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GLISMANN ROAD

DEVELOPMENT CONTRIBUTIONS PLAN (DRAFT FOR EXHIBITION)

CARDINIA SHIRE COUNCIL | JUNE 2020



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FILE

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VERSION

3

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1. INTRODUCTION

1.1. BACKGROUND

This Glismann Road Development Contributions Plan (DCP) has been developed to support the funding of infrastructure to facilitate development within the Glismann Road Development Plan Area (the **Study Area**). The DCP is intended to be implemented through Amendment C238 to the Cardinia Planning Scheme.

A suite of reports has been prepared on behalf of Cardinia Shire Council to guide the proposed development of the land and the DCP. Development of the Study Area will be guided by a Development Plan to be prepared in accordance with the requirements of a Schedule to the Development Plan Overlay (DPO).

This DCP is informed by details of the proposed development as described in the Council report of 19 August 2019 and a draft DPO Schedule for the Glismann Road Area Development Plan. The Council Report sets out the strategic justification and framework for development of the Study Area in relation to:

- Residential land use and densities;
- Transport networks (roads and trails);
- Open space; and
- Visually prominent hilltops and hillsides and substantial areas with slope of greater than 20%.

This DCP requires contributions to infrastructure from all landowners/developers within the Study Area. Improved social, economic, environmental and urban design outcomes are achieved through the provision of infrastructure early in the life of a new development. The delivery of key infrastructure in a timely and efficient manner is fundamental to sustainable outcomes in future residential areas such as the Study Area.

1.2. INFRASTRUCTURE DELIVERY

A number of reports and analyses have been prepared to identify the infrastructure items required to support development of the Study Area, including roads and intersections, drainage and open space. These reports are itemised in Section 3.1.

The infrastructure included in the DCP has been identified to support the entire Study Area. This DCP will collect levies to ensure that shared infrastructure identified in the background reports is funded to enable Council and other agencies to provide the infrastructure. However, this DCP is not the sole source of funding for all infrastructure in the Precinct. The full range of infrastructure identified will only be delivered if infrastructure is provided by a variety of funding sources.

The infrastructure items will be provided through a number of mechanisms including:

- Subdivision and development construction works by developers;
- Development contributions (levies as shown in this DCP);
- Utility service provider contributions; and
- Other capital works projects by Council and state government agencies.

Decisions have been made about the type of infrastructure which will be funded by this DCP, and these decisions are in line with the *Ministerial Direction on the Preparation and Content of Development Contributions Plans* (11 October 2016).

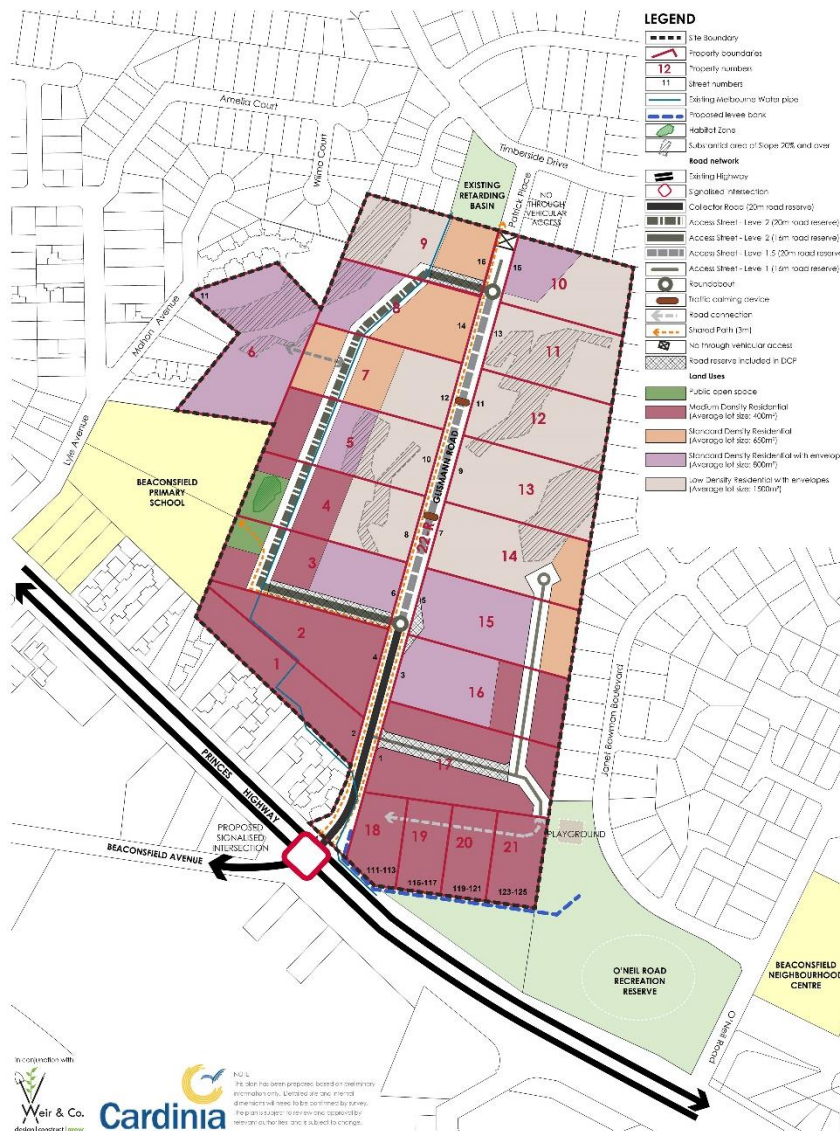
This DCP has been developed in accordance with the provisions of Part 3B of the *Planning and Environment Act* (1987) and the Victorian State Government *Development Contributions Guidelines* (2007).

1.3. THE DCP AREA

The Study Area, also referred to as the Main Catchment Area (MCA), consists of land identified in Figure 1 and is generally bounded by:

- The Old Princes Highway and existing residential land to the south; and
- Existing residential land areas to the north;
- Primary school and existing residential to the west; and
- O’Neil Recreation Reserve and existing residential areas to the east.

F1. GLISMANN ROAD DEVELOPMENT PLAN AREA



Source: Draft Glismann Road Development Plan, Urban Design and Management, 2020.

1.4. DCP TIMEFRAME

For the purposes of the DCP a 20 year life has been adopted. This period commences from the date that the DCP is incorporated into the Cardinia Planning Scheme.

Regular reviews are recommended to monitor the rate of development and adjust the DCP timeframe if necessary. Review provisions are outlined in section 7.6.

2. STATUTORY FRAMEWORK

2.1. PLANNING AND ENVIRONMENT ACT 1987

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

- The inclusion of a DCP in the planning scheme, for the purpose of levying contributions for the provision of works, services and facilities (section 46I);
- The provision to impose either a development infrastructure levy or a community infrastructure levy (section 46J);
- The contents required of a DCP (Section 46K);
- The setting of limits in respect of a community infrastructure levy. In the case of the construction of a dwelling, the community infrastructure levy must not exceed \$1,190 per dwelling for the 2019-20 financial year.¹This limit is indexed annually (section 46L);
- The provision for the Minister to issue written directions relating to the preparation and content of a DCP (section 46M);
- The collection of a development infrastructure levy, by way of a condition on a planning permit either requiring the payment of a levy within a specified time, or entering into an agreement to pay the levy within a specified time (section 46N).

2.2. STATE PLANNING POLICY CONTEXT

The Ministerial Direction (11 October 2016) outlines what may be funded with a development contribution levy, namely:

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

The Ministerial Direction also states that: *"a development contributions plan must not impose a development infrastructure levy or a community infrastructure levy in respect of the development of land for a non-government school."*

GUIDELINES

The Victorian State Government has published a set of documents which make up the *Development Contributions Guidelines (2007)*. The *Development Contributions Guidelines (2007)* are available through the Department of Environment, Land, Water and Planning (DELWP) website. These documents provide guidance as to how DCPs are to be prepared and administered including the matters that DCPs are to consider.

¹ The Community Infrastructure Levy will be adjusted and published by the Victorian government on 1 July each year.

3. LOCAL STRATEGIC CONTEXT

3.1. LOCAL PLANNING AND INFRASTRUCTURE CONTEXT

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

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

- Glismann Road Residential Development, Beaconsfield, Traffic Impact Assessment Report (Trafficworks, November 2019);
- Glismann Road Drainage Scheme (Water Technology, July 2014)
- Additional Flooding and Water Quality Assessments (Water Technology, May 2016);
- O'Neil Road Recreation Reserve Masterplan (Simon Leisure, September 2018); and
- Glismann Road Valuation Report (Westlink, July 2019).

This DCP has been prepared in close consultation with officers from relevant departments of Cardinia Shire Council.

4. NEED AND NEXUS

4.1. INTRODUCTION

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

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

4.2. LAND BUDGET

Table T1 shows the budget of allocated land uses in the MCA. A detailed land budget by title boundary is shown in Appendix A.

In order to fairly levy developers achieving varying densities while maintaining financial certainty for Council, a standard “per net developable hectare” demand unit is used for the Development Infrastructure Levy (DIL).

The Study Area includes some areas which have a slope of 20% and over where development is not permitted. This area is excluded from the Net Developable Area in order to fairly apportion infrastructure costs across developable land only.

T1. LAND BUDGET SUMMARY

LAND USE BUDGET	HECTARES	% OF DP AREA
TOTAL DEVELOPMENT PLAN AREA	21.00	100%
ENCUMBERED LAND		
Significant area of slope over 20%	2.09	10.0%
Sub-total Encumbered	2.09	10.0%
TRANSPORT		
Existing Road Reserves (retained for road purposes)	1.33	6.4%
Road reserve land included in DCP	0.57	2.7%
Sub-total Transport	1.90	9.1%
CREDITED OPEN SPACE		
Local Park	0.30	1.4%
Sub-total Credited Open Space	0.30	1.4%
NET DEVELOPABLE AREA (NDA) HA	16.71	79.6%
Residential NDA	16.71	79.6%
Commercial/Other NDA	0.00	0.0%
Estimated Residential lot/dwelling yield	244 dwellings	

Source: Glismann Road Development Plan, Urban Design and Management, 2019.

4.3. DEMAND UNITS

In this DCP, one hectare of Net Developable Area equates to one demand unit for the Development Infrastructure Levy, and one dwelling equates to one demand unit for the Community Infrastructure Levy.

The total number of demand units is shown in Table T2.

T2. DEMAND UNITS

Levy Category	Unit	Demand Units
DIL	Net Developable Hectare	16.71
CIL	Dwellings	244

Source: Glismann Road Development Plan, Urban Design and Management, 2019.

5. INFRASTRUCTURE ITEMS FUNDED BY THE DCP

5.1. COMMUNITY INFRASTRUCTURE ITEMS

Council has identified a requirement for one community infrastructure item. This item is the O'Neil Road Recreation Reserve Pavilion (CIL_01).

5.2. DEVELOPMENT INFRASTRUCTURE ITEMS

Strategic planning and technical assessments undertaken by Council have identified a requirement for range of development infrastructure items, including roads, intersections, open space, shared path and associated land as well as strategic planning costs.

The project number and description of each item has been summarised in Table T3.

LOCAL ROADS

This DCP includes local roads due to the fragmented nature of landownership and the need to equitably apportion the cost of local infrastructure that is needed to support multiple landowners and beneficiaries across the DP area.

The DCP also funds elements of the required upgrade to Glismann Road which are not commonly required for a local access road due to topographical conditions of the land in this section of the road.

OPEN SPACE

This DCP funds local open space land and improvements, including a new local park and upgrades to the O'Neil Road Recreation Reserve. These contributions replace the contribution that would otherwise be applicable under Clause 53.01 of the Cardinia Planning Scheme. The relevant open space provisions form part of Amendment C238 to the Cardinia Planning Scheme.

T3. INFRASTRUCTURE ITEMS AND STRATEGIC JUSTIFICATION

PROJECT ID	PROJECT NAME AND DESCRIPTION	STRATEGIC JUSTIFICATION	TRIGGER	
Roads and Intersections				
RD-01	Glismann Road construction - Access Street Level 2 cross section - Within existing road reservation Section from Old Princes Highway intersection to the first roundabout	These projects are identified in the traffic impact assessment as required to provide for the orderly and proper development of the area and to ensure that the road layout and hierarchy caters for projected traffic volumes.	Subdivision of the affected property	
RD-02	Glismann Road part construction costs - Access Street Level 1.5 - Within existing road reservation Section from first roundabout to truncation of road		Subdivision of the affected property	
RD-03	Local Access Street Level 1 (16 m road reserve) - 6 Glismann Road (LA-01) Southern section of road between Glismann Road and road constructed along easement		Subdivision of the affected property	
RD-04	Local Access Street Level 1 (16 m road reserve) - 16 Glismann Road (LA-02)) Northern section of road between Glismann Road and road constructed along easement		Subdivision of the affected property	
RD-05	Local Access Street Level 1 (16 m road reserve) - 1 Glismann Road (LA-03) Section of road from Glismann Road to T-junction		Subdivision of the affected property	
TM-01	Roundabout at Glismann Road and west loop road - part existing road reserve, part 3 Glismann Road (#16 Land Use Budget) and part 5 Glismann Road (#15 Land Use Budget)		First subdivision requiring access from the intersection.	
LA-01	Local Access Street Level 1 (16 m road reserve) - 6 Glismann Road (RD-03) (16 m x 120 m = 1,920 sqm)		Subdivision of the affected property	
LA-02	Local Access Street Level 1 (16 m road reserve) - 16 Glismann Road (RD-04) (16 m x 50 = 800 sqm)		Subdivision of the affected property	
LA-03	Local Access Street Level 1 (16 m road reserve) - 1 Glismann Road (RD-05) (16 m x 149 = 2384 sqm)		Subdivision of the affected property	
LA-04 a	Roundabout splay - 3 Glismann Road (TM-01) (115 sqm)		First subdivision requiring access from the intersection.	
LA-04 b	Roundabout splay - 5 Glismann Road (TM-01)(366 sqm)		First subdivision requiring access from the intersection.	
Open Space				
SP-01	Shared path - from Glismann Road to O'Neil Road Recreation Reserve (230 m x 3 m @ \$100 sqm)		This project is required to create a shared trail for pedestrians and cyclists.	Once sufficient DCP funds are available.
LA-05 a	Local open space - 6 Glismann Road, Beaconsfield (OSLP-01) (1,200 sq m)		Subdivision of the affected property	
LA-05 b	Local open space - 8 Glismann Road, Beaconsfield (OSLP-01) (1,800 sq m)		Subdivision of the affected property	

PROJECT ID	PROJECT NAME AND DESCRIPTION	STRATEGIC JUSTIFICATION	TRIGGER
OSLP-01	Local open space embellishment, including weed control, paths, play space, landscape formation and planting, picnic sets, seating, etc.	These projects are required to provide adequate land for open space for residents.	Subdivision of the affected property
OSNR-01	O'Neil Road Recreation Reserve upgrade Oval works, lighting, fencing, drainage, footpaths, landscaping, carpark.	Upgrades identified in the O'Neil Recreation Reserve Masterplan to meet community open space needs.	Once sufficient DCP funds are available.
Planning			
DCP-01	Planning Costs Preparation of DCP including supporting assessments, infrastructure design and costing and land valuation.	Required to prepare appropriate planning for residential development.	Complete
COMMUNITY INFRASTRUCTURE			
CL01	O'Neil Road Recreation Reserve – Pavilion.	Projections indicate demand.	Once sufficient DCP funds are available.

Source: Urban Enterprise, 2019.

5.3. INFRASTRUCTURE LOCATIONS

The location of each infrastructure project is shown in Figure F2.

F2. LOCATION OF PROPOSED DCP ITEMS



Source: Glismann Road Development Contributions Plan (DCP) Items, Urban Design and Management, 2020.

6. CALCULATION OF LEVIES

6.1. INTRODUCTION

The method of levy calculation is described in this section.

6.2. INFRASTRUCTURE COSTS

Each item in the DCP has a cost specified for either capital works or land. These costs are listed in Table 4 based on information provided to Urban Enterprise by Council.

Construction costs are current as at November 2019 and land valuations are current at July 2019. For the purposes of indexation, all costs are current for the September quarter of 2019 and will be indexed annually in accordance with the method specified in this DCP.

6.3. COST APPORTIONMENT

The cost of each infrastructure item has been apportioned based upon the likelihood that an item will be used by residents of the Main Catchment Area of the DCP.

All items except those associated with the O'Neil Road Recreation Reserve works are fully apportioned to the MCA on the basis that the items are needed to support the development of the Development Plan area.

For items associated with the O'Neil Road Recreation Reserve upgrade (OSNR-01 and CIL-01), a proportion of usage is generated from areas external to the Main Catchment Area. The costs of these items have been apportioned across all existing and future residents of the suburb of Beaconsfield that will benefit from the works. In 2041 (at the conclusion of the DCP timeframe), residents of the MCA are projected to comprise 11% of all existing and future residents in the suburb. Therefore, 11% of the cost of these works is apportioned to the DCP.

6.4. LEVY CALCULATION

The cost attributable to the MCA for each infrastructure item is then divided by the number of demand units for that item to calculate the levy for each item.

The levy amounts for each item are then aggregated to form an overall Development Infrastructure Levy and Community Infrastructure Levy.

T4. LEVY CALCULATIONS BY INFRASTRUCTURE ITEM

Project ID	Project Name	Project Cost	Apportionment to DCP	Cost to MCA	Demand Units	Levy per demand unit
Roads and Intersections						
RD-01	Glismann Road construction - Access Street Level 2	\$837,418	100%	\$837,418	16.71	\$50,114.78
RD-02	Glismann Road part construction costs - Access Street Level 1.5	\$1,085,275	100%	\$1,085,275	16.71	\$64,947.64
RD-03	Local Access Street Level 1 (Southern section)	\$494,929	100%	\$494,929	16.71	\$29,618.73
RD-04	Local Access Street Level 1 (Northern section)	\$318,741	100%	\$318,741	16.71	\$19,074.87
RD-05	Local Access Street Level 1	\$718,911	100%	\$718,911	16.71	\$43,022.80
TM-01	Glismann Road Roundabout	\$681,414	100%	\$681,414	16.71	\$40,778.81
LA-01	Local Access Street Level 1 (Land)	\$520,000	100%	\$520,000	16.71	\$31,119.09
LA-02	Local Access Street Level 1 (Land)	\$150,000	100%	\$150,000	16.71	\$8,976.66
LA-03	Local Access Street Level 1 (Land)	\$620,000	100%	\$620,000	16.71	\$37,103.53
LA-04 a	Roundabout splay (Land)	\$30,000	100%	\$30,000	16.71	\$1,795.33
LA-04 b	Roundabout splay (Land)	\$105,000	100%	\$105,000	16.71	\$6,283.66
Open Space						
SP-01	Shared path	\$69,000	100%	\$69,000	16.71	\$4,129.26
LA-05 a	Local open space	\$330,000	100%	\$330,000	16.71	\$19,748.65
LA-05 b	Local open space	\$480,000	100%	\$480,000	16.71	\$28,725.31
OSLP-01	Local open space improvements	\$250,000	100%	\$250,000	16.71	\$14,961.10
OSNR-01	O'Neil Road Rec. Reserve works	\$1,343,183	11%	\$147,750	16.71	\$8,842.02
Planning						
DCP-01	Planning Costs	\$159,891	100%	\$159,891	16.71	\$9,568.60
Community Infrastructure						
CIL-01	O'Neil Road Rec. Reserve Pavilion	\$1,980,000	11%	\$217,800	244	\$892.62

Source: Urban Enterprise, 2019.

6.5. LEVY SUMMARY

A summary of levies payable is provided in Table T5. These contributions are in September 2019 dollars. Table T5 will be indexed annually in accordance with the method specified in Section 7.

T5. LEVIES PER DEMAND UNIT

Levy Type	DIL amount per ha NDA (Sept 2019)	CIL amount per dwelling (Sept 2019)
Roads and Intersections	\$332,835.91	\$0.00
Open Space	\$76,406.35	\$0.00
Planning	\$9,568.60	\$0.00
Community Infrastructure	\$0.00	\$892.62
Total	\$418,810.86	\$892.62

Source: Urban Enterprise, 2019.

7. DCP ADMINISTRATION

7.1. INDEXATION OF LEVIES

Costs in this DCP are in September 2019 dollars. They will be indexed annually according to the following method.

The Development Infrastructure Levy and Community Infrastructure Levy for each demand unit must be adjusted as follows:

- In relation to the costs associated with all infrastructure items other than land, the cost of those projects will be adjusted (and then the contribution amounts recalculated) by reference to the Producer Price Indexes Australia, Victoria (Table 17 Output of the Construction industries, Building Construction Victoria (for buildings) and Road and Bridge Construction Victoria (for roads, bridges, trails, etc.) published by the ABS (Series 6427.0) or similar index. The adjusted costings will then produce a recalculated Development Infrastructure Levy.
- The revised infrastructure costs and the adjustment of the contributions will be calculated as at June 30th of each year.
- In relation to the value of land required under the DCP, a revaluation of all land projects is to be carried out on a biennial basis in accordance with the same principles as the July 2019 valuation report prepared by Westlink. In the non revaluation year, valuations will be indexed in accordance with an index amount to be determined using market transactions of land in the Urban Growth Zone and other residential development land within the Cardinia growth area. The valuations are to be carried out by a qualified valuer and member of the Australian Property Institute to be appointed by Cardinia Shire Council.
- The revised land value and then the resulting adjustment of the Development Infrastructure Levy will be calculated as at June 30th of each year.
- Within 14 days of the adjustments being made, the Collecting Agency will publish a notice of the amended contributions in a newspaper circulating in the municipality.

7.2. VALUATION OF LAND

Valuations for land to be acquired under this DCP were provided by a qualified independent valuer (Westlink). Future valuations must adopt a methodology consistent with the July 2019 valuation report.

7.3. COLLECTING AGENCY

Cardinia Shire Council is the Collecting Agency pursuant to section 46K of the *Planning and Environment Act* (1987).

7.4. DEVELOPMENT AGENCY

Cardinia Shire Council is the development agency for all infrastructure items pursuant to section 46K of the *Planning and Environment Act* (1987).

7.5. COLLECTION OF LEVIES

The Development Infrastructure Levy (DIL) will be payable to and collected by Cardinia Shire Council, the collecting agency, for the:

- Subdivision of land; or
- Development of land which requires a planning permit; or
- Development of land which does not require a planning permit, as set out in this DCP.

CALCULATION OF LEVIES

The DIL will be calculated on the basis of the Net Developable Area of the subdivision or development of the relevant land:

- In the particular stage of subdivision; or
- The land in the particular parcel upon which the development has occurred or will occur.

DEVELOPMENT REQUIRING A PERMIT

A planning permit for the development of land to which this DCP applies must include the following condition:

Development Infrastructure Levy

A Development Infrastructure Levy must be paid to the Collecting Agency, being Cardinia Shire Council, in accordance with the approved Glismann Road Development Contributions Plan. The Development Infrastructure Levy must be paid to the Collecting Agency within the time specified in the Glismann Road Development Contributions Plan. If no time is specified in the Glismann Road Development Contributions Plan, the Development Infrastructure Levy must be paid to the Collecting Agency, being Cardinia Shire Council after certification of the relevant plan of subdivision, but not more than 21 days prior to the issue of a statement of compliance.

Unless otherwise agreed, a Schedule of Development Contributions must be submitted with each stage of the plan of subdivision. This Schedule of Development Contributions must show the amount of development contributions likely to be payable for each subsequent stage and the value of the development contributions in respect of prior stages to the satisfaction of the Collecting Agency.

DEVELOPMENT NOT REQUIRING A PERMIT

For a development which does not require a planning permit the party who proposes to develop the land must:

- Pay the DIL to Cardinia Shire Council within a time and in a manner specified by Cardinia Shire Council which may include a requirement for payment prior to the commencement of any development or works; or
- Enter into an agreement with Cardinia Shire Council to pay the DIL to Cardinia Shire Council within the time specified in the agreement.

SUBDIVISIONS

In respect of the subdivision of land affected by the DCP the following applies:

- A requirement may be imposed, including by a planning permit condition requiring payment of the DIL as a precondition to any statement of compliance being issued;
- If a staged subdivision, the DIL will be payable in respect of the number of lots created within the relevant stage, excluding any residual or superlot;
- In respect of any residual or superlot, the DIL will be incurred upon the subsequent subdivision or development of such lot.

COMMUNITY INFRASTRUCTURE LEVY

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

7.6. ADMINISTRATIVE PROCEDURES

Cardinia Shire Council will undertake ongoing accounting and review of this DCP in terms of:

- The relevance of projects listed in the DCP;
- The level of contributions collected;
- The construction costs of infrastructure projects;
- The land costs of infrastructure projects;
- Updating the DCP to reflect any relevant amendments to the Planning and Environment Act (1987), or any new Ministerial Directions relating to development contributions.

Cardinia Shire Council will be required to undertake a formal review of this DCP every 5 - 10 years during the lifespan of the DCP.

Funds collected through development contributions will be held in a specific interest-bearing reserve account in accordance with the provisions of the *Planning and Environment Act (1987)*. All monies held in this account will be used solely for the provision of infrastructure as itemised in this DCP.

If Council resolves not to proceed with any of the infrastructure projects listed in this Development Contribution Plan, the Responsible Authority will comply with section 46(Q) of the *Planning & Environment Act (1987)*.

7.7. METHOD OF PROVISION

Responsibility for the delivery of infrastructure works as described in this DCP resides with Cardinia Shire Council.

Infrastructure works may be provided by developers with a credit provided against their development contribution, subject to the agreement of the Responsible Authority. The process by which developers may receive this credit is outlined in Section 8.

8. IMPLEMENTATION STRATEGY

8.1. INTRODUCTION

This section provides further details of the implementation of the DCP following on from the Method of Provision outlined in Section 7, particularly with regards to the provision of Land and Works In-Kind.

8.2. PROVISION OF LAND AND WORKS IN-KIND

As outlined in Section 7, payment of development contributions is to be made in monetary form.

Alternatively, infrastructure works and land may be provided by developers with a credit provided against their development contribution, subject to the agreement of the Responsible Authority.

Council may enter into Section 173 Agreements with landowners to formalise details of infrastructure items to be provided in-kind. All development infrastructure (including land) can be provided in-kind under this agreement.

Where a developer intends to undertake any DCP works in-kind, this must first be agreed to by the Responsible Authority.

In determining whether to agree to the provision of works in lieu of cash the Responsible Authority will have regard to the following:

- Only works or land identified in the DCP can be provided in lieu of monetary contributions;
- Works must be provided to a standard that generally accords with the DCP unless agreed between the Responsible Authority and the developer;
- Detailed design must be approved by the Responsible Authority and generally accord with the standards outlined in the DCP unless agreed by the Responsible Authority and the developer;
- The construction of works must be completed to the satisfaction of the Responsible Authority;
- The impact on the DCP must be cost and revenue neutral.

Where the Responsible Authority agrees that works are to be provided by a developer in lieu of cash contributions:

- The credit for the works provided shall equal the value identified in the DCP taking into account the impact of indexation;
- The value of works provided in accordance with the principles outlined above, will be offset against the development contributions liable to be paid by the developer;
- Where credit for works-in-kind can't be offset against future levy payments, the developer shall be reimbursed by the Responsible Authority for any excess credit at the time of provision in the DCP;
- Where a developer chooses to bring forward works ahead of the scheduled time in the DCP, this can be done provided the impact on the DCP is cost and revenue neutral.

8.3. LAND

Council wishes to obtain land required under the DCP as an offset against a developer's development contributions. As with works-in-kind, the provision of land would be agreed between the developer and the Responsible Authority pursuant to Section 173 of the *Planning and Environment Act* (1987). The value of the offset for providing land will equal the value shown in the DCP, subject to indexation.

APPENDICES

APPENDIX A DETAILED LAND BUDGET

PROPERTY ID	LAND DESCRIPTION	TOTAL AREA (HECTARES)	TRANSPORT		CREDITED OPEN SPACE	ENCUMBERED LAND	NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	LOCAL ROADS	RESIDENTIAL AREA				NET RESIDENTIAL AREA (NRA)	RESIDENTIAL YIELD (BY DENSITY)				TOTAL ESTIMATED RESIDENTIAL LOT YIELD	OPEN SPACE
			Existing Road Reserves	Road reserve land included in DCP	Local Park	Significant area of slope over 20%			Access Street	Low Density Residential	Standard Density Residential with envelopes	Standard Density Residential	Medium Density Residential		Low Density Residential (Average lot size 1500m ²)	Standard Density Residential with envelopes (Average lot size)	Standard Density Residential (Average lot size 650m ²)	Medium Density Residential (Average lot size 400m ²)		% of NDA
PRIVATE LAND																				
1	2 Glismann	0.77	0.00	0.00	0.00	0.00	0.77	100.0%	0.00	0.00	0.00	0.00	0.77	0.77	0	0	0	19	19	0%
2	4 Glismann	0.90	0.00	0.00	0.00	0.00	0.90	100.0%	0.00	0.00	0.00	0.00	0.90	0.90	0	0	0	23	23	0%
3	6 Glismann	1.23	0.00	0.20	0.12	0.00	0.91	74.1%	0.14	0.00	0.44	0.00	0.33	0.77	0	6	0	8	14	13%
4	8 Glismann	1.17	0.00	0.00	0.18	0.11	0.88	75.2%	0.14	0.41	0.00	0.00	0.33	0.74	3	0	0	8	11	21%
5	10 Glismann	1.12	0.00	0.00	0.00	0.24	0.88	78.6%	0.14	0.34	0.16	0.00	0.24	0.74	2	2	0	6	10	0%
6	11 Mahon Ave	1.31	0.00	0.00	0.00	0.32	0.99	75.6%	0.00	0.00	0.99	0.00	0.00	0.99	0	12	0	0	12	0%
7	12 Glismann	1.06	0.00	0.00	0.00	0.00	1.06	100.0%	0.14	0.42	0.00	0.50	0.00	0.92	3	0	8	0	10	0%
8	14 Glismann	1.01	0.00	0.00	0.00	0.12	0.89	88.1%	0.16	0.00	0.21	0.52	0.00	0.73	0	3	8	0	11	0%
9	16 Glismann	0.95	0.00	0.09	0.00	0.26	0.61	63.7%	0.03	0.32	0.00	0.26	0.00	0.58	2	0	4	0	6	0%
10	15 Glismann	0.84	0.00	0.00	0.00	0.00	0.84	100.0%	0.00	0.54	0.30	0.00	0.00	0.84	4	4	0	0	7	0%
11	13 Glismann	0.89	0.00	0.00	0.00	0.36	0.53	59.6%	0.00	0.53	0.00	0.00	0.00	0.53	4	0	0	0	4	0%
12	11 Glismann	0.94	0.00	0.00	0.00	0.23	0.71	75.5%	0.00	0.71	0.00	0.00	0.00	0.71	5	0	0	0	5	0%
13	9 Glismann	1.00	0.00	0.00	0.00	0.33	0.67	67.0%	0.00	0.67	0.00	0.00	0.00	0.67	4	0	0	0	4	0%
14	7 Glismann	1.05	0.00	0.00	0.00	0.12	0.93	88.6%	0.07	0.66	0.00	0.20	0.00	0.86	4	0	3	0	7	0%
15	5 Glismann	1.11	0.00	0.04	0.00	0.00	1.07	96.7%	0.11	0.00	0.75	0.21	0.00	0.96	0	9	3	0	13	0%

16	3 Glismann	1.17	0.00	0.01	0.00	0.00	1.16	99.0%	0.11	0.00	0.67	0.00	0.38	1.05	0	8	0	10	18	0%
17	1 Glismann	1.47	0.00	0.24	0.00	0.00	1.23	83.8%	0.12	0.00	0.00	0.00	1.11	1.11	0	0	0	28	28	0%
18	111-113 Old Princes Hwy	0.41	0.00	0.00	0.00	0.00	0.41	100.0%	0.00	0.00	0.00	0.00	0.41	0.41	0	0	0	10	10	0%
19	115-117 Old Princes Hwy	0.41	0.00	0.00	0.00	0.00	0.41	100.0%	0.00	0.00	0.00	0.00	0.41	0.41	0	0	0	10	10	0%
20	119-121 Old Princes Hwy	0.41	0.00	0.00	0.00	0.00	0.41	100.0%	0.00	0.00	0.00	0.00	0.41	0.41	0	0	0	10	10	0%
21	123-125 Princes Old Hwy	0.45	0.00	0.00	0.00	0.00	0.45	100.0%	0.00	0.00	0.00	0.00	0.45	0.45	0	0	0	11	11	0%
SUB-TOTAL		19.67	0.00	0.57	0.30	2.09	16.71	84.9%	1.16	4.60	3.52	1.69	5.74	15.55	31	44	26	144	244	2%
PUBLIC LAND																				
22-R	Glismann Road reserve	1.33	1.33	0.00	0.00	0.00	0.00	0%	0.00	0.00	0.00	0.00	0.00	0.00						
SUB-TOTAL		1.33	1.33	0.00	0.00	0.00	0.00	0%	0.00	0.00	0.00	0.00	0.00	0.00						
TOTALS		21.00	1.33	0.57	0.30	2.09	16.7	79.6%	1.16	4.60	3.52	1.69	5.74	15.55	31	44	26	144	244	2%

