



# Mooroopna West Growth Corridor Development Contribution Plan

Adopted at the July 7 2009 Ordinary Council Meeting

*Amended following approval of Amendment C160 and Amendment C167 to the Greater Shepparton Planning Scheme in August 2012 and July 2013, respectively*

City of Greater Shepparton

Revised in July 2013

30023204/60010332

Prepared for

**City of Greater Shepparton**

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## Quality Information

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### Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
A	28/4/08	Final Report	Greg Harrison – Group Manager Environmental Management & Planning	
B	30/01/2009	Final Report including Panel Preliminary Directions	Andrew McCulloch Associate Director – Environmental Management & Planning	
C	07/07/2009	Adopted at the July 7 2009 Ordinary Council Meeting	Andrew McCulloch Associate Director - Environmental Management & Planning	
D	31/07/2012	Revised following approval of Amendment C160 to the Greater Shepparton Planning Scheme	Colin Kalms Manager Planning	
E	29/07/2013	Revised following approval of Amendment C167 to the Greater Shepparton Planning Scheme	Colin Kalms Manager Planning	

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## 1.0 Introduction

### 1.1 Plan Name and Application

This Development Contributions Plan is referred to as the **Mooroopna West Growth Corridor Development Contributions Plan – 2009** ('Mooroopna West DCP'). The plan is a full cost apportionment plan, which has been prepared on behalf of the City of Greater Shepparton ('Council') in accordance with Section 46J of the *Planning and Environment Act 1987* ('Act').

This plan applies to all land contained within the Mooroopna West Growth Corridor identified within Figure 1. The plan should be read in conjunction with the **Mooroopna West Structure Plan, 2009**, ('Structure Plan) prepared by Maunsell Australia Pty Ltd. Attached and marked **Appendix A** is a Glossary of Terms applicable to the Mooroopna West DCP.

The infrastructure projects that have been included within the Mooroopna West DCP have been identified by Council as essential to the health, safety and wellbeing of the future local community. In the preparation of any DCP, the key issue to reconcile is the concept of "nexus". A use, subdivision or development is deemed to have nexus (or a connection) with a community or physical infrastructure item if the occupants of, or visitors to, the development will make use of the infrastructure item. This connection is demonstrated by the likelihood that new development within the Mooroopna West Growth Corridor will actively use the identified physical and community infrastructure items. Infrastructure costs have been equitably apportioned on a precinct by precinct basis to reflect the anticipated share of usage and to reflect the future development sequencing identified within the Structure Plan.

The Mooroopna West DCP excludes physical infrastructure, which may be legally required pursuant to a planning permit and provided as part of a land subdivision. This includes internal roads, certain external roads, footpaths, local drainage systems as well as the provision of reticulated gas, power, sewerage and water services. Recurrent costs such as infrastructure maintenance and operating costs associated with the administration of the Mooroopna West DCP are not included in the calculation of the development contributions levies.

#### **Please Note**

This Mooroopna West Growth Corridor Development Contribution Plan supersedes the Development Contribution Plan adopted by the Council on 07 July 2009.

As a result of the approval of Amendment C-160 to the Greater Shepparton Planning Scheme, the following changes have been incorporated into this Plan:

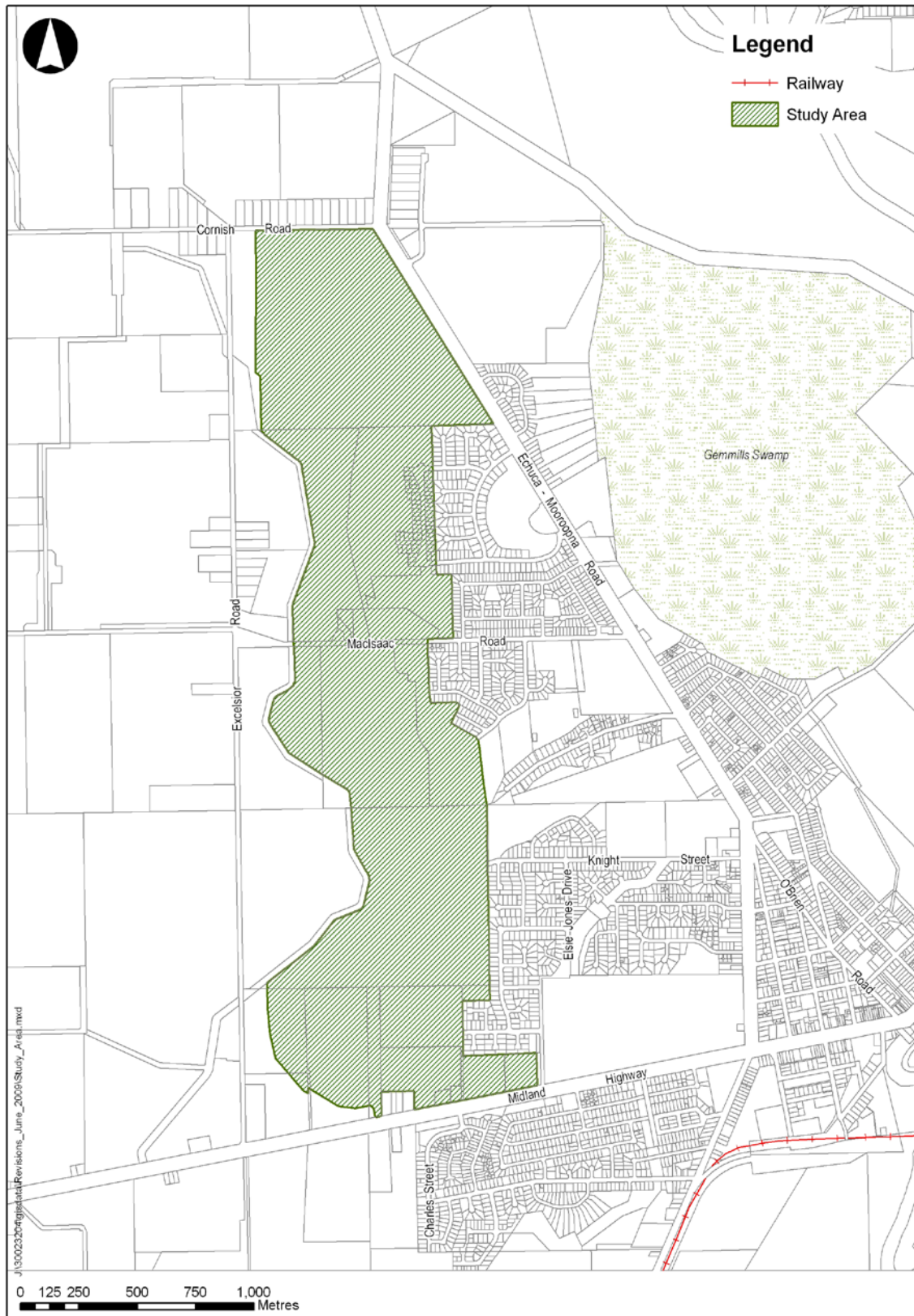
1. reducing the extent of PAO10 (reducing the 2009 public acquisition costs by c.\$75,000 at 2009 prices). This affects all of the Precincts;
2. the inclusion of former UFZ lands to the north of MacIsaac Road into the R1Z and subsequently into Precincts B (4,061sqm) and C (7,369sqm); and
3. the removal of the costs associated with the previously required North-South Road culvert to serve these former UFZ lands.

The net effect of these changes is to reduce the development contributions accruing to all precincts. Not all figures in this plan have been revised to show these mapping changes.

As a result of the approval of Amendment C-167 to the Greater Shepparton Planning Scheme, the following change has been incorporated into this Plan:

1. reducing the extent of PAO15 by 25.6% (reducing the 2009 public acquisition costs by c.\$240,000 and reducing the 2009 earthworks costs by c.\$19,200) affecting Precinct A only. The net effect of the change is to reduce the development contributions accruing to Precinct A.

Figure 1: Mooroopna West Growth Corridor – Study Area



## 1.2 Purpose

The purposes of the Mooroopna West DCP are to, inter alia:

- Enable the levying of development contributions for required infrastructure in accordance with the requirements of the Act;
- Outline the formula for calculating infrastructure contribution levies including an overview of catchment based cost apportionment;
- Detail Council's accounting and payment system for the receipt and processing of development infrastructure contributions; and
- Provide specific details on Council's management of the DCP, including indexation, expected timing of infrastructure provision and requirements for plan monitoring and review.

## 1.3 Objectives

The general objectives of the Mooroopna West DCP are to, inter alia:

- Identify the type and extent of new infrastructure within the Mooroopna West Growth Corridor as defined by the Structure Plan;
- Ensure the cost effective provision of new infrastructure to service the Structure Plan area;
- Ensure the cost effective provision of regional and district community facilities which will service the future residents of the Structure Plan area;
- Provide the development industry and the local community with advice as to the amount of contributions required;
- Ensure that the existing community is not burdened as a result of the provision of new physical and community infrastructure within the Structure Plan area; and
- Provide a rigorous, robust and transparent framework for the assessment, collection and expenditure of development contributions, on an equitable basis throughout the Structure Plan area.

## 1.4 Implementation

Upon notice of approval being published in the Government Gazette, the Mooroopna West DCP will form part of the Greater Shepparton Planning Scheme. The following planning scheme provisions will be applied to give statutory effect to the requirements of the Mooroopna West DCP:

- Apply a Development Contributions Plan Overlay ('DCPO') over the Mooroopna West Growth Corridor, (Clause 45.06);
- Introduce a schedule to the DCPO detailing the required development contributions; and
- Include the DCP within the schedule to Clause 81, as an Incorporated Document.

## 2.0 Development Contributions Legislative Overview

### 2.1 Statutory Development

The overarching legislation influencing the preparation of development contribution plans in Victoria is the Act. More particularly, Section 46M(1) of the Act provides the legislative power to prepare a DCP to levy new development for contributions to planned infrastructure items. In accordance with Section 46J of the Act, a DCP can provide for either, or both, of the following in relation to the development of land in the area to which the plan applies:

- a) the imposition of a development infrastructure levy; and
- b) the imposition of a community infrastructure levy.

In the context of the Mooroopna West DCP, it is relevant to note that the contents of a DCP must contain the following pursuant to Section 46K of the Act:

- a) Specify the area to which it applies;
- b) Set out the works, services and facilities to be funded through the plan, including the staging of the provision of those works, services or facilities;
- c) Relate the need for the works, services and facilities to the proposed development of land in the area;
- d) Specify the estimated costs of each of the works, services and facilities;
- e) Specify the proportion of the total estimated cost of the works services and facilities which is to be funded by a development infrastructure levy or community infrastructure levy or both;
- f) Specify the land in the area and the types of development in respect of which a levy is payable and the method for determining the amount of levy payable in respect of any development of land; and
- g) Provide for the procedures for the collection of a development infrastructure levy in respect of any development for which a permit under this Act is not required.

A development contributions plan may:

- a) Exempt certain land or certain types of development from payment of a development infrastructure levy or community infrastructure levy or both; and
- b) Provide for different rates or amounts of levy to be payable in respect of different types of development of land or different parts of the area.



## 3.0 Planning Policy

As a full cost apportionment plan, the Mooroopna West DCP must be underpinned by a robust strategic justification against both State and local planning policy frameworks. Extensive strategic planning work for the Mooroopna West Growth Corridor has occurred in conjunction with the development of the Mooroopna West DCP. The Structure Plan identifies the expected pattern of land use, development, transportation as well as physical and community infrastructure throughout the growth corridor. State and local planning policy considerations relevant to the preparation and implementation of the Mooroopna West DCP have been identified as follows.

### 3.1 State Planning Policy Considerations

#### 3.1.1 Clause 18-12 – Developer Contributions to Infrastructure

Clause 18-12 of the Greater Shepparton Planning Scheme details the state-wide planning policy for the application of development contributions for infrastructure provision. The objective of the policy is to provide for partial funding of physical and community infrastructure by use of development contributions. The general implementation requirements for developer contributions are:

- *Development Contributions Plans, prepared and approved under the Planning and Environment Act 1987, should be used to manage contributions towards infrastructure;*
- *Development contributions may be collected on the basis of an approved Development Contributions Plan; and*
- *When preparing Development Contributions Plans planning authorities should have regard to the Development Contributions Guidelines (Department of Sustainability and Environment, June 2003).*



### 3.2 Local Planning Policy Considerations

Council's Local Planning Policy Framework ('LPPF') details objectives in relation to infrastructure provision and the use of DCPs within the designated growth corridors. Clause 21.08 specifically addresses infrastructure. The objectives related to funding the development of infrastructure include:

- *Ensure the costs of development are equitably distributed by applying development contributions;*
- *Ensure development contributions for new developments address transport infrastructure needs;*
- *Ensure that Development Contributions Plans are prepared for all growth areas or that a 'predevelopment' agreement for the provision of infrastructure and community services is in place.*

To achieve the above objectives Clause 21.08 identifies the following mechanisms:

- *Apply Development Plan Overlays for areas of new growth to guide road design and access and to guide preparation of Stormwater Management Plan;*
- *Apply the Development Contributions Plan Overlay to new growth areas to ensure infrastructure is adequately funded in a timely manner;*
- *Apply the schedule to Clause 52.01 on the Greater Shepparton Planning Scheme; and*
- *Apply the Developer Contributions outlined in the Greater Shepparton Bicycle Strategy.*

Clause 21.05 of the Greater Shepparton Planning Scheme details Council's specific objectives for community development. This Clause identifies as a key objective the need to ensure that the cost of development is equitably distributed by providing development contributions.

The MSS identifies the following strategies to achieve this objective:

- *Prepare Development Contributions Plans for community infrastructure in growth corridors.*
- *Link the provision of facilities with the release of new subdivisions, through the approval of Development Plans and a Development Contributions Plan.*
- *Ensure the rezoning and/or development of land is linked to the approval of a legal agreement, such as a pre-development agreement, for the funding of necessary physical infrastructure and community services as identified in Development Plans.*
- *Apply Development Plan Overlays for areas of new growth to guide road design and access and to guide preparation of Stormwater Management Plan.*
- *Apply the Development Contributions Plan Overlay to new growth areas to ensure infrastructure is adequately funded in a timely manner.*
- *Apply the Public Park and Recreation Zone to open space and recreation areas.*
- *Apply the schedule to Clause 52.01 on the Greater Shepparton Planning Scheme.*

## 4.0 Precincts and Land Budget

### 4.1 Mooroopna West Precincts

A key starting point in the overall planning for future land use and development within the Mooroopna West Growth Corridor is the identification of developable and non-developable land. The following section defines what developable and non-developable land is and outlines the overall land budget on a precinct by precinct basis.

#### 4.1.1 Developable Land

In setting a sustainable future development landscape, land suitable for residential and commercial development has been identified within a set of “precincts”. These precincts, which are denoted in Figure 2, are essentially contiguous land units that reflect prevailing topographical and flooding conditions. The precincts are not based on existing land ownership or tenure arrangements. The amount of developable land that can be yielded from individual land parcels within each precinct will be determined from the Structure Plan.

#### 4.1.2 Proposed Estate (PE)

A portion of the land adjacent to Precinct C in the Mooroopna West Growth Corridor has been defined as Proposed Estate (PE). This area includes existing residential allotments and a proposed retirement village, which currently have planning permits. These permits have Section 173 agreements attached which specify a sum of money that is to be collected and put towards infrastructure for the DCP.

#### 4.1.3 Caravan Park

The Caravan Park in the south-east corner of the Mooroopna West Growth Corridor Study Area has been included in the Structure Plan, but excluded from the Development Contributions Plan.

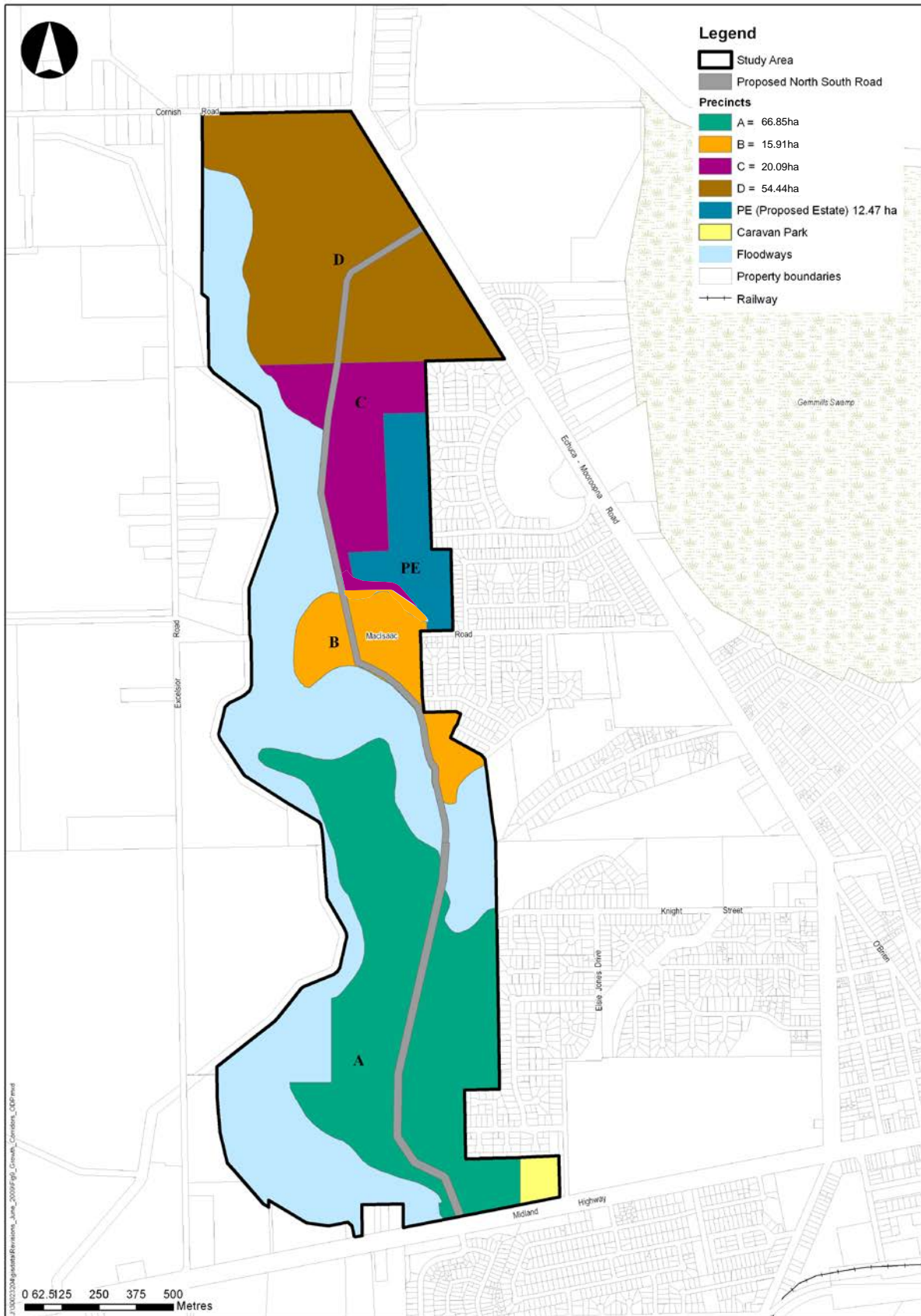
### 4.2 Land Budget

To achieve housing densities that will support compact and walkable neighbourhoods and the efficient provision of public transport services throughout the growth corridor, a mix of conventional lots (average of 650 square metres) and medium density lots (average 350 square metres) are proposed together with a local commercial hub. This diversity in urban form will help create a liveable and sustainable community in Mooroopna West. A differential split between conventional and medium density lots has been applied to the forward land consumption projections for each precinct. Refer to Table 1. Applying an annual uptake of 60 lots per annum and extrapolating the current average household size (2.46 persons per household) within the township of Mooroopna, a population of 3,968 persons can be expected to reside within the Structure Plan area when fully developed. The overall rate of land consumption is summarised within Table 2.

**Table 1: Mooroopna West Growth Summary**

Characteristic	Value
Total Conventional Residential Lots (Ave 650 square metres)	1448
Total Medium Density Residential Lots (Ave 350 square metres)	166
Total Dwelling Yield	1613
Annual Dwelling Commencement (Ave)	60 dwellings
Total Land Consumption Timeframe	27 years
Total Population (Based on Ave. 2.46 persons per household)	3,968 persons

Figure 2: Mooroopna West Precincts



Precinct A	Land Use	Size of Lot m2	Proportion of Developable Area	Total Developable Area (ha)	No. of Dwellings
	Conventional Residential	650	93%	37.18	572
	Medium Density Residential	350	7%	2.80	80
	School	35,000		3.50	
	Commercial	33,200		3.32	
		Total	100%	46.80	652
Precinct B	Land Use	Size of Lot m2	Proportion of Developable Area	Total Developable Area (ha)	No. of Dwellings
	Conventional Residential	650	95%	7.73	119
	Medium Density Residential	350	5%	0.41	12
	Private School	30,000		3.00	
		Total	100%	11.14	131
Precinct C	Land Use	Size of Lot m2	Proportion of Developable Area	Total Developable Area (ha)	No. of Dwellings
	Conventional Residential	650	95%	12.98	200
	Medium Density Residential	350	5%	0.68	20
	Commercial	2700		0.27	
		Total	100%	13.93	219
Precinct D	Land Use	Size of Lot m2	Proportion of Developable Area	Total Developable Area (ha)	No. of Dwellings
	Conventional Residential	650	95%	36.20	557
	Medium Density Residential	350	5%	1.91	54
		Total	100%	38.11	611
			<b>Grand Total Conventional Residential</b>	94.09	1448
			<b>Grand Total Medium Density Residential</b>	5.79	166
			<b>Grand Total</b>	109.97	1613

**Table 2: Mooroopna West Growth Corridor Land Budget**

## 5.0 Plan Methodology

The preparation of a full cost apportionment DCP is a complex and iterative process. Based on user pays principles, a full cost apportionment DCP must achieve a high level of accountability, transparency and useability. The methodology employed to calculate the common demand units and required development contribution levies for the Mooroopna West Growth Corridor has been based on the *Development Contributions Guidelines* (June 2003) prepared by the Department of Sustainability and Environment. A brief summary of the approach used to determine the development infrastructure levies for the Mooroopna West Growth Corridor DCP is detailed below.

**Table 3: Approach to develop the Mooroopna West Growth Corridor DCP**

Tasks	Description															
1	Documentation of the strategic planning context, dividing the growth corridor into precincts and quantifying the level of development (i.e land budgets) for each precinct. Refer to the Structure Plan.															
2	Identification of physical and community infrastructure projects and their catchments based on the growth strategy articulated within the Structure Plan. Some projects are precinct specific whereas other projects will provide direct benefits to all precincts within the growth corridor.															
3	Standardisation of the type of development for each area into a common demand unit. The common demand unit has been adopted to calculate infrastructure levies. <table border="1" data-bbox="478 1070 1407 1310"> <thead> <tr> <th>Land Use</th> <th colspan="2">Demand Units</th> </tr> </thead> <tbody> <tr> <td>Conventional Residential</td> <td>650</td> <td>m<sup>2</sup> site area = 1 demand unit</td> </tr> <tr> <td>Medium Density Residential</td> <td>350</td> <td>m<sup>2</sup> site area = 1 demand unit</td> </tr> <tr> <td>Commercial</td> <td>300</td> <td>m<sup>2</sup> site area = 1 demand unit</td> </tr> <tr> <td>Primary School</td> <td>540</td> <td>m<sup>2</sup> site area = 1 demand unit</td> </tr> </tbody> </table>	Land Use	Demand Units		Conventional Residential	650	m <sup>2</sup> site area = 1 demand unit	Medium Density Residential	350	m <sup>2</sup> site area = 1 demand unit	Commercial	300	m <sup>2</sup> site area = 1 demand unit	Primary School	540	m <sup>2</sup> site area = 1 demand unit
Land Use	Demand Units															
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Commercial	300	m <sup>2</sup> site area = 1 demand unit														
Primary School	540	m <sup>2</sup> site area = 1 demand unit														
4	Calculation of the infrastructure levy payable for each project. For each precinct and each infrastructure item, the cost of the infrastructure item is divided by the common demand unit.															
5	Calculation of the total development contributions levies for each precinct in total and on a per hectare basis.															
6	Preparation of the schedules to form part of an amendment to the Greater Shepparton Planning Scheme.															

The Mooroopna West Growth Corridor is one of Council's designated growth corridors. The planning for physical and community infrastructure is by necessity, long term. It must also be equitable to ensure that one section of the community does not pay above and beyond their fair share relative to other benefitting areas. A range of infrastructure and community services are required to support and sustain future residential growth within the Mooroopna West area. This plan has been developed based on the costs required to upgrade infrastructure from what may be termed standard in subdivision infrastructure to trunk infrastructure to service the entire Mooroopna West Growth Corridor.

## 6.0 Administration of the Mooroopna West DCP

### 6.1 Plan Administration

The Mooroopna West DCP will be administered by the Council. The administration and management of the Mooroopna DCP will be undertaken in accordance with the requirements of the Act and the *Local Government Act 1989*. Development contributions will be held by the Council until required for the provision of the infrastructure item. The Council will provide regular monitoring, reporting and review of the monies received and expended in accordance with the Mooroopna West DCP.

### 6.2 Funding Approach

The Council has prepared an overall funding procedure in relation to physical and community infrastructure provision. The procedure provides a comprehensive, structured and practical set of administrative requirements to assist Developers with development contributions in the Structure Plan area. The stated aims of the document are to:

- Provide a comprehensive, practical and authoritative guide through the entire development approval process from inception to completion, for the Council, Council staff, developers, consultants and contractors;
- Provide a clear and accountable process for the provision of public works;
- Define the developer's and consultant's role in the provision of public works; and
- Provide a clear process for the payment of development contributions and Council contributions for public works.



The above forms the basis of the approach to this DCP. The administration of the plan follows the general principles contained within this procedure. It is important to note that the procedure referred to above may be formally amended at Council's discretion, therefore the Council should be consulted to obtain the latest version.

### 6.3 Payment of Contributions

Pursuant to this development contribution plan, contributions as specified at 9.0 *Summary of Contributions* of this development contribution plan must be paid (pro rata as applicable) to the Greater Shepparton City Council in its capacity as the collection agency under Part 3B of the *Planning and Environment Act* as follows:

- Subdivision of land - prior to the issue of a statement of compliance under the *Subdivision Act 1988* for all land that may be developed for residential and accommodation purposes, excluding any balance lots that are intended to be further subdivided;
- Subdivision of land - prior to the issue of a statement of compliance under the *Subdivision Act 1988* for all land that may be developed for commercial (non accommodation) purposes, excluding any balance lots that are intended to be further subdivided;
- Development of land - prior to the issue of a building permit under the *Building Act 1993* where land is to be developed for residential or accommodation purposes and no contribution has been



collected in respect of that land by way of the subdivision of the land pursuant to this development contribution plan;

- Development of land - prior to the issue of a building permit under the *Building Act 1993* where land is to be developed for commercial purposes (non accommodation) and no contribution has been collected in respect of that land by way of the subdivision of the land pursuant to this development contribution plan; and
- Development of land - prior to the issue of a building permit under the *Building Act 1993* where land is to be developed for private school purposes and no contribution has been collected in respect of that land by way of the subdivision of the land pursuant to this development contribution plan.

Development contributions pursuant to this development contribution plan are not payable in respect of the following land:

- Land to be used for the purpose of community facilities;
- Land to be used for the purpose of a State school; and
- Land to be used for floodway purposes to the satisfaction of the responsible authority;

Development contributions payable pursuant to this development contribution plan may be accepted as works in kind at the absolute discretion of the Greater Shepparton City Council where it is the development agency under Part 3B of the *Planning and Environment Act*.

## 6.4 Methods of Payment

Monetary contributions are the primary form of contribution, however, there are two other possible methods of payment for the required development contributions. These can be generally summarised as follows:

### 6.4.1 Monetary Contributions

A monetary contribution will be the standard payment method of development infrastructure levies for the Mooroopna West DCP area.

### 6.4.2 Dedication of Land

In limited circumstances, the Council, may in its absolute discretion, accept the dedication of land to partially offset the required monetary contribution. In general, a land contribution will only be accepted by Council if the land is not able to be developed, (i.e. it is encumbered, flood prone land), or it is identified for public purposes within the Structure Plan area. Land required for a public purpose must be transferred to Council at no direct cost to Council.

### 6.4.3 Works in Kind Agreements

The Council may, in its absolute discretion, accept the construction of works listed in the schedule to the Development Contributions Plan Overlay in lieu of a monetary contribution. In any such case, such works would be undertaken on a commercial arms length basis.

The Council may at its absolute discretion:

- assist the financing of an infrastructure item; or
- if the developer undertakes DCP works at the developer's expense, subject to compliance with Council requirements, reimburse the developer upon collection of contributions from other landowners; or
- construct a DCP infrastructure item ahead of an approved schedule in a development plan and recoup the funds through the DCP.

## 6.5 Indexation

Development contribution rates applying to the Mooroopna West Growth Corridor will be adjusted on an annual basis to account for changing infrastructure construction costs and land values.

The cost of capital works within the Mooroopna West Growth Corridor will be adjusted from the DCP commencement date by applying the Building Price Index for Regional Victoria contained within the latest version of Rawlinson's Australia Construction Handbook. The revised construction costs and adjustment of the contributions must be calculated as of 1 July in each year.

The cost of land acquisition within the Mooroopna West Growth Corridor will be adjusted in accordance with the following method:

- For the period up to the acquisition of the land by the Council, the adoption of the market value of a hectare of land, to the satisfaction of the responsible authority, which is mid point between the valuation of land in the area of the DCP conducted by the Victorian Valuer General and a registered valuer appointed by the President for the time being of the Victorian Division of the Australian Institute of the Land Valuers and Land Economists; and
- After the land has been acquired, by CPI.

The revised land value and the adjustment of the contributions must be calculated as of 1 July in each year, subject only to the availability of the confirmed Quarterly Update figure from Rawlinson's.

Within 14 days of the adjustments being made to the land valuation and/or construction costs, the responsible authority must publish a notice of amended contributions in a newspaper circulating in the municipality.

## 6.6 Funds Collected or Committed

Funds collected or committed under a Section 173 Agreement by the area known as 'Proposed Estate' be allocated as follows:

- 50% to be used to reduce the cost of Project D001
- 30% to be used to reduce the cost of Project R005
- 20% to be used to reduce the cost of Project B001

## 7.0 Infrastructure Projects

Table 4 shows the following physical and community infrastructure projects have been identified for the Mooroopna West Growth Corridor. The location of the infrastructure projects are shown on the Mooroopna West Infrastructure Projects Plan overleaf. Refer Figure 3.

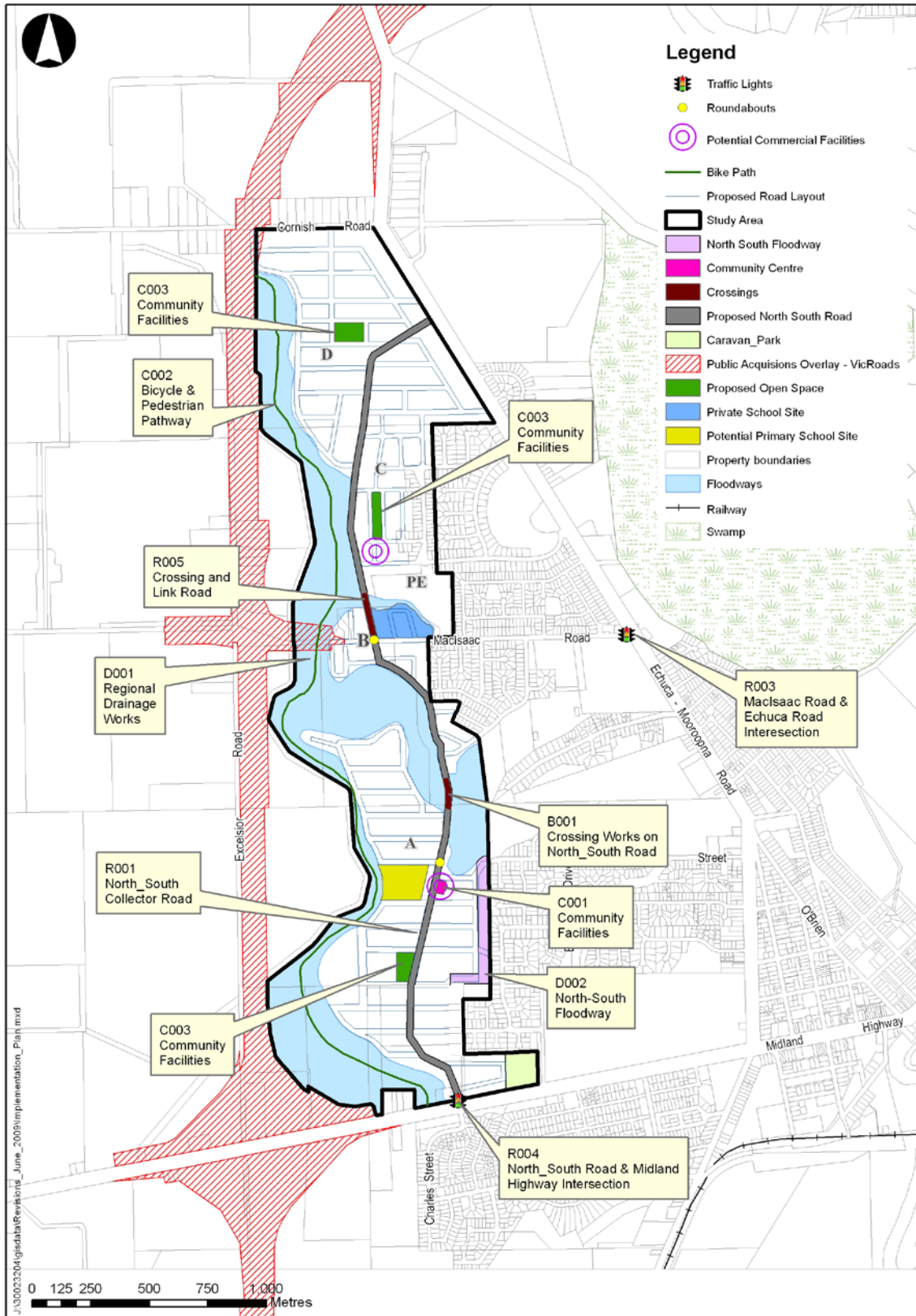
In addition to the construction costs, a contingency allowance has been made for each of the infrastructure projects. This contingency varies depending on the type of project, from 15% for roads to 30% for the floodways. An allowance of 10-15% has also been made for design, project management and construction management costs as may be appropriate.

MOOROOPNA WEST GROWTH CORRIDOR INFRASTRUCTURE PROJECTS					
Project No	Project Name	Type	Description	Apportionment	Estimated Cost
R001	North - South Collector Road	Road	The North-South Road is intended to operate as the key <i>collector</i> or <i>distributor</i> road through the growth corridor to accommodate long term movement demand. The estimated acquisition and construction cost for the project relates to the centre median of the section of road in Precinct A.	100%	\$884,594
R003	Maclsaac Road Intersection	Road	Based on a Traffic Impact Assessment by John Piper Traffic, traffic signals and controllers are warranted for the intersection of the Echuca-Mooroopna Road and Maclsaac Road.	50%	\$393,728
R004	Midland Highway Intersection	Road	Based on a Traffic Impact Assessment by John Piper Traffic, traffic signals and controllers are warranted for the intersection of the North-South Road and Midland Highway.	40%	\$493,695
R005	Link Road	Road	The North-South Road is intended to operate as the key <i>collector</i> or <i>distributor</i> road through the growth corridor to accommodate long term movement demand. The estimated acquisition and construction cost for this project relates to the section of road adjacent to the proposed private school and the roundabout on Maclsaac Road.	80%	\$1,178,325
B001	Floodway crossing on North - South Collector Road	Floodway Crossing	Construction of a crossing between Precincts A & B. This will be a series of culverts, with the road constructed at a level 300 mm below the declared flood level	80%	\$1,222,557
D001	Flood Mitigation Works	Drainage	Flood mitigation works to benefit all Precincts.	100%	\$4,526,194

MOORoopNA WEST GROWTH CORRIDOR INFRASTRUCTURE PROJECTS					
D002	Precinct A Floodway	Drainage	Flood mitigation works to benefit Precinct A.	100%	\$814,660
C001	Community Facilities	Community	The establishment of a community centre (for children's services) including land acquisition and car parking.	100%	\$1,292,379
C002	Bicycle and Pedestrian Pathway	Community	Formal establishment of a 2.5 metre wide bicycle and pedestrian path of 3.5 kilometres duration to traverse the full length of the growth corridor. .	80%	\$624,082
C003	Playgrounds	Community	Provision of playground equipment for three parks within the MWGC.	100%	\$131,250
				<b>TOTAL</b>	<b>\$11,561,463</b>

**Table 4 Mooroopna West Growth Corridor Infrastructure Projects**

Figure 3: Mooroopna West Infrastructure Projects Plan (Revised figure showing the removal of the southern portion of the Precinct A Floodway (Infrastructure Item D002))



## 8.0 Strategic Justification of Infrastructure Projects

The following section outlines the strategic justification for the DCP infrastructure projects within the Mooroopna West Growth Corridor. The projects have been included within the DCP on the basis that they will be used by a broad cross section of the future community and they will serve a neighbourhood sized catchment.

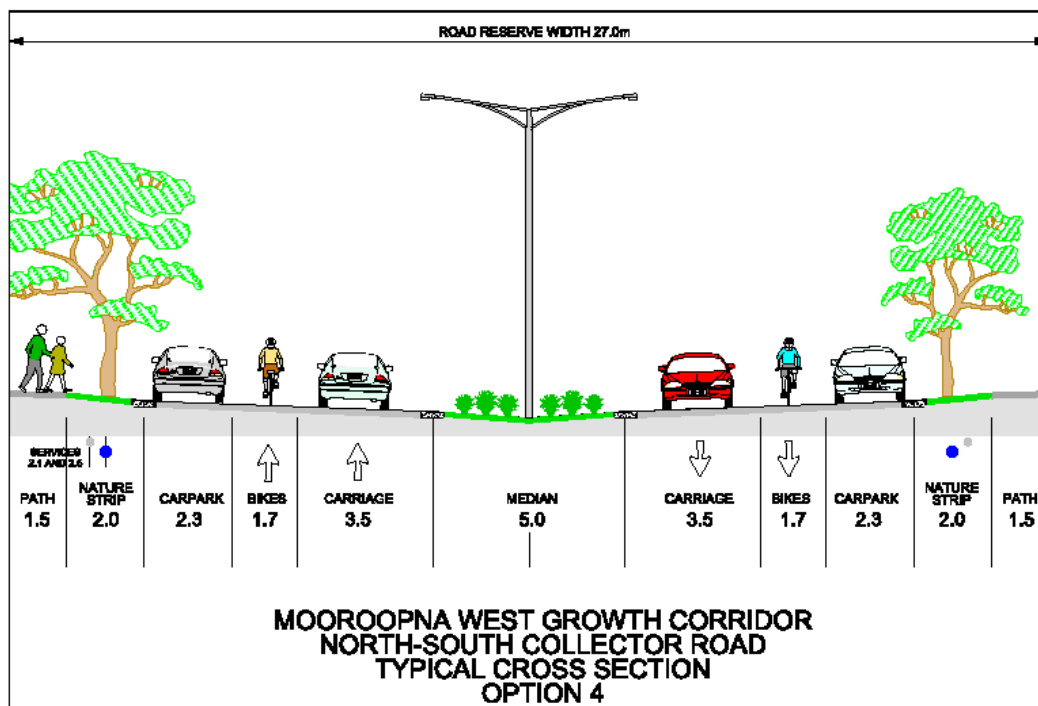
### 8.1 Roads

#### 8.1.1 North – South Road (Project R001)

A Traffic Investigation Report was prepared by Maunsell in November 2006 as a precursor to the preparation of the Mooroopna West Growth Corridor ODP and DCP Reports. The main recommendation of the Traffic Investigation Report was that a North-South Collector Road (or Distributor Road) be introduced within the Mooroopna West Growth Corridor to connect the Midland Highway in the south to Echuca-Mooroopna Road in the north.

The flood modelling undertaken indicated that this road needs to act as a floodway through Precinct A. Therefore, the road in precinct A has a centre median strip to allow for the conveyance of flood waters. An indicative cross section is shown in Figure 4.

Figure 4: North-South Road Indicative Cross Section (with Median) for Precinct A



This section of the North-South Road will directly benefit only Precinct A of the Mooroopna West Growth Corridor.

The DCP makes an allowance for the cost of land acquisition and construction for the 5 metre wide median strip. It is assumed that the developer will construct the remaining 22 metres of road required.

### **8.1.2 Maclsaac Road and Echuca Road Intersection (Project R003)**

The traffic reports prepared indicate that traffic signals are warranted for the intersection of Maclsaac Road and Echuca Road. This intersection is currently performing acceptably, but will need to be upgraded to cater for additional traffic from the Mooroopna West Growth Corridor. The external usage rate for this intersection has been calculated as 50%, with Precincts B & C to pay for the portion attributable to the Growth Corridor. As this intersection is on a VicRoads controlled road it is appropriate that VicRoads be the development agency in terms of the Act. The remaining 50% of the cost of upgrading this intersection may be paid for by VicRoads or other parties as appropriate.

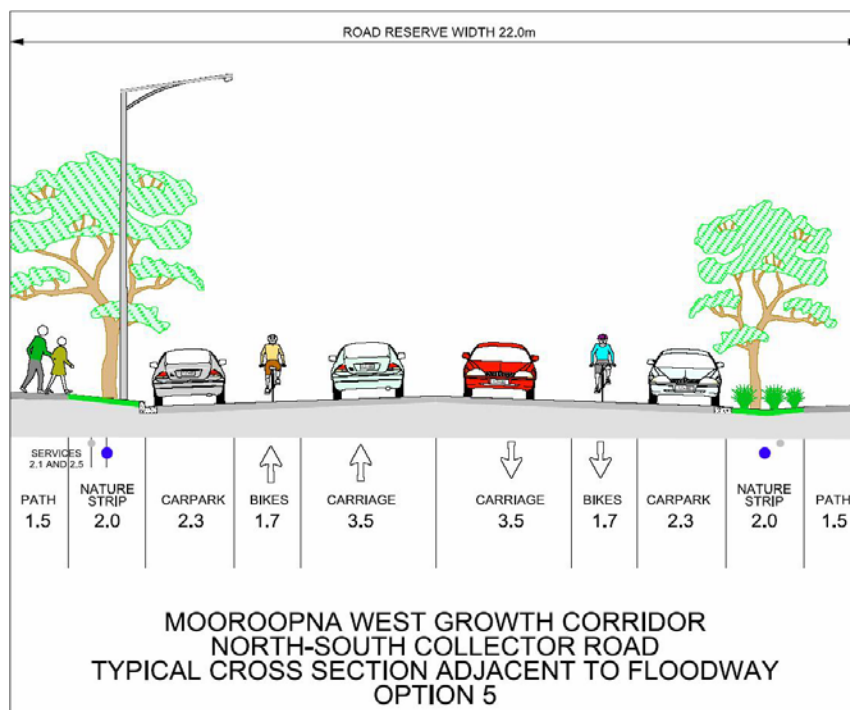
### **8.1.3 North-South Road and Midland Highway Intersection (Project R004)**

Based upon a cross-intersection with Charles Street, and a duplicated carriageway, traffic signals will be required at this intersection to ensure it operated safely and without long queues and delays. On the basis of projected share of usage an estimated 60% of the cost of signalisation can be ascribed to external usage. The remainder of the cost has been included in the DCP, with 94% of the 40% apportioned to Precinct A, and 6% to Precincts B & C.

### **8.1.4 Link Road (Project R005)**

The Link Road will comprise of the part of the North-South Road which runs through the land in Precinct B proposed for the private school. It will run north from Maclsaac Road to Precinct C. External usage of the Link Road and culverts is estimated to be 20%. The cost of constructing a 22 metre wide road (figure 5 shows the proposed cross section of this road) and a roundabout on Maclsaac Road have been included in the DCP. Based on the total estimated usage of this section of the road attributable to development within the Mooroopna West Growth Corridor ie 80% of the total cost, the costs have been apportioned to Precinct B (13%), Precinct C (58%) and Precinct D (29%).

**Figure 5: North-South Road Indicative Cross Section**



## 8.2 Floodway Crossing (Project B001)

One floodway crossing will be required to support traffic movements of the North-South Road. The crossing will be required between Precincts A and B. This has been designed as a culvert structure that will be inundated up to a maximum depth of 0.35 m during the 100 year ARI flood event (of the Goulburn River). Based on external usage of 20% the remaining cost of this crossing is shared across all precincts in the MWGC.

## 8.3 Flood Mitigation Works

### 8.3.1 Flood Mitigation Works (Project D001)

Due to the overall extent of riverine flooding that has occurred historically within and around the Mooroopna West Growth Corridor, Cardno Lawson Treloar were commissioned to model flood behaviour in major storm events. The findings and recommendations of this analysis are detailed in the “*Flooding Behaviour – Mooroopna ODP Report*” (June 2006).

The primary issue is the need to maintain sufficient flood flow and flood storage capacity to minimise the risk of flooding to development and not increase flood levels on adjacent properties.

The development will occupy the eastern part of the floodplain therefore compensatory earthworks are required along the alignment of the Ardmona Main Drain to maintain flood flow capacity and storage. Based on hydraulic modelling undertaken by Cardno Lawson Treloar, sections of the floodplain associated with the Ardmona Main Drain will require remodelling between the Midland Highway and Cornish Road and remodelling of the existing open earth channel located on the eastern side of Precinct A between the Midland Highway and Knight Street, is also required.





Figure 6 shows the location of these works. Figure 7 shows indicative cross sections that highlight the expected finished surface for these works.

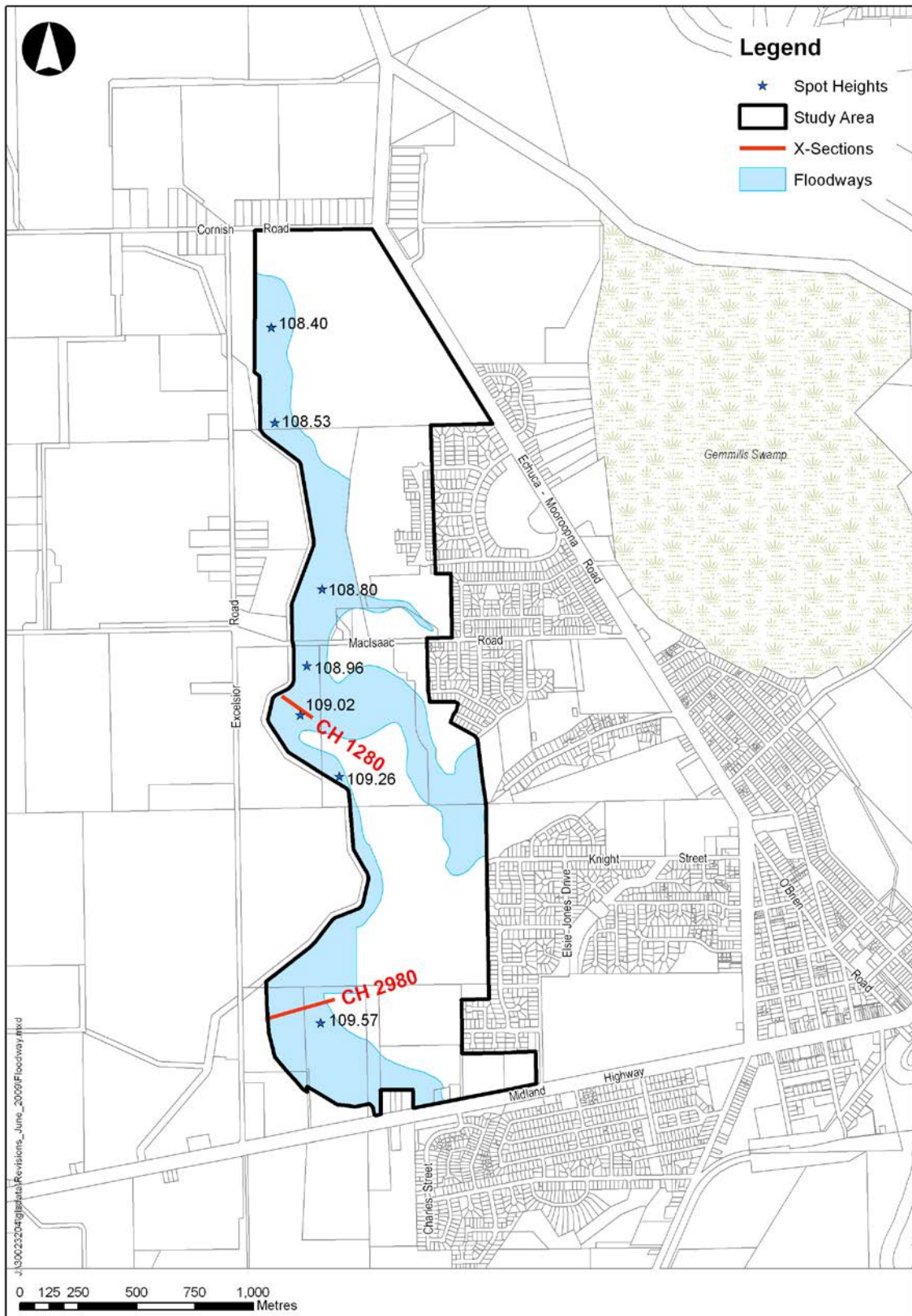
All precincts will be beneficiaries of the proposed regional flood mitigation and water quality protection works.

The Mooroopna West Growth Corridor presents particularly demanding drainage issues for which a consolidated drainage detention and water quality treatment scheme could be used. Figure 8 identifies a series of potential flood storage and wetland areas for each precinct. The creation of appropriate detention areas will enable land development opportunities to be maximised. Where appropriate, developers may need to create an easement on an adjoining land parcel to dispose of storm water in a flood storage area identified within the Mooroopna West Growth Corridor Precinct Drainage Strategy. Note that all local drainage works have been excluded from this DCP and are the sole responsibility of individual developers.

**Please Note:**

As part of this revision to the Development Contribution Plan for the Corridor, a second study to model flood behaviour in major storm events was undertaken by Cardno Lawson Treloar in June and July 2012. The implications of this flood study have formed part of the revisions to the Development Contribution Plan in August 2012.

Figure 6: Flood Mitigation Works



**Figure 7: Indicative Cross Sections for Flood Mitigation Works**

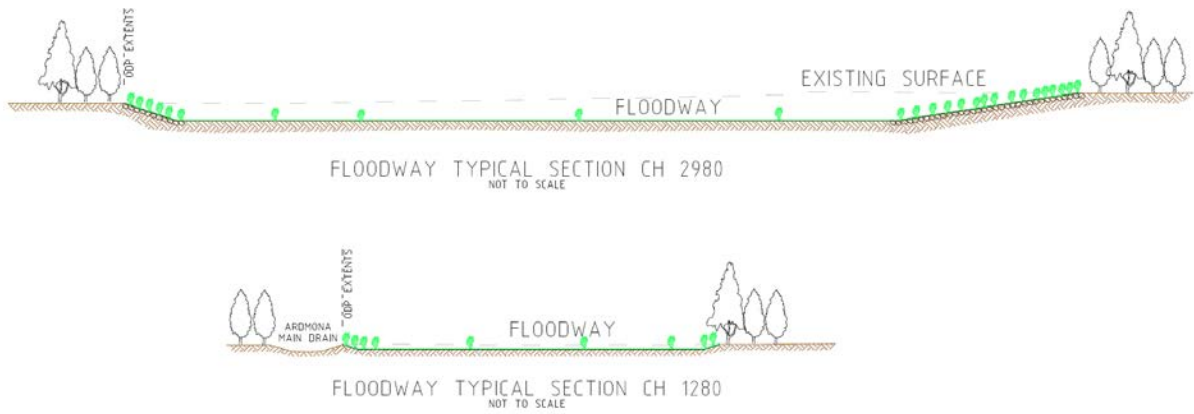
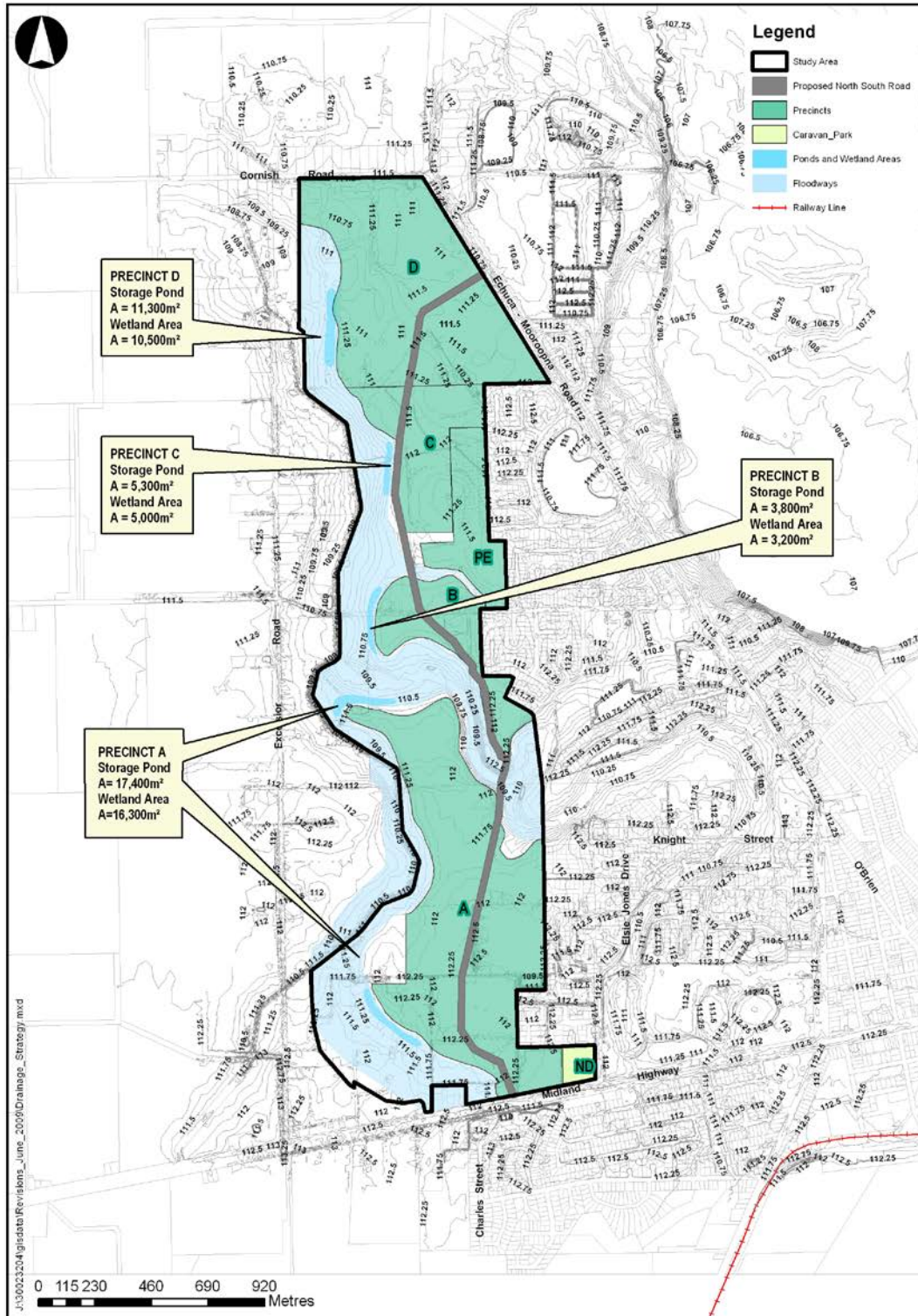


Figure 8: Mooroopna West Growth Corridor Precinct Drainage Strategy



### 8.3.2 Precinct A flood mitigation works (Project D002)

As the area in which the MWGC is located is prone to flooding the housing lots in the new subdivisions will be raised so as to lower the risk of flooding. As a result this will impact on flooding of the existing houses to the east of Precinct A. To prevent an increase in flood levels at these existing properties, a 50 m wide floodway will be built running along the eastern boundary of the MWGC in Precinct A up to the main floodway to the north. These works are for the benefit of properties in Precinct A only and are therefore apportioned only to this precinct.

An additional study to model flood behaviour in major storm events was undertaken by Cardno Lawson Treloar in March 2013. The implications of this flood study have formed part of the revisions to the Development Contribution Plan in July 2013.

## 8.4 Community Infrastructure

The required community infrastructure projects include:

- Community Centre;
- Bike and pedestrian pathways; and
- Playgrounds.

### 8.4.1 Community Centre (Project C001)

The demographic analysis of Mooroopna relates to the urban and surrounding area (this area is defined by the statistical ID area for Mooroopna as identified in the City of Greater Shepparton's Community id Profile) and presented a community which has a higher level of disadvantage than the rest of the whole municipality of Greater Shepparton; i.e. lower income levels, higher unemployment, a high number of single parents, indigenous people and an aging population. The predicted number of 0 to 4 year olds in 2012 was estimated to be 291.

The investigation into the benefits of community centre/hub facilities and the existing community services in Mooroopna established the need to build an integrated community centre collocated with local retail shops, public places and transport nodes (Precinct A is the nominated location). In particular a Children Centre incorporating a Maternal and Child Health Services and Kindergarten facility would be required.

The following recommendations are made for the Mooroopna West Growth Corridor:

- Four Weekly Maternal and Child Health sessions to be provided at the Mooroopna West Community Centre;
- A Kindergarten is built which accommodates 36 children
- 480 m<sup>2</sup> of building space;
- 360 m<sup>2</sup> of outdoor play area; and
- A total of 1,950 m<sup>2</sup> of land is reserved for the Community Centre - Children's Services Centre.

The cost of these facilities is to be apportioned across all precincts in the MWGC. The Greater Shepparton City Council recognise that there are significant costs associated this and believe that they could seek funding from an alternative source for 50% of the cost of construction of this building. All other costs (including land acquisition) will be charged at 100% to the DCP.

### 8.4.2 Bicycle and Pedestrian Pathway (Project C002)

Consistent with National participation trends, the *Greater Shepparton Household Survey 1996* identified walking as the leisure activity that has the highest participation rate of any leisure activity within the municipality. A total of 47 percent of the population participate in walking as a leisure activity. Whilst bicycle and pedestrian paths will be integrated with the local road networks where appropriate, the Mooroopna West ODP provides for the formal establishment of a 2.5 metre wide bicycle and pedestrian path of 3.5 kilometres duration to traverse the full length of the growth corridor, within the Urban Floodway Zone. To be constructed from concrete, the bicycle and pedestrian path will ensure that the Midland Highway to the south is linked to Gemmill Swamp in the northeast. The Bicycle and Pedestrian Pathways will provide an asset that will provide benefits to the Mooroopna West Growth Corridor area as well as to the broader community, accordingly 20% external usage is acknowledged for this project.

### 8.4.3 Playgrounds (Project C003)

The provision of local parks of at least one hectare will provide open space areas within the Mooroopna West ODP area that can accommodate public facilities including playgrounds, park furniture and barbecues. It is the vision of the Council to link the local parks containing playgrounds with the proposed south-north linear open space network. From a community perspective, large local parks are better able to support landscape embellishments, community facilities and recreational needs.

Children from a very early age require the contact and socialisation opportunities to play with other children. Council values highly the benefits that public play spaces provide for the physical, cognitive and social development of children. The Mooroopna West DCP builds on the Draft Playground Provision Strategy 2003 - 2018, August 2003 by apportioning the cost of the establishment of three playground facilities within the Mooroopna West ODP area. The indicative location of the playground facilities have been identified on the Mooroopna West ODP Concept Plan.



The objective of providing playgrounds is to provide children with a public play area and to be a substitute for private “back yard” play areas. The playgrounds should be positioned at the focus of a residential block. Access via foot should be encouraged and street crossings should be minimised. The cost of the playground equipment has been apportioned to all precincts.

## 9.0 Summary of Development Contributions

The following tables provide a “Summary of Costs” (refer Table 5) for the specific types of infrastructure required and a “Summary of Development Contributions”, which details on a per hectare and lot yield basis the identified infrastructure costs within the Mooroopna West Growth Corridor ODP Report. Attached and marked **Appendix B** is the Mooroopna West Growth Corridor DCP Cost Calculations.

**Table 5: Summary of Costs**

Facility	Total cost (\$)	Proportion of overall cost attributable to development %	Actual cost attributable to development \$
R001	\$884,594	100%	\$884,594
R003	\$393,728	50%	\$196,864
R004	\$493,695	40%	\$197,478
R005	\$1,178,325	80%	\$721,051 <sup>(1)</sup>
B001	\$1,222,557	80%	\$830,306 <sup>(2)</sup>
D001	\$4,526,194	100%	\$4,156,845 <sup>(3)</sup>
D002	\$814,660	100%	\$814,660
C001	\$1,292,379	100%	\$1,292,379
C002	\$624,082	80%	\$499,266
C003	\$131,250	100%	\$131,250
<b>Total</b>	<b>\$11,561,463</b>	<b>85%</b>	<b>\$9,724,693</b>

- a) Costs reduced by \$221,609 already collected or committed
- b) Costs reduced by \$147,739 already collected or committed
- c) Costs reduced by \$369,349 already collected or committed

**Table 6: Summary of Costs – Precinct A**

Facility	Actual cost (\$)	Proportion of overall cost attributable to development %	Actual cost attributable to development \$
R001	\$884,594	100%	\$884,594
R003	\$196,864		
R004	\$197,478	94%	\$185,629
R005	\$721,051		
B001	\$830,306	43%	\$357,084
D001	\$4,156,845	43%	\$1,771,686
D002	\$814,660	100%	\$814,660
C001	\$1,292,379	40%	\$526,816
C002	\$499,266	40%	\$203,424
C003	\$131,250	40%	\$53,464
<b>Total</b>	<b>\$9,724,693</b>	<b>51%</b>	<b>\$4,797,357</b>



**Table 7: Summary of Costs – Precinct B**

Facility	Actual cost (\$)	Proportion of overall cost attributable to development %	Actual cost attributable to development \$
R001	\$884,594		
R003	\$196,864	45%	\$88,451
R004	\$197,478	3%	\$5,326
R005	\$721,051	13%	\$93,737
B001	\$830,306	10%	\$86,768
D001	\$4,156,845	10%	\$434,214
D002	\$814,660		
C001	\$1,292,379	8%	\$104,931
C002	\$499,266	8%	\$40,479
C003	\$131,250	8%	\$10,611
<b>Total</b>	<b>\$9,724,693</b>	<b>9%</b>	<b>\$864,517</b>

Table 8: Summary of Costs – Precinct C

Facility	Actual cost (\$)	Proportion of overall cost attributable to development %	Actual cost attributable to development \$
R001	\$884,594		
R003	\$196,864	55%	\$108,317
R004	\$197,478	3%	\$6,522
R005	\$721,051	58%	\$418,210
B001	\$830,306	13%	\$106,256
D001	\$4,156,845	13%	\$531,738
D002	\$814,660		
C001	\$1,292,379	14%	\$176,220
C002	\$499,266	14%	\$67,980
C003	\$131,250	14%	\$17,820
<b>Total</b>	<b>\$9,724,693</b>	<b>14%</b>	<b>\$1,433,063</b>

Table 9: Summary of Costs – Precinct D

Facility	Actual cost (\$)	Proportion of overall cost attributable to development %	Actual cost attributable to development \$
R001	\$884,594		
R003	\$196,864		
R004	\$197,478		
R005	\$721,051	29%	\$209,105
B001	\$830,306	34%	\$283,504
D001	\$4,156,845	34%	\$1,418,742
D002	\$814,660		
C001	\$1,292,379	38%	\$489,411
C002	\$499,266	38%	\$188,799
C003	\$131,250	38%	\$49,491
<b>Total</b>	<b>\$9,724,693</b>	<b>26%</b>	<b>\$2,639,052</b>

## 10.0 Development Contributions Plan Timeframe

An approved DCP must have a time horizon specified. On this basis, a start and an end day must be specified for the Mooroopna West Growth Corridor DCP to formally have statutory effect. The commencement date of the Mooroopna West Growth Corridor DCP is the date of incorporation within the Greater Shepparton Planning Scheme. Gazettal in the Government Gazette represents the official approval date.

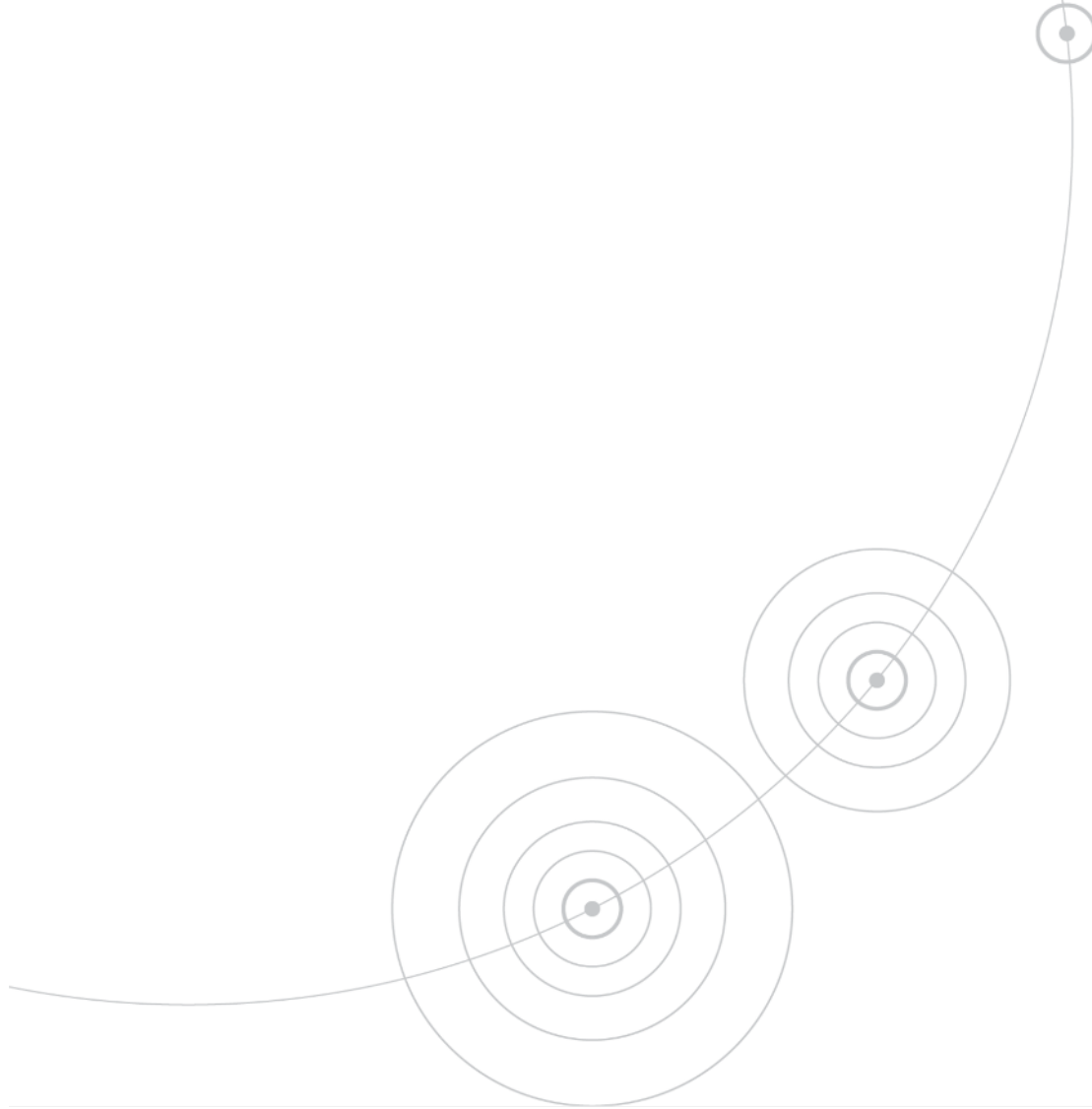
The expiry date for the Mooroopna West Growth Corridor DCP will be 30 years after the gazettal date. All identified infrastructure identified within the Mooroopna West Growth Corridor DCP must be provided by this expiry date, unless otherwise amended by Council. Council will monitor and review the performance and overall cost attributable to development on a regular basis.

## 11.0 DCP Assumptions

The following assumptions have been made in the preparation of the Mooroopna West DCP. Once the DCP is formally approved, these assumptions will apply to Council's ongoing administration and management of the plan.

- The principles of nexus, reasonableness, apportionment and accountability underpin the development of the DCP. The Mooroopna West DCP is based on catchment based cost apportionment. These principles will apply to the operation and management of the Mooroopna West DCP.
- Development contributions charges have been apportioned on the basis of 'user pays principles', that is, according to projected share of usage of the infrastructure items. If the occupiers of a development can be reasonably assumed to make use of a piece of physical or community infrastructure, the development should contribute towards its cost in accordance with share of usage.
- The per hectare contribution levy specified within the Mooroopna West DCP will not be amended to reflect proponent driven changes to the precinct land budgets as contained within the Structure Plan. For example, if a developer chooses to subdivide land into 800m<sup>2</sup> lots, the payable development contribution will still be calculated on an average conventional lot size of 650m<sup>2</sup>.
- In addition to payment of the scheduled rates, a Developer is still required to construct all 'in - subdivision' roads, drains and reticulated services to the satisfaction of the Council and other relevant infrastructure agencies.
- Recurrent costs such as maintenance and operating costs (associated with the administration of the Mooroopna West DCP) have not been included in the calculation of the development contributions rates.
- It is assumed that the Mooroopna West DCP will be monitored on an annual basis with a detailed performance review to occur as part of the Municipal Strategic Statement review.
- For equity and financial reasons, Council will not discount required development contributions.
- The contribution payable to Council will be the indexed rate at the time that the contribution is paid.
- The timing of works is dependent on adequate development contributions funds been available, among other things. The actual timing of any works pursuant to the DCP is subject to the absolute discretion of the Council.
- Council may consider, where appropriate, alternative user charging mechanisms including, special rate schemes, differential rates, further development contribution plans,, volumetric charges and admission fees.
- Park embellishments may include landscaping appropriate to the function of open space, signage, picnic facilities, park furniture, shade trees, indigenous revegetation and barbeque facilities.

## Appendix A Glossary of Terms



## Appendix A Glossary of Terms

This glossary contains commonly used development contribution plan terms and their meaning.

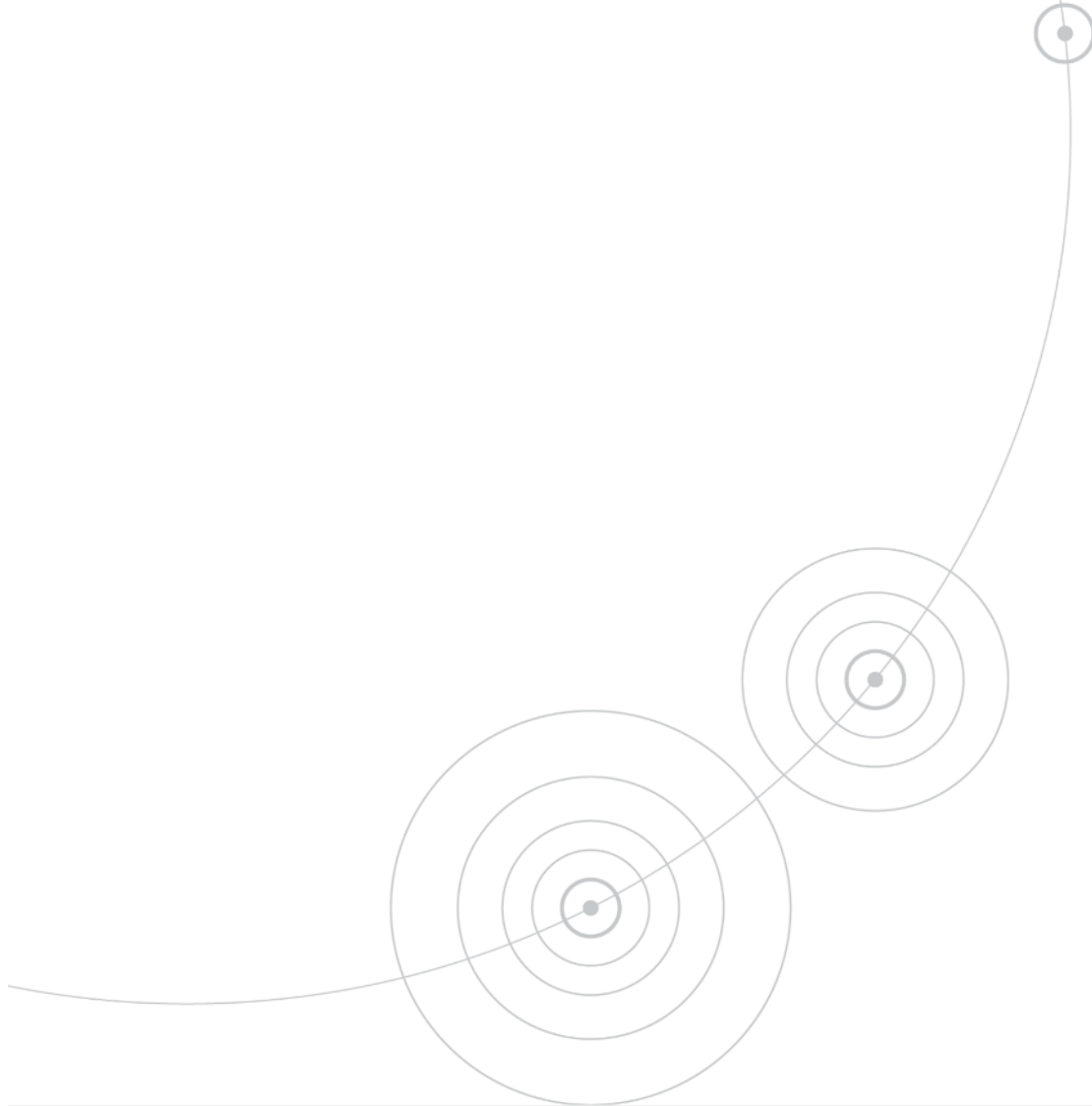
Term	Definition
<b>Approved Development Contributions Plan (DCP)</b>	An approved DCP means a DCP that forms part of a planning scheme. The Minister for Planning has to approve an amendment to the planning scheme in order to incorporate a DCP. In approving the amendment to incorporate a DCP in the planning scheme, the Minister approves the DCP.
<b>Building</b>	A structure and part of a building or a structure; and fences, walls, out-buildings, service installations and other appurtenances of a building.
<b>Building Price Index</b>	An index that will be used to account for inflation in building prices. The index is annually updated within Rawlinsons Australia Construction Handbook.
<b>Capital cost</b>	The capital costs for an infrastructure project means expenditure incurred by: <ul style="list-style-type: none"> <li>• constructing new infrastructure, and</li> <li>• extending the economic life of an existing asset, where the cost required would be equal to or greater than the cost that was required to provide the asset in the first instance.</li> </ul>
<b>Community infrastructure</b>	Community infrastructure describes a classification of infrastructure projects for the purposes of calculating and charging the community infrastructure levy. It includes the construction of a building or facility used for a community or social purpose, but does not include the land on which the facility or building is constructed. The land acquisition is classified as development infrastructure.
<b>Community infrastructure levy</b>	Community infrastructure levies are charged through an approved DCP for community infrastructure. They are collected at the building permit stage.
<b>Development contributions plan (DCP)</b>	A development contributions plan (DCP) is a mechanism used to levy new development for contributions to fund planned infrastructure that will be needed by the future community.

Term	Definition
<p><b>Development Contributions Plan Overlay and schedule</b></p>	<p>An approved DCP should be implemented through the Development Contributions Plan Overlay (DCPO) and schedule, as provided for in the Victoria Planning Provisions.</p> <p>The Development Contributions Plan Overlay indicates the area covered by the DCP. The schedule indicates the infrastructure levies that apply in a particular area.</p>
<p><b>Development infrastructure</b></p>	<p>Development infrastructure describes a classification of infrastructure projects for the purposes of calculating and charging the development infrastructure levy. The following works, services or facilities may be funded from a development infrastructure levy:</p> <ul style="list-style-type: none"> <li>• Acquisition of land for roads, public transport corridors;</li> <li>• Drainage, public open space, and community facilities;</li> <li>• Construction of roads, including the construction of bicycle and foot paths, and traffic management and control devices;</li> <li>• Construction of public transport infrastructure, including fixed rail infrastructure, railway stations, bus stops and tram stops;</li> <li>• Basic improvements to public open space, including earthworks, landscaping, fencing, seating and playground equipment;</li> <li>• Drainage works;</li> <li>• Buildings and works for or associated with the construction of maternal and child health centres, child care centres; and</li> <li>• Kindergartens, or any centre which provides these facilities in combination.</li> </ul>
<p><b>Development infrastructure levy</b></p>	<p>Infrastructure levies calculated and charged for development infrastructure projects generally collected through the planning permit process.</p>



Term	Definition
<b>Equivalence ratio</b>	<p>Equivalence ratios are used to convert estimates of existing and future development into common units (demand units) to enable the total demand for an infrastructure project to be added up. They also enable the appropriate infrastructure levy payable for an individual development proposal to be calculated once the DCP has been incorporated into the planning scheme.</p> <p>Equivalence ratios are expressed as the quantum of land use that generates the equivalent amount of usage as one demand unit. For example, for road infrastructure, 19m<sup>2</sup> of retail floor space = 1 dwelling = 1 demand unit.</p> <p>These ratios will differ depending on the infrastructure item.</p>
<b>External usage</b>	The proportion of usage drawn from outside the main catchment area.
<b>Main catchment area</b>	The main catchment area (MCA) is the area from which an infrastructure project will draw all or most of its usage. The MCA must be identified for each infrastructure project.
<b>Nexus</b>	The reasonable connection between the development and infrastructure that will be provided. This connection is demonstrated by the likelihood that new development will use the infrastructure to be provided.
<b>Structure Plan</b>	A Structure Plan is a strategic framework plan to ensure that future development within a defined area is managed in an orderly, co-ordinated and sustainable way.
<b>Recurrent cost</b>	Recurrent costs are those costs which occur repeatedly or periodically, such as maintenance costs or operational costs.
<b>Responsible authority</b>	The person who is responsible for the administration or enforcement of a planning scheme or provision of a planning scheme under the <i>Planning and Environment Act 1987</i> .
<b>Works</b>	Works to include any change to the natural or existing condition or topography of land including the removal, destruction or lopping of trees and the removal of vegetation or topsoil.

## Appendix B Mooroopna West DCP Costings



## Appendix B Mooroopna West DCP Costings

### Mooroopna West Growth Corridor Development Contributions Plan Construction Cost and Development Cost Summary As at January 2009

**Table 1: Mooroopna West Growth Corridor Infrastructure Construction Costs**

Project No	Infrastructure Item	Construction Cost	Design and Administration Cost	Actual Development Cost
R001	North - South Collector Road Works (100 % contribution)	\$812,733	\$71,861	\$884,594
R003	Intersection Treatment - Maclsaac Rd (50 % contribution)	\$349,980	\$43,748	\$393,728
R004	Intersection Treatment - Midland Hwy (40 % contribution)	\$438,840	\$54,855	\$493,695
R005	Link Road (80% contribution)	\$1,051,800	\$126,525	\$1,178,325
B001	Floodway crossing on North - South Collector Road (80 % contribution)	\$1,086,717	\$135,840	\$1,222,557
D001	Flood Mitigation Works (100 % contribution)	\$4,271,062	\$255,131	\$4,526,194
D002	Precinct "A" Floodway (100 % contribution)	\$802,540	\$12,120	\$814,660
C001	Community Facilities (100 % contribution)	\$1,170,705	\$121,674	\$1,292,379
C002	Bicycle and Pedestrian Pathway (80 % contribution)	\$574,155	\$49,927	\$624,082
C003	Playgrounds (100 % contribution)	\$120,750	\$10,500	\$131,250
	<b>Total</b>	<b>\$10,679,282</b>	<b>\$882,181</b>	<b>\$11,561,463</b>

**Table 2: Mooroopna West Growth Corridor Development Contributions Plan Infrastructure Costs**

Project No	Infrastructure Item	Actual Development Cost	Proportion Attributable to Structure Plan Area	Actual Development Costs Apportionable to Structure Plan Area
R001	North - South Collector Road Works (100 % contribution)	\$884,594	100.00%	\$884,594
R003	Intersection Treatment - MacIsaac Rd (50 % contribution)	\$393,728	50.00%	\$196,864
R004	Intersection Treatment - Midland Hwy (40 % contribution)	\$493,695	40.00%	\$197,478
R005	Link Road (80% contribution)	\$1,178,325	80.00% <sup>(1)</sup>	\$721,051 <sup>(1)</sup>
B001	Floodway crossing on North - South Collector Road (80 % contribution)	\$1,222,557	80.00% <sup>(2)</sup>	\$830,306 <sup>(2)</sup>
D001	Flood Mitigation Works (100 % contribution)	\$4,526,194	100.00% <sup>(3)</sup>	\$4,156,845 <sup>(3)</sup>
D002	Precinct "A" Floodway (100 % contribution)	\$814,660	100.00%	\$814,660
C001	Community Facilities (100 % contribution)	\$1,292,379	100.00%	\$1,292,379
C002	Bicycle and Pedestrian Pathway (80 % contribution)	\$624,082	80.00%	\$499,266

Project No	Infrastructure Item	Actual Development Cost	Proportion Attributable to Structure Plan Area	Actual Development Costs Apportionable to Structure Plan Area
C003	Playgrounds (100 % contribution)	\$131,250	100.00%	\$131,250
	<b>Total</b>	<b>\$11,561,463</b>		<b>\$9,724,693</b>

- 1) Costs reduced by \$221,609 already collected or committed
- 2) Costs reduced by \$147,739 already collected or committed
- 3) Costs reduced by \$369,349 already collected or committed

**Table 3: Mooroopna West Growth Corridor Precinct Apportionable Development Cost**

Project No	Infrastructure Item	Precinct A (\$/unit)	Precinct B (\$/unit)	Precinct C (\$/unit)	Precinct D (\$/unit)
R001	North - South Collector Road Works	\$1,159	\$0	\$0	\$0
R003	Intersection Treatment - MacIsaac Rd	\$0	\$473	\$473	\$0
R004	Intersection Treatment - Midland Hwy	\$243	\$28	\$28	\$0
R005	Culverts and Link Road	\$0	\$501	\$1,826	\$342
B001	Floodway crossing on North - South Collector Road	\$464	\$464	\$464	\$464
D001	Flood Mitigation Works	\$2,322	\$2,322	\$2,322	\$2,322
D002	Precinct "A" Floodway	\$1,068	\$0	\$0	\$0
C001	Community Facilities	\$801	\$801	\$801	\$801
C002	Bicycle and Pedestrian Pathway	\$309	\$309	\$309	\$309
C003	Playgrounds	\$81	\$81	\$81	\$81

**Table 4: Summary of Development Contributions**

Precinct	Total Cost	Development Levies Payable (\$/ha)		
		Residential	Schools	Commercial
Precinct A	\$4,787,080	\$102,318	-	\$210,080
Precinct B	\$864,517	\$74,428	\$86,298	-
Precinct C	\$1,433,063	\$100,764	-	\$140,803
Precinct D	\$2,639,052	\$69,252	-	-
<b>Total</b>	<b>\$9,724,693</b>			

**Note: All of the above rates will be subject to annual price adjustment reviews**

**Table 5: Mooroopna West Growth Corridor North – R001 - North South Collector Rd Cost Estimate**

Item	Description	Qty	Unit	Rate	Amount
<b>1.0</b>	<b>PRELIMINARIES</b>				
(a)	Site establishment, traffic management etc	1	No	\$20,000	\$20,000
<b>2.0</b>	<b>EARTHWORKS</b>				
(a)	Stripping of topsoil (Based on stripping 75mm depth).	459	Cu.m.	\$2	\$918
(b)	Excavate & dispose of material on site as fill & landscaping.	6120	Cu.m.	\$2	\$12,240
<b>3.0</b>	<b>PAVEMENT CONSTRUCTION</b>				
(a)	Prepare subgrade	0	Sq.m.	\$1.50	\$0
(b)	200mm thick sub-base	0	Sq.m.	\$12	\$0
(c)	200mm thick CTCR	0	Sq.m.	\$18	\$0
(d)	Asphalt	0	Sq.m.	\$16	\$0
<b>4.0</b>	<b>CONCRETE CONSTRUCTION - Supply and lay complete</b>				
(a)	600mm wide kerb & channel (SM2)	2448	L.m.	\$55	\$134,640
(b)	100mm depth concrete footpath	0	Sq.m.	\$55	\$0
(c)	150 mm depth concrete driveways	0	Sq.m.	\$65	\$0
<b>5.0</b>	<b>DRAINAGE (including pits)</b>				
(a)	300mm dia pipe, Class 2 FRC		m	\$75	\$0
(b)	375mm dia pipe, Class 2 FRC		m	\$110	\$0
(c)	450mm dia pipe, Class 2 FRC		m	\$120	\$0
(d)	525mm dia pipe Class 2 FRC	0	m	\$140	\$0
(e)	600mm dia pipe Class 2 FRC	0	m	\$220	\$0
(f)	750mm dia pipe Class 2 FRC		m	\$275	\$0
(g)	900mm dia pipe Class 2 RCP	0	m	\$350	\$0
(h)	1050mm dia pipe Class 2 RCP		m	\$500	\$0
(i)	1200mm dia pipe Class 2 RCP		m	\$550	\$0
(j)	1500mm dia pipe Class 2 RCP		m	\$700	\$0
(k)	1800mm dia pipe Class 2 RCP		m	\$1,100	\$0
(l)	Property connections	0	No.	\$200	\$0
(m)	90mm dia subsoil drain.	2448	m	\$24	\$58,752



Item	Description	Qty	Unit	Rate	Amount
(n)	Endwalls	0	No.	\$1,200	\$0
(o)	Gross Pollutant trap		No.	\$70,000	\$0
(p)	Gross Pollutant trap		No.	\$30,000	\$0
(q)	Drainage Pits (\$/m)	0	m	\$28	\$0
<b>6.0</b>	<b>SERVICE CONDUITS</b>				
(a)	63mm diameter PVC pipe double conduit. (Water)	763	m	\$15	\$11,438
(b)	Gas conduit	763	m	\$15	\$11,438
(c)	Telstra	763	m	\$15	\$11,438
(d)	lights	763	m	\$20	\$15,250
<b>7.0</b>	<b>MISCELLANEOUS</b>				
(a)	Permanent survey marks.	4	No.	\$250	\$1,000
(b)	Line marking	0	m	\$1.50	\$0
(c)	Street Signs	0	No.	\$180	\$0
<b>10.0</b>	<b>LANDSCAPING</b>				
(a)	Landscaping	6120	m2	\$33	\$201,960
<b>14.0</b>	<b>LAND ACQUISITION</b>				
	Acquisition of land for north south road	6120	m2	\$15	\$91,800
	Acquisition of house on Midland Hwy	1	No	\$170,000	\$170,000
<b>19.0</b>	<b>Contingency</b>	15%			\$71,861
	<b>Sub Total</b>				\$812,733
<b>19.0</b>	<b>Design Costs</b>	15%			\$71,861
	<b>Grand Total</b>				\$884,594

**Table 6: Mooroopna West Growth Corridor - R003 - MacIsaac Rd Intersection Cost Estimate**

Item	Description	Qty	Unit	Rate	Amount
<b>1.0</b>	<b>PRELIMINARIES</b>				
(a)	Site set up; Traffic Management				\$15,000
<b>2.0</b>	<b>EARTHWORKS</b>				
(a)	Saw cutting existing pavement	300m		\$5	\$1,500
(b)	Excavate & dispose of existing pavement.	200Cu.m.		\$12	\$2,400
<b>3.0</b>	<b>PAVEMENT CONSTRUCTION</b>				
(a)	Prepare subgrade	400Sq.m.		\$1.50	\$600
(b)	200mm thick sub-base	400Sq.m.		\$12	\$4,800
(c)	300mm thick CTCR	400Sq.m.		\$18	\$7,200
(d)	Asphalt pavement 30 mm thick	500Sq.m.		\$16	\$8,000
<b>4.0</b>	<b>CONCRETE CONSTRUCTION - Supply and lay complete</b>				
(a)	600mm wide kerb & channel (SM2)	200L.m.		\$55	\$11,000
<b>5.0</b>	<b>DRAINAGE (including pits)</b>				
(a)	300mm dia pipe, Class 2 FRC say	0m		\$75	\$0
(b)	375mm dia pipe, Class 2 FRC	80m		\$110	\$8,800
(c)	450mm dia pipe, Class 2 FRC	0m		\$120	\$0
(d)	525mm dia pipe Class 2 FRC	0m		\$140	\$0
(e)	600mm dia pipe Class 2 FRC	0m		\$220	\$0
(f)	Drainage pits	10No		\$1,200	\$12,000
<b>6.0</b>	<b>SERVICE CONDUITS</b>				
(a)	63mm diameter PVC pipe double conduit. (Water & gas)	0m		\$30	\$0
<b>7.0</b>	<b>MISCELLANEOUS</b>				
(a)	Permanent survey marks.	0No.		\$250	\$0
(b)	Line marking	100m		\$1.50	\$150
(c)	Street Signs	10No.		\$120	\$1,200
(d)	Service cover alterations	3No.		\$3,000	\$9,000
<b>8.0</b>	<b>SIGNAL INSTALLATION</b>				
(a)	Installation of traffic signals and controllers	1Item		\$210,000	\$210,000
	Maintenance	0years		\$8,500	\$0

Item	Description	Qty	Unit	Rate	Amount
<b>9.0</b>	<b>LANDSCAPING</b>				
(a)	Landscaping	0	No.	\$5,000	\$0
<b>10.0</b>	<b>WATER MAIN RELOCATION</b>				
(a)	100mm diameter PVC Class PN 12	0	L. m.	\$150	\$0
(b)	150mm diameter PVC Class PN 12	0	L. m.	\$190	\$0
(e)	Property service connections	0	No.	\$500	\$0
<b>11.0</b>	<b>Contingency</b>	20%			\$58,330
	<b>Sub Total</b>				\$349,980
<b>12.0</b>	<b>Design Costs</b>	15%			\$43,748
	<b>Grand Total</b>				\$393,728

**Table 7: Mooroopna West Growth Corridor - R004 - Midland Hwy Intersection Cost Estimate**

Item	Description	Qty	Unit	Rate	Amount
<b>1.0</b>	<b>PRELIMINARIES</b>				
(a)	Site set up; Traffic Management				\$16,000
<b>2.0</b>	<b>EARTHWORKS</b>				
(a)	Saw cutting existing pavement	500m		\$5	\$2,500
(b)	Excavate & dispose of existing pavement	1000Cu.m.		\$12	\$12,000
<b>3.0</b>	<b>PAVEMENT CONSTRUCTION</b>				
(a)	Prepare subgrade	700Sq.m.		\$1.50	\$1,050
(b)	200mm thick sub-base	700Sq.m.		\$12	\$8,400
(c)	300mm thick CTCR	700Sq.m.		\$18	\$12,600
(d)	Asphalt pavement 30 mm thick	850Sq.m.		\$16	\$13,600
<b>4.0</b>	<b>CONCRETE CONSTRUCTION - Supply and lay complete</b>				
(a)	600mm wide kerb & channel (SM2)	300L.m.		\$55	\$16,500
<b>5.0</b>	<b>DRAINAGE (including pits)</b>				
(a)	300mm dia pipe, Class 2 FRC say	0m		\$75	\$0
(b)	375mm dia pipe, Class 2 FRC	200m		\$110	\$22,000
(c)	450mm dia pipe, Class 2 FRC	0m		\$120	\$0
(d)	525mm dia pipe Class 2 FRC	0m		\$140	\$0
(e)	600mm dia pipe Class 2 FRC	0m		\$220	\$0
(f)	Drainage pits	14No		\$1,200	\$16,800
<b>6.0</b>	<b>SERVICE CONDUITS</b>				
(a)	63mm diameter PVC pipe double conduit. (Water & gas)	300m		\$40	\$12,000

Item	Description	Qty	Unit	Rate	Amount
<b>7.0</b>	<b>MISCELLANEOUS</b>				
(a)	Permanent survey marks.	0	No.	\$250	\$0
(b)	Line marking	900	m	\$1.50	\$1,350
(c)	Street Signs	20	No.	\$120	\$2,400
(d)	Service cover alterations	3	No.	\$3,000	\$9,000
<b>8.0</b>	<b>SIGNAL INSTALLATION</b>				
(a)	Installation of traffic signals and controllers	1	Item	\$210,000	\$210,000
	Maintenance	0	years	\$8,500	\$0
<b>9.0</b>	<b>LANDSCAPING</b>				
(a)	Landscaping	0	No.	\$10,000	\$0
<b>10.0</b>	<b>WATER MAIN RELOCATION</b>				
(a)	100mm diameter PVC Class PN 12	0	L. m.	\$150	\$0
(b)	150mm diameter PVC Class PN 12	50	L. m.	\$190	\$9,500
(e)	Property service connections	0	No.	\$500	\$0
<b>11.0</b>	<b>Contingency</b>	20%			\$73,140
	<b>Sub Total</b>				\$438,840
<b>12.0</b>	<b>Design Costs</b>	15%			\$54,855
	<b>Grand Total</b>				\$493,695

**Table 8: Mooroopna West Growth Corridor - R005 – Culverts and Link Road Cost Estimate**

Item	Description	Qty	Unit	Rate	Amount
<b>1.0</b>	<b>PRELIMINARIES</b>				
(a)	Site establishment, traffic management etc	1	No	\$ 20,000	\$20,000
<b>2.0</b>	<b>EARTHWORKS</b>				
(a)	Stripping of topsoil (Based on stripping 75mm depth).	330	Cu.m.	\$2	\$660
(b)	Excavate & dispose of material on site as fill & landscaping.	2200	Cu.m.	\$2	\$4,400
<b>3.0</b>	<b>PAVEMENT CONSTRUCTION</b>				
(a)	Prepare subgrade	4400	Sq.m.	\$1.50	\$6,600
(b)	200mm thick sub-base	4400	Sq.m.	\$12	\$52,800
(c)	200mm thick CTCR	4400	Sq.m.	\$18	\$79,200
(d)	Asphalt	4400	Sq.m.	\$16	\$70,400
<b>4.0</b>	<b>CONCRETE CONSTRUCTION - Supply and lay complete</b>				
(a)	600mm wide kerb & channel (SM2)	400	L.m.	\$55	\$22,000
(b)	100mm depth concrete footpath	500	Sq.m.	\$55	\$27,500
(c)	150 mm depth concrete driveways	0	Sq.m.	\$65	\$0
<b>5.0</b>	<b>DRAINAGE (including pits)</b>				
(a)	300mm dia pipe, Class 2 FRC		m	\$75	\$0
(b)	375mm dia pipe, Class 2 FRC		m	\$110	\$0
(c)	450mm dia pipe, Class 2 FRC	400	m	\$120	\$48,000
(d)	525mm dia pipe Class 2 FRC	0	m	\$140	\$0
(l)	Property connections	0	No.	\$200	\$0
(m)	90mm dia subsoil drain.	400	m	\$24	\$9,600
(n)	Endwalls	0	No.	\$1,200	\$0
(o)	Gross Pollutant trap		No.	\$70,000	\$0
(p)	Gross Pollutant trap		No.	\$30,000	\$0
(q)	Drainage Pits (\$/m)	400	m	\$28	\$11,200
<b>6.0</b>	<b>SERVICE CONDUITS</b>				
(a)	63mm diameter PVC pipe double conduit. (Water & gas)	200	m	\$30	\$6,000

Item	Description	Qty	Unit	Rate	Amount
<b>7.0</b>	<b>MISCELLANEOUS</b>				
(a)	Permanent survey marks.	0	No.	\$250	\$0
(b)	Line marking	600	m	\$1.50	\$900
(c)	Street Signs	10	No.	\$120	\$1,200
<b>8.0</b>	<b>TELSTRA</b>				
(a)	Excavation for Telstra conduits. Conduits to be supplied and installed by Telstra.	0	L.m.	\$20	\$0
(b)	Telstra conduits (installed with service conduits) - (road crossings).	0	L.m.	\$35	\$0
(c)	Trenching for Telstra services to extend 1.0 metres into lots (20mm dia ducts supplied and installed by Telstra).	0	No.	\$50	\$0
<b>9.0</b>	<b>ELECTRICAL</b>				
(a)	Excavation for electricity cables including excavation for pits.	200	L.m.	\$16	\$3,200
(b)	Supply & install electricity conduits (road crossings).	20	L.m.	\$32	\$640
(c)	Supply & install electrical service pits.	20	No.	\$160	\$3,200
(d)	5.5m Street lights incl excav & backfill		No.	\$1,550	\$0
(e)	6mm <sup>2</sup> 2c lighting cable	0	m	\$3	\$0
(f)	16mm <sup>2</sup> 4c service cable	0	m	\$12	\$0
(t)	Testing	1	Item	\$1,000	\$1,000
(u)	As constructed details	1	Item	\$1,000	\$1,000
<b>10.0</b>	<b>LANDSCAPING</b>				
(a)	Landscaping	1	No.	\$2,000	\$2,000
<b>11.0</b>	<b>LAND ACQUISITION</b>				
	Acquisition of land for north south road	2640	m <sup>2</sup>	\$15	\$39,600
<b>12.0</b>	<b>ROUNDBABOUTS</b>				
(a)	Roundabout construction	1	No.	\$400,000	\$400,000
<b>13.0</b>	<b>LIGHTING</b>				
(a)	Lighting of road	200	L. m.	\$360	\$72,000
<b>14.0</b>	<b>Contingency</b>	20%			\$168,700



Item	Description	Qty	Unit	Rate	Amount
	<b>Sub Total</b>				\$1,051,800
<b>15.0</b>	<b>Design Costs</b>	15%			\$126,525
	<b>Grand Total</b>				\$1,178,325



**Table 9: Mooroopna West Growth Corridor - B001 North South Road Bridge**

Item	Description	Qty	Unit	Rate	Amount
1.0	Insurances and Establishment	1	item	\$ 20,000	\$ 20,000
2.0	Concrete base	1625	m2	\$ 120	\$ 195,000
3.0	1.2 x 3.6 RCBC's (15m long)	16	no	\$ 39,099	\$ 625,584
4.0	Pavement	1050	m2	\$ 36	\$ 37,275
5.0	1300 mm High Guardrails	1	item	\$ 20,000	\$ 20,000
6.0	Approach Slabs	28	m3	\$ 250	\$ 7,000
7.0	Headwall and end wall	3.0	m3	\$ 250	\$ 739
8.0	Contingency	20%			\$ 181,120
	<b>Sub Total</b>				\$1,086,717
9.0	Design Costs	15%			\$135,840
	<b>Grand Total</b>				\$1,222,557

**Table 10: Mooroopna West Growth D001 - Regional Drain & Wetland Cost Estimate**

Item	Description	Qty	Unit	Rate	Amount
<b>1.0</b>	<b>Preliminaries</b>				
	Site establishment, traffic management etc	1	No	\$50,000	\$50,000
<b>2.0</b>	<b>Regional Drainage Works</b>				
	Topsoil removal & replacement	130000	m2	\$2.00	\$260,000
	Earthworks	330000	cum	\$2.00	\$660,000
	Minor Creek Earth Works	11250	cum	\$6.80	\$76,500
<b>3.0</b>	<b>Land Acquisition</b>				
	Land acquisition cost of land within the urban flood zone	694812	m2	\$0.40	\$277,925
	Land acquisition cost of land within LSIO	105600	m2	\$10.0	\$1,056,000
	Land acquisition cost of land not in flood overlay	29700	m2	\$15	\$445,500
	Land acquisition cost of trees	37400	m2	\$7.5	\$280,500
<b>4.0</b>	<b>Landscaping</b>	87.25	ha	\$7,500	\$654,375
<b>5.0</b>	<b>Contingency</b>	30%			\$510,263 <sup>(1)</sup>
	<b>Subtotal</b>				\$4,271,062
<b>6.0</b>	<b>Design Cost</b>	15%			\$225,131 <sup>(1)</sup>
	<b>Grand Total</b>				\$4,526,194

1) Excludes land acquisition costs

**Table 11: Mooroopna West Growth D002 – Precinct “A” Floodway Cost Estimate**

Item	Description	Qty	Unit	Rate	Amount
<b>1.0</b>	<b>Preliminaries</b>				
	Site establishment, traffic management etc	1	No	\$15,000	\$15,000
<b>2.0</b>	<b>Regional Drainage Works</b>				
	Earthworks	27900	cum	\$2.00	\$55,800
<b>3.0</b>	<b>Land Acquisition</b>				
	NS floodway	55800	m2	\$12.50	\$697,500
<b>4.0</b>	<b>Landscaping</b>	1	Item	\$10,000	\$10,000
<b>5.0</b>	<b>Contingency</b>	30%			\$24,240 <sup>(1)</sup>
	<b>Subtotal</b>				\$802,540
<b>6.0</b>	<b>Design Cost</b>	15%			\$12,120 <sup>(1)</sup>
	<b>Grand Total</b>				\$814,660

1) Excludes land acquisition costs

**Table 12: Mooroopna West Growth Corridor C001 - Community Facilities Cost Estimate**

Item	Description	Qty	Unit	Rate	Amount
<b>1.0</b>	<b>Community Hub</b>	240	m2	\$3,000	\$720,000
	Land Acquisition	1660	m2	\$70.00	\$116,200
<b>2.0</b>	<b>Car park</b>				
	20 mm thick Asphalt	660	m2	\$10	\$6,600
	300 mm Crushed Rock	660	m2	\$26	\$17,160
	Lines	132	m	\$2	\$198
	Signs	10	No.	\$120	\$1,200
<b>3.0</b>	<b>Landscaping</b>	160	m2	\$100	\$16,000
<b>4.0</b>	<b>Outside play area</b>	1	Item	\$50,000	\$50,000
<b>5.0</b>	<b>Contingency</b>	30%			\$243,347 <sup>(1)</sup>
	<b>Sub Total</b>				\$1,170,705
<b>6.0</b>	<b>Design Cost</b>	15%			\$121,674 <sup>(1)</sup>
	<b>Grand Total</b>				\$1,292,379

1) Excludes land acquisition costs

**Table 13: Mooroopna West Growth Corridor - C002 - Bicycle and Ped Pathways Cost Estimate**

Item	Description	Qty	Unit	Rate	Amount
<b>1.0</b>	<b>Preliminaries</b>				
	Site establishment, traffic management etc	1	No	\$15,000	\$15,000
<b>2.0</b>	<b>Construct approx. 3600m of 2.5m wide concrete path</b>				
	Excavate and trim base	10000	m2	\$2.10	\$21,000
	Supply and install 75mm crushed rock base	750	cum	\$6.49	\$4,866
	100 mm thick concrete path with 1 row of reinforcing mesh	10000	m2	\$45.00	\$450,000
	Supply and install shared bicycle sign and post	20	no	\$120.00	\$2,400
	line marking	4000	m	\$1.50	\$6,000
<b>3.0</b>	<b>Contingency</b>	15%			\$74,890
	<b>Sub-Total</b>				\$574,155
<b>4.0</b>	<b>Design Cost</b>	10%			\$49,927
	<b>Grand Total</b>				\$624,082

**Table 14: Mooroopna West Growth Corridor - C003 - Playgrounds Cost Estimate**

Item	Description	Qty	Unit	Rate	Amount
1.0	Playgrounds	3	No	\$35,000	\$105,000
2.0	Contingency	15%			\$15,750
	<b>Sub Total</b>				\$120,750
3.0	Design Cost	10%			\$10,500
	<b>Grand Total</b>				\$131,250

## Appendix C Schedule 3 Development Contributions Plan Overlay

### Appendix C Schedule 3 Development Contributions Plan Overlay

#### SCHEDULE 3 TO THE DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

Shown on the planning scheme map as **DCPO3**

#### MOOROOPNA WEST DEVELOPMENT CONTRIBUTIONS PLAN

##### 1.0 Area covered by this development contributions plan

As detailed on the Development Contribution Overlay Plan Map

##### 2.0 Summary of costs

Table 10 Summary of Costs – Overall

Facility	Total cost (\$)	Maximum Time of Provision*	Actual cost attributable to development \$	Proportion of overall cost attributable to development %
R001	\$884,594	30	\$884,594	100%
R003	\$393,728	30	\$196,864	50%
R004	\$493,695	30	\$197,478	40%
R005	\$1,178,325	30	\$721,051 <sup>(1)</sup>	80% <sup>(1)</sup>
B001	\$1,222,557	30	\$830,306 <sup>(2)</sup>	80% <sup>(2)</sup>
D001	\$4,526,194	30	\$4,156,845 <sup>(3)</sup>	100% <sup>(3)</sup>
D002	\$814,660	30	\$814,660	100%
C001	\$1,292,379	30	\$1,292,379	100% <sup>(4)</sup>
C002	\$624,082	30	\$499,266	80%
C003	\$131,250	30	\$131,250	100%
<b>Total</b>	<b>\$11,561,463</b>		<b>\$9,724,693</b>	<b>85%</b>

(1) – Costs reduced by \$221,609 already collected or committed

(2) – Costs reduced by \$147,739 already collected or committed

(3) – Costs reduced by \$369,349 already collected or committed

(4) – Only 50% of cost of construction of facility involved in DCP

\* The time of provision of infrastructure is dependant upon the ultimate staging of the development of the Mooroopna West Growth Corridor and will be specified within an approved Infrastructure Plan under the Schedule 14 to the Development Plan Overlay.

### 3.0 Summary of contributions

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Precinct	Total Cost	Development Levies Payable (\$/ha)		
		Residential	Commercial	Private School
Precinct A	<b>\$4,787,080</b>	\$102,318	\$210,080	
Precinct B	<b>\$864,517</b>	\$74,428		\$86,298
Precinct C	<b>\$1,433,063</b>	\$100,764	\$140,803	
Precinct D	<b>\$2,639,052</b>	\$69,252		

*Note: This schedule sets out a summary of the costs and contributions prescribed in the development contributions plan. The above per hectare development levies are based on the total cost of the infrastructure type. The costs are not distinguished by proposed development precincts. Refer to the incorporated development contributions plan for full details and precinct costs.*