

# BERWICK WATERWAYS

## DEVELOPMENT CONTRIBUTIONS PLAN

OCTOBER 2014  
(Amended December 2023)

Version	Date	Incorporated into the planning scheme by amendment	Description of changes
1	October 2014	C188	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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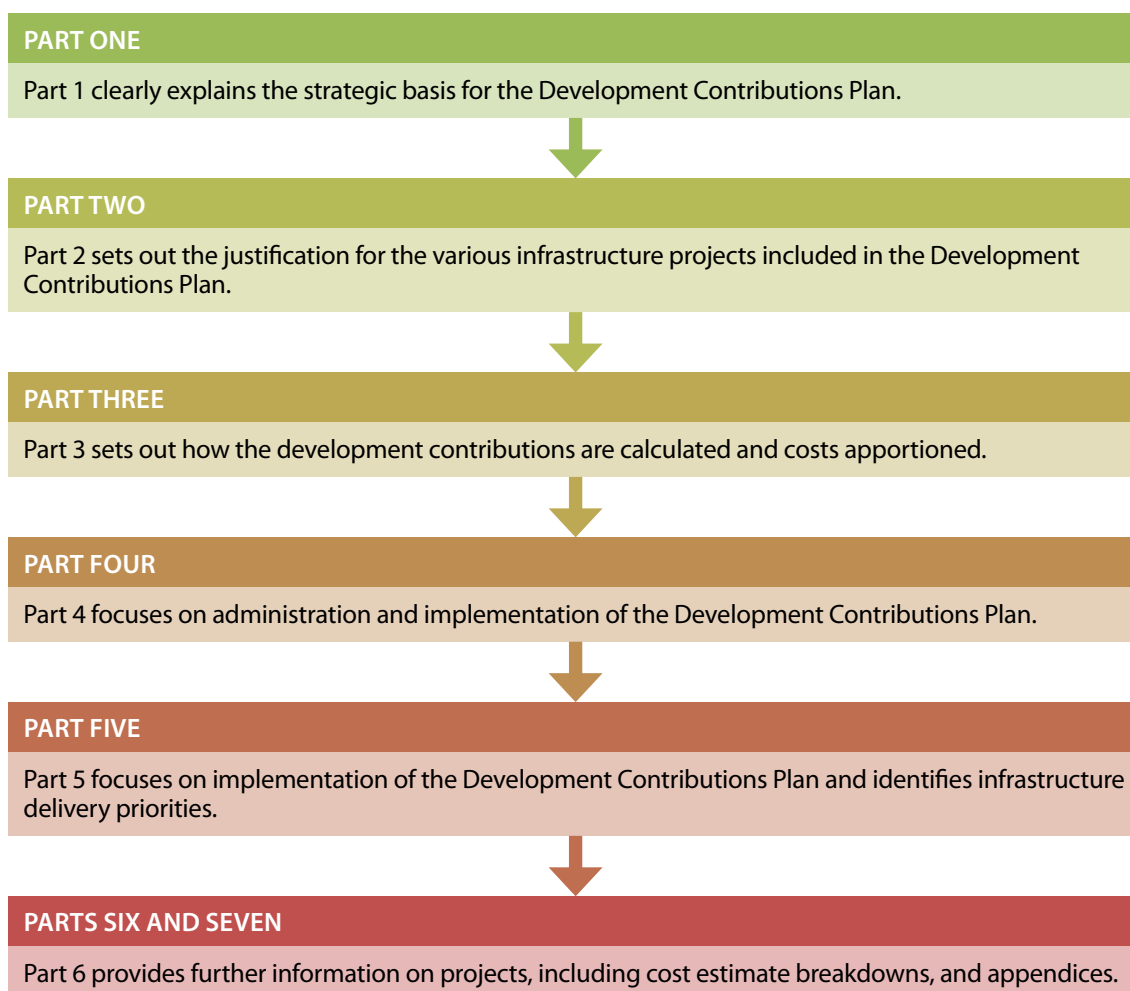
## 1.0 INTRODUCTION

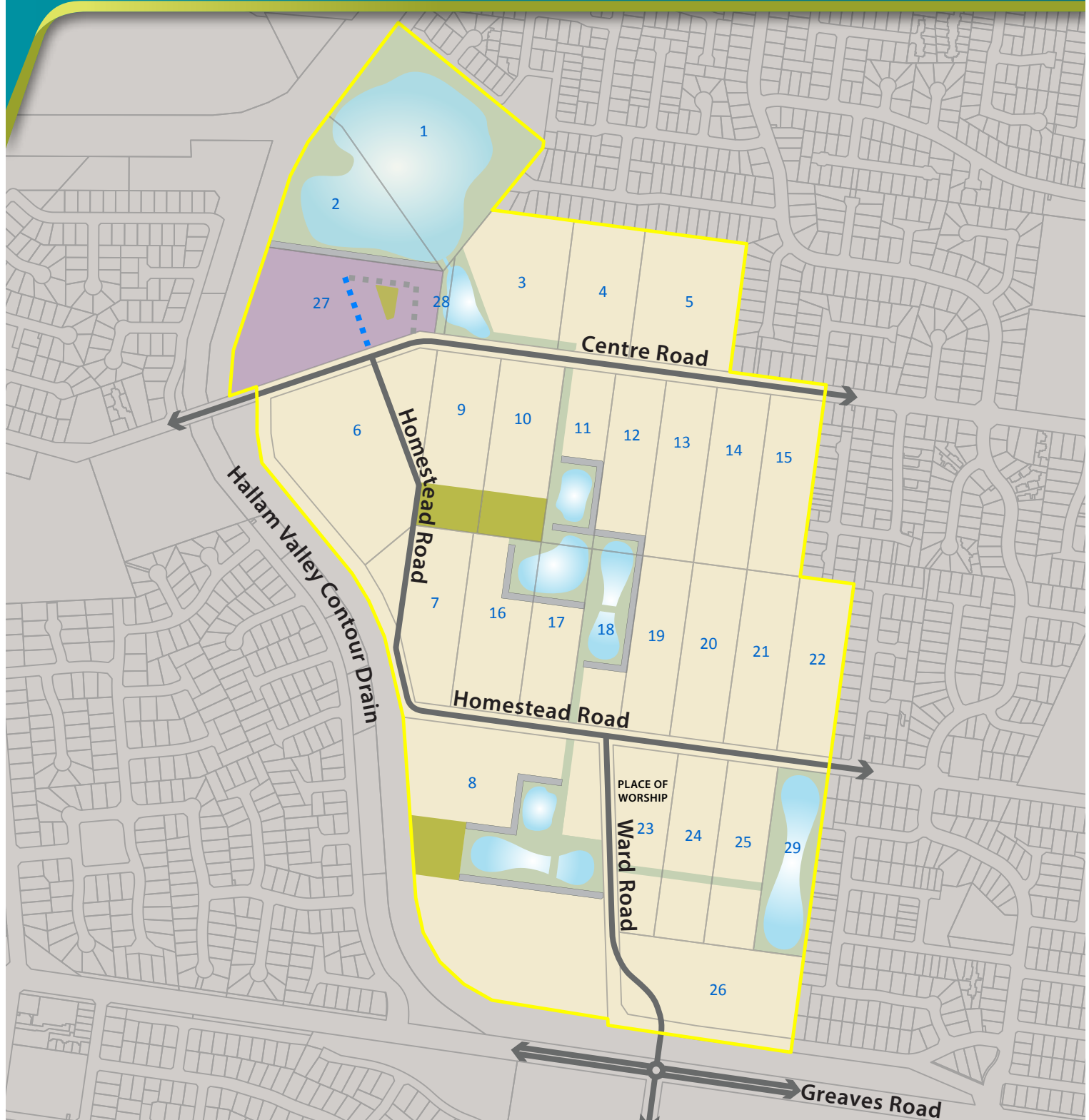
The Berwick Waterways Development Contributions Plan ('the DCP') has been prepared by the Metropolitan Planning Authority with the assistance of Casey City Council, service authorities and other major stakeholders. The DCP:

- 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.
- Ensures that the cost of providing new infrastructure and services is shared equitably between various development proponents and the wider community.
- Details the calculation of financial contributions that must be made by future developments towards the nominated projects.
- 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 seven parts:

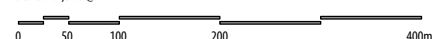




- |  |   |  |                   |  |                               |
|--|---|--|-------------------|--|-------------------------------|
|  | Precinct Boundary                       |  | Local Parks       |  | Connector Street              |
|  | Residential Area                        |  | Local Town Centre |  | Local Town Centre High Street |
|  | Existing Urban Area                     |  | Property Number   |  | Local Access Street           |
|  | Waterway Retarding Corridor/<br>Wetland |  |                   |  |                               |

## plan 1\_future urban structure

Scale: 1:7,500 @ A4



## 1.2 Strategic basis

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

- Growth Corridor Plans: Managing Melbourne's Growth (GAA, June 2012).
- Casey's Municipal Strategic Statement.
- Casey's Infrastructure Policy (particularly Clauses 21.14 and 22.14).
- Berwick Waterways 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.

## 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 Casey Planning Scheme. It is consistent with the Minister for Planning's Directions 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 Casey Planning Scheme pursuant to section 46I of the *Act* and is an incorporated document under Clause 81 of the Casey Planning Scheme.

The DCP is implemented in the Casey Planning Scheme through Schedule 18 to the Development Contributions Plan Overlay and is shown as DCPO18 on the planning scheme maps.

## 1.4 Distinction between development & community infrastructure

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.

Amended  
by GC75

Community infrastructure levy contributions are levied per-dwelling. The *Planning and Environment Act 1987* currently stipulates a maximum Community Infrastructure Levy of \$1,150 per dwelling.

Inserted  
by GC75

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

Inserted  
by GC75

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*.

Inserted  
by GC75

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

All other infrastructure projects in this DCP are development infrastructure projects.

## 1.5 Strategic planning for Berwick Waterways

The Berwick Waterways growth area precinct is approximately 85.56 hectares of land in the Urban Growth Zone, previously in the Rural Living Zone.

The need for the infrastructure in this DCP has been determined according to the anticipated development of Berwick Waterways. The DCP has been prepared in conjunction with the Berwick Waterways PSP which provides the rationale and justification for the included infrastructure items. Accordingly, the DCP 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 precinct.

The Background Report for the precinct provides an overview of the planning process for Berwick Waterways.



## 1.6 Berwick Waterways Precinct Structure Plan

The Berwick Waterways PSP sets out the vision for how land should be developed, illustrates the future urban structure and describe the objectives to be achieved by the future development. It describes the 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 enable urban development. The future urban structure of the new communities are depicted through a number of networks, including transport, open space and active recreation, social infrastructure, town centres, housing and places for local employment.

The Berwick Waterways PSP will accommodate approximately 2581 people and 924 dwellings.

The Berwick Waterways planning process confirmed the amount of developable land available in the precinct; the road, intersection, and bridge projects required to service the new community; and the provision ratios for sporting reserves, schools, and community centres.

The PSP may refine the location and layout of some items included in this DCP but it will not change the project list or the amount of the levies stated in the DCP.

## 1.7 The area to which the Development Contributions Plan applies

In accordance with section 46K(1)(a) of the Planning and Environment Act 1987 this DCP applies to land shown in Plan 1 (DCPO18 on the Casey Planning Scheme Maps).

The DCP applies to approximately 57.72 Net Developable Hectares of land which comprises a single charge area. The charge area also defines the Main Catchment Area ('MCA') for the various infrastructure projects. The MCA is the geographic area from which a given item of infrastructure will draw most of its use.

In selecting items, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as a mandatory infrastructure construction requirement of the Berwick Waterways PSP, an existing local development contributions plan, an agreement under Section 173 of the Act or as a condition on an existing planning permit. 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*.

## 1.8 Related infrastructure agreements

A number of projects are apportioned to adjoining neighbourhoods. The apportionments in Table 1 reflect this consideration.

**Table 1** Summary of charges

PROJECT CATEGORY	PROJECT COSTS	PROPORTION OF TOTAL COSTS
<b>STANDARD PROJECTS</b>		
Centre Road - Council arterial roads including Centre Road / Ward Road intersection	\$3,888,931	100%
Ward Road / Greaves roundabout	\$1,801,645	35%
Recreation - Sport fields	\$7,655,211	100%
Community	\$1,698,466	100%
<b>SUPPLEMENTARY LOCAL PROJECTS</b>		
Connector streets	\$9,645,978	100%
Recreation - Local Parks	\$3,679,160	100%
<b>RESIDENTIAL CHARGE AREA</b>	<b>TOTAL DCP COLLECTION</b>	<b>CONTRIBUTION PER NET DEVELOPABLE HECTARE (NDHA)</b>
<b>57.72</b>	<b>\$28,369,391</b>	<b>\$491,502</b>
<b>SUMMARY - COMMUNITY INFRASTRUCTURE LEVY</b>		
	<b>ESTIMATED DWELLINGS</b>	<b>ESTIMATED TOTAL CONTRIBUTION</b>
	857	\$791,100



## 2.0 INFRASTRUCTURE PROJECT JUSTIFICATION

The need for infrastructure included in the DCP has been determined according to the anticipated development of the Berwick Waterways area.

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. A new development is deemed to have a nexus with an item if its future residents or employees are expected to make use of that item.

A summary of how each item is related to proposed development within the DCP area is set out below and individual item apportionments are identified in Table 1.

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 Berwick Waterways PSPs.
- They are not recurrent items.
- They are the basis for the future development of an integrated network.

### 2.1 Items not included in the Development Contributions Plan

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 PSP:

- Internal streets and connector streets, creek, drainage line and utility easement crossings and associated traffic management measures (except where nominated in this DCP).
- Waterway management works and drainage systems.
- Intersections connecting the development to the existing road network, except where specified as development contributions plan projects.
- Water, sewerage, underground power, gas and telecommunications services.
- Local pathways and connections to the regional and / or district pathway network.
- Shared path networks, including required crossings of waterways.
- Basic levelling, provision of biodiversity offsets, water tapping and landscaping of local active and passive open space.
- Passive public open space reserve master plans and any agreed associated works required by the PSPs.
- Council's plan checking and supervision.
- Bus stops.

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

Duplication of Greaves Road carriageway is not been included in the DCP as it is State Infrastructure.

The delivery of the State Infrastructure items will be provided as warranted and as funds become available, which may include Growth Area Infrastructure Charge (GAIC) Work in Kind projects.

Casey City Council will duplicate roads not considered a State responsibility where not provided for in this DCP.

## 2.2 Infrastructure projects

Transport, recreation and community facilities projects are included in the DCP as shown on Plan 2.

Transport projects include land for roads and road construction and construction of major controlled intersections and associated works.

Recreation projects include a contribution towards construction of sports facilities and sports pavilions in nearby recreation reserves. Contribution to sports facilities are set at a 'per hectare' rate towards basic construction, surfacing, and landscaping of facilities. This approach allows for the Development Agency to respond to changing provision standards and models, the immediate needs of the community, current regulations and best practice and construct facilities that will best suit the needs of the future community. Recreation project levies will contribute to one of the following three projects (in order of preference):

AR -Option 1: Cranbourne Road

or

AR- Option 2: Sweeney Reserve

or

AR-Option 3: Golf links Road

Any of the three projects will meet the assessed needs of the future community. The same amount of levy will be contributed regardless of which option proceeds.

Community projects include: construction of a multi-purpose community room as part of a level 1 community facility in the Old Cheese Factory 34 Homestead Rd, Berwick; and a fourth kindergarten room at a planned three room facility in Cranbourne North.

The community facilities defined in these projects are the best estimates of the future requirements and specifications of the future Berwick Waterways community.

The detailed design and scope (as defined in Table 2) of each of the following community projects will be reviewed by Council closer to the time that they are constructed.

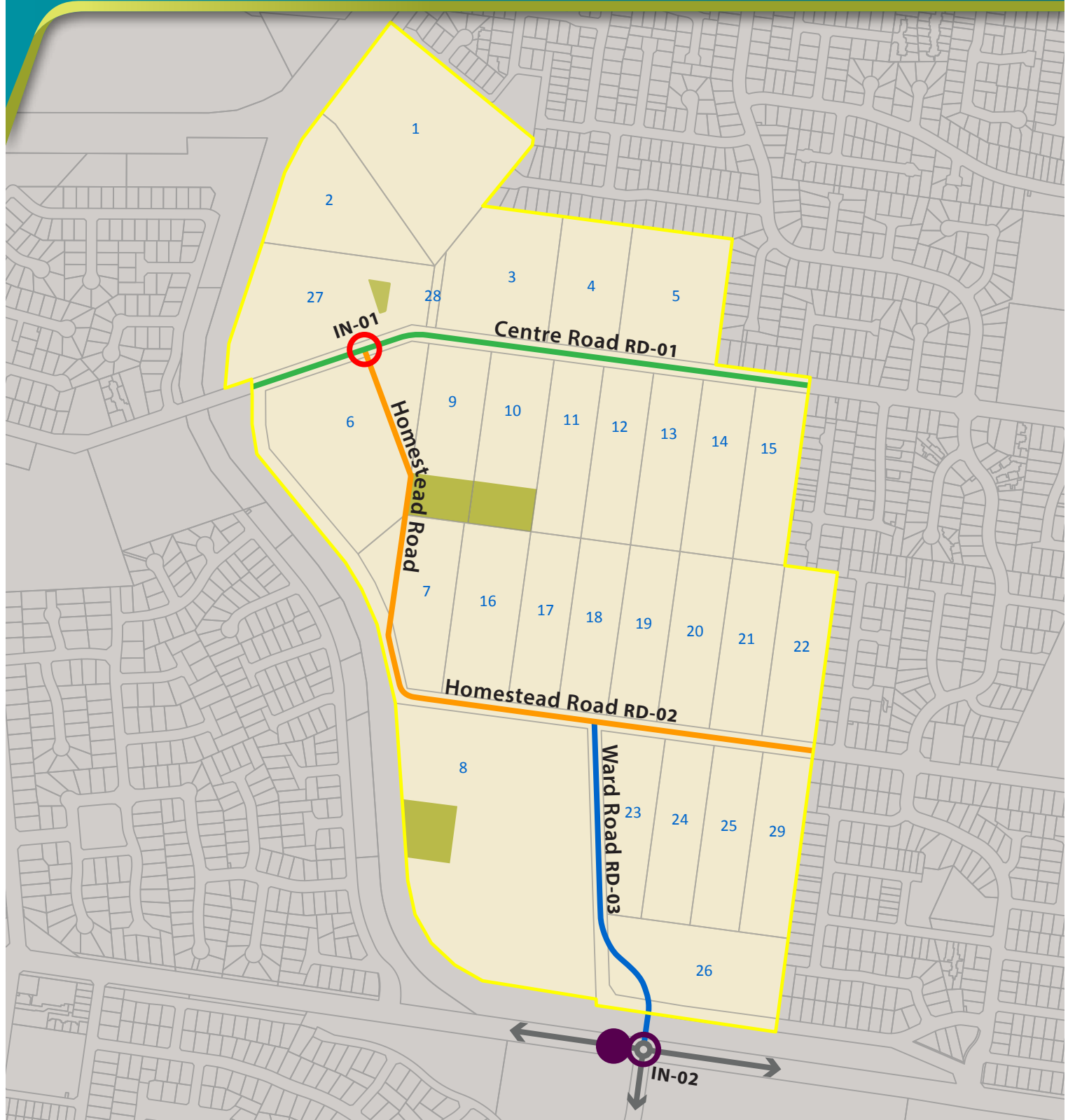
In reviewing the scope of the facility, the Development Agency will have regard to matters such as changing provision standards and models, the immediate needs of the community, current regulations and best practice and may adjust and refine the scope of the facility to respond to these matters.

The Development Agency may also adjust and refine the scope of the 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 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.**

**Table 2** Project Descriptions

DCP PROJECT ID	PROJECT TITLE PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
<b>ROAD AND BRIDGE PROJECTS</b>			
RD-01/IN-01	Centre Road (including TC/Homestead Rd intersection) Construction of Centre Road council arterial road Street 24.76m. Purchase of land for intersection (ultimate treatment) and construction of Centre Road to Ward Road signalised 4-way intersection (ultimate treatment).	Residential	At time of subdivision
<b>INTERSECTION PROJECTS</b>			
IN-02	Ward Road / Greaves Road roundabout and culvert Purchase of land for roundabout (ultimate treatment) and construction of Ward Road connector street with culvert to Greaves Road roundabout (ultimate treatment). Pedestrian signals crossing Greaves Road.	Residential	At time of subdivision
<b>ACTIVE RECREATION PROJECTS</b>			
AR-01	Active recreation reserves Construction of 1 x Senior ALF/cricket ovals, netball and tennis basic landscaping. Location options AR -Option 1: Cranbourne Road Or AR- Option 2: Sweeney Reserve Or AR-Option 3: Golf links Road	Residential	At time of subdivision
<b>COMMUNITY FACILITIES PROJECTS</b>			
CO-01	Construction of Multi purpose community room attached to the old Cheese Factory Berwick.	Residential	At time of subdivision
<b>COMMUNITY INFRASTRUCTURE PROJECTS</b>			
AP-01	Pavilions within active reserves	Residential	At time of subdivision
DCP PROJECT ID	PROJECT TITLE PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
RD-02	Homestead Road Purchase of land for road totalling 0.88ha (ultimate treatment) and construction of Homestead Road connector street 23.96m.	Residential	At time of subdivision
RD-03	Ward Road Purchase of land for road totalling 0.28ha (ultimate treatment) and construction of Ward Road Connector Street 22m.	Residential	At time of subdivision
P-01	Local parks (passive open space)	Residential	At time of subdivision



- Precinct Boundary
- Residential Area
- 8 Property Number
- Connector Street

- Centre Road (construction)
- Homestead Road (construction)
- Ward Road (construction)

- Proposed Signalised Intersection
- Roundabout
- Pedestrian Signals

## plan 2\_development infrastructure projects

Scale: 1:7,500 @ A4, N.T.S. @ A3

0 50 100 200 400m



## 2.3 Project timing

Each item in the DCP has an assumed indicative provision trigger specified in Table 2. The indicative timing is consistent with information available at the time of approving the DCP. Council will monitor and assess the required timing for individual items with regard to its capital works program, the staging of the PSP and the DCP's indicative provision trigger. The Development Agency may seek an amendment to the Casey Planning Scheme to adjust indicative provision triggers as part of the five year review (or earlier if justified). Any adjustment would also need to be consistent with any implementation agreement entered into under Section 173 of the *Planning and Environment Act 1987*.

Council may consider alternatives to the priority delivery of works or land where:

- Infrastructure is to be constructed / provided by development proponents as works or land in kind, as agreed by the Collecting Agency.
- Network priorities require the delivery of works or land to facilitate broader road network connections.
- Community needs determine the delivery of works or land for community facilities or active open space.

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 Development Agency's capacities to provide the balance of funds not recovered by this DCP (as outlined in Table 4).

All items included in the DCP will be provided within 20 years from the date upon which this DCP was first incorporated in to the Casey Planning Scheme.

**Table 3** Summary Land Use Budget

DESCRIPTION	HECTARES	% OF TOTAL PRECINCT	% OF NDA
TOTAL PRECINCT AREA (ha)	85.14	100%	
TRANSPORT			
DCP Road widening projects	1.21	1.42%	2.09%
DCP Flaring for intersections	0.13	0.15%	0.23%
Existing Road Reserve	4.99	5.86%	8.65%
Sub-Total Transport	6.33	7.44%	10.97%
OPEN SPACE			
Existing Melbourne Water Retarding Basin / Hallam Valley levee	10.64	12.49%	18.43%
Proposed Waterway Corridor/Wetland / Retarding	8.12	9.54%	14.07%
P-01 Local parks (passive open space)	2.33	2.7%	4.03%
Subtotal Open Space Available for Recreation	21.09	24.8%	36.53%
NET DEVELOPABLE AREA - RESIDENTIAL (NDA) HA	57.72	67.80%	

DESCRIPTION	HECTARES	% OF NDAR	
Residential Local Open Space (expressed as % of NDAR)			
Local Parks (passive open space)	2.33	4.03%	
Totals	2.33	4.03%	

DESCRIPTION	NDA (HA)	DWELL / NDHA	DWELLINGS
RESIDENTIAL			
Net Developable Area - Residential (Nda) Ha	57.72	16	924
Anticipated population @ 2.8 persons per dwelling			2,586





Existing Open Space    CO    Community Facility ID    AR    Active Recreation Facility ID    LP    Local Park ID

## plan 3\_active recreation & community facility projects

## 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 Table 3).
- Calculation of project costs (refer Table 4).
- Identification and allowance for external use (refer Table 4).
- Cost apportionment and catchments (refer Table 4).
- Identification of development types required to pay the levy (refer Table 4).
- Summary of costs payable for each infrastructure project (refer Table 4).
- The development infrastructure charge per hectare for each development type and the community infrastructure levy per dwelling (refer Table 4).

### 3.1 Calculation of Net Developable Area & demand units

The following section sets out how NDA is calculated and outlines the development projections anticipated for the area. Calculations of NDA for each individual property is outlined in the property-specific land budget included within the relevant PSP.

#### 3.1.1 Net Developable Area

In this DCP, all development infrastructure contributions are payable on the net developable area of land on any given development site.

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 of housing and employment buildings, including lots, all connector and local streets. It is the total precinct area minus community facilities, educational facilities, open space, encumbered land and arterial roads. Any additional small local parks defined at the subdivision stage are included in the NDA.

The NDA for the DCP has been calculated in Table 3 to ensure the levies are properly apportioned.

#### 3.1.2 Land Budget and demand units

Net developable hectare is the demand unit for this DCP.

Based on the Berwick Waterways 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 and development within the local town centre. 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. There is a total of 57.72 Net Developable Hectares in the DCP area. The Ministerial Direction, 'Development Contributions Plans - exemption for non-government schools' prevents the levying of contributions where land is developed for non-government schools.

## 3.2 Calculations of contributions charges

### 3.2.1 Calculation of costs

Each project has been assigned a land and / or construction cost. These costs are listed in Table 4. The costs are expressed in 2014 dollars and will be indexed in accordance with the indexation method specified in Section 4.3.



**Table 4** Calculation of Cost

DCP Project No.	Project	Infrastructure Category	DCP area	Estimated Project Cost: Land	Estimated Project Cost: Construction	Total Estimated Project Cost: Land & Construction	% Apportioned to DCP (Internal Use)	Total cost recovered by DCP	Contribution per NDHa
	Road Projects								
RD-01/IN-01	Centre Road (including TC/Homestead Rd intersection)	Development	0.13	\$291,245.39	\$3,597,686	\$3,888,931	100%	\$3,888,931	\$67,376
	Sub-total road projects		0.13	\$291,245.39	\$3,597,686	\$3,888,931		\$3,888,931	\$67,376
	Intersection Projects / Roundabout								
IN-02	Ward Road / Greaves Road roundabout and culvert	Development	0.00	\$0	\$5,147,558	\$5,147,558	35%	\$1,801,645	\$31,214
	Sub-total intersection projects		0.00	\$0	\$5,147,558	\$5,147,558		\$1,801,645	\$31,214
	Community facilities								
CO-01	Level 1 Community Facilities - Multi purpose community room	Development	0.00	\$0.00	\$1,698,466	\$1,698,466	100%	\$1,698,466	\$29,426
	Sub-total community facilities			\$0.00	\$1,698,466	\$1,698,466		\$1,698,466	\$29,426
	Active Recreation								
AR-01	Active recreation reserves	Development	0.00	\$0.00	\$7,655,211	\$7,655,211	100%	\$7,655,211	\$132,627
	Sub-total active recreation development infrastructure projects)		0.00	\$0.00	\$7,655,211	\$7,655,211		\$7,655,211	\$132,627
	Summary								
Total (STANDARD DCP LEVY) Infrastructure projects			0.13	\$291,245	\$18,098,921	\$18,390,166		\$15,044,254	
Total (STANDARD DCP LEVY) Infrastructure projects per NDA									\$260,643
Active Recreation		Infrastructure Category							
AP-01	Pavilions within active reserves	Community	0.00	\$0.00	\$791,100	\$791,100	100%	\$791,100	\$13,706
	Sub-total active recreation (community infrastructure levy)			\$0.00	\$791,100	\$791,100		\$791,100	\$13,706
Total Community Infrastructure Levy per Dwelling								\$857	
Total Community Infrastructure Levy Estimated Raised Via Clyde DCP								\$791,100	
Calculation of Costs - Supplementary charge for local projects									
DCP Project No.	Project	Infrastructure Category	DCP area	Estimated Project Cost: Land	Estimated Project Cost: Construction	Total Estimated Project Cost: Land & Construction	% Apportioned to DCP (Internal Use)	Total cost recovered by DCP	Contribution per NDHa
	Road Projects								
RD-02	Homestead Road	Development	0.93	\$1,732,895	\$5,244,277	\$6,977,172	100%	\$6,977,172	\$120,880
RD-03	Ward Road	Development	0.28	\$530,216	\$2,138,589	\$2,668,805	100%	\$2,668,805	\$46,237
	Passive Open Space								
P-01	Local parks (passive open space)	Development	2.38	\$3,679,160	\$0	\$3,679,160	100%	\$3,679,160	\$63,742
Total (Supplemenatary Local Levy)			3.58	\$5,942,271	\$7,382,866	\$13,325,137		\$13,325,137	\$230,859
Calculation of Costs - DCP total									
		Infrastructure Category	DCP area	Estimated Project Cost: Land	Estimated Project Cost: Construction	Total Estimated Project Cost: Land & Construction		Total cost recovered by DCP	Contribution per NDHa
Total		Development	3.71	\$6,233,516	\$25,481,787	\$31,715,303		\$28,369,391	\$491,502

### 3.2.2 Road construction and intersection works

GTA, KLM Spatial and Traffix Group have prepared the estimated costs for the transport projects within the DCP. The scope for intersection projects was established collaboratively with VicRoads and the City of Casey in consideration of traffic advice provided by GTA and Cardno.

Road construction and intersection costs were derived from concept functional designs which were overlaid onto topographical data and existing conditions in an AutoCAD system. This enables the provision of accurate and detailed component costing as shown on the data sheets in Section 7.0.

The cost of works uses road construction estimation rates current at the time indicated on the relevant cost sheet in section 8.01.

Intersection layout was agreed with the relevant road authority as were the scope of works. The general assumptions used were:

- 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 Berwick Waterways 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. The costs are fully detailed including, for example, street trees, road line marking, footpaths and street lighting.

With respect to road / intersection construction along existing road alignments:

- Most difficulties along the alignment will have been dealt with or built around due to the existing road, therefore upgrading of the pavement will have no effect or only a minor effect on in-ground or underground assets.
- Similar vertical alignments have been allowed for following natural terrain which removes the possibility of extra earthworks being required.
- Higher levels of traffic management and service relocation have been allowed for.

Where possible, arterial road works as funded by this DCP have been designed to minimise any redundant works that are required in the ultimate delivery of future arterial roads.

### 3.2.3 Culvert works

Where there is a road crossing of a natural waterway the cost estimated for the culverts required has been prepared on a site by site basis.

Where there is a road crossing of a constructed waterway, standardised designs have been prepared with a cost estimate undertaken for implementation at each individual location.

### 3.2.4 Recreation works

Recreation 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.

### 3.2.5 Community centre projects

The concept and costing for each facility is based on cost estimates previously prepared by CDCE for the DCP's in the Casey sub-corridor and applied to the Berwick Waterways DCP.

### 3.2.6 Interim and temporary works

Interim works (expected to have a lifetime of at least 4 years) are not (except in the case of interim and temporary community facility projects as identified in Table 4) allowed as costs against this DCP unless expressly listed in the DCP, and nor will temporary works (expected to have a lifetime of less than four years), unless to the satisfaction of the Responsible Authority.

### 3.2.7 Concept designs and cost sheets

Concept designs and cost sheets have been prepared for each transport project. Cost sheets have also been prepared for each level of community centre listed under community facility projects. These are shown at Appendix E.

### 3.3 Cost apportionment

The DCP apportions a charge to new development according to its expected use of identified infrastructure items. Since development contribution 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. This is the total cost of the item (after deducting other funding sources and making allowance for any external demand) divided by total demand units of the development type. Additionally a charge area is determined for each item estimating the likely extent of users deemed to contribute to the project.

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

#### 3.3.1 Charge areas and development types

The area of the DCP is a single charge area including residential development, the local town centre and other uses excepting non-government schools.

It is important to note that the number of Net Developable Hectares (that is the demand units) is based on the land budgets in Table 3.

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 detailed land budget in Table 3.

For the purposes of the DCP, the number of developable hectares will only change if the Collecting Agency agrees to a variation to the Precinct and detailed land budget and associated tables.

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

No distinction is made between development types in this DCP area for the purposes of determining a Development Infrastructure Levy with the exception of non-government schools.

#### 3.3.2 Schedule of costs

Table 4 calculates the amount of contributions payable for each infrastructure category.

#### 3.3.3 Summary of charges per hectare

Table 4 shows the quantum of funds to be contributed towards each infrastructure project. This adds up to the total amount of funds recoverable under the DCP.

**Table 5** Infrastructure Project Timing and Calculation of Costs

DCP PROJECT NO.	PROJECT	WORKS DESCRIPTION	BERWICK WATERWAYS DCP	CASEY CITY COUNCIL	VICROADS
AR-01	Active recreation reserves	"Construction of 1 x Senior ALF/cricket ovals, netball and tennis basic landscaping. Location options AR -Option 1: Cranbourne Road Or AR- Option 2: Sweeney Reserve Or AR-Option 3: Golf links Road"	100%		
AP-01	Pavilions within active reserves	Construction of sporting ALF/cricket pavilion.	100%		
IN-02	Ward Road / Greaves Road roundabout and culvert	Purchase of land for roundabout (ultimate treatment) and construction of Ward Road connector street with culvert to Greaves Road roundabout (ultimate treatment). Pedestrian signals crossing Greaves Road.	35%	24%	40%

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## 4.0 DEVELOPMENT CONTRIBUTIONS PLAN 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, but does not apply to the development of a small second dwelling.

The DCP Community Infrastructure Levy applies to the construction of dwellings, but does not apply to the development of a small second dwelling.

Casey City Council will be both the Collecting Agency and the Development Agency for this DCP.

### 4.1 Payment of contribution levies & payment timing

#### 4.1.1 Development infrastructure

##### *For subdivision of Land*

- A development infrastructure levy must be paid to the Collecting Agency 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 or a time specified in an implementation agreement under Section 173 of the *Planning and Environment Act 1987*.
- Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed may only be paid to the Collecting Agency 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 Collecting Agency or be a schedule included in an implementation agreements under Section 173 of the *Planning and Environment Act 1987*.

If the Collecting Agency 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 the subject land, an infrastructure levy must be paid to the Collecting Agency 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 Collecting Agency may require that contributions be made at either the planning or building permit stage for Development Infrastructure.

If the Collecting Agency 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 Collecting Agency in a Section 173 agreement, a development infrastructure levy must be paid to the Collecting Agency prior to the commencement of any development in accordance with the provision of this approved Development Contributions Plan for the land.

If the Collecting Agency 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 Community Infrastructure Levy

Contributions relating to community infrastructure are to be made by the home builder prior to the issue of a building permit. However, development proponents are encouraged to pay the levy prior to the issue of a statement of compliance to reduce the administrative burden of collection from individual home builders.

Levies for 'residential buildings' will be calculated at the rate for a single dwelling. In all other forms of accommodation, the dwelling is the individual unit (such as each dwelling in a residential village, retirement village, serviced apartment complexes and so on). Corrective institutions are exempt.

A community infrastructure levy is not payable for a dwelling on a lot which was created prior to the date that this DCP was first incorporated into the Casey Planning Scheme.

## 4.1.3 Works in kind

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

- The works constitute project(s) funded by this DCP.
- Council agrees that the timing of the works would be consistent with priorities in this DCP.
- The development proponent complies with appropriate tendering, documentation, supervision and related provisions.
- 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 Council, unless an alternative is agreed by Council.
- Detailed design must be approved by Council and must generally accord with the expectations outlined in this DCP unless an alternative is agreed by Council.
- The construction of works must be completed to the satisfaction of Council.
- There should be no negative financial impact on this DCP to the satisfaction of 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 Council's satisfaction. Temporary works will not be accepted as works in kind.

Where 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 the works (unless an alternative approach is agreed with Council) provided shall equal the final cost of the works up to the maximum identified in this Development Contributions Plan, taking into account the impact of indexation, or to an alternative figure approved by the Collecting Agency.
- 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.



#### 4.1.4 Credit for over provision

Where Council 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 Council to provide for a cash reimbursement where a significant over contribution has been made on a particular project.

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

#### 4.1.5 Land uses exempt from contributions

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 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 Collecting Agency in accordance with the provisions of the *Local Government Act 1993* and the *Planning and Environment Act 1987*.

The administration of contributions made under 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.

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

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 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 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 every second year following a revaluation by a registered valuer of properties with land required by the DCP. Within 14 days of the revaluation, Council will publish the amended contributions on Council's website.

Community Infrastructure Levy projects are not indexed as the value of the contribution is set by the *Planning and Environment Act 1987*.

If in the future the Community Infrastructure Levy is amended, then the levy applicable to the release of any remaining dwellings may be adjusted in accordance with the revised legislative and regulatory approach as directed by the Minister for Planning.

### 4.4 Development Contributions Plan review period

This DCP adopts a long-term outlook for development. It takes into account planned future development in the Berwick Waterways area. A 'full development' horizon of land within the current Urban Growth Boundary within 30 years of gazettal of this DCP has been adopted.

This DCP commences on the date of incorporation into the Casey Planning Scheme. This DCP will end when development within the DCP area is complete, which is projected to be 30 years after gazettal, 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 Casey 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 s 173 of the Act) for the implementation of this DCP.

### 4.5 Collecting agency (agency responsible for collecting Infrastructure Levy)

Casey City 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, Casey City Council is also responsible for the administration of this DCP and also its enforcement pursuant to Section 46QC of the Act.

### 4.6 Development agency (agency responsible for works)

Casey City Council is the Development Agency and is responsible for the provision of all of the DCP projects identified in this DCP.

### 4.7 Provision for land swap where a road is closed adjacent a property

A subdivision permit issued for properties 6, 7 or 26 must ensure that:

- The connector road shown on each property in this DCP is shown on the plan of subdivision; and
- A road that is shown as 'Road Closure' in the Berwick Waterways PSP adjacent to the property is within the application or permit area; and
- An agreement between the responsible authority, Casey City Council and the landowner is entered into before the certification of a plan of subdivision under the permit that:
  - provides for that part of the closed road that is adjacent to the subject property to be transferred to the landowner of the subject property; and
  - may provide for any other matter in relation to levies due under this DCP.

## 4.8 Land Valuation

Land required for projects identified in this DCP has had an estimate of value prepared by Charter Keck Cramer using the 'Public Land Equalisation Method' or PLEM.

Under this methodology the average land obligation for DCP land projects in each PSP has been calculated as a percentage of Net Developable Area. For the Berwick Waterways DCP, this results in an obligation as follows:

- PSP 9 - 6.47%

The land obligation for each property has been calculated against the PSP average as identified above. Obligations up to and including the average have an estimate of value on a per property broad hectare basis. Obligations above the average have an estimate of value on a site specific basis.

For the land obligation by each property that is 'under' and / or 'over' the average, refer to Appendix 5.

## 5.0 IMPLEMENTATION STRATEGY

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

### 5.1 Rationale for the Implementation Strategy

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

The implementation strategy has been formulated by:

- The PSPs (in preparation or in draft).
- Having regard to the development context.
- Assessing the need for finance requirements – up front financing and pooling of funds.
- Agreeing the land value and indexing it appropriately (where possible).
- Identifying preferred implementation mechanisms to achieve the above outcomes and reducing the risk associated with the DCP to ensure that it will be delivered as intended.
- Provision of adequate resources to administer this DCP.

### 5.2 Implementation mechanism

Under Section 46P of the *Act*, the Collecting Agency may accept (with the consent of the Development Agency where the Collecting Agency is not also the Development Agency), the provision of land, works, services or facilities by the applicant in part of full satisfaction of the amount of levy payable. This can be agreed with Council before or after the application for the permit is made or before the development is carried out.

To coordinate the provision of infrastructure, it is proposed that the owner of all property enter into an agreement under s 173 of the *Act* to provide for provision of works in kind.

Through the approval of these agreements Casey City Council (acting as the Collecting Agency) will consider if and what infrastructure should be provided as in-kind works under this DCP in accordance with Section 46P of the *Act*. The agreement must include a list of the DCP infrastructure which the Collecting Agency has agreed in writing to allow to be provided as works in kind.

### 5.3 Infrastructure delivery priorities

The following table provides an indication of DCP project priority over an initial 10 year period, to assist in supporting development across the Berwick Waterways area. These projects are considered a priority as they increase the capacity on the existing road network, improve access to land within the area and improve road safety. The table categorises projects into 0-5 years and 5-10 year priority categories. Projects in the 0-5 year category are seen as vital to enabling the first stages of development in the Berwick Waterways area.

The purpose of the table is to provide Council and development proponents with a clear understanding of which projects should be prioritised for works-in-kind agreements.

**Table 6** Infrastructure Delivery Priorities

	WORKS	DCP ITEMS	COMBINED VALUE
0-5 years	"Centre Road (including TC/Homestead Rd intersection) Construction of Centre Road council arterial road Street 24.76m. Purchase of land for intersection (ultimate treatment) and construction of Centre Road to Ward Road signalised 4-way intersection (ultimate treatment)."	RD-01/IN-01	\$3,888,931
	<b>Total value of infrastructure priorities - 0-5 years</b>		<b>\$3,888,931</b>
5-10 years	"Ward Road / Greaves Road roundabout and culvert Purchase of land for roundabout (ultimate treatment) and construction of Ward Road connector street with culvert to Greaves Road roundabout (ultimate treatment). Pedestrian signals crossing Greaves Road."	IN-02	\$1,801,645
	<b>Total value of infrastructure priorities - 5-10 years</b>		<b>\$1,801,645</b>

## 6.0 OTHER INFORMATION

### 6.1 Glossary

#### *Active Open Space*

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

#### *Activity Centre*

See 'Town Centre'.

#### *Arterial Road*

A higher order road providing for moderate to high volumes at relatively high speeds typically used for inter-suburban journeys 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 (e.g. 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)

#### *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.

#### *Growth Area*

Areas on the fringe of metropolitan Melbourne around major regional transport corridors that are designated for large-scale change, over many years from rural to urban use. Melbourne has six growth areas called Casey-Cardinia; Hume; Melton-Caroline Springs; Whittlesea, Wyndham and Mitchell.

#### *Growth Corridor Plan*

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

### *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.

### *Major Employment Area*

Areas identified on the Growth Corridor Plan for economic and employment growth.

### *Major Town Centre*

Town centres that have similar characteristics to Principal Town Centres, but serve smaller catchment areas.

### *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, local and connector streets. Total precinct area minus community facilities, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area.

### *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.

### *Principal Public Transport Network*

A high-quality public transport network that connects Principal and Major Activity Centres, and comprises the existing radial fixed-rail network, extensions to this radial network and new cross-town bus routes.



### *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.

### *Town Centre*

Provide the focus for services, commercial and retail based employment and social interaction. They are where people shop, work, meet, relax and live. They are well-served by public transport, they range in size and intensity of use. In the growth areas, these are referred to as principal activity centres, major activity centres, neighbourhood activity centres and local centres.

### *Urban Growth Boundary*

A statutory planning management tool used to set clear limits to metropolitan Melbourne's urban development.

### *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-served 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.

## 7.0 APPENDICES

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**APPENDIX 1 – PROPERTY SPECIFIC LAND BUDGET**

PSP PROPERTY ID	TOTAL AREA (M2)	TOTAL AREA (HECTARES)	TRANSPORT			OTHER OPEN SPACE AVAILABLE FOR RECREATION		LOCAL PARKS AVAILABLE FOR RECREATION	TOTAL NET DEVELOPABLE AREA (HECTARES)
			DCP ROAD WIDENING PROJECTS	EXISTING ROAD RESERVE	DCP FLARING FOR INTERSECTIONS	EXISTING MELBOURNE WATER RETARDING BASIN / HALLAM VALLEY LEVEE	PROPOSED WATERWAY CORRIDOR / WETLAND / RETARDING	P-01 LOCAL PARKS (PASSIVE AND OPEN SPACE)	
1	55898	5.59	0.000		0.000	5.59			0.00
2	29003	2.90	0.000		0.000	2.90			0.00
3	30007	3.00	0.000		0.000		0.72		2.28
4	20009	2.00	0.000		0.000		0.03		1.97
5	28481	2.85	0.000		0.000				2.85
6	48664	4.87	0.629		0.017				4.22
7	25858	2.59	0.297		0.000				2.29
8	105587	10.56	0.000		0.000		2.46	0.64	7.46
9	24604	2.46	0.000		0.000			0.75	1.72
10	24628	2.46	0.000		0.000			0.75	1.72
11	19476	1.95	0.000		0.000		1.13		0.82
12	19480	1.95	0.000		0.000		0.22		1.73
13	19483	1.95	0.000		0.000				1.95
14	20609	2.06	0.000		0.000				2.06
15	20,624	2.06	0.000		0.000				2.06
16	25,683	2.57	0.000		0.000		0.43		2.14
17	19,243	1.92	0.000		0.000		0.68		1.24
18	19,239	1.92	0.000		0.000		1.40		0.52
19	19,233	1.92	0.000		0.000				1.92
20	20,405	2.04	0.000		0.000				2.04
21	20,409	2.04	0.000		0.000				2.04
22	20,443	2.04	0.000		0.000				2.04
23	20,005	2.00	0.000		0.000		0.08		1.92
24	20,000	2.00	0.000		0.000		0.09		1.91
25	20,000	2.00	0.000		0.000		0.89		1.11
26	31,615	3.16	0.282		0.000				2.88
27	40,919	4.09	0.000		0.113			0.20	3.78
28	1,446	0.1446	0.000		0.000	0.1457			0.00
29	20,000	2.00	0.000		0.000	2.00			0.00
<b>SUB-TOTAL</b>	<b>791051</b>	<b>79.11</b>	<b>1.21</b>	<b>0.00</b>	<b>0.13</b>	<b>10.64</b>	<b>8.12</b>	<b>2.33</b>	<b>56.68</b>
<b>ROAD RESERVE</b>									
Centre Rd	20590	2.06		2.06					0.00
Ward Rd	13610	1.36		1.08					0.28
Homestead Rd	26118	2.61		1.85					0.76
<b>SUB-TOTAL</b>	<b>60318</b>	<b>6.03</b>	<b>0.00</b>	<b>4.99</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.04</b>
<b>TOTAL PRECINCT</b>		<b>85.14</b>	<b>1.21</b>	<b>4.99</b>	<b>0.13</b>	<b>10.64</b>	<b>8.12</b>	<b>2.33</b>	<b>57.72</b>

## APPENDIX 2 – LAND VALUATIONS

PSP 9 - BERWICK WATERWAYS			LAND VALUATIONS				
PSP PROPERTY ID	TOTAL AREA (Ha)	TOTAL NET DEVELOPABLE AREA (HECTARES)	DCP 'BEFORE' AREA (Ha)	DCP RESIDENTIAL CONTRIBUTION (ALL)	% OF NDAR	RESIDENTIAL 'UNDER' PROVISION	RESIDENTIAL 'OVER' PROVISION
1	5.59	0.00	0.00	0.00	0%	-	-
2	2.90	0.00	0.00	0.00	0%	-	-
3	3.00	2.28	2.28	0.00	0.0%	-	-
4	2.00	1.97	1.97	0.00	0.0%	-	-
5	2.85	2.85	2.85	0.00	0.0%	-	-
6	4.87	4.22	4.87	0.65	15.3%	0.27	0.38
7	2.59	2.29	2.59	0.30	13.0%	0.15	0.15
8	10.56	7.46	8.10	0.64	8.5%	0.47	0.16
9	2.46	1.72	2.46	0.75	43.4%	0.11	0.64
10	2.46	1.72	2.46	0.75	43.4%	0.11	0.64
11	1.95	0.82	0.82	0.00	0.0%	-	-
12	1.95	1.73	1.73	0.00	0.0%	-	-
13	1.95	1.95	1.95	0.00	0.0%	-	-
14	2.06	2.06	2.06	0.00	0.0%	-	-
15	2.06	2.06	2.06	0.00	0.0%	-	-
16	2.57	2.14	2.14	0.00	0.0%	-	-
17	1.92	1.24	1.24	0.00	0.0%	-	-
18	1.92	0.52	0.52	0.00	0.0%	-	-
19	1.92	1.92	1.92	0.00	0.0%	-	-
20	2.04	2.04	2.04	0.00	0.0%	-	-
21	2.04	2.04	2.04	0.00	0.0%	-	-
22	2.04	2.04	2.04	0.00	0.0%	-	-
23	2.00	1.92	1.92	0.00	0.0%	-	-
24	2.00	1.91	1.91	0.00	0.0%	-	-
25	2.00	1.11	1.11	0.00	0.0%	-	-
26	3.16	2.88	3.16	0.28	9.8%	0.18	0.10
27	4.09	3.78	4.09	0.31	8.3%	0.24	0.07
28	0.1446	0.00	0.00	0.00	0.0%	-	-
29	2.00	0.00	0.00	0.00	0%	-	-
<b>SUB-TOTAL</b>	<b>79.11</b>	<b>56.68</b>	<b>60.35</b>	<b>3.67</b>	<b>6.47%</b>	<b>1.53</b>	<b>2.14</b>

\*Note - totals for these columns will not necessarily match those in Table 3 (Summary Land Use Budget) as this table does not include certain items as relevant such as existing road and rail reserves.

## APPENDIX 3 – ROAD PROJECT COST SHEETS

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