

Pakenham Township Development Contributions Plan



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(Amended December 2023)

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DEVELOPMENT CONTRIBUTIONS PLAN

PAKENHAM TOWNSHIP STRUCTURE PLAN AREA

1. ARRANGEMENTS FOR PROVIDING FACILITIES

1.1 Introduction

The Pakenham Structure Plan relates to the residential area identified within the Pakenham Outline Development Plan, and adjacent land which is to be rezoned to allow residential development. Residential Development shown on the Outline Development Plan area is bounded by the Electricity Transmission lines to the north, Deep Creek to the east, the Future Freeway alignment to the south, and the Toomuc Creek to the west. The area west of the Toomuc Creek and bounded by Cardinia Road, the Princes Highway, and the Gippsland Railway, is to be rezoned to permit residential development and has been included in the Structure Plan proposal.

The Council has decided to fund the future infrastructure needs of the identified area using development contributions and has prepared the following Development Contributions plan to be known as DCP-PAK. The program has been designed to accommodate for infrastructure required as a result of residential development.

Councils current Development Levy account has accumulated funds of approximately \$650,000. This Development Levy Program had identified for funding many of the projects now included within DCP-PAK. The current accumulated funds will therefore be transferred to the new program and will be deducted from the overall calculated contribution. A proportionate deduction will be made from the Development Infrastructure component and the Community Infrastructure component.

1.2 Council Policies Regarding Development Contributions

Council, as a result of a decision of the Administrative Appeals Tribunal has imposed a Development Levy on all new residential subdivision within the Pakenham Outline Development Plan area. Currently the levy is \$1,810 per created residential allotment or \$905 for each unit / lot in an approved flat / body corporate development.

1.3 Details of Development

The proposed DCP-PAK area occupies approximately 1334ha, (1134ha within the existing Outline Development Plan and approx. 200ha west of the Toomuc Creek). Of this area approximately 360ha is developed. This existing developed land predominantly contains residential development with a central commercial precinct along Main Street.

There is approximately 974ha of vacant land identified for residential development, (774ha within the Outline Development Plan and 200ha west of the Toomuc Creek). An assumption has been made that the vacant land will develop at a rate of 10 households per hectare. Therefore for the basis of the DCP-PAK calculations it has been estimated that the vacant land will yield 9740 households.

The occupancy rate is expected to range between 2.88 and 2.66 persons per household between the years 1996 and 2021. The Department of Infrastructure population projections indicate a Municipality growth rate for the period between 1996 to 2009 averaging 230 households per year. It

is estimated that half of these households will be built within the DCP-PAK area, ie: 115 households per year. The Department expects that development will increase dramatically after 2009 to an estimated 1600 homes being built within the DCP-PAK area in the year 2021.

1.4 Details of Existing Infrastructure

Development will take place in the vacant residential areas within the existing Outline Development plan for the Pakenham township, and land previously discussed west of the Toomuc Creek. The Pakenham Township has the following infrastructure at the time of the adoption of this program:

- The Princes Highway running east/west dividing the existing township development north and south.
- Gippsland Railway running east west through the centre of the DCP-PAK area.
- Existing central commercial precinct along Main Street.
- Five (5) existing schools, four (4) kindergartens, and five (5) child care facilities scattered within the existing developed areas.
- Two (2) substantially developed sporting areas.
- Centrally located library.
- Senior Citizens centre on the south side of the Princes Highway.

1.5 Infrastructure Needs of the New Development

The Council has identified the infrastructure items required by future development as being roads and roadworks, reserve improvements, and community facilities, (facilities for children and mothers, the elderly, and sporting facilities). The infrastructure items needed are as follows:

Development Infrastructure:

- distributor roads,
- traffic management works
- streetscape
- local and regional parks
- active open space
- community facilities

The DCP-PAK identifies several distributor roads as detailed in the attached schedule and shown on the attached plan, together with associated intersection and traffic management works. Further items of development infrastructure include improvements to local and regional parks. Land required for distributor road construction, road widenings and land requirements for the construction of community facilities has also been included within the development infrastructure program.

Land for local and regional parks, up to 5% of the total area of vacant land, can be obtained through the provisions of the Subdivisions Act. It is intended to include in Council's proposed Planning Scheme a requirement of an 8% in total to ensure sufficient useable open space areas are provided.

Community Infrastructure

- sporting facilities (excluding land)
- local community centres (excluding land)
- Senior Citizens Centre (excluding land)

Community infrastructure will provide for the construction of sporting facilities, ie; playing fields, tennis and netball courts, bowling greens, etc, on identified active open space areas. Sporting

facilities considered to be required for regional and municipality use have not been included in the DCP-PAK program and Council will need to fund these facilities from other sources.

The Community Infrastructure levy will also provide for the construction of required pre-school, maternal and child health and neighbourhood centres, and an additional Senior Citizens Centre, needed as a result of future development. The area in which the separate facilities is to be provided is shown on an attached plan.

1.6 Nexus Between the Proposed Infrastructure and the New Development

The nexus between the development and the proposed infrastructure is indicated for each individual infrastructure item.

1.7 Cost of Infrastructure to be Provided for the New Development

An overview of the costings for each individual infrastructure item is indicated within the table below. Detailed costings are provided under each category from pages 6 to 18, together with an indication of the timing for the provision of each infrastructure item.

INFRASTRUCTURE COSTS AND FUNDING SOURCES

Item	Total Cost	Amount Paid for by Levies	Amount Paid for by Other Sources	Amount Paid for by Council
Distributor Roads	17,696,250	16,946,250	750,000	
Traffic Management Works	3,222,500	1,997,500	1,225,000	
Streetscape	940,500	940,500		
Local & Regional Parks	1,235,000	1,152,500		82,500
Active Open Space	2,800,000	1,432,500	890,000	477,500
Community Centres	3,366,000	3,166,000	200,000	
Total	29,260,250	25,635,250	3,065,000	560,000

The ceiling, (set by legislation), for the collection of the Community Infrastructure levy is \$450 per dwelling, payable to Council at the time of application for a building permit, (whether applied for with Council or a private Building Surveyor).

A proportional distribution for existing contributions held is to be made for both the Development Infrastructure and Community Infrastructure components and a more detailed analysis of this is made on pages 18 to 20.

1.8 Apportionment of Infrastructure Costs

The apportionment of costs has been made on the basis of the relative demands placed on the required infrastructure item. As a result Council has apportioned the cost of roads and associated works, improvements to local parks, and the provision of community facilities, (other than amounts available from Government funding), as being solely required as a result of development.

It has been assumed that regional park improvements, and the required sporting facilities to be constructed on active open space areas, will be used by a percentage of persons / households from outside the DCP-PAK area. Therefore only the relative percentage has been used in the calculation of the levy for these infrastructure items.

This methodology is consistent with the current development levy program and forms the basis for the held monies from that program to be transferred into the new program.

The relative apportionment of costs is explained in more detail for each individual infrastructure item below.

1.9 Calculation of Development Levies

DCP-PAK DEVELOPMENT CONTRIBUTIONS TOTAL LEVIES PAYABLE

Category	Amount Payable	
	\$ / Lot	\$ / ha
Development Infrastructure	2,237	22,370
Community Infrastructure	395	3,950
Total	2,632	26,320

The ceiling on development contributions for Community Infrastructure is \$450 per household. The calculated contribution is below this ceiling level. It is proposed to use CPI to adjust the DCP-PAK program on an annual basis. With likely annual rises the Community Infrastructure component may in the future exceed the \$450 ceiling level. At this time Council will need to annually budget for the shortfall.

Detailed calculations of the development levies for each individual infrastructure item can be found below. A proportionate deduction from the above calculations for funds held in Council's existing Development Levy Program is also to be made and is detailed on pages 18 to 20.

1.10 Liability of Development Contributions

On the basis of nexus residential development in the identified DCP-PAK area is liable for development contributions for the infrastructure described in the DCP. There are no exemptions, other than the development a Small second dwelling. More detail is given under each individual infrastructure item below.

1.11 Method of Collection of Development Contributions

Payment of the development contributions is in the form of cash for all development and community infrastructure, except where other forms of payment, (such as works in kind), are negotiated with developers. The 'Building Act, 1993' has provisions which require Building Surveyors to ensure that the required Community Infrastructure Levy has been paid to Council prior to the issue of a building permit.

1.12 Financing the Provisions of Infrastructure

It is unlikely that there will be any financing costs associated with the provision of the identified infrastructure for the DCP-PAK area. The two funding sources to be used are development levies and Council funds, (from other sources). However should the need arise to borrow funds to construct an infrastructure item earlier than anticipated, accrued interest from funds previously held will be used to off-set loan interest repayments

1.13 Administration of the Infrastructure Funds

Funds collected through development levies for the provision of infrastructure within the DCP-PAK area will be held in Council's account with the Westpac Banking Corporation. The financial statement which appears in Council's *Annual Report* contains details of income and expenditure items of the DCP-PAK program. The expected cash flow for an upcoming year can be found within Council's budget projections released at the commencement of July each year. Portion of any interest accrued will be used to off-set Council's program administration costs.

2. DETAILS OF INDIVIDUAL FACILITIES TO BE PROVIDED

LOCAL STRUCTURE PLAN AREA

2.1 Distributor Roads

Nature of Facility

Distributor roads will assist traffic movement within the DCP-PAK area. There are several distributor roads planned which are essential to ensure free flow of traffic through and around the Pakenham Township area. Also proposed is the construction of various creek crossings and a railway crossing located on the proposed North/South By-pass Road.

Nexus

The main use of these distributor roads will be by the residents in the DCP-PAK area, with little traffic originating from outside this area. The infrastructure fulfils a clear need arising from the development in that it will provide a timely and accessible way, and thus satisfies the requirements of casual, geographical and temporal nexus. Therefore 100% of the total cost of the distributor roads is attributable to development.

Apportionment of Costs

It is considered that 100% of the costs for distributor road construction and associated land acquisition are attributable to residential development within DCP-PAK. The only variance to this rational is where it is considered by Council that the initial normal upgrade works to Vic Road main roads should be funded from Vic Road applications, (see itemised costing table).

Itemised Costings

The itemised costings for distributor roads is provided in the table on the next page.

Catchment of the Infrastructure Item

Number of lots in development catchment (1) 9,740 lots
Area of development catchment (2) 974ha

Timing

Distributor roads are considered to be development infrastructure. As the rate of development over such a large catchment is hard to estimate in terms of years taken, the timing for the provision of each distributor road has been determined on a priority basis and a percentage of development completed to ensure that the required capital is available to fund the itemised distributor road. It should be noted that lower level roads within developing areas are to be provided by the developer.

Development Contributions to be Levied

Total cost of distributor roads (3) \$16,946,250

Contribution per lot (4) $3 / 1 = \$1,740$

Contribution per ha (5) $3 / 2 = \$17,400$

Sources of Additional Funds

For existing main roads it has been assumed that Vic Roads will contribute to the funding of normal upgrade works, ie: reconstruction of the road pavement with appropriate shoulders and table drains. The funding for additional works required as a result of development, ie: road widening works, kerb & channel, footpaths, etc, has been included within the levy program. Council will need to include within their Vic Roads funding applications, the identified road upgrades at the appropriate time.

ITEMISED COSTINGS - DISTRIBUTOR ROADS

PROJECT <i>Location & Stage</i>	TIMING		CONSTRUCTION			LAND REQUIREMENTS			VIC ROADS FUNDING	SCHEME COST
	Priority	% Develop.	Length m	Unit Cost \$/m	Cost \$	Area ha	Unit Cost \$/ha	Cost \$	\$	\$
Pakenham Road - (East/West Road to SEC Lines)	18	89	1000	300	300,000	1.30	200,000	260,000	300,000	260,000
Pakenham Road - (Highway to East/West Road) - Stage 1	5	10	850	300	255,000	0.26	200,000	52,000	255,000	52,000
Pakenham Road - (Highway to East/West Road) - Stage 2	6	12	850	350	297,500					297,500
Toomuc Valley Road - (Symes Road to SEC Lines)	16	84	900	280	252,000					252,000
McGregor Road - (Railway to Freeway) Stage 1	3	6	950	350	332,500	1.23	200,000	246,000		578,500
McGregor Road - (Railway to Freeway) Stage 2	8	27	950	1,000	950,000					950,000
McGregor Road - Highway to Railway	4	10	750	800	600,000					600,000
Symes Road - (Toomuc Valley Road to Pakenham Road)	17	87	600	750	450,000					450,000
North/South Road - (Highway to Baldhill Road) - Stage 1	13	72	2400	300	720,000	1.60	200,000	320,000		2,240,000
North/South Road - (Highway to Baldhill Road) - Stage 2	20	98	2400	350	840,000					840,000
North/South Road - (Baldhill Road to Freeway) - Stage 1	14	74	650	300	195,000	1.66	200,000	332,000	195,000	332,000
North/South Road - (Baldhill Road to Freeway) - Stage 2	21	100	1200	350	420,000					420,000
North/South Road - (Highway to Army Road) - Stage 1	9	36	2200	300	660,000	1.60	200,000	320,000		980,000
North/South Road - (Highway to Army Road) - Stage 2	19	93	2200	350	770,000					770,000
East/West Road - (Pakenham Road to Ahern Road)	12	59	1350	1,500	2,025,000	2.83	200,000	586,000		2,611,000
East/West Road - (Ahern Road to North/South Road)	10	42	1300	775	1,007,500	1.89	200,000	378,000		1,485,500
Army Road - (Kennedy Road to East/West Road)	11	44	450	775	348,750					348,750
Henry Road Extension - (McGregor Road to Baldhill Road)	7	22	1700	775	1,317,500	3.36	100,000	336,000		1,653,500
Henry Road - (McGregor Road to Toomuc Creek)	15	83	1700	775	1,317,500					1,417,500
The Avenue - (Jacobs Court to Highway)	2	3	250	800	200,000					300,000
Ahern Road - (Thwaites Road to Eagle Drive)	1	1	300	360	108,000					108,000
TOTALS					14,866,250			2,830,000	750,000	16,946,250

2.2 Traffic Management Works

Nature of Facility

Traffic management works are additions to distributor and collector roads which have the function of improving the efficiency of operation of these roads. Such works typically comprise roundabouts and traffic signalling systems.

Nexus

Traffic management works proposed to be funded include the construction of nine (9) roundabouts, and the provision four (4) sets of traffic signals, at identified major intersections along distributor and collector road routes within the DCP-PAK area. The need for the roundabouts and provision of traffic signals has been created by development, and accordingly the cost of these management works will be borne wholly by development. This infrastructure fulfils a clear need arising from development, and will be timely in provision and accessibility, and thus satisfies the requirements of casual, geographical and temporal nexus.

Apportionment of Costs

The costs for which the development is liable are attributable to residential development. It is considered that with the provision of roundabouts 100% of the works, and associated land acquisition, is attributable to development within the DCP-PAK area. Where the required traffic signals are to be provided on either a Vic Roads main road or the Princes Highway, it is considered that development within the DCP-PAK area is only liable for a percentage of the construction costs, ie: 50% or less, (see itemised costings table).

Itemised Costings

The itemised costings for traffic management works are provided in the table on the next page.

Catchment of the Infrastructure Item

Number of lots in development catchment (1)	9,740
Area of development catchment (2)	974ha

Timing

Traffic management works are considered development infrastructure. As with distributor roads, the rate of development within such a large catchment is hard to estimate in terms of years. Therefore the timing for the provision of each traffic management facility has been determined on a priority basis and the percentage of development completed. Again this will ensure that the required capital is available to fund the itemised management works when required.

Development Contributions to be Levied

Total cost of traffic management works (3)	\$1,997,500
Contribution per lot (4) $3 / 1 =$	\$205
Contribution per ha (5) $3 / 2 =$	\$2,050

Sources of Additional Funds

As discussed above, it is expected that funds will be forthcoming from Vic Roads for the installation of traffic signals at four (4) intersections located along the Princes Highway and Pakenham Road, a declared Vic Roads main road. From previous negotiations it has been estimated that Vic Roads will provide funding of 50%, (or better), of the total cost of these facilities. It is assumed that development contributions will meet the balance of the required funds.

ITEMISED COSTINGS - TRAFFIC MANAGEMENT WORKS

PROJECT	ITEM	TIMING		CONSTRUCT	LAND REQUIREMENTS			VIC ROADS FUNDING	SCHEME COST
		Priority	% Develop		Cost \$	Area ha	Unit Cost \$/ha		
Location	Type								
McGregor Road - Henry Road Intersection	Roundabout	2	21	75,000	0.045	200,000	9,000	84,000	
North/South Road - Baldhill Road Intersection	Roundabout	4	29	75,000	0.023	200,000	4,500	79,500	
North/South Road - East/West Road Intersection	Roundabout	6	49	60,000	0.023	200,000	4,500	64,500	
East/West Road - Army Road Intersection	Roundabout	7	53	75,000	0.045	200,000	9,000	84,000	
East/West Road - Ahern Road Intersection	Roundabout	8	57	75,000	0.045	200,000	9,000	84,000	
East/West Road (Between Ahern Road & Pakenham Road)	Roundabout	11	94	150,000	0.045	200,000	9,000	159,000	
East/West Road (Between Army Road & Ahern Road)	Roundabout	12	97	60,000	0.045	200,000	9,000	69,000	
Army Road (Between Princes Highway & Kennedy Road)	Roundabout	3	25	75,000	0.045	200,000	9,000	84,000	
North/South Road - Cameron Way Intersection	Roundabout	13	100	60,000	0.023	200,000	4,500	64,500	
Princes Highway - The Avenue Intersection	Traffic Signals	1	17	650,000				325,000	
Princes Highway - North/South Road Intersection	Traffic Signals	10	86	650,000				325,000	
Princes Highway - Entrance to West Cell Intersection	Traffic Signals	5	45	650,000				325,000	
Pakenham Road - East/West Road Intersection	Traffic Signals	9	70	500,000				250,000	
TOTALS				3,155,000			67,500	1,225,000	
								1,997,500	

2.3 Streetscape

Nature of Facility

This consists of landscaping, tree planting, and roadside works to improve the appearance and enhance the amenity of the collector and distributor roads.

Nexus

The nexus between development and the identified streetscape works is as for the distributor roads, (see previous).

Apportionment of Costs

The costs for which development is liable are attributable to residential development. It is considered that 100% of the total cost of the streetscape works is attributable to development.

Itemised Costings

The itemised costings for the streetscape works is provided in the following table:

PROJECT		TIMING		CONSTRUCTION - (Roadside & Median Landscaping, Tree Planting ,etc.)		
Location	Works	Priority	% Develop.	Length / m or No.	Unit Cost \$ / m	Scheme Cost \$
Pakenham Road - (East/West Road to SEC Lines)	Roadside	12	58	1000	40	40,000
Pakenham Road - (Highway to East/West Road)	Roadside & Median	3	13	850	65	55,250
Toomuc Valley Road - (Symes Road to SEC Lines)	Minimal Roadside	10	51	900	20	18,000
Symes Road - (Toomuc Valley Rd to Pakenham Rd)	Roadside	11	54	600	40	24,000
McGregor Road - (Railway to Freeway)	Roadside & Median	5	26	950	65	61,750
McGregor Road - (Highway to Railway)	Roadside & Median	2	7	750	65	48,750
North/South Road - (Highway to Baldhill Road)	Roadside & Median	14	90	2400	65	156,000
North/South Road - (Baldhill Road to Freeway)	Roadside & Median	15	98	1200	65	78,000
North/South Road - (Highway to Army Road)	Roadside & Median	13	73	2200	65	143,000
East/West Road - (Pakenham Road to Ahern Road)	Roadside	8	42	1350	65	87,750
East/West Road - (Ahern Road to North/South Road)	Roadside	6	32	1300	40	52,000
Army Road - (Kennedy Road to East/West Road)	Minimal Roadside	7	33	450	20	9,000
Henry Road Ext. - (McGregor Road to Baldhill Road)	Roadside	4	20	1700	40	68,000
Henry Road - (McGregor Road to Toomuc Creek)	Roadside	9	49	1700	40	68,000
The Avenue - (Jacobs Court to Highway)	Roadside	1	2	250	40	10,000
All Roundabouts / Signals Identified in Traffic Management Works	R/bout / Signal Treatments	As Funds Permit		13 Number	1615	21,000
TOTALS						940,500

Catchment of Infrastructure Item

Number of lots in development catchment (1) 9,740 lots

Area of Development Catchment (2) 974ha

Timing

Streetscape works belong to development infrastructure. These streetscape works would be expected to be finalised within twelve months of the completion of the construction of the associated distributor road.

Note that streetscape works on lower level roads within areas to be developed are to be provided by the developer.

Development Contributions to be Levied

Total cost of streetscape works (3) \$940,500

Contribution per lot (4) $3 / 1 = \$96$

Contribution per ha (5) $3 / 2 = \$960$

Sources of Additional Funds

No additional funding sources are to be used.

2.4 Parks

Nature of Facility

Open space in the form of local parks and regional parks is intended to enhance the appearance of developed areas and provide recreational opportunities for the residents.

Nexus

Under Section 18 of the Subdivision Act, 1988 up to 5% of the land to be developed may be required by the Council for the purposes of open space. It is proposed to include within the new Cardinia Planning Scheme an increase in the open space percentage to 8%. It is therefore unnecessary for a land component requirement to be included within the DCP-PAK program. The program will only include the improvements needed to make the parks functional for the communities use.

Approximately half of the 8% open space proposed is to be utilised for local & regional parks. The balance will go towards the provision of walkways / bike paths, pedestrian links, the protection of environmental areas along waterways, etc, and includes land added to active open space areas.

As a result of their location and size, the local parks within the DCP-PAK area will be used predominantly by the residents within the immediate vicinity of the area in which the park is located. The regional, or district parks, are intended to provide open space not only for the residents within DCP-PAK, but also for other residents within the municipality. It is estimated that the regional parks will be used approximately equally by the community inside DCP-PAK, and residents from outside this area. This infrastructure is attributable and fulfils a clear need as a result of development. It's provision will be timely and accessible, and thus satisfies the requirements of casual, geographical and temporal nexus.

Apportionment of Costs

The costs to provide local regional park improvements are solely attributable to development within the DCP-PAK area. Improvements to the regional parks should be partly funded from the community outside this area for the reasons outlined above. Therefore Council has decided that development from within DCP-PAK should be responsible for 100% of the development of local parks and 50% of costs to develop the regional parks.

Itemised Costings

The construction and improvement costs, (including fencing, footpaths, landscaping, water supply, and the provision of play equipment), are based on a standard rate per park. No land costs have been included. The itemised costings for the improvement works to local and regional parks is provided in the following table:

PARK TYPE	PARK AREA	IMPROVEMENT COSTS		TOTAL SCHEME COST
Item	ha (approx.)	Quantity	Unit Cost \$ / Park	\$
Local Park	0.5	40	20,000	800,000
Local Park	1.0	9	30,000	270,000
Regional Park	2.5	3	55,000	50% of 165,000 = 82,500
TOTAL				\$1,152,500

Catchment of the Infrastructure Item

Number of lots in development catchment (1) 9,740

Area of development catchment (2) 974ha

Timing

The construction and improvement works associated with parks are usually carried out in the early stages of housing development commencing, and are considered to be development infrastructure.

Development Contributions to be Levied

Total cost of local and regional park improvements (3) \$1,152,500

Contribution per lot (4) $3 / 1 = \$118$

Contribution per ha (5) $3 / 2 = \$1,180$

Sources of Additional Funds

The total cost to provide improvements to local and regional parks is \$1,235,000 of which development from within DCP-PAK is to fund \$1,152,500. This leaves a shortfall of \$82,500 which will be met from other Council funds.

2.5 Active Open Space

Nature of Facility

This comprises of a number of identified District Recreation areas, where it is proposed to provide facilities such as play fields, tennis and netball courts, lawn bowling greens, and outdoor multi-purpose areas. All but one of the Active Open Space areas is existing or will be provided as a result of rezoning negotiations. A land component cost has been included to acquire the one outstanding area. It is also envisaged that portion of the 8% open space requirement, as discussed in 2.4 (Parks), will be utilised to add to the required District Recreation areas.

Nexus

The facilities to be provided in the Active Open Space areas are intended for use by the wider community, rather than exclusively by the residents within the DCP-PAK area. It has been estimated that resident use of major play fields will comprise 50% from within the DCP-PAK area and 50% from outside. It is expected that a greater ratio, (75%), of residents from within the DCP-PAK area will be the main users of the other provided facilities, ie: minor play fields, tennis & netball courts, and lawn bowling facilities.

The DCP-PAK area development is therefore liable for the corresponding proportions of the costs of the identified facilities. As part of this infrastructure is attributable to DCP-PAK development and fulfils a clear need arising from development, and it's provision is timely and accessible, it thus satisfies the requirements of casual, geographical and temporal nexus.

Apportionment of Costs

The costs of Active Open Space infrastructure are attributable to the residential development. The percentages attributable to the residents of the DCP-PAK area are discussed above. 100% of the land cost of the one Active Open Space area to be acquired will be included within the Development Infrastructure levy. The construction of the identified facilities is included within the Community Infrastructure levy.

Itemised Costings

The itemised costings for the provision of Active Open Space facilities is provided in the table on page 15.

Catchment of Infrastructure Item

Number of lots in development catchment (1) 9,740
Area of development catchment (2) 974ha

Timing

The land for the District Recreation Areas is required at an early stage of development. All but one identified area is either existing, or to be provided as part of rezoning negotiations. The one required area to be provided as part of the DCP-PAK program will be set aside in the first stage of development in the relevant area. It thus belongs to Development Infrastructure.

The associated construction works of the identified facilities is to be undertaken when a minimum of 80% percent of residential housing development has been completed in catchment area. The construction works therefore belong to Community Infrastructure.

Development Contributions to be Levied

A. Development Infrastructure Levies:

Total cost to acquire land for Active Open Space (3) \$320,000

Contribution per lot (4) $3 / 1 = \$33$

Contribution per ha (5) $3 / 2 = \$330$

B. Community Infrastructure Levies:

Total cost to provide major play fields, less 50% of \$320,000
other source funding (6) = \$160,000

Total cost to provide minor play fields, tennis & 75% of \$1,270,000
netball courts, lawn bowling greens, and multi - = \$952,500
purpose areas, less other source funding (7)

Total cost (8) $6 + 7 = \$1,112,500$

Contribution per lot (9) $8 / 1 = \$115$

Contribution per ha (10) $8 / 2 = \$1150$

Sources of Additional Funds

The total cost of providing District Recreation Areas amounts to \$2,800,000, (made up of \$320,000 for Development Infrastructure, and \$2,480,000 for Community Infrastructure), of which development is to pay \$1,432,500, (\$320,000 in levies from Development Infrastructure, and \$1,112,500 in levies from Community Infrastructure). There is thus a shortfall of \$1,367,500. This is to be funded by half cost contributions from local management committees, with the balance development program percentage being funded from other Council sources. Portion of this balance amount could be collected by inclusion in other DCP Plans of the percentage of funding identified as belonging to the wider community.

ITEMISED COSTINGS - ACTIVE OPEN SPACE

PROJECT	CONSTRUCTION						LAND REQUIREMENTS			PRIOR No.	PER. TO DEVEL. %	SCHEME TOTAL \$
	location	Item	Quant No.	Unit Cost \$	Subcost \$	Other Funding \$	Cost \$	Area ha	Unit Cost \$/ha			
Army Road (Boral Quarry)	Land						10.0			6	Nil - By Agreement	
	Tennis Court	4	30,000	120,000	60,000	60,000					75	45,000
	Lawn Bowling	1	100,000	100,000	50,000	50,000					75	37,500
Army / Kennedy Road (Sandown Lodge)	Land						5.0	64,000	320,000	5	100	320,000
	Major Play Field	1	80,000	80,000		80,000					50	40,000
	Netball Court	6	30,000	180,000	90,000	90,000					75	67,500
Henry / McGregor Roads	Land						7.95			4	Nil- Rezoning	
	Major Play Field	1	80,000	80,000		80,000					50	40,000
	Minor Play Field	1	40,000	40,000		40,000					75	30,000
	Tennis Court	6	30,000	180,000	90,000	90,000					75	67,500
	Netball Court	6	30,000	180,000	90,000	90,000					75	67,500
	Lawn Bowling	2	100,000	200,000	100,000	100,000					75	75,000
	Multi-Use Area	1	85,000	85,000		85,000					75	63,750
Ahern Road (D Jackson Reserve)	Land						2.4			2	Existing	
	Minor Oval	1	30,000	30,000		30,000					75	22,500
Cameron Way (Deep Creek)	Land						30.0			3	Existing	
	Major Play Field	2	80,000	160,000		160,000					50	80,000
	Minor Play Field	1	40,000	40,000		40,000					75	30,000
	Tennis Court	8	30,000	240,000	120,000	120,000					75	90,000
	Netball Court	6	30,000	180,000	90,000	90,000					75	67,500
	Lawn Bowling	1	100,000	100,000	50,000	50,000					75	37,500
	Multi- Use Area	1	85,000	85,000		85,000					75	63,750
Pakenham Major Reserve (Princes Highway)	Land						20.0			1	Existing	
	Tennis Court	6	30,000	180,000	90,000	90,000					75	67,500
	Netball Court	4	30,000	120,000	60,000	60,000					75	45,000
	Multi-Use Area	1	100,000	100,000		100,000					75	75,000
TOTALS					890,000	1,590,000			320,000			1,432,500

2.6 Community Activity Centres

Nature of Facility

Community activity centres comprise of facilities to service child care, pre-school, maternal and child health, community development programs, and the aged. It is recognised that there is a need to provide these facilities as the DCP-PAK area develops and the existing facilities in the Pakenham township become over extended.

Nexus

Based on a knowledge of the catchments of the facilities and the population and location of existing facilities, the proposed facilities will generally be utilised by the residents within the DCP-PAK area. Only a very small percentage of residents from the wider community are expected to use the provided facilities. Therefore it is considered that development from within the DCP-PAK area is attributable for 100% of the required Community Activity Centres. This infrastructure fulfils a clear need arising from development, in that its provision will be timely and the infrastructure readily accessible, and thus satisfies the requirements of casual, geographical and temporal nexus.

Apportionment of Costs

As discussed above, 100% of the cost of the identified facilities is attributable to development within the DCP-PAK area. The acquisition costs for the land on which the facilities will be built will be included within the Development Infrastructure levy. The construction costs of each facility is included within the Community Infrastructure levy.

Itemised Costings

The itemised costings to provide the Community Activity Centres is provided in the following table:

PROJECT			CONSTRUCTION			LAND REQUIREMENTS			SCHEME COST
Item	Location	Qty	Unit Cost \$	Cost \$	Other Funding	Unit Cost \$ / ha	Unit ha	Cost \$	\$
Pre- School	Ahern Rd	1	240,000	240,000		200,000	0.15	30,000	270,000
Pre-School & Maternal Child Health	Toomuc Valley Rd	3	320,000	960,000		200,000	0.25	150,000	1,110,000
	Kennedy Rd								
	Henry Rd Ext.								
Pre-School, M&C.Health & Neighbour. Centre	West Cell	3	440,000	1,320,000		200,000	0.36	216,000	1,536,000
	Eastern Loop Rd								
	McGregor Rd								
Senior Citizens	Nth Side of Hwy	1	400,000	400,000	200,000	200,000	0.25	50,000	250,000
TOTALS				2,920,000	200,000			446,000	3,166,000

Catchment of Infrastructure Item

Number of lots in development catchment (1) 9,740

Area of development catchment (2) 974ha

Timing

The land for Community Activity Centres, because it must be set aside at the initial stage of development, is classified as Development Infrastructure. The Community Activity Centre buildings and associated works would be carried out as the community grows to levels which justify the provision of the identified facility. It is expected that demand for the Pre-school and Maternal & Child Health Centres will evolve when 50% of housing is completed within catchment areas. The Senior Citizens Centre will be constructed when 50% of the housing development is completed on the north side of the Princes Highway.

Development Contributions to be Levied

A. Development Infrastructure Levy

Total cost to acquire land for Community Activity Centres (3) \$446,000

Contribution per lot (4) $3 / 1 = \$45$

Contribution per ha (5) $3 / 2 = \$450$

B. Community Infrastructure Levy

Total cost to construct Community Activity Centres, \$2,720,000
less other source funding (6)

Contribution per lot (7) $6 / 1 = \$280$

Contribution per ha (8) $6 / 2 = \$2,800$

Sources of Additional Funding

The total cost of providing Community Activity Centres amounts to \$3,366,000, (made up of \$446,000 for Development Infrastructure, and \$2,920,000 for Community Infrastructure), of which development is to pay for \$3,166,000, (\$446,000 in levies from Development Infrastructure, and \$2,720,000 in levies from Community Infrastructure). There is no Government assistance for the provision of these facilities except in the elderly citizens field, which has been identified in the above table.

2.7 Summary of Development Contributions Payable

Itemised Costs for Each Infrastructure Item

Itemised costs as calculated above for the various items of infrastructure are listed in the following table:

ITEM	INFRASTRUCTURE CATEGORY	AMOUNT PAYABLE (Residential)	
		\$ / Lot	\$ / ha
Distributor Roads	Development	1,740	17,400
Traffic Management Works	Development	205	2,050
Streetscape	Development	96	960
Parks	Development	118	1,180
Active Open Space	Development	33	330
	Community	115	1,150
Community Activity Centres	Development	45	450
	Community	280	2,800
TOTALS	Development	2,237	22,370
	Community	395	3,950

Note that the total development contributions for Community Infrastructure identified comes to \$395 per lot, which is less than the ceiling level of \$450 per dwelling.

Anticipated cash flows for the provision of the identified infrastructure items within the DCP-PAK area have been established on the basis of the percentage of development completed to have available the necessary funds to acquire or construct the identified infrastructure items. This method has been used because of the difficulty in assessing the rate of development over the whole of the DCP-PAK area. Department of Infrastructure growth rate projections are provided on page 1, (1.3), but are indicative only.

Contributions for Community Infrastructure are payable prior to the issuing of a building permit. It is envisaged that there will be a delay between finalisation of road construction works in a particular catchment, and the completion of the building of homes. This delay may vary between six months and two years. As a result, the timing for the provision of Community Infrastructure has been determined on the percentage of housing completed.

Provision of some of the development contributions may be satisfied by works in kind. This would be the subject of negotiation between Council and the developer working within a specific area.

The DCP-PAK program will be reviewed on an annual basis on 1st July. At this time all infrastructure item priorities will be reassessed, and if necessary adjusted to reflect the most current patten of development.

Funds Held in Existing Council Pakenham ODP Development Levy Program

Councils' existing Pakenham Township Development Levy Program, for residential development , includes all but a small number of the infrastructure items now included in the DCP-PAK program. It is proposed as of 1st July, 1997 that all held funds will be transferred from the existing program into DCP-PAK.

The funds held by Council in it's existing program as of 1st July, 1997 total approximately \$650,000. It is proposed to proportionally distribute the funds between the Development Infrastructure and Community Infrastructure components. ie:

Totals levies in DCP-PAK program \$25,635,250
 Development Infrastructure Levy component \$21,802,750 / 85% of Total
 Community Infrastructure Levy component \$3,832,500 / 15% of Total

The following table reflects the reduction to each component with the insertion of the existing funds held:

LEVY COMPONENT	DCP-PAK CALCUALTED TOTAL LEVY \$	DCP-PAK CALCULATED LEVY / LOT \$ (9740 LOTS)	MONIES HELD IN OLD PROGRAM \$	FROM OLD PROGRAM \$ / LOT (9740 LOTS)	NEW TOTAL (NEW LESS OLD) \$ / LOT (9740 LOTS)
Development Infrastructure	21,802,750	2,237	(85%) = 552,500	57	2,180
Community Infrastructure	3,832,500	395	(15%) = 97,500	10	385
TOTALS	26,635,250	2,632	650,000	67	2,565

All tables prior to this section have **NOT** reflected the necessary reductions due to the injection of the held funds from Council's existing Development Levy Program. The tables beyond this point reflect the distribution and injection of the held funds.

Interest

Interest accrued from existing and future funds held will be used to:

- Offset Council's administration costs of the DCP-PAK program.
- Repay interest for any loan required to fund identified projects prematurely required as a result of an accelerated growth rate.
- Contribute towards the shortfall in funds once the Community Infrastructure Levy exceeds the ceiling level of \$450 per lot.

The interest and its expenditure will be separately identified in Council's annual Financial Statement.

3. SUMMARY TO APPEAR IN PLANNING SCHEME

The development covered by the DCP-PAK plan is all of the residential zoned land covered by the Pakenham Township Outline Development Plan, together with 200ha of land west of Toomuc Creek and bounded by the Princes Highway, Cardinia Road, and the Gippsland Railway, and as shown on the map to Clause 7A-3.1 of the Pakenham Planning Scheme.

Details of the cost of the infrastructure facilities and the development contributions to be levied on residential development within the DCP-PAK area are shown in the tables below.

SUMMARY OF COSTS OF FACILITIES TO BE PROVIDED IN THE DCP-PAK AREA DEVELOPMENT PLAN				
Facility	Total Cost \$	Provision (No. of Lots Req. to Provide Items)	Cost Contribution to Development \$	Proportion of Cost Attributable to Development \$
Distributor Roads	17,696,250	6439	16,516,790	93%
Traffic Management Works	3,222,500	759	1,946,890	60%
Streetscape	940,500	357	916,685	97%
Parks	1,235,000	438	1,123,275	90%
Active Open Space	2,800,000	544	1,396,080	50%
Community Activity Centres	3,366,000	1203	3,085,530	92%
TOTALS	29,260,250	9740	24,985,250	85%

SUMMARY OF CONTRIBUTIONS PAYABLE IN THE DCP-PAK AREA DEVELOPMENT			
Facility	Levies Payable by the Development		
	Development Infrastructure \$/ lot	Community Infrastructure \$/ lot	All Infrastructure \$/ lot
Distributor Roads	1,695		1,695
Traffic Management Works	200		200
Streetscape	93		93
Parks	115		115
Active Open Space	32	112	144
Community Activity Centres	45	273	318
TOTALS	2,180	385	2,565

Levies for development are payable as follows:

A contribution for Development Infrastructure in accordance with the above table must be paid to Council prior to the issue of a Statement of Compliance under the Subdivisions Act, 1988.

A contribution for Community Infrastructure in accordance with the above table must be paid to Council prior to the issue of a Building Permit in accordance with Section 24(4) of the Building Act, 1993, other than in relation to the development of a Small second dwelling.

In accordance with Council policy one half of the Infrastructure Levy and the total amount of the Community Levy must be paid to Council for each lot / unit in an approved flat / body corporate development. The timing for payment of the two components will be the same as detailed above

4. ASSUMPTIONS

Inflation Rates

It is proposed to use the CPI (All Groups) inflation rate for the period from 1st July to 30th June the following year to adjust the DCP-PAK levy by the actual CPI (All Groups) increase / decrease for the next period.

The following table shows the actual yearly levy increase /decrease using the CPI increase / decrease recorded at the 1st July each year.

YEAR <i>(Updated 1st July)</i>	CPI INFLATION FACTOR <i>(Factor with Actual % Increase / decrease)</i>	INFRASTRUCTURE LEVY <i>(Levy Increase / Decrease)</i> \$	COMMUNITY LEVY <i>(Levy Increase / Decrease)</i> \$
1997	1.0	2,180	385
1998	0.3	2,186	386
1999	1.0	2,208	389
2000	3.4	2,283	402
2001	5.9	2,418	426
2002	2.9	2,488	438
2003	3.3	2,570	450
2004	2.0	2,622	450
2005	2.5	2,688	480
2006	4.0	2,796	485
2007	2.1	2,855	485
2008	4.5	2,983	504
2009	1.5	3,027	534
2010	3.1	3,121	555
2011	3.6	3,233	575
2012	1.2	3,272	582
2013			
2014			
2015			
2016			
2017			
2018			
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2020			
2021			
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2026			
2027			
2028			
2029			
2030			

The Community Levy is expected to eventually reach the ceiling level of \$450 per lot. Variation to the Community Infrastructure Levy (CIL) payable under this Development Contributions Plan (DCP) If the maximum amount of the CIL which may be collected under an approved DCP is varied under section 46L of the Planning and Environment Act 1987, the collecting agency may adjust the amount of the CIL payable under this DCP in accordance with section 46L of the Planning and Environment Act 1987. The collecting agency must publish the adjusted amount of the CIL payable under this DCP on its website.

