the Collecting 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 proponent's liability for contributions as required by the Development Contributions Plan in total, or for the individual project (in accordance with the per hectare charge as set out in Table 2).

In such a case the developer may be entitled, provided the Collecting Agency agrees, to credits against other projects in the Development Contributions Plan to the extent of the "over contribution".

Alternatively, a developer may seek an agreement with the Collecting Agency to provide for a cash reimbursement where a significant over contribution (when measured against the proponent's liability) has been made on a particular project.

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

3.1.3 OPEN SPACE PROVISION

Clause 52.01 of the Scheme requires all employment land located in the Truganina Employment Precinct Structure Plan to provide 3.1% of net developable area for open space.

Where the Precinct Structure Plan requires land for open space purposes, which is less than or equal to 3.1% of Net Developable Area (NDA) for employment land in the subdivision, that land is to be transferred to Wyndham City Council at no cost.

Where the Precinct Structure Plan requires no land or less than 3% of Net Developable Area (NDA) for open space purposes, a cash contribution is to be made so as to bring the total contribution up to 3.1% of NDA for all the land. The cash contribution must be calculated on the basis of \$500,000 per hectare (subject to quarterly indexation as outlined in Section 3.1.6).

Where the required tree reserves exceed 3.1% of the Net Developable Area, the Council will be required to pay for the excess, at \$500,000 per net developable hectare, plus quarterly indexation as outlined in Section 3.1.6.

3.1.4 FUNDS ADMINISTRATION

As outlined in Section 1.6.2(d), Wyndham City Council has set up separate accounts for this DCA area's contributions. The Council is to ensure that there is a transparent record of those contributions and their allocation via its Capital Works Plan and Budgets, and the degree of alignment with the indicative provision triggers in Table 1 in accordance with the provisions of the Local Government Act 1993 and the Planning and Environment Act 1987.

The administration of contributions made under the Development

Contributions Plan will demonstrate:

- the amount and timing of funds collected;
- the source of the funds collected;
- the amount and timing of expenditure on specific projects;
- the project on which the expenditure was made;
- the account balances for individual projects; and
- any pooling of funds collected across a number of projects to deliver specific projects ahead of the other projects, where applicable.

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

The Collecting Agency will establish interest bearing accounts and all monies held in these accounts will be used solely for the provision of infrastructure as itemised in this Development Contributions Plan, as required under the Planning and Environment Act, 1987.

Should the Development Agency resolve not to proceed with any of the infrastructure projects listed in this Development Contributions Plan, the funds collected for these items will be used for the provision of additional works, services or facilities, or funding of shortfalls where approved by the Minister responsible for the Planning & Environment Act, or will be refunded to developers and/or owners of land subject to these infrastructure charges.

3.1.5 CONSTRUCTION AND LAND VALUE COSTS AND INDEXATION

Capital costs of all infrastructure items are in December 2008 dollars, excluding land which are in June 2007 dollars, and will be indexed by the Collecting Agency annually for inflation in the following way.

All contributions stated in dollar values in this Development Contributions Plan are to be indexed in line with the Commonwealth Statistician's Consumer Price Index (All Groups) for Melbourne (CPI) from the December quarter, 2008.

3.1.6 DEVELOPMENT CONTRIBUTIONS PLAN REVIEW PERIOD

This Development Contributions Plan adopts a long-term outlook for development. It takes into account planned future development in Truganina Employment. A 'full development' horizon of land within the current Urban Growth Boundary to the year 2025 has been adopted for this Development Contributions Plan.

This Development Contributions Plan commenced on the date when it was first incorporated into the Wyndham Planning Scheme through Amendment C124 to the Wyndham Planning Scheme.

This Development Contributions Plan will end when development within the Development Contributions Plan area is complete, which is projected to be 2025 and when the Development Contributions Plan is removed from the Planning Scheme.

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

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

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

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

3.1.8 DEVELOPMENT AGENCY (AGENCY RESPONSIBLE FOR WORKS)

Wyndham City Council is the Development Agency and is responsible for the provision of the works funded.

In the future, the Development Agency for several road and intersection infrastructure projects may change from Wyndham City Council to VicRoads. However, any such transfer of responsibility would be dependent upon written agreement from VicRoads. If written agreement is procured, then the Development Agency responsibility will transfer under this Development Contributions Plan in accordance with this written agreement.

3.1.9 WESTERN FREIGHT LINE

If the rail freight line proceeds, the reduction of the net developable area will be offset from infrastructure items no longer required and any shortfall deducted from the money collected for the duplication of Leakes Road, or by written agreement with Department of Transport to fund the shortfall from the budget to construct the rail freight line.

3.2 IMPLEMENTATION STRATEGY

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

3.2.1 RATIONALE FOR THE IMPLEMENTATION STRATEGY

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

The implementation strategy has been formulated by:

- assessing the risk posed by the Precinct Structure Plan layout (identifying high risk items);
- having regard to the development context;
- assessing the need for finance requirements – upfront financing and pooling of funds;
- seeking agreement to the land value and indexing it appropriately (where possible);
- seeking direct delivery of infrastructure and land by development proponents where appropriate;
- identifying preferred implementation mechanisms to achieve the above outcomes and reducing the risk associated with the Development Contributions Plan to ensure that it will be delivered as intended; and,
- providing adequate resources to administer the Development Contributions Plan.

3.2.2 ITEMS IDENTIFIED AS SUITABLE TO BE PROVIDED IN KIND

Allowing developers to provide infrastructure at set credits may reduce the funding risk to the Development Agency, while developers are given greater flexibility, certainty and control influence over the roll-out of infrastructure within their development area.

Land for road reservations and widening is normally provided in kind, offset against contributions. Its early provision is encouraged. [Section 3.1.1(e)].

All construction projects in Table 1 can also be considered for provision as works in kind, subject to approval by the collecting agency. The table indicates, in the total estimated cost column, the estimated developer credit that may be attributed for the provision of the item as works-in-kind (subject to quarterly indexation). The Development Agency and the Collecting Agency would encourage developers, at least of larger projects, to discuss the potential for provision of works to offset their development contributions. An aim of this approach is to assist the timing of infrastructure delivery so that it can appropriately support development staging within the area. However, the Collecting Agency needs to ensure that agreements are conditional on timely delivery where other developers or the community are affected, and that the agreements, where practical, relate to whole projects or viable increments of infrastructure projects.

In the case of infrastructure items where VicRoads agrees in writing to become the Development Agency, any subsequent proposal by developers to provide these works as an offset against their development contributions, must be agreed with VicRoads as the Development Agency and with the Collecting Agency.

Where an agreement is reached that works in kind can be provided by a development proponent in lieu of a cash contribution, this would be set out in an agreement that complies with Section 3.1.1 (e) of this DCP.

On large projects, it may be possible to discuss and agree on how the development and infrastructure will be staged and to identify multiple items of infrastructure the developer may wish to provide in lieu of development contributions. In this way the Collecting Agency may be in a position to agree in-kind works project delivery with development proponents prior to development commencing or early in the development process. However, the Collecting Agency must ensure that this process:-

- reasonably reflects the project timing provisions in Clause 1.7.1, particularly on priorities being driven by needs as they evolve;
- does not support or involve “cherry picking” of desirable facilities and leaving less desirable ones to others, where such potential exists; and
- does not include or support blocking tactics, under which developers or occupants of other projects suffer restricted access to the infrastructure or services it leads to.

4.0 OTHER INFORMATION

4.1 GLOSSARY

Activity Centre

Focus for business, shopping, working and leisure, and usually community facilities. Well served by public transport and containing higher density development. Growth areas include Principal Activity Centres, Major Activity Centres, Specialised Activity Centres, Neighbourhood Activity Centres and Local Centres.

Arterial Road

A higher order road providing for moderate to high volumes at relatively high speed typically used for inter-suburban journeys and linking to freeways, and identified under the Road Management Act 2004.

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.

Corridors of open space

Linear open space, mainly along river and creek valleys, the coast, disused railways lines and aqueducts, that link together to form a network and provide active transport connections in the community to key destinations and facilities.

DCP see Development Contributions Plan

Development Contributions Plan

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.

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.

Frontage

The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building, faces.

GAA see Growth Areas Authority

GAFP see Growth Area Framework Plan

Gross Developable Area

The total land area minus the arterial and sub-arterial road widenings and reserves, floodways and drainage reserves. Estate entry features, plantation and garden reserves or similar features are not omitted. Gross Developable Area is used in the calculation of public open space requirements. This is not a standard GAA definition

Growth Area

Areas on the fringe of metropolitan Melbourne designated for large-scale growth. The following municipal councils: Cardinia Shire; Casey City; Hume City; Melton Shire; Whittlesea City; Wyndham City

Growth Area Framework Plan

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

Growth Areas Authority

A statutory authority established by the Victorian Government to work in partnership with councils and government agencies, and provide advice to government on the coordination of land development, infrastructure and service provision in the growth areas.

High Productivity Freight Vehicles (HPFVs)

Standard B-double and Longer B-double freight vehicles.

Local Arterial Road

Similar to an arterial road, but generally more modest in terms of speed and volume. Supplements the declared arterial network and managed by the relevant local council.

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.

MAC see Major Activity Centre

Major Activity Centre

Defined in Melbourne 2030, page 48.

NAC see Neighbourhood Activity Centre

Native Vegetation

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

Native Vegetation Precinct Plan

Sets out requirements for the protection and removal of native vegetation for a defined area or precinct.

Neighbourhood Activity Centre

Defined in Melbourne 2030, page 49. In growth areas, retail element to be anchored by a supermarket, with a broad range of supporting retail goods and services.

Net Developable Area

Area of precinct available for development for housing or employment. Includes lots, local and connector streets. Excludes schools, open space, conservation areas, drainage, and arterial roads.

NVPP see Native Vegetation Precinct Plan

PAC see Principal Activity Centre

Passive Open Space

Parks, gardens, linear corridors, conservation bushlands and reserves that are made available for passive recreation, play and relatively low levels of physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.

PIP see Precinct Infrastructure Plan

PPTN see Principal Public Transport Network

Precinct Infrastructure Plan

Summarises how infrastructure and services necessary for the precinct will be delivered.

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 PSP sets out the broad environmental, social and economic parameters for the use and development of land within the precinct.

Principal Activity Centre

Defined in Melbourne 2030, page 47

Principal Public Transport Network

A high capacity transport network that connects Principal and Major Activity Centres, and includes the existing radial fixed-rail network,

extensions to this radial network and new cross-town bus routes.

PSP see Precinct Structure Plan

Public Transport Interchange

Places where people can access or change between multiple public transport routes, for example, between train and bus or a multi-route bus station at a major activity centre.

Road

Includes highway, street, lane, footway, square, court, alley or right of way, whether a thoroughfare or not and whether accessible to the public generally or not.

Specialised Activity Centre

Defined in Melbourne 2030, page 49

UGB see Urban Growth Boundary

UGZ see Urban Growth Zone

Urban Growth Boundary

A management tool to contain urban areas and limit their expansion. It divides land that is urban – to be used for housing, shops, factories – from land that is non-urban and to be used for purposes such as conservation, agriculture, mineral extraction, airports and the like.

Urban Growth Zone

Applies to land identified for future urban development to manage transition of non-urban land into urban land; to encourage development of well-planned and well-serviced new urban communities in accordance with an overall plan; to reduce the number of development approvals needed in areas where an agreed plan is in place; and to safeguard non-urban land from use and development that could prejudice its future urban development.

Water Sensitive Urban Design

Aims to provide water-quality treatment as well as flood management and to reduce the pollution carried to our waterways. Key principles include minimising water resistant areas; recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground; encouraging onsite reuse of rain; encouraging onsite treatment to improve water quality and remove pollution; using temporary rainfall storage (retarding basins/wetlands) to reduce the load on drains.

WSUD see Water Sensitive Urban Design.